JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: CASTELLON ESP
ICAO/IATA: LECH / CDT
Lat/Long: N40° 12.8', E000° 04.4'
Elevation: 1181 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 0.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0711 Z
Sunset: 1634 Z

Runway Information

Runway: 24
Length x Width: 8858 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1181 ft
Lighting: Edge, ALS, Centerline
Stopway: 230 ft

Runway: 06
Length x Width: 8858 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1118 ft
Lighting: Edge, ALS, Centerline, REIL
Stopway: 230 ft

Communication Information

Castellon Tower: 120.675
Castellon Tower: 121.825 Secondary
Valencia Approach: 120.100

1. GENERAL

1.1. TAXI PROCEDURES

All movements of ACFT and towed ACFT on the maneuvering area are subject to previous ATC clearance.

Collision avoidance with other ACFT or obstacles is the responsibility

- of pilots during taxiing on apron;
- of handling companies during towing.

Taxiing on apron is prohibited during arrival or departure of ACFT of code letter E on stand 1SM.

1.2. STANDSTILL OF OPERATIONS IN THE MOVEMENT AREA PROCEDURE (PPOAM)

1.2.1. GENERAL

A PPOAM for RVR lower than 550m is available, which consists of the following phases:

Phase I:	Warning:	RVR 800m or less
Phase II:	Operational standstill:	RVR 550m or less
Phase III:	Operational resumption:	RVR 550m or above with firm improving trend

1.2.2. COMMUNICATION FAILURE

The ACFT 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.

1.2.3. 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.

1.3. PARKING INFORMATION

Towing push-back for all commercial ACFT required on stands 01, 02, 02A, 02B, 03, 04, 05, 05A, 05B, 06, 07, 08, 08A, 08B and 09.

1.4. OTHER INFORMATION

1.4.1. ACFT CODE E RESTRICTIONS

RWY and TWYs are designed to be capable of ACFT code D operation.

Operating of ACFT code E shall have the following restrictions on landing:

ACFT	Length	Wingspan	MTOW (TM)	Restrictions on MTOW on Take-off (TM)
A330-200	192.9'/58.8m	197.8'/60.3m	230	215
A340-300	208.86'/63.66m	197.8'/60.3m	267.5	240
A350-900	219.46'/66.89m	212.6'/64.8m	268	260
B777-200	199.8'/60.9m	209'/63.7m	247.2	241
B787-800	186'/56.7m	196.9'/60m	172.4	-

2. ARRIVAL

2.1. RWY OPERATION

When leaving the RWY, pilots will report RWY vacated.

Landing RWY 06:

- ACFT will taxi up to THR 24 turn pad, making a turn of 180 degrees and taxiing up to THR 06, vacating RWY via TWY C2.
- ACFT of code letter A or B may perform the 180 degree turn on the RWY before arriving at the turn pad and taxi up to THR 06, exiting the RWY via TWY C2, after prior request to TWR.

Landing RWY 24:

- ACFT will vacate the RWY after landing at THR 06 via TWY C2.
- ACFT of code letter A, B and C which are performing non-commercial flights may perform a 180 degree turn at the SWY/CWY situated at THR 06, after prior request to TWR.

2.2. TAXI PROCEDURES

ACFT 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.

2.3. OTHER INFORMATION

2.3.1. OPERATION OF CODE LETTER UP TO 2C ACFT DURING RESTRICTED USE

- No departure with destination Castellon APT shall be accomplished until contact with the safety service has been made.
- Advise APT security by telephone (+34-964 578 600 extension 2701).
- Notify the arrival (mandatory) on the frequency 120.675 MHz.
- Keep watch on the cited frequency until the ACFT has parked completely.
- By following the visual aids, commanders themselves shall exit the RWY and taxi through the maneuvering area and apron until they arrive at their own stand.

3. DEPARTURE

3.1. START-UP, PUSH-BACK AND TAXI PROCEDURES

Pilots shall request TWR clearance to start up engines, including the complete ACFT call sign and the stand number.

ACFT must be ready for towed push-back within 5 minutes following the approved start-up time. Otherwise, the pilot shall inform ATC.

When an ACFT is ready for push-back, it shall request permission from TWR before initiating this. Start-up of engines above idling is prohibited until the ACFT has finished the push-back.

Unless otherwise instructed:

- on stands 01, 02, 02A, 02B and 03 the push-back maneuvers shall be conducted by nosing the ACFT to the Northwest.
- on stands 04, 05, 05A, 05B, 06, 07, 08, 08A, 08B and 09 the push-back maneuvers shall be conducted by nosing the ACFT to the Southwest.

3.2. RWY OPERATION

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

Take-off RWY 06: ACFT access to RWY via TWY C2 up to THR 06.

Take-off RWY 24: ACFT access to RWY via TWY C2, taxiing up to THR 24 turn pad, making a turn of 180 degrees.

3.3. OTHER INFORMATION

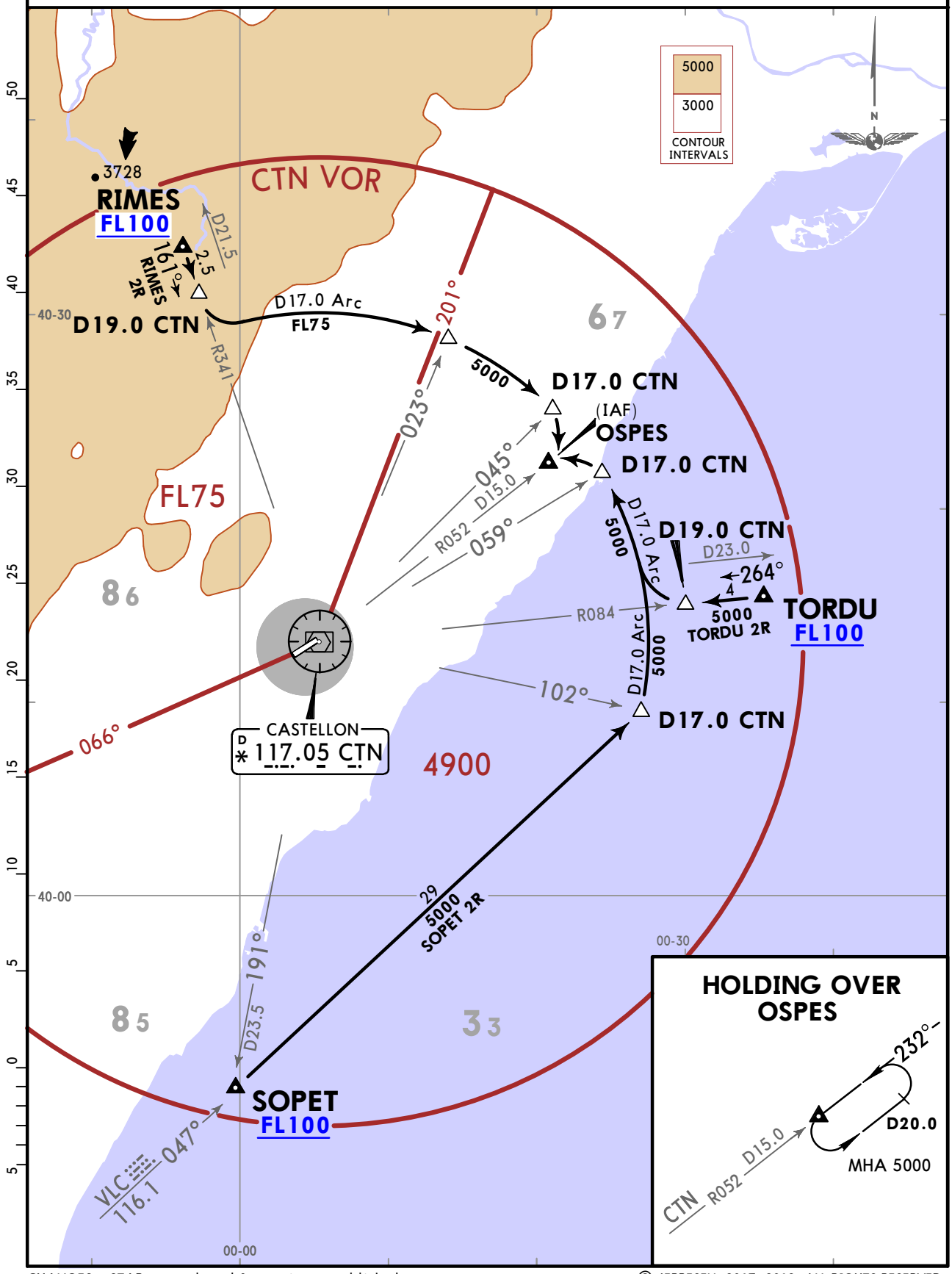
3.3.1. OPERATION OF CODE LETTER UP TO 2C ACFT DURING RESTRICTED USE

- Advise APT security by telephone (+34-964 578 600 extension 2701).
- Notify start-up prior to take-off on the frequency 120.675 MHz.
- Keep watch on the cited frequency in case of response from personnel who could be within the movement area.

Apt Elev	
1181	Alt Set: hPa Trans level: By ATC

RIMES 2R [RIME2R]
SOPET 2R [SOPE2R]
TORDU 2R [TORD2R]
RWY 24 ARRIVALS

SPEED: MAX 250 KT AT OR BELOW FL120

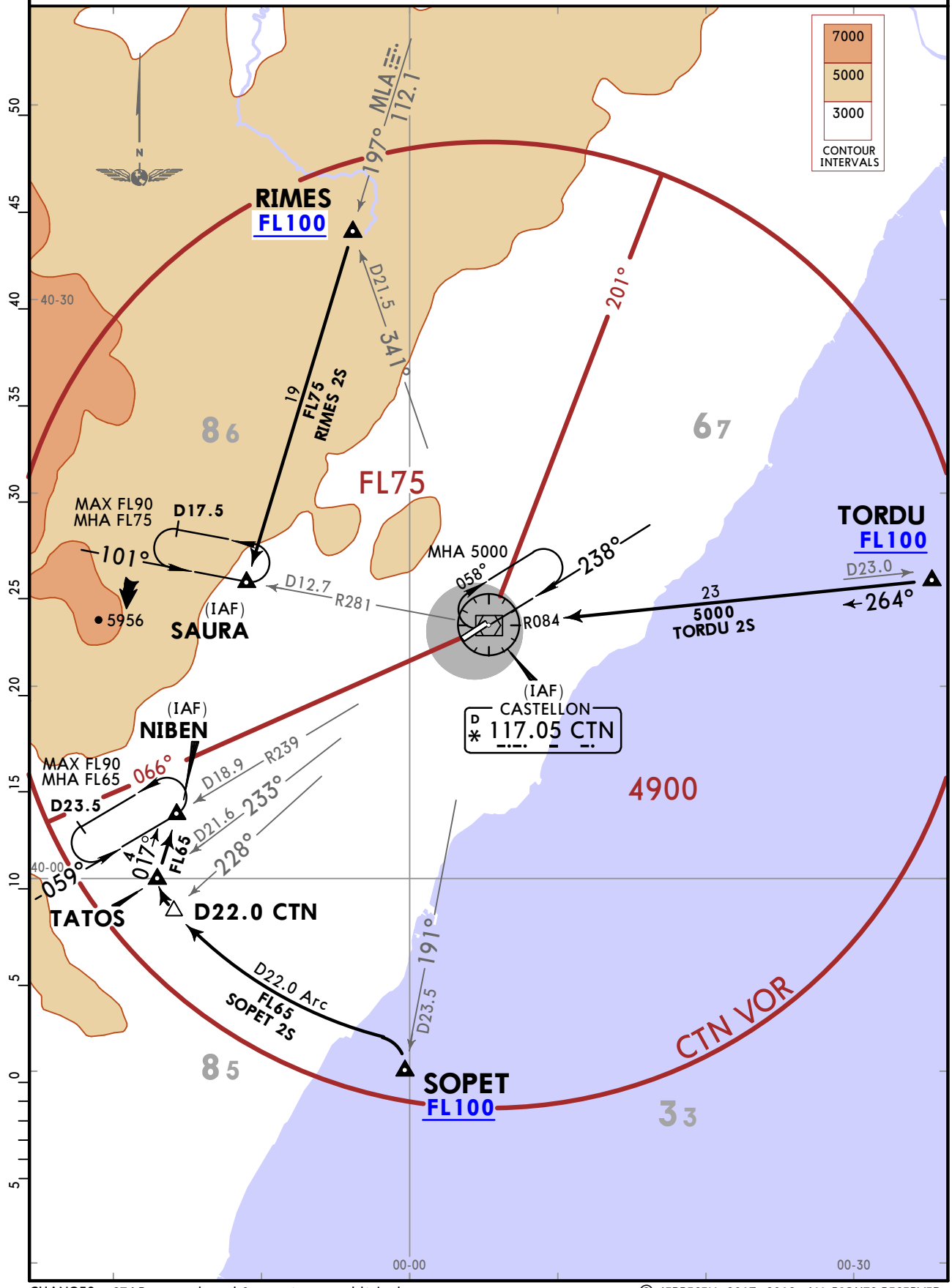


CHANGES: STARs renumbered & crossings established.

Apt Elev	
1181	Alt Set: hPa Trans level: By ATC

RIMES 2S [RIME2S]
SOPET 2S [SOPE2S]
TORDU 2S [TORD2S]
RWY 06 ARRIVALS

SPEED: MAX 250 KT AT OR BELOW FL120



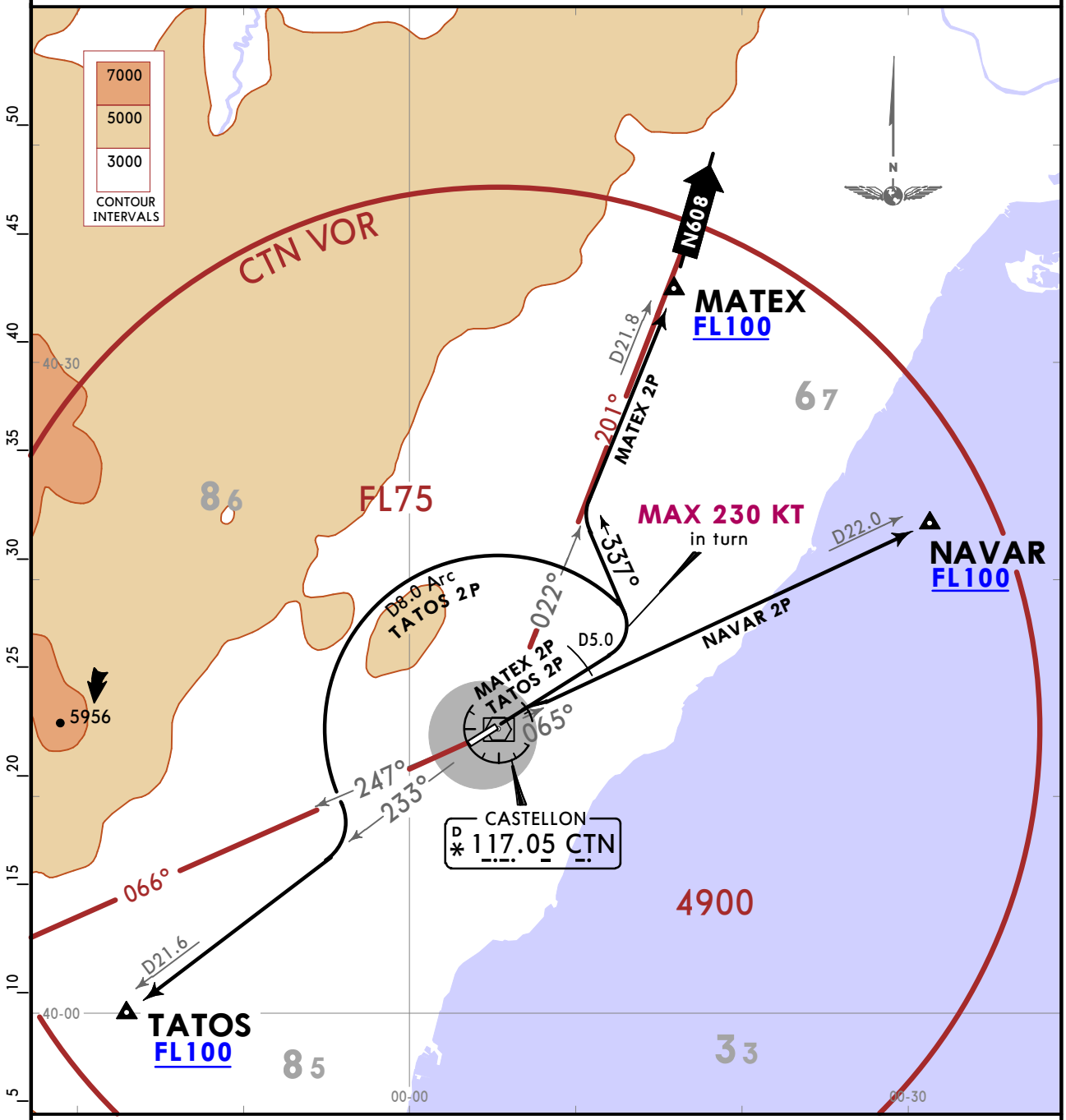
CHANGES: STARs renumbered & crossings established.

Apt Elev 1181

Trans alt: 6000

MATEX 2P [MATE2P]
NAVAR 2P [NAVA2P]
TATOS 2P [TATO2P]
RWY 06 DEPARTURES

SPEED: MAX 250 KT UNTIL LEAVING FL120



These SIDs require minimum climb gradients of
MATEX 2P: 6.1% up to FL 100.
NAVAR 2P: 6.6% up to FL100.
TATOS 2P: 5.0% up to FL75.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.1% V/V (fpm)	463	618	927	1235	1544	1853
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

SID	ROUTING
MATEX 2P	Climb on runway heading to D5.0 CTN, turn LEFT, 337° heading, intercept CTN R022 to MATEX.
NAVAR 2P	Climb on CTN R065 to NAVAR.
TATOS 2P	Climb on runway heading to D5.0 CTN, turn LEFT, along D8.0 CTN Arc, when passing CTN R247 turn RIGHT, intercept CTN R233 to TATOS.

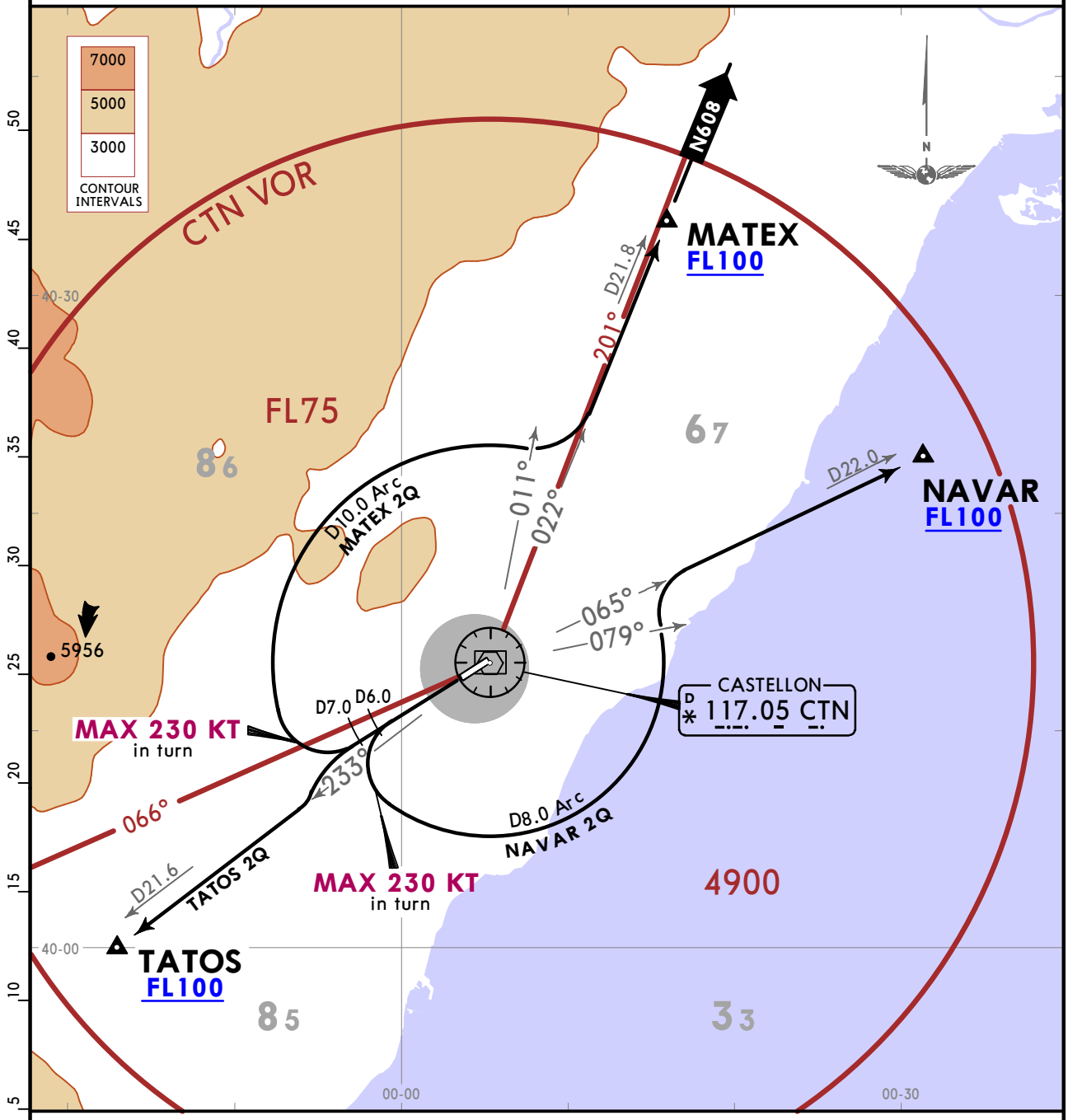
CHANGES: SIDs renumbered & revised.

Apt Elev 1181

Trans alt: 6000

MATEX 2Q [MATE2Q]
NAVAR 2Q [NAVA2Q]
TATOS 2Q [TATO2Q]
RWY 24 DEPARTURES

SPEED: MAX 250 KT UNTIL LEAVING FL120



These SIDs require minimum climb gradients of
MATEX 2Q: 5.0% up to FL75.
NAVAR 2Q: 4.5% up to 5000.
TATOS 2Q: 7.3%. up to FL100.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
5.0% V/V (fpm)	380	506	760	1013	1266	1519
7.3% V/V (fpm)	554	739	1109	1479	1848	2218

SID	ROUTING
MATEX 2Q	Climb on runway heading to D7.0 CTN, turn RIGHT, along D10.0 CTN Arc, when passing CTN R011 turn LEFT, intercept CTN R022 to MATEX.
NAVAR 2Q	Climb on runway heading to D6.0 CTN, turn LEFT, along D8.0 CTN Arc, when passing CTN R079 turn RIGHT, intercept CTN R065 to NAVAR.
TATOS 2Q	Climb on runway heading to D7.0 CTN, turn LEFT, intercept CTN R233 to TATOS.

CHANGES: SIDs renumbered & revised.

RWYS 06, 24 CONTINGENCY DEPARTURES

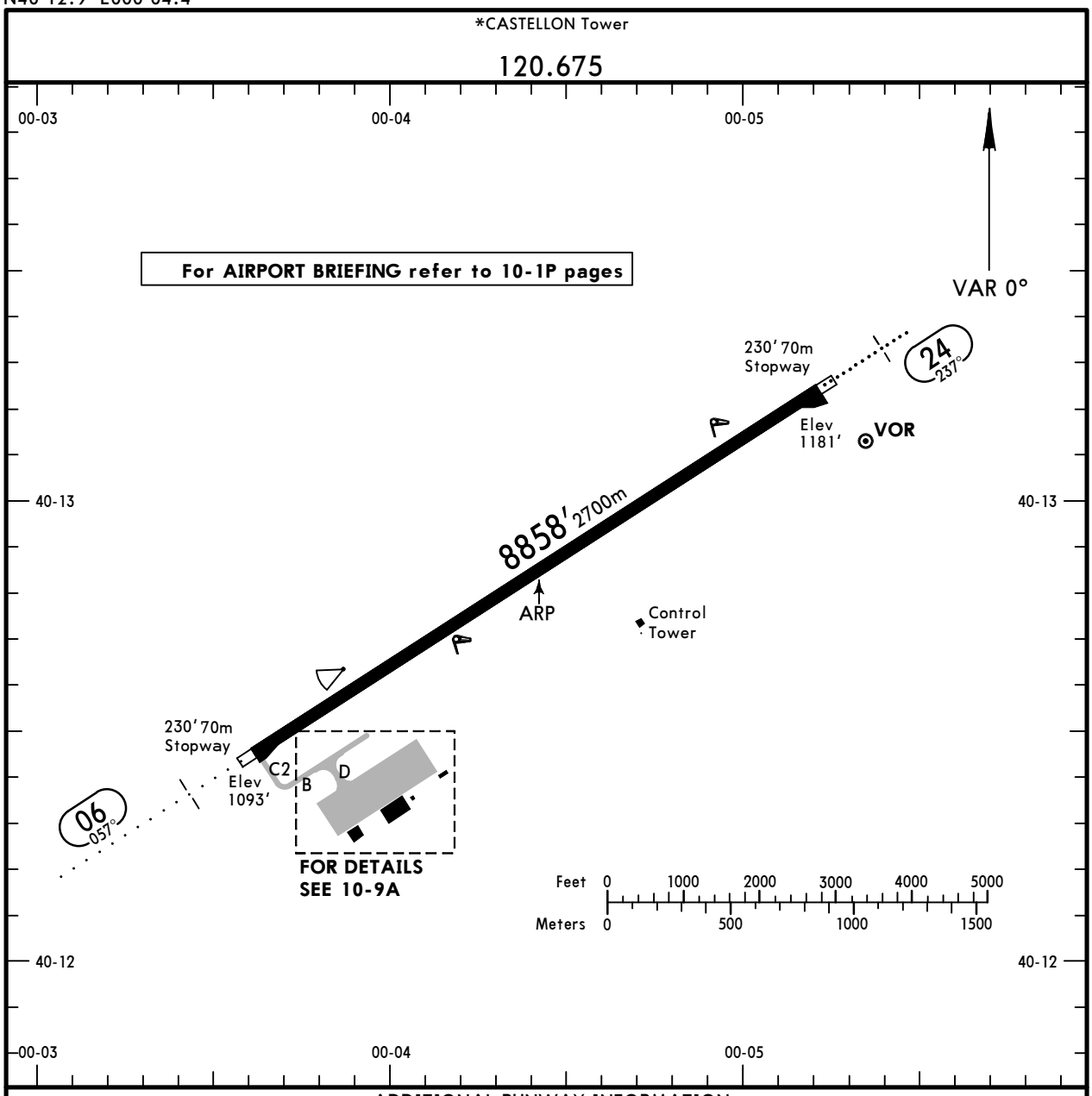
In the event of failure of CTN VORDME the following procedures shall be carried out:

RWY 06: Climb on runway heading to 5500, turn and follow ATC instructions.
RWY 24: Climb on runway heading to 6500, turn and follow ATC instructions.

These departures require minimum climb gradients of
RWY 06: 6.6%.
RWY 24: 8.4%.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005
8.4% V/V (fpm)	638	851	1276	1701	2127	2552

CHANGES: New chart (CONTINGENCY DEPS established).



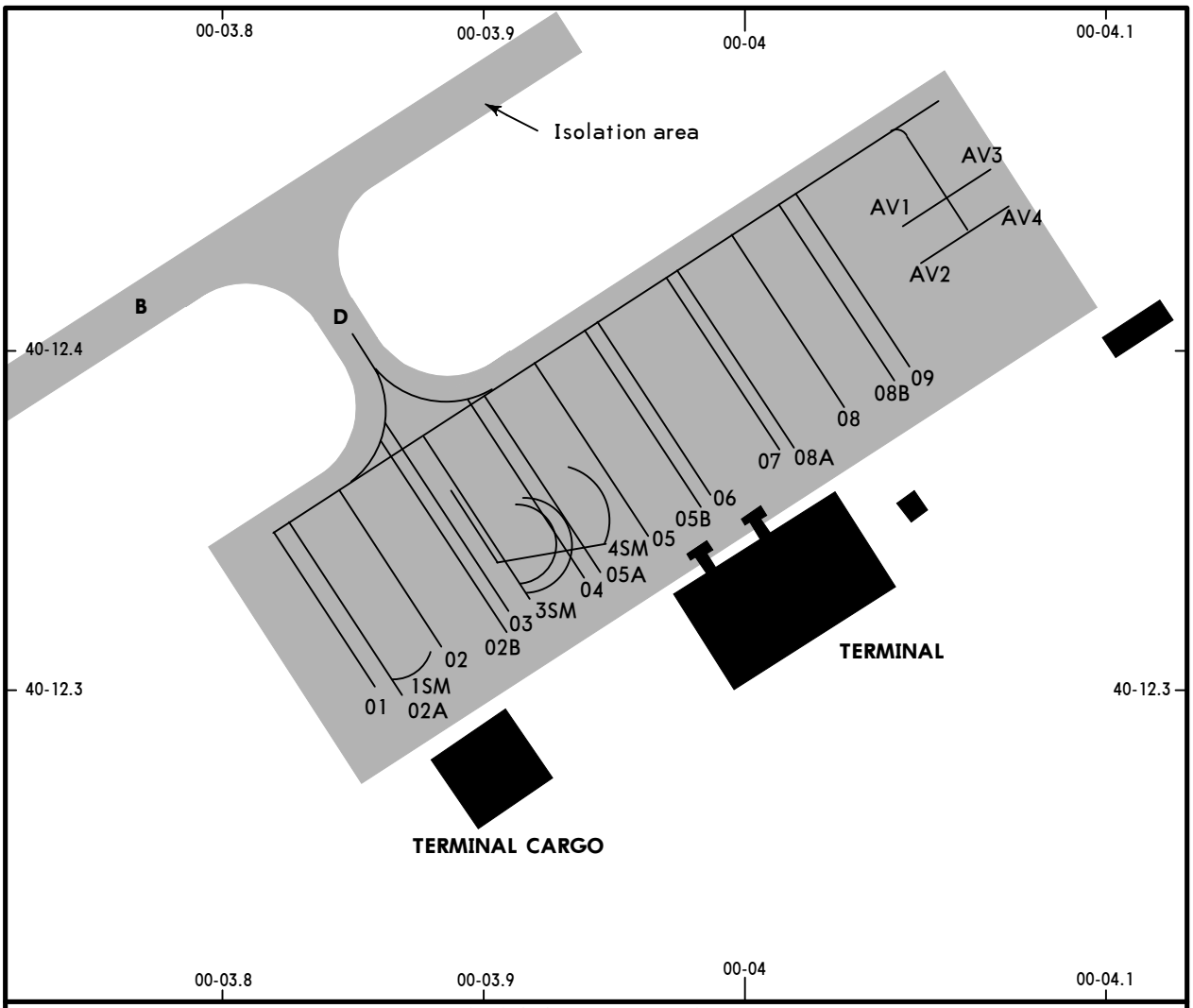
ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
06	RL(60m) CL(30m) HIALS REIL PAPI-L (3.00°) RVR		7947′ 2422m		148′
24	RL(60m) CL(30m) ALS PAPI-L (3.00°)				45m

Standard TAKE-OFF

A	RVR 550m VIS 800m
B	
C	
D	

CHANGES: REIL. Take-off.



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
01 thru 04	N40 12.3 E000 03.9	1SM, 3SM, 4SM	N40 12.3 E000 03.9
05	N40 12.3 E000 04.0	AV1 thru AV4	N40 12.4 E000 04.1
05A	N40 12.3 E000 03.9		
05B thru 08A	N40 12.4 E000 04.0		
08B, 09	N40 12.4 E000 04.1		

CHANGES: None.

LECH/CDT
CASTELLON

JEPPESEN
25 OCT 19 (11-1) Eff 7 Nov

CASTELLON, SPAIN
ILS or LOC Rwy 06

BRIEFING STRIP™

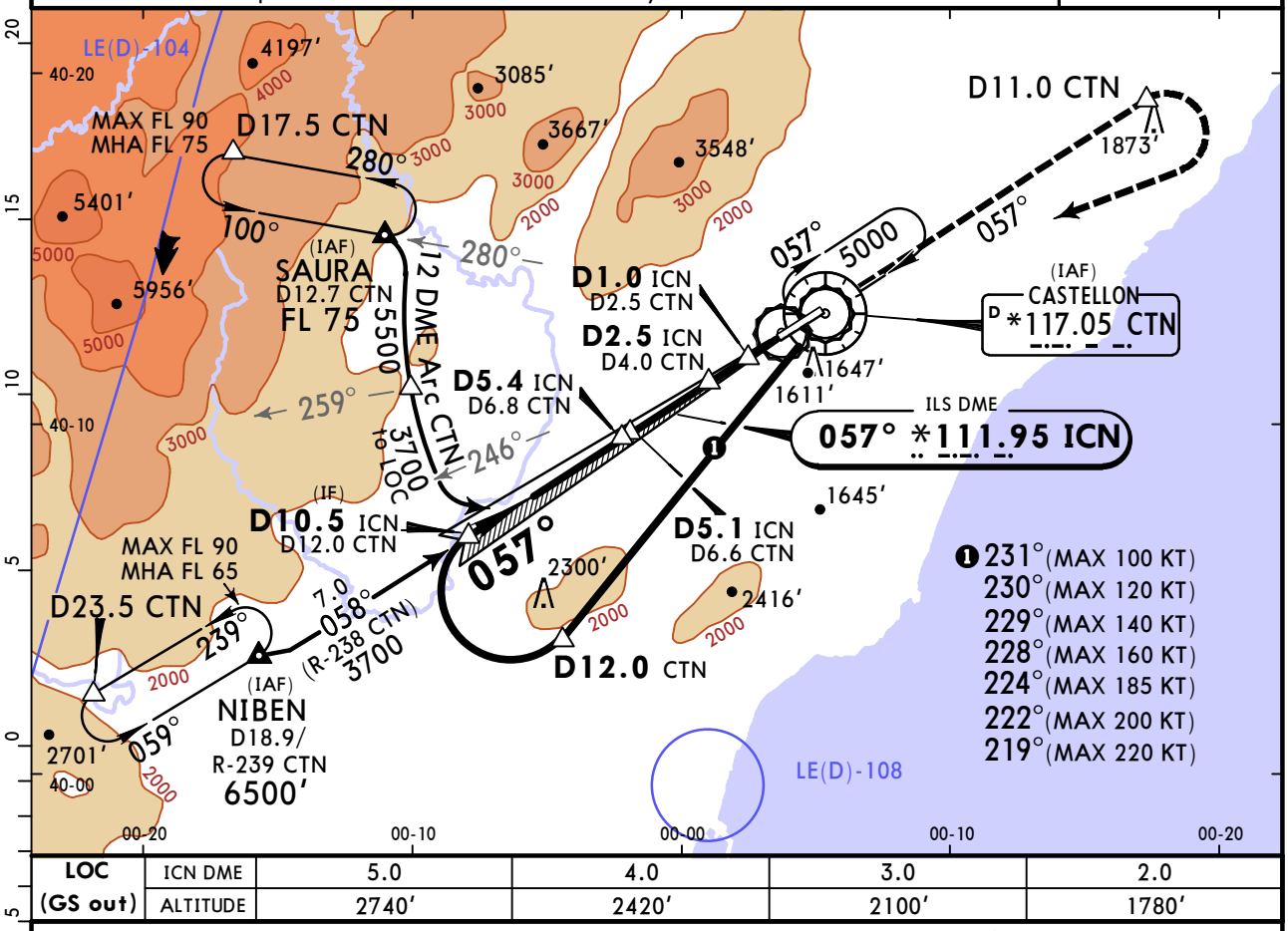
VALENCIA Control (APP)	*CASTELLON Tower
120.1	120.675

LOC ICN	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 1181′ Rwy 1093′
*111.95	057°	D5.1 ICN 2800′ (1707′)		

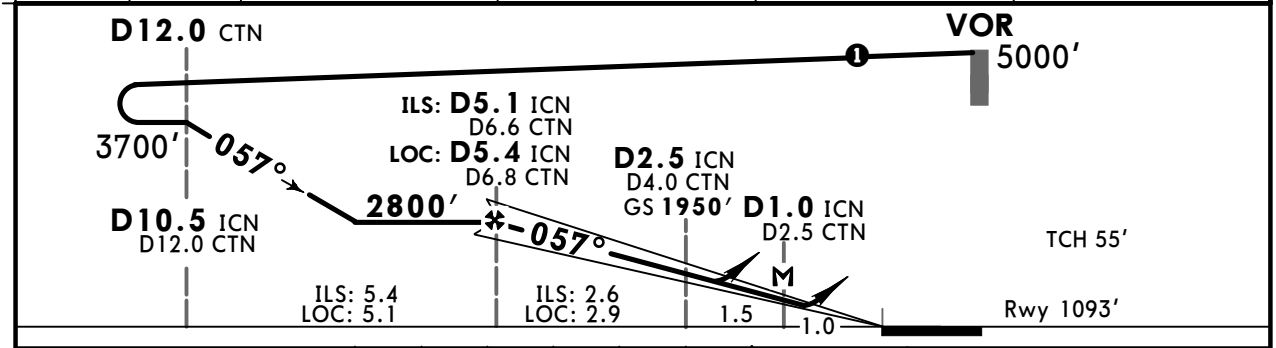
MISSED APCH: Climb on runway heading to D11.0 CTN, then turn RIGHT to VOR and join holding at 5000′ or above.

Alt Set: hPa	Rwy Elev: 39 hPa	Trans level: By ATC	Trans alt: 6000′

1. VOR and DME required. 2. ILS DME reads zero at rwy 06 threshold.



LOC (GS out)	ICN DME	5.0	4.0	3.0	2.0
	ALTITUDE	2740′	2420′	2100′	1780′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0 ICN/D2.5 CTN							

HIALS
REIL
PAPI
D11.0 CTN on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY **06**

ILS	LOC (GS out)
DA(H) A:1450′(357′) C:1470′(377′) B:1462′(369′) D:1481′(388′)	CDFA DA/MDA(H) 1510′(417′)

	FULL/TDZ or CL out	ALS out		ALS out
A	RVR 900m	RVR 1500m	RVR 1200m	RVR 1500m
B	RVR 1000m			
C		RVR 1700m		RVR 1900m
D	RVR 1100m	RVR 1800m		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	2000′(819′)	1500m
135	2000′(819′)	1600m
180	2900′(1719′)	2400m
205	3400′(2219′)	3600m

CHANGES: REIL.

LECH/CDT
CASTELLON

JEPPESEN
25 OCT 19 (13-1) Eff 7 Nov

CASTELLON, SPAIN
VOR Rwy 06

VALENCIA Control (APP)	*CASTELLON Tower
120.1	120.675

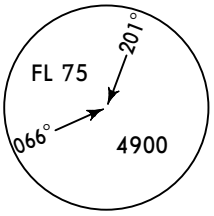
BRIEFING STRIP

VOR CTN	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 1181'
*117.05	059°	D6.8 2800' (1707')	1550' (457')	Rwy 1093'

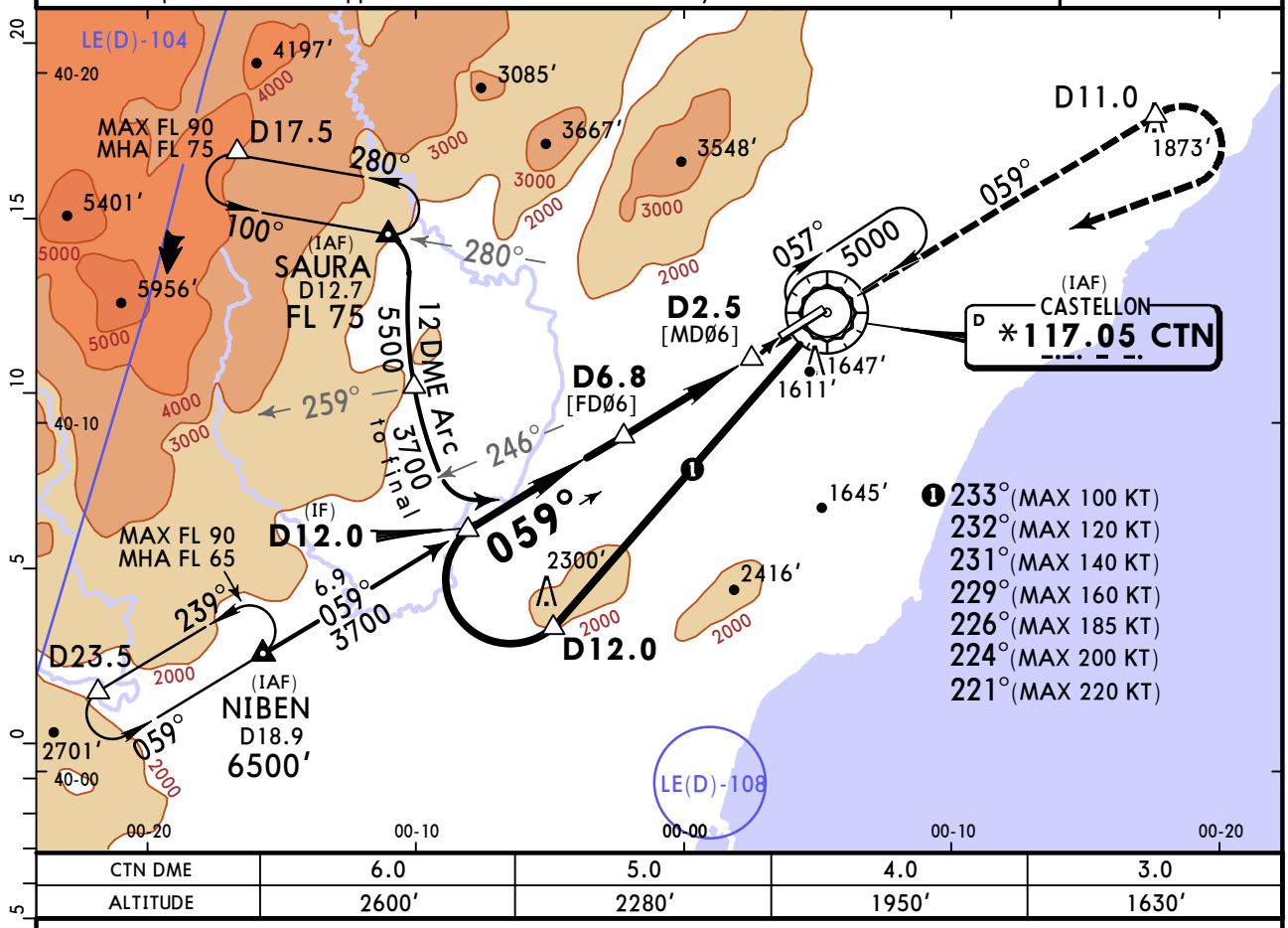
MISSED APCH: Continue on R-239 inbound to VOR, then follow R-059 to D11.0. Turn RIGHT to VOR and join holding at 5000' or above.

Alt Set: hPa	Rwy Elev: 39 hPa	Trans level: By ATC	Trans alt: 6000'

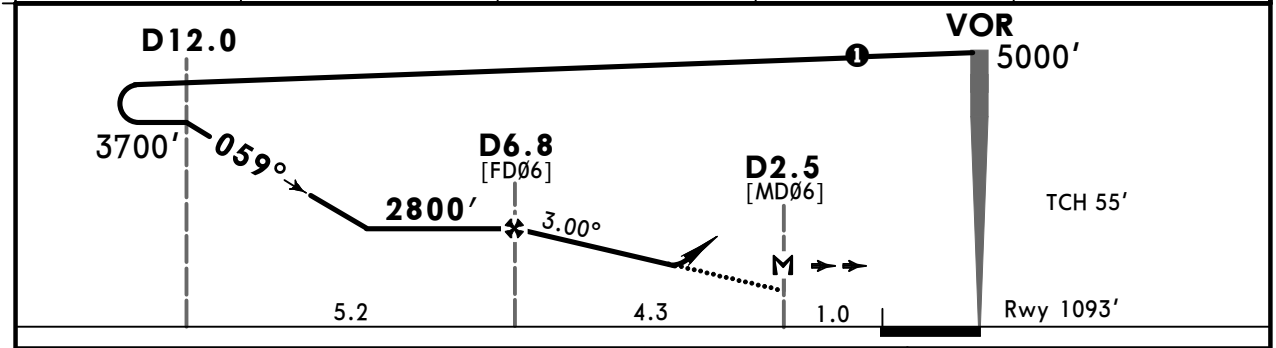
1. DME required. 2. Final approach track offset 1° from rwy centerline.



MSA CTN VOR



CTN DME	6.0	5.0	4.0	3.0
ALTITUDE	2600'	2280'	1950'	1630'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at 2.5							

HIALS
REIL
PAPI

CTN 117.05 | CTN 117.05 on R-239

Standard

STRAIGHT-IN LANDING RWY 06
CDFA
DA/MDA(H) 1550' (457')

CIRCLE-TO-LAND

PANS OPS

	ALS out	RVR 1500m	RVR 2100m	RVR 1400m
A				
B				
C				
D				

Max Kts	MDA(H)	VIS
100	2000' (819')	1500m
135	2000' (819')	1600m
180	2900' (1719')	2400m
205	3400' (2219')	3600m

CHANGES: REIL.

LECH/CDT CASTELLON

JEPPESEN

25 OCT 19 (13-2) Eff 7 Nov

CASTELLON, SPAIN VOR

BRIEFING STRIP™

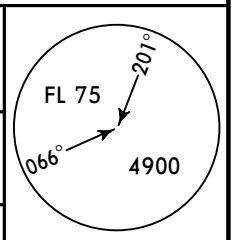
VALENCIA Control (APP)	*CASTELLON Tower
120.1	120.675

VOR CTN	Final Apch Crs	Minimum Alt	MDA(H) Refer to Minimums	Apt Elev 1181′
*117.05	232°	D6.2 3200′ (2019′)		

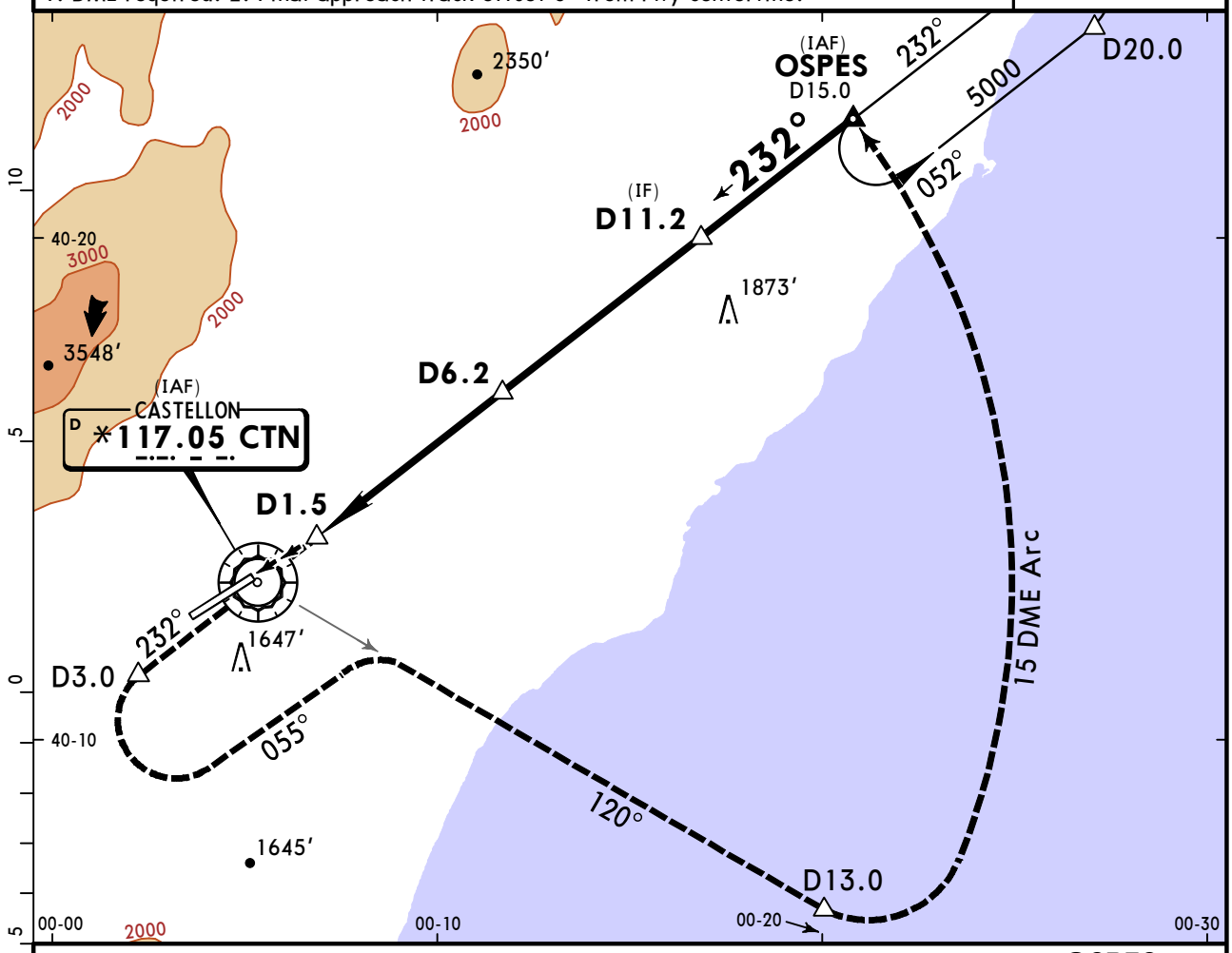
MISSED APCH: Continue on R-052 inbound to VOR, then follow R-232 to D3.0. Turn LEFT (MAX 200KT) onto 055° to intercept and follow R-120 to D13.0. Turn LEFT to intercept and follow 15 DME Arc to OSPES and join holding at 5000′ or above.

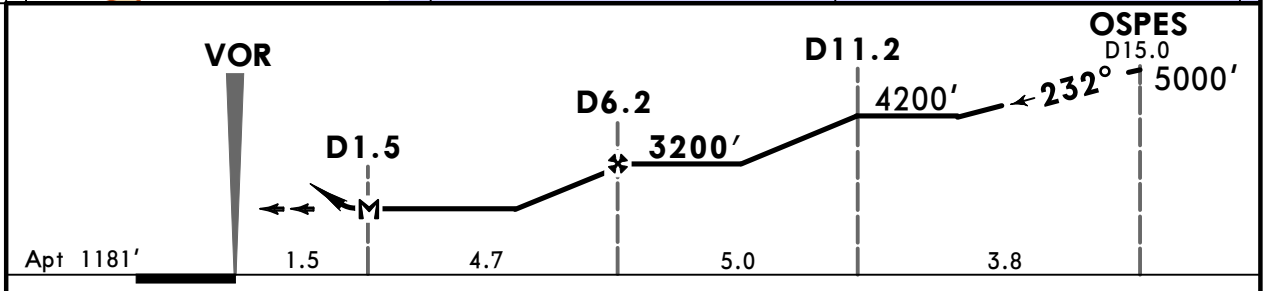
Alt Set: hPa	Apt Elev: 43 hPa	Trans level: By ATC	Trans alt: 6000′

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



MSA CTN VOR





MAP at D1.5								Lighting-Refer to Airport Chart	CTN 117.05 ↑ / CTN 117.05 on R-052

Standard CIRCLE-TO-LAND

Not authorized Northwest of rwy

PANS OPS

	Max Kts	MDA(H)	VIS
A	100	2000′ (819′)	1500m
B	135	2000′ (819′)	1600m
C	180	2100′ (919′)	2400m
D	205	2100′ (919′)	3600m

CHANGES: None.

Chart changes since cycle 23-2019

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

CASTELLON, (CASTELLON - LECH)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LECH

Type: Terminal
Effectivity: Temporary
Begin Date: 20190131
End Date: 20200131

Parking stands 01, 1SM, 02 and 02A as well as TWY part for access to mentioned stands are closed (based on SUP 012-19).

Chart Change Notices for Country ESP

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Information regarding aerodrome Gibraltar is now to be found under country name GIBRALTAR.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Information regarding aerodrome Melilla is now to be found under country name MELILLA.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Information regarding aerodromes El Berriel, Fuerteventura, Gran Canaria, Hierro, La Gomera, Lanzarote, La Palma, Tenerife North and Tenerife South are now to be found under country name CANARY IS.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 28 MAR 19 Upper limit of TMA (D) Galicia chgd to FL 145.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 28 MAR 19 Upper limit of TMA (D) Barcelona chgd to FL 145 (EXC sector 3).

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Seville TMA Area 5 airspace Class chgd to (D) airspace.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 19 JUL 18 RMZ (G) established within TMA Palma VFR sectors (with same lateral and vertical limits).

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Zaragoza TMA: Unless otherwise authorized by the Direcciyn General de Aviaciyn Civil, the use of SSR transponder is compulsory for all aircraft flying within Zaragoza TMA at any level.