

AEROCLUB DE CASTELLÓN

LECN **non official** VISUAL AERODROME CHART

Castellón is a non controlled aerodrome, VFR-HJ operation.

However, non official useful information of known traffics, wind, runway in use, etc, will be provided on Castellón Radio, freq.123,50, when maned.

“When the flight is carried out in accordance with Visual Flight Rules, the Captain of the aircraft is directly responsible for avoiding collisions with obstacles and other aircraft”. (RCA, Libro VI, 6.1.9)

A two-way radio is compulsory to operate at the aerodrome other than very exceptional cases with previous coordination.

Main runway is 18-36.

\* Displaced thresholds for landing in all runways.

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<b>RWY (MTS.)</b>		<b>ASDA</b>	<b>LDA</b>	<b>TORA</b>	<b>TODA</b>
<b>18</b>	ASPHALT	790	675	576	576
<b>36</b>	ASPHALT	790	576	675	675
<b>03</b>	SOIL	763	623	669	669
<b>21</b>	SOIL	763	669	623	623

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Reporting points coordenates:

N/Oropesa N40 04 59 - E000 08 47

W/M<sup>a</sup> Cristina Reservoir N40 01 45 - W000 09 53

S/ Burriana Port N39 51 31 - W000 04 10

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**ARRIVALS:** Arriving aircrafts shall contact Castellón Radio when reaching reporting points N-Oropesa, S-Burriana Port, W-M<sup>a</sup> Cristina Reservoir, or not less than 10 NM inbound the field

when coming from the East. If there is no replay, pilots will transmit position reports and notify intentions, coordinating with other traffics.

Normal circuit patterns over the sea .

When runway 18 in use, aircrafts proceeding from South will pay attention to take- offs on rwy heading and turning left to cross-wind. For that reason, do not approach the field just overflying the coast line and maintain enough separation from it when entering left down wind.

When runway 36 in use, pay attention to traffics on right down wind or right base.

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DEPARTURES: Establish contact with Castellón Radio. Be sure there are not parachutes descending before starting the engines. (No turning propellers/blades). If there is no replay notify intentions and transmit position reports while flying outbound to N, S, or W points or other direction.

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CAUTION: Frequent parachuting activity. Do not take off or land if there are parachutes in the air. The parachutists airplane pilot will always notify “two minutes for drop” and “dropping now”

CAUTION: With strong or moderate NE winds some turbulence and downdraft may be found landing on rwy 36 because of building and trees on the beach. Obstacles just before the runway ! So, do not try to touchdown before the threshold and fly with a normal, not a shallow gradient on very short final !

CAUTION: 107 mts/350 ft height (aprox) commercial radio antenna, 2.5 kms/1,4 nm (aprox) NW of the field (close to right base 18).

CAUTION: After long periods of abnormal heavy rain, both runways but specially 03-21 might be swamped and occasionally, flooded. Call and/or check first.

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**WARNINGS:**

- In order to have a good relationship with neighborhood, if wind allows so and no other airplane in the circuit, runway 18 will be used for landings and 36 for take- offs preferably. In all cases a perfect coordination must be established with other possible traffics in the area. There are some local rules and time restrictions for “touch- and- go” procedures.
- Do not overfly the refinery.

- It's captains responsibility to fill out a flight plan, open and close it or at least, check that someone in the radio room has done it for him. ARO LEVC phone 96 1598539. Valencia APP freq. 120,10.
  - Consider using rwy 03 for taxi to the intersection with the asphalt runway and then back track to holding point 18.
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HELICOPTERS: Use of the taxiway from the hangars to holding point 36 is forbidden for helicopters, even light ones, in translational flight or hovering. Helicopters intending to refuel, will approach from North, flying over the central part of the field, leaving the wind shock on their left and straight on to the apron, next to the fuel station..

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