

**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.

Simultaneous exit of ACFT from stand 1SM prohibited during exit of ACFT of code letter E from stand 4SM.

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	-

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## 2. ARRIVAL

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### 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.

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### 3. DEPARTURE

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#### 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

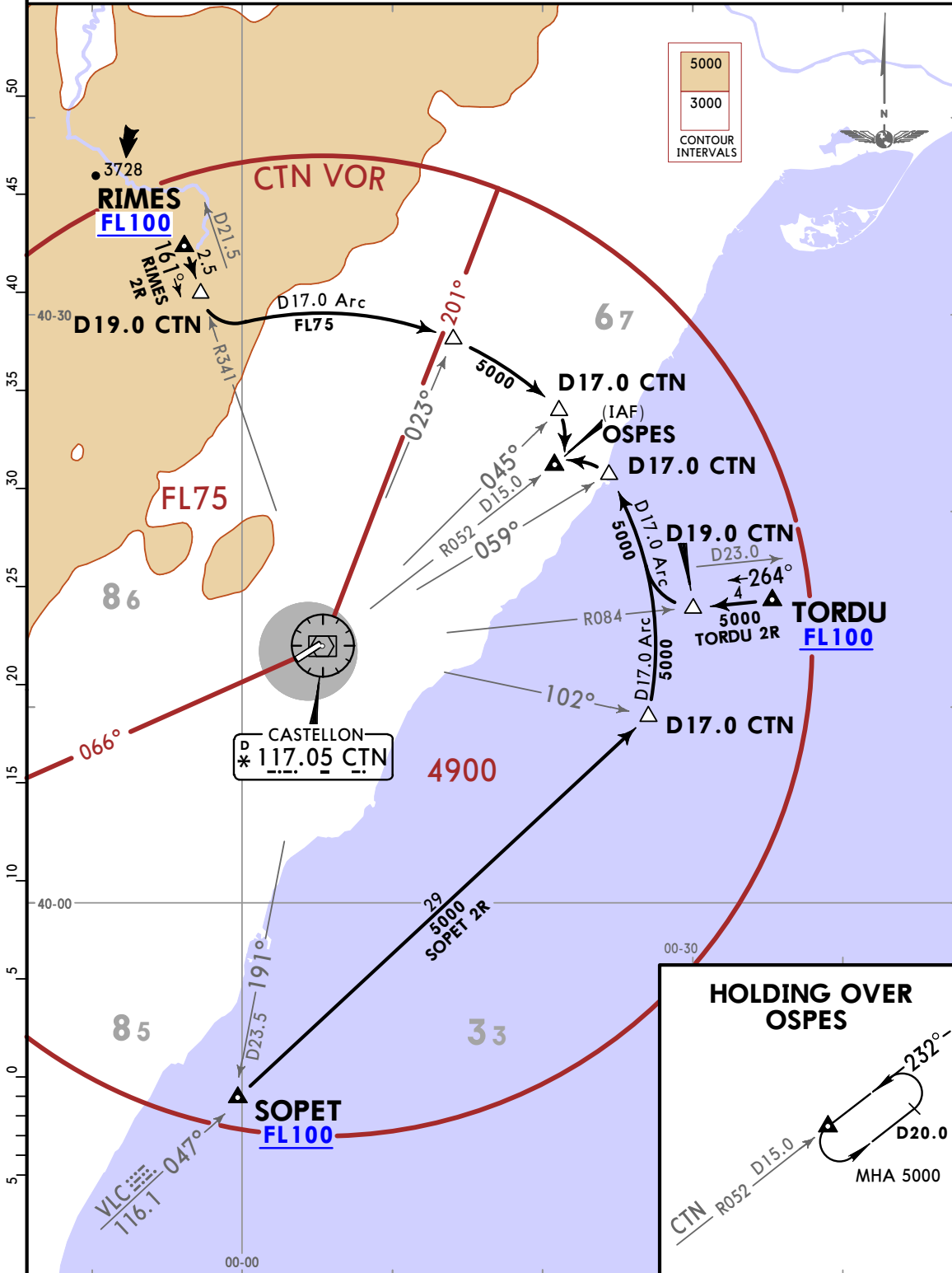
##### 3.3.1. OPERATION OF CODE LETTER UP TO 2C ACFT DURING RESTRICTED USE

- 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**



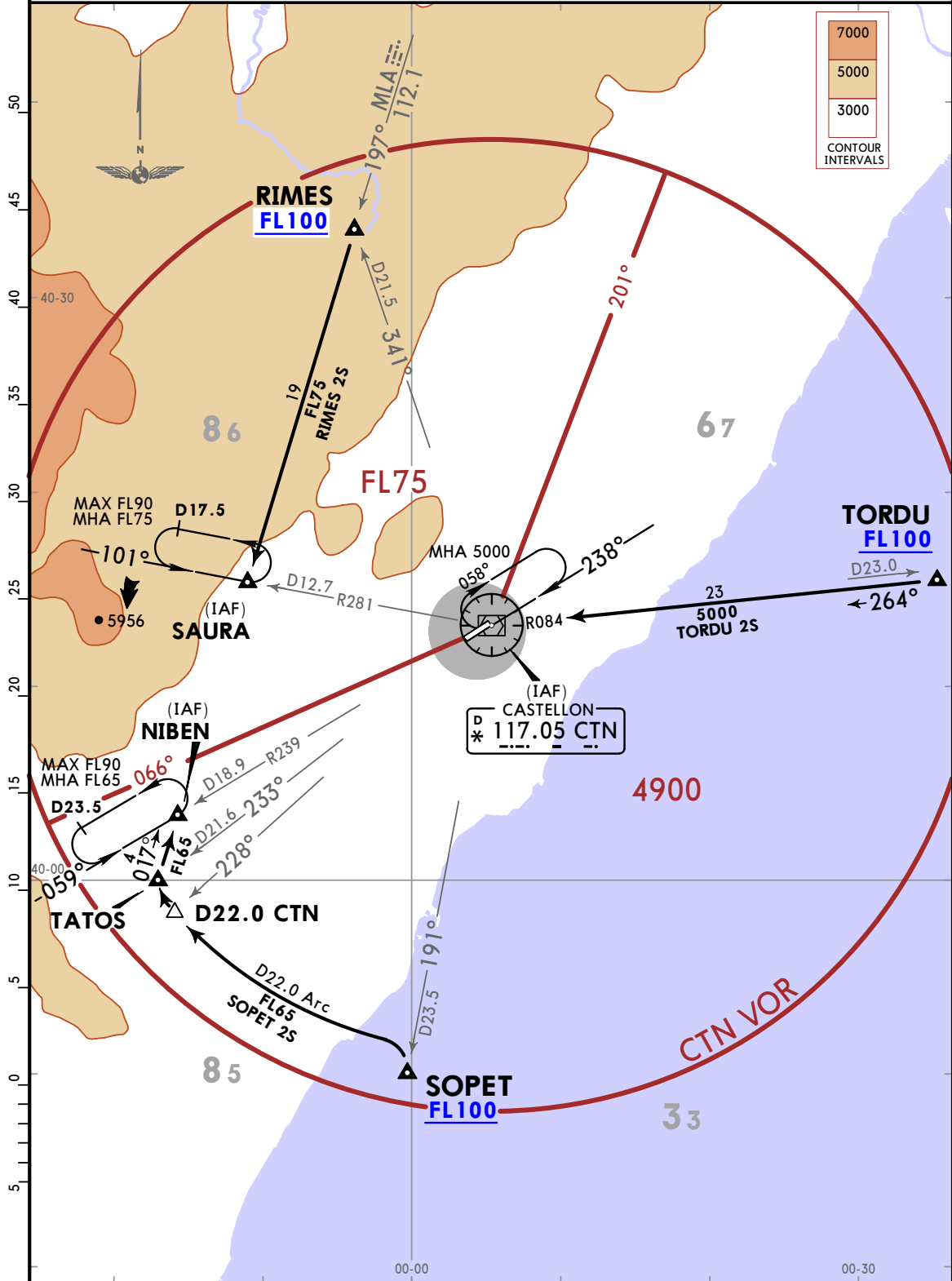
CHANGES: STARs renumbered & crossings established.

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Apt Elev 1181	Alt Set: hPa Trans level: By ATC
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RIMES 2S [RIME2S]  
SOPET 2S [SOPE2S]  
TORDU 2S [TORD2S]  
RWY 06 ARRIVALS

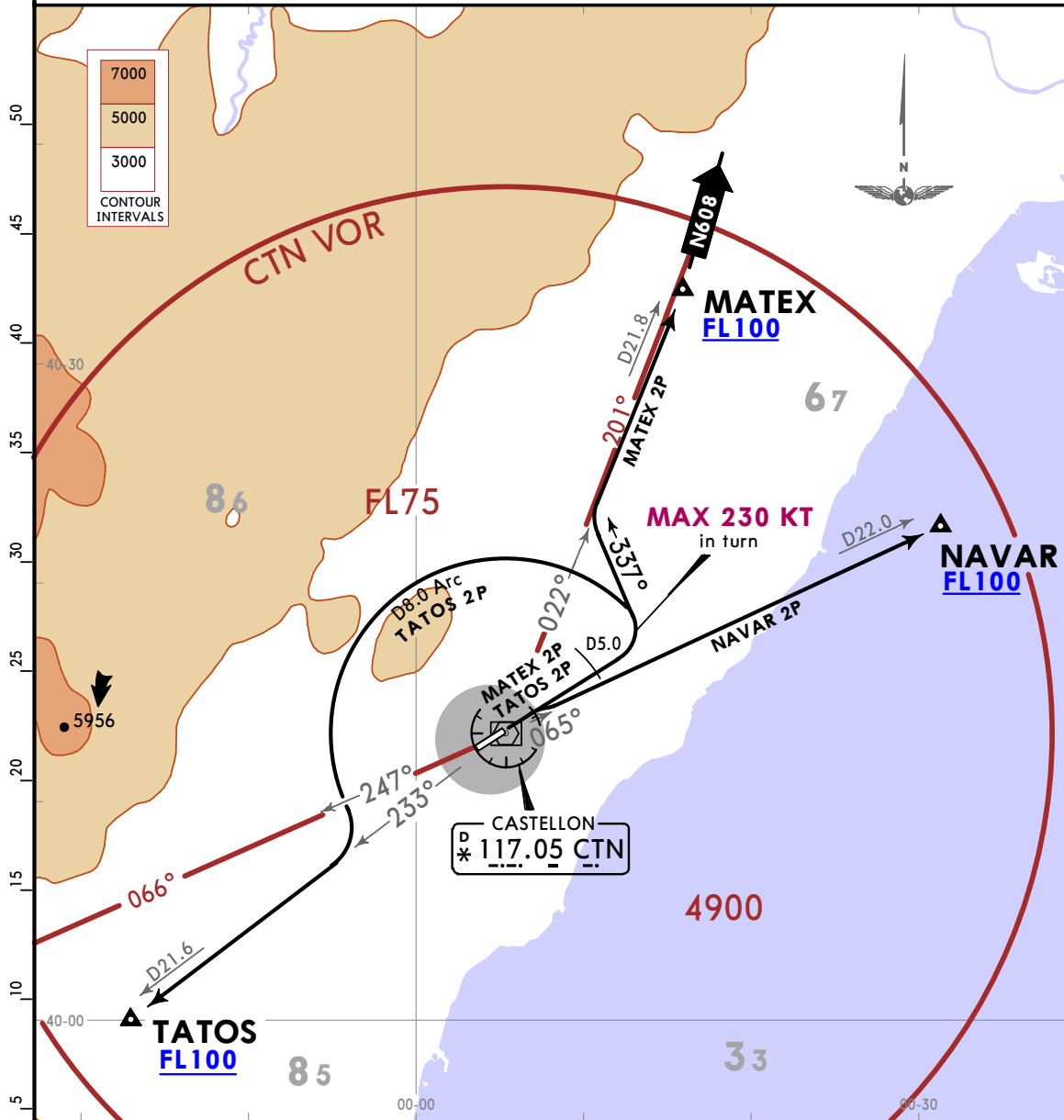
**SPEED: MAX 250 KT AT OR BELOW FL120**



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.

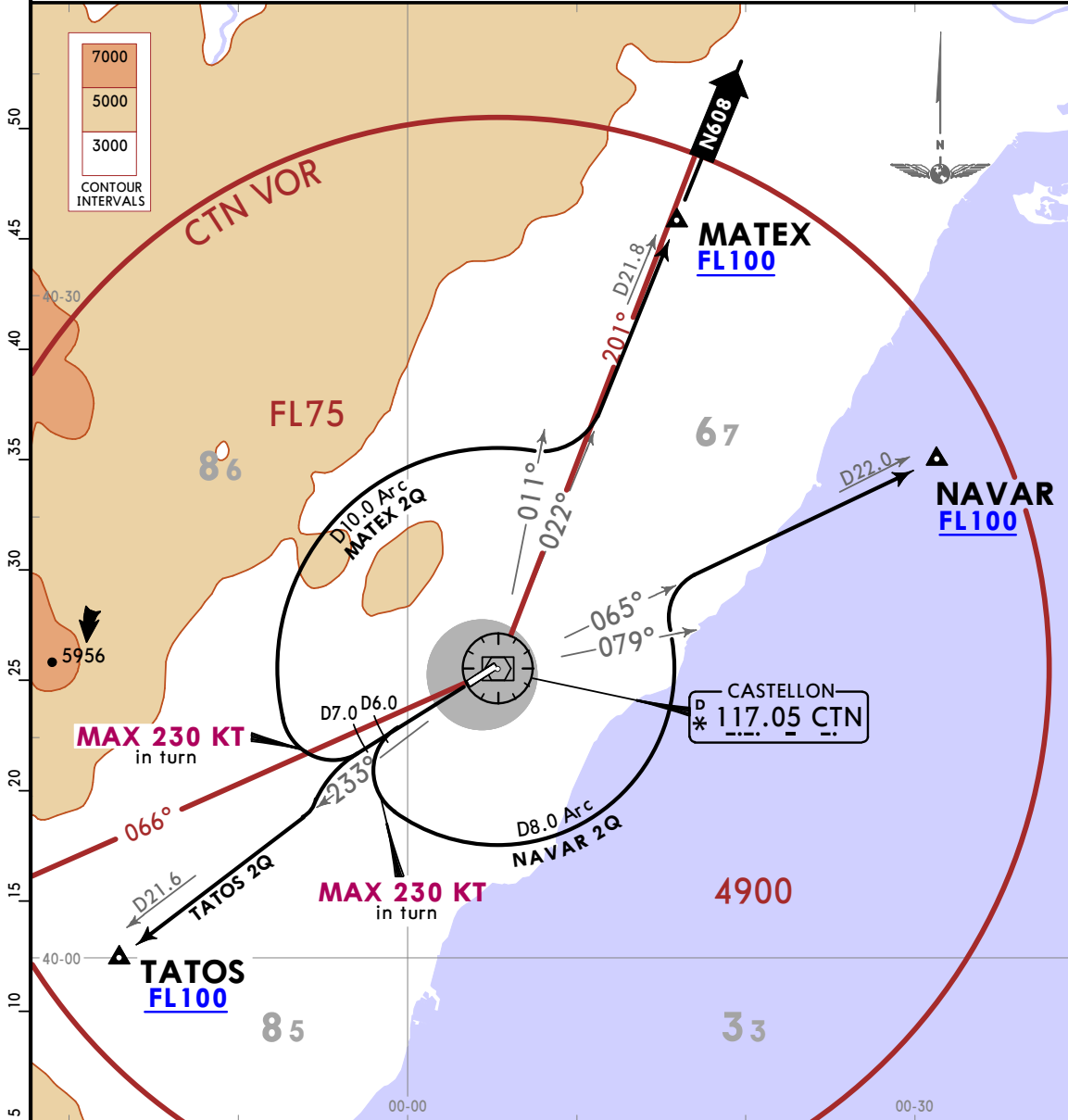
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.1% V/V (fpm)	463	618	927	1235	1544	1853
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

SID	ROUTING
<b>MATEX 2P</b>	Climb on runway heading to D5.0 CTN, turn LEFT, 337° heading, intercept CTN R022 to MATEX.
<b>NAVAR 2P</b>	Climb on CTN R065 to NAVAR.
<b>TATOS 2P</b>	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.

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.

## RWYS 06, 24 CONTINGENCY DEPARTURES

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

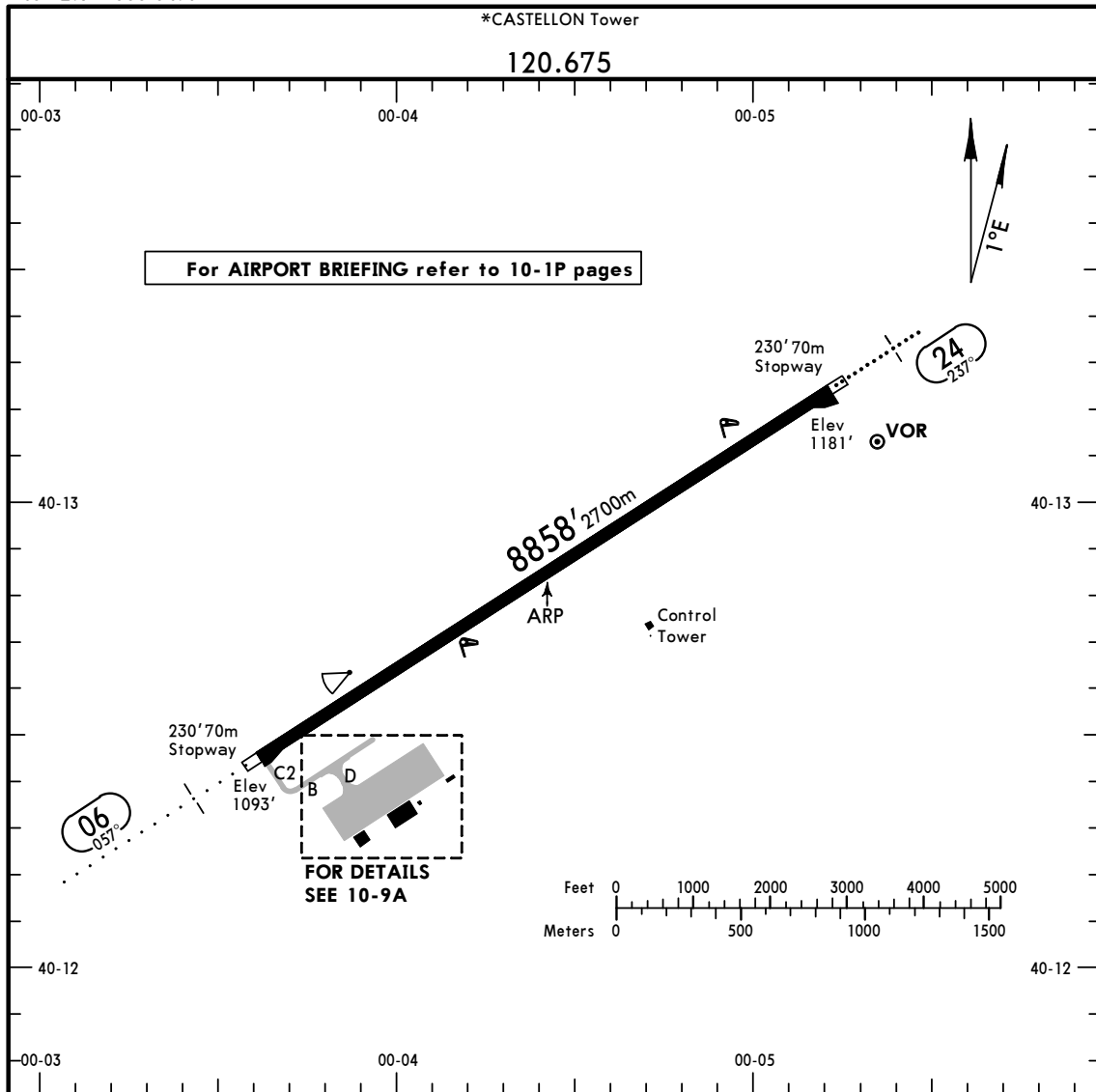
- RWY 06:** Climb on runway heading to 5500, turn and follow ATC instructions.
- RWY 24:** Climb on runway heading to 6500, turn and follow ATC instructions.

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





ADDITIONAL RUNWAY INFORMATION

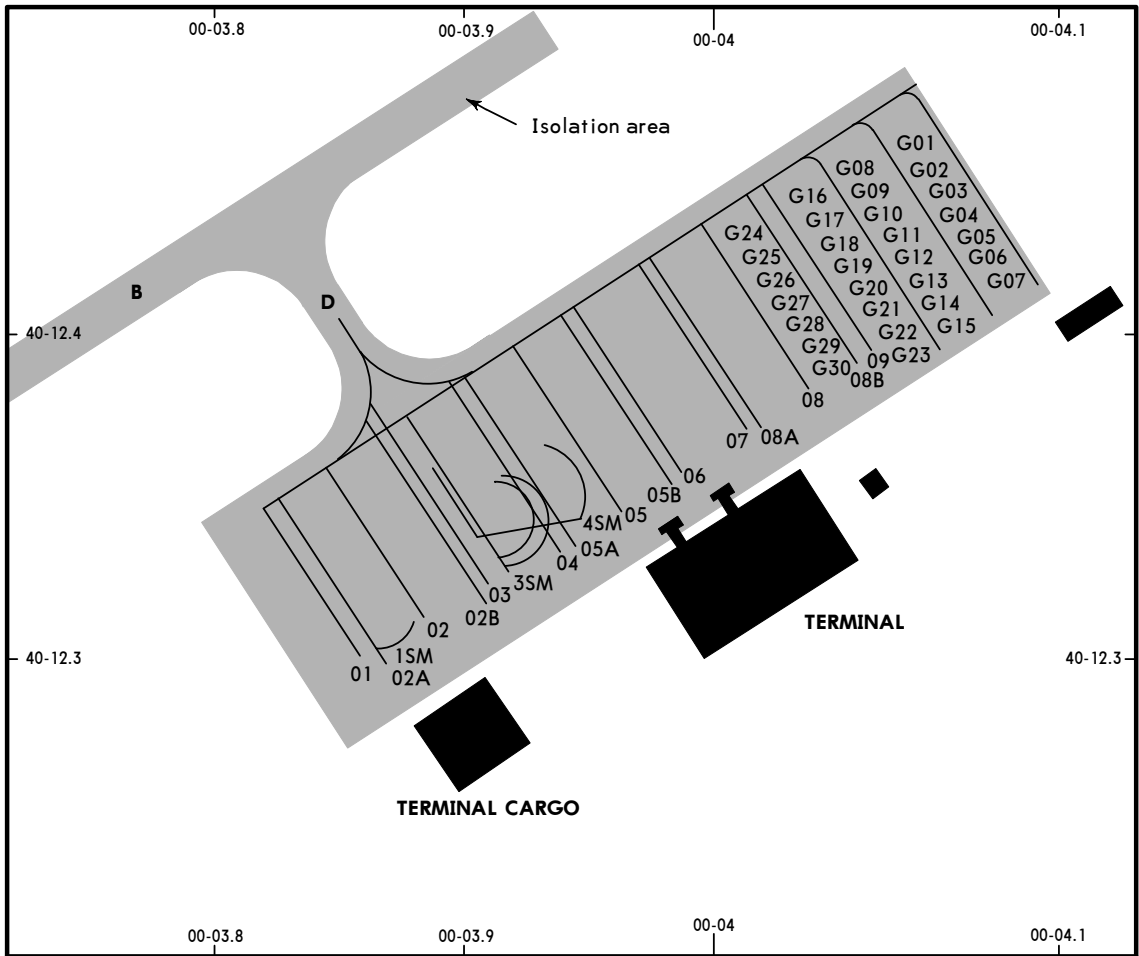
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
	RL (60m)	CL (30m)	HALS	REIL	PAPI-L (3.00°)	RVR		
06	RL (60m)	CL (30m)	HALS	REIL	PAPI-L (3.00°)	RVR		148'
24	RL (60m)	CL (30m)	ALS	PAPI-L (3.00°)			7947' 2422m	45m

Standard

TAKE-OFF

- A
- B
- C
- D

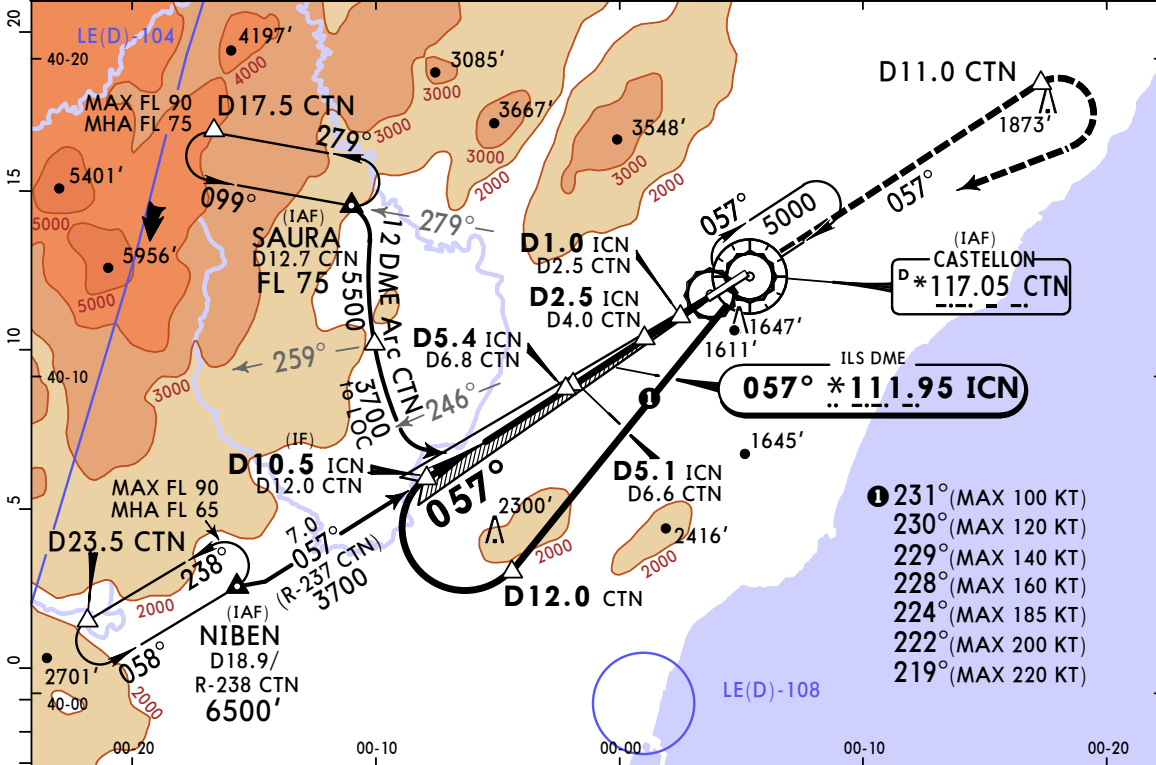
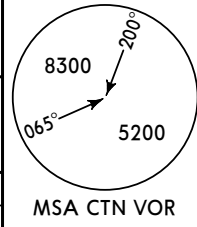
RVR 550m VIS 800m



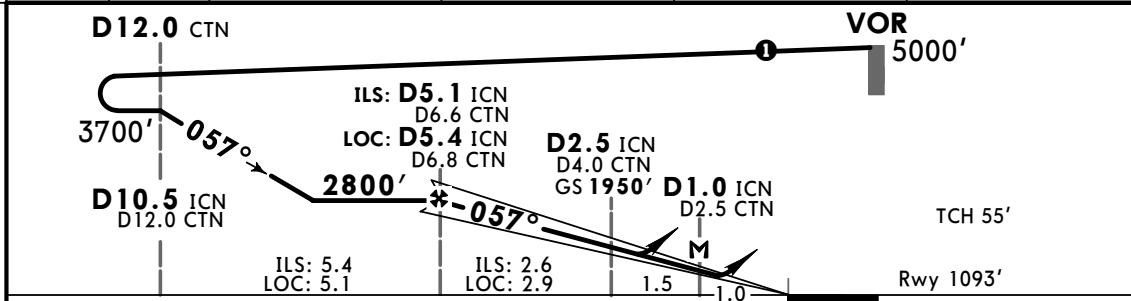
**INS COORDINATES**

STAND No.	COORDINATES	STAND No.	COORDINATES
01 thru 04	N40 12.3 E000 03.9	G01	N40 12.5 E000 04.1
05	N40 12.3 E000 04.0	G02 thru G15	N40 12.4 E000 04.1
05A	N40 12.3 E000 03.9	G16 thru G18	N40 12.4 E000 04.0
05B thru 08A	N40 12.4 E000 04.0	G19 thru G23	N40 12.4 E000 04.1
08B, 09	N40 12.4 E000 04.1	G24 thru G30	N40 12.4 E000 04.0
1SM thru 4SM	N40 12.3 E000 03.9		

VALENCIA Control (APP)				*CASTELLON Tower	
120.1			120.675		
LOC ICN <b>*111.95</b>	Final Apch Crs <b>057°</b>	D5.1 ICN <b>2800'</b> (1707')	ILS DA(H) Refer to Minimums	Apt Elev 1182'	Rwy 1093'
<b>MISSED APCH:</b> 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.					



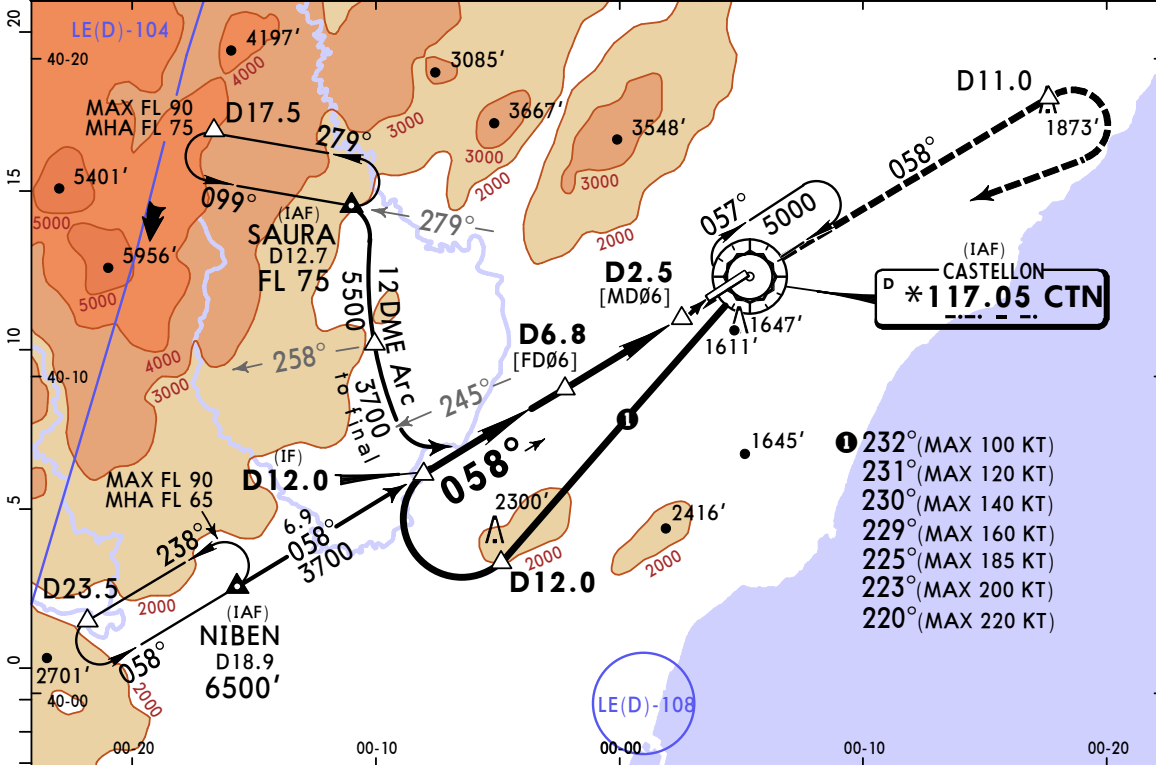
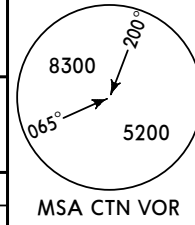
LOC	ICN DME	5.0	4.0	3.0	2.0
(GS out)	ALTITUDE	2740'	2420'	2100'	1780'



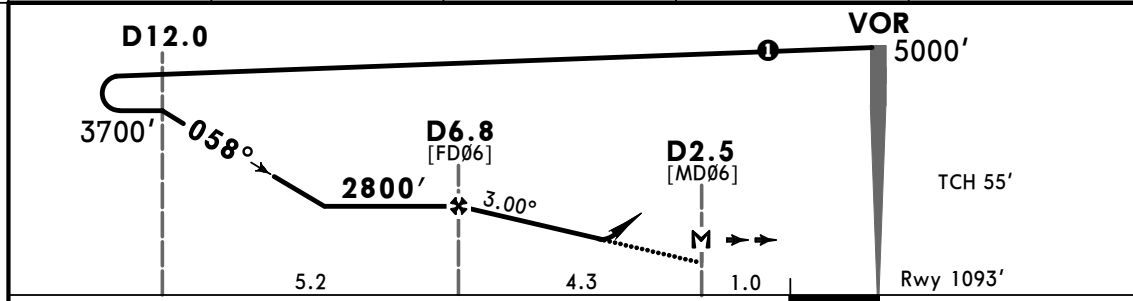
Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI D11.0 CTN on Rwy hdg	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at D1.0 ICN/D2.5 CTN								

PANS OPS	STRAIGHT-IN LANDING RWY 06				CIRCLE-TO-LAND		
	ILS DA(H) A: 1450' (357') C: 1470' (377') B: 1462' (369') D: 1481' (388')		LOC (GS out) CDFA DA/MDA(H) 1510' (417')				
	FULL		ALS out		Max Kts		
	A	RVR 900m			100	2000' (818')	1500m
	B	RVR 1000m			135	2000' (818')	1600m
C	RVR 1100m			180	2970' (1788')	2400m	
D	RVR 1100m			205	3400' (2218')	3600m	

VALENCIA Control (APP)			*CASTELLON Tower		
120.1			120.675		
VOR CTN <b>*117.05</b>	Final Apch Crs <b>058°</b>	D6.8 <b>2800'</b> (1707')	DA/MDA(H) <b>1550'</b> (457')	Apt Elev 1182'	Rwy 1093'
<b>MISSED APCH: Continue on R-238 inbound to VOR, then follow R-058 to D11.0. Turn RIGHT to VOR and join holding at 5000' or above.</b>					
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.					



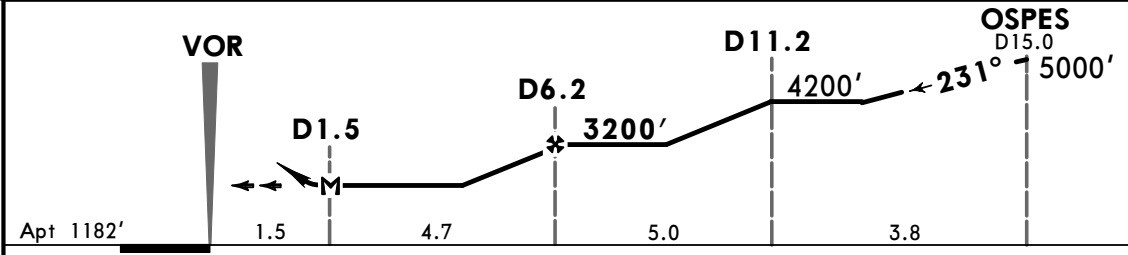
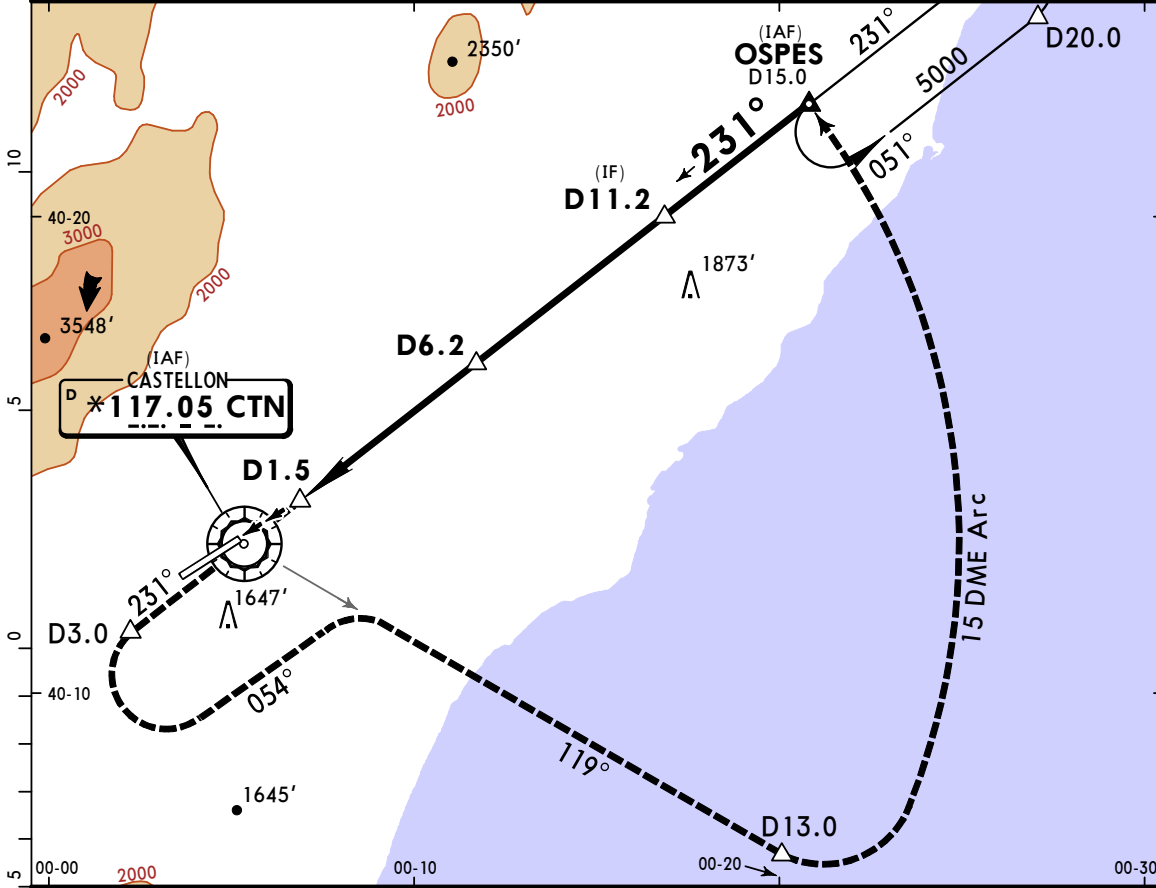
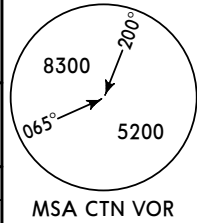
CTN DME	6.0	5.0	4.0	3.0
ALTITUDE	2600'	2280'	1950'	1630'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	CTN <b>117.05</b> on CTN <b>117.05</b> R-238
Descent Angle 3.00°	372	478	531	637	743	849		

PANS OPS	<b>Standard</b>		STRAIGHT-IN LANDING RWY 06		CIRCLE-TO-LAND	
			CDFA			
			DA/MDA(H) <b>1550'</b> (457')			
			ALS out	Max Kts	MDA(H)	VIS
A			100	2000' (818')	1500m	
B		RVR 1500m	135	2000' (818')	1600m	
C	RVR 1400m		180	2970' (1788')	2400m	
D		RVR 2100m	205	3400' (2218')	3600m	

VALENCIA Control (APP)			*CASTELLON Tower		
120.1			120.675		
VOR CTN <b>*117.05</b>	Final Apch Crs <b>231°</b>	<b>D6.2</b> 3200' (2018')	MDA(H) Refer to Minimums	Apt Elev 1182'	
<b>MISSED APCH:</b> Continue on R-051 inbound to VOR, then follow R-231 to D3.0. Turn LEFT (MAX 200KT) onto 054° to intercept and follow R-119 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.					



Lighting-Refer to Airport Chart	CTN <b>117.05</b>	CTN <b>117.05</b>
	↑	on R-051

MAP at D1.5  
**Standard** CIRCLE-TO-LAND  
Not authorized Northwest of rwy

	Max Kts	MDA(H)	VIS
A	100	<b>2000'</b> (818')	1500m
B	135	<b>2000'</b> (818')	1600m
C	180	<b>2100'</b> (918')	2400m
D	205	<b>2100'</b> (918')	3600m