



HOTEL
LA CAMINERA
CLUB DE CAMPO

AIRPORT BRIEFING

ICAO code: LENE-CIUDAD REAL

LA CAMINERA

Airport Elevation 2513' / 766m

“La Caminera” is a private, restrictive and visual airport owned by the company SAGEMAR S.A. and located inside the facilities of “Hotel Golf and Spa Resort*** La Caminera” at 33 NM South East from Ciudad Real.**

GEOGRAPHIC DATA AND AERODROME ADMINISTRATION

ARP: N 38° 40' 10,993" W 3° 18' 12,407"W

Elevation: 2513' / 766 m

Magnetic Deviation: Date 01/01/2015 Declination 53' [WEST] Variation

Secular 7.2' [EAST]

Aerodrome Management: Promociones SAGEMAR S.A.

Type of Airfield: Restrictive/Private Airport

Address: Camino de Altamar, s/n, 13740 Torrenueva, Ciudad Real

Contact Persons: Esteban Ortega: opsmanager@fincalacaminera.com +34 695 386 666

Jean Castay: qualitymanager@fincalacaminera.com +34 744 735 628

Notes: Flight Authorisation Required by email to opsmanager@fincalacaminera.com

BEFORE FLYING TO AND FROM LA CAMINERA

■ Mandatory Permission

Before to operate to La Caminera the operator/airplane's owner must request the permission from Management. In order to apply you must fill two Forms (see files attached).

- a) Landing Request Form. See ANNEX 1
- b) Liability Release Form. See ANNEX 2

Both forms must be signed and send by email to Esteban Ortega: opsmanager@fincalacaminera.com at least 72 hours before the date flight. Once reviewed by Airport Management you will receive back an **Authorization letter** signed and stamped by the Hotel Administration Department.

■ Airport Opening Time

From Sunrise to Sunset.

■ EASA regulation

VMC conditions/VFR flight: 5000 meters of visibility and Ceiling 1500 feet.

Area Airspace classification: G

Runway classification: 2B

Arrival FPL: Y

Departure FPL: Z

VFR XPDR 7000 until assigned by Seville ATC.

Altimeter Setting: Albacete LEAB is the closest Airport and could be used as reference until Seville contact establish by frequency.

ATS OPERATIONAL CHART No. 1 BETWEEN THE SEVILLE CONTROL CENTER (LECS) AND THE LA CAMINERA AERODROME (LENE)

1. INTRODUCTION

1.1. Effective Date: March 1, 2022

1.1. Purpose

1.2.1. The purpose of this ATS Operational Chart is to define the control and coordination procedures to be applied between Seville ACC (LECS) and La Caminera aerodrome (LENE) for flights to and from La Caminera aerodrome.

1.3. Scope

1.3.1 The procedures contained in this agreement are supplementary to those specified by ICAO to the applicable community and national regulations, as well as those published in the AIP-Spain.

1.3.2. The field of application of this ATS Operational Chart No. 1 is the arrival and departure flights that operate at the La Caminera aerodrome (LENE).

1.3.3. The aerodrome is within the area of responsibility of the Seville ACC.

1.4. Responsibility

The responsible organizations referred to in this Operational Charter are Sevilla ACC and the manager of the La Caminera Aerodrome.

1.5. Areas of Responsibility

1.5.1. LECS The lateral and vertical limits of its area of responsibility are the limits of the airspace delegated by LECM, LECB and LPPC to LECS as published in the AIP Spain ENR 2.2, as well as the Melilla corridor published in AIP Spain ENR 2.1.

1.5.2. LENE Its area of responsibility is limited to the ground infrastructure of the aerodrome. Its coordinates (38° 40' 11" N / 003° 18' 12" W) and information about the aerodrome are published in the AIP Spain (AD 1.3).

2. CONTROL PROCEDURES

2.1. Various

- 2.1.1. Authorizations by LECS will be subject to the traffic situation and/or military activity that may exist at any given time.
- 2.1.2. In the vicinity of LENE and outside the airway, flight information service is provided below FL150 as detailed in Appendix 4 of the SERA.

2.2. Air Traffic Routing

2.2.1. LENE takeoffs with flight plan Z

- 2.2.1.1. The aircraft will present a flight plan before takeoff and will be equipped with a radio and transponder in Mode 3/A-C.
- 2.2.1.2. No more than 30 minutes before takeoff, the aircraft commander or the person acting on his behalf must notify the LECS Supervisor of the callsign and scheduled takeoff time.
- 2.2.1.3. The LECS Supervisor will inform the aircraft commander or the person acting on his behalf, the assigned responder and CTOT, if applicable.
- 2.2.1.4. The Supervisor will inform the controllers of the affected sector of the previous coordination.
- 2.2.1.5. Once in the air and before entering controlled airspace, the aircraft commander will request control authorization from LECS to continue its climb and join the route indicated in its flight plan.

2.2.2. Arrivals at LENE with flight plan Y

- 2.2.2.1. The aircraft will be equipped with a radio and transponder in Mode 3/A-C.
- 2.2.2.2. The sector controller will authorize the aircraft commander to descend to the applicable minima within controlled airspace.
- 2.2.2.3. To continue descent and leave controlled airspace, the aircraft commander must notify the sector controller of the cancellation of his IFR flight plan to continue in VFR until LENE.
- 2.2.2.4. The controller of the sector will provide the information available regarding: traffic in the area, QNH of a nearby aerodrome and any other relevant information.

2.3. Separation

2.3.1. Since the airspace in the vicinity of LENE is classified G, as established in 2.1.2, the separation between departure and/or arrival aircraft, as well as with the rest of the air traffic in this airspace, will be the exclusive responsibility of the commander of the aircraft.

3. COORDINATION PROCEDURES

3.1. Generalities

3.1.1. Aircraft will remain listening on the appropriate LECS frequency at all times.

3.2. Communications

3.2.1. The telephone coordination between LECS and LENE will be carried out through the conventional telephone network in accordance with the following tables:

LECS	Supervisor -1	+34 954 555 416
	Supervisor -2	+34 954 555 434
	Room Manager	+34 954 555 415
	Room Manager's Fax	+34 954 555 418

LENE	Operations opsmanager@fincalacaminera.com	+34 695 386 666
	Handling qualitymanager@fincalacaminera.com	+34 744 735 628

3.2.2. The frequencies to be used will be the following:

LECS	133.350 MHz
LENE	123.500 MHz

3.3. Communications Failure

3.3.1. In the event that telephone coordination between both dependencies is not possible, the following procedure will be followed:

3.3.1.1. a) Transit arrival at LENE. As prior coordination with LENE is not necessary, the procedures specified in 2.2.2 will apply.

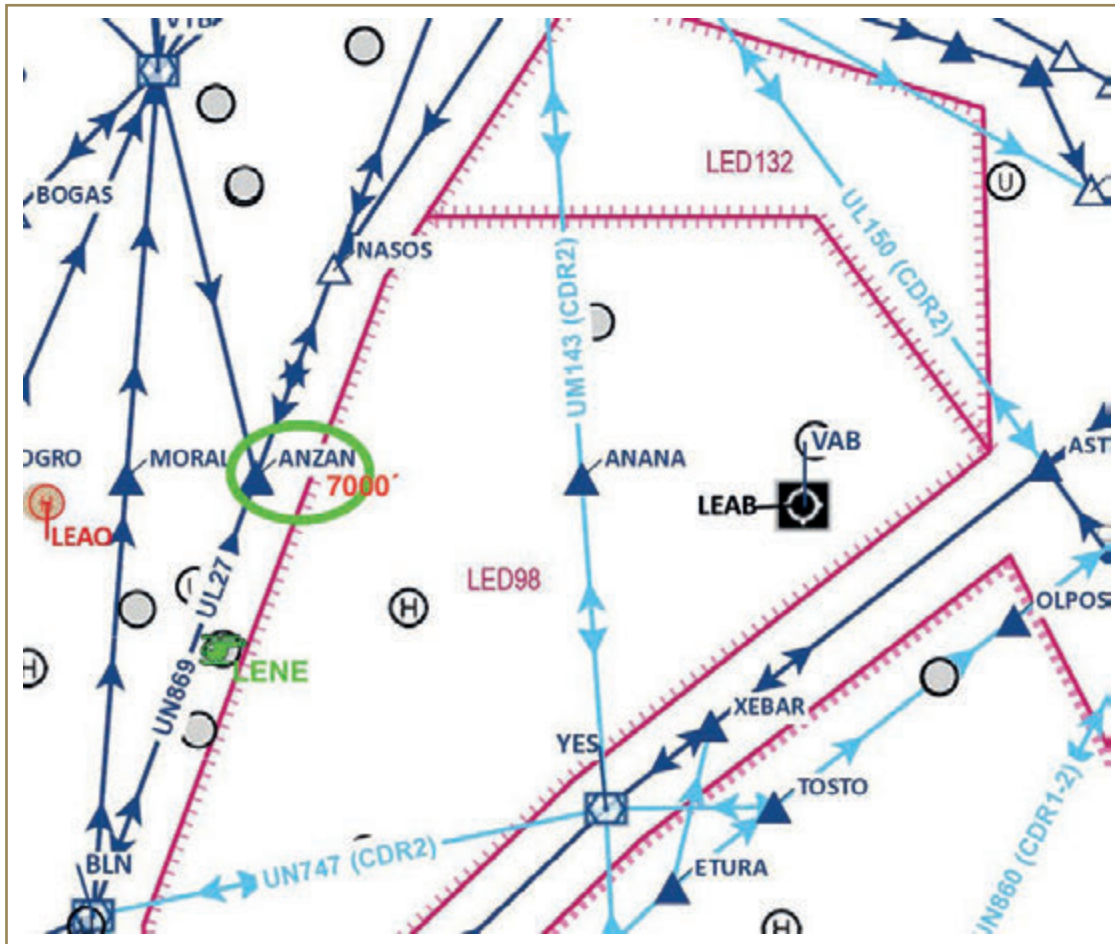
3.3.1.2. b) LENE exit traffic. In the event that the coordination specified in 2.2.1.2 cannot be established, the aircraft will code A2000 and after takeoff, the aircraft commander will attempt to establish radio contact with SEVILLA ACC as soon as possible, remaining in uncontrolled airspace until obtaining of LECS new responder, as well as authorization to enter controlled airspace and instructions to join the route indicated in your flight plan.

4. ANNEXES TO THIS LETTER

Not applicable

5. VALIDITY

5.1. This ATS Operational Letter No. 1 between the Seville Control Center and La Caminera Aerodrome will enter into force on March 1, 2022.



▪ Airport facilities

FUEL: Yes, to arrange fuel operator must be coordinate directly with Airport Manager Mr Carlos Camacho carlosc@salleshotels.com at least 72hours. It is important to show a copy of your AOC the day of refuelling and advise an estimation of how many liters the airplane will need approximately.

Protective aircraft shelter (PAS):

The airfield has like Protective or hardened aircraft shelter (HAS) located south of the runway.

▪ Catering

Yes, Hotel Golf and Spa La Caminera can prepare Catering requested by the customer, all you need is to coordinate directly with the hotel reception on your arrival.

▪ Lavatory Services:

N/A

▪ GPU

Yes, for avionics only, GPU is not able to crank engines.

▪ Airport Taxes

Yes, depending on weight and size, parking days Airport Management will apply different fees. For more information contact carlosc@salleshotels.com

▪ Airport Security

The airport belongs to a private property that is fenced and has his own security. The airport is inside the perimeter of the La Caminera Hotel Resort Area.

▪ Fire Fighting:

A fire fighting team of professional qualified firemen will be ready about 30 min before ETA or ETD. It is important to call airport management if any delay is expected.

The airport FIRE CAT level 3 APPROVE, that means any airplane's fuselage longitude until 17,99m and 2,99m wide is covered.

RUNWAY DETAILS

RUNWAY CHARACTERISTICS

DIMENSIONS

Observations:

Runway	Orientation	DIM (m)	UMBRAL PSN	UMBRAL ELEV (m)	Franja (m)
08	MAG: 079°	1400x23	38°40' 6,59 " N 3°18' 38,71 " W	779,10	1520x80
26	MAG: 259°	1400x23	38°40' 16,06 " N 3°17' 42,05 " W	779,59	1520x80

Profile:

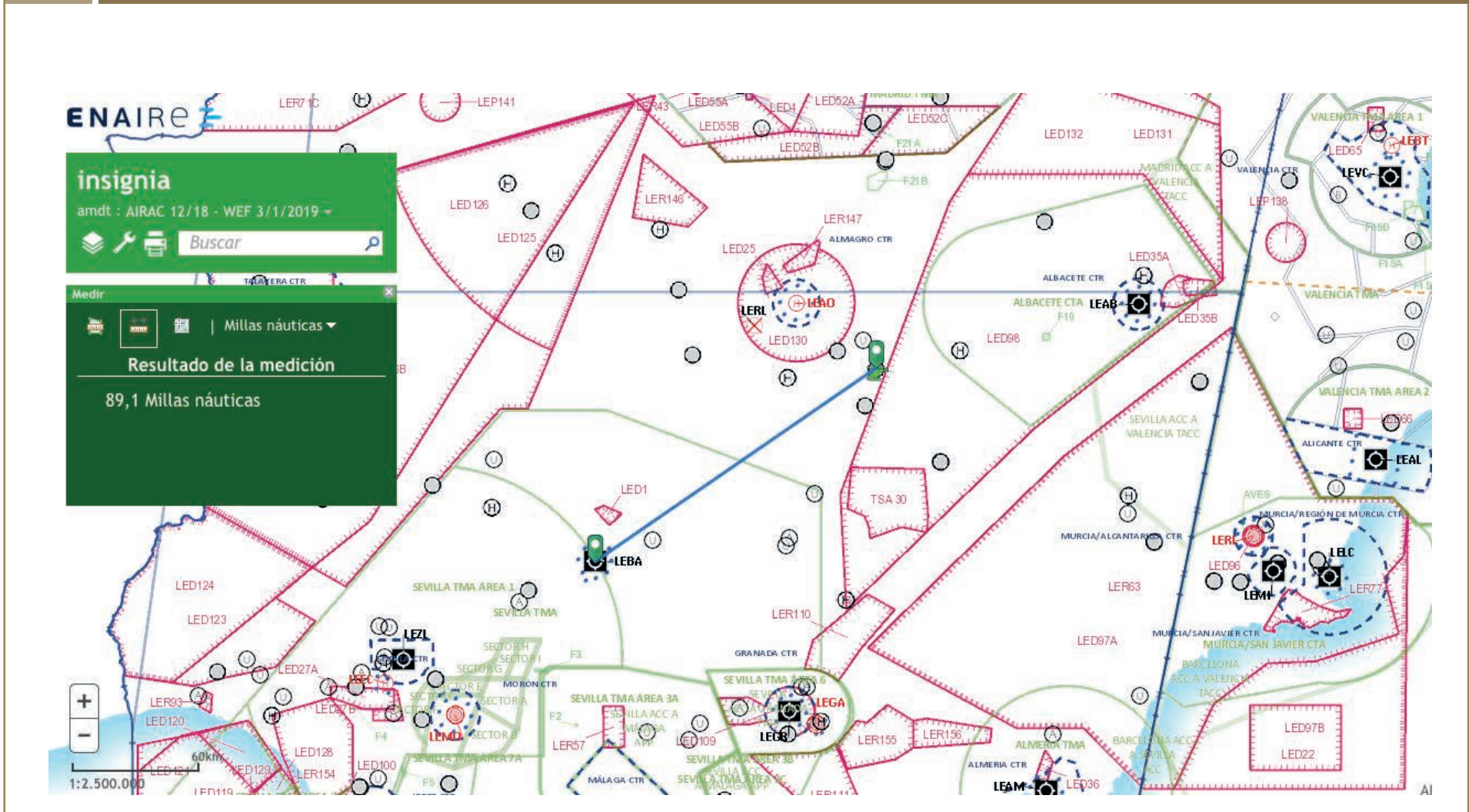
Longitudinal: DOWNSLOPE 2% for the first 710 m of runway (from RWY 08 to RWY 26) and UPSLOPE 2% for 690m

RUNWAY DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
08	1400	1400	1400	1400
26	1400	1400	1400	1400

APPRON

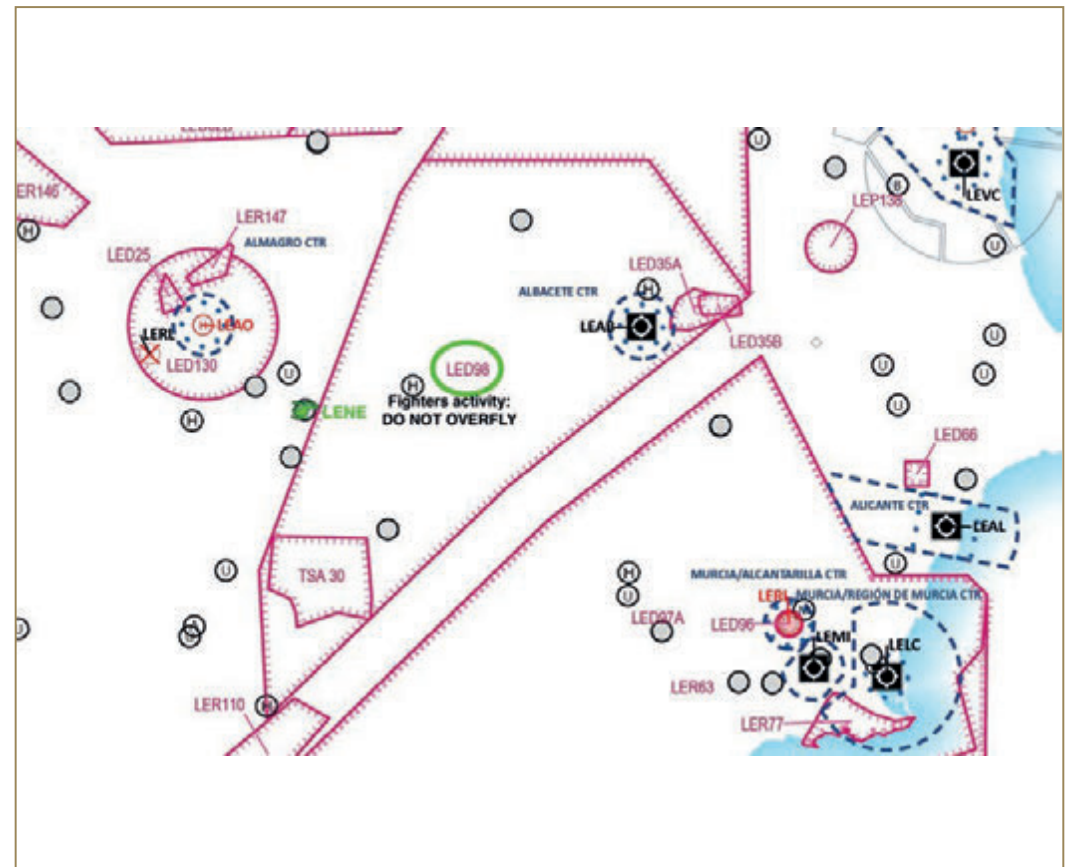
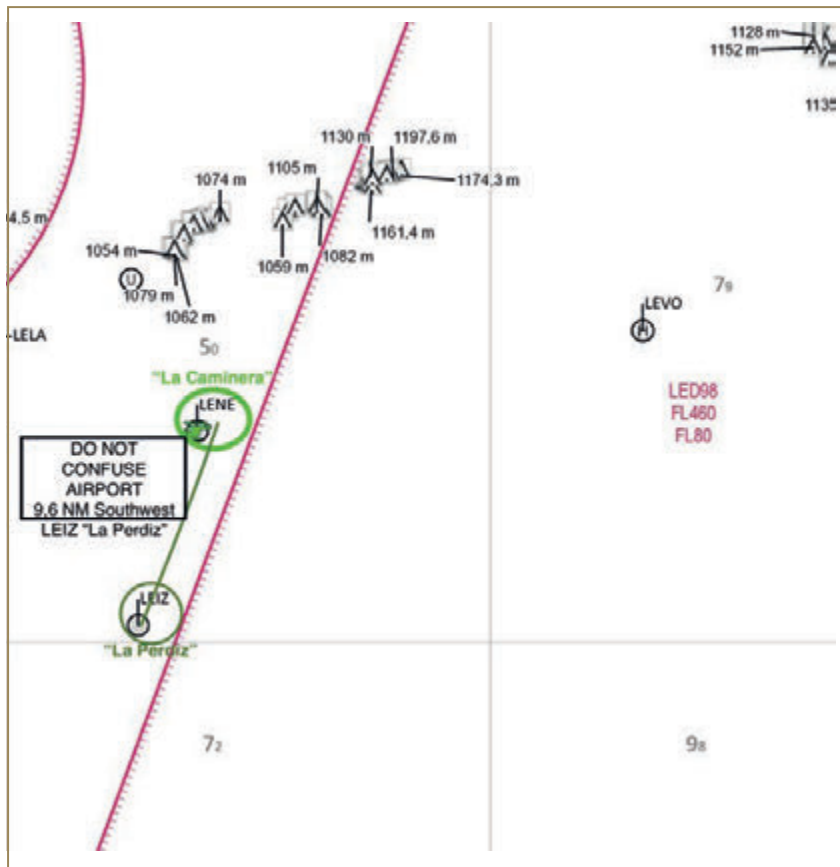
- **APPRON DIMENSIONS:** 30 m wide: 70 m Pavement: Concrete Resistance: PCN 20/F/B/X7/T
- **Parking Positions:** 2
- **Taxiways dimensions:** 54 m wide: 14 m Pavement: Same to the runway.
- **Resistance:** Same to the runway 1,5%
- **Slope transversal:** 1,5% both sides

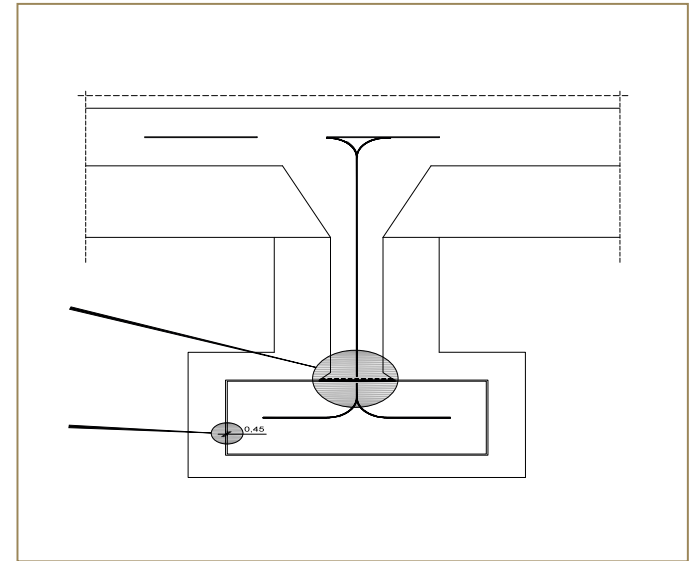
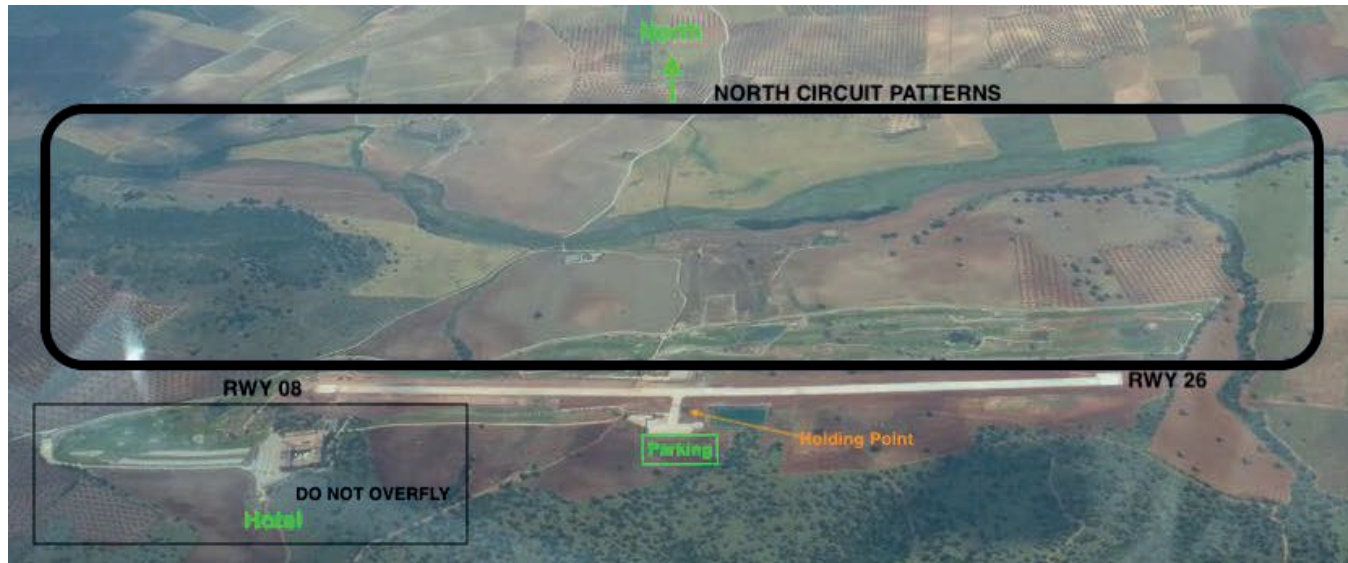


Threat Error Management TEM

1. During approach procedure it is important **DO NOT CONFUSE** with the airport **La Perdiz (LEIZ)** located 9,6 NM Southwest from “La Caminera”

2. Pay special attention to **LED98**, check NOTAMS and **DO NOT OVERFLY** when is active. **Spanish Air Force fighters exercises in progress could be.** If by mistake you penetrate this zone during descend/approach inform ATC as soon as possible. **SEE MAP BELOW.**





3. Check carefully weather conditions **METAR** and **TAF** in **LEAB** as a reference airport, fogs are very common during Winter session due to cold temperatures with High Pressure over or close Península Ibérica, in particular intense fog can be expected from very early in the morning until afternoon sometimes. **If you suspect LVP (low visibility procedures) during your ETA delay the departure time until forecast weather improves.**

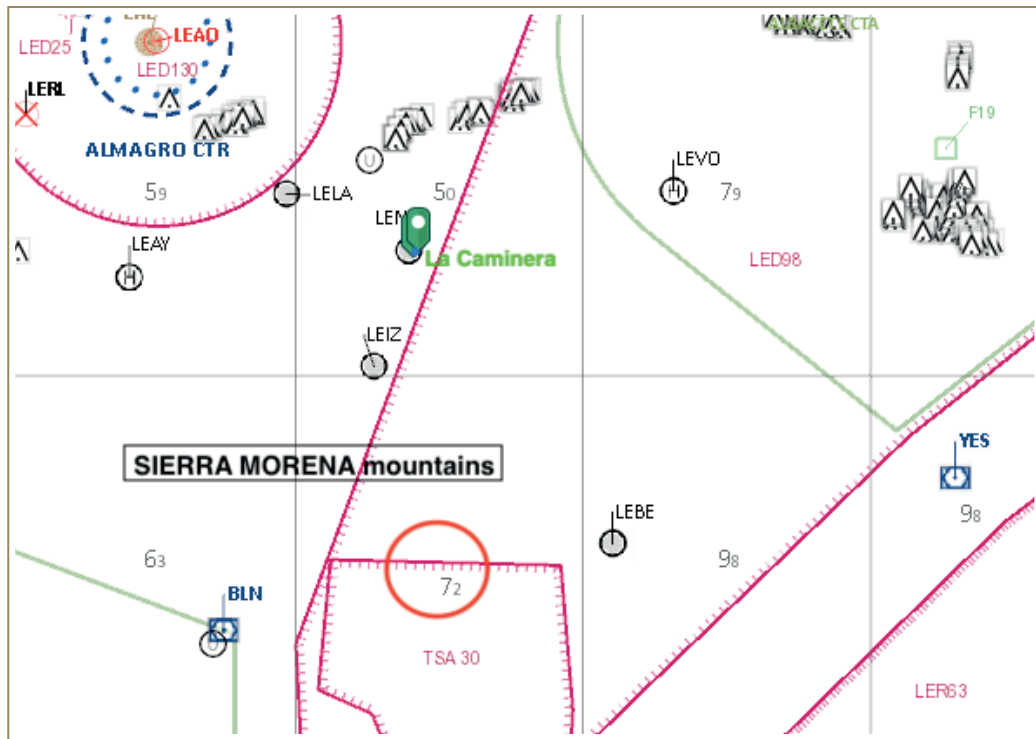
4. **NORTH CIRCUIT PATTERNS** mandatory. **OVERFLY** Hotel building facilities located south of the field is forbidden.

Taxi in/out and Parking

The Airport has 2 parking positions and one taxiway with a yellow holding point bar. Extreme caution taxi in/out the apron. See apron diagram below.

5. Orography

“Sierra Morena” mountains start to arise 10 to 15 NM South of the field, if IMC conditions encountered suddenly during approach phase and Visual contact with the runway is lost, turn to the North to ANZAN waypoint while climbing to 7000 feet and inform call ATC. **Minimum Grid Altitude increase from 5000’ to 7200’ South.**





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