

**ADD = Added chart, REV = Revised chart, DEL = Deleted chart.**

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|-----|-----------------|-------|----------|----------|
|-----|-----------------|-------|----------|----------|

**No revision activity since Disc 22-2010**

# **TERMINAL CHART NOTAMs**

## **Chart NOTAMs for Airport LEMO**

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

Lndg beyond GS rwy 20 is 10826'(3300m).

**LEMO (Moron AB)****General Info**

Seville, ESP

N 37° 10.5' W 05° 37.0' Mag Var: 3.6°W

Elevation: 285'

Military, IFR, Control Tower, Rotating Beacon,

Customs availble on a restrcted basis

Fuel: 100LL

Time Zone Info: GMT+1:00 uses DST

**Runway Info**

Runway 02-20 11798' x 200' asphalt

Runway 02 (22.0°M) TDZE 285'

Lights: Edge, ALS

Stopway Distance 1001'

Runway 20 (202.0°M) TDZE 270'

Lights: Edge, ALS

Stopway Distance 1001'

**Communications Info**Moron Tower **139.3** MilitaryMoron Tower **122.1** MilitaryMoron Tower **396.85** MilitaryMoron Tower **368.87** MilitaryMoron Tower **337.90** MilitaryMoron Tower **258.90** MilitaryMoron Tower **257.80** MilitarySeville Approach Control **128.5**Seville Approach Control **120.8**Seville Approach Control **120.0****Notebook Info**

**LEMO/OZP**  
**MORON**

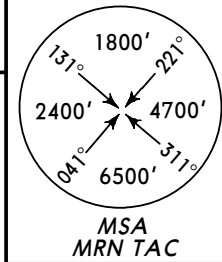
**JEPPESSEN**  
17 SEP 10 (20-2) Eff 23 Sep

## SEVILLE, SPAIN

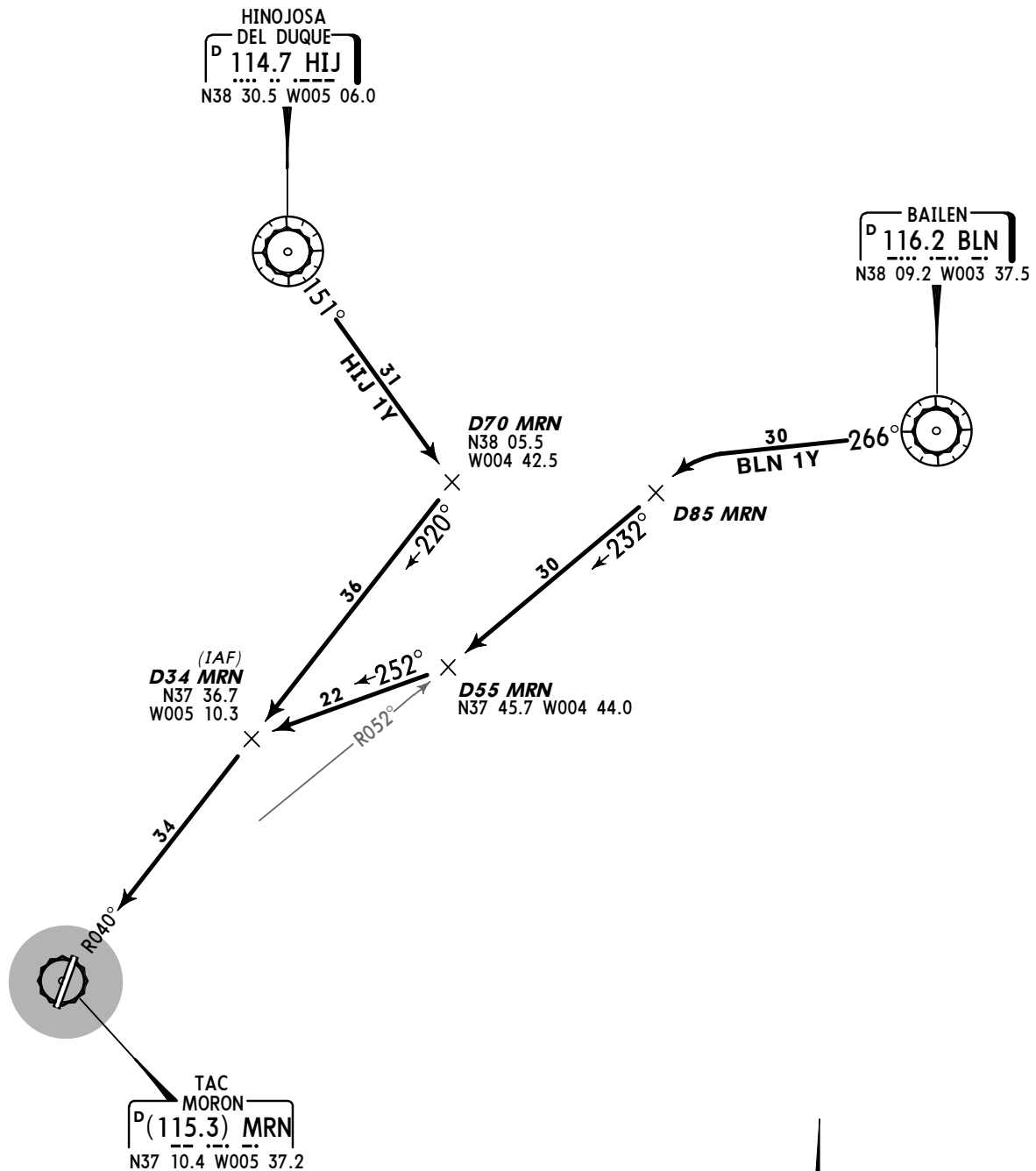
**STAR**

*Apt Elev*  
**285'**

Alt Set: hPa  
Trans level: By ATC    Trans alt: 6000'



BLN 1Y, HIJ 1Y  
RWYS 02, 20 ARRIVALS  
TACAN AZIMUTH REQUIRED



NOT TO SCALE

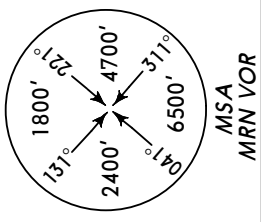
**LEMO/OZP**  
**MORON**

**JEPPESEN**  
17 SEP 10 **20-3** **Eff 23 Sep**

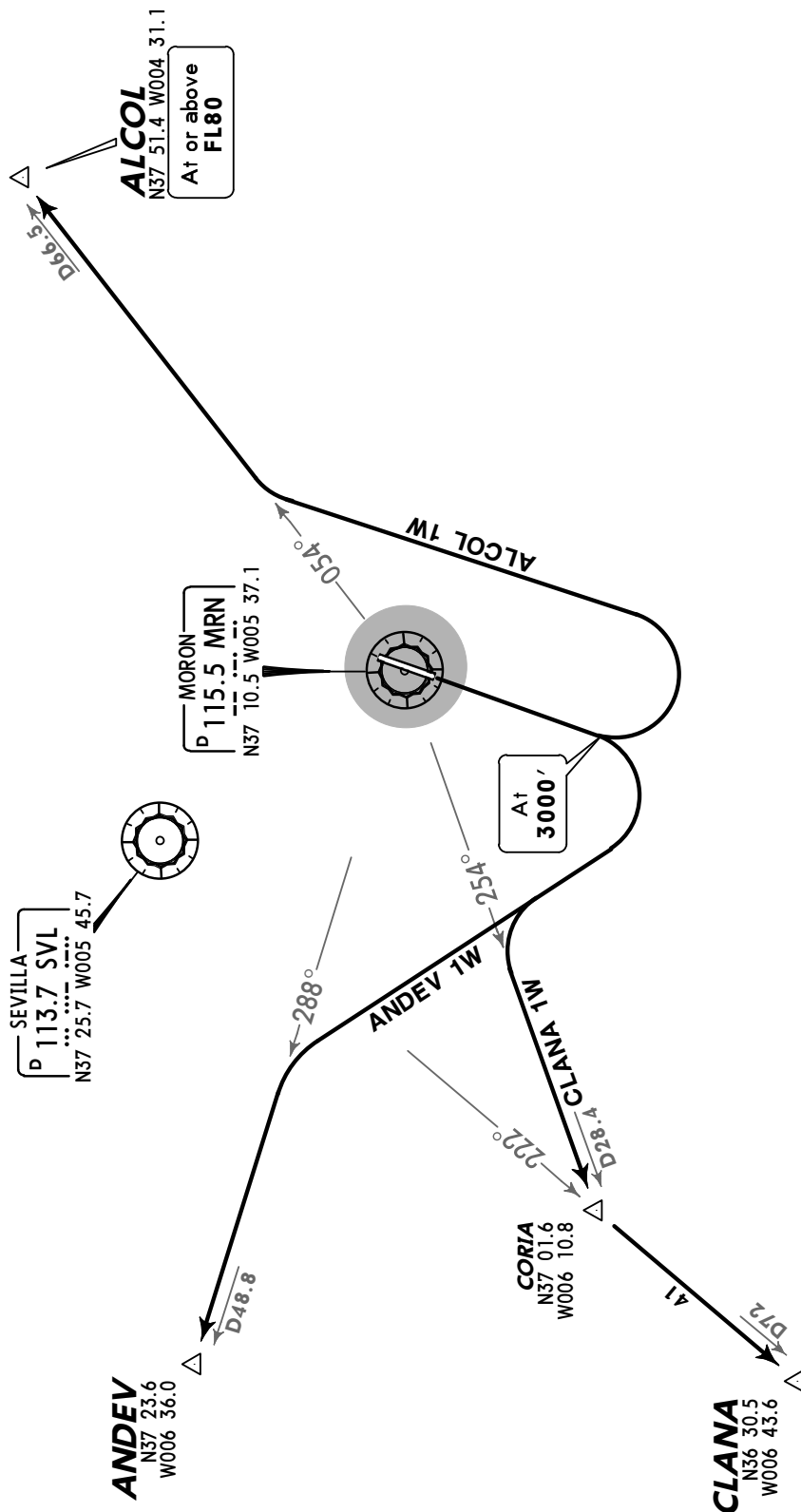
**SEVILLE, SPAIN**  
**SID**

Apt Elev  
**285'**

Trans level: By ATC    Trans alt: 6000'  
Emergency safe altitude within 100 NM of Moron is 13800'.



**ALCOL ONE WHISKEY (ALCOL 1W) [ALCO1W]**  
**ANDEV ONE WHISKEY (ANDEV 1W) [ANDE1W]**  
**CLANA ONE WHISKEY (CLANA 1W) [CLAN1W]**  
**RWYS 02, 20 DEPARTURES**



| SID      | RWY | ROUTING                                                                                                                                                             |
|----------|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ALCOL 1W | 02  | Climb on runway heading to <b>3000'</b> , execute turn in compliance with aerodrome circuit, intercept MRN R-054 to ALCOL.                                          |
|          | 20  | Climb on runway heading to <b>3000'</b> , turn LEFT, intercept MRN R-054 to ALCOL.                                                                                  |
| ANDEV 1W | 02  | Climb on runway heading to <b>3000'</b> , execute turn in compliance with aerodrome circuit, intercept MRN R-288 to ANDEV.                                          |
|          | 20  | Climb on runway heading to <b>3000'</b> , turn RIGHT, intercept MRN R-288 to ANDEV.                                                                                 |
| CLANA 1W | 02  | Climb on runway heading to <b>3000'</b> , execute turn in compliance with aerodrome circuit, intercept MRN R-254 to CORIA, turn LEFT, intercept SVL R-222 to CLANA. |
|          | 20  | Climb on runway heading to <b>3000'</b> , turn RIGHT, intercept MRN R-254 to CORIA, turn LEFT, intercept SVL R-222 to CLANA.                                        |

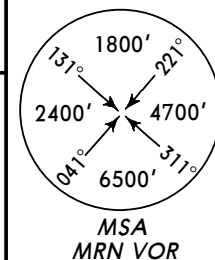
**LEMO/OZP**  
**MORON**

**JEPPESEN**  
 25 JUN 10 **(20-3A)** **Eff 1 Jul**

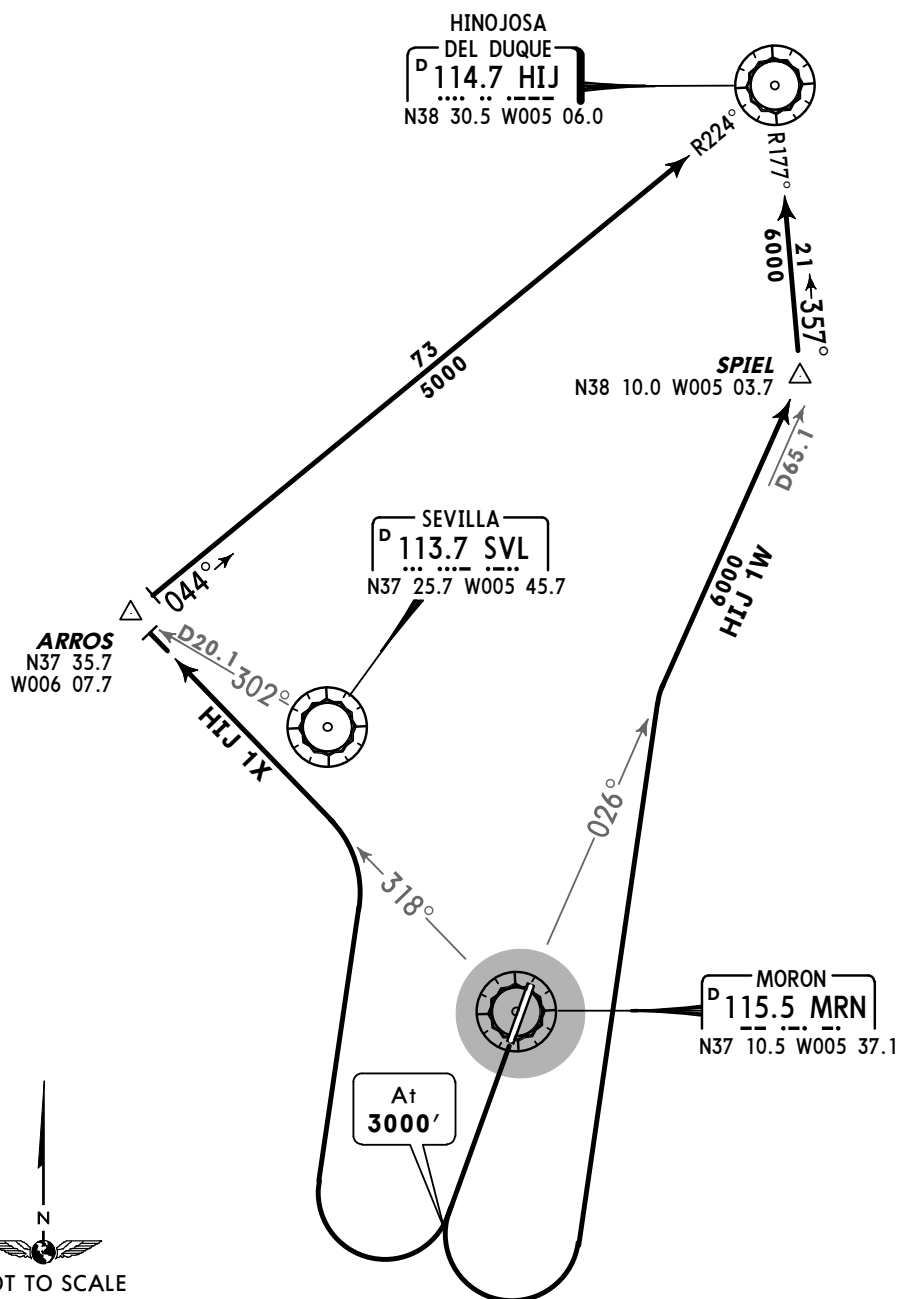
**SEVILLE, SPAIN**  
**SID**

**Apt Elev**  
**285'**

Trans level: By ATC Trans alt: 6000'  
 Emergency safe altitude within 100 NM of Moron is 13800'.



**HINOJOSA ONE WHISKEY (HIJ 1W)**  
**HINOJOSA ONE X-RAY (HIJ 1X)**  
**RWYS 02, 20 DEPARTURES**



| SID    | RWY | ROUTING                                                                                                                                                                    |
|--------|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| HIJ 1W | 02  | Climb on runway heading to <b>3000'</b> , execute turn in compliance with aerodrome circuit, intercept MRN R-026 to SPIEL, turn LEFT, intercept HIJ R-177 inbound to HIJ.  |
|        | 20  | Climb on runway heading to <b>3000'</b> , turn LEFT, intercept MRN R-026 to SPIEL, turn LEFT, intercept HIJ R-177 inbound to HIJ.                                          |
| HIJ 1X | 02  | Climb on runway heading to <b>3000'</b> , execute turn in compliance with aerodrome circuit, intercept MRN R-318 to ARROS, turn RIGHT, intercept HIJ R-224 inbound to HIJ. |
|        | 20  | Climb on runway heading to <b>3000'</b> , turn RIGHT, intercept MRN R-318 to ARROS, turn RIGHT, intercept HIJ R-224 inbound to HIJ.                                        |

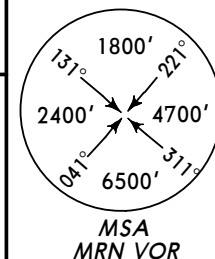
**LEMO/OZP**  
**MORON**

**JEPPESEN**  
25 JUN 10 **(20-3B)** **Eff 1 Jul**

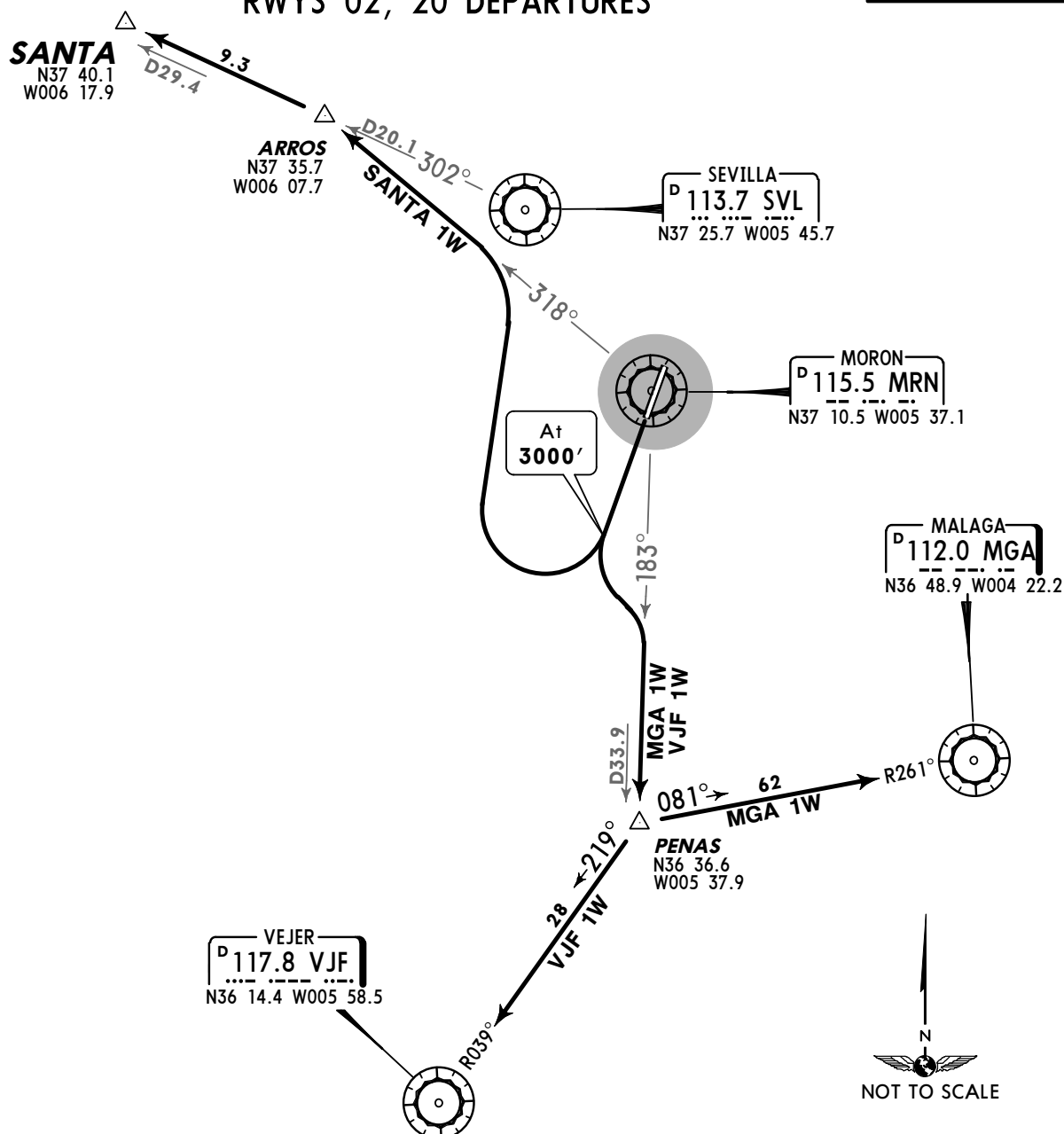
**SEVILLE, SPAIN**  
**SID**

**Apt Elev**  
**285'**

Trans level: By ATC    Trans alt: 6000'  
Emergency safe altitude within 100 NM of Moron is 13800'.



**MALAGA ONE WHISKEY (MGA 1W)**  
**SANTA ONE WHISKEY (SANTA 1W) [SANT1W]**  
**VEJER ONE WHISKEY (VJF 1W)**  
**RWYS 02, 20 DEPARTURES**

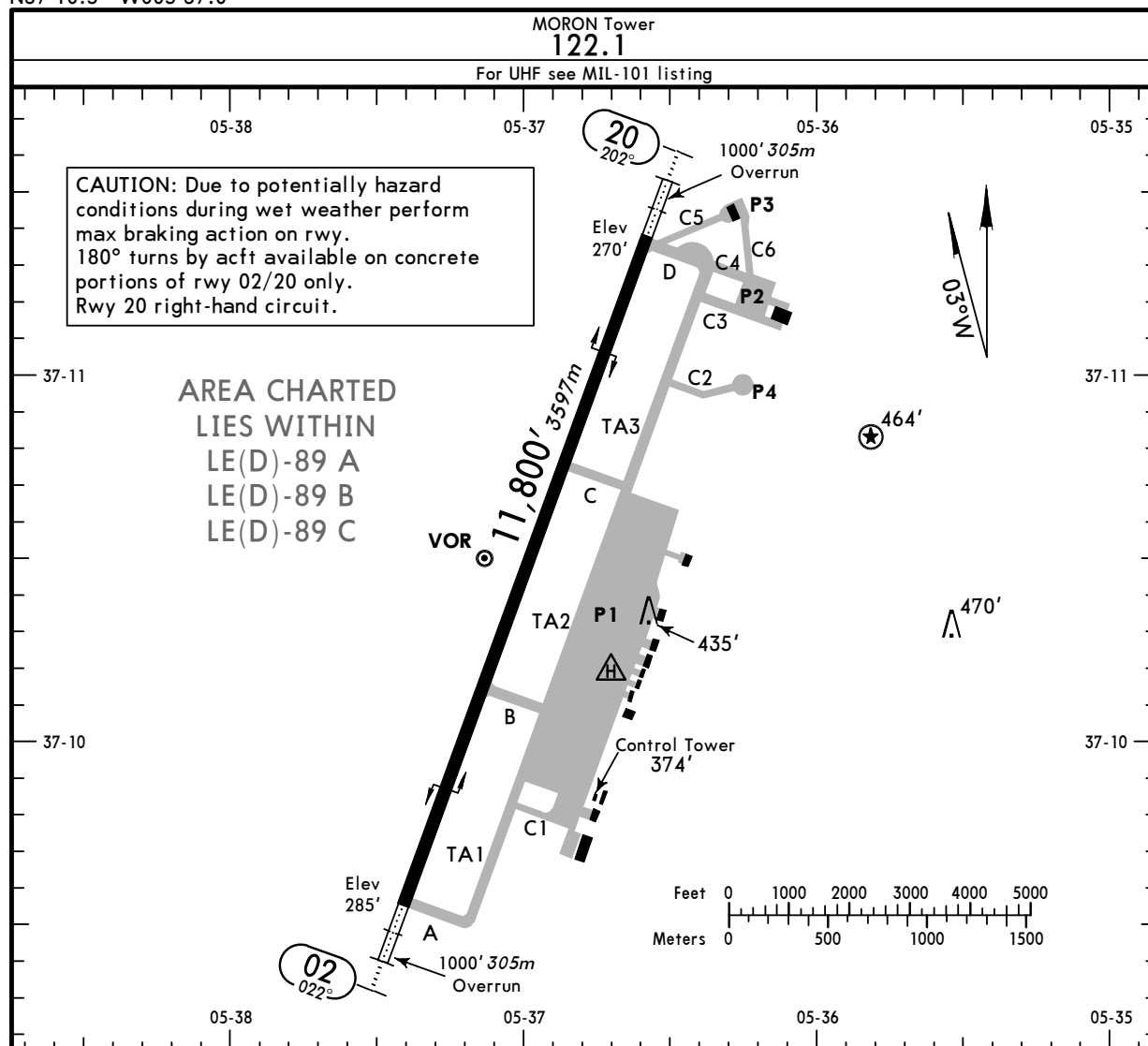


| SID      | RWY | ROUTING                                                                                                                                                            |
|----------|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| MGA 1W   | 02  | Climb on runway heading to 3000', execute turn in compliance with aerodrome circuit, intercept MRN R-183 to PENAS, turn LEFT, intercept MGA R-261 inbound to MGA.  |
|          | 20  | Climb on runway heading to 3000', turn LEFT, intercept MRN R-183 to PENAS, turn LEFT, intercept MGA R-261 inbound to MGA.                                          |
| SANTA 1W | 02  | Climb on runway heading to 3000', execute turn in compliance with aerodrome circuit, intercept MRN R-318 to ARROS, turn LEFT, intercept SVL R-302 to SANTA.        |
|          | 20  | Climb on runway heading to 3000', turn RIGHT, intercept MRN R-318 to ARROS, turn LEFT, intercept SVL R-302 to SANTA.                                               |
| VJF 1W   | 02  | Climb on runway heading to 3000', execute turn in compliance with aerodrome circuit, intercept MRN R-183 to PENAS, turn RIGHT, intercept VJF R-039 inbound to VJF. |
|          | 20  | Climb on runway heading to 3000', turn LEFT, intercept MRN R-183 to PENAS, turn RIGHT, intercept VJF R-039 inbound to VJF.                                         |

**LEMO/OZP**  
 Apt Elev **285'**  
 N37 10.5 W005 37.0

**JEPPESEN**  
 16 APR 10 **(20-9)**

**SEVILLE, SPAIN**  
**MORON AB**



| ADDITIONAL RUNWAY INFORMATION |    |                 |        | USABLE LENGTHS |             |             |
|-------------------------------|----|-----------------|--------|----------------|-------------|-------------|
| RWY                           |    |                 |        | LANDING BEYOND |             | WIDTH       |
|                               |    |                 |        | Threshold      | Glide Slope |             |
| 02                            | 20 | HIRL SALSF REIL | ① PAPI |                |             | 200'<br>61m |
|                               |    |                 |        |                |             |             |
|                               |    |                 |        |                |             |             |

① PAPI not usable between 8° laterally from centerline.

**Standard**

**TAKE-OFF & IFR DEPARTURE PROCEDURE**

|              | All Rwys                 |                   |
|--------------|--------------------------|-------------------|
|              | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
| 1 & 2<br>Eng | 1600m                    |                   |
| 3 & 4<br>Eng | 800m                     |                   |

**IFR DEPARTURE PROCEDURE**

① Standard take-off minimums apply for:

Rwy 02 between 137° DER and 185° DER clockwise, minimum climb rate of 250'/NM (4.1%) to 6800'.

Rwy 20 between 104° DER and 183° DER clockwise, minimum climb rate of 260'/NM (4.3%) to 6800'.

For all other sectors use standard climb rate or published Departure Procedures for obstacles avoidance.

**LEMO/OZP**  
**MORON**

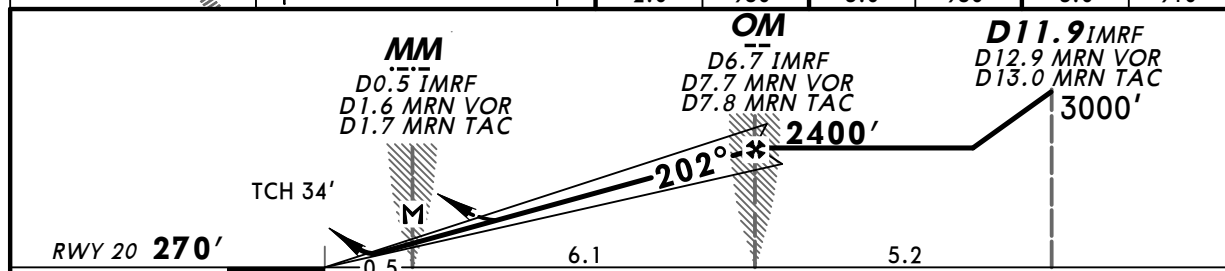
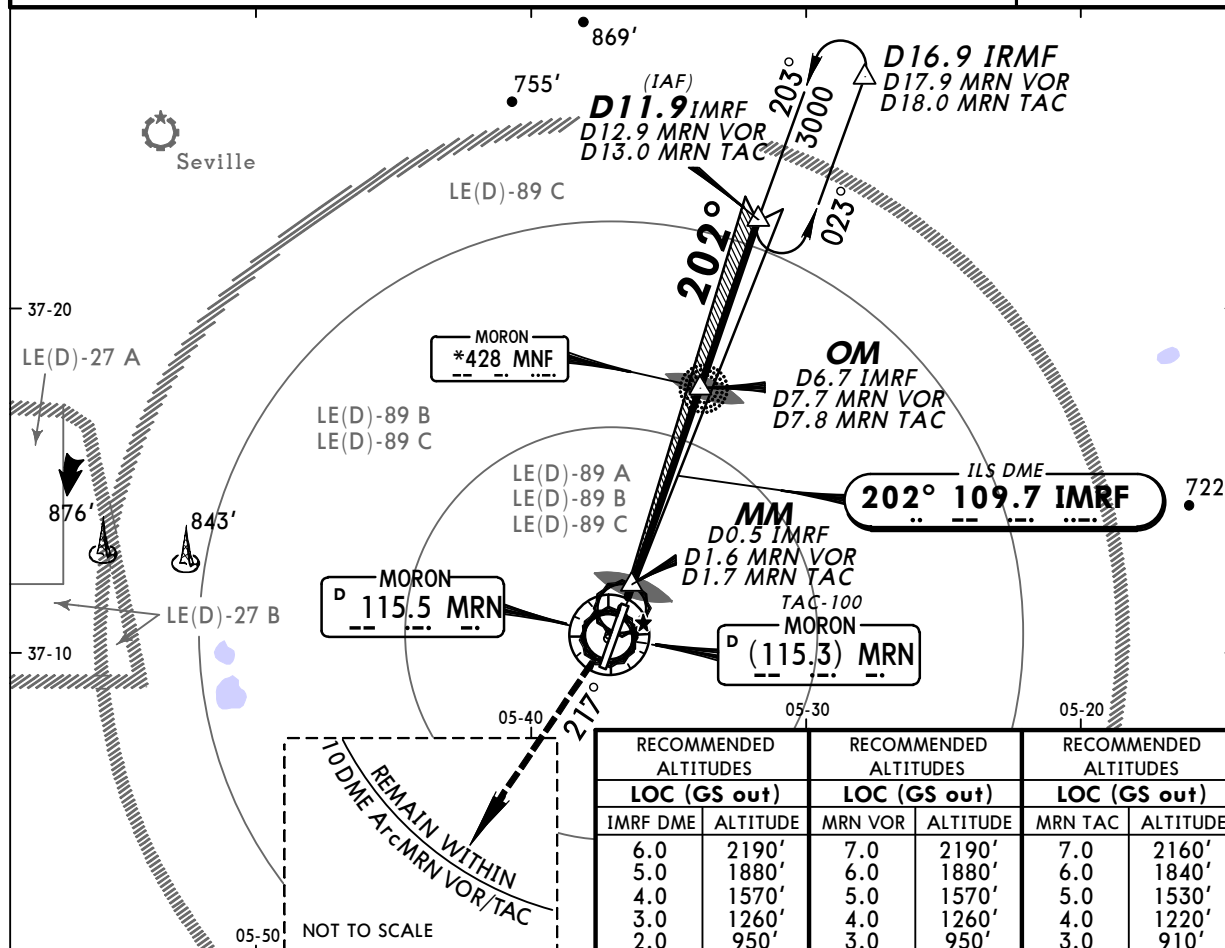
**JEPPESSEN**  
25 JUN 10 **(21-1)** **Eff 1 Jul**

**SEVILLE, SPAIN**  
**ILS Rwy 20**

BRIEFING STRIP™

|                                                                                                                                                             |                           |                           |                             |                           |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------|-----------------------------|---------------------------|
| SEVILLE Approach                                                                                                                                            |                           |                           | MORON Tower                 |                           |
| 120.0                                                                                                                                                       | 120.8                     | 128.5                     | 122.1 CIV                   | 139.3 MIL                 |
| For UHF see MIL-101 listing                                                                                                                                 |                           |                           |                             |                           |
| LOC<br>IMRF<br>109.7                                                                                                                                        | Final<br>Apch Crs<br>202° | GS<br>OM<br>2400' (2130') | ILS<br>DA(H)<br>470' (200') | Apt Elev 285'<br>RWY 270' |
| MISSED APCH: Climb to 700', then turn RIGHT onto R- 217 MRN VOR /TAC climbing to 3000'. Then turn RIGHT within D10.0 MRN VOR /TAC onto heading 050° to IAF. |                           |                           |                             |                           |
| Alt Set: hPa                                                                                                                                                |                           | Rwy Elev: 10 hPa          | Trans level: By ATC         | Trans alt: 6000'          |
| DME required. TACAN or VOR required.                                                                                                                        |                           |                           |                             |                           |

MSA  
MRN TAC



|                                                  |  |  |  |  |  |  |       |     |     |     |     |     |       |      |      |       |         |                     |       |
|--------------------------------------------------|--|--|--|--|--|--|-------|-----|-----|-----|-----|-----|-------|------|------|-------|---------|---------------------|-------|
| Gnd speed-Kts                                    |  |  |  |  |  |  | 70    | 90  | 100 | 120 | 140 | 160 | HIALS |      | 700' | 3000' | MRN VOR | MRN TAC             |       |
| ILS GS                                           |  |  |  |  |  |  | 3.00° | 377 | 484 | 538 | 646 | 753 | 861   | PAPI |      | ↑     | ↗       | on 115.5 or (115.3) |       |
| LOC Desc angle                                   |  |  |  |  |  |  | 2.92° | 362 | 465 | 517 | 620 | 723 | 826   | PAPI |      | ↑     | ↗       | R-217               | R-217 |
| MAP at MM/ D0.5 IMRF/ D1.6 MRN VOR/ D1.7 MRN TAC |  |  |  |  |  |  |       |     |     |     |     |     |       |      |      |       |         |                     |       |

| <b>Standard</b>          |            | <b>STRAIGHT-IN LANDING RWY 20</b> |             | <b>CEILING REQUIRED</b> |                     | <b>CIRCLE-TO-LAND</b> |  |
|--------------------------|------------|-----------------------------------|-------------|-------------------------|---------------------|-----------------------|--|
| <b>ILS</b>               |            | <b>LOC (GS out)</b>               |             |                         |                     |                       |  |
| DA(H) <b>470'</b> (200') |            | DA(H) <b>660'</b> (390')          |             |                         |                     |                       |  |
| FULL/Limited             | ALS out    |                                   | ALS out     | Max Kts                 | MDA(H)              | CEIL-VIS              |  |
| A                        | 200'- 800m | 200'- 1200m                       |             | 100                     | <b>690'</b> (405')  | 400'- 1600m           |  |
| B                        |            |                                   | 400'- 1400m | 135                     | <b>790'</b> (505')  | 500'- 1600m           |  |
| C                        |            |                                   |             | 180                     | <b>910'</b> (625')  | 700'- 2800m           |  |
| D                        |            | 200'- 1200m                       | 400'- 1600m | 205                     | <b>1070'</b> (785') | 800'- 4000m           |  |

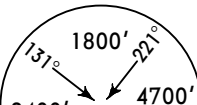
AATCP-1(B)

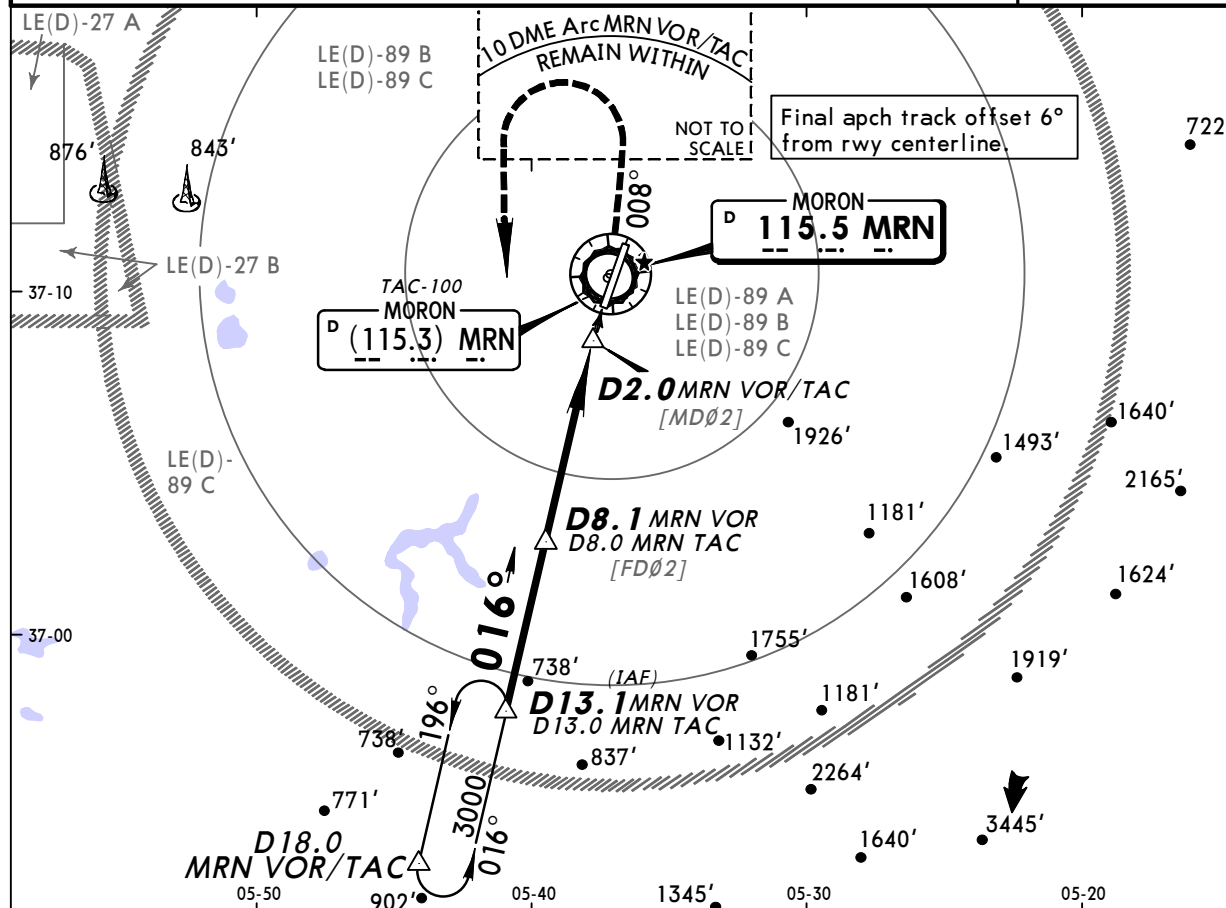
**LEMO/OZP**  
**MORON**

**JEPPesen**  
25 JUN 10 **(23-1)** **Eff 1 Jul**

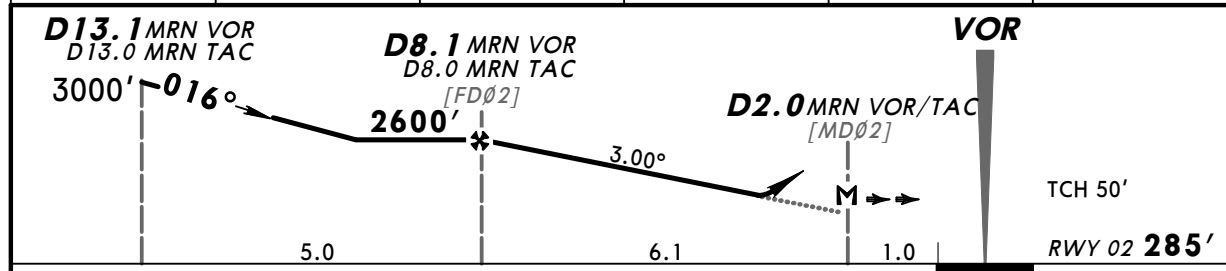
**SEVILLE, SPAIN**  
**VOR DME Rwy 02**

BRIEFING STRIP

|                                                                                                                                                                               |                           |                                              |                      |                           |                                                                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|----------------------------------------------|----------------------|---------------------------|-------------------------------------------------------------------------------------|
| SEVILLE Approach                                                                                                                                                              |                           |                                              | MORON Tower          |                           |                                                                                     |
| 120.0                                                                                                                                                                         | 120.8                     | 128.5                                        | 122.1                | CIV                       | 139.3 MIL                                                                           |
| For UHF see MIL-101 listing                                                                                                                                                   |                           |                                              |                      |                           |                                                                                     |
| VOR<br>MRN<br>115.5                                                                                                                                                           | Final<br>Apch Crs<br>016° | Minimum Alt<br>D8.1 MRN VOR<br>2600' (2315') | DA(H)<br>820' (535') | Apt Elev 285'<br>RWY 285' |  |
| MISSED APCH: Climb on R-196 MRN VOR/TAC inbound to overhead the station, then climb on R-008 MRN VOR/TAC to 3000'. Then LEFT within D10.0 MRN VOR/TAC to IAF and contact ATC. |                           |                                              |                      |                           |                                                                                     |
| Alt Set: hPa                                                                                                                                                                  |                           | Rwy Elev: 10 hPa                             | Trans level: By ATC  | Trans alt: 6000'          |                                                                                     |
| MSA MRN TAC                                                                                                                                                                   |                           |                                              |                      |                           |                                                                                     |



|             |       |       |       |       |      |
|-------------|-------|-------|-------|-------|------|
| MRN VOR/TAC | 7.0   | 6.0   | 5.0   | 4.0   | 3.0  |
| ALTITUDE    | 2250' | 1940' | 1620' | 1300' | 980' |



|                         |     |     |     |     |     |     |                                                      |  |  |
|-------------------------|-----|-----|-----|-----|-----|-----|------------------------------------------------------|--|--|
| Gnd Speed-Kts           | 70  | 90  | 100 | 120 | 140 | 160 | HIALS                                                |  |  |
| Descent angle 3.00°     | 372 | 478 | 531 | 637 | 743 | 849 | PAPI PAPI                                            |  |  |
| MAP at D2.0 MRN VOR/TAC |     |     |     |     |     |     | MRN VOR 115.5 or (115.3) MRN TAC to overhead station |  |  |
|                         |     |     |     |     |     |     | R-196 R-196                                          |  |  |

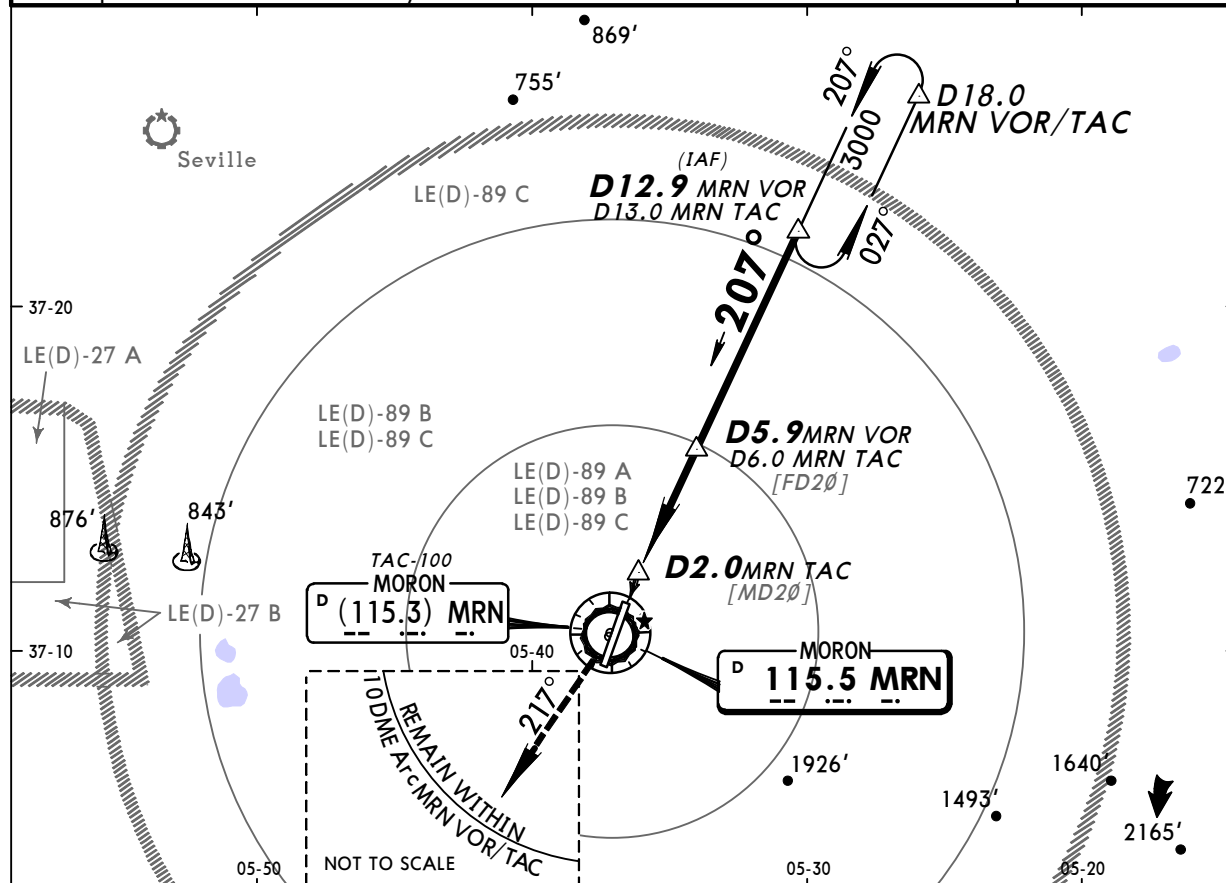
| Standard |             | STRAIGHT-IN LANDING RWY 02 |  | CEILING REQUIRED |             | CIRCLE-TO-LAND |             |
|----------|-------------|----------------------------|--|------------------|-------------|----------------|-------------|
|          |             | DA(H) <b>820' (535')</b>   |  |                  |             |                |             |
|          |             | ALS out                    |  | Max Kts.         | MDA(H)      |                | CEIL-VIS    |
| A        | 600'- 1500m | 600'- 1600m                |  | 100              | 820' (535') |                | 600'- 1600m |
| B        |             |                            |  | 135              |             |                |             |
| C        | 600'- 2000m | 600'- 2400m                |  | 180              | 890' (605') |                | 600'- 2400m |
| D        | 600'- 2400m | 600'- 2800m                |  | 205              | 990' (705') |                | 600'- 3600m |

AATCP-1(B)

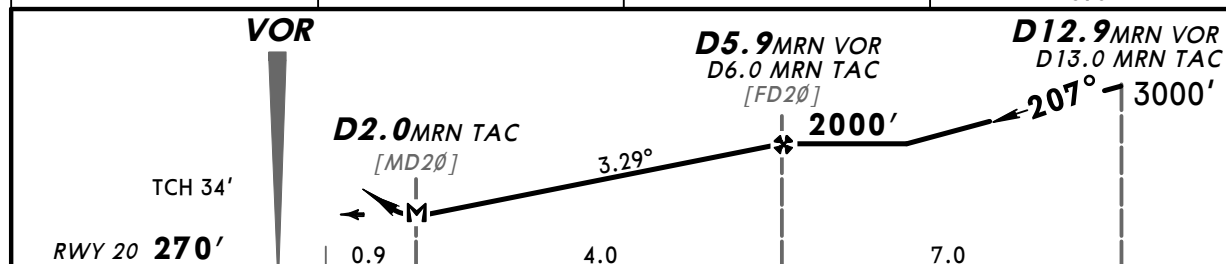
LEMO/OZP  
MORONJEPPESSEN  
25 JUN 10 (23-2) Eff 1 JulSEVILLE, SPAIN  
VOR DME Rwy 20

BRIEFING STRIP™

|                                                                                                                                                                  |                                  |                                                            |                             |                                         |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|------------------------------------------------------------|-----------------------------|-----------------------------------------|
| SEVILLE Approach                                                                                                                                                 |                                  |                                                            | MORON Tower                 |                                         |
| 120.0                                                                                                                                                            | 120.8                            | 128.5                                                      | 122.1 CIV                   | 139.3 MIL                               |
| For UHF see MIL-101 listing                                                                                                                                      |                                  |                                                            |                             |                                         |
| VOR<br>MRN<br><b>115.5</b>                                                                                                                                       | Final<br>Apch Crs<br><b>207°</b> | Minimum Alt<br><b>D5.9 MRN VOR</b><br><b>2000'</b> (1730') | DA(H)<br><b>660'</b> (390') | Apt Elev <b>285'</b><br>RWY <b>270'</b> |
| <b>MISSED APCH:</b> Climb to 700', then turn RIGHT onto R- 217 MRN VOR/TAC climbing to 3000'. Then turn RIGHT within D10.0 MRN VOR/TAC onto heading 050° to IAF. |                                  |                                                            |                             |                                         |
| Alt Set: hPa                                                                                                                                                     |                                  | Rwy Elev: 10 hPa                                           | Trans level: By ATC         | Trans alt: 6000'                        |
| Final apch track offset 5° from rwy centerline.                                                                                                                  |                                  |                                                            |                             | MSA<br>MRN TAC                          |



|             |      |       |       |
|-------------|------|-------|-------|
| MRN VOR/TAC | 3.0  | 4.0   | 5.0   |
| ALTITUDE    | 990' | 1340' | 1690' |



|                     |       |     |     |     |     |     |       |      |       |                     |         |
|---------------------|-------|-----|-----|-----|-----|-----|-------|------|-------|---------------------|---------|
| Gnd speed-Kts       | 70    | 90  | 100 | 120 | 140 | 160 | HIALS | 700' | 3000' | MRN VOR             | MRN TAC |
| Descent angle       | 3.29° | 407 | 524 | 582 | 699 | 815 | 931   | PAPI | PAPI  | on 115.5 or (115.3) |         |
| MAP at D2.0 MRN TAC |       |     |     |     |     |     |       |      |       | RT                  | R-217   |

| Standard                 |             |  | STRAIGHT-IN LANDING RWY 20 |  | CEILING REQUIRED |             | CIRCLE-TO-LAND |  |
|--------------------------|-------------|--|----------------------------|--|------------------|-------------|----------------|--|
| DA(H) <b>660'</b> (390') |             |  | ALS out                    |  | Max Kts.         | MDA(H)      | CEIL-VIS       |  |
| A                        |             |  |                            |  | 100              | 820' (535') | 500'- 1600m    |  |
| B                        | 400'- 1400m |  | 400'- 1600m                |  | 135              | 890' (605') | 600'- 2400m    |  |
| C                        |             |  |                            |  | 180              | 990' (705') | 600'- 3600m    |  |
| D                        | 400'- 1600m |  | 400'- 2000m                |  | 205              |             |                |  |

AATCP-1(B)

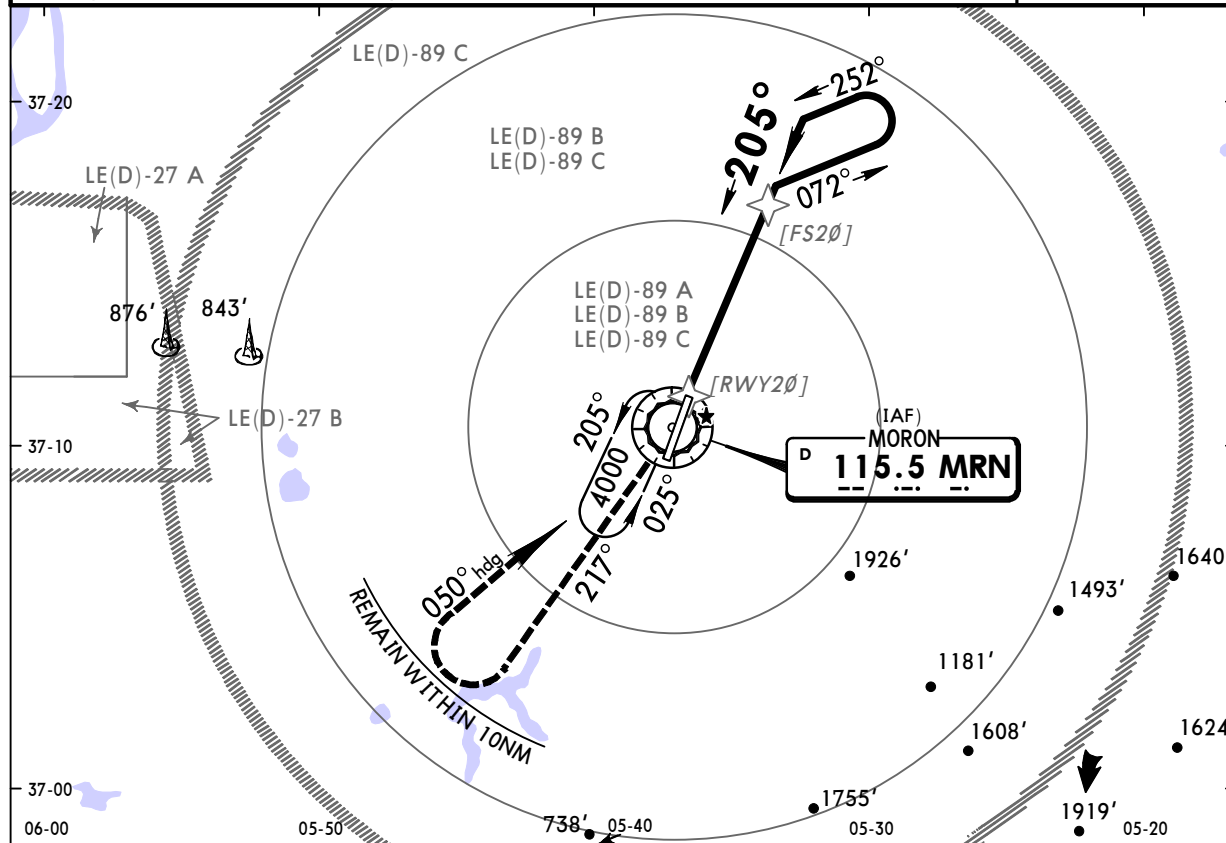
**LEMO/OZP**  
**MORON**

**JEPPESSEN**  
25 JUN 10 **(23-3)** **Eff 1 Jul**

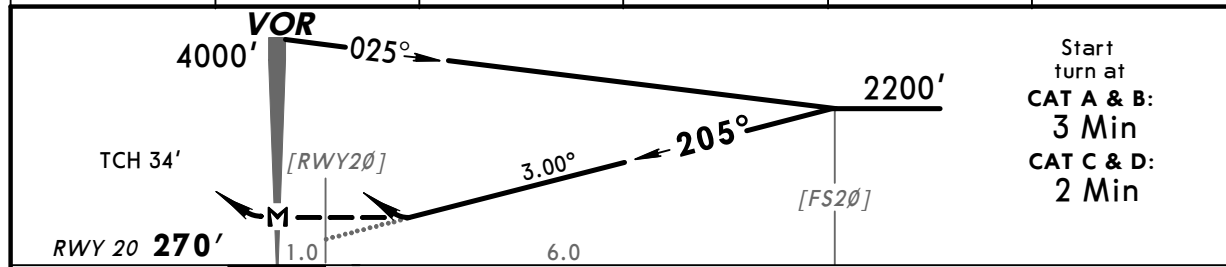
**SEVILLE, SPAIN**  
**VOR Rwy 20**

BRIEFING STRIP™

|                                                                                                                                                   |                                  |                  |                                     |                                         |
|---------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|------------------|-------------------------------------|-----------------------------------------|
| SEVILLE Approach                                                                                                                                  |                                  |                  | MORON Tower                         |                                         |
| 120.0                                                                                                                                             | 120.8                            | 128.5            | 122.1 CIV                           | 139.3 MIL                               |
| For UHF see MIL-101 listing                                                                                                                       |                                  |                  |                                     |                                         |
| VOR<br>MRN<br><b>115.5</b>                                                                                                                        | Final<br>Apch Crs<br><b>205°</b> | No FAF           | CDFA<br>DA(H)<br><b>660' (390')</b> | Apt Elev <b>285'</b><br>RWY <b>270'</b> |
| <b>MISSED APCH:</b> Climb to 700', then turn RIGHT onto R-217 climbing to 3000'. Then turn RIGHT within 10 NM onto heading 050° and join holding. |                                  |                  |                                     |                                         |
| Alt Set: hPa                                                                                                                                      |                                  | Rwy Elev: 10 hPa | Trans level: By ATC                 | Trans alt: 6000'                        |
| Final apch track offset 3° from rwy centerline.                                                                                                   |                                  |                  |                                     | MSA<br>MRN VOR                          |



|               |      |       |       |       |       |
|---------------|------|-------|-------|-------|-------|
| DIST to Rwy20 | 2.0  | 3.0   | 4.0   | 5.0   | 6.0   |
| ALTITUDE      | 930' | 1250' | 1570' | 1890' | 2200' |



|               |       |     |     |     |     |     |                                                           |
|---------------|-------|-----|-----|-----|-----|-----|-----------------------------------------------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI PAPI<br>700' 3000' MRN<br>on 115.5<br>R-217 |
| Descent angle | 3.00° | 372 | 478 | 531 | 637 | 743 |                                                           |
| MAP at VOR    |       |     |     |     |     |     |                                                           |

| STRAIGHT-IN LANDING RWY 20 |              |                           |              | CEILING REQUIRED |             | CIRCLE-TO-LAND |   |
|----------------------------|--------------|---------------------------|--------------|------------------|-------------|----------------|---|
| CDFA                       |              | non-CDFA                  |              |                  |             |                |   |
| DA(H) <b>660' (390')</b>   |              | MDA(H) <b>660' (390')</b> |              |                  |             |                |   |
|                            |              | ALS out                   | ALS out      | Max Kts          | MDA(H)      | CEIL-VIS       |   |
| A                          | 400' - 1400m | 400' - 1600m              | 400' - 1600m | 100              | 820' (535') | 500' - 1600m   | 1 |
|                            |              | 400' - 1800m              | 400' - 1800m | 135              |             |                |   |
| B                          | 400' - 1400m | 400' - 1600m              | 400' - 2000m | 180              | 890' (605') | 600' - 2400m   |   |
| C                          | 400' - 1400m | 400' - 1800m              | 400' - 2200m | 205              | 990' (705') | 600' - 3600m   |   |
| D                          | 400' - 1600m | 400' - 2000m              |              |                  |             |                |   |

1 After non-CDFA apch: 2000m

CHANGES: New procedure.

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AATCP-1(B)