

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LEZL

Terminal Charts For LEZL

Revision Letter For Cycle 15-2013

Change Notices

Notebook

General Information

Location: Seville Esp
IATA Code: SVQ
Lat/Long: N37° 25.1' W005° 53.9'
Elevation: 111 ft

Airport Use: Public
Magnetic Variation: 1.9°W

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: 0519 Z
Sunset: 1941 Z,

Runway Information

Runway: 09
Length x Width: 11030 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 83 ft
Lighting: Edge, ALS, Centerline

Runway: 27
Length x Width: 11030 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 111 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS 118.175
Seville Tower 118.1
Seville Tower 27.807 Military
Seville Ground Control 121.7
Seville Approach Control 128.5
Seville Approach Control 120.8
Seville Approach Control 120.0
Seville Approach Control 27.9 Military
Seville Approach Control 26.47 Military
Seville Approach Control 26.105 Military

1. GENERAL

1.1. ATIS

* ATIS 118.17

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. RUN-UP TESTS**

Run-up tests higher than idle regime are not allowed on any stand on the apron. They must be requested contacting Centro de Operaciones (TEL +34-954-449-112).

1.3. LOW VISIBILITY PROCEDURES (LVP)**1.3.1. GENERAL**

LVP will be in force when RVR for RWY 27 or RVR for RWY 09 is equal or below 600m. Pilots will be informed about the application of LVP by ATC via ATIS with the following text: "LOW VISIBILITY PROCEDURE IN OPERATION".

Pilots will be informed by ATC when the application of the procedures are cancelled, this will take place when RVR or VIS is higher than 1000m.

1.3.2. GROUND MOVEMENT

Pilots will proceed to verify at every moment the ACFT position checking that taxiing is being executed under total safety conditions. In case of being disoriented or in doubt, pilots will stop the ACFT and immediately will notify ATC.

1.3.2.1. ARRIVALS

After exiting RWY report: "RUNWAY VACATED".

At the apron entry, they must wait for the arrival of a Follow-me car in order to be guided to the assigned stand, notifying to Tower: "FOLLOW ME IS IN SIGHT".

1.3.2.2. DEPARTURES

Pilots will request clearance to start-up engines or taxiing, reporting the stand number and the apron exit gate they will use.

Only one ACFT at the same time in the movement area will be authorized.

In case of an ACFT had to return to apron, the pilot will inform Tower and wait for new instructions for taxiing.

1.3.3. COMMUNICATION FAILURE**1.3.3.1. ARRIVING ACFT**

Hold position in the first section of the TWY in which the sensitive area of ILS remains free and wait for the arrival of a Follow-me car that will lead to the position of assigned stand.

1.3.3.2. DEPARTING ACFT

Continue by the assigned route to the clearance limit, taking extreme caution to avoid detours. Once that point have been reached, maintain the position and wait for the arrival of a Follow-me car in order to be guided to the stand or the assigned holding point.

1.4. TAXI PROCEDURES

TWYs HP-5 and S-2 available by ATC.

Use of TWY E-5 in direction of RWY is only allowed for ACFT heading for Airbus South facilities and Military Apron.

1.5. PARKING INFORMATION

On stands 1 thru 5 push-back required, except for EMBRAER 190/1 95, B717-200, B737 (all series), MD80 (all series), A318, A319 and A320, which may carry out autonomous exit at minimum regime under the responsibility of the pilot in command, whenever the ACFT located at their RIGHT is one of the mentioned models.

1.6. OTHER INFORMATION

RWY 09 right-hand circuit for traffic arriving from South.

RWY 27 right-hand circuit for traffic arriving from North.

2. ARRIVAL

2.1. SPEED RESTRICTION

- 210 KT at the beginning of the final turn to intercept the ILS course when the ACFT is located within 20 NM of THR.
- 180 KT once the final turn is completed and established on the ILS localizer when the ACFT is located within 20 NM of the THR.
- RWY 27: MAX 160 KT when crossing SPP NDB.

ACFT with cruising speed lower than the aforementioned shall maintain cruising speed up to the adjusting fix concerned.

2.2. TAXI PROCEDURES**2.2.1. GENERAL**

Assignment of taxiing routes, depending on RWY in use and save for reasons advising otherwise, will adjust to the following entry apron procedures:

2.2.2. RWY 09 IN USE

STANDS	ENTRY BY
1 thru 5	G-5 or G-8
10 , 11	G-6 or G-8
12 thru 19	G-6 or G-8
20 thru 23	G-6 or G-8
24	G-8
25	G-5
30 thru 33	G-5 or G-3
34, 36, 38	G-2
35, 37, 39	G-2
General Aviation	G-1

2.2.3. RWY 27 IN USE

STANDS	ENTRY BY
1 thru 5	G-3, G-5 or G-8
10 thru 19	G-5, G-6 or G-8
20 thru 23	G-6 or G-8
24	G-7
25	G-6
30 thru 33	G-3 or G-5
34, 36, 38	G-2
35, 37, 39	G-2
General Aviation	G-1

3. DEPARTURE

3.1. PUSH-BACK & TAXI PROCEDURES**3.1.1. PUSH-BACK**

Push-back manoeuvres will be carried out heading Northeast when RWY 27 is in use and to the Southwest when RWY 09 is in use except for stand 05 that will always be accomplished heading Northeast.

3.1.2. TAXIING**3.1.2.1. GENERAL**

Assignment of taxiing routes, depending on RWY in use and save for reasons advising otherwise, will adjust to the following exit apron procedures:

3.1.2.2. RWY 09 IN USE

STANDS	EXIT BY
1 thru 5	G-4
10, 11	G-4, G-6 or G-7
12 thru 19	G-7
20 thru 23	G-4
24	G-7
25	G-4
30 thru 33	G-4
34, 36, 38	G-3
35, 37, 39	G-1
General Aviation	G-1

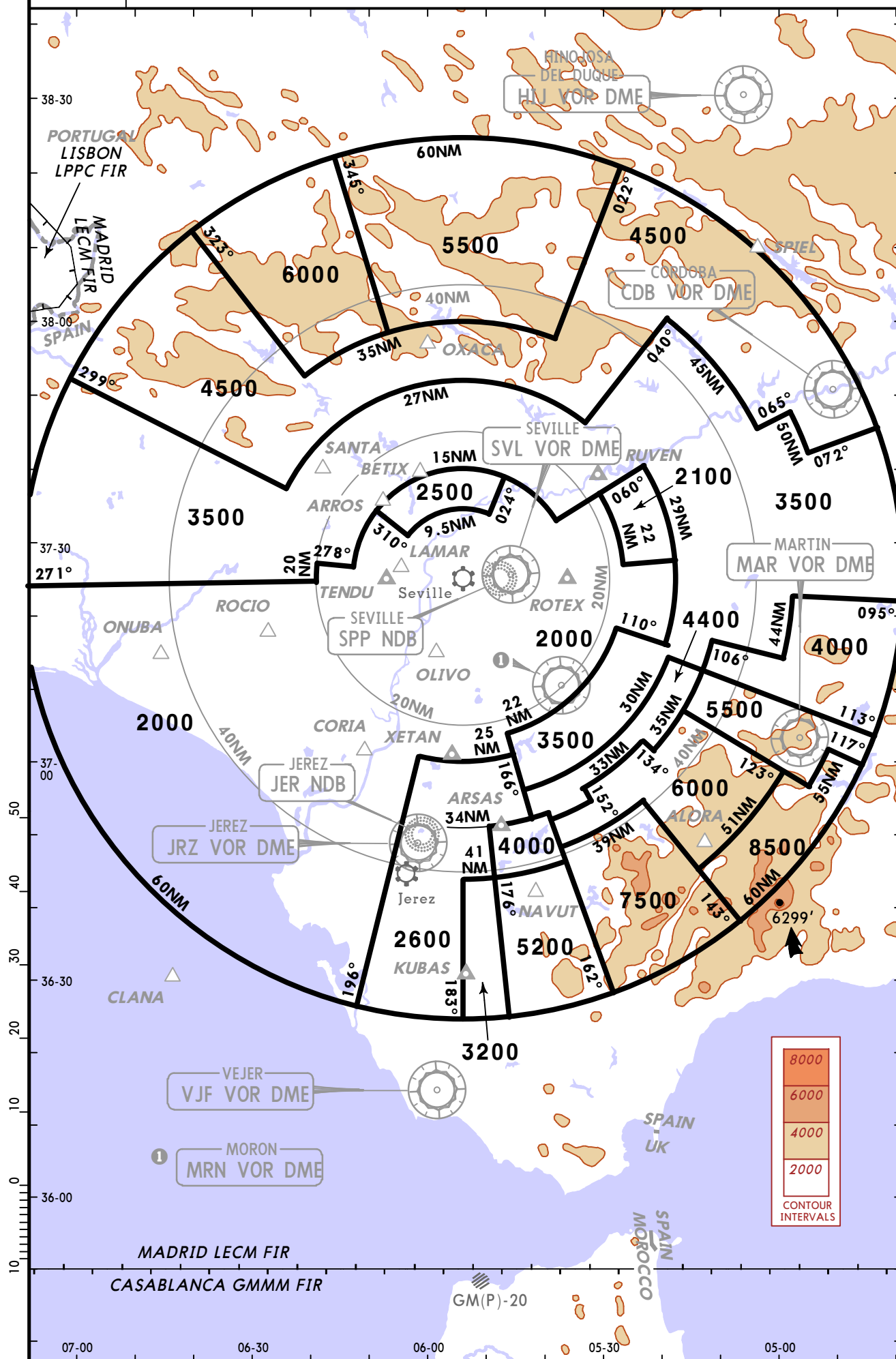
3.1.2.3. RWY 27 IN USE

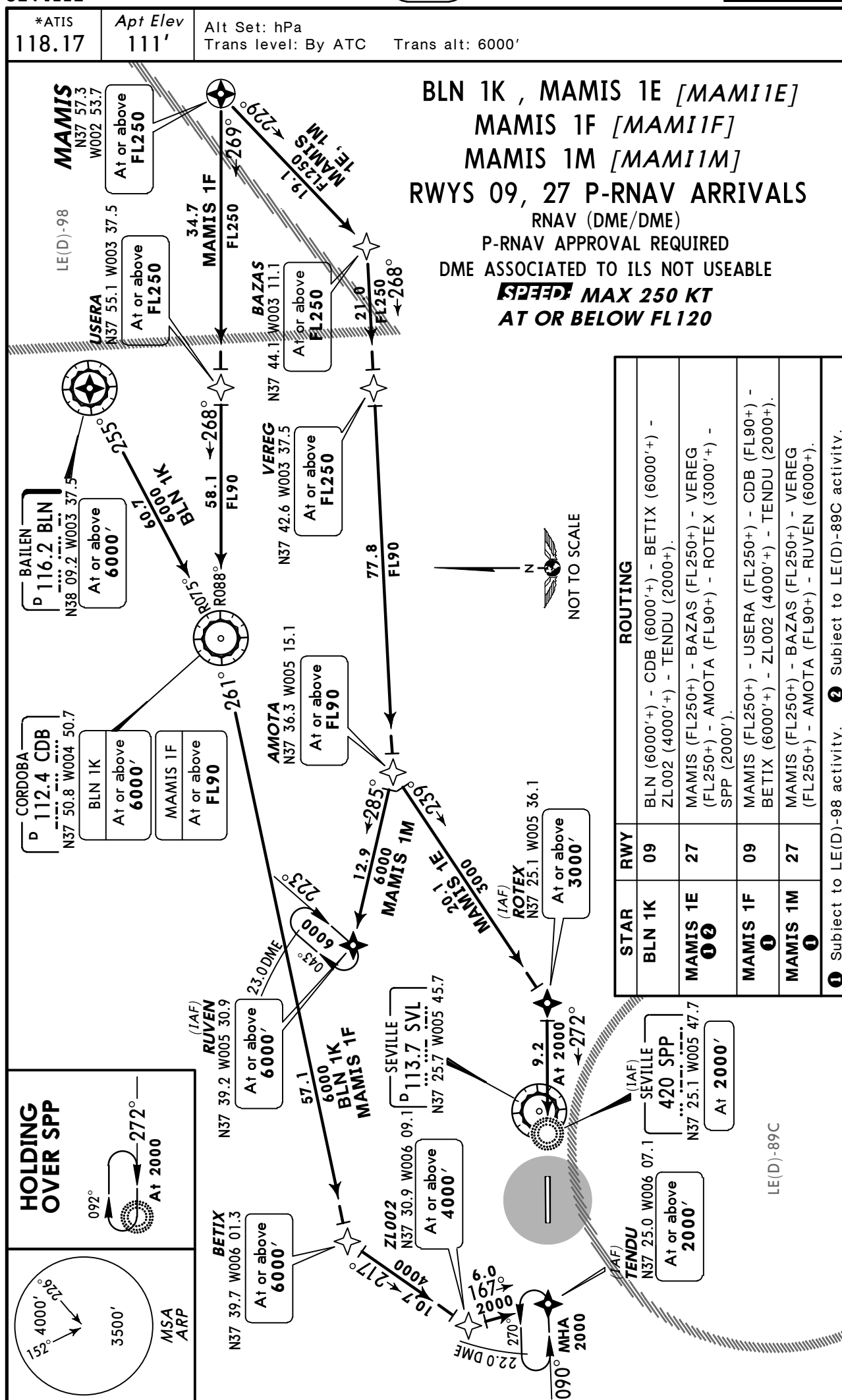
STANDS	EXIT BY
1 thru 5	G-8
10 thru 25	G-8
30 thru 33	G-4
34, 36, 38	G-3
35, 37, 39	G-1
General Aviation	G-1

Apt Elev
111'

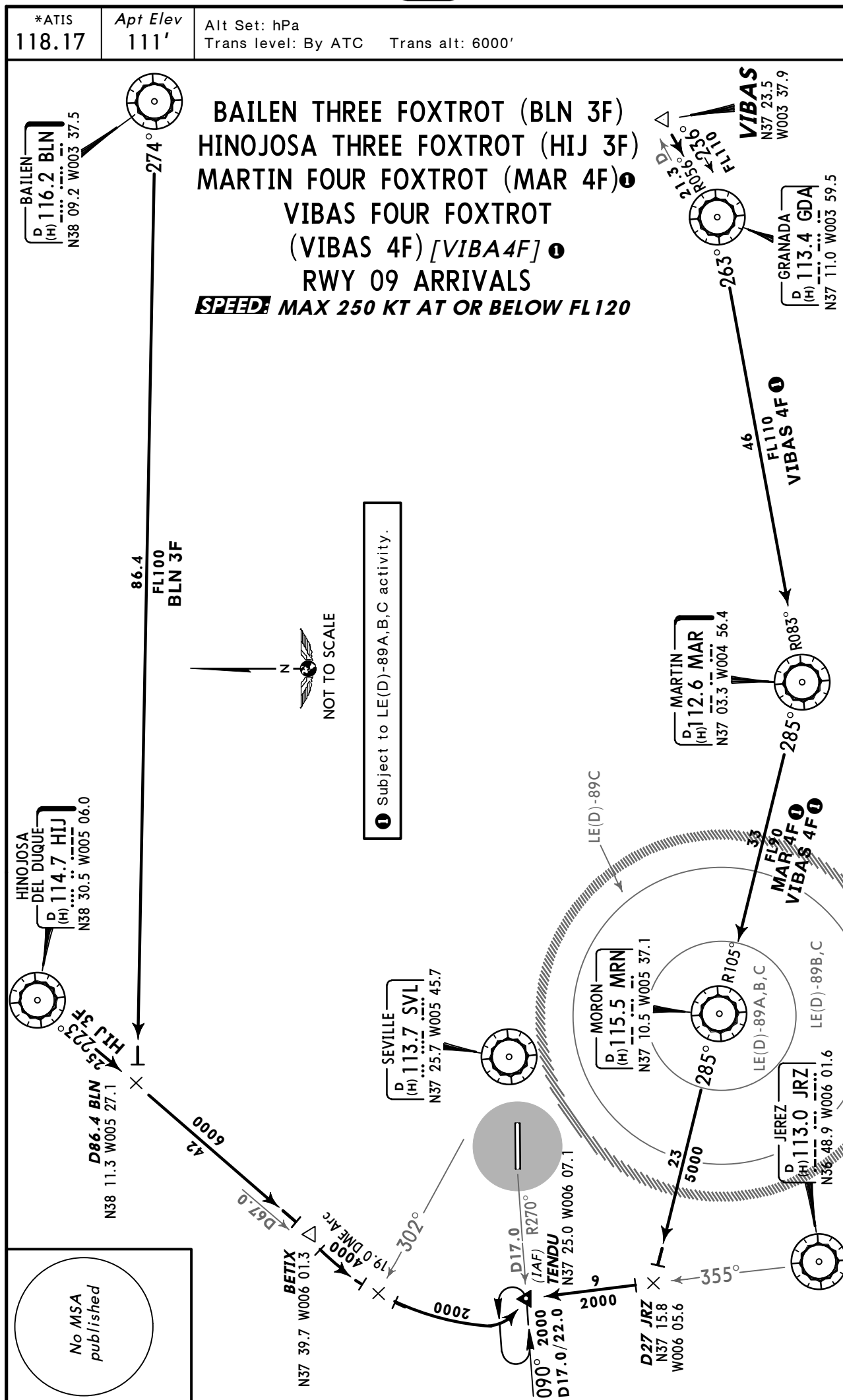
Alt Set: hPa Trans level: By ATC Trans alt: 6000'

1. The published minimum altitudes integrate no correction for low temperatures.
2. This chart should only be used for cross-checking of assigned altitudes while under RADAR control.





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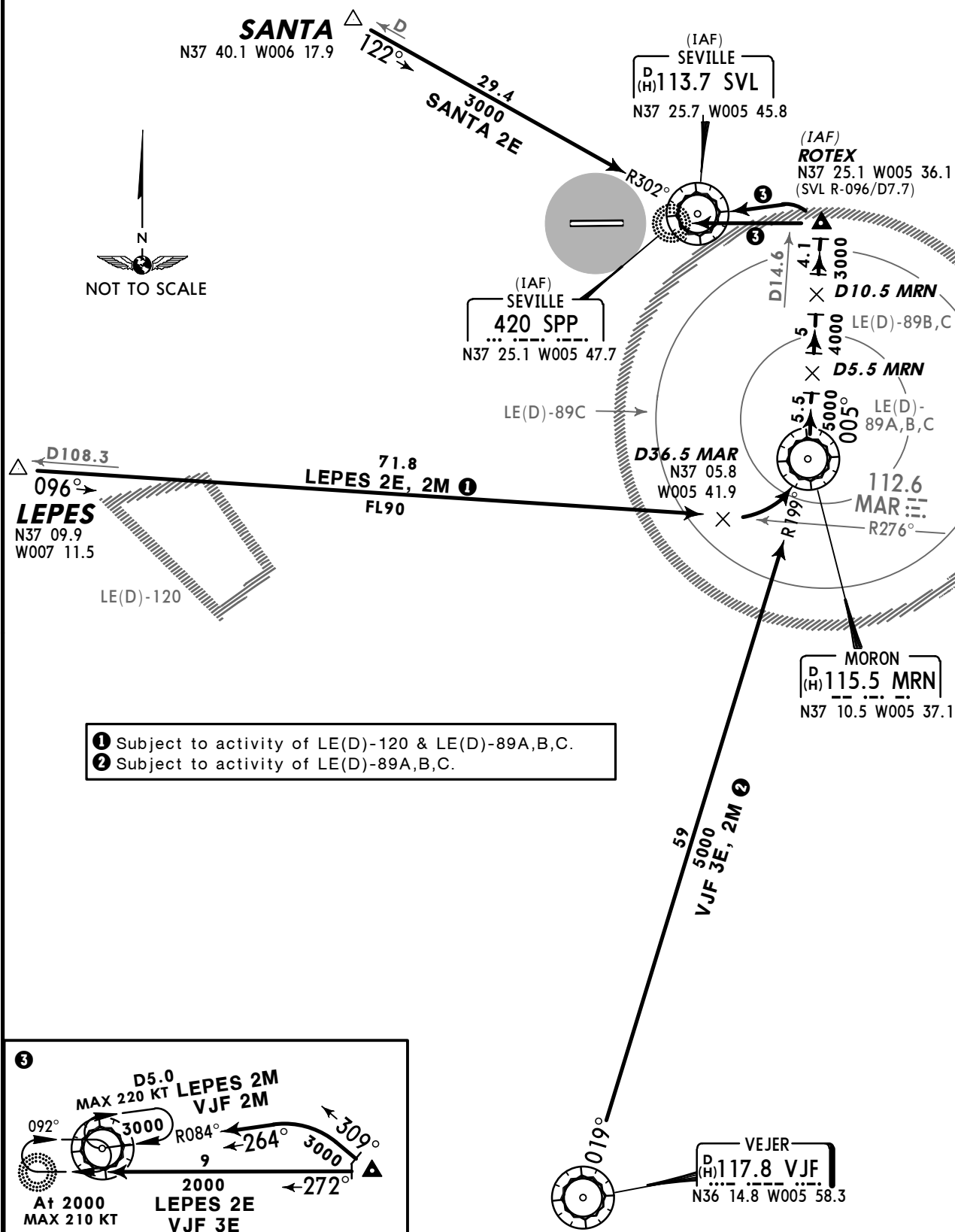


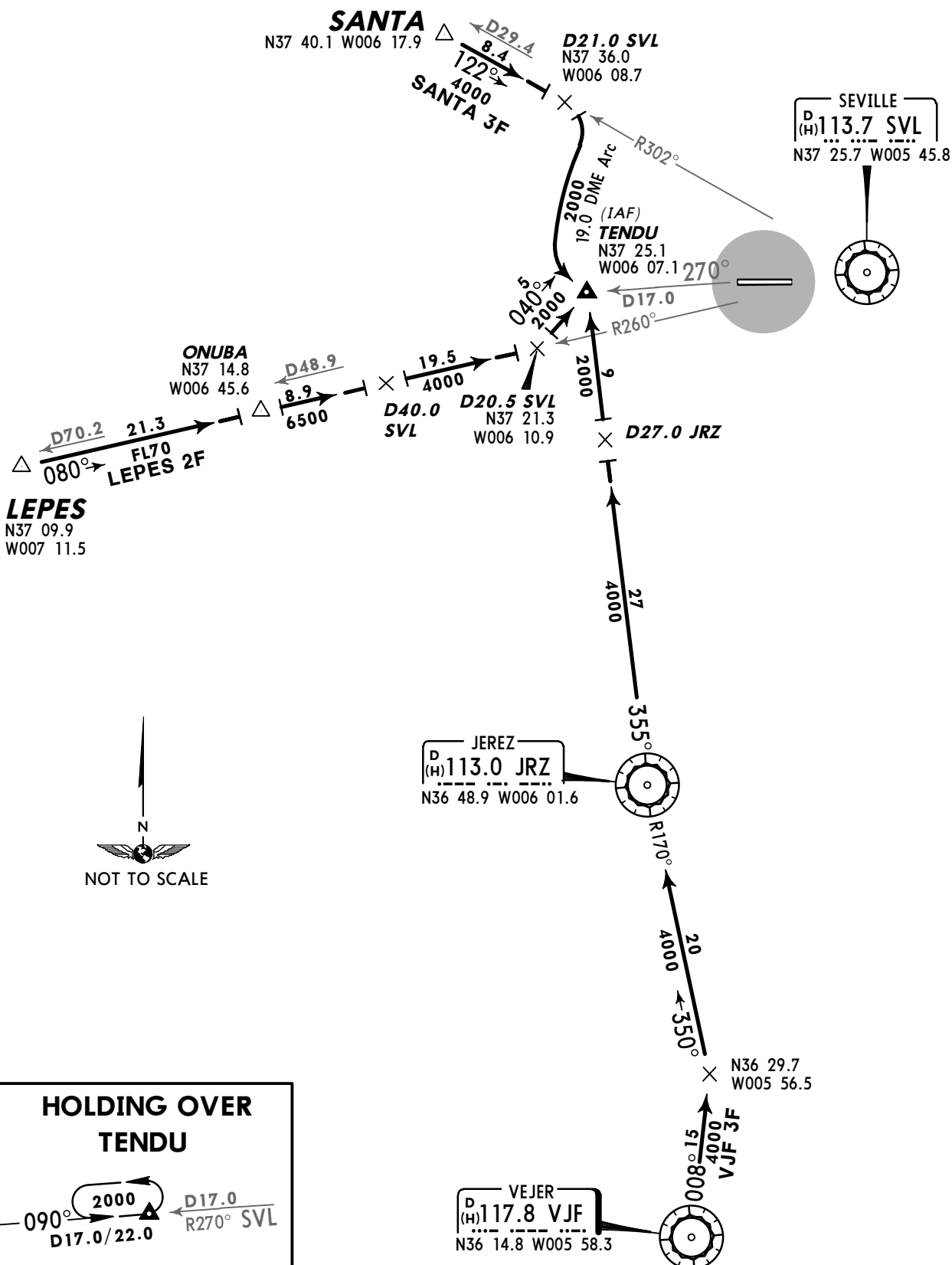
*ATIS 118.17	Apt Elev 111'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
-----------------	------------------	--

LEPES TWO ECHO (LEPES 2E) [LEPE2E] ①
LEPES TWO MIKE (LEPES 2M) [LEPE2M] ①
SANTA TWO ECHO (SANTA 2E) [SANT2E]
VEJER THREE ECHO (VJF 3E) ②
VEJER TWO MIKE (VJF 2M) ②

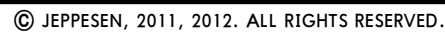
RWY 27 ARRIVALS

SPEED: MAX 250 KT AT OR BELOW FL120



*ATIS
118.17Apt Elev
111'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'LEPES TWO FOXTROT (LEPES 2F) [LEPE2F]
SANTA THREE FOXTROT (SANTA 3F) [SANT3F]
VEJER THREE FOXTROT (VJF 3F)
RWY 09 ARRIVALS**SPEED: MAX 250 KT AT OR BELOW FL120**

Trans level: By ATC Trans alt: 6000'
Rwy 27: EXPECT close-in obstacles.



Apt Elev
111'Trans level: By ATC Trans alt: 6000'
Rwy 27: EXPECT close-in obstacles.

HINOJOSA TWO GOLF (HIJ 2G)
HINOJOSA ONE ROMEO (HIJ 1R)
SANTA TWO GOLF (SANTA 2G) [SANT2G]
SANTA ONE ROMEO (SANTA 1R) [SANT1R]
RWYS 27, 09 DEPARTURES
TO NORTH

~~SPEED~~ MAX 250 KT UNTIL LEAVING FL120**HIJ 2G, SANTA 2G**

These SIDs require a minimum climb gradient of 273' per NM (4.5%) up to FL70 due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
273' per NM	342	456	684	911	1139	1367

① HIJ 2G: Traffic bound for airway UN-858 shall cross HIJ at or above FL245 and intercept HIJ R-358 to PARKA. Possible reception failure of HIJ between HIJ 62.0 DME & HIJ 73.0 DME. In case of failure request radar assistance.

SANTA
N37 40.1 W006 17.9

D29.4

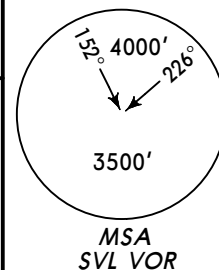
9.3
SANTA 2G, 1R**ARROS**
N37 35.7
W006 07.7HIJ 2G
SANTA 2G
357° hdg

SANTA 1R

302°

151'

At 600'

**HINOJOSA
DEL DUQUE**
D 114.7 HIJ
N38 30.5 W005 06.0**PARKA**
N39 00.0 W005 09.0MSA
SVL VOR

UN858

30 358°

R224°

R208°

72 HIJ 1R

028°

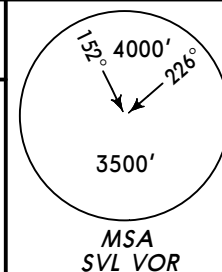
SEVILLE
D 113.7 SVL
N37 25.7 W005 45.7

NOT TO SCALE

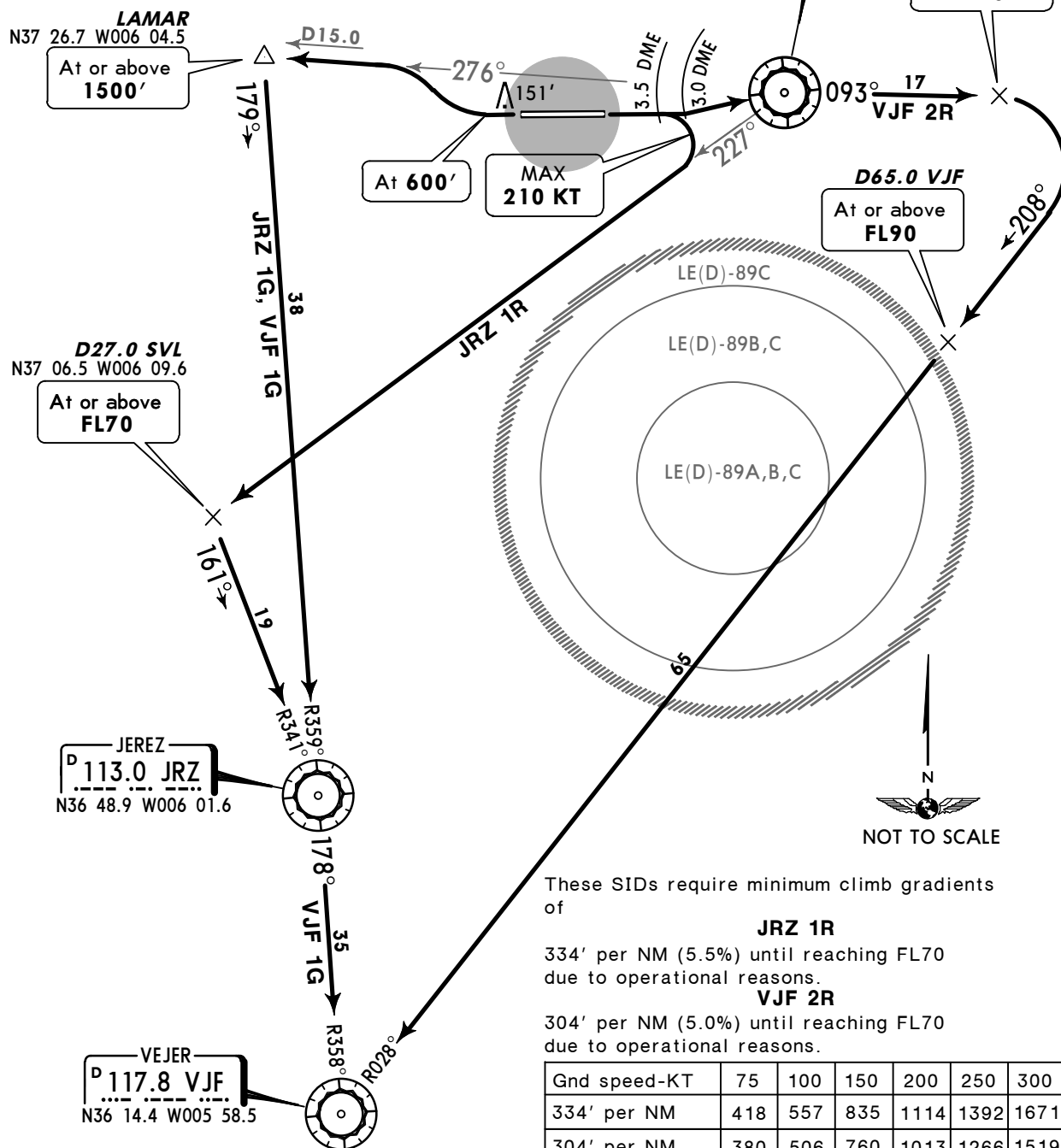
SID	RWY	ROUTING
HIJ 2G	27	Climb on runway heading to 600', turn RIGHT, 357° heading, intercept SVL R-302 to ARROS, turn RIGHT, intercept HIJ R-224 inbound to HIJ.
HIJ 1R	09	Climb on runway heading to SVL 3.0 DME inbound, turn LEFT to SVL, SVL R-028 to HIJ.
SANTA 2G	27	Climb on runway heading to 600', turn RIGHT, 357° heading, intercept SVL R-302 via ARROS to SANTA.
SANTA 1R	09	Climb on runway heading to SVL 3.0 DME inbound, turn LEFT, intercept SVL R-302 via ARROS to SANTA.

Trans level: By ATC Trans alt: 6000'
Rwy 27: EXPECT close-in obstacles.



Apt Elev
111'Trans level: By ATC Trans alt: 6000'
Rwy 27: EXPECT close-in obstacles.

JEREZ ONE GOLF (JRZ 1G)
JEREZ ONE ROMEO (JRZ 1R)
VEJER ONE GOLF (VJF 1G)
VEJER TWO ROMEO (VJF 2R)
RWYS 27, 09 DEPARTURES
TO SOUTH

SPEED MAX 250 KT UNTIL LEAVING FL120

These SIDs require minimum climb gradients of

JRZ 1R

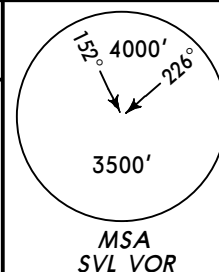
334' per NM (5.5%) until reaching FL70 due to operational reasons.

VJF 2R

304' per NM (5.0%) until reaching FL70 due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671
304' per NM	380	506	760	1013	1266	1519

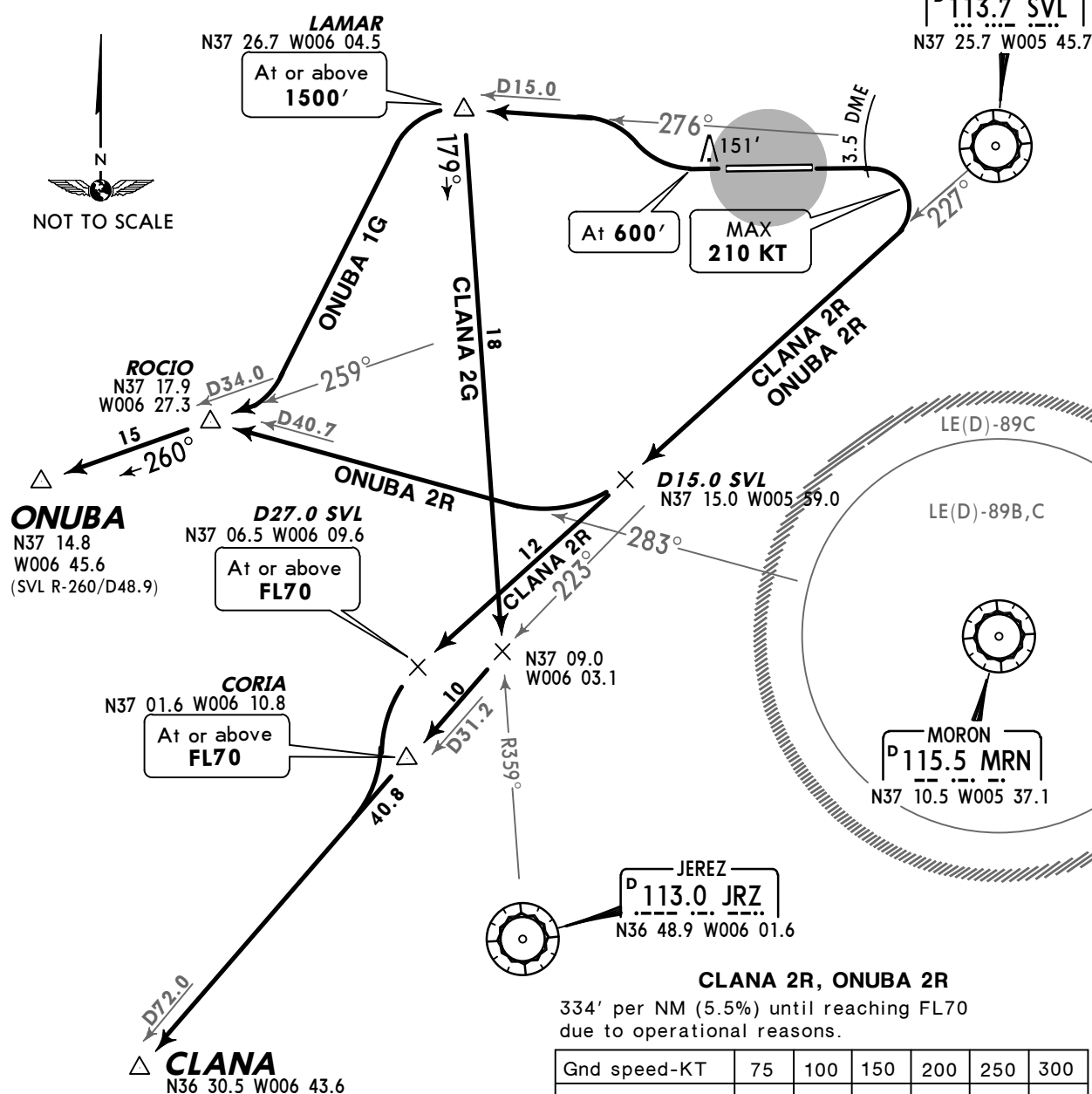
SID	RWY	ROUTING
JRZ 1G	27	Climb on runway heading to 600', turn RIGHT, intercept SVL R-276 to LAMAR, turn LEFT, intercept JRZ R-359 inbound to JRZ.
JRZ 1R ①	09	Climb on runway heading to SVL 3.5 DME inbound, turn RIGHT, intercept SVL R-227 to D27.0 SVL, turn LEFT, intercept JRZ R-341 inbound to JRZ.
VJF 1G	27	Climb on runway heading to 600', turn RIGHT, intercept SVL R-276 to LAMAR, turn LEFT, intercept JRZ R-359 inbound to JRZ, then to VJF.
VJF 2R ②	09	Climb on runway heading to SVL 3.0 DME inbound, turn LEFT to SVL, SVL R-093 to D17.0 SVL, turn RIGHT, intercept VJF R-028 inbound to VJF.
① Subject to LE(D)-89B,C activity.		② Subject to LE(D)-89A,B,C activity.

Apt Elev
111'Trans level: By ATC Trans alt: 6000'
Rwy 27: EXPECT close-in obstacles.

CLANA TWO GOLF (CLANA 2G) [CLAN2G]
CLANA TWO ROMEO (CLANA 2R) [CLAN2R]
ONUBA ONE GOLF (ONUBA 1G) [ONUB1G]
ONUBA TWO ROMEO (ONUBA 2R) [ONUB2R]

RWYS 27, 09 DEPARTURES
TO SOUTHWEST & WEST

SPEED MAX 250 KT UNTIL LEAVING FL120



SID	RWY	ROUTING
CLANA 2G	27	Climb on runway heading to 600', turn RIGHT, intercept SVL R-276 to LAMAR, turn LEFT, intercept JRZ R-359 inbound, turn RIGHT, intercept SVL R-223 via CORIA to CLANA.
CLANA 2R ①	09	Climb on runway heading to SVL 3.5 DME inbound, turn RIGHT, intercept SVL R-227 to D27.0 SVL, turn LEFT, intercept SVL R-223 to CLANA.
ONUBA 1G	27	Climb on runway heading to 600', turn RIGHT, intercept SVL R-276 to LAMAR, turn LEFT, intercept SVL R-259 to ROCIO, then to ONUBA.
ONUBA 2R ①	09	Climb on runway heading to SVL 3.5 DME inbound, turn RIGHT, intercept SVL R-227 to D15.0 SVL, turn RIGHT, intercept MRN R-283 to ROCIO, turn LEFT, intercept SVL R-260 to ONUBA.

① Subject to LE(D)-89B,C activity.

RWYS 09, 27 CONTINGENCY DEPARTURES

In the event of failure of one or more nav aids used for the departures from runway 09/27, the following procedures shall be carried out:

RWY 09: Climb on runway heading to 2000', turn and follow the ATC instructions.

RWY 27: Climb on runway heading to 3500', turn and follow the ATC instructions.

These departures require a minimum climb gradient of 5.5%

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

WIP FOR APRON RECONSTRUCTION

REFER ALSO TO LATEST NOTAMS

PHASE 1

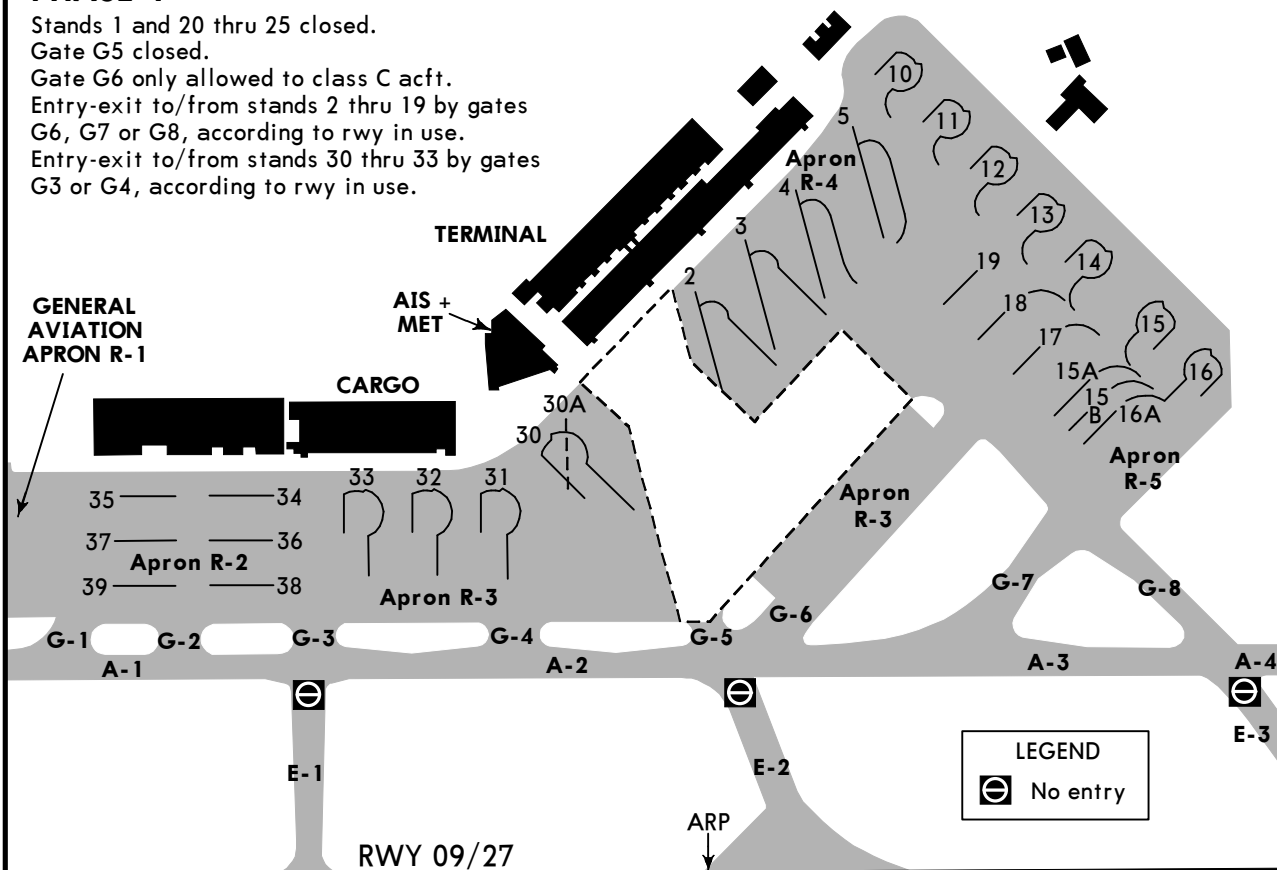
Stands 1 and 20 thru 25 closed.

Gate G5 closed.

Gate G6 only allowed to class C acft.

Entry-exit to/from stands 2 thru 19 by gates G6, G7 or G8, according to rwy in use.

Entry-exit to/from stands 30 thru 33 by gates G3 or G4, according to rwy in use.

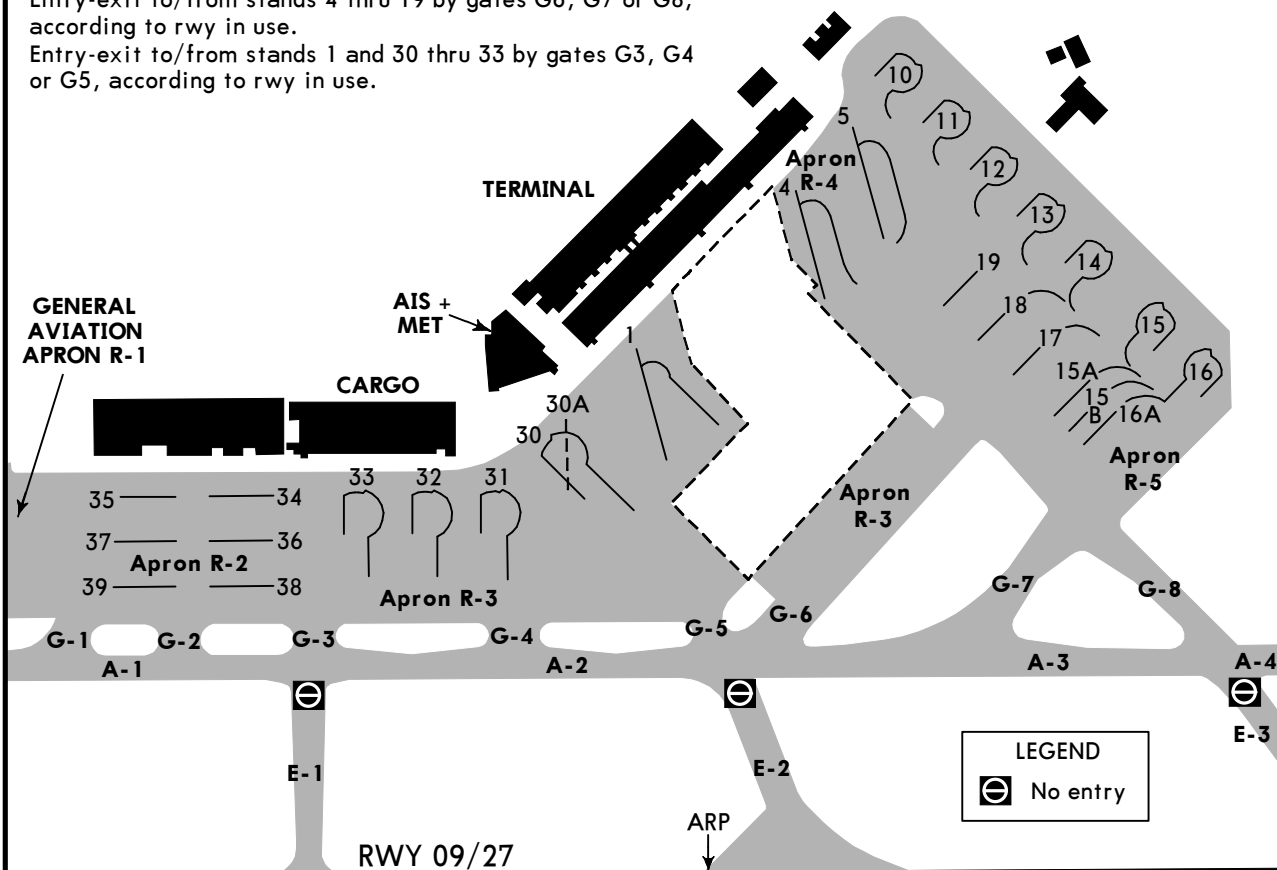
**PHASE 2**

Stands 2, 3 and 20 thru 25 closed.

Gate G6 only allowed to class C acft.

Entry-exit to/from stands 4 thru 19 by gates G6, G7 or G8, according to rwy in use.

Entry-exit to/from stands 1 and 30 thru 33 by gates G3, G4 or G5, according to rwy in use.

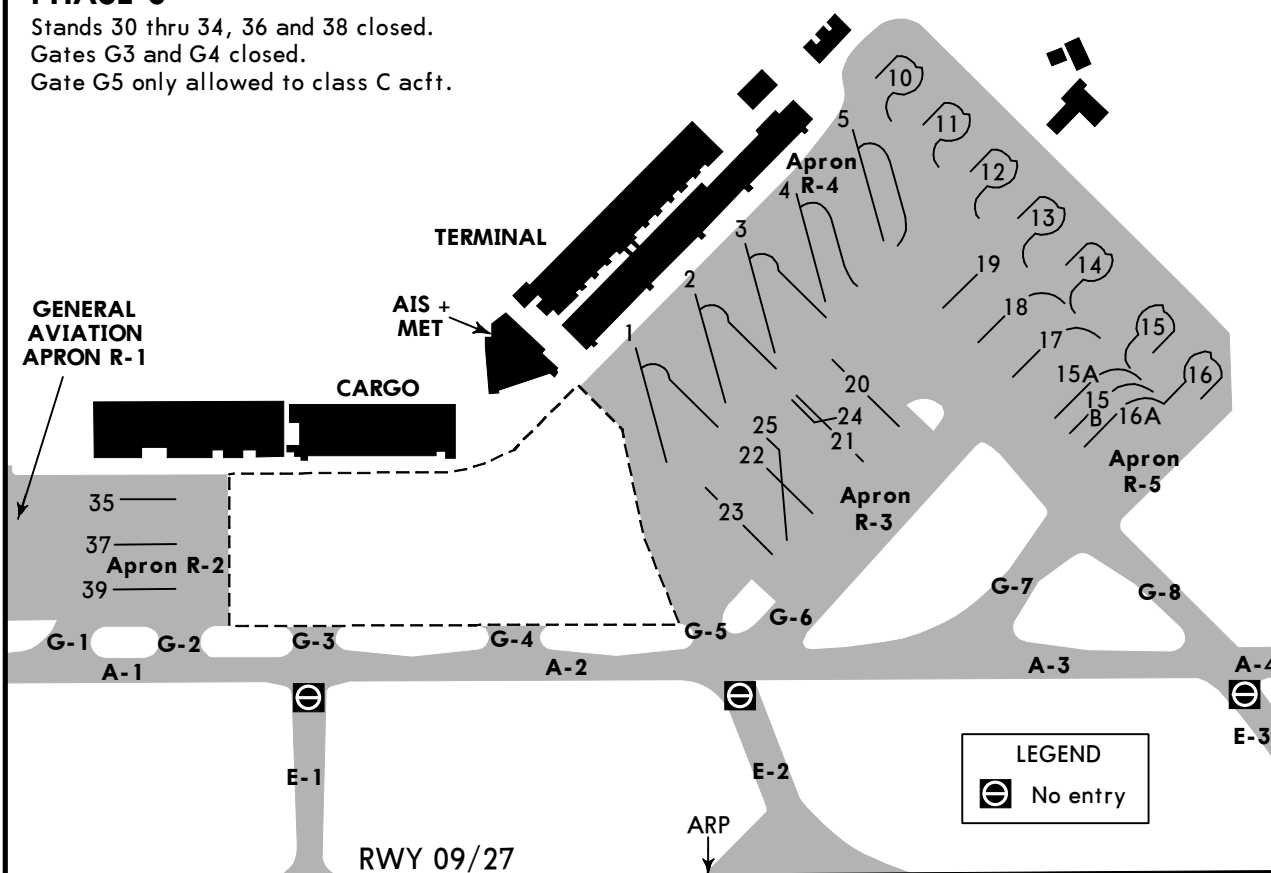


WIP FOR APRON RECONSTRUCTION

REFER ALSO TO LATEST NOTAMS

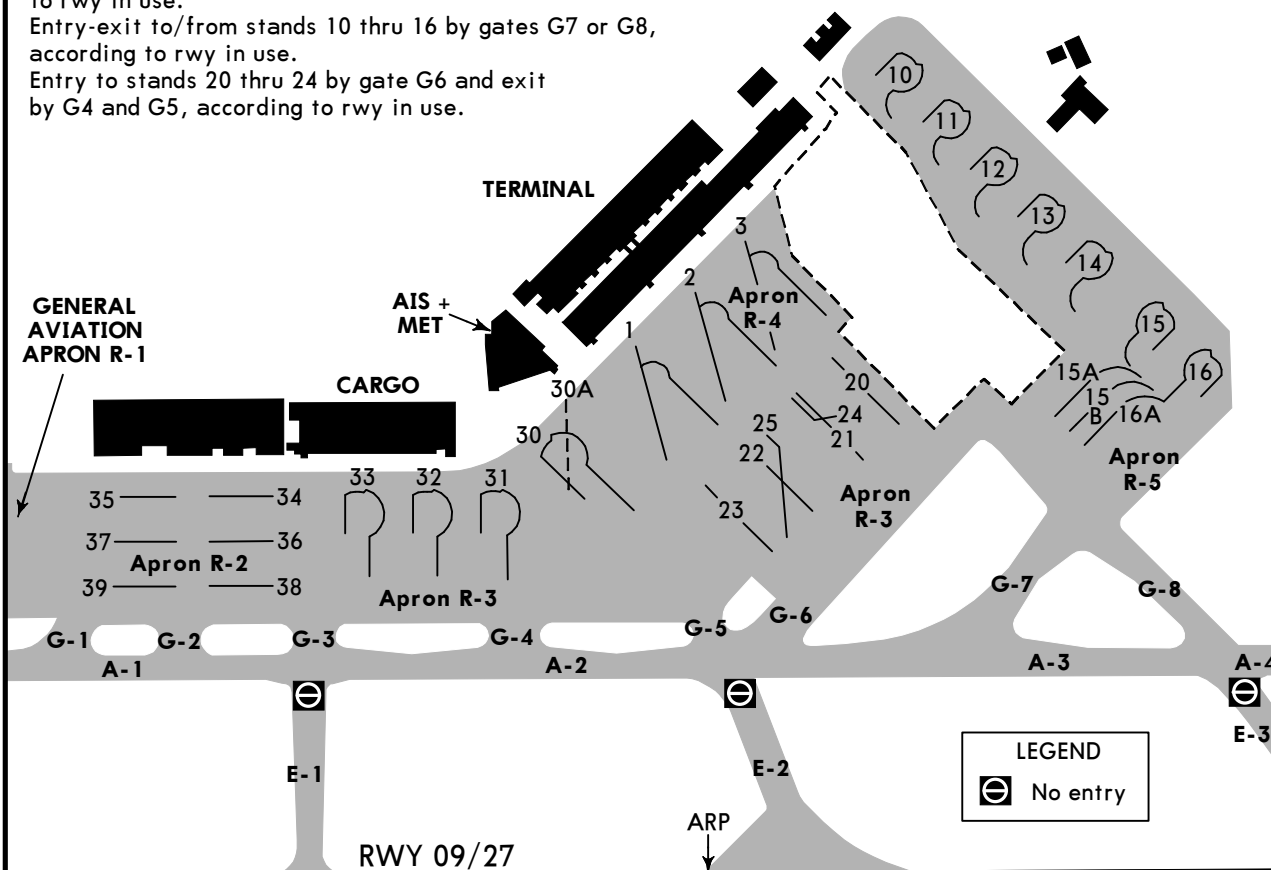
PHASE 3

Stands 30 thru 34, 36 and 38 closed.
Gates G3 and G4 closed.
Gate G5 only allowed to class C acft.



PHASE 4

Stands 4, 5, 17, 18, 19 and 24 closed.
Entry-exit to/from stands 1 thru 3 by gates G5 or G4, according to rwy in use.
Entry-exit to/from stands 10 thru 16 by gates G7 or G8, according to rwy in use.
Entry to stands 20 thru 24 by gate G6 and exit by G4 and G5, according to rwy in use.

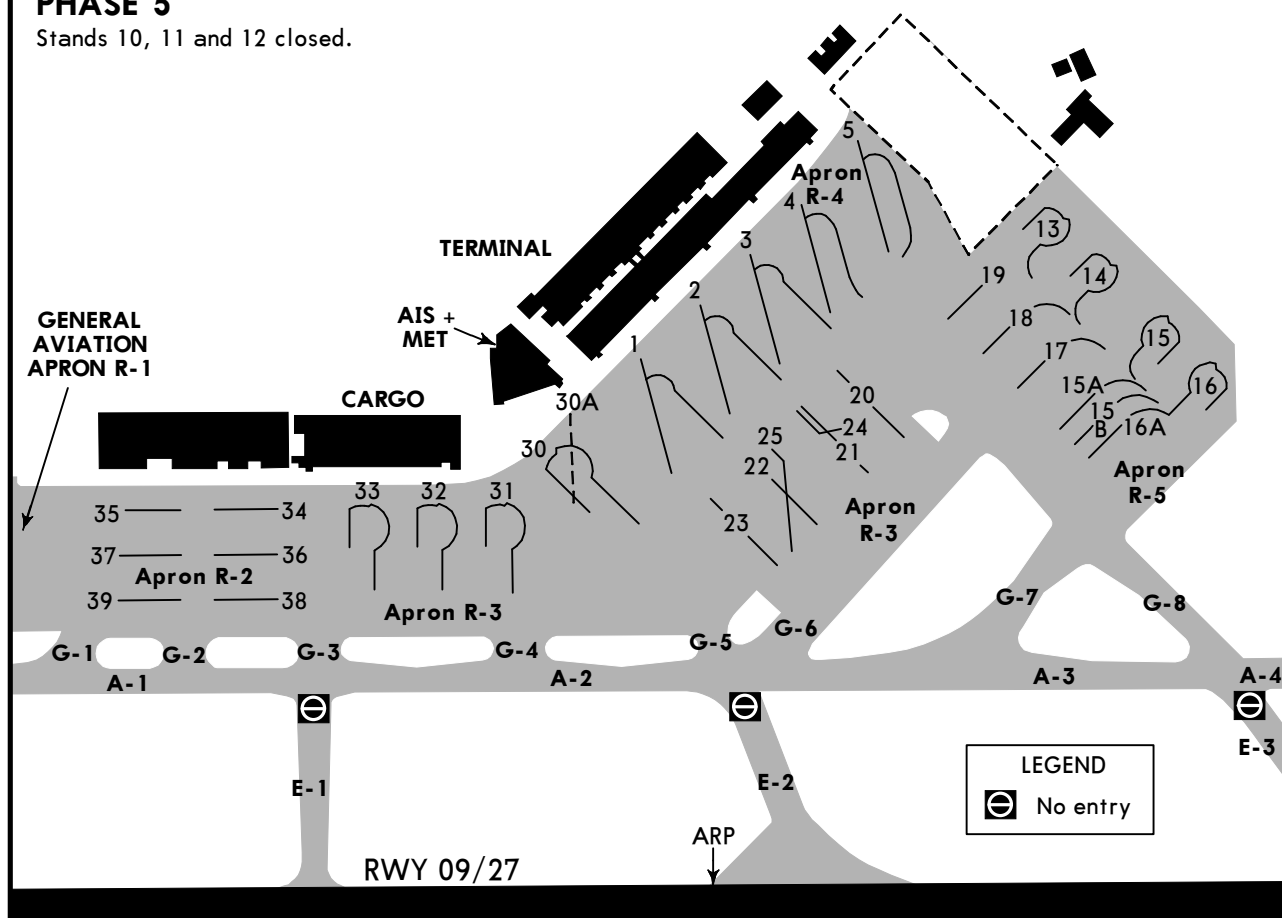


WIP FOR APRON RECONSTRUCTION

REFER ALSO TO LATEST NOTAMS

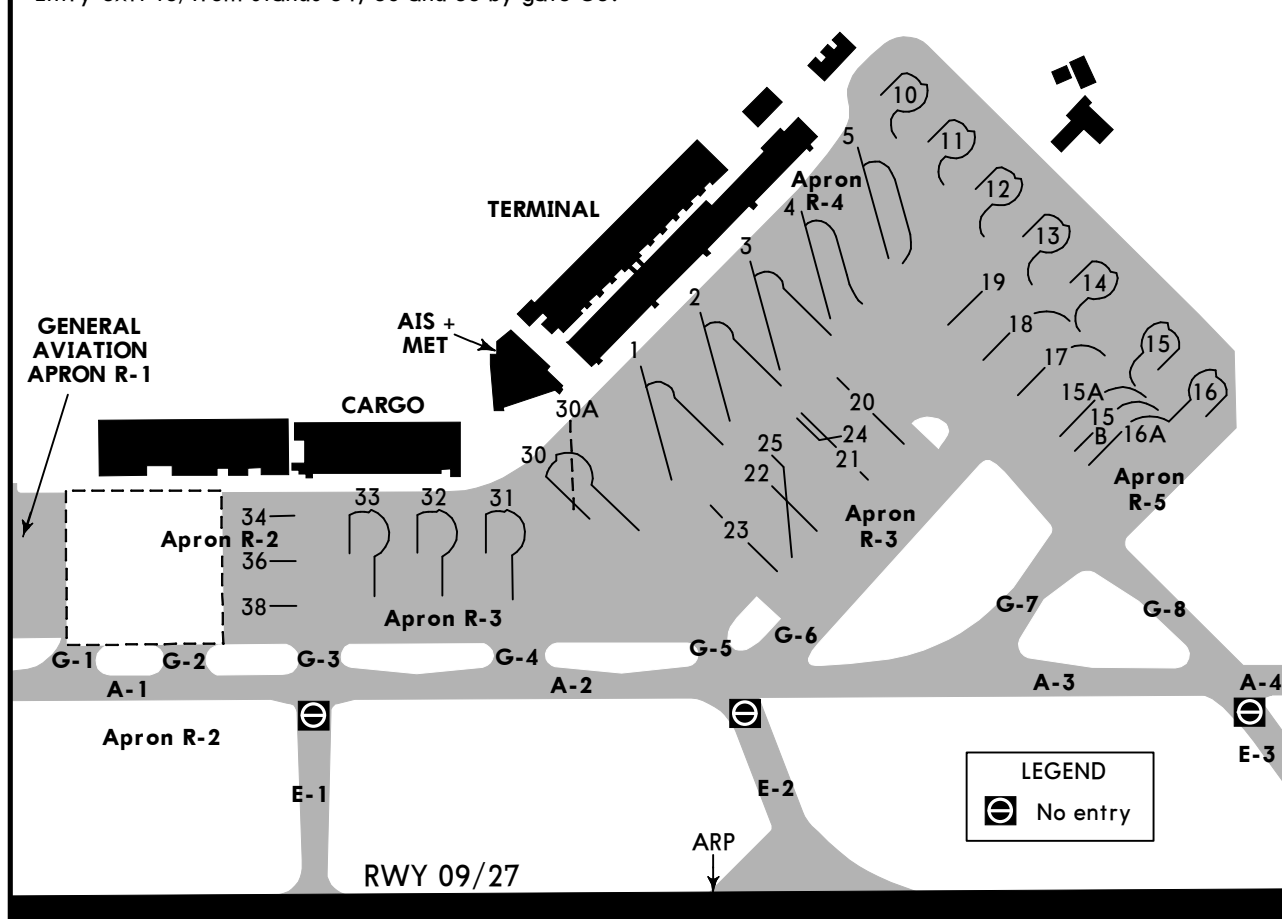
PHASE 5

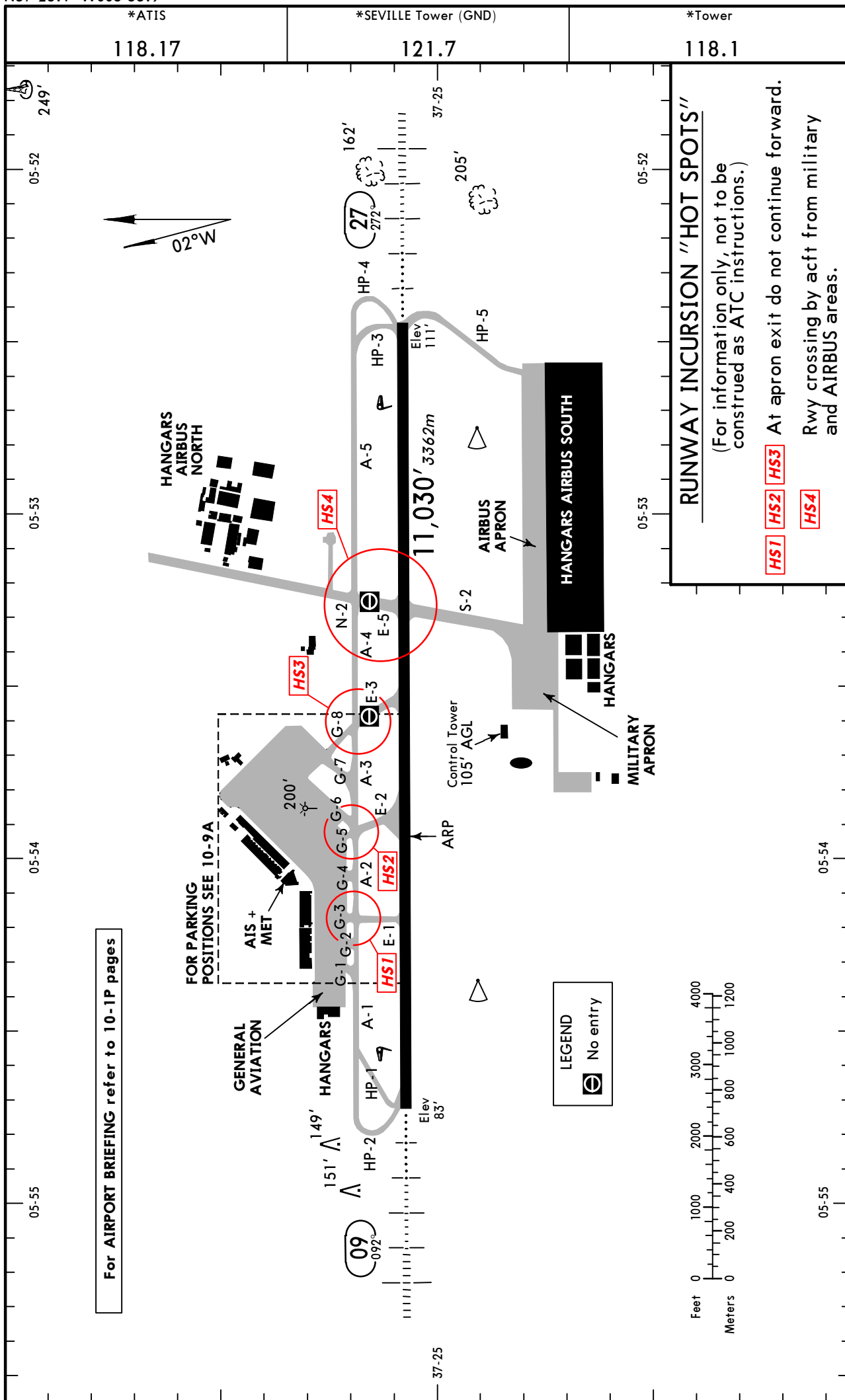
Stands 10, 11 and 12 closed.

**PHASE 6**

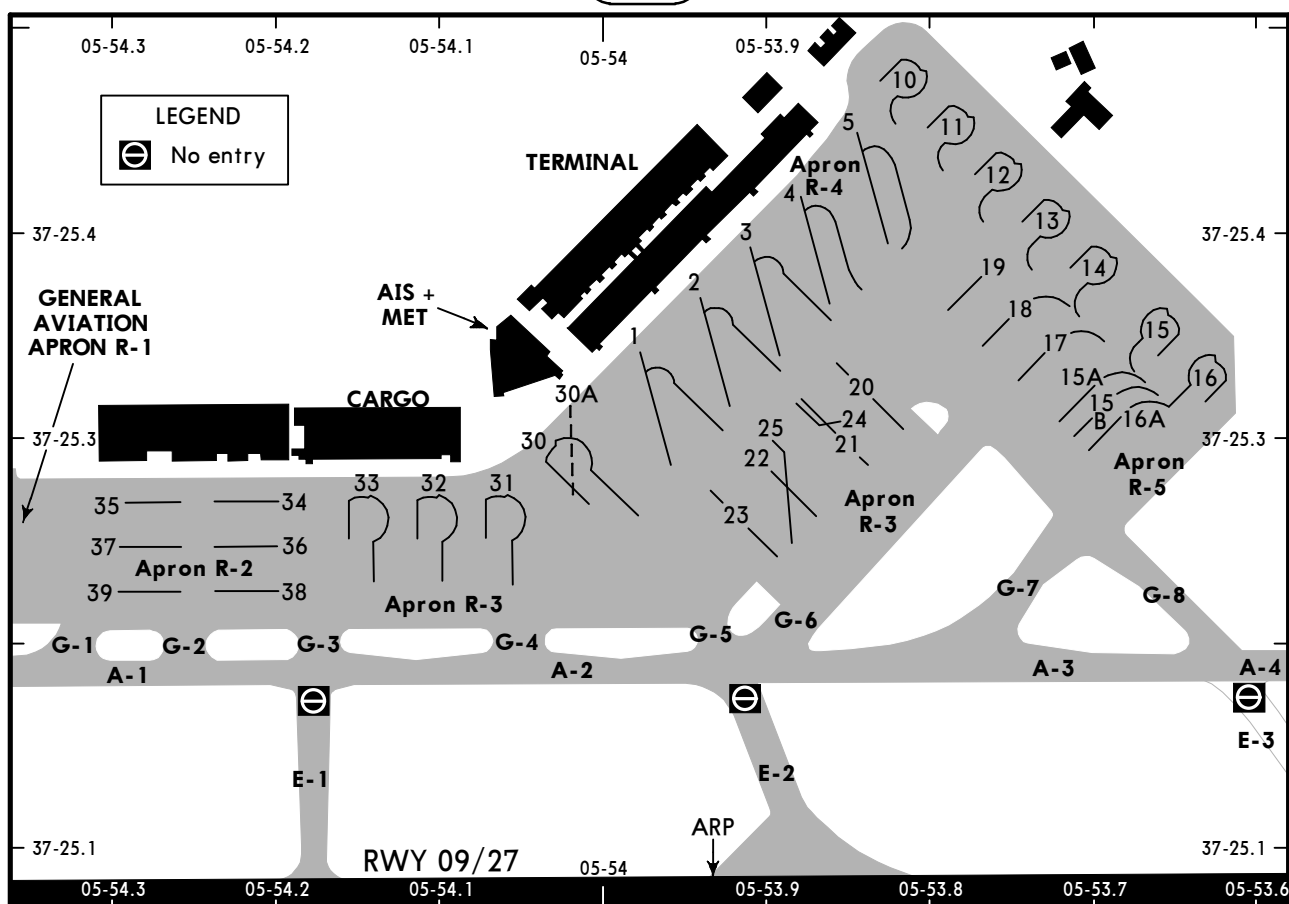
Stands 35, 37 and 39 closed.

Entry-exit to/from stands 34, 36 and 38 by gate G3.





For AIRPORT BRIEFING refer to 10-1P pages



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N37 25.3 W005 54.0	21 thru 25	N37 25.3 W005 53.9
2 thru 4	N37 25.4 W005 53.9	30, 30A	N37 25.3 W005 54.0
5	N37 25.4 W005 53.8	31 thru 33	N37 25.3 W005 54.1
10, 11	N37 25.5 W005 53.8	34	N37 25.3 W005 54.2
12 thru 15	N37 25.4 W005 53.7	35	N37 25.3 W005 54.3
15A, 15B	N37 25.3 W005 53.7	36	N37 25.2 W005 54.2
16	N37 25.3 W005 53.6	37	N37 25.2 W005 54.3
16A, 17	N37 25.3 W005 53.7	38	N37 25.2 W005 54.2
18, 19	N37 25.4 W005 53.8	39	N37 25.2 W005 54.3
20	N37 25.3 W005 53.8		

ADDITIONAL RUNWAY INFORMATION

						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING BEYOND			
RWY						Threshold	Glide Slope		
09 27	HIRL (45m) CL (15m) HIALS PAPI (3.0°) RVR						10,058' 3066m		148' 45m
							9754' 2973m		

Standard

TAKE-OFF 1

All Rwys

	LVP must be in force					
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

1 Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

SEVILLE, SPAIN
ILS Z or LOC Z Rwy 09

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000'

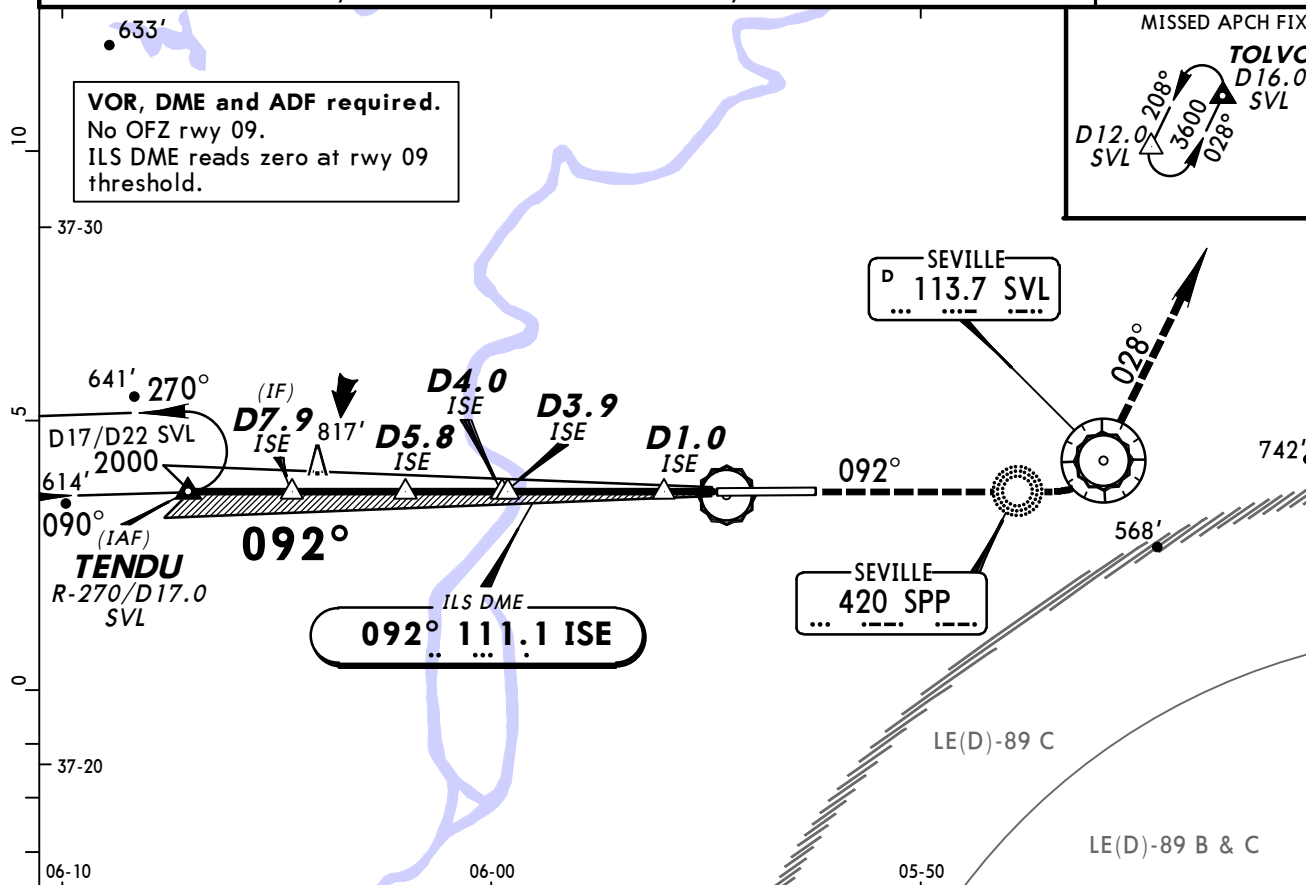
MSA SVL VOR

MISSED APCH FIX

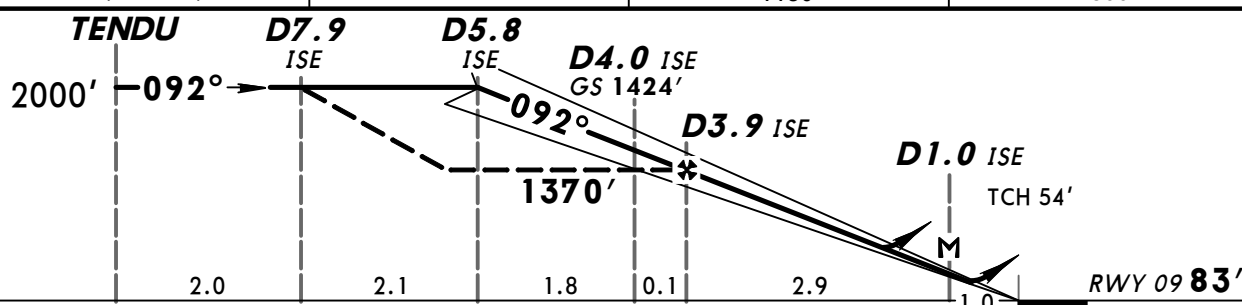
TOLV
D16.0
SVL

D12.0
SVL

208°
3600
028°



LOC (GS out)	ISE DME	3.0	2.0
	ALTITUDE	1130'	800'



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>ILS GS</i> 3.00°	372	478	531	637	743	849	
<i>LOC Descent Angle</i> 3.11°	385	495	550	660	770	880	
<i>MAP at D1.0 ISE</i>							

STRAIGHT-IN LANDING RWY 09						CIRCLE-TO-LAND	
Standard			ILS			LOC (GS out)	
DA(H) A: 283' (200')			C: 292' (209')				
B: 284' (201')			D: 303' (220')			DA(H) 750' (667')	
FULL		Limited	ALS out		ALS out	Max Kts	MDA(H) VIS
A	RVR 550m	RVR 750m	RVR 1200m	CMV 2400m	CMV 3100m	100	790' (679') I 1500m
B						135	790' (679') I 1600m
C						180	990' (879') I 2400m
D						205	1200' (1089') 3600m

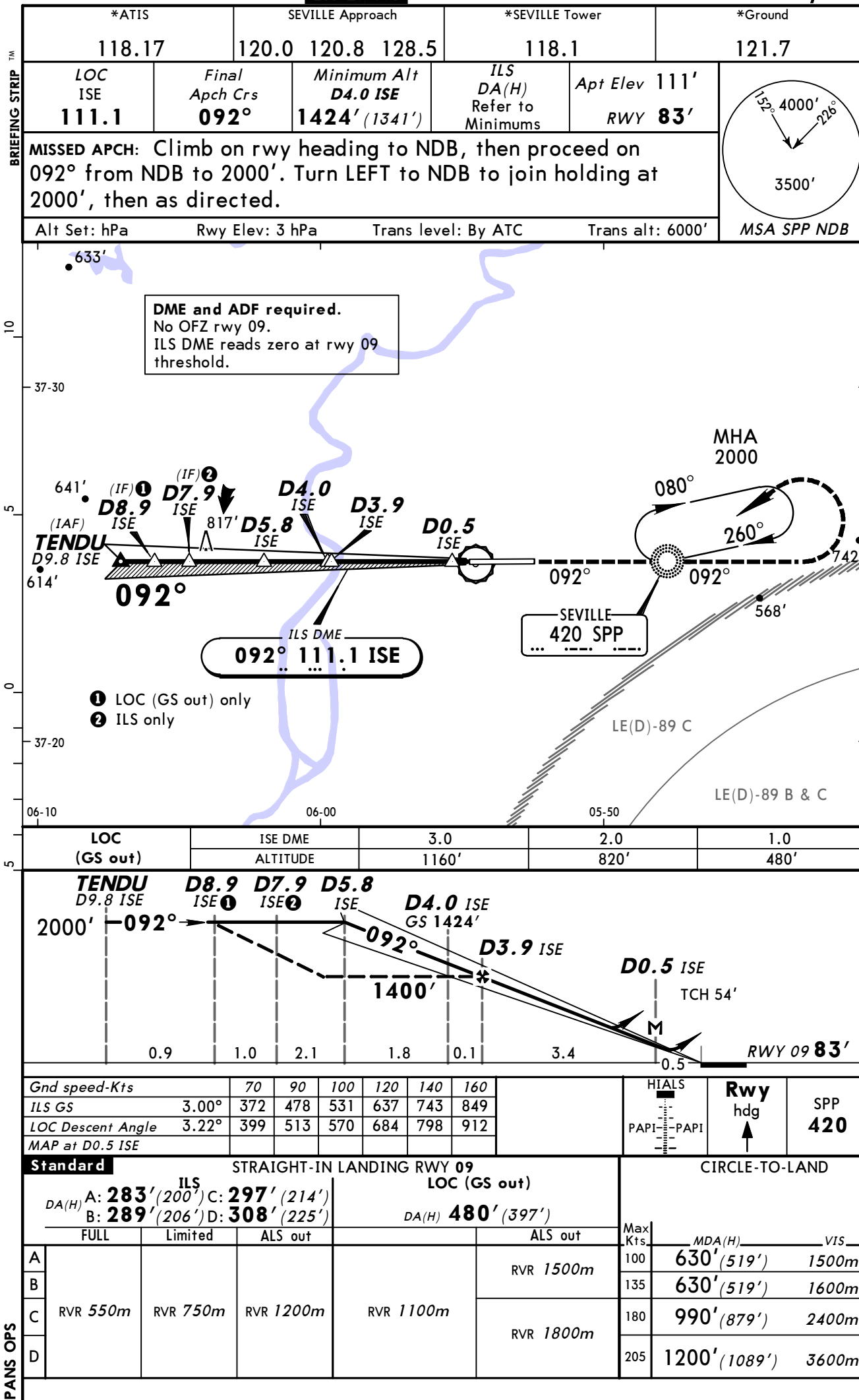
1 After LOC (GS out): VIS 3100m.

LEZL/SVQ
SEVILLE

20 JUL 12
Eff 26 Jul

11-2

SEVILLE, SPAIN
ILS Y or LOC Y Rwy 09



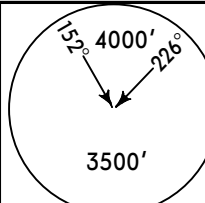
LEZL/SVQ
SEVILLE

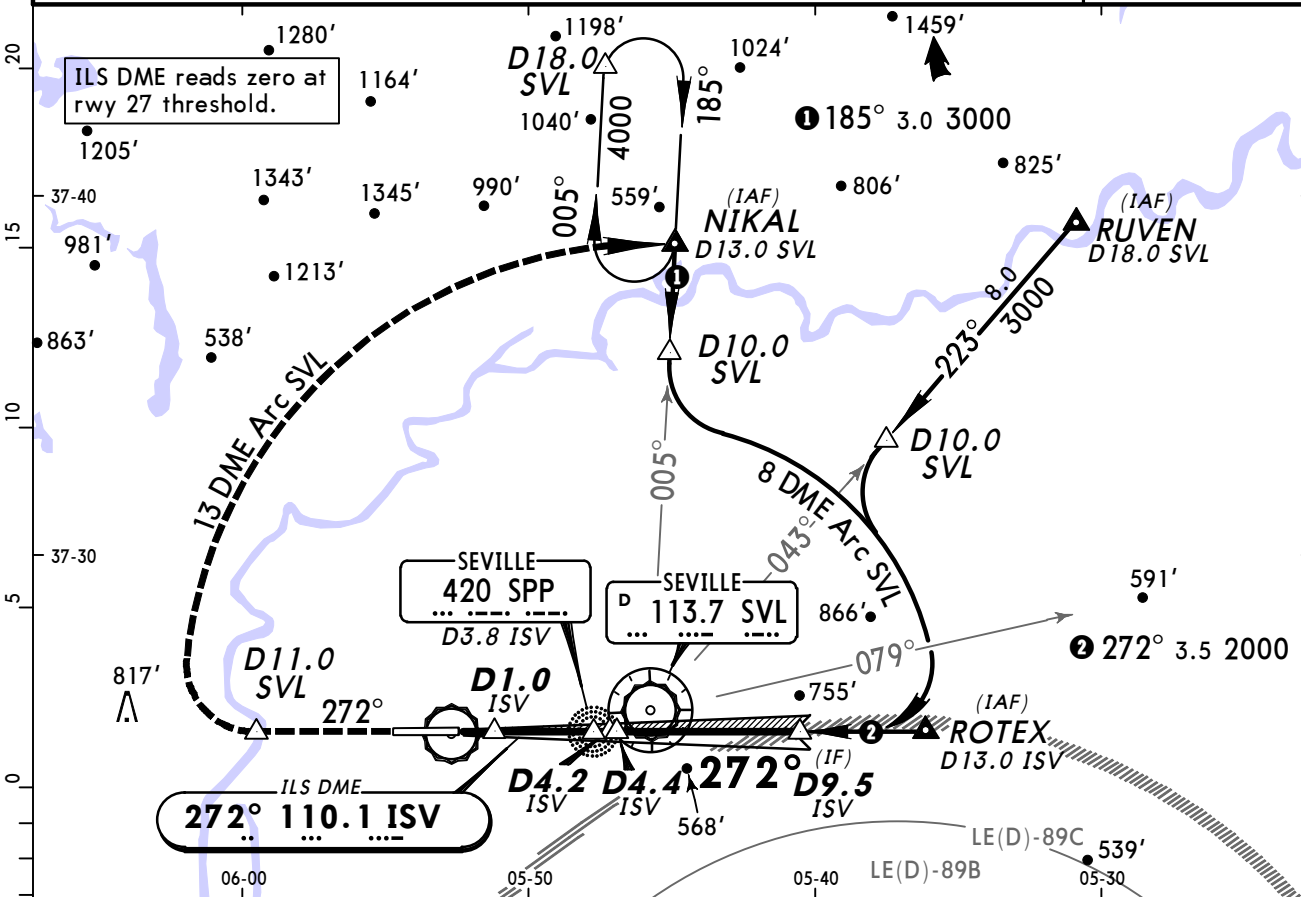
20 JUL 12
Eff 26 Jul

11-3

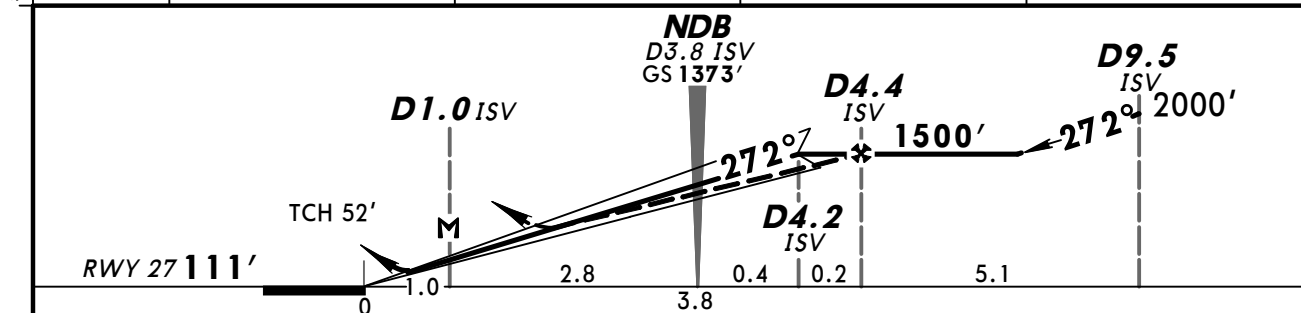
SEVILLE, SPAIN
ILS Z or LOC Z Rwy 27

BRIEFING STRIP™

*ATIS 118.17		SEVILLE Approach 120.0 120.8 128.5		*SEVILLE Tower 118.1		*Ground 121.7			
LOC ISV 110.1	Final Apch Crs 272°	GS NDB 1373' (1262')	ILS DA(H) Refer to Minimums	Apt Elev 111' RWY 111'					
MISSED APCH: Climb on rwy heading direct to D11.0 SVL, then turn RIGHT to intercept and follow 13 DME Arc SVL to NIKAL to join holding at 4000'.						MSA SPP NDB			
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: By ATC				Trans alt: 6000'	
1.VOR, DME and ADF required. 2. No OFZ rwy 27.									



LOC (GS out)	ISV DME	2.0	3.0	4.0
	ALTITUDE	800'	1120'	1440'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI-PAPI		D11.0 SVL
ILS GS	3.00°	372	478	531	637	743	849		
LOC Descent Angle	2.99°	370	476	529	635	741	846		
MAP at D1.0 ISV									

STRAIGHT-IN LANDING RWY 27					CIRCLE-TO-LAND		
ILS		LOC (GS out)					
A: 311' (200') C: 324' (213')		DA(H) 580' (469')			Max Kts	MDA(H)	VIS
B: 316' (205') D: 335' (224')					100	630' (519')	1500m
					135	630' (519')	1600m
					180	990' (879')	2400m
					205	1200' (1089')	3600m
A	B	C	D				
				RVR 1500m			
				CMV 2200m			
RVR 550m	RVR 750m	RVR 1200m	RVR 1500m				

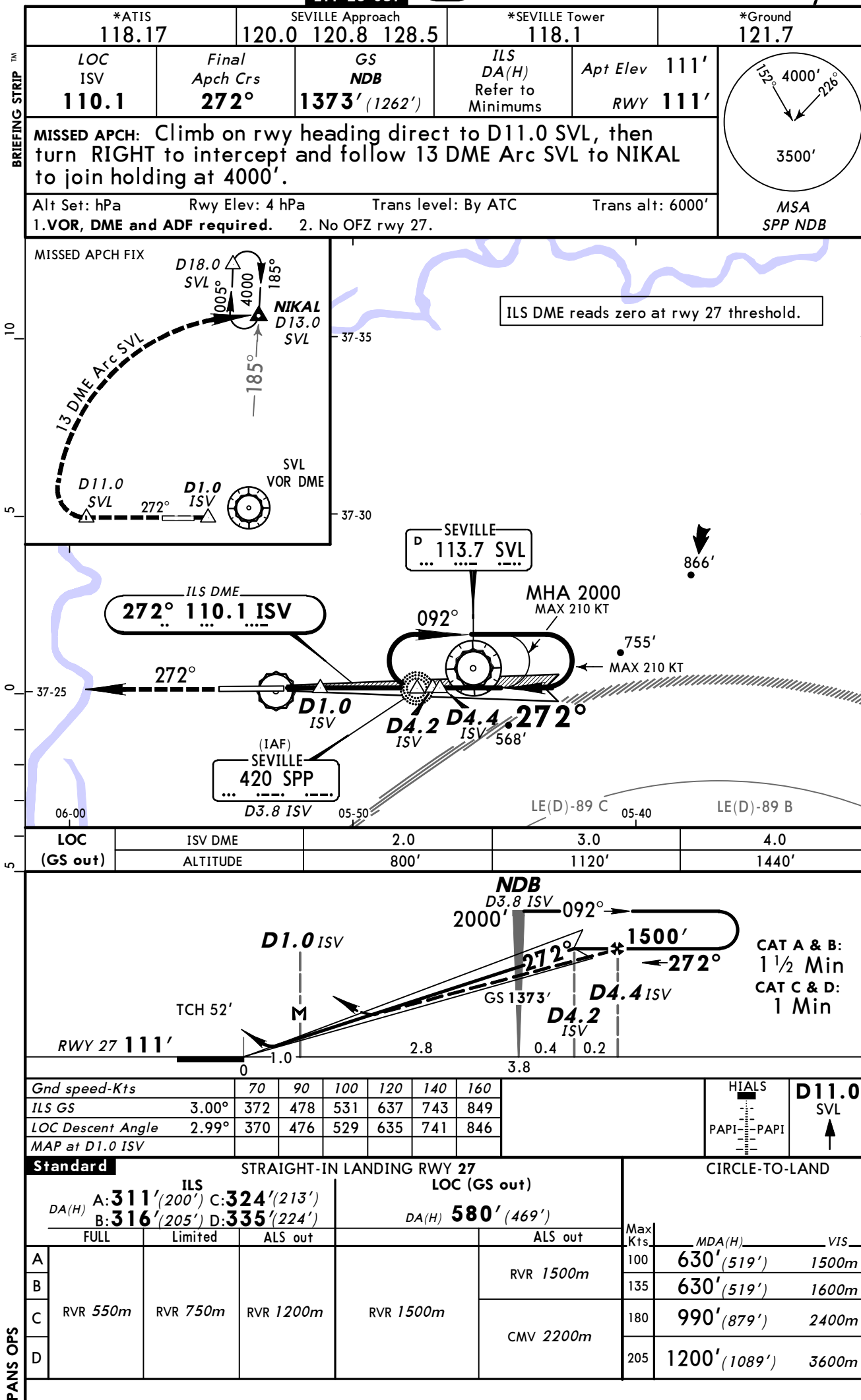
CHANGES: Chart reindexed. Fix designation at SPP NDB. Circling minimums.

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LEZL/SVQ
SEVILLE

JEPPesen
20 JUL 12
Eff 26 Jul 11-4

SEVILLE, SPAIN
ILS Y or LOC Y Rwy 27



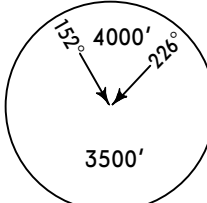
LEZL/SVQ
SEVILLE

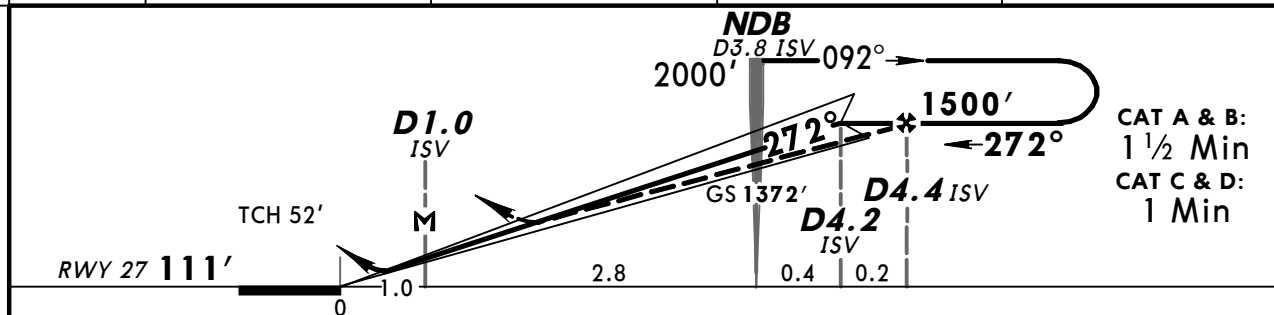
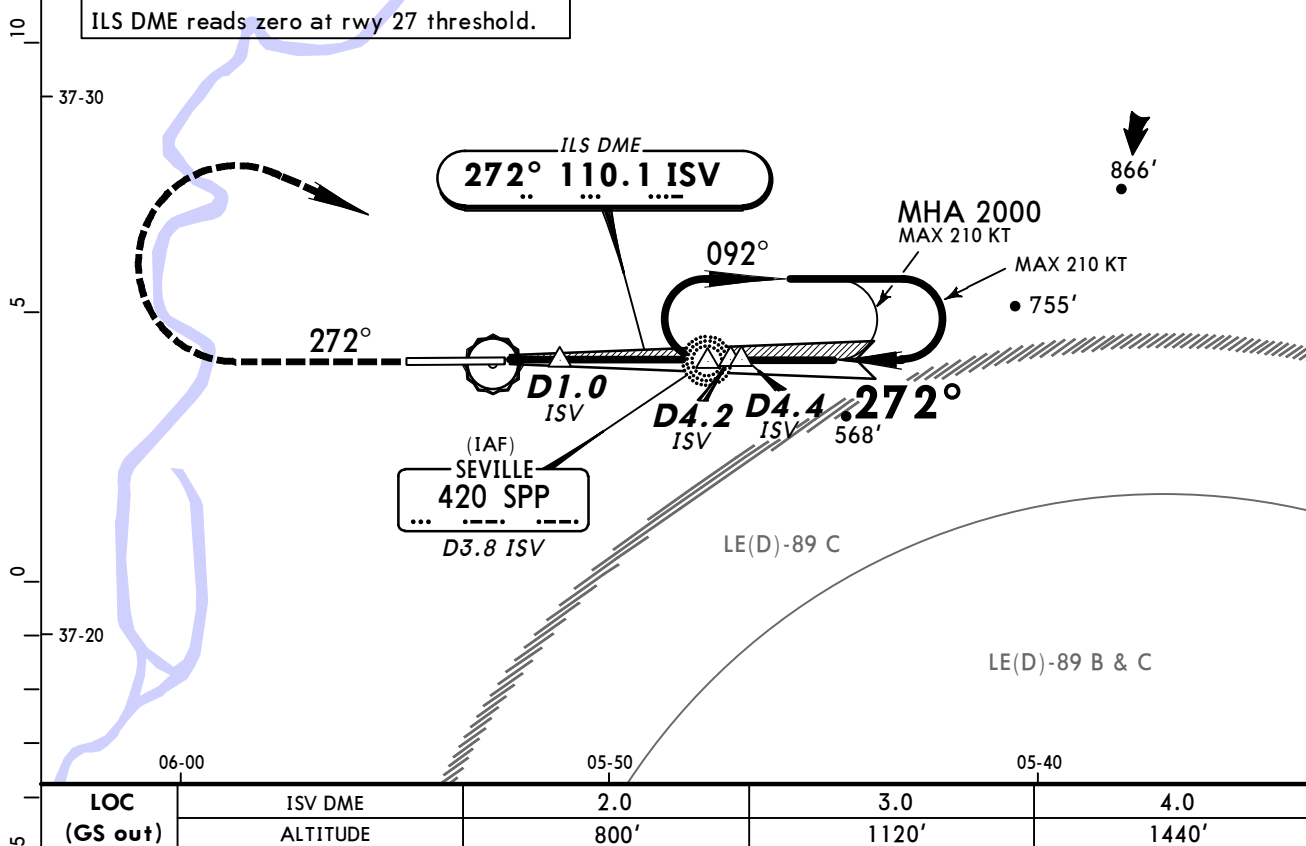
20 JUL 12
Eff 26 Jul

11-5

SEVILLE, SPAIN
ILS X or LOC X Rwy 27

BRIEFING STRIP™

*ATIS 118.17		SEVILLE Approach 120.0 120.8 128.5		*SEVILLE Tower 118.1		*Ground 121.7	
LOC ISV 110.1	Final Apch Crs 272°	GS NDB 1372' (1261')	ILS DA(H) Refer to Minimums	Apt Elev 111' RWY 111'			
MISSED APCH: Climb on rwy heading to 2000', then turn RIGHT to NDB to join holding at 2000'.							
Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 6000'							
1.DME and ADF required. 2. No OFZ rwy 27.					MSA SPP NDB		



Gnd speed-Kts	70	90	100	120	140	160	HIALS		2000'
ILS GS	3.00°	372	478	531	637	743	849		
LOC Descent Angle	2.99°	370	476	529	635	741	846		
MAP at D1.0 ISV									

Standard					STRAIGHT-IN LANDING RWY 27					CIRCLE-TO-LAND				
ILS					LOC (GS out)									
A: 311' (200') C: 324' (213')					DA(H) 580' (469')									
B: 316' (205') D: 335' (224')														
FULL					ALS out					MDA(H)				
Limited										VIS				
A										Max Kts				
B										100	630' (519')	1500m		
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m						135	630' (519')	1600m		
D										180	990' (879')	2400m		
										205	1200' (1089')	3600m		

PANS OPS

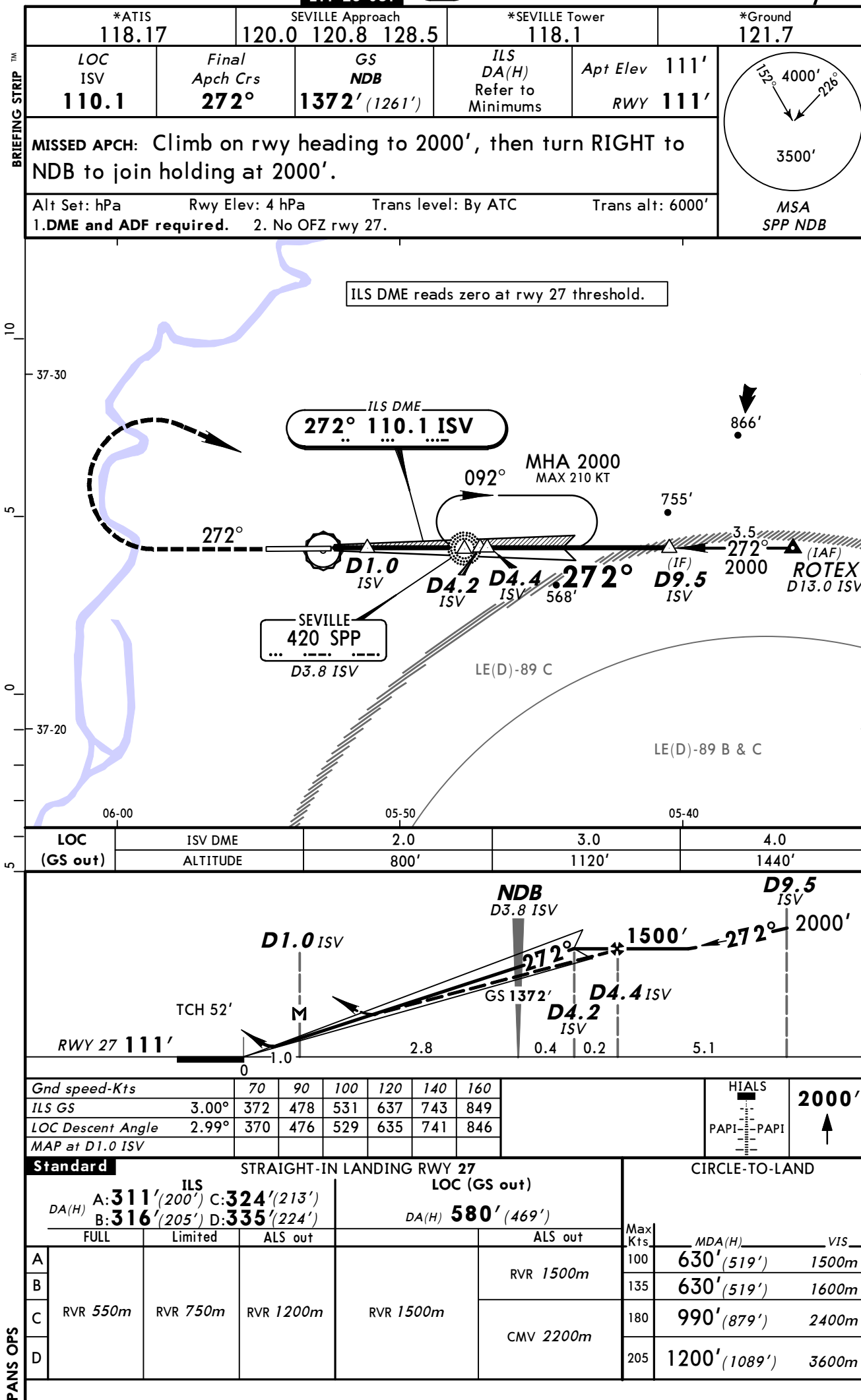
CHANGES: Chart reindexed. Circling minimums.

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LEZL/SVQ
SEVILLE

JEPPESSEN
20 JUL 12
Eff 26 Jul 11-6

SEVILLE, SPAIN
ILS W or LOC W Rwy 27

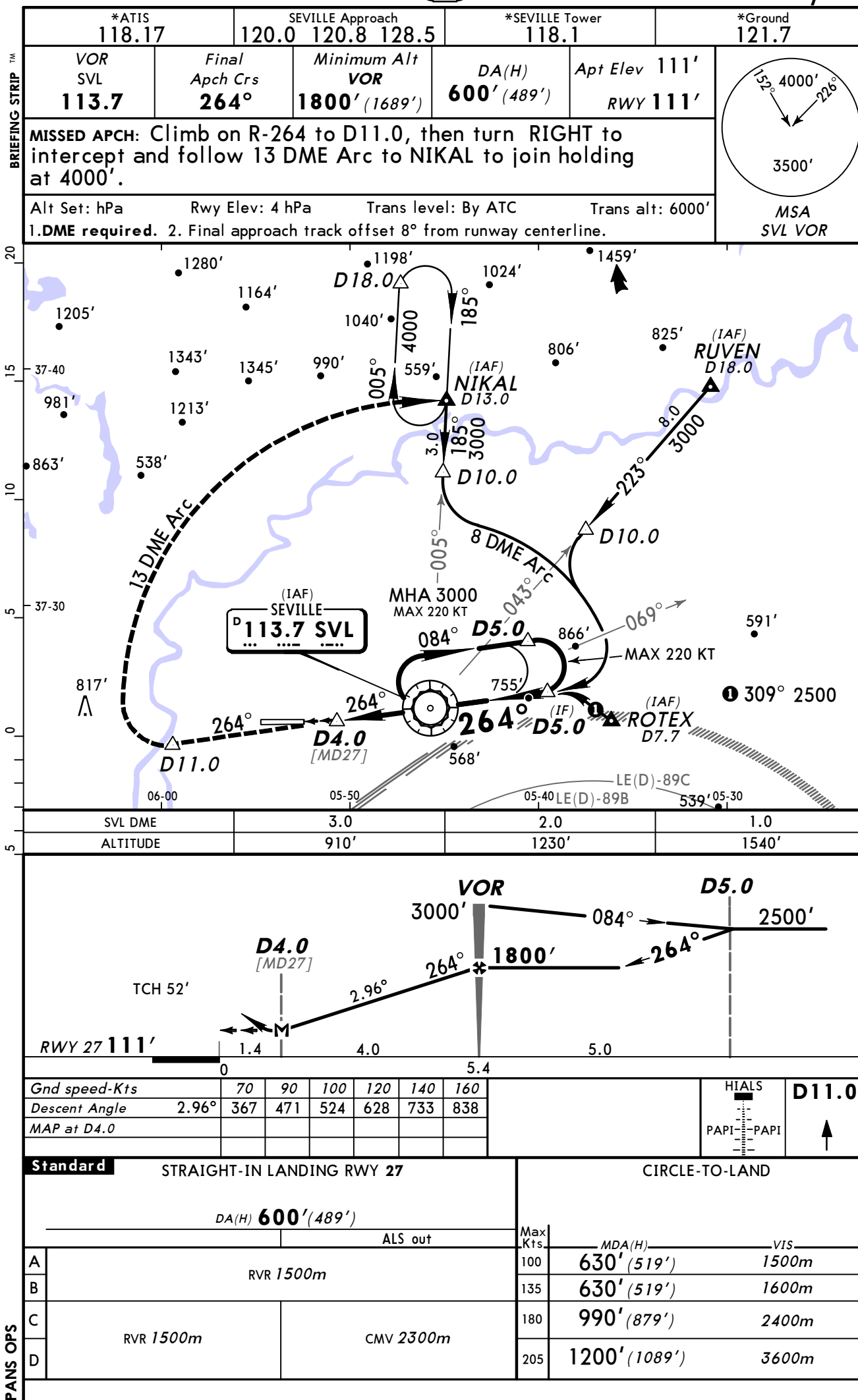


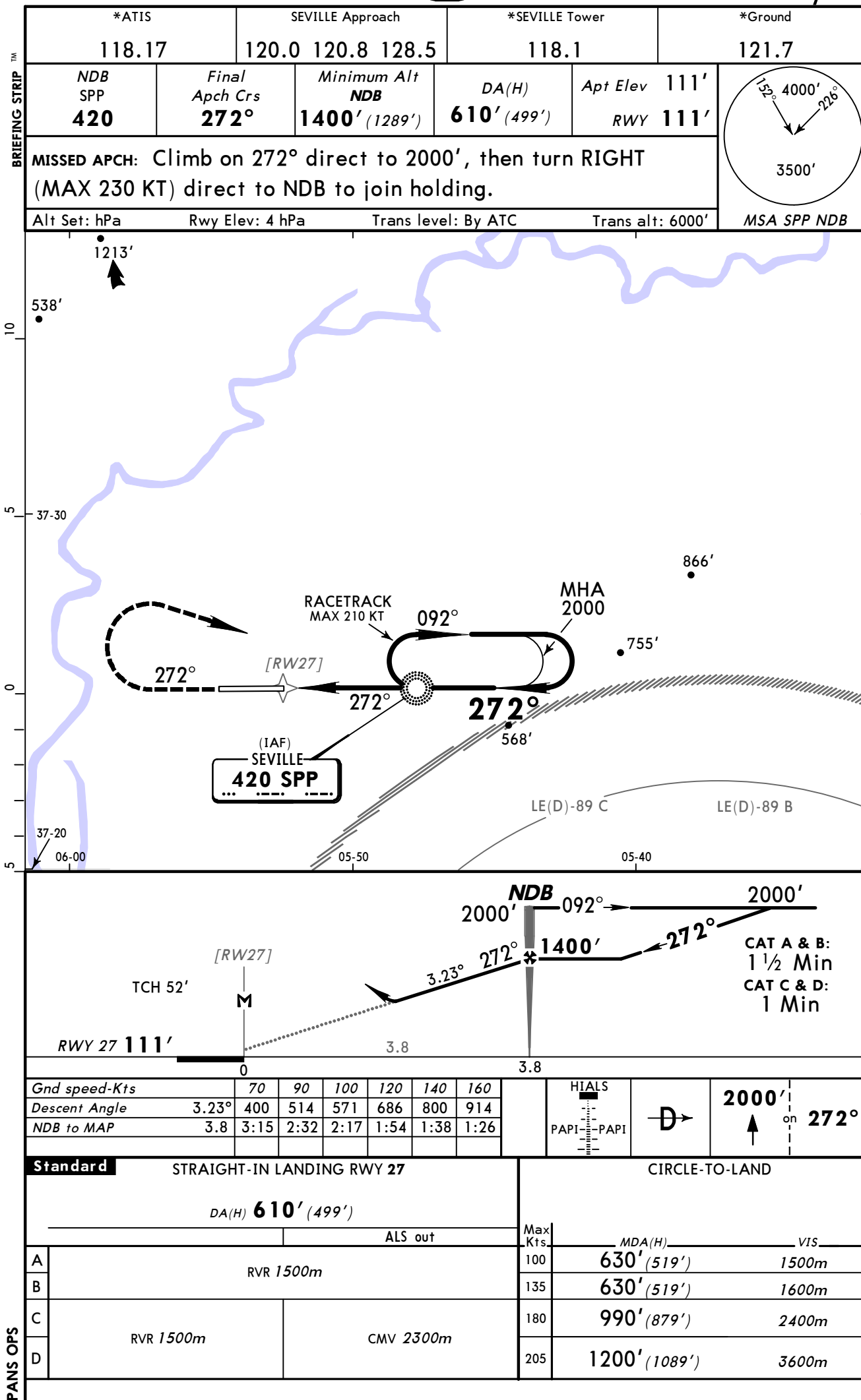
BRIEFING STRIPTM



PANS OPS

Standard		STRAIGHT-IN LANDING RWY 09	CIRCLE-TO-LAND	
		DA(H) 760' (677')		
		ALS out	Max Kts.	
A	RVR 1500m		100	MDA(H) 790' (679') VIS 1500m
B			135	790' (679') 1600m
C	CMV 2400m		180	990' (879') 2400m
D			205	1200' (1089') 3600m



LEZL/SVQ
SEVILLEJEPPESEN
20 JUL 12 16-1 Eff 26 JulSEVILLE, SPAIN
NDB Rwy 27

CHANGES: Circling minimums.

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SEVILLE, (SEVILLE - LEZL)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LEZL

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

EFF 05 APR 12 construction works in process. Refer to temp charts 10-8 thru 10-8B and latest NOTAMs.