

## List of pages in this Trip Kit

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Terminal Charts For LEZL

Revision Letter For Cycle 01-2014

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: 1.8°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: 0739 Z  
Sunset: 1720 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 121.7  
Seville Tower 118.1  
Seville Tower 27.807 Military  
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

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## 1. GENERAL

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### 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, or, in case of RVR equipment failure, horizontal visibility on manoeuvring area is below 550m.

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 is cancelled, this will take place when RVR or VIS is above 800m and an improvement tendency is expected.

#### 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 immediately and notify ATC.

##### 1.3.2.1. ARRIVALS

On exiting RWY report: "RUNWAY VACATED", in sight of the yellow/green centerline lights or/and RWY vacated boards.

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".

Entry to G-5 is not allowed from TWY A-2.

##### 1.3.2.2. DEPARTURES

Pilots will avoid requesting clearance for start-up, push-back or taxiing when RVR or VIS is below their operational minimum.

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

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

Exit thru the gates for each stand and TWY A to TWY HP-1 or HP-2 when RWY 09 in use and HP-3 or HP-4 when RWY 27 in use.

Landing is not permitted for Code F ACFT.

ACFT from/to Airbus Military South Apron will taxi via TWY HP-5.

ACFT from/to Military Apron will taxi via TWY S-2 and E-5.

#### 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 has 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. GENERAL**

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**1.4. TAXI PROCEDURES****1.4.1. GENERAL**

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 Military South facilities and Military Apron.

TWY G-6 MAX wingspan 171'/52m.

TWYs G-1 and G-2 MAX wingspan 118'/36m.

**1.4.2. CODE F ACFT OPERATIONS****1.4.2.1. GENERAL**

Prior permission required for operation of Code F ACFT.

Code F ACFT must taxi at reduced speed, with idle engine regime and, whenever possible, with outboard motors off.

**1.4.2.2. ARRIVAL**

Landing RWY 09: Exit via TWY E-5 or HP-3, continue via TWY A entering apron via G-8.

Landing RWY 27: Exit via TWY E-1 or HP-1, continue via TWY A entering apron via G-7.

**1.4.2.3. DEPARTURE**

Take-off RWY 09: Exit via G-7 to continue taxiing via TWY A to HP-1.

Take-off RWY 27: Exit via G-8 to continue taxiing via TWY A to HP-3.

**1.5. PARKING INFORMATION**

On stands 1 thru 5 push-back required, except for EMBRAER 190/195, B717-200, B737 (all series), MD80 (all series), A318, A319, A320 and A321 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.

Birds in vicinity of APT.

## 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 20NM of THR.
- 180 KT once the final turn is completed and established on the ILS localizer when the ACFT is located within 20NM 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 thru 23       | G-6 or G-8 |
| 24               | G-8        |
| 25               | G-5        |
| 30               | G-3 or G-5 |
| 30A              | G-5        |
| 31 thru 33A      | G-3 or G-5 |
| G34 thru G39     | G-2        |
| General Aviation | G-1        |

#### 2.2.3. RWY 27 IN USE

| STANDS           | ENTRY BY        |
|------------------|-----------------|
| 1 thru 5         | G-5 or G-8      |
| 10 thru 14       | G-5, G-6 or G-8 |
| 15               | G-7 or G-8      |
| 15A, 15B         | G-6 or G-8      |
| 16               | G-7 or G-8      |
| 16A thru 23      | G-6 or G-8      |
| 24               | G-7             |
| 25               | G-5             |
| 30               | G-3 or G-5      |
| 30A              | G-4             |
| 31 thru 33A      | G-3 or G-5      |
| 34 thru 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 5 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:

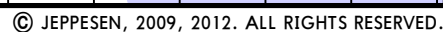
**3.1.2.2. RWY 09 IN USE**

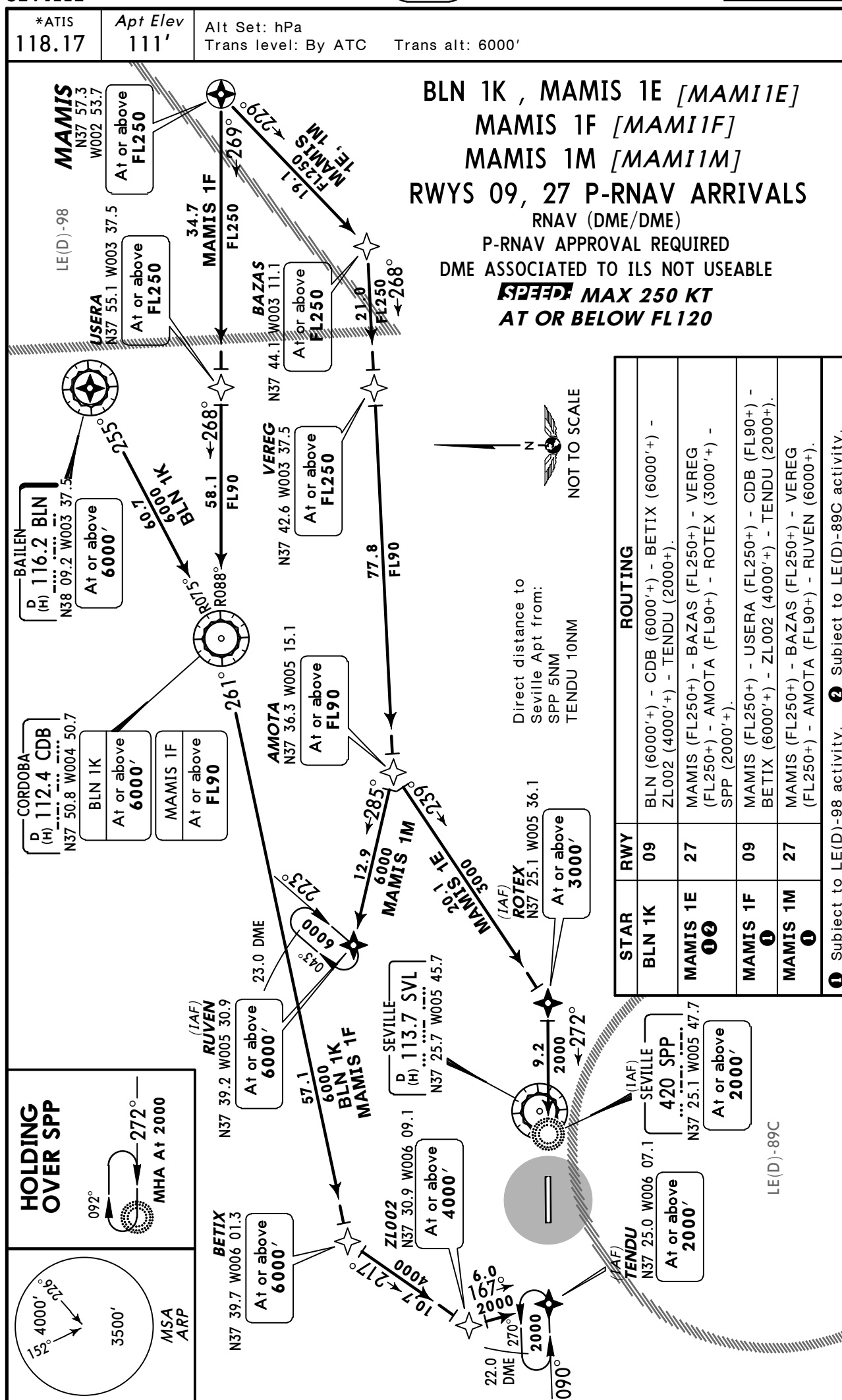
| STANDS           | EXIT BY |
|------------------|---------|
| 1 thru 4         | G-4     |
| 5 thru 19        | G-7     |
| 20 thru 33A      | G-4     |
| 34               | G-3     |
| 35               | G-1     |
| 36               | G-3     |
| 37               | G-1     |
| 38               | G-3     |
| 39               | G-1     |
| General Aviation | G-1     |

**3.1.2.3. RWY 27 IN USE**

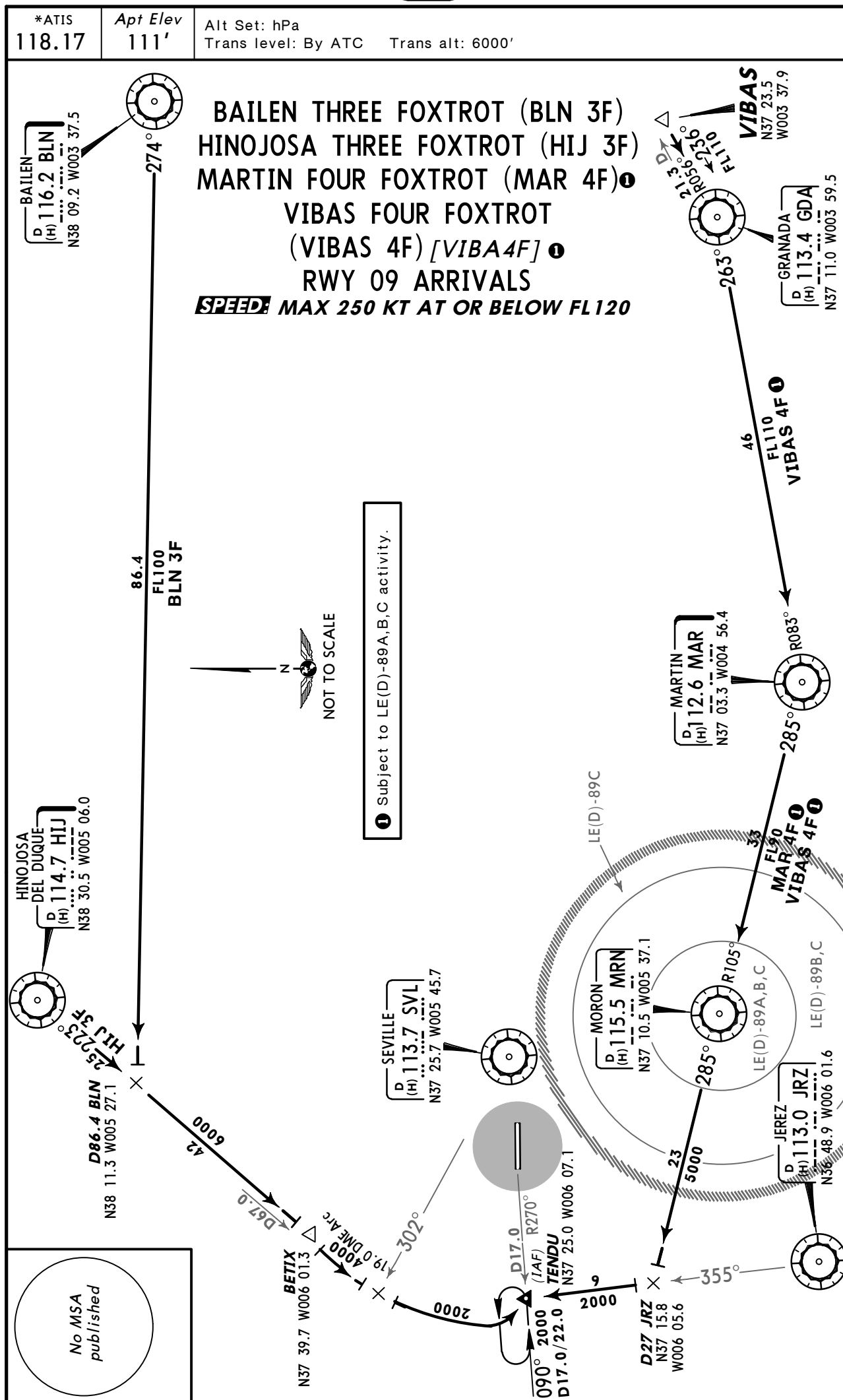
| STANDS           | EXIT BY |
|------------------|---------|
| 1 thru 25        | G-8     |
| 30               | G-4     |
| 30A              | G-8     |
| 31 thru 33A      | G-4     |
| 34               | G-3     |
| 35               | G-1     |
| 36               | G-3     |
| 37               | G-1     |
| 38               | G-3     |
| 39               | G-1     |
| General Aviation | G-1     |

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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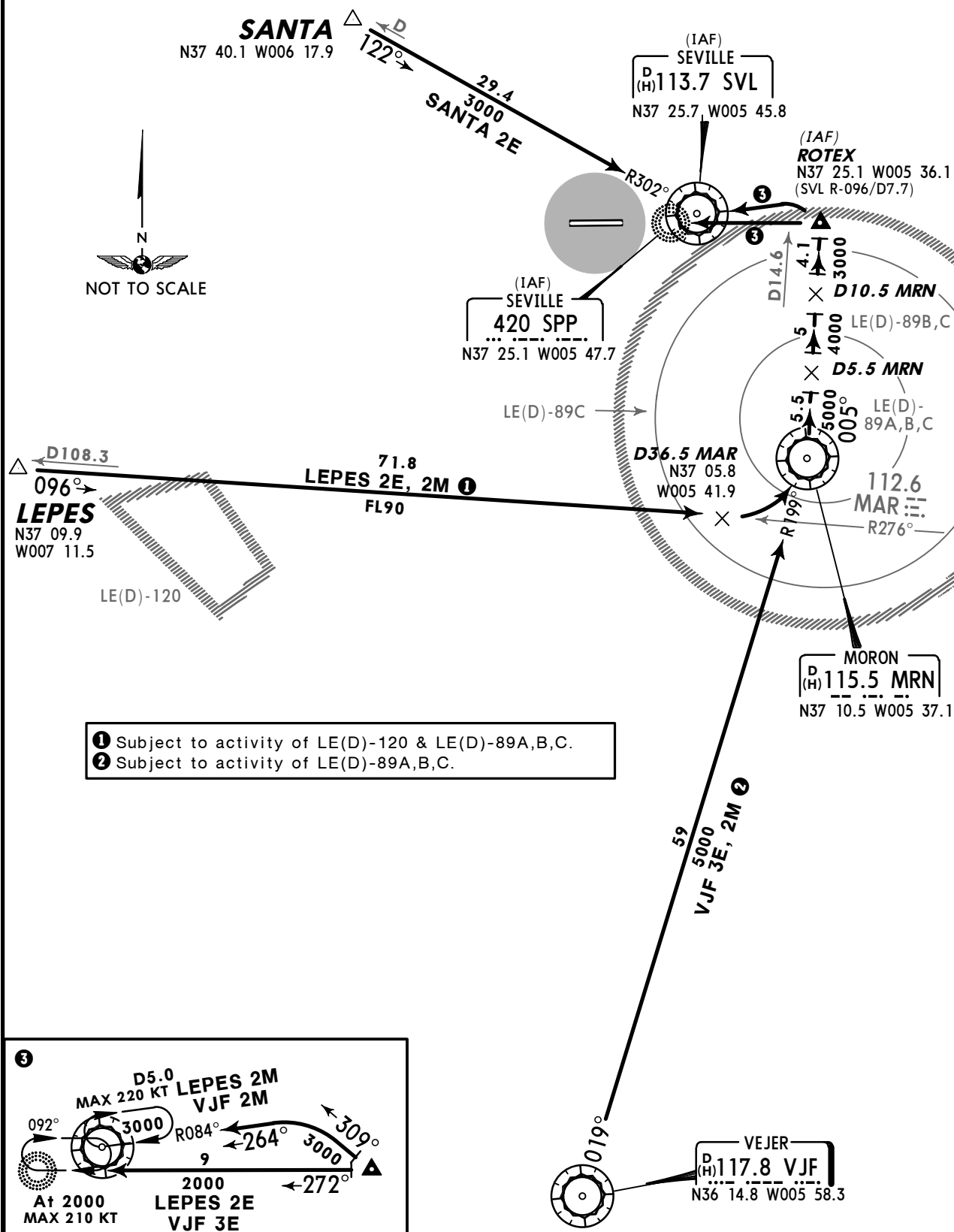


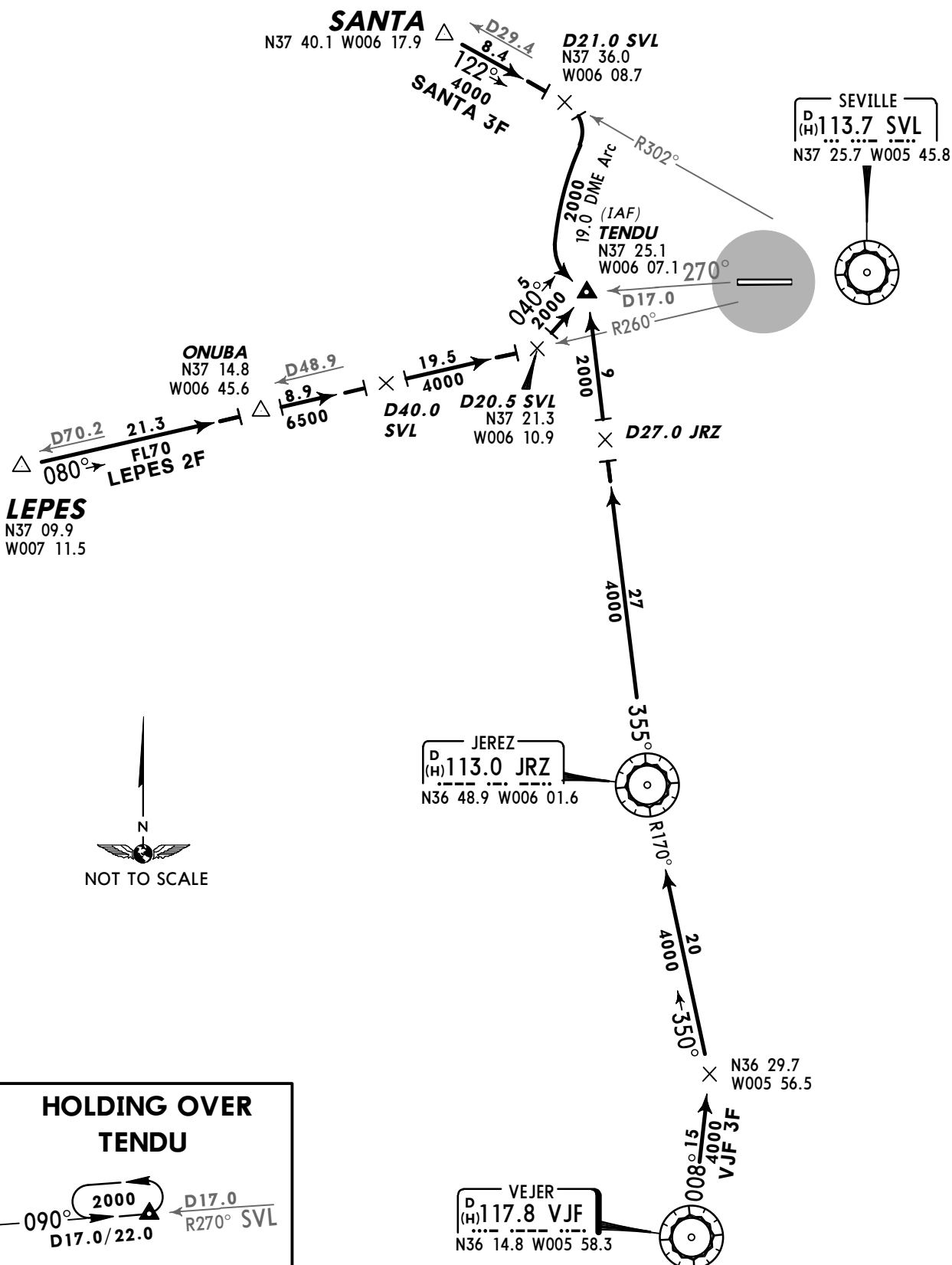
|                 |                  |                                                      |
|-----------------|------------------|------------------------------------------------------|
| *ATIS<br>118.17 | Apt Elev<br>111' | Alt Set: hPa<br>Trans level: By ATC Trans alt: 6000' |
|-----------------|------------------|--------------------------------------------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

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

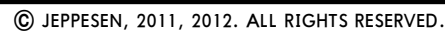
RWY 27 ARRIVALS

**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

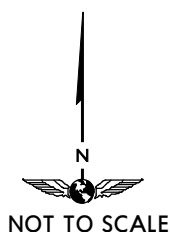
357° hdg

SANTA 1R

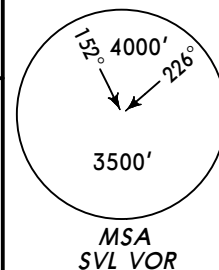
302°

151'

At 600'



NOT TO SCALE

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

UN858

30 358°

R224°

R208°

72 HIJ 1R

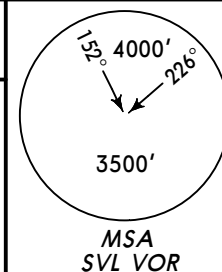
028°

**SEVILLE**  
D 113.7 SVL  
N37 25.7 W005 45.7

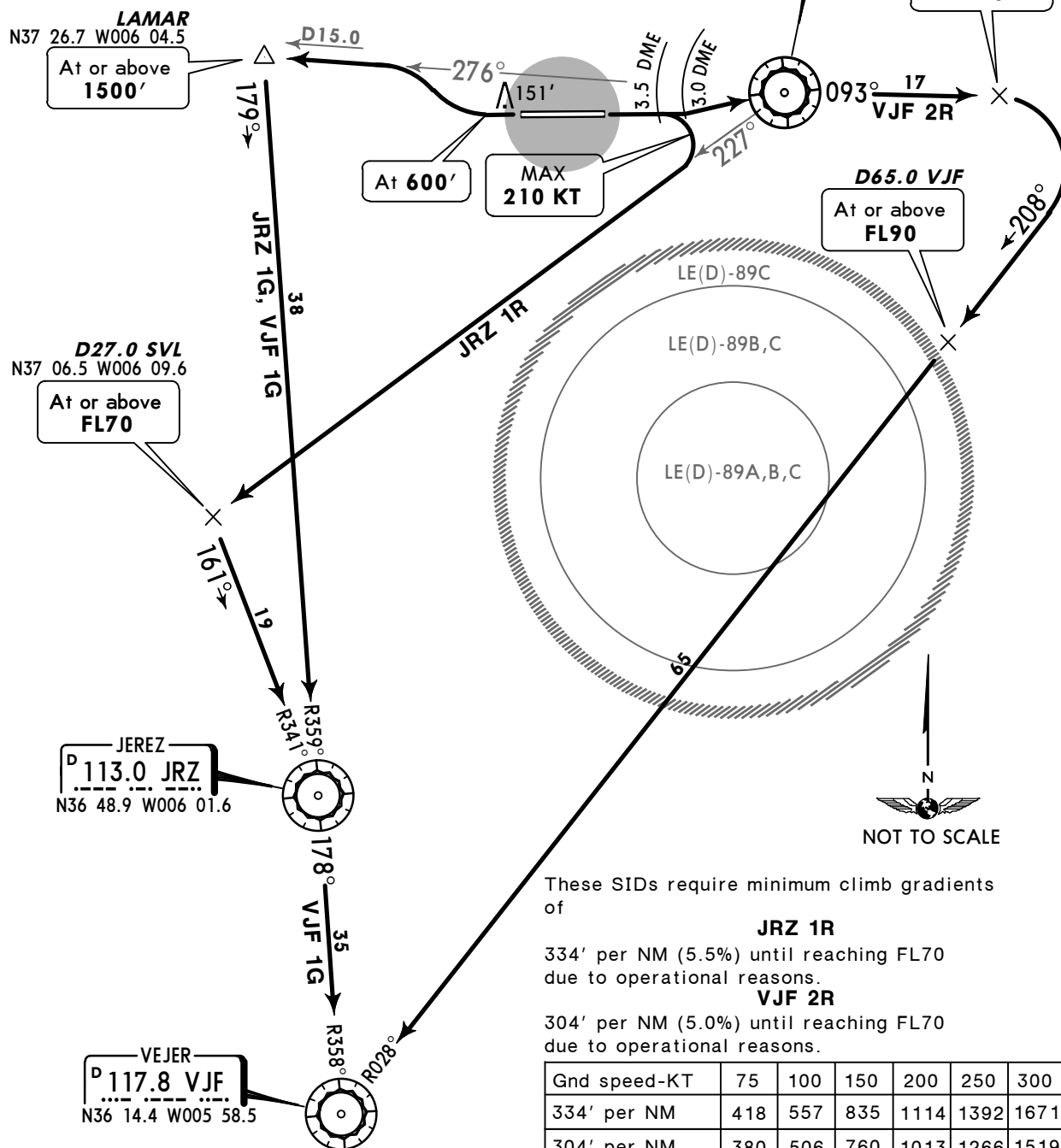
| SID      | RWY | ROUTING                                                                                                                                  |
|----------|-----|------------------------------------------------------------------------------------------------------------------------------------------|
| 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.

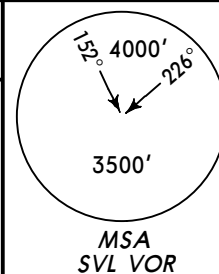
**VJF 2R**

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 |

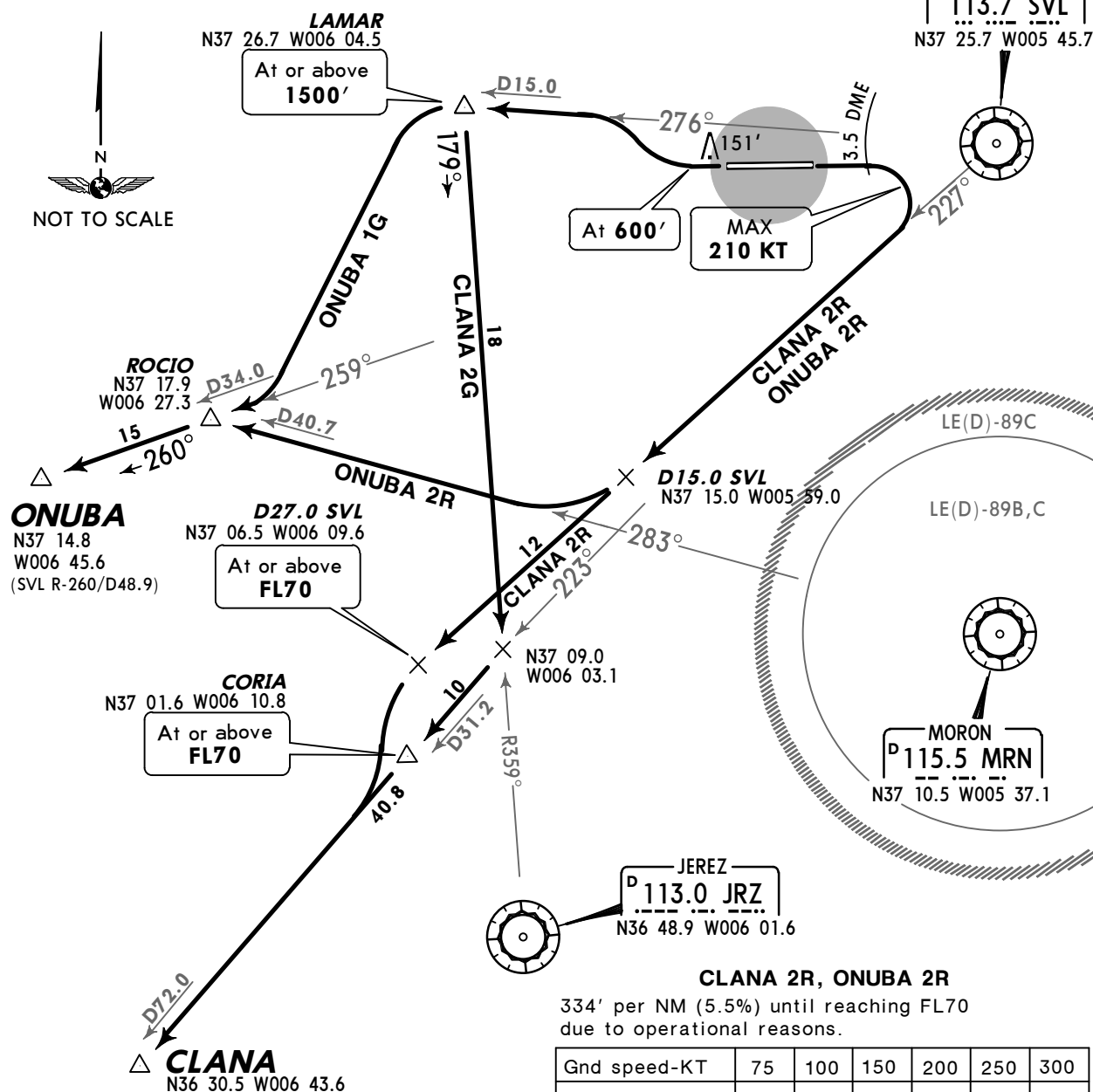
| SID                                | RWY | ROUTING                                                                                                                                      |
|------------------------------------|-----|----------------------------------------------------------------------------------------------------------------------------------------------|
| 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<br>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<br>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.                                                                                                         |

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



## RWYS 27, 09 DEPARTURES TO SOUTHWEST & WEST

**SPEED:** MAX 250 KT UNTIL LEAVING FL120



|              |     |     |     |      |      |      |
|--------------|-----|-----|-----|------|------|------|
| Gnd speed-KT | 75  | 100 | 150 | 200  | 250  | 300  |
| 334' per NM  | 418 | 557 | 835 | 1114 | 1392 | 1671 |

| 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<br>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<br>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. |

**CHANGES:** Reissue.

## 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**

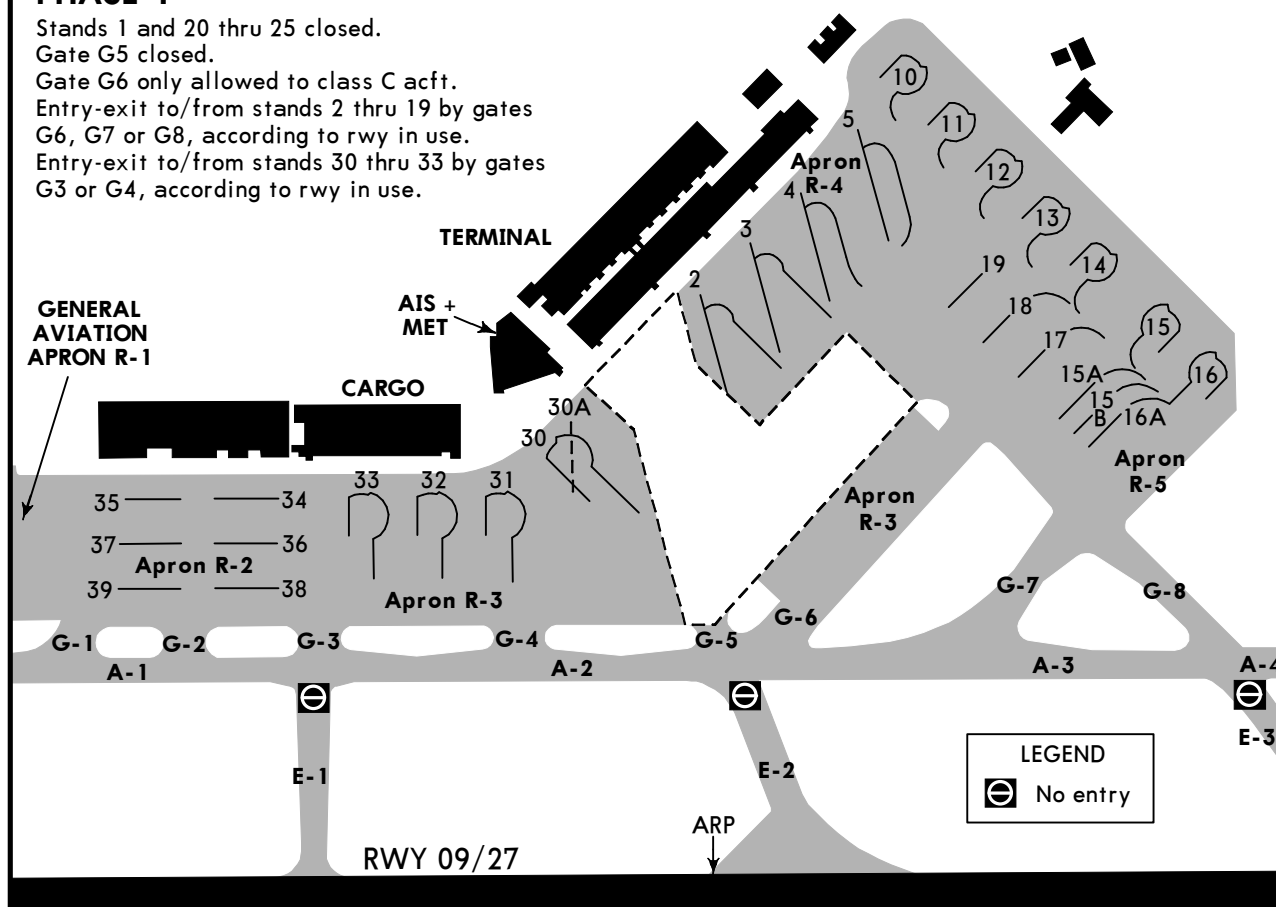
Stands 1 and 20 thru 25 closed.

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.

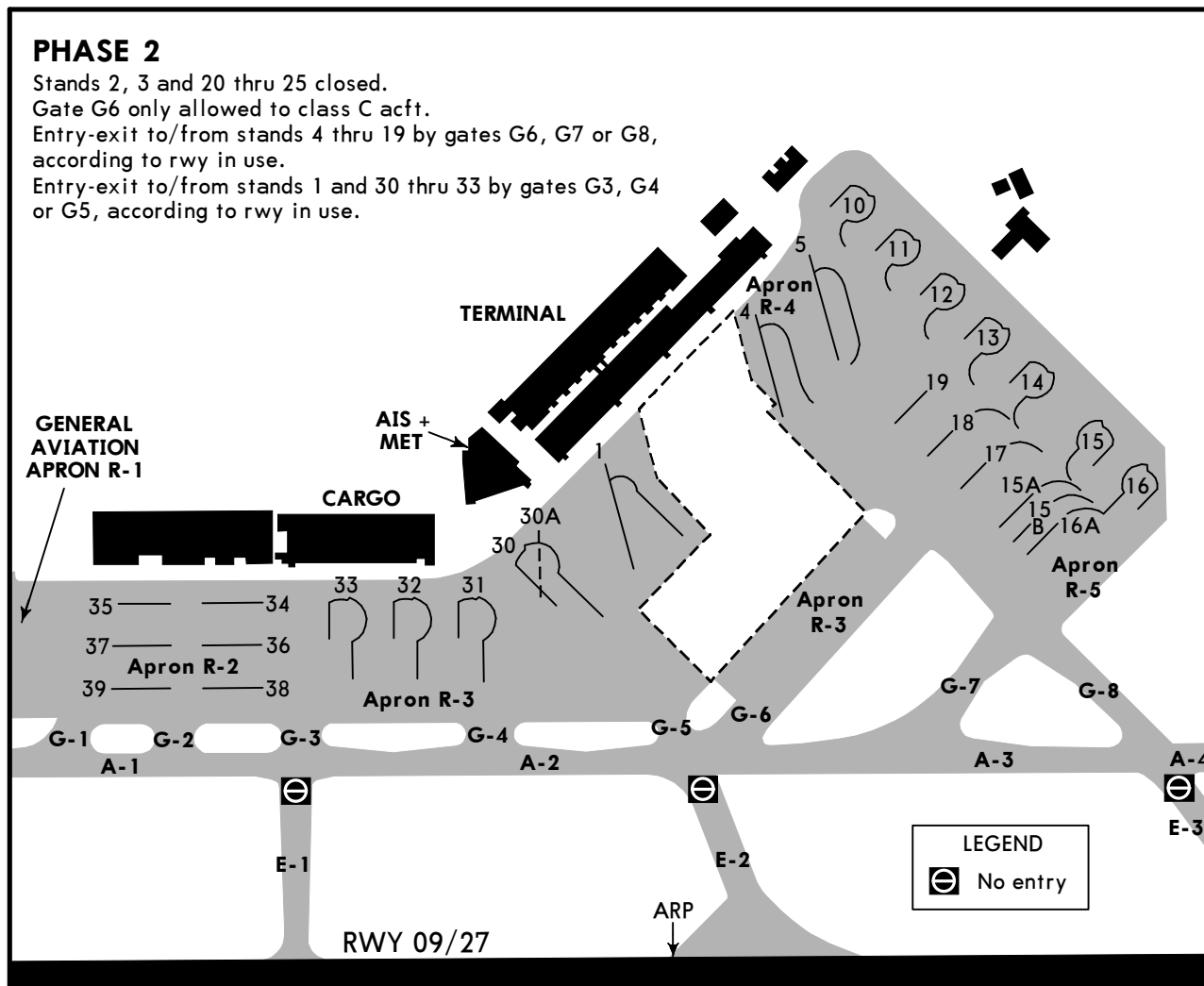
**PHASE 2**

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.

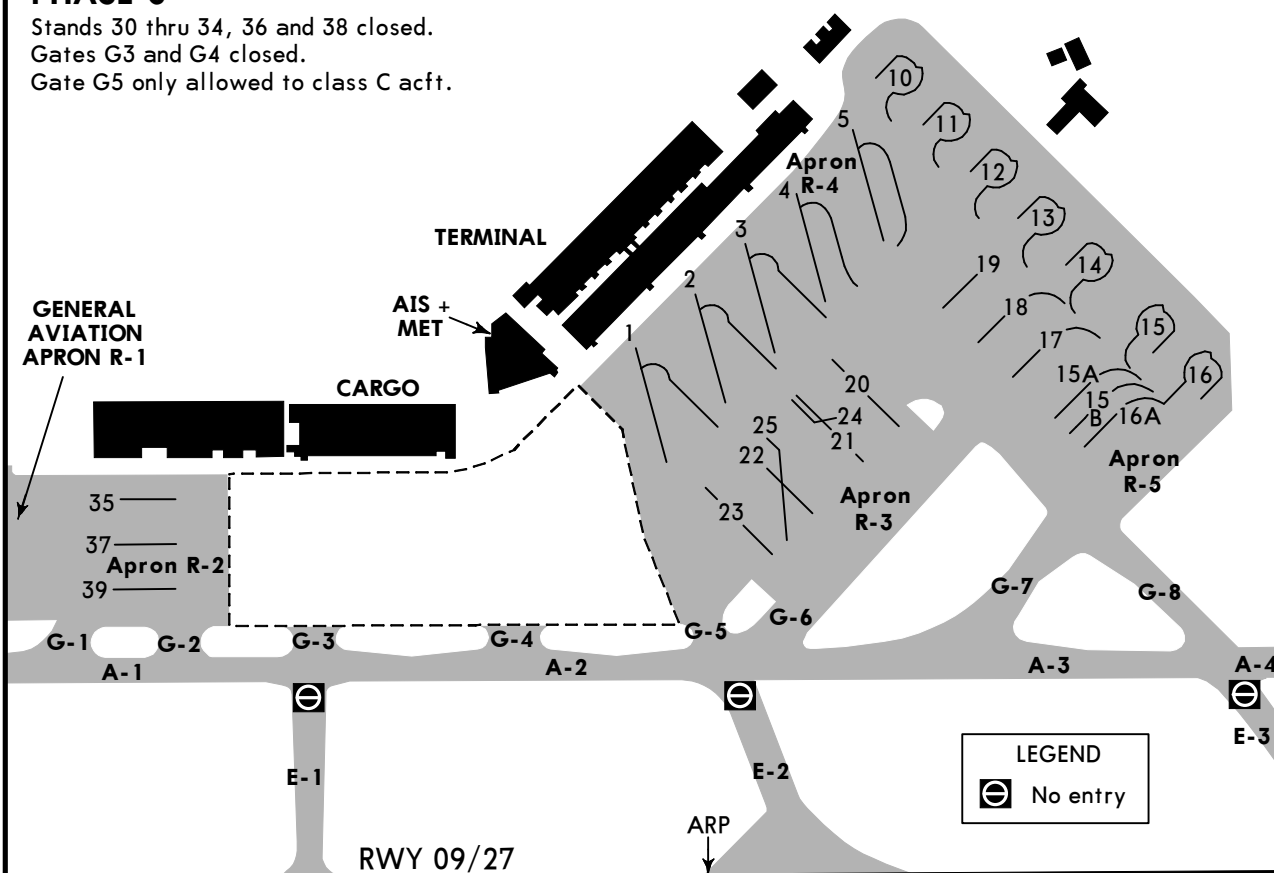


## WIP FOR APRON RECONSTRUCTION

**REFER ALSO TO LATEST NOTAMS**

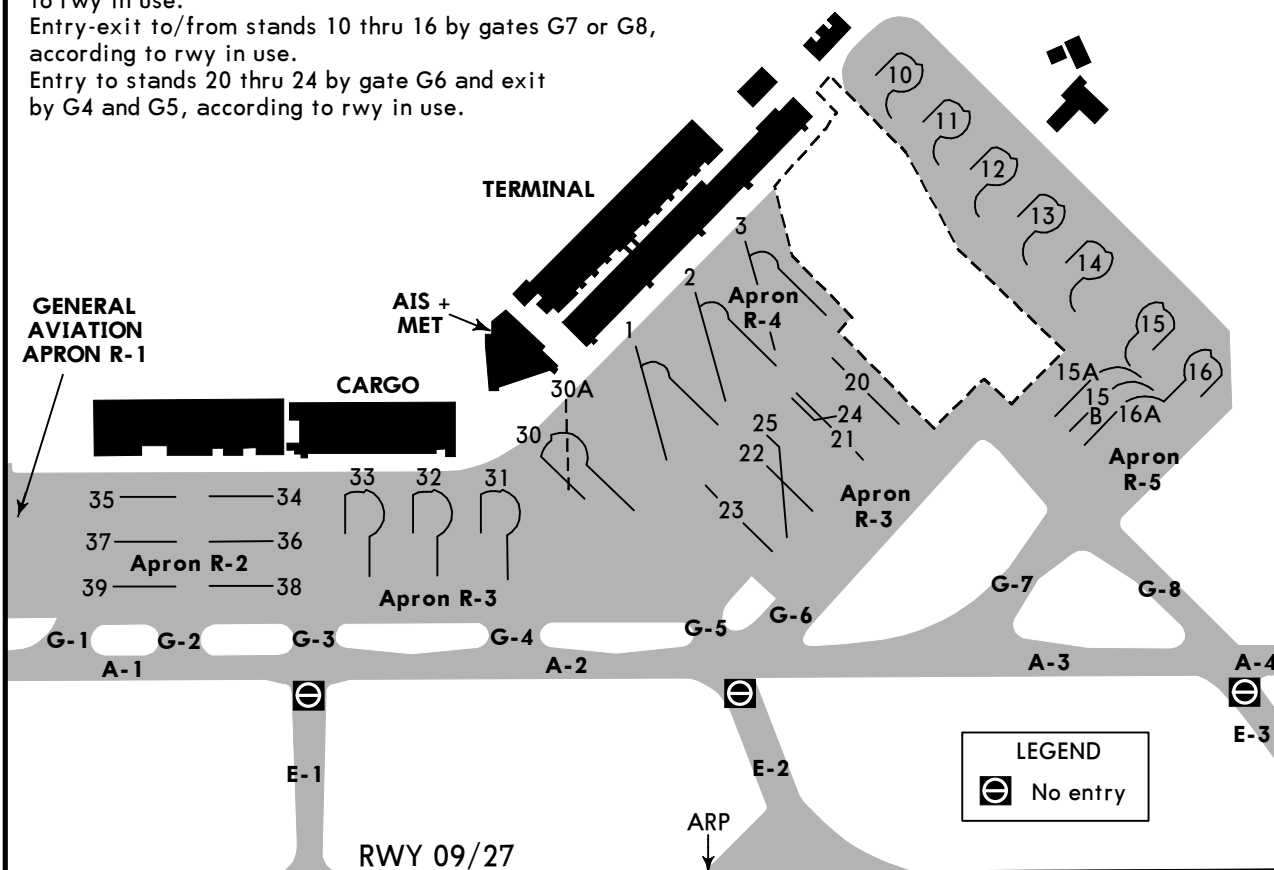
### PHASE 3

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.

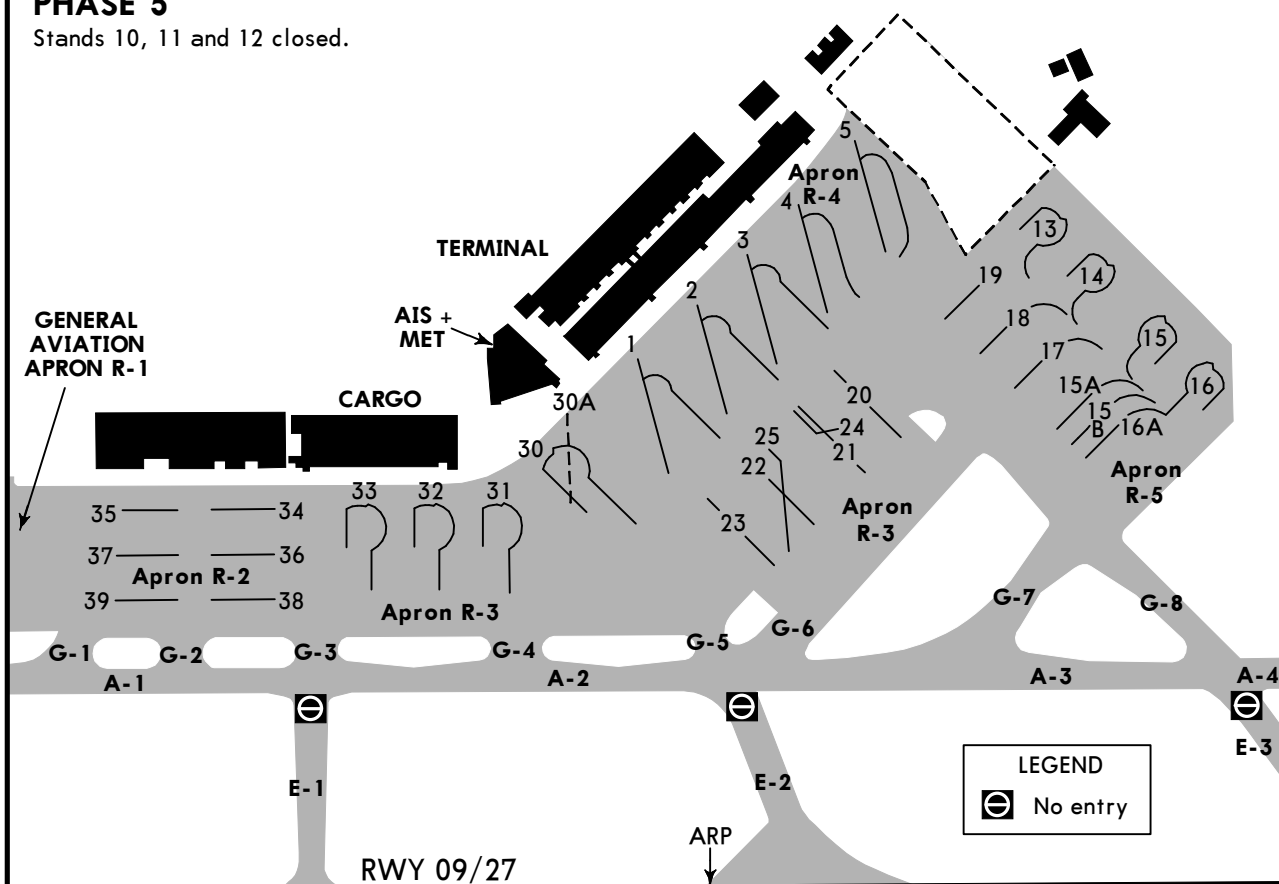


**WIP FOR APRON RECONSTRUCTION**

REFER ALSO TO LATEST NOTAMS

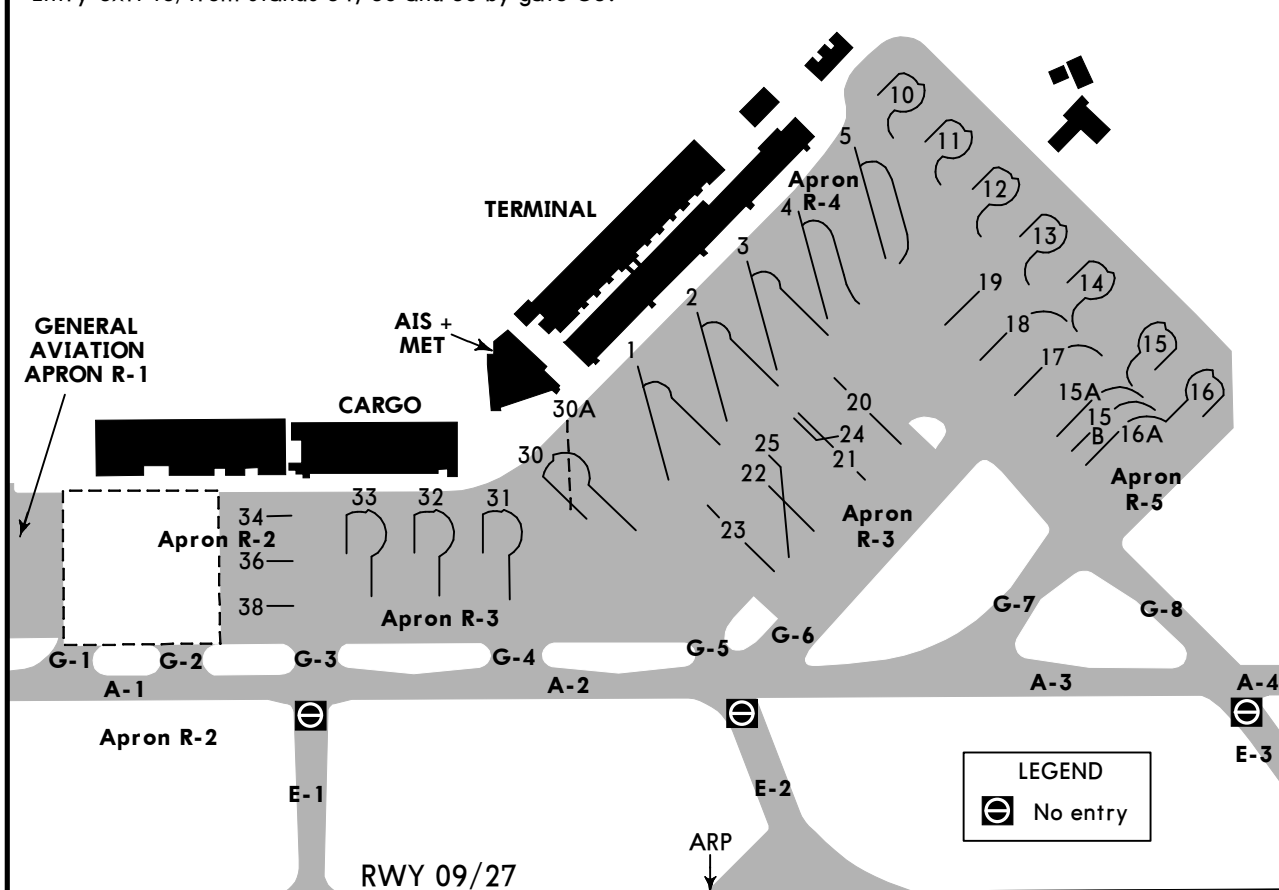
**PHASE 5**

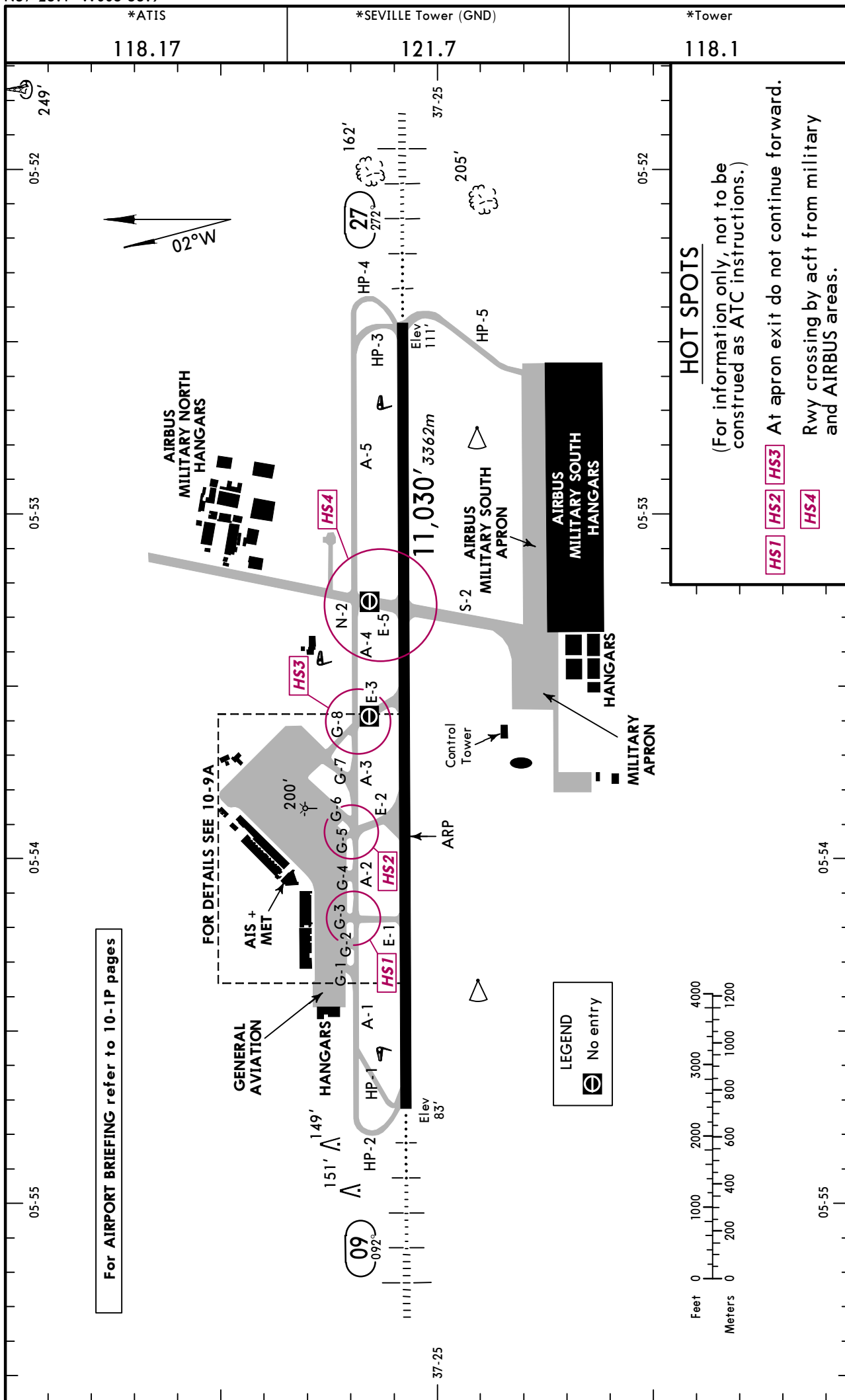
Stands 10, 11 and 12 closed.

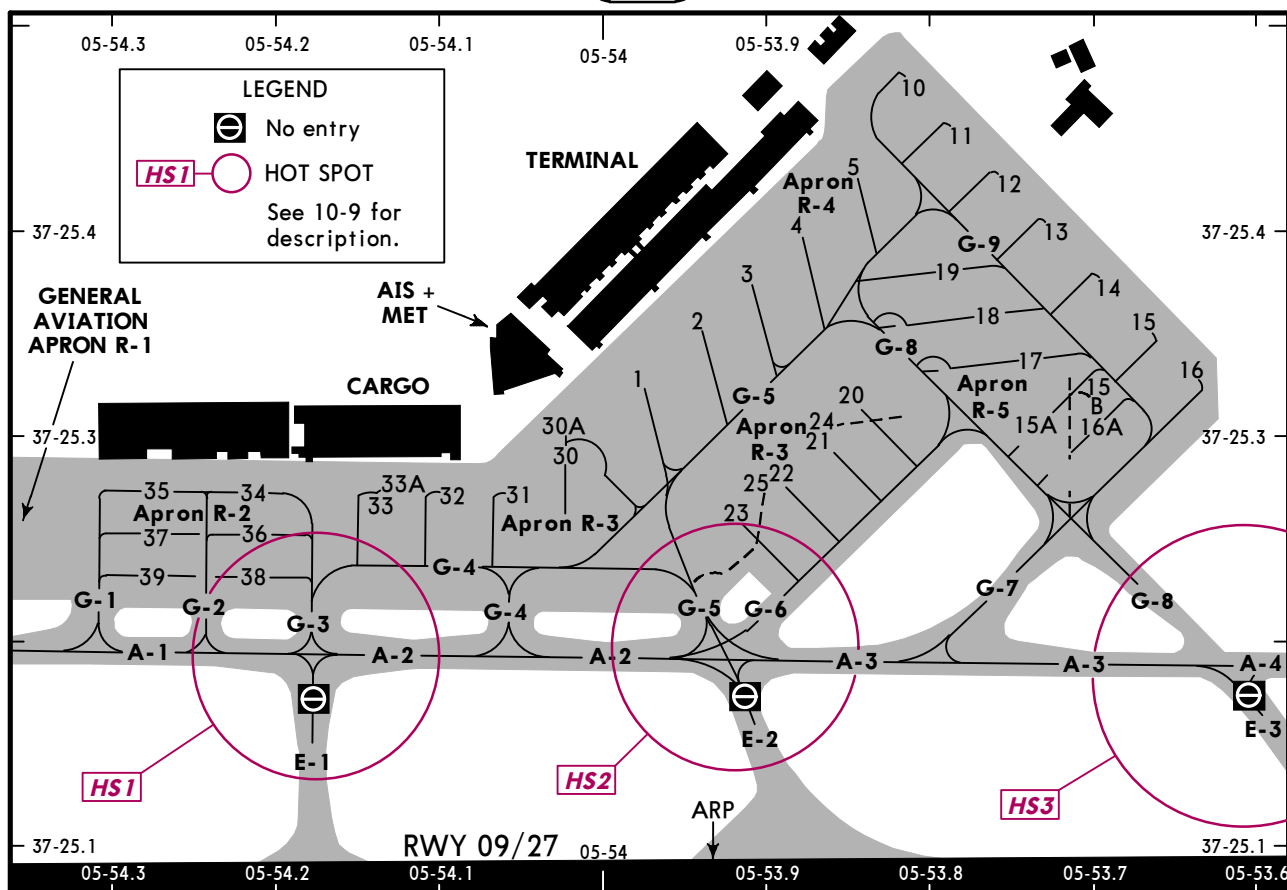
**PHASE 6**

Stands 35, 37 and 39 closed.

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







## INS COORDINATES

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

## ADDITIONAL RUNWAY INFORMATION

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

## Standard

## TAKE-OFF 1

## All Rwy's

## LVP must be in force

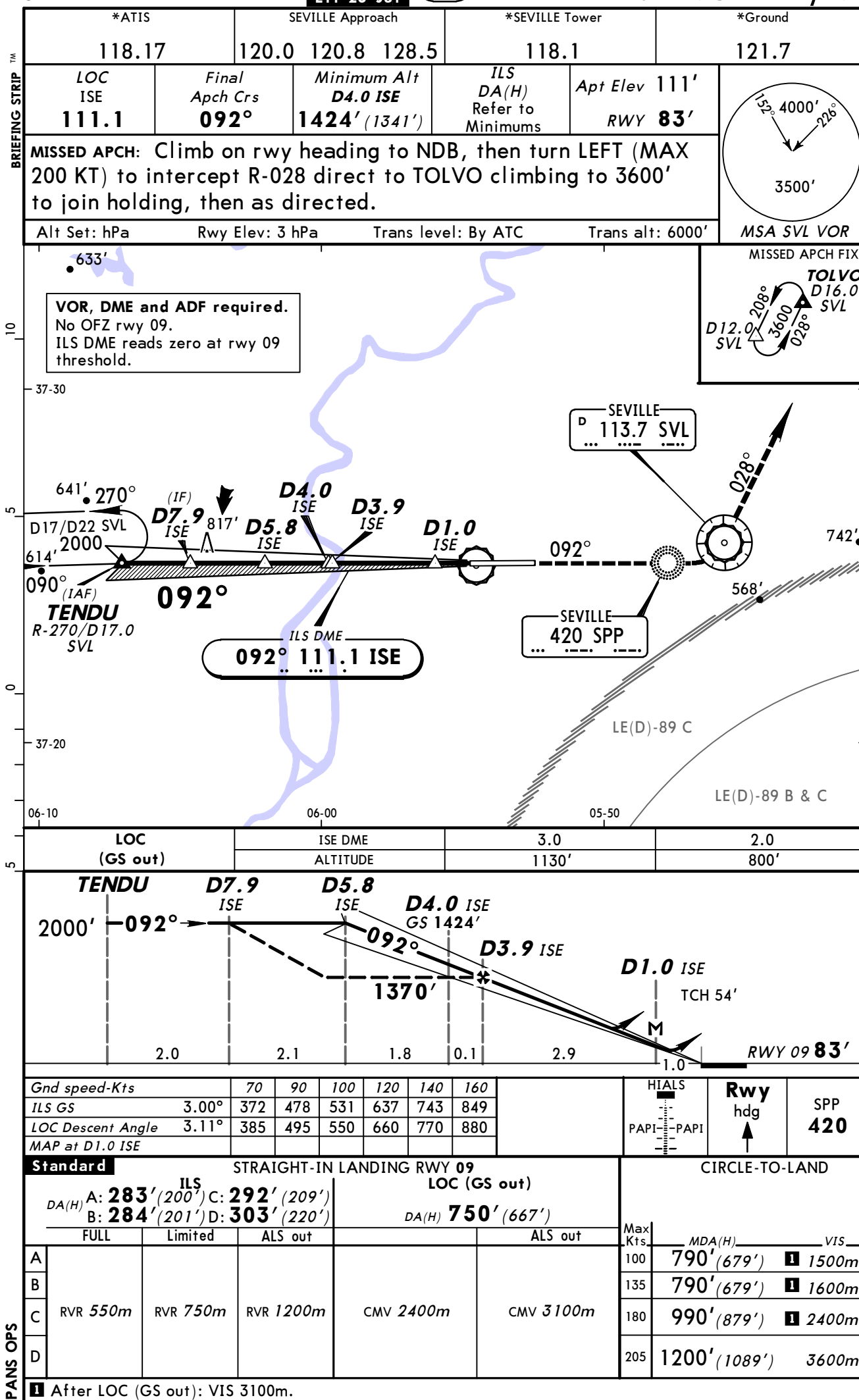
| Approved Operators       | RL, CL & mult. RVR req | RL & CL | RCLM (DAY only) or RL | RCLM (DAY only) or RL | NIL (DAY only) |
|--------------------------|------------------------|---------|-----------------------|-----------------------|----------------|
| HIRL, CL & mult. RVR req |                        |         |                       |                       |                |
| A                        |                        |         |                       |                       |                |
| B                        | 125m                   | 150m    | 200m                  | 250m                  | 500m           |
| C                        |                        |         |                       | 400m                  |                |
| D                        | 150m                   | 200m    | 250m                  | 300m                  |                |

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

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SEVILLE

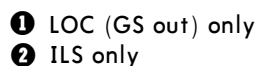
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SEVILLE, SPAIN  
ILS Z or LOC Z Rwy 09



SEVILLE, SPAIN  
ILS Y or LOC Y Rwy 09

A diagram of a circular sector. The central angle is labeled  $152^\circ$ . The radius is labeled  $4000'$ . The arc length is labeled  $3500'$ .



|                      |    |    |     |     |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               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| <i>Gnd speed-Kts</i> | 70 | 90 | 100 | 120 | 140 | 160 | 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| Standard                            |          | STRAIGHT-IN LANDING RWY 09 |           |           |           | CIRCLE-TO-LAND |                     |
|-------------------------------------|----------|----------------------------|-----------|-----------|-----------|----------------|---------------------|
| ILS                                 |          | LOC (GS out)               |           |           |           |                |                     |
| DA(H) A: 283' (200') C: 297' (214') |          | DA(H) 480' (397')          |           |           |           |                |                     |
| B: 289' (206') D: 308' (225')       |          |                            |           |           |           |                |                     |
| FULL                                |          | Limited                    | ALS out   | ALS out   |           | Max Kts.       | MDA(H) VIS          |
| A                                   | RVR 550m | RVR 750m                   | RVR 1200m | RVR 1100m | RVR 1500m | 100            | 630' (519') 1500m   |
| B                                   |          |                            |           |           |           | 135            | 630' (519') 1600m   |
| C                                   |          |                            |           |           | RVR 1800m | 180            | 990' (879') 2400m   |
| D                                   |          |                            |           |           |           | 205            | 1200' (1089') 3600m |

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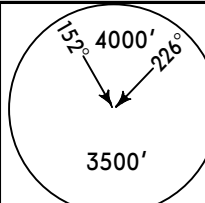
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SEVILLE

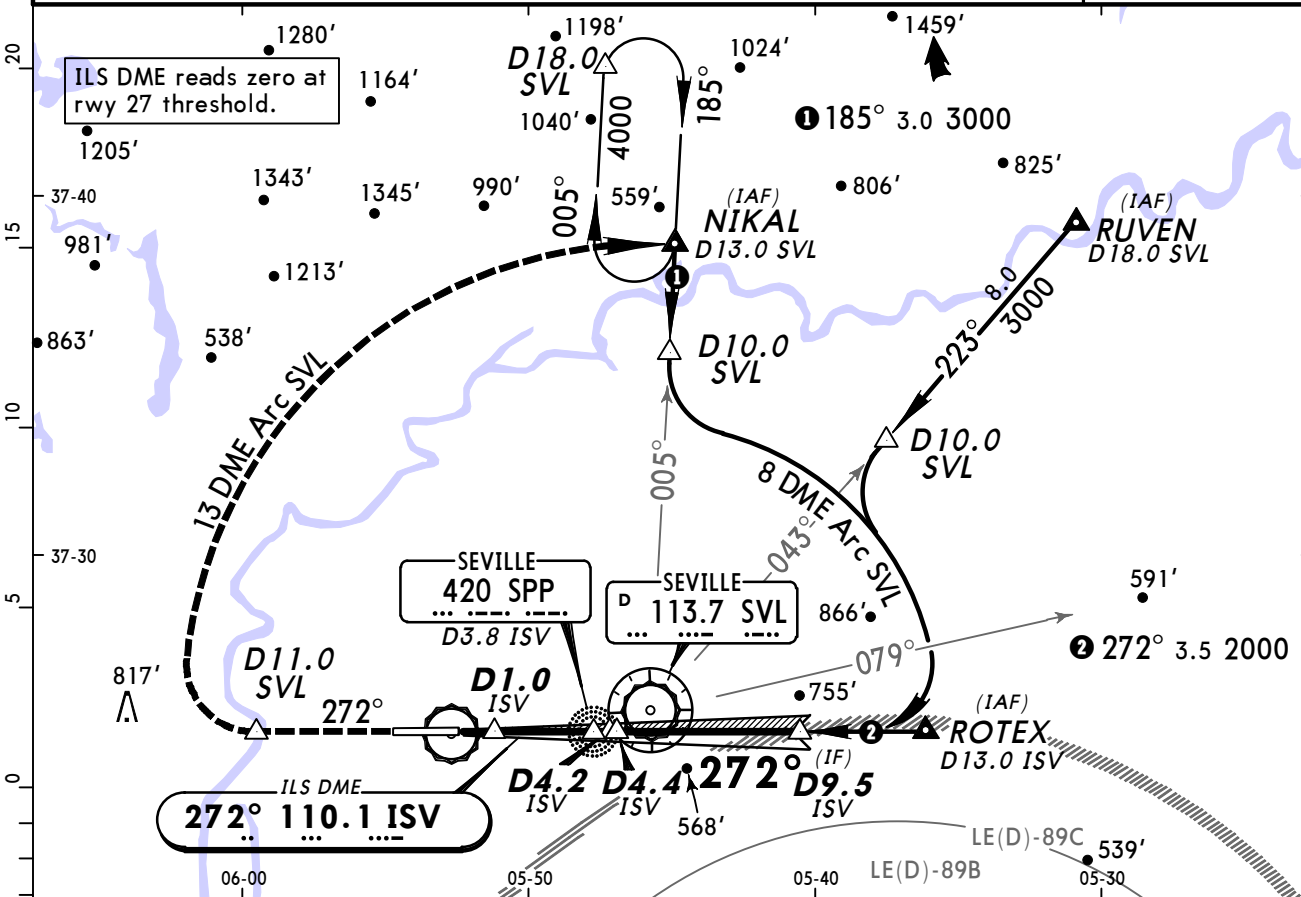
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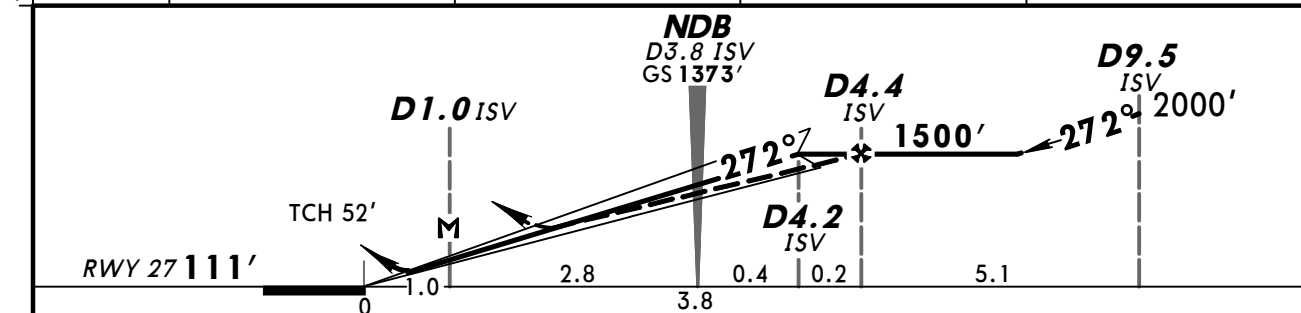
SEVILLE, SPAIN  
ILS Z or LOC Z Rwy 27

BRIEFING STRIP™

|                                                                                                                                                  |                           |                                       |                                      |                           |                                                                                     |                            |  |                  |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|--------------------------------------|---------------------------|-------------------------------------------------------------------------------------|----------------------------|--|------------------|--|
| *ATIS<br>118.17                                                                                                                                  |                           | SEVILLE Approach<br>120.0 120.8 128.5 |                                      | *SEVILLE Tower<br>118.1   |                                                                                     | *Ground<br>121.7           |  |                  |  |
| LOC<br>ISV<br>110.1                                                                                                                              | Final<br>Apch Crs<br>272° | GS<br>NDB<br>1373' (1262')            | ILS<br>DA(H)<br>Refer to<br>Minimums | Apt Elev 111'<br>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'. |                           |                                       |                                      |                           |                                                                                     | <div>MSA<br/>SPP NDB</div> |  |                  |  |
| 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' |



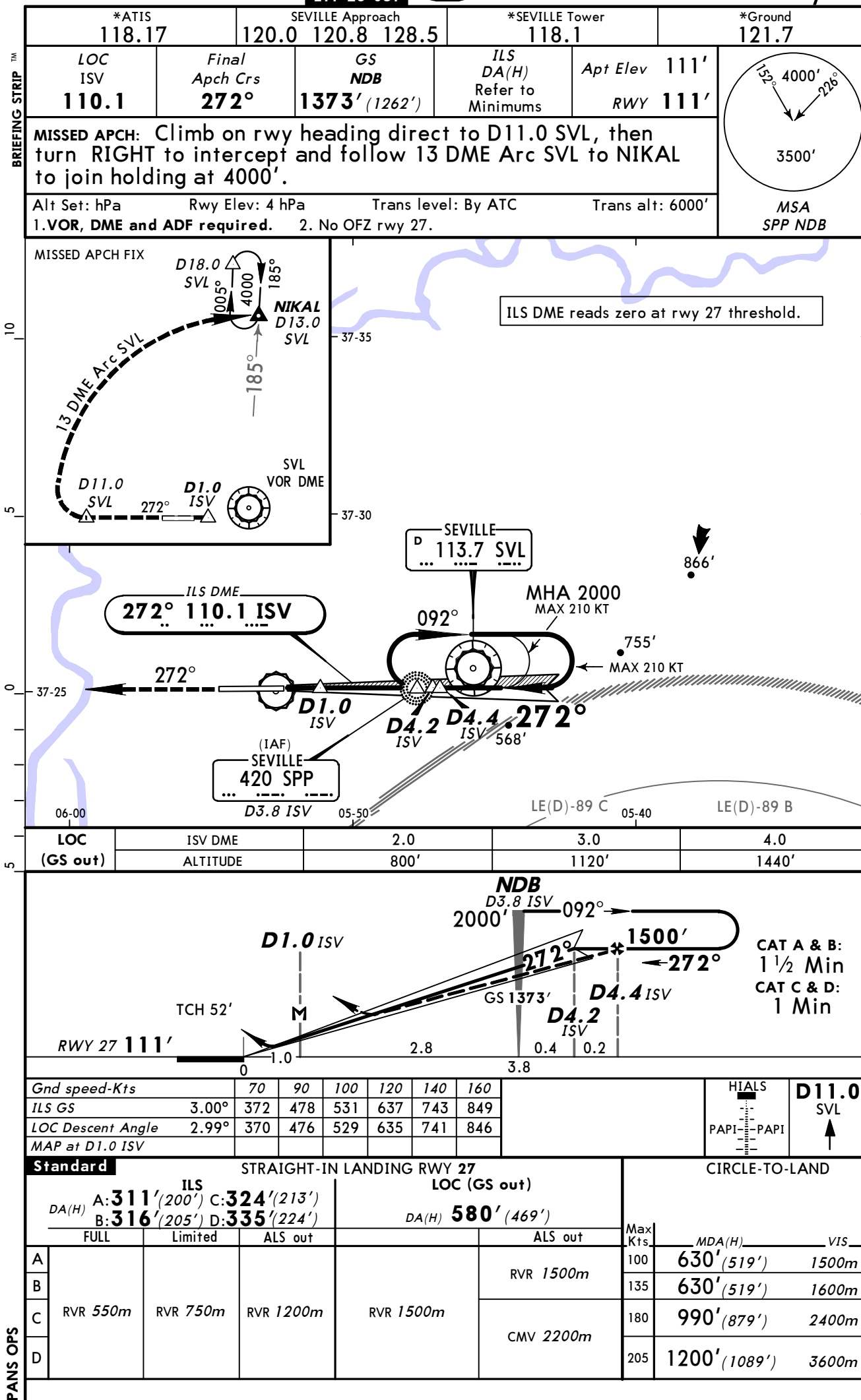
| Gnd speed-Kts     | 70    | 90  | 100 | 120 | 140 | 160 | HIALS |                                                                                       |
|-------------------|-------|-----|-----|-----|-----|-----|-------|---------------------------------------------------------------------------------------|
| 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                           |          |          |           | D11.0 SVL      |               |
| DA(H)                         |          |          |           | DA(H)          |               |
| A: 311' (200') C: 324' (213') |          |          |           | 580' (469')    |               |
| B: 316' (205') D: 335' (224') |          |          |           |                |               |
| FULL Limited ALS out          |          |          |           | ALS out        |               |
| A                             |          |          |           |                | Max Kts       |
| B                             |          |          |           | RVR 1500m      | 100           |
| C                             | RVR 550m | RVR 750m | RVR 1200m |                | 135           |
| D                             |          |          |           | CMV 2200m      | 180           |
|                               |          |          |           |                | 205           |
|                               |          |          |           |                | MDA(H)        |
|                               |          |          |           |                | 630' (519')   |
|                               |          |          |           |                | 990' (879')   |
|                               |          |          |           |                | 1200' (1089') |
|                               |          |          |           |                | VIS           |
|                               |          |          |           |                | 1500m         |
|                               |          |          |           |                | 1600m         |
|                               |          |          |           |                | 2400m         |
|                               |          |          |           |                | 3600m         |

LEZL/SVQ  
SEVILLE

JEPPesen  
20 JUL 12  
Eff 26 Jul 11-4

SEVILLE, SPAIN  
ILS Y or LOC Y Rwy 27



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

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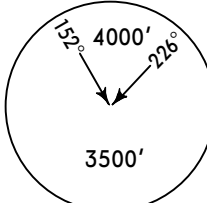
LEZL/SVQ  
SEVILLE

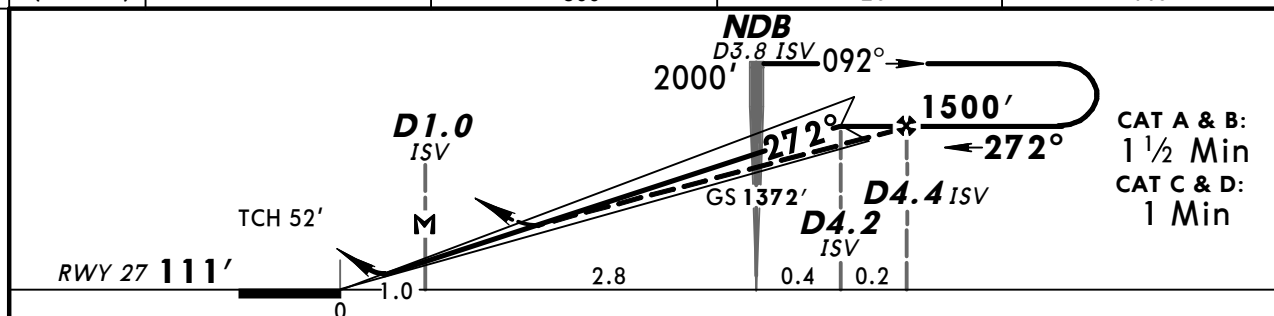
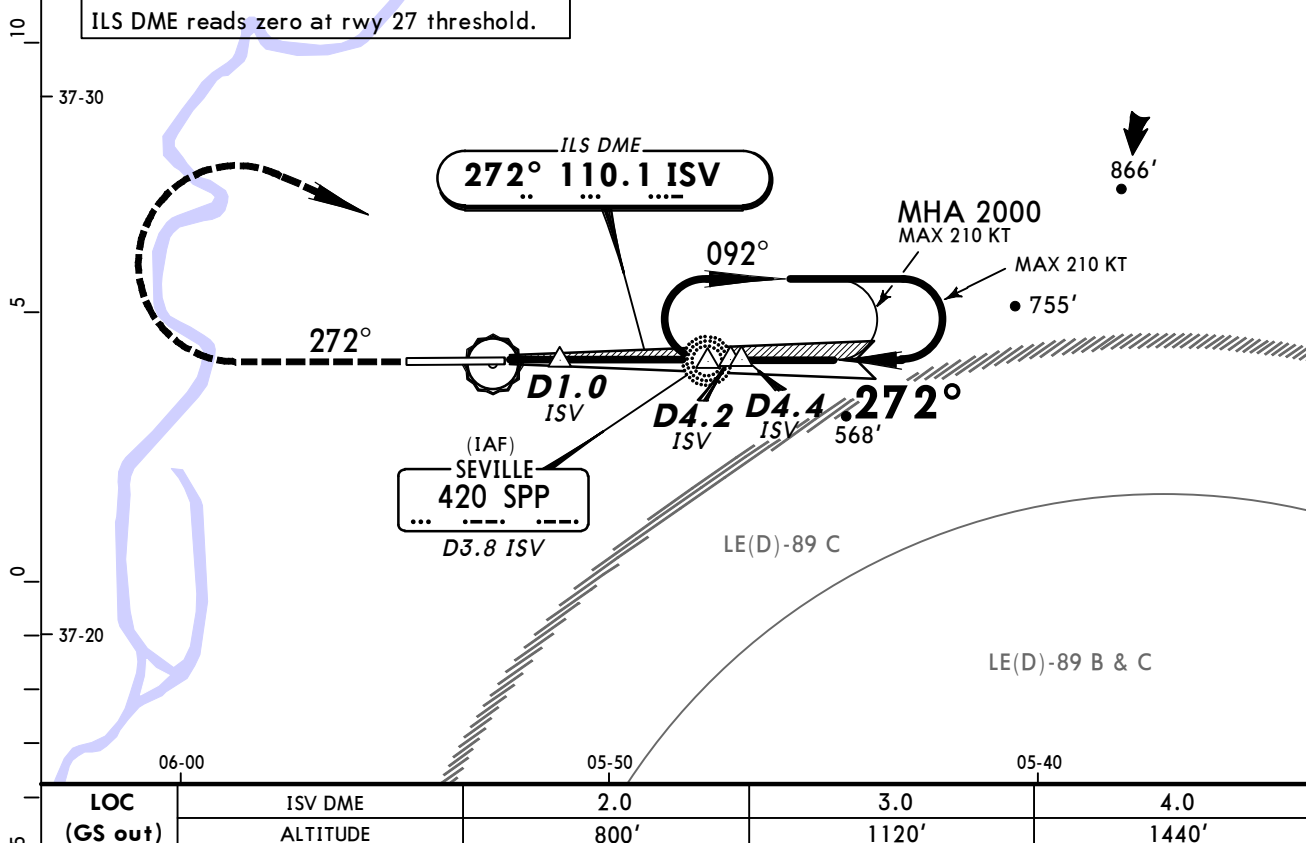
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11-5

SEVILLE, SPAIN  
ILS X or LOC X Rwy 27

BRIEFING STRIP™

|                                                                                              |                           |                                       |                                      |                           |                                                                                     |                  |  |
|----------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|--------------------------------------|---------------------------|-------------------------------------------------------------------------------------|------------------|--|
| *ATIS<br>118.17                                                                              |                           | SEVILLE Approach<br>120.0 120.8 128.5 |                                      | *SEVILLE Tower<br>118.1   |                                                                                     | *Ground<br>121.7 |  |
| LOC<br>ISV<br>110.1                                                                          | Final<br>Apch Crs<br>272° | GS<br>NDB<br>1372' (1261')            | ILS<br>DA(H)<br>Refer to<br>Minimums | Apt Elev 111'<br>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<br>SPP NDB                                                                      |                  |  |



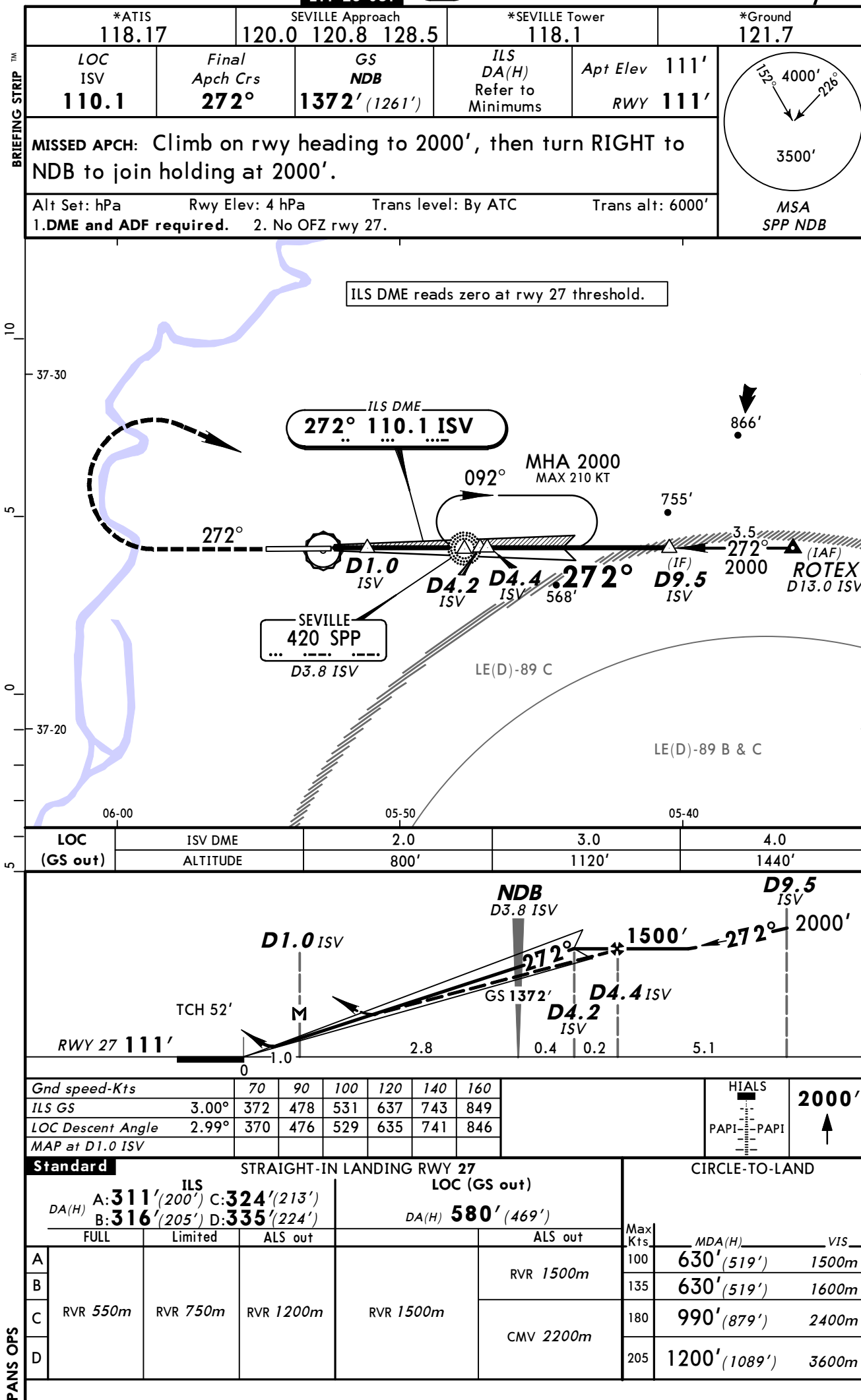
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| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | 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| Standard |  |  |  | STRAIGHT-IN LANDING RWY 27 |  | CIRCLE-TO-LAND |  |
|----------|--|--|--|----------------------------|--|----------------|--|
| ILS      |  |  |  | LOC (GS out)               |  |                |  |
| DA(H)    |  |  |  | DA(H)                      |  |                |  |
| FULL     |  |  |  | ALS out                    |  |                |  |
| A        |  |  |  | RVR 1500m                  |  |                |  |
| B        |  |  |  | CMV 2200m                  |  |                |  |
| C        |  |  |  |                            |  |                |  |
| D        |  |  |  |                            |  |                |  |

LEZL/SVQ  
SEVILLE

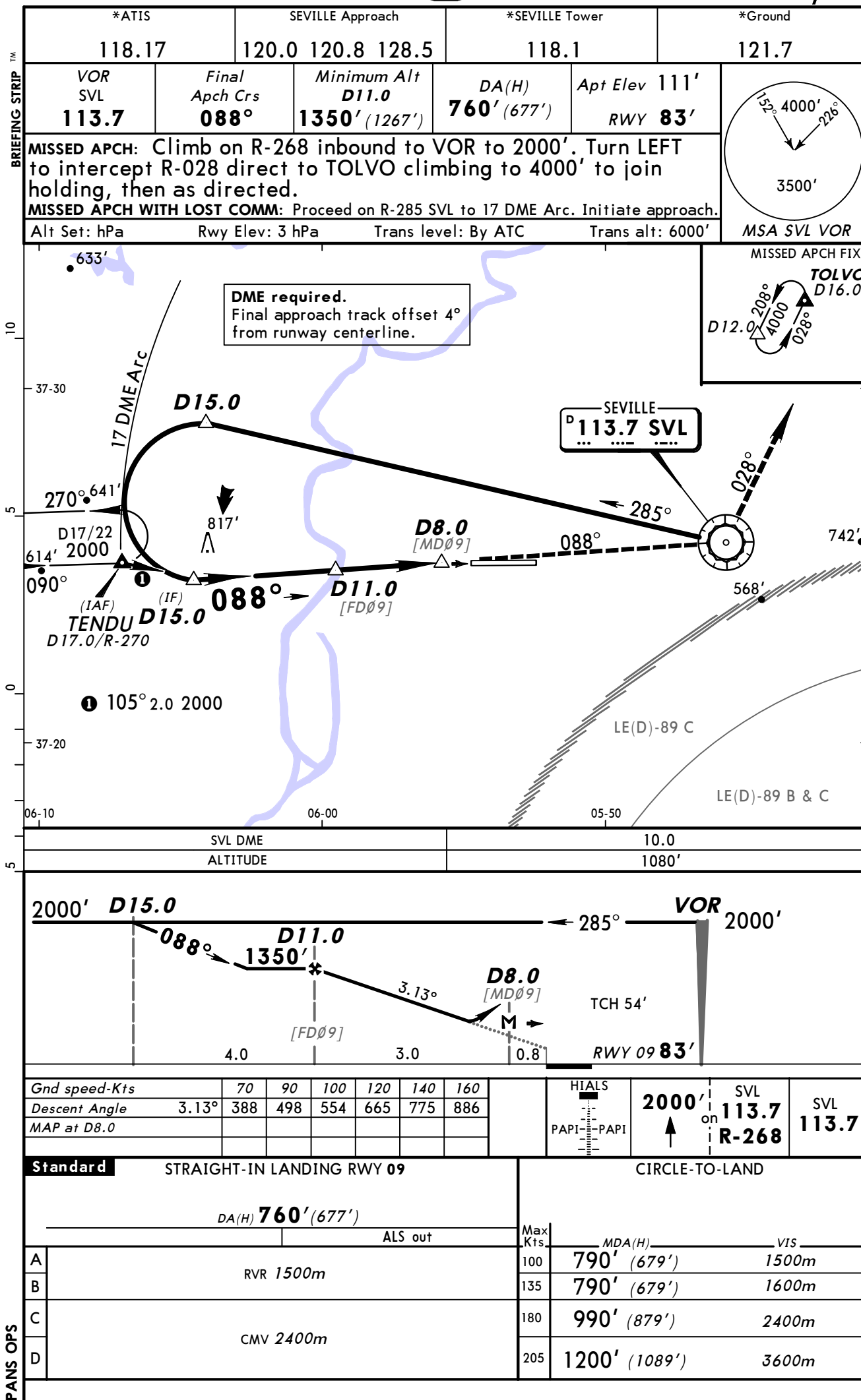
JEPPesen  
20 JUL 12  
Eff 26 Jul 11-6

SEVILLE, SPAIN  
ILS W or LOC W Rwy 27



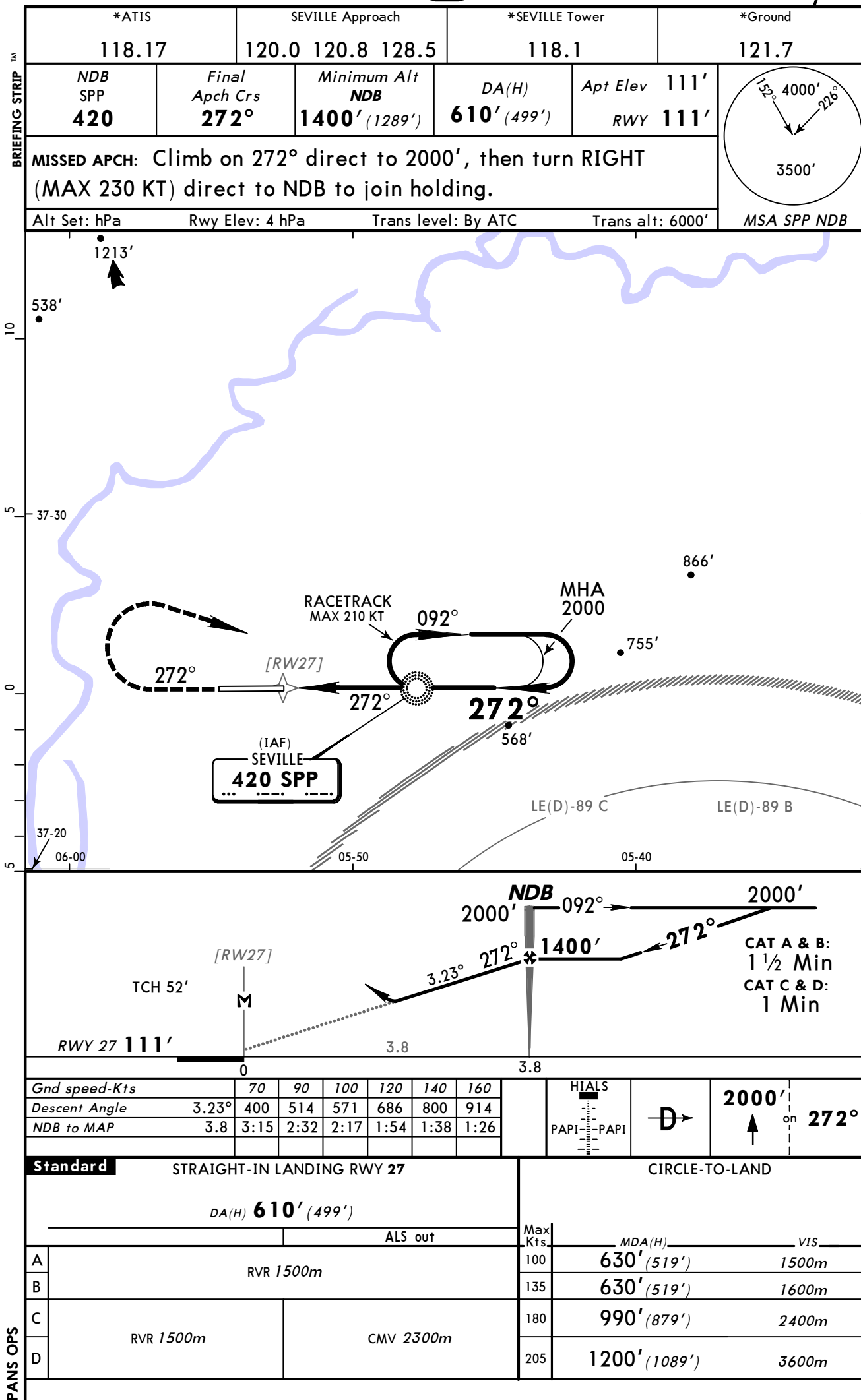
CHANGES: Chart reindexed. Circling minimums.

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LEZL/SVQ  
SEVILLEJEPPesen  
20 JUL 12 (13-1) Eff 26 JulSEVILLE, SPAIN  
VOR Rwy 09

**BRIEFING STRIP** <sup>TM</sup>

\$ OPS

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

**Chart changes since cycle 26-2013**

ADD = added chart, REV = revised chart, DEL = deleted chart.

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