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Airport Information For LEZL

Terminal Charts For LEZL

Revision Letter For Cycle 13-2014

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: 0503 Z
Sunset: 1948 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

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, 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 G5 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

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 G6 MAX wingspan 171'/52m.

TWYs G1 and G2 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 G8.

Landing RWY 27: Exit via TWY E-1 or HP-1, continue via TWY A entering apron via G7.

1.4.2.3. DEPARTURE

Take-off RWY 09: Exit via G7 to continue taxiing via TWY A to HP-1.

Take-off RWY 27: Exit via G8 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	G5 or G8
10 thru 23	G6 or G8
24	G8
25	G5
30	G3 or G5
30A	G5
31 thru 33A	G3 or G5
34 thru 39	G2
General Aviation	G1

2.2.3. RWY 27 IN USE

STANDS	ENTRY BY
1 thru 5	G5 or G8
10 thru 14	G6 or G8
15	G7 or G8
15A, 15B	G6 or G8
16	G7 or G8
16A thru 23	G6 or G8
24	G7
25	G5
30	G3 or G5
30A	G4
31 thru 33A	G3 or G5
34 thru 39	G2
General Aviation	G1

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	G4
5 thru 19	G7
20 thru 33A	G4
34	G3
35	G1
36	G3
37	G1
38	G3
39	G1
General Aviation	G1

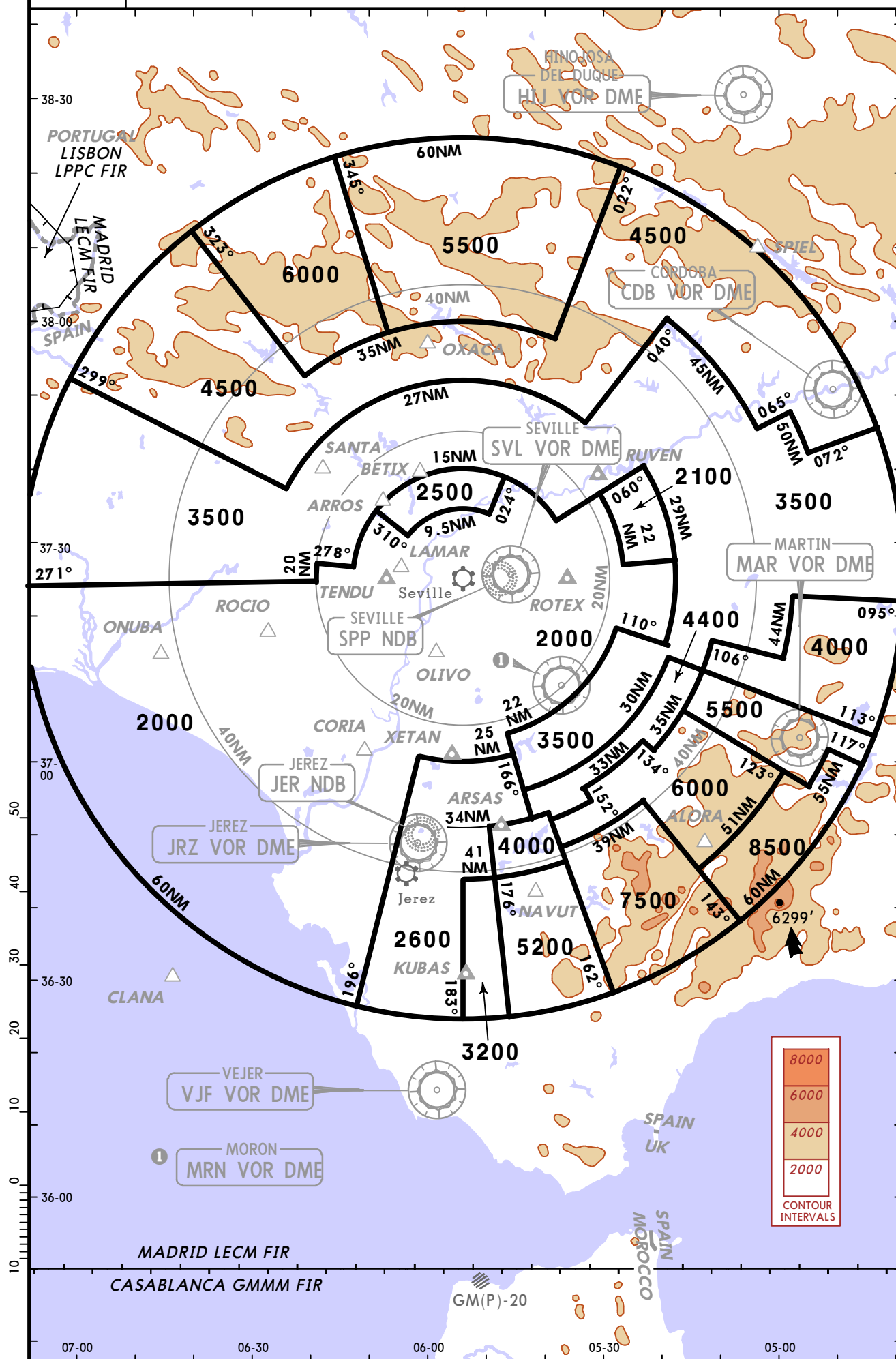
3.1.2.3. RWY 27 IN USE

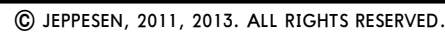
STANDS	EXIT BY
1 thru 39	G8
General Aviation	G8

Apt Elev
111'

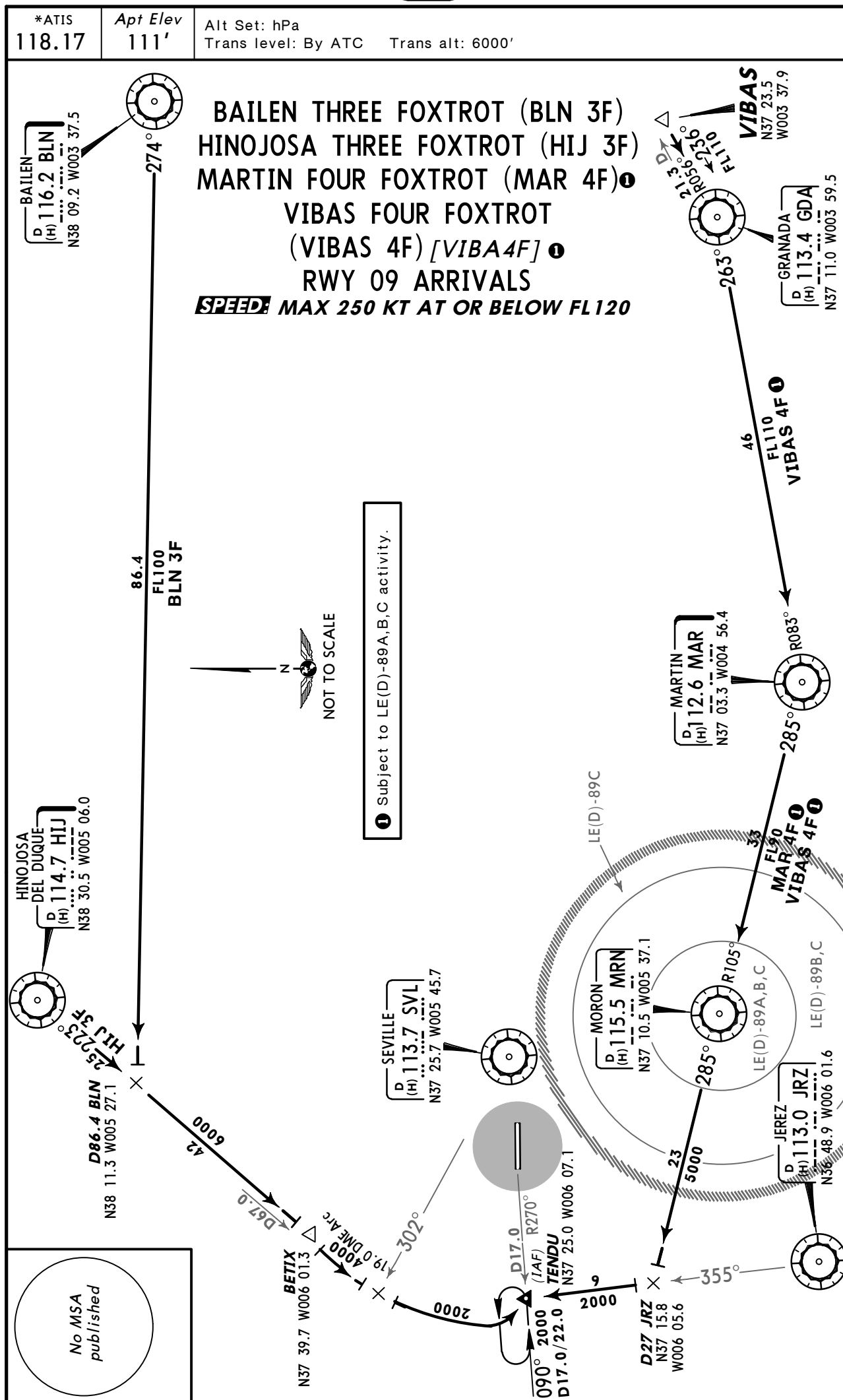
Alt Set: hPa Trans level: By ATC Trans alt: 6000'

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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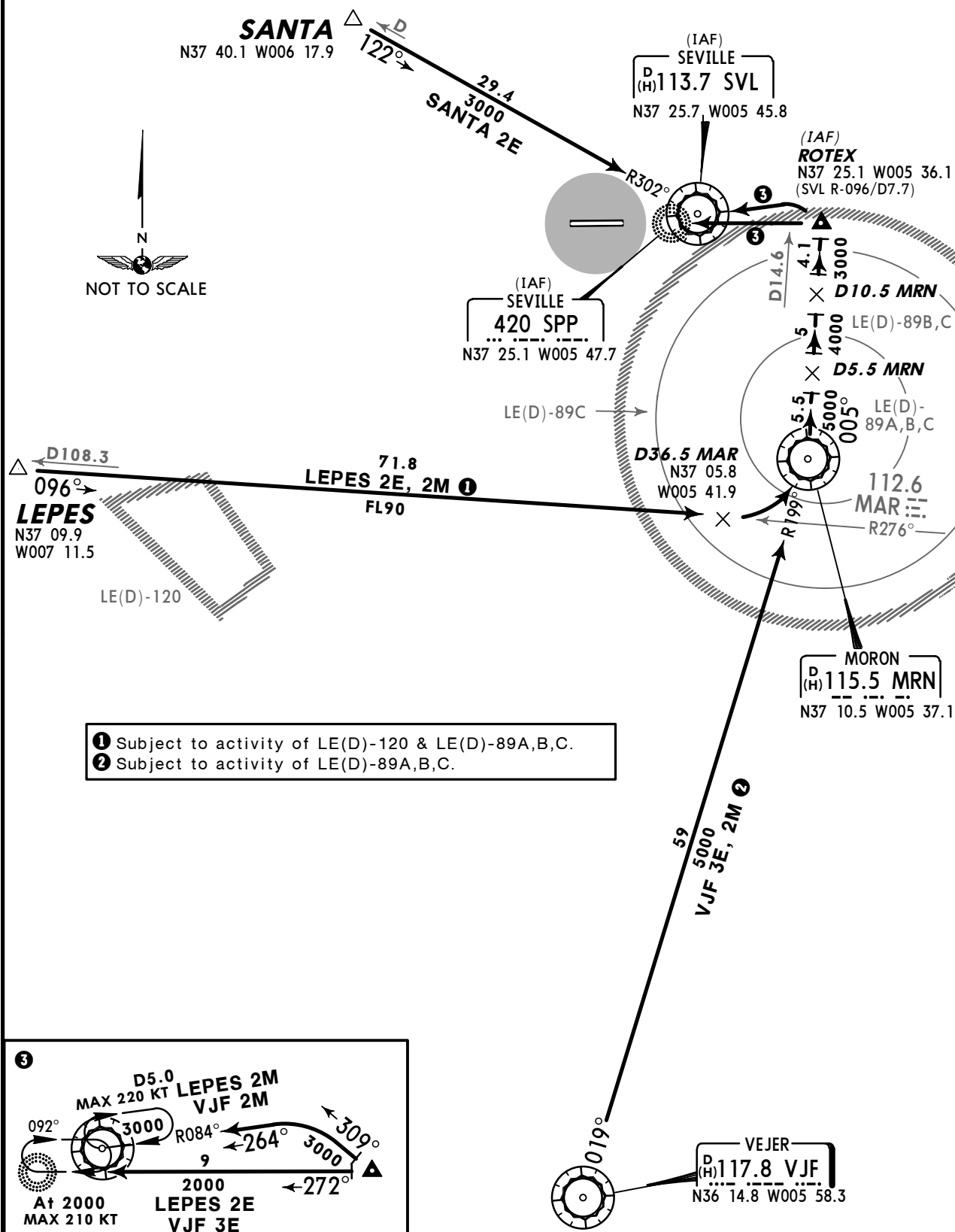


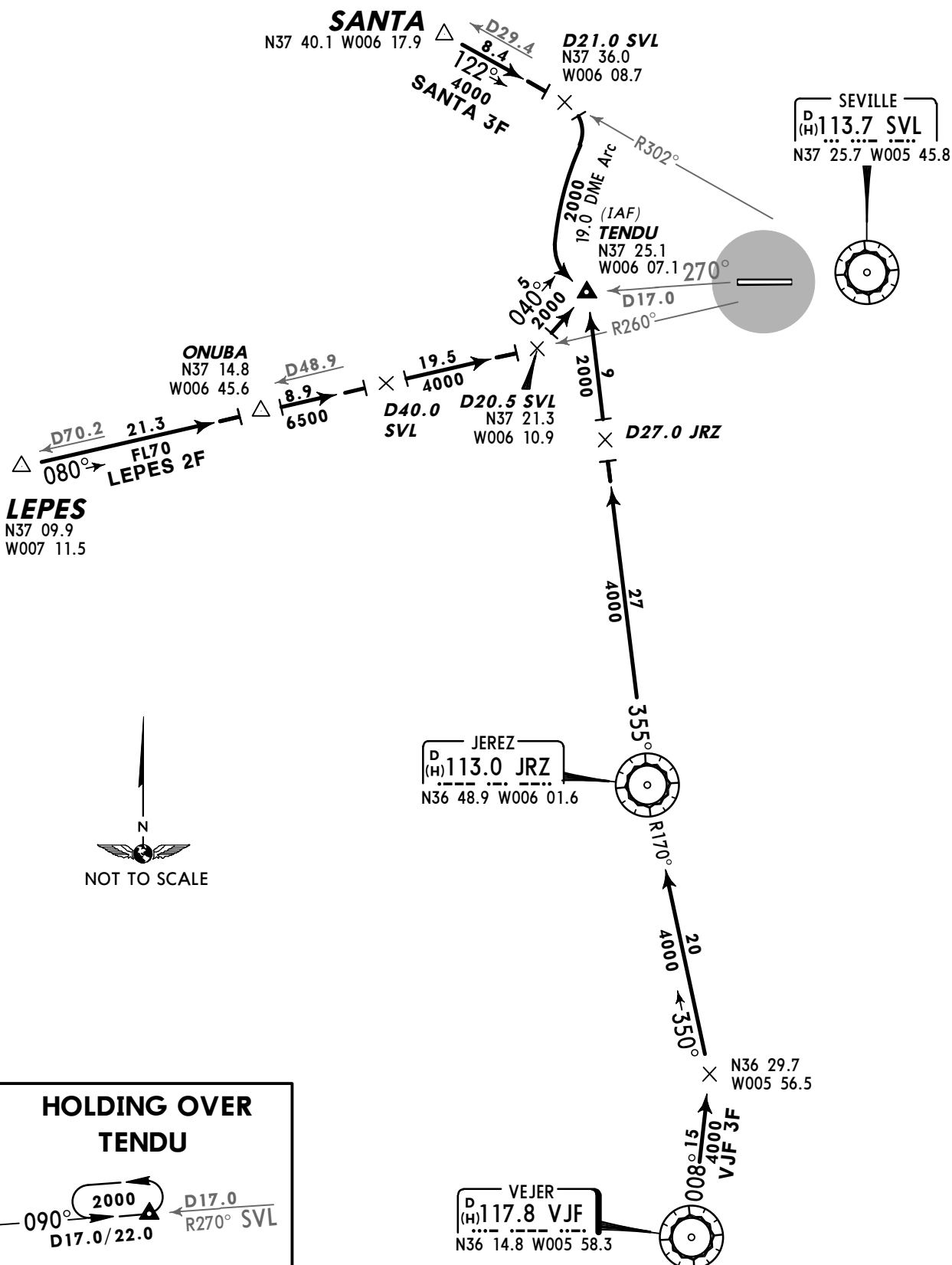
*ATIS 118.17	Apt Elev 111'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
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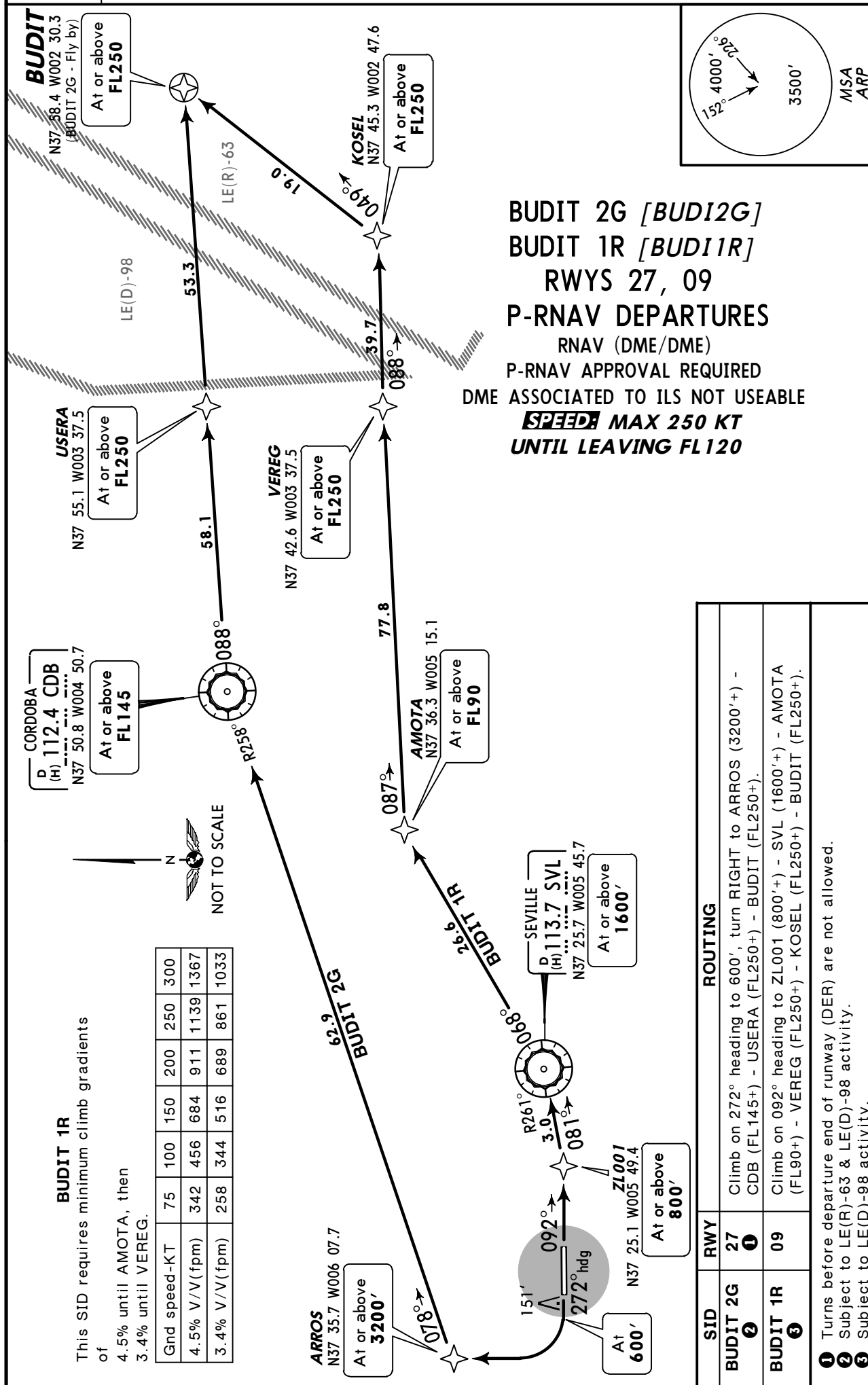
LEPES TWO ECHO (LEPES 2E) [LEPE2E] ①
LEPES TWO MIKE (LEPES 2M) [LEPE2M] ①
SANTA TWO ECHO (SANTA 2E) [SANT2E]
VEJER THREE ECHO (VJF 3E) ②
VEJER TWO MIKE (VJF 2M) ②

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

Apt Elev
111'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 07.7

HIJ 2G
SANTA 2G
357° hdg

SANTA 1R

302°

151'

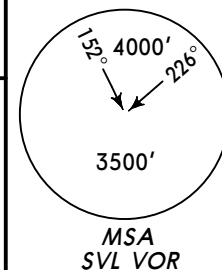
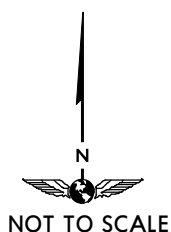
At 600'

HINOJOSA
DEL DUQUE
D 114.7 HIJ
N38 30.5 W005 06.0

PARKA
N39 00.0 W005 09.0

30
358°
R224°
R208°

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.



151° 4000'

226° 3500'

MSA
SVL VOR

SEVILLE
D 113.7 SVL
N37 25.7 W005 45.7

D17.0 SVL
N37 25.5
W005 24.4

At or above
FL70

LAMAR
N37 26.7 W006 04.5

At or above
1500'

D15.0

$179^\circ \rightarrow$

JRZ 1G, VJF 1G

38

At 6

210

JRZ 1R

D27.0 SVL
N37 06.5 W006 09.6

**At or above
FL70**

JEREZ
D 113.0 JRZ
N36 48.9 W006 01.6

VEJER
D 117.8 VJF
... ..
N36 14.4 W005 58.5

A diagram of a gear with 9 teeth. The pitch diameter is labeled as 0.93 inches. The gear is shown in cross-section with a central shaft hole.

D65.0 VJF

At or above
FL90

LE(D)-89C

LE(D)-89B,C

LE(D)-89A,B,C

NOT TO SCALE

These SIDs require minimum climb gradients of

JRZ 1R

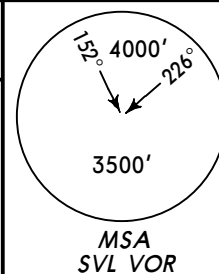
334' per NM (5.5%) until reaching FL70 due to operational reasons.

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

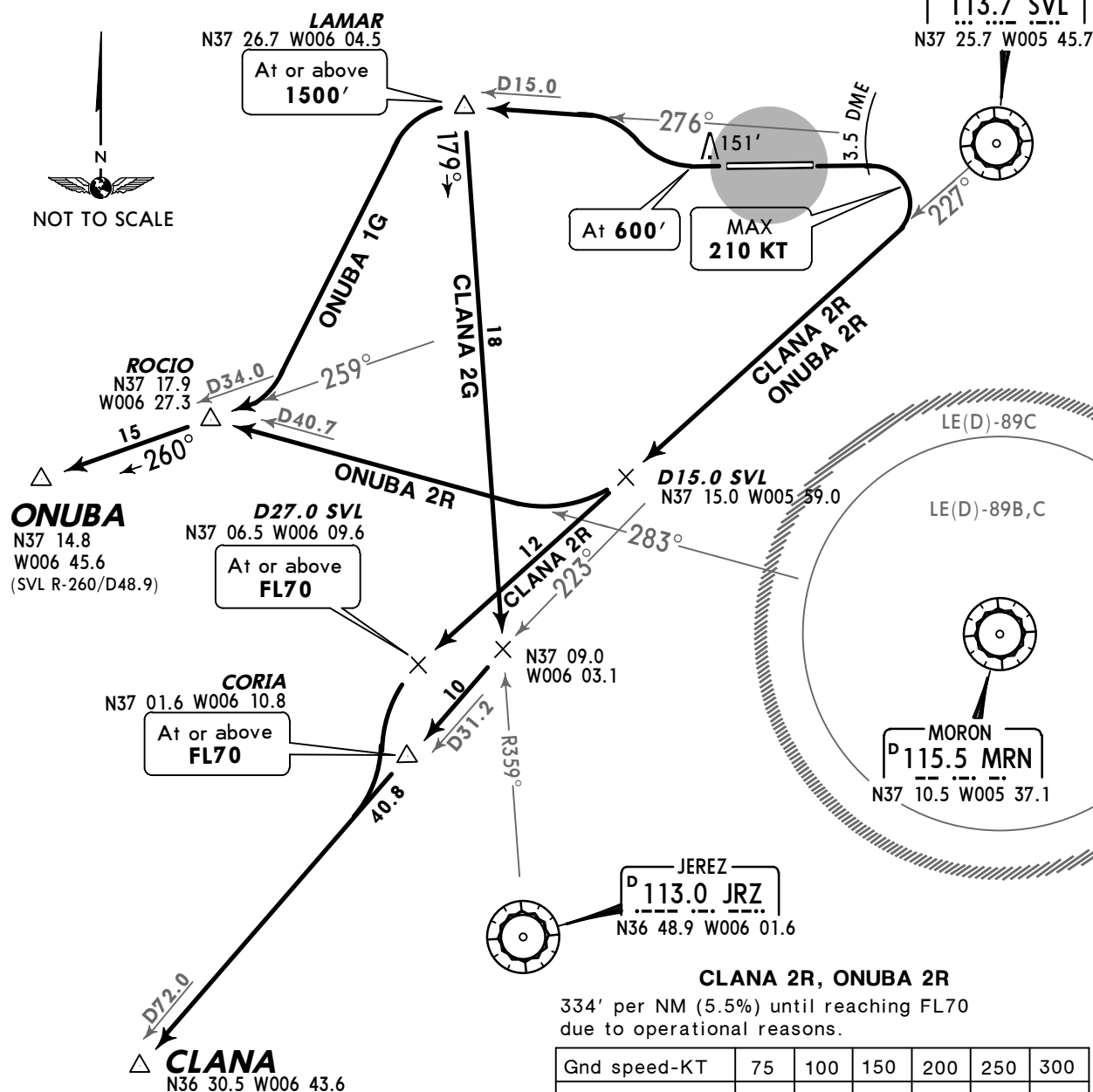
SID	RWY	ROUTING
JRZ 1G	27	Climb on runway heading to 600', turn RIGHT, intercept SVL R-276 to LAMAR, turn LEFT, intercept JRZ R-359 inbound to JRZ.
JRZ 1R ①	09	Climb on runway heading to SVL 3.5 DME inbound, turn RIGHT, intercept SVL R-227 to D27.0 SVL, turn LEFT, intercept JRZ R-341 inbound to JRZ.
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



CLANA 2R, ONUBA 2R
334' per NM (5.5%) 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

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

LEGEND



No entry

HS1



HOT SPOT

See 10-9 for
 description.

GENERAL
 AVIATION
 APRON R-1

AIS + MET

CARGO

TERMINAL

Apron R-4

4

3

2

1

G-5

Apron R-3

24

21

25

22

23

G-6

G-7

G-8

A-3

A-3

A-4

E-3

E-2

E-1

A-2

A-2

A-1

G-1

G-2

G-3

G-4

G-5

G-6

G-7

G-8

G-9

G-10

G-11

G-12

G-13

G-14

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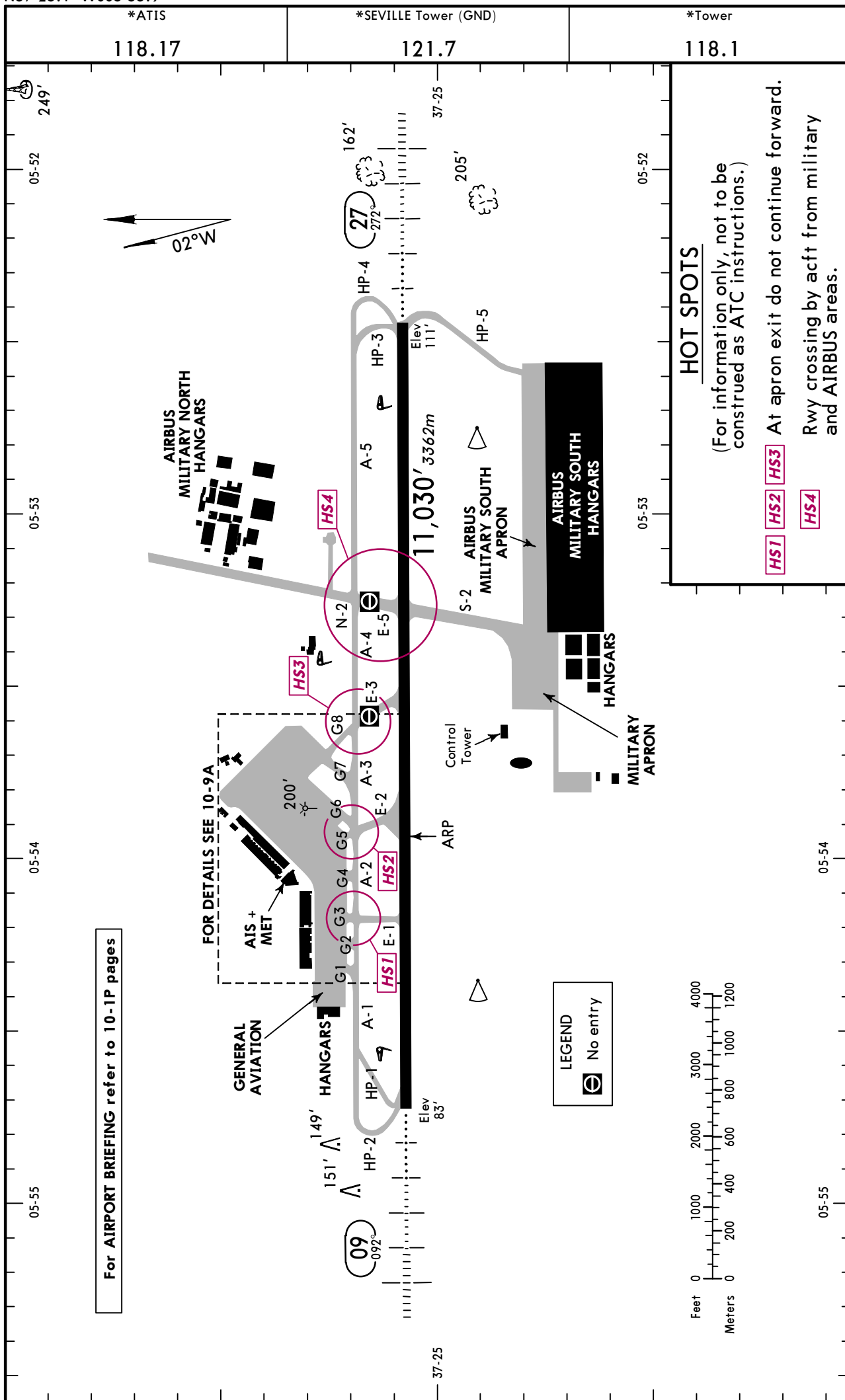
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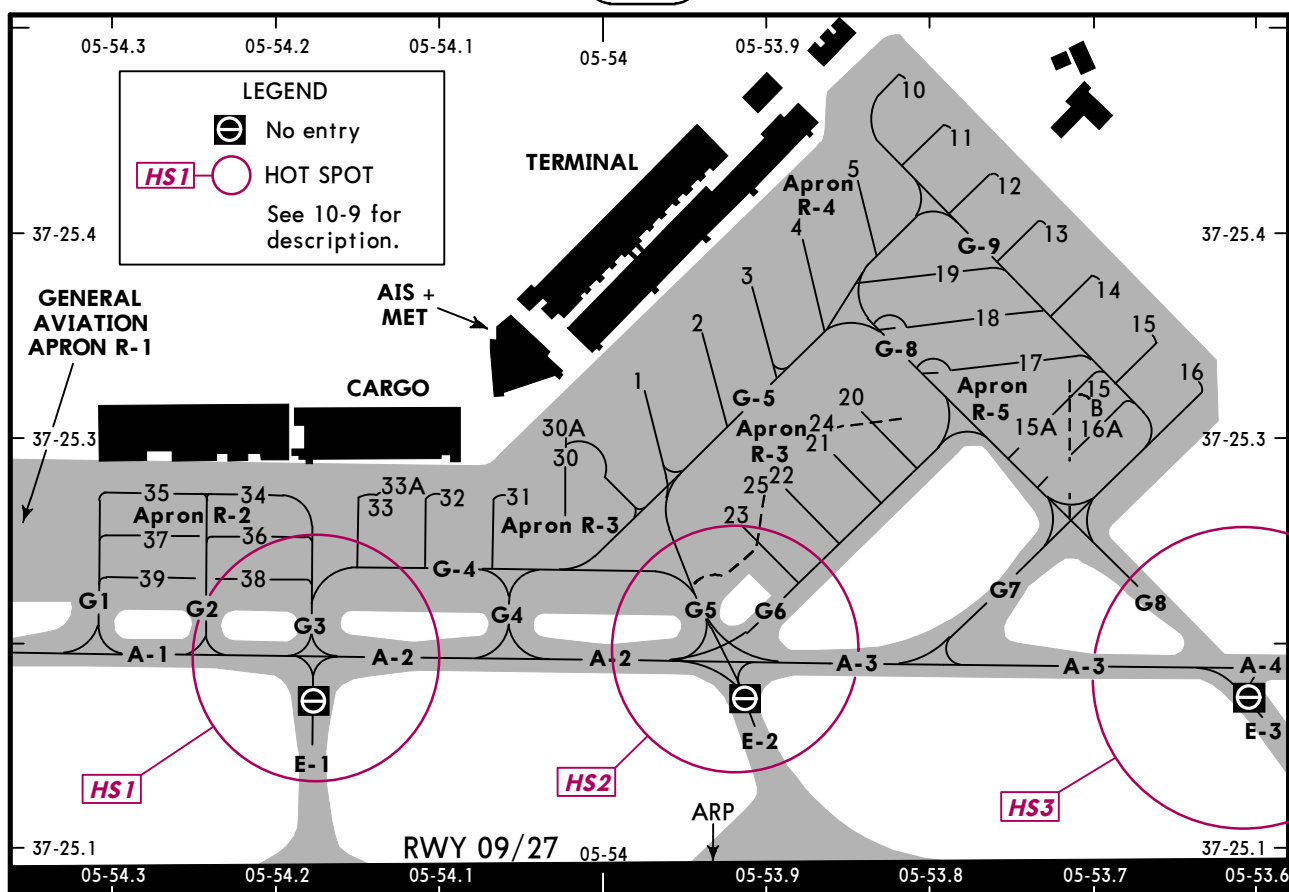
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G-294

G-295

G-296





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
		Threshold	Landing Beyond		
09					
27	HIRL (45m) CL (15m) HIALS PAPI (3.0°) ① RVR		10,058' 3066m 9754' 2973m		148' 45m

① PAPI rwy 27: Not suitable for use of B747 acft.

Standard

TAKE-OFF ①

All Rwys						
Approved Operators		LVP must be in force				
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
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

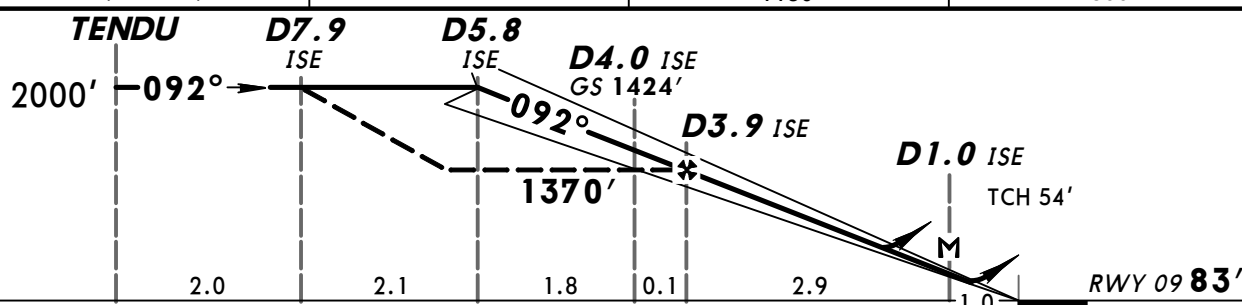
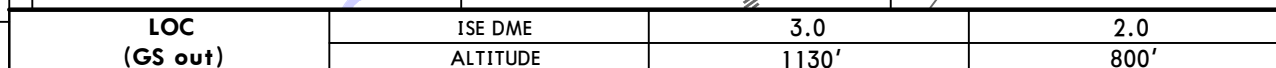
TOLVC
D16.0
SVL

D12.0
SVL

028°

3600

208°



<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>							

HIALS
PAPI—P

Rwy hdg ▲	SPP 420
------------------------	-------------------

Standard		STRAIGHT-IN LANDING RWY 09	
ILS A: 283' (200') C: 292' (209') B: 284' (201') D: 303' (220')		LOC (GS out) DA(H) 750' (667')	
FULL	Limited	ALS out	ALS out

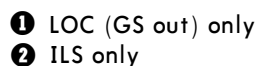
A	RVR 550m	RVR 750m	RVR 1200m	CMV 2400m	CMV 3100m
B					
C					
D					

CIRCLE-TO-LAND		
Max Kts	MDA(H)	VIS
100	790' (679')	1 1500m
135	790' (679')	1 1600m
180	990' (879')	1 2400m
205	1200' (1089')	3600m

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

SEVILLE, SPAIN
ILS Y or LOC Y Rwy 09

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



Profile view of runway 09 showing vertical alignment, sightlines, and stationing. The diagram includes the following elements:

- Vertical Alignment:** A dashed line representing the road profile, showing a dip in the center.
- Sightlines:** Two solid lines representing sightlines from the 2000' station. One sightline is horizontal at 092°, and the other is sloped at 092°.
- Stationing and Distances:**
 - 2000' station at the start of the profile.
 - Distances along the profile: 0.9, 1.0, 2.1, 1.8, 0.1, 3.4, and 0.5.
 - Horizontal distance of 1400' between the 2000' station and the intersection point.
- Design Points and Grades:**
 - TENDU D9.8 ISE** at the 2000' station.
 - D8.9 ISE ①** at the first vertical curve point.
 - D7.9 ISE ②** at the second vertical curve point.
 - D5.8 ISE** at the third vertical curve point.
 - D4.0 ISE** at the fourth vertical curve point, with a grade of **GS 1424'**.
 - D3.9 ISE** at the intersection point, marked with an asterisk (*).
 - D0.5 ISE** at the end of the profile, with a **TCH 54'** (touchdown height).
- Other Labels:**
 - M** (Minimum sight distance) indicated by an arrow pointing to the intersection point.
 - RWY 09 83'** at the end of the profile.

Western blot analysis of HIALS and PAPI in the brain. The blot shows a single band for HIALS and a doublet for PAPI. The HIALS band is present in the brain, while the PAPI band is absent. The molecular weight markers are indicated on the right.

PANS OPS

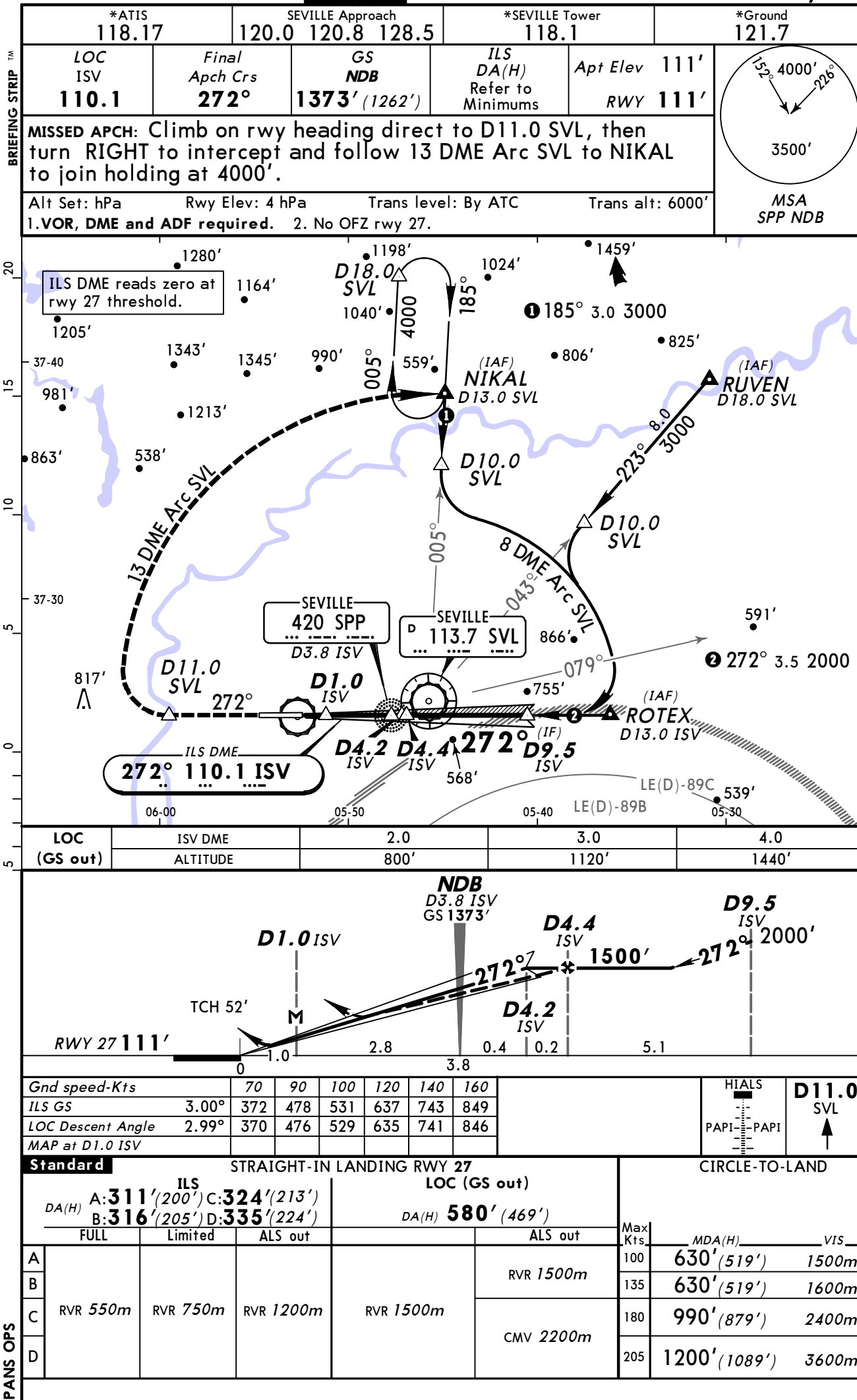
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LEZL/SVQ
SEVILLE

20 JUL 12
Eff 26 Jul

11-3

SEVILLE, SPAIN
ILS Z or LOC Z Rwy 27



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

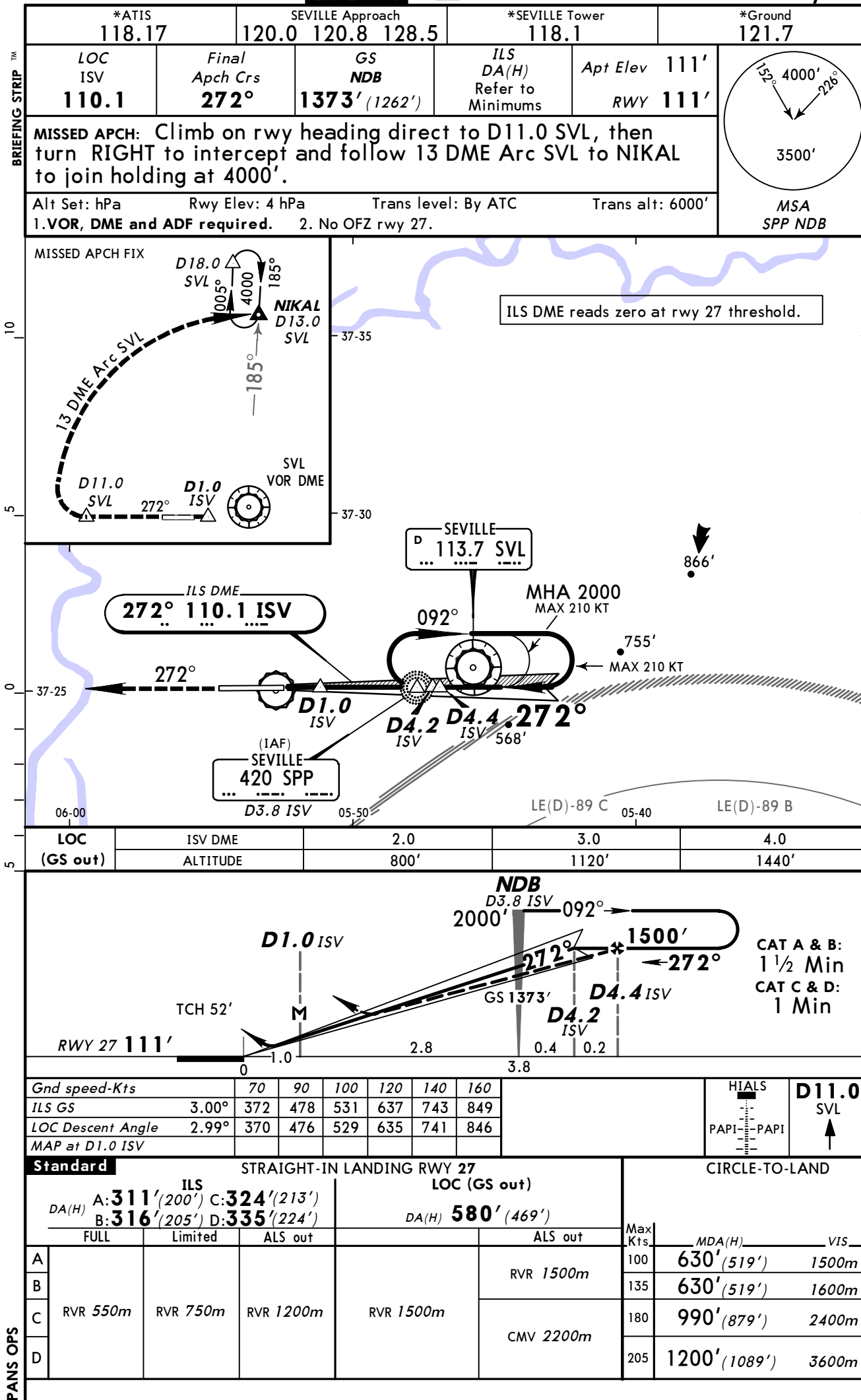
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LEZL/SVQ
SEVILLE

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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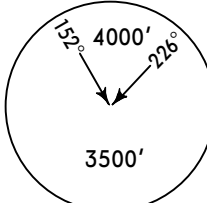
LEZL/SVQ
SEVILLE

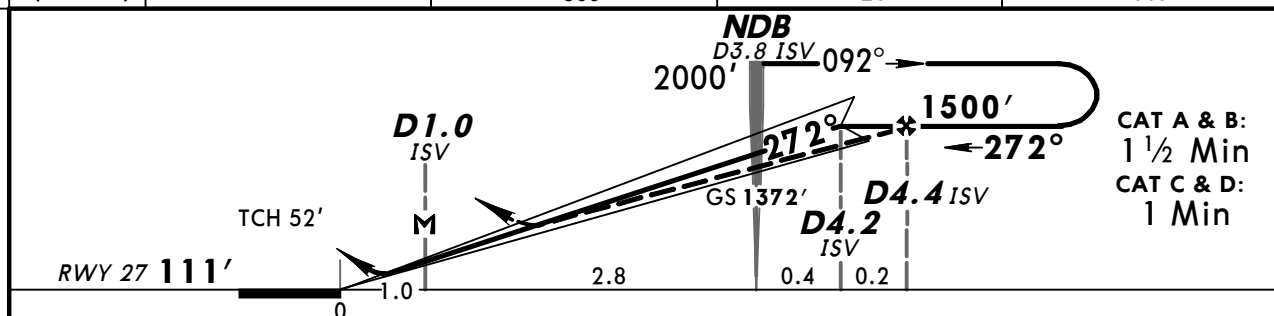
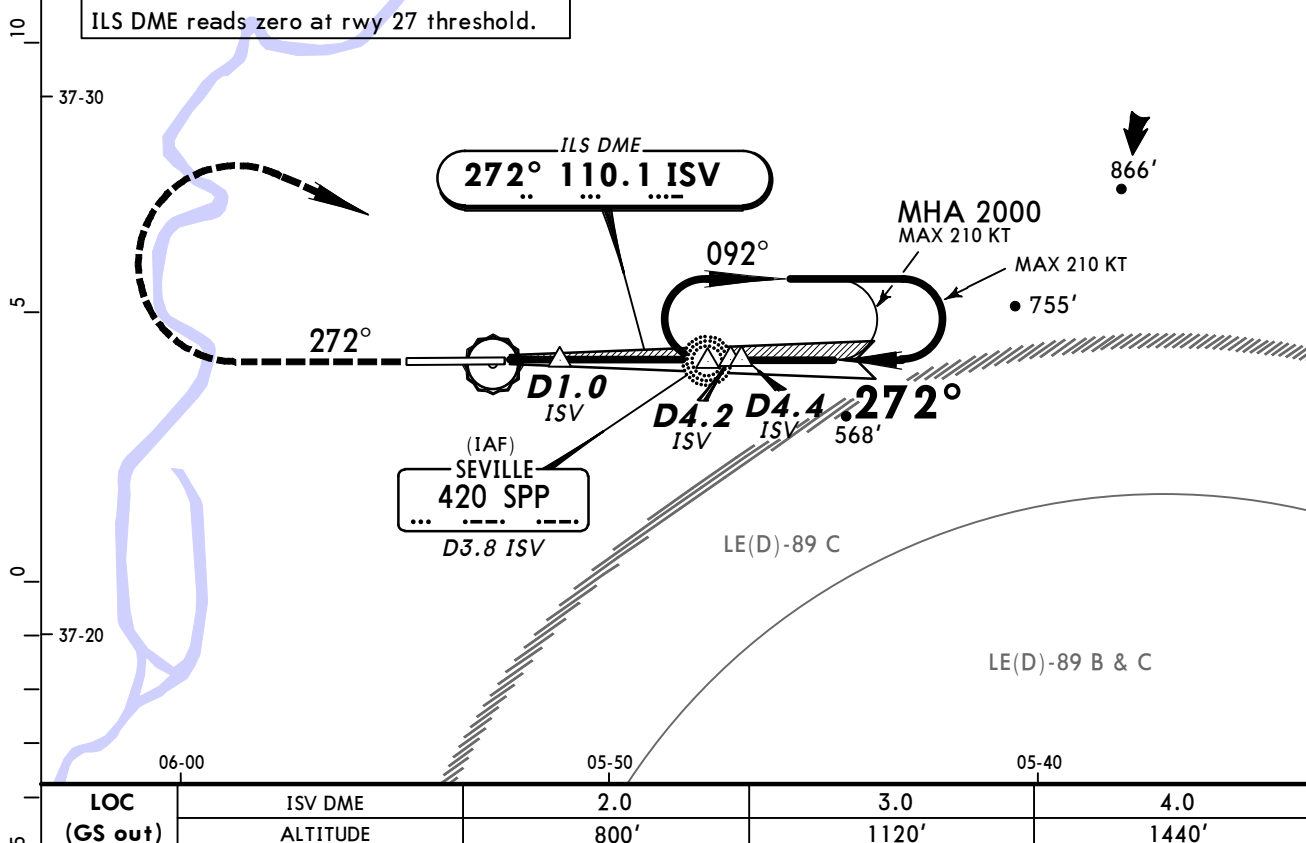
20 JUL 12
Eff 26 Jul

11-5

SEVILLE, SPAIN
ILS X or LOC X Rwy 27

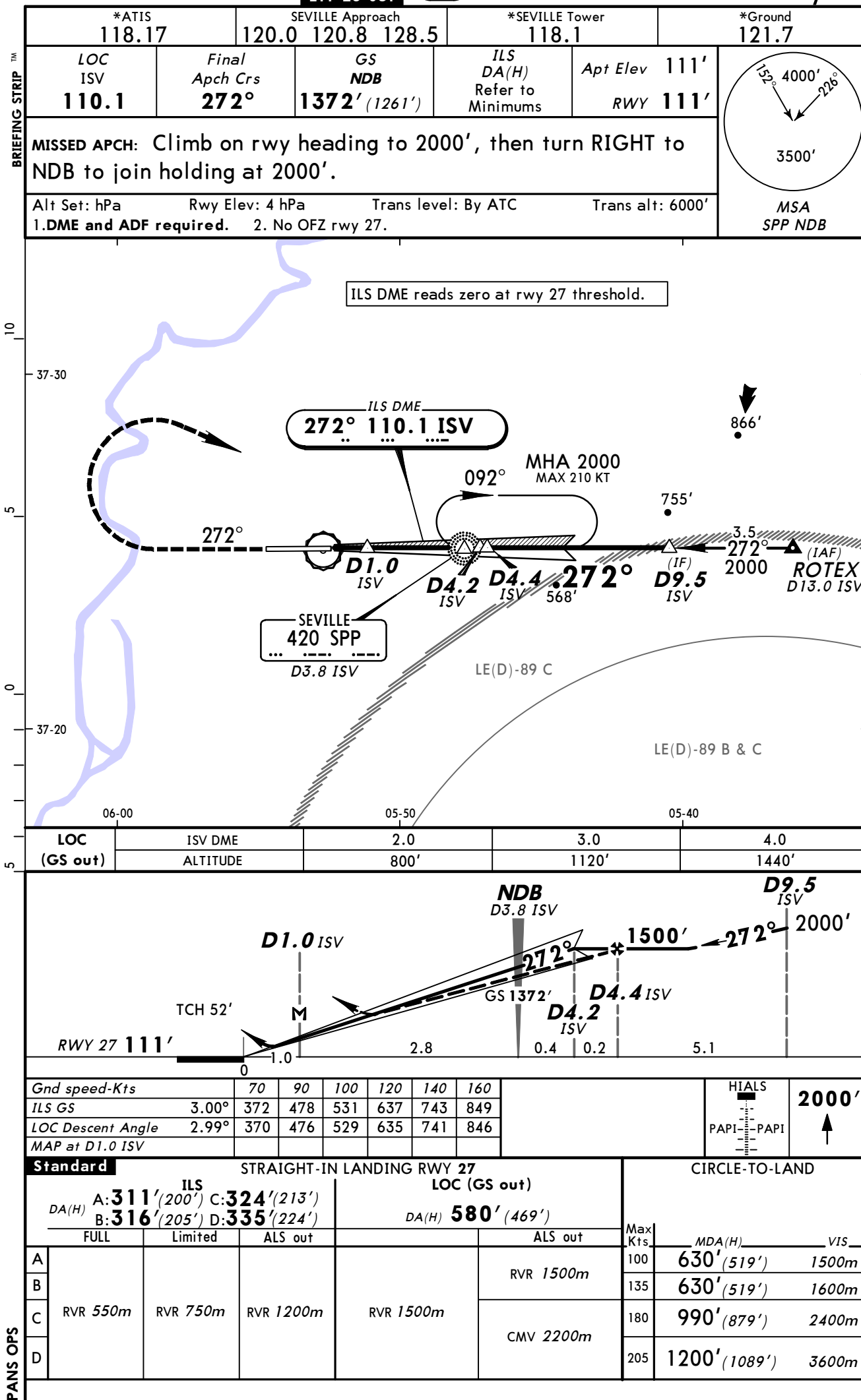
BRIEFING STRIP™

*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								

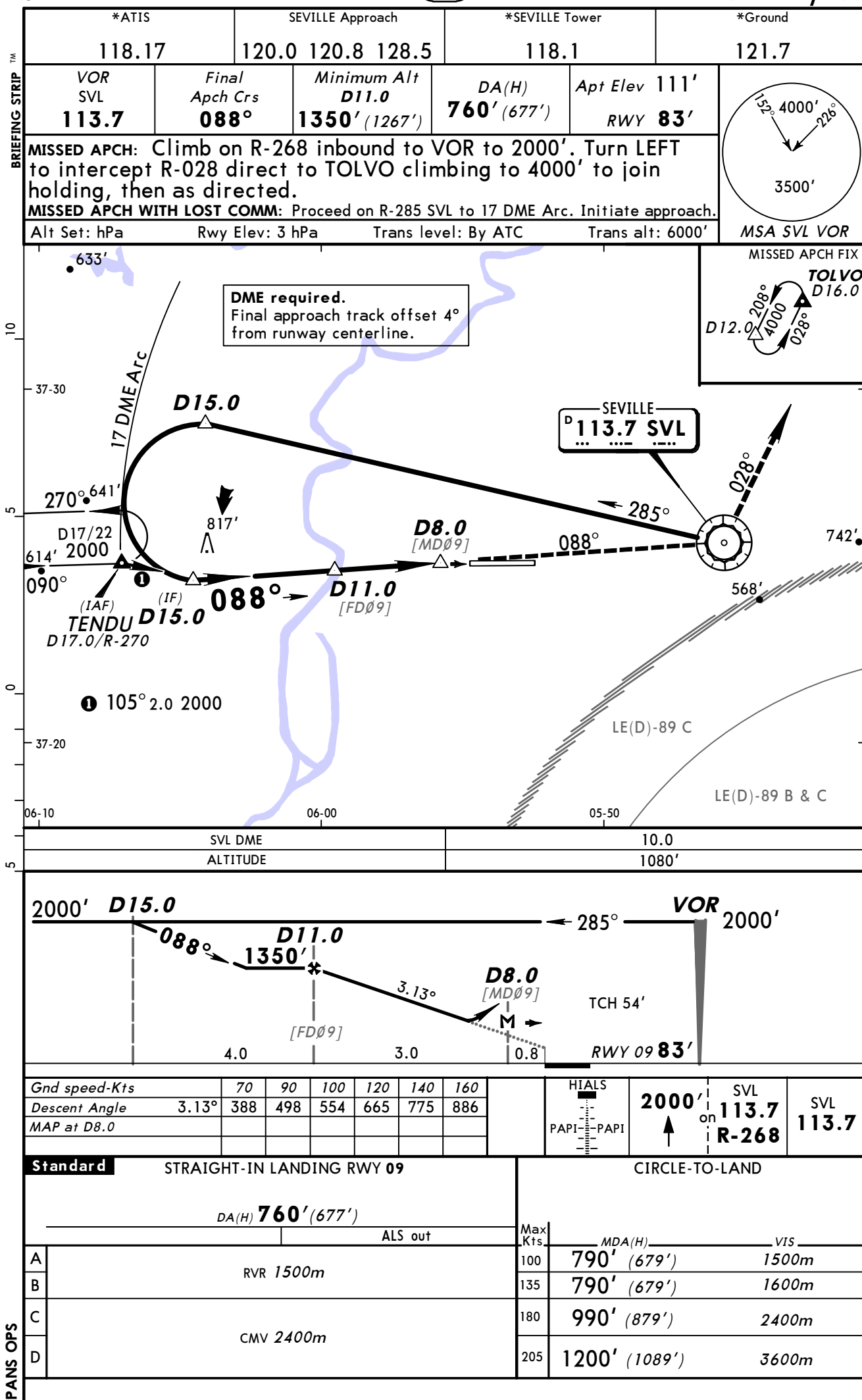
Standard				STRAIGHT-IN LANDING RWY 27		CIRCLE-TO-LAND	
ILS				LOC (GS out)			
DA(H)				DA(H)			
FULL				ALS out			
A				RVR 1500m			
B							
C				CMV 2200m			
D							

LEZL/SVQ
SEVILLEJEPPesen
20 JUL 12
Eff 26 Jul 11-6SEVILLE, SPAIN
ILS W or LOC W Rwy 27

LEZL/SVQ
SEVILLE

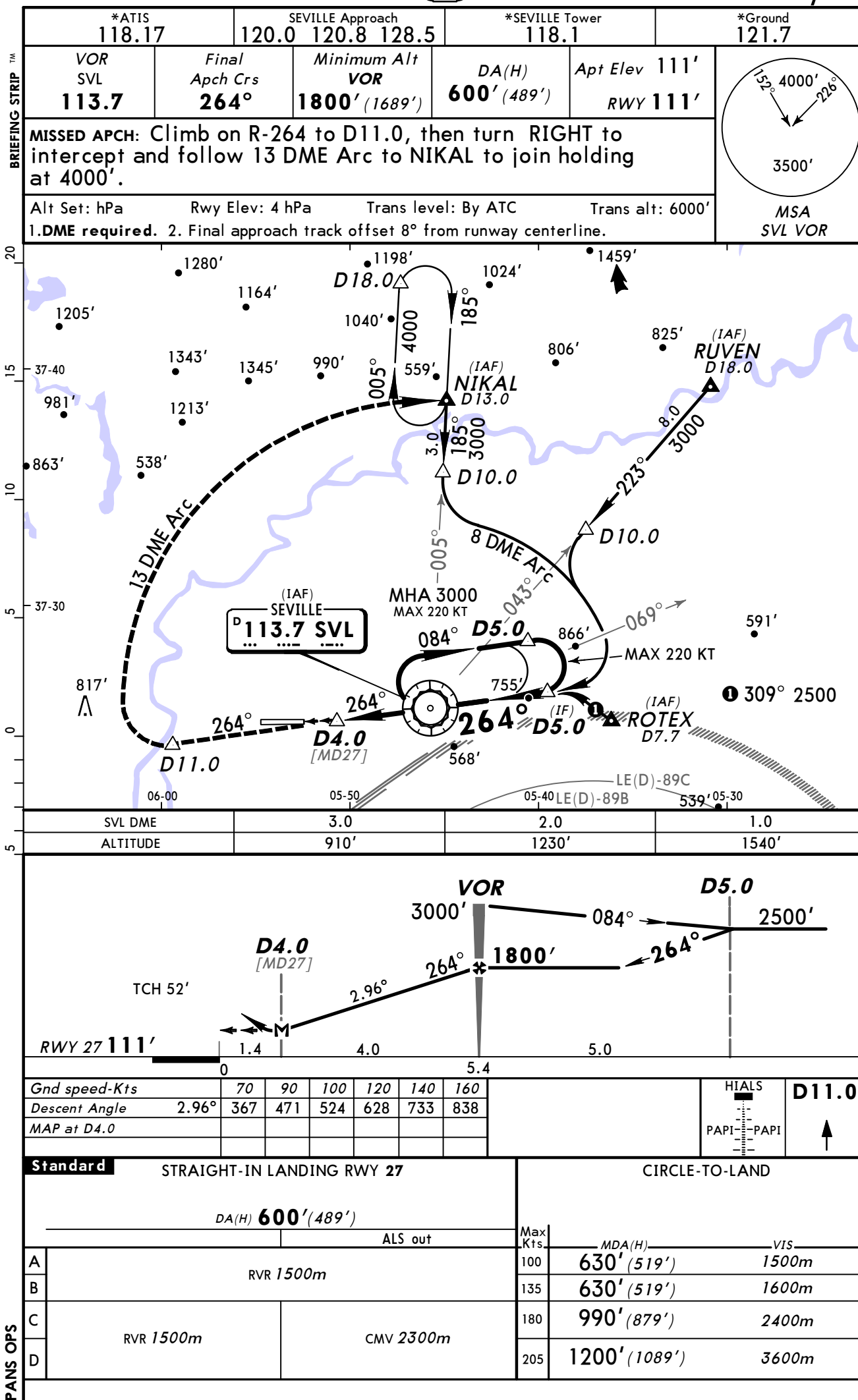
JEPPESEN
20 JUL 12 (13-1) Eff 26 Jul

SEVILLE, SPAIN
VOR Rwy 09



CHANGES: Circling minimums.

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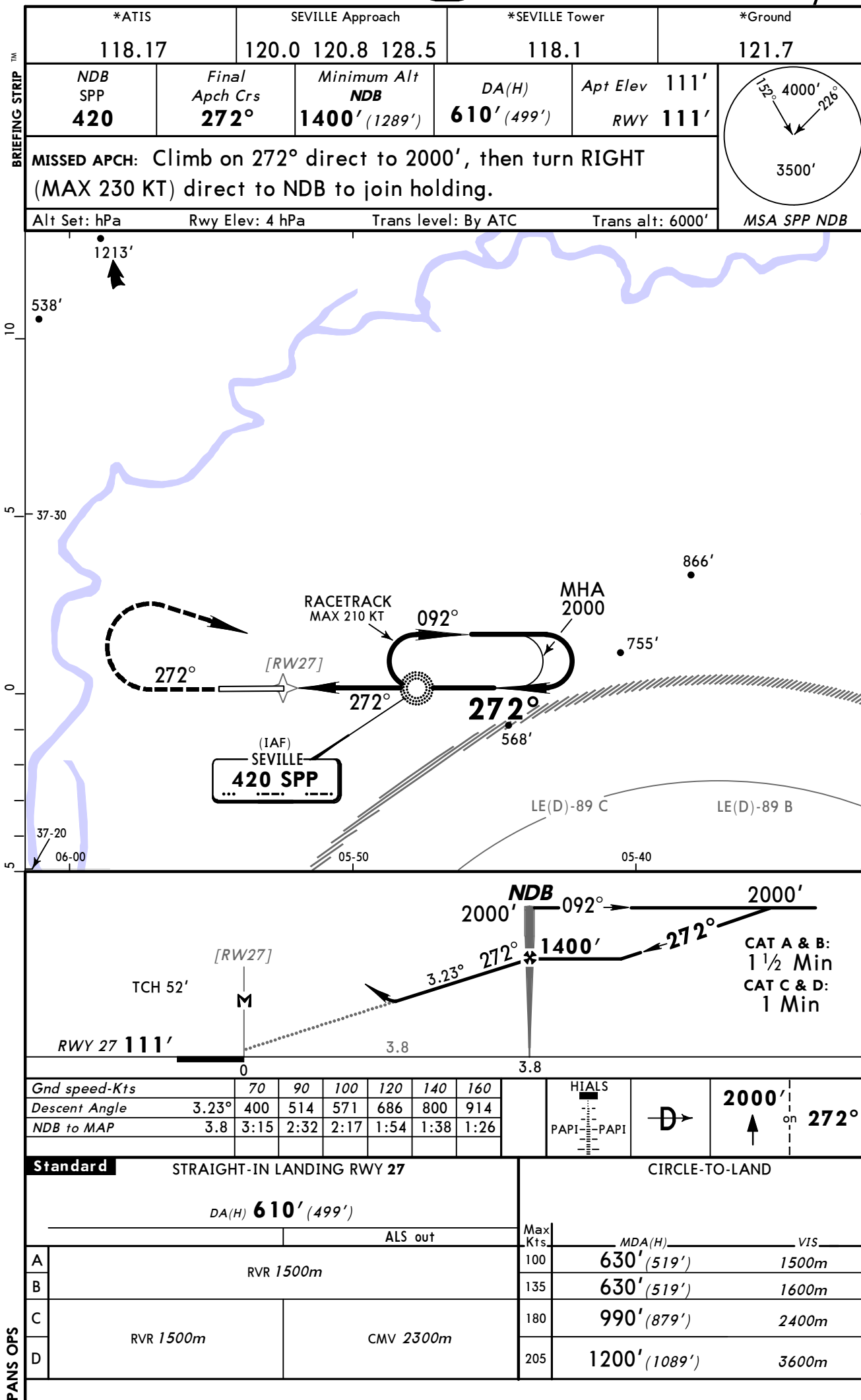
LEZL/SVQ
SEVILLEJEPPESEN
20 JUL 12 16-1 Eff 26 JulSEVILLE, SPAIN
NDB Rwy 27

Chart changes since cycle 12-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
SEVILLE, (SEVILLE - LEZL)				
REV	AIRPORT BRIEFING (GEN)	10-1P	20 Jun 2014	26 Jun 2014
REV	AIRPORT BRIEFING (GEN CON...	10-1P1	20 Jun 2014	26 Jun 2014
REV	AIRPORT BRIEFING (ARR)	10-1P2	20 Jun 2014	26 Jun 2014
REV	AIRPORT BRIEFING (DEP)	10-1P3	20 Jun 2014	26 Jun 2014
REV	AIRPORT	10-9	20 Jun 2014	26 Jun 2014
REV	PARKING, AIRPORT INFO, TA...	10-9A	20 Jun 2014	26 Jun 2014

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LEZL

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

(11-3, 11-4, 11-5, 11-6) DA(H) for LOC RWY 27 raised to 610' (499'), RVR 1500m, ALS out CAT AB: RVR 1500m CAT CD: CMV 2300m.

Type: Terminal

Effectivity: Permanent

Begin Date: 20140307

End Date: No end date

Construction works in progress. Refer to temp chart 10-8 and latest NOTAMs.