

List of pages in this Trip Kit

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Airport Information For LEZL

Terminal Charts For LEZL

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: SEVILLE ESP
ICAO/IATA: LEZL / SVQ
Lat/Long: N37° 25.08', W005° 53.93'
Elevation: 111 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 2.0° 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: 0738 Z
Sunset: 1724 Z

Runway Information

Runway: 09
Length x Width: 11030 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 85 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: 27.807 Military
Seville Tower: 118.100
Seville Tower: 121.700
Seville Approach: 26.470 Military
Seville Approach: 128.500
Seville Approach: 120.000
Seville Approach: 27.840 Military
Seville Approach: 120.800

LEZL/SVQ
SEVILLE

JEPPESEN

30 OCT 15

10-1P

Eff 12 Nov

SEVILLE, SPAIN

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

* ATIS 118.175

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.

Under low visibility conditions, the following measures in apron will be taken:

- The use of G2 is not allowed.
- The use of the G9 segment towards the stands 10 thru 16 is not allowed.
- The entry to and the exit from the General Aviation stands are not allowed.
- The exit from stands 40 thru 44 is not allowed.
- The entry to and the exit from stands 10 thru 16, the exit from stands 15A, 15B and 16A, 17 thru 19 and 34 thru 39, and the entry to stands 40 thru 44 will be carried out controlled by a signalman.
- The taxiing along G1, G3 and G9 will be carried out with Follow-me car guidance.

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.

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30 OCT 15

10-1P1

Eff 12 Nov

SEVILLE, SPAIN

AIRPORT BRIEFING

1. GENERAL

1.3.2.2. DEPARTURES

Pilots will request clearance for starting-up or taxiing, notifying the stand where they are.

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.

Exits from stands 10 thru 16, 17 thru 19, 15A, 15B, 16A and 34 thru 39, under low visibility conditions, will be carried out upon prior permission requested to Tower and after its clearance. Once the manoeuvre has been started, the pilot will notify Tower " FOLLOW-ME IN SIGHT ", when this happens. Follow-me car will guide the ACFT to the appropriate gate.

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.

Take-off is not permitted for Code F ACFT.

ACFT from/to Airbus Defence & Space South may taxi via TWY HP-5 or S2.

- When the pilot of an ACFT leaving via HP5 or S2 notices a lack of visibility, he will stop the ACFT, inform Tower and wait for the arrival of a Follow-me car in order to be guided to the assigned RWY threshold to take-off, reporting Tower: "FOLLOW-ME IN SIGHT".
- When RVR is less than 185m, the Follow-me car guidance will be required to use the TWYs HP5 and S2, so in these conditions the ACFT will confirm the presence of a Follow-me car before entering such TWYs, reporting Tower: "FOLLOW-ME IN SIGHT".

ACFT from/to Maestranza Military Area will taxi via TWY S-2.

- When the pilot of an ACFT leaving via S2 notices a lack of visibility, he will stop the ACFT, inform Tower and wait for the arrival of a Follow-me car in order to be guided to the assigned RWY threshold to take-off, reporting Tower: "FOLLOW-ME IN SIGHT".
- When RVR is less than 185m, the Follow-me car guidance will be required to use the TWY S2, so in these conditions the ACFT will confirm the presence of a Follow-me car before entering such TWYs, reporting Tower: " FOLLOW-ME IN SIGHT".

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.

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30 OCT 15

10-1P2

Eff 12 Nov

SEVILLE, SPAIN

AIRPORT BRIEFING

1. GENERAL

1.4. TAXI PROCEDURES

1.4.1. GENERAL

Pilots are responsible to avoid collision with other ACFT or obstacles during taxiing.

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

Limited to MAX ACFT with code letter C for:

- TWYs G-1, G-2, G-3 and G-9.

Limited to MAX ACFT with code letter D for:

- TWYs G-4 (between Gate 3 and Gate 4), G-6 and HP-4.

Limited to MAX ACFT with code letter E for:

- TWYs G-4 (between Gate 4 and Gate 5), G-5 and G-8.

Use of TWYs E-5, HP-5, N-2 and S-2 is only allowed for ACFT heading for Airbus Defence & Space facilities or Maestranza Military Apron.

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

Parking on stands 1 thru 4 with nose to Northeast or Southwest.

Parking on stand 5 with nose to Northeast.

Parking on stands 30, 30A and 33A with nose to West.

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.

Stands 6, 12 and 40 on General Aviation Apron R1 available for helicopter.

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.

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30 OCT 15 10-1P3 Eff 12 Nov

SEVILLE, SPAIN
AIRPORT BRIEFING

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

Tower will provide the stand number. The allowed maximum power to enter stands 34 thru 39 is limited.

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

2.2.2. RWY 09 IN USE

STANDS	ENTRY BY
1 thru 4	G5 or G8
5 thru 15	G8
15A	G6 or G8
15B, 16	G8
16A	G6 or G8
17 thru 24	G8
25 thru 33	G5
33A	G3 or G5
34 thru 39	G2
General Aviation	G1

2.2.3. RWY 27 IN USE

STANDS	ENTRY BY
1 thru 15	G5 or G8
15A	G6 or G8
15B	G7 or G8
16	G5 or G8
16A	G6 or G8
17 thru 19	G5 or G8
20 thru 23	G6 or G8
24	G7
25	G5
30, 30A	G4 or G5
31 thru 33	G3 or G5
33A	G3
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 be made according to the following apron exit procedures:

3.1.2.2. RWY 09 IN USE

STANDS	EXIT BY
1 thru 4	G4
5 thru 19	G7
20 thru 33	G4
33A, 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 25	G8
30, 30A	G4 or G8
31 thru 33	G4
33A, 34	G3
35	G1
36	G3
37	G1
38	G3
39	G1
General Aviation	G1

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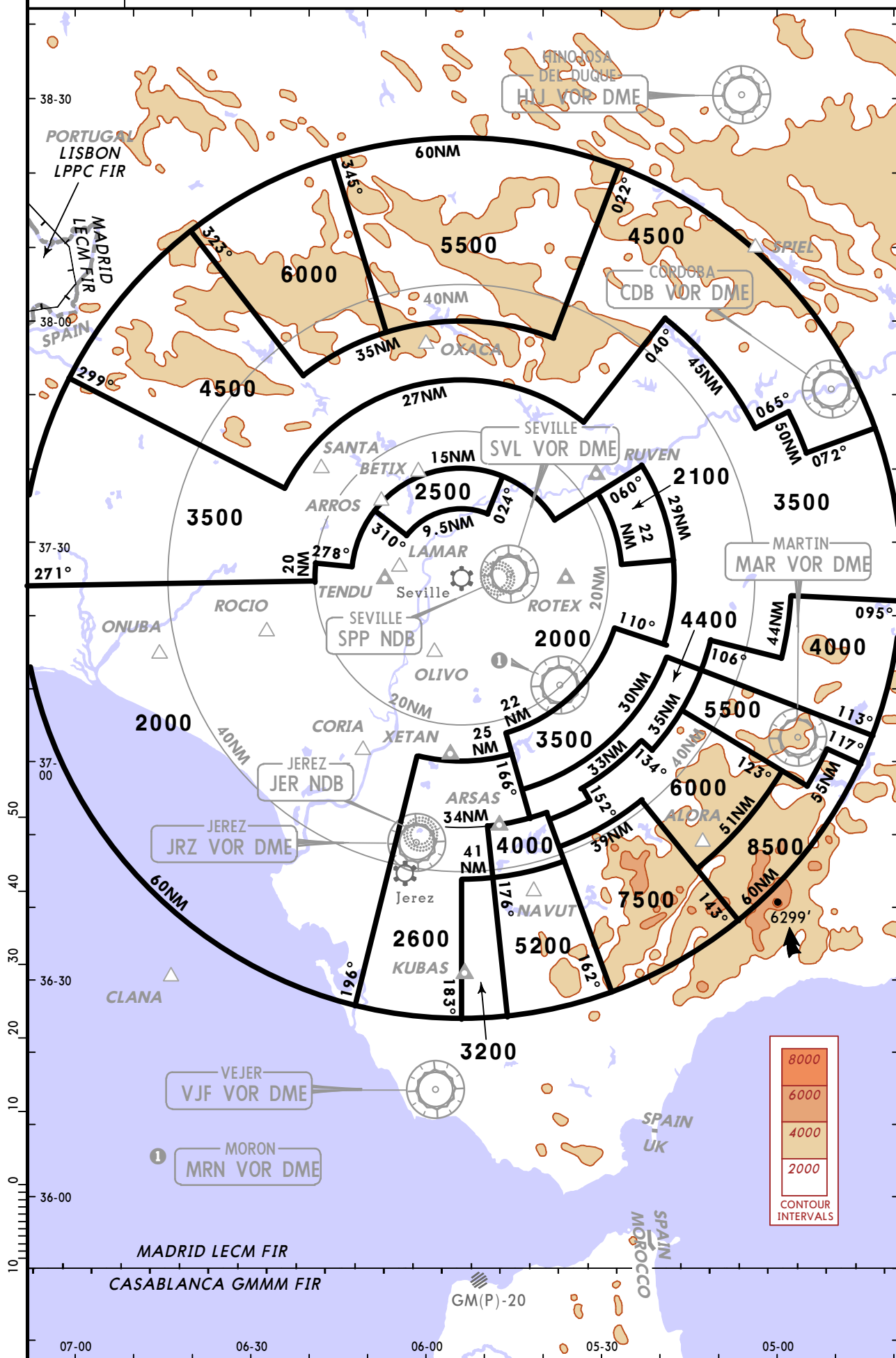
JEPPESEN
3 AUG 12 **(10-1R)**

SEVILLE, SPAIN

RADAR MINIMUM ALTITUDES

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.



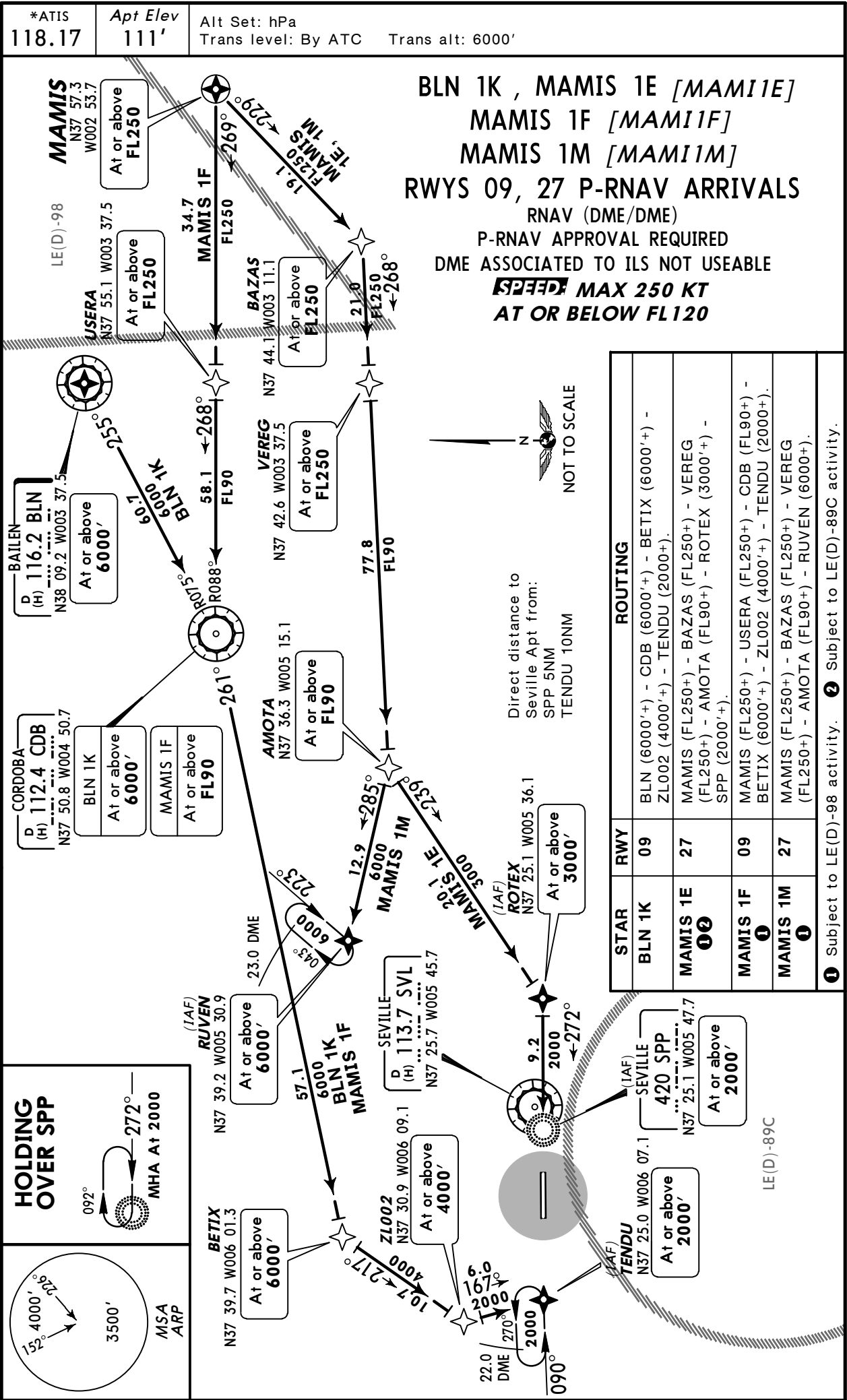
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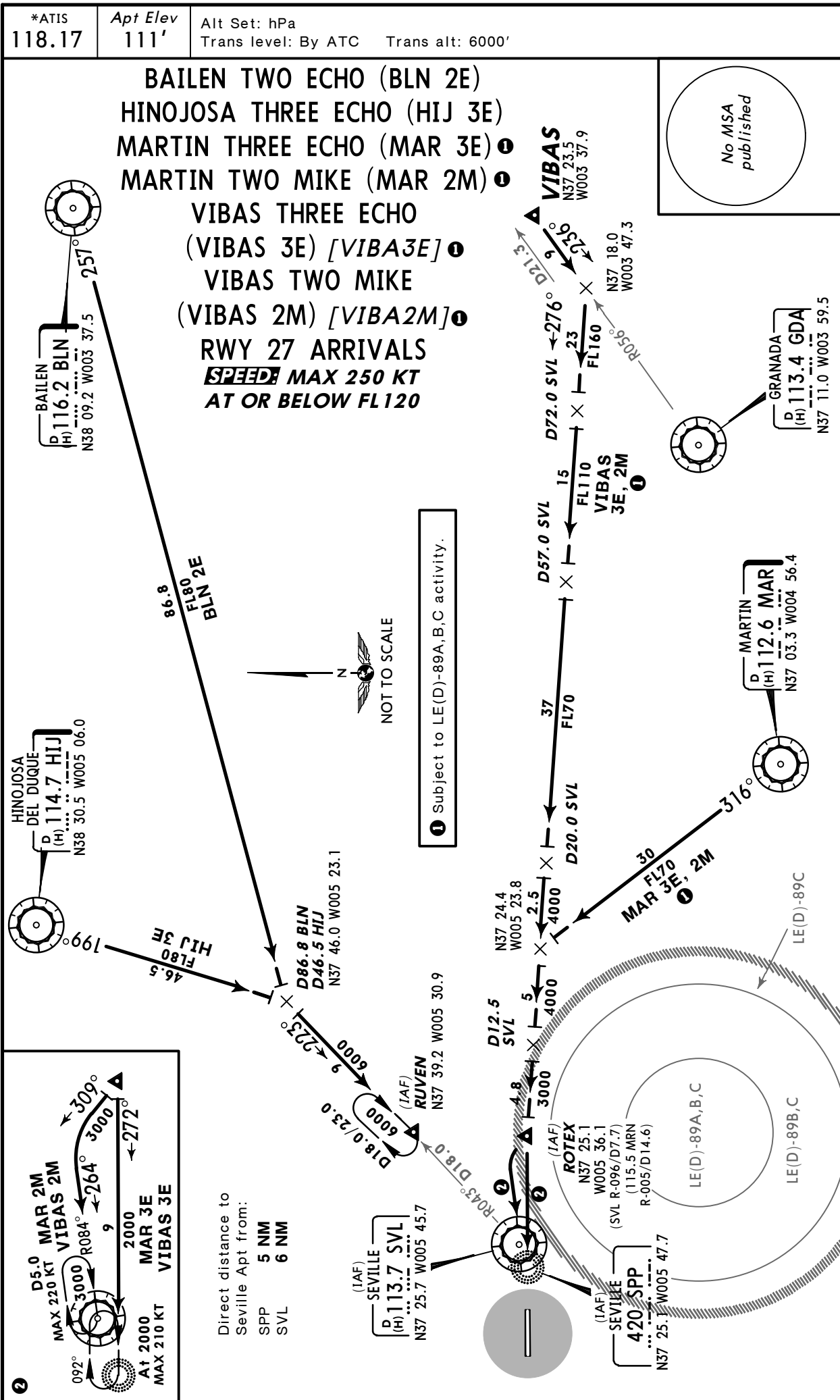
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1 NOV 13 10-2

SEVILLE, SPAIN
RNAV STAR



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SEVILLE
JEPPESSEN
 17 AUG 12 **(10-2B)**
SEVILLE, SPAIN
STAR


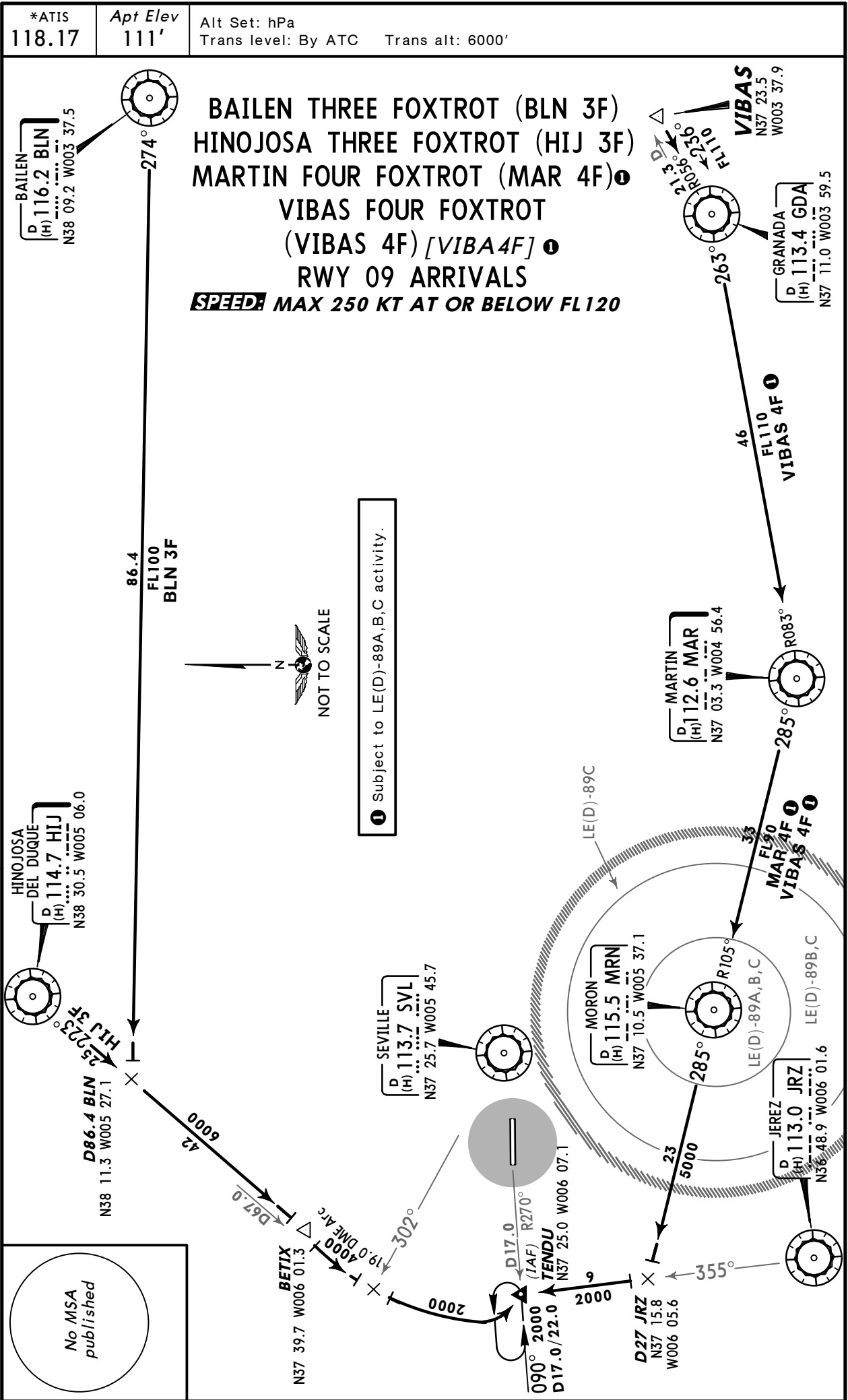
CHANGES: HIJ 3E MEA.

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SEVILLE

JEPPESSEN
17 AUG 12 10-2C

SEVILLE, SPAIN
STAR



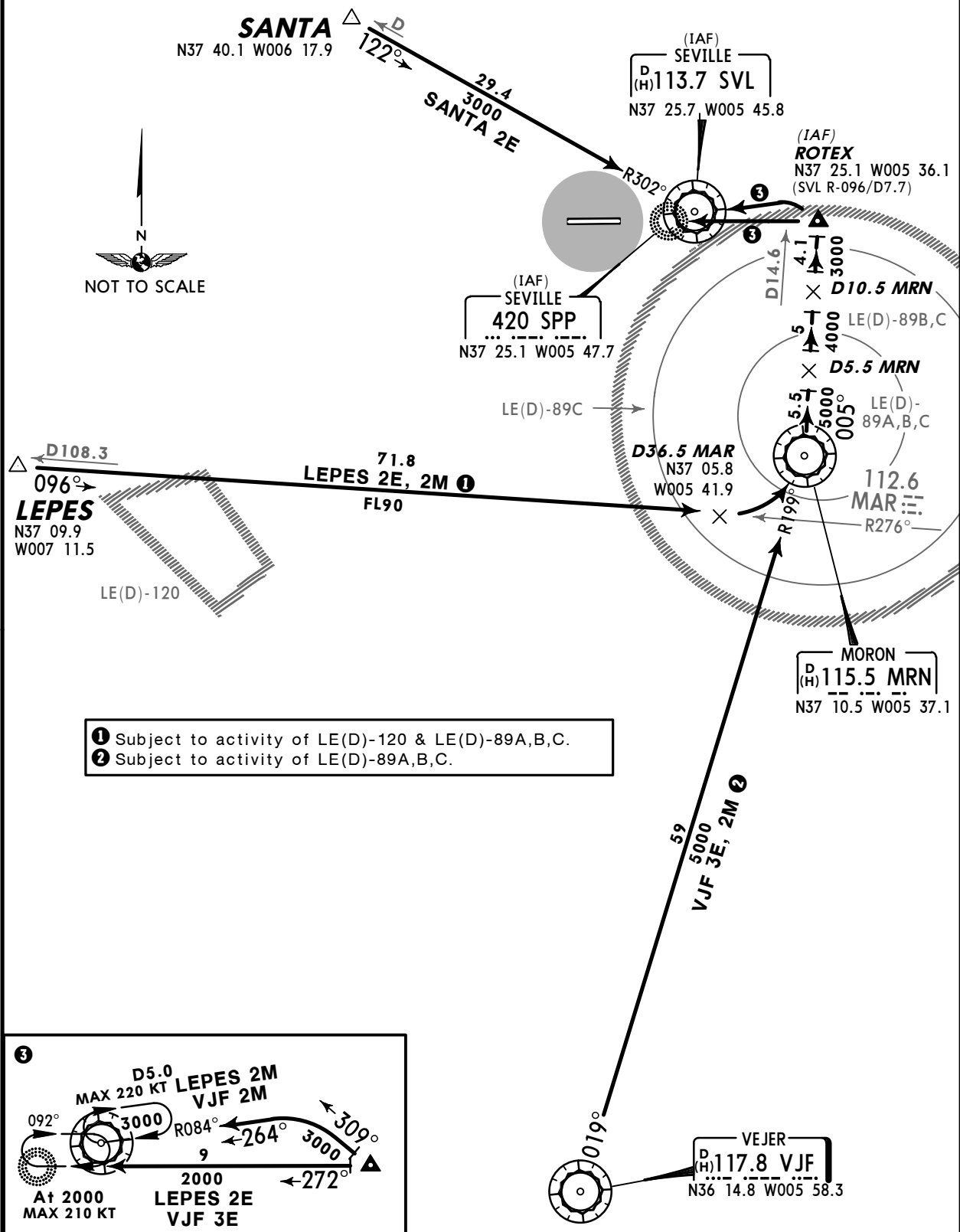
LEZL/SVQ
SEVILLE

JEPPESSEN
14 SEP 12 10-2D Eff 20 Sep

SEVILLE, SPAIN
STAR

*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



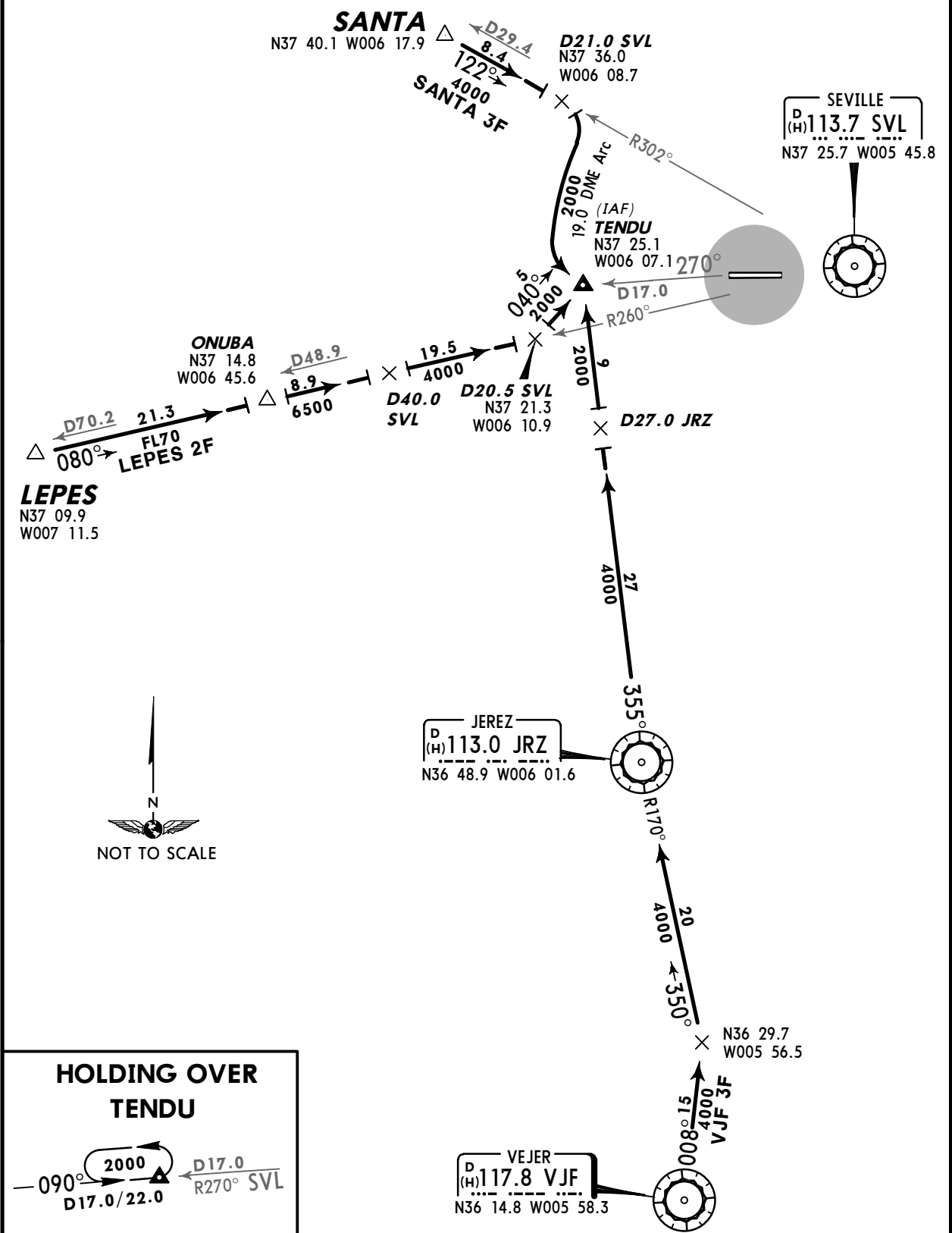
LEZL/SVQ
SEVILLE

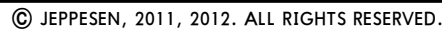
JEPPESSEN
14 SEP 12 10-2E Eff 20 Sep

SEVILLE, SPAIN
STAR

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



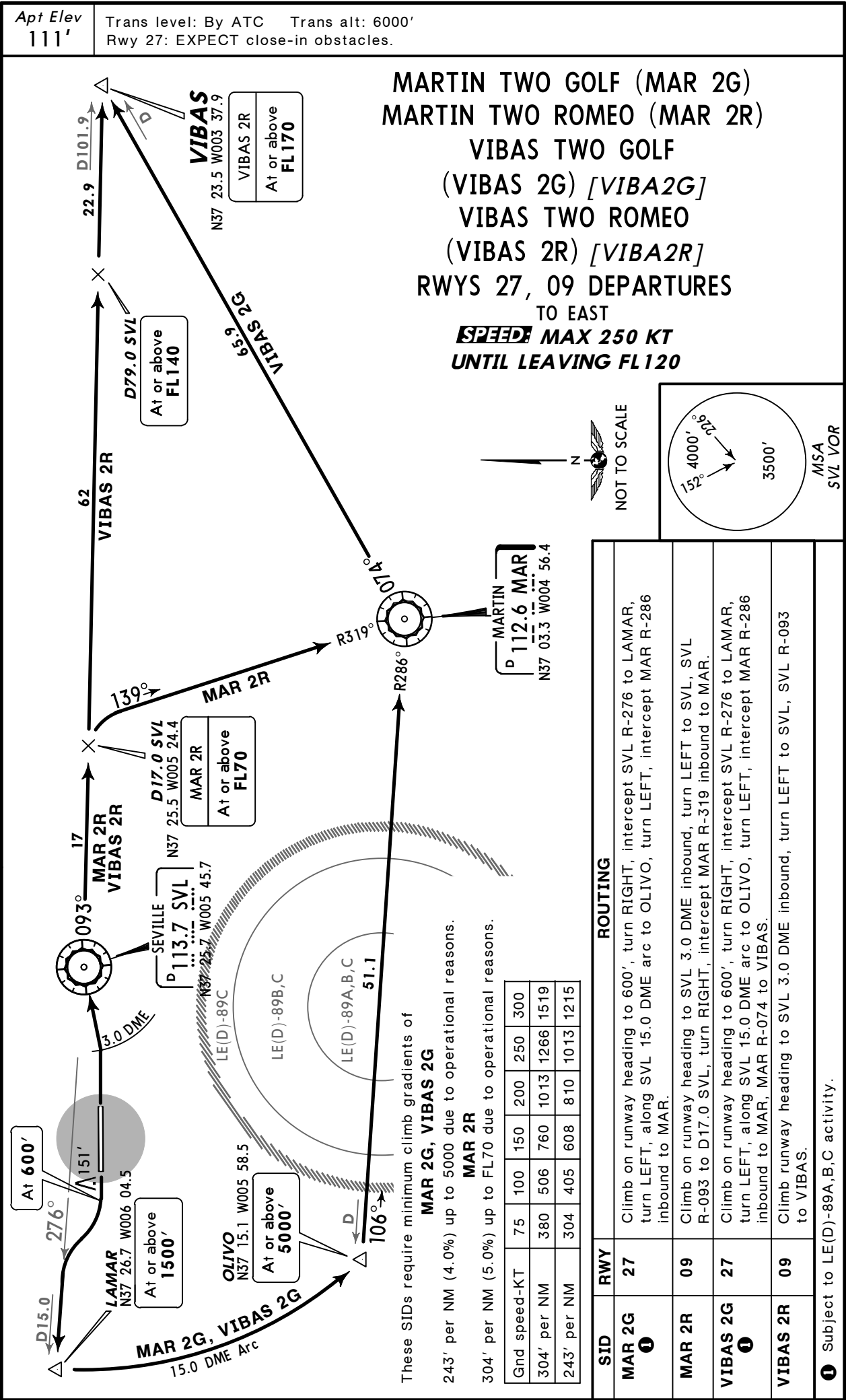


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SEVILLE

JEPPESSEN
29 APR 11 10-3C Eff 5 May

SEVILLE, SPAIN
SID



SID

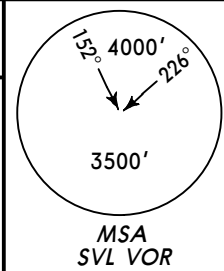
LEZL/SVQ
SEVILLE

JEPPESSEN
8 JUL 11 10-3E

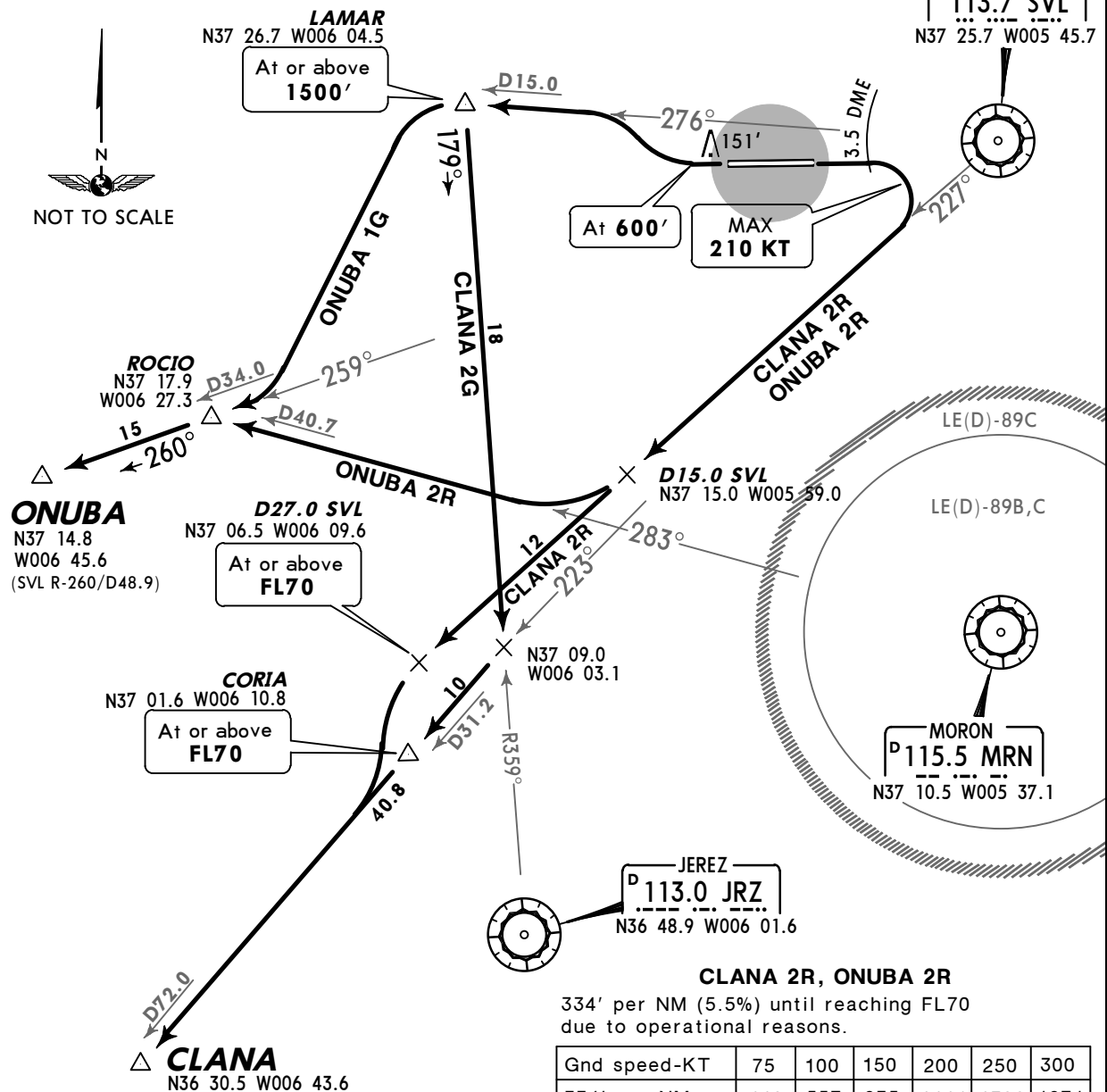
SEVILLE, SPAIN
SID

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.		

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 **JEPPESEN**
30 DEC 11 **10-3F** **Eff 12 Jan**

SEVILLE, SPAIN
SID

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

LEZL/SVQ

Apt Elev **111'**
N37 25.1 W005 53.9

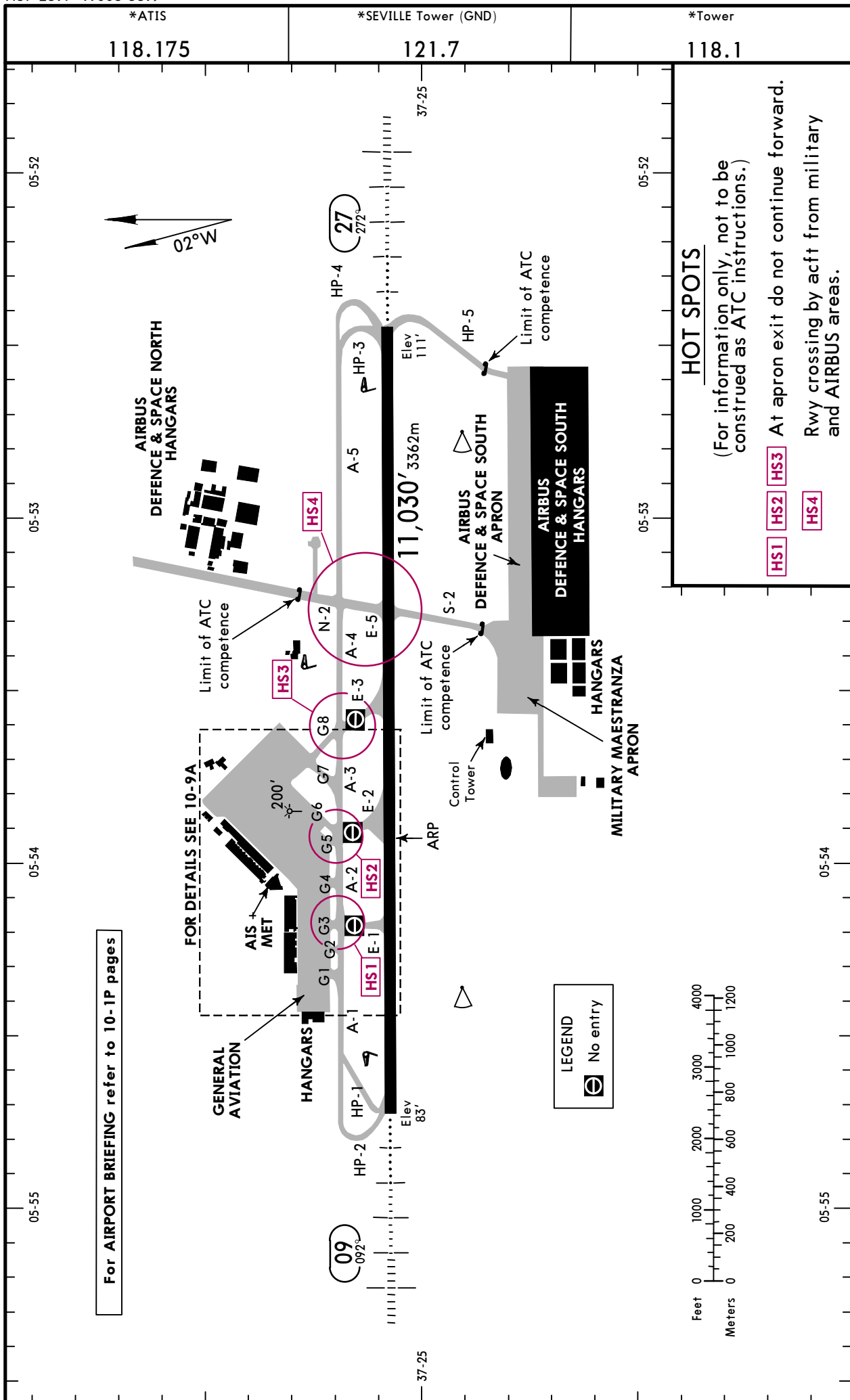
30 OCT 15

10-9

Eff 12 Nov

SEVILLE, SPAIN

SEVILLE



CHANGES: ATC boundary.

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LEZL/SVQ

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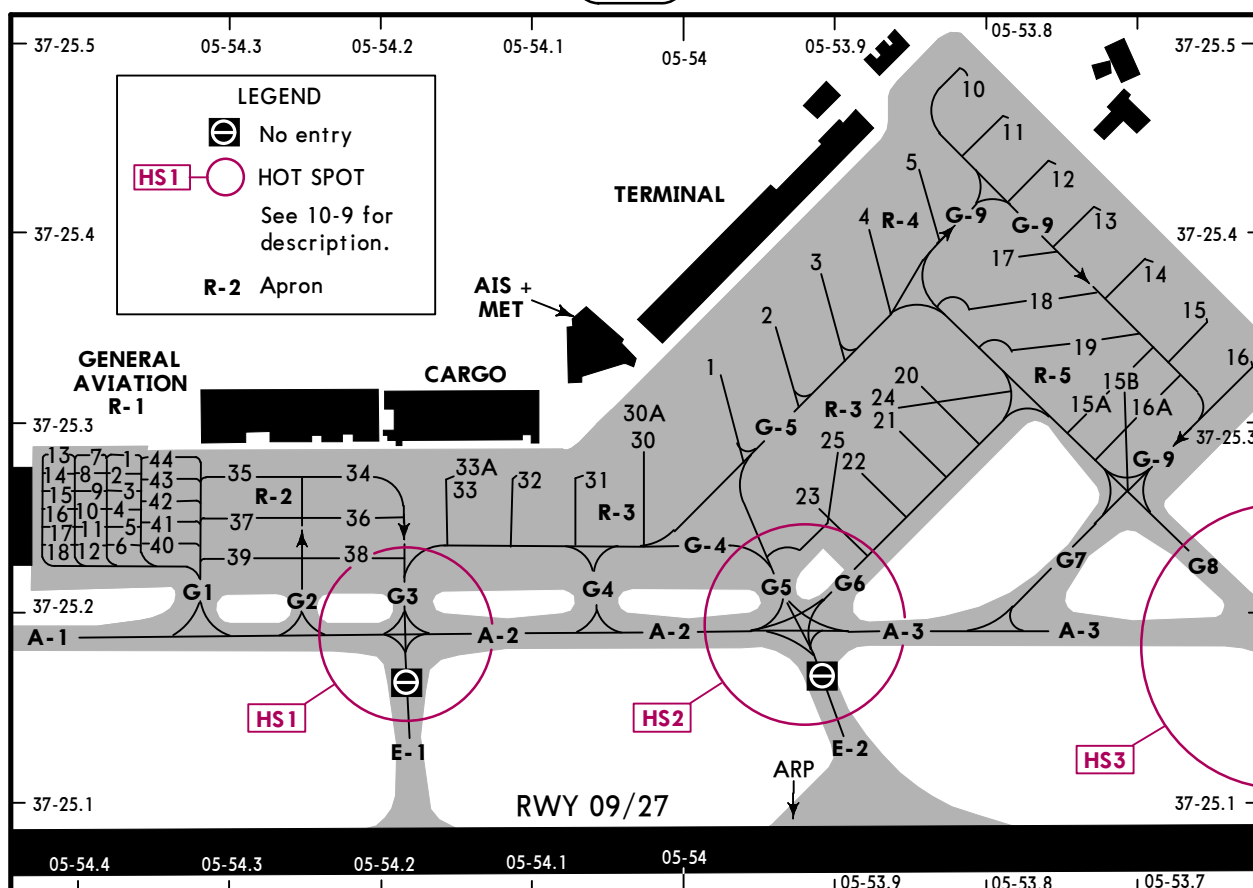
SEVILLE, SPAIN

30 OCT 15

(10-9A)

Eff 12 Nov

SEVILLE



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N37 25.3 W005 54.0	35	N37 25.3 W005 54.3
2 thru 4	N37 25.4 W005 53.9	36	N37 25.2 W005 54.2
5	N37 25.4 W005 53.8	37	N37 25.2 W005 54.3
10, 11	N37 25.5 W005 53.8	38	N37 25.2 W005 54.2
12 thru 15	N37 25.4 W005 53.7	39	N37 25.2 W005 54.3
15A, 15B	N37 25.3 W005 53.7	GENERAL AVIATION APRON R-1	
16	N37 25.3 W005 53.6	1	N37 25.3 W005 54.3
16A	N37 25.3 W005 53.7	2, 3	N37 25.3 W005 54.4
17, 18	N37 25.4 W005 53.8	4 thru 6	N37 25.2 W005 54.4
19	N37 25.3 W005 53.7	7 thru 9	N37 25.3 W005 54.4
20	N37 25.3 W005 53.8	10 thru 12	N37 25.2 W005 54.4
21 thru 25	N37 25.3 W005 53.9	13 thru 15	N37 25.3 W005 54.4
30, 30A	N37 25.3 W005 54.0	16 thru 18	N37 25.2 W005 54.4
31 thru 33A	N37 25.3 W005 54.1	40, 41	N37 25.2 W005 54.3
34	N37 25.3 W005 54.2	42 thru 44	N37 25.3 W005 54.3

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
09	HIRL (45m) CL (15m) HIALS PAPI (3.0°) ① RVR		10,058' 3066m		148'
27			9754' 2973m		45m

① PAPI rwy 27: Not suitable for use of B747 and AN124 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	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

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

VISUAL DOCKING GUIDANCE SYSTEM

GENERAL

This system contains information about azimuth guidance (shows the aircraft position with relation to the centre line of the parking area) and distance to the stop position (based on a laser radar measurement), that is provided by a display unit, in front of the cockpit.

DISPLAY UNIT

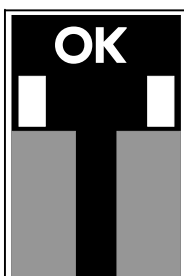
Consists of:

1. One alphanumeric presentation line of 4 characters, composed by yellow indicators, which can indicate the following information: Aircraft type, stand position ("STND"), stop position ("STOP"), aircraft parked in the exact position ("OK"), surpassed stop position ("TOO FAR") and speed exceeding in the approach ("SLOW DOWN").
2. Azimuth guidance display with centre line indicator (centred guidance and design of yellow and red deviation arrows), as well as red lights when stop aircraft is indicated.
3. Distance indicator to the stop position composed by yellow and black lines located in a centred vertical column.

PILOT INSTRUCTIONS

1. Check that the indicated aircraft type is the appropriate.
2. Taxi in-line watching centre line guidance.
3. Check that the distance indicator is completely yellow. It means that the system is identifying the aircraft.
4. Observe the yellow arrow located in the centre line guidance indicator to follow the correct position and direction. A flashing red arrow indicates the direction to turn.
5. If the aircraft speed exceeds the programmed one, the unit display indicates "SLOW DOWN"; the taxi speed must be reduced.
6. The distance indicator is activated at 52'/16 metres before the stop position changing gradually from yellow to black lights and showing the remaining distance to the stop position as yellow lines go out (each line indicates 2'/0.66 m run).
7. At the stop position the distance indicator is shown completely black and "STOP" will appear in the upper presentation line.
8. If the parking is correct, it shows "OK". If the aircraft exceeds the stop position the indicator will show "TOO FAR".

When the aircraft identification is not achieved by the system or when any obstacle is detected during the entrance into the parking position, the display will show "STOP". In this case, the ending of aircraft manoeuvre until the stop position, previous contact with SEVILLE Tower, will be carried out under the guidance of a FOLLOW ME vehicle.



LEZL/SVQ
SEVILLE

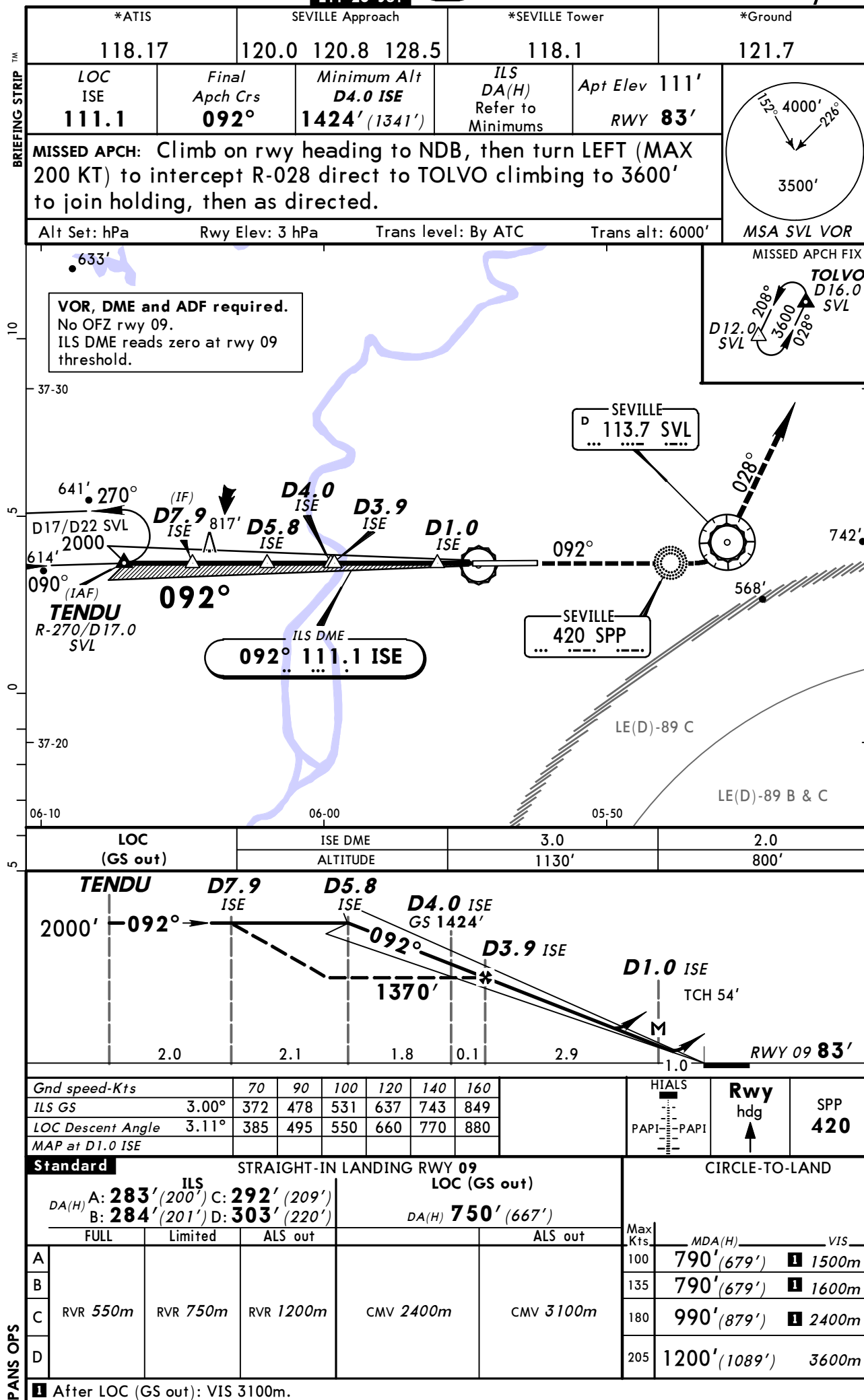
JEPPESSEN

20 JUL 12

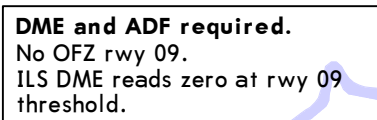
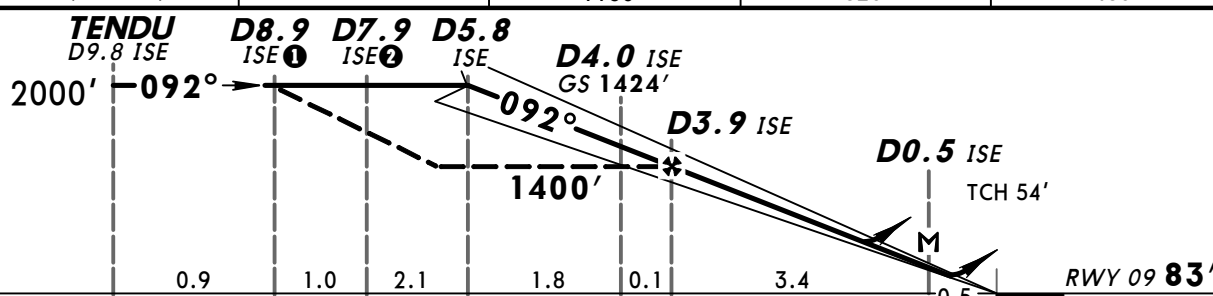
Eff 26 Jul

(11-1)

SEVILLE, SPAIN
ILS Z or LOC Z Rwy 09



A diagram of a circular sector. The radius is labeled as 4000'. The central angle is labeled as 22°. The arc length is labeled as 3500'.

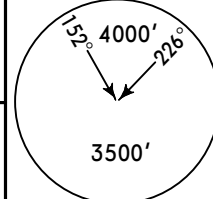
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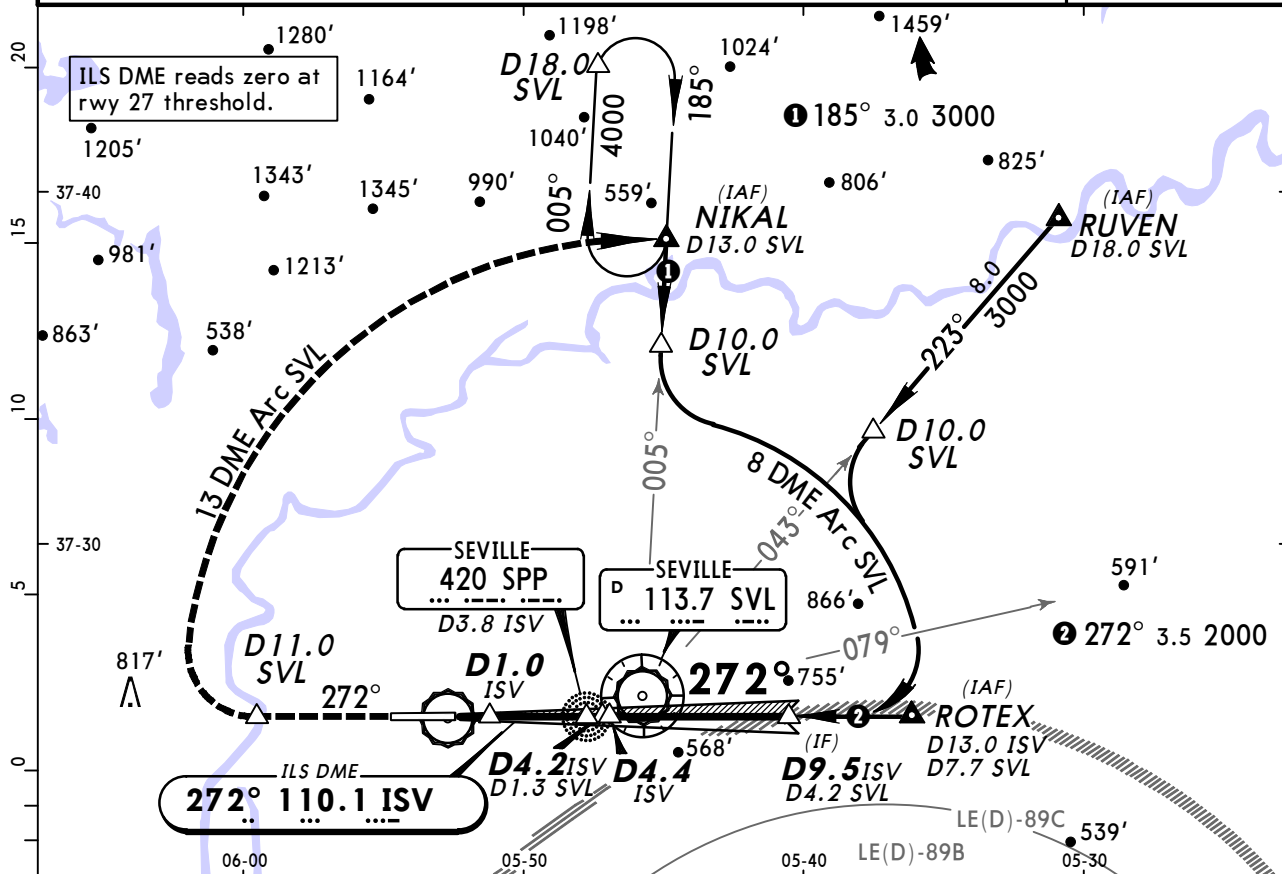
	Rwy hdg ↑	SPP 420
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PANS OPS

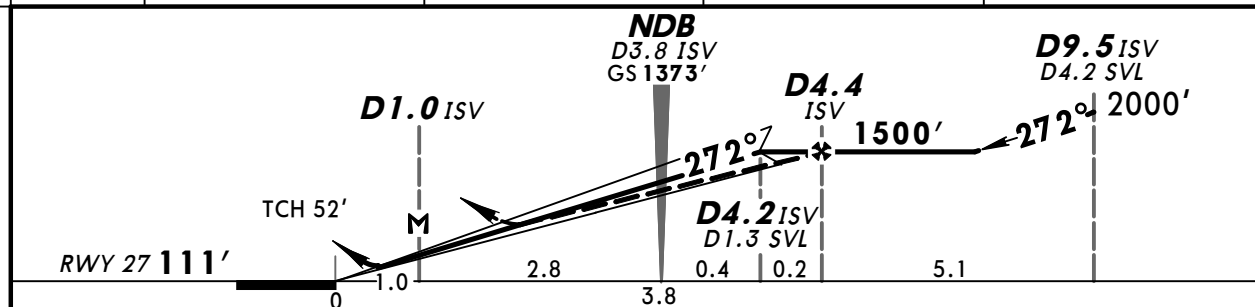
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SEVILLE, SPAIN
ILS Z or LOC Z Rwy 27

*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'					
MISSSED 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'



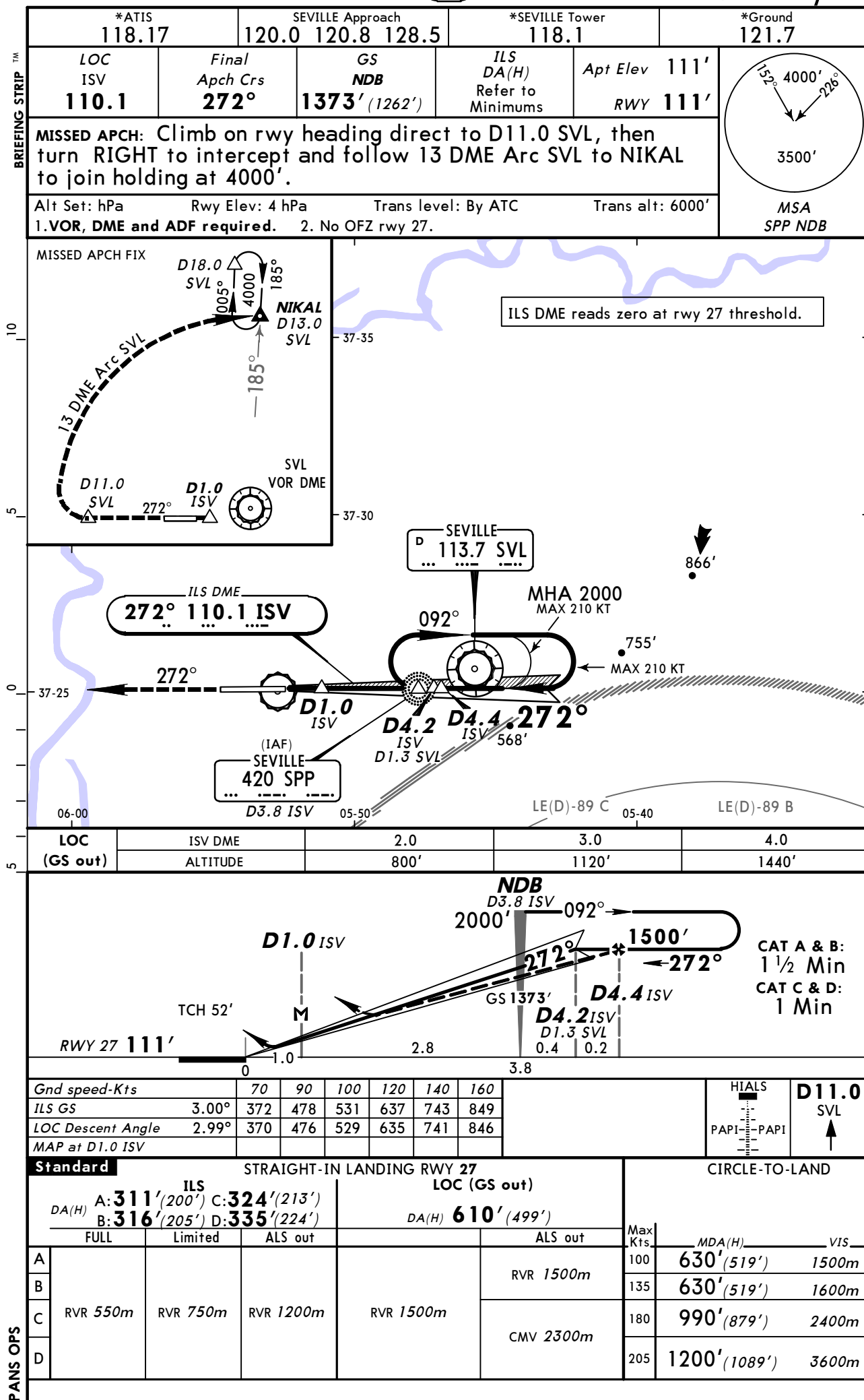
<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>ILS GS</i> 3.00°	372	478	531	637	743	849	
<i>LOC Descent Angle</i> 2.99°	370	476	529	635	741	846	
<i>MAP at D1.0 ISV</i>							

Standard		STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND		
		ILS		LOC (GS out)				
DA(H)		A: 311' (200')	C: 324' (213')	DA(H) 610' (499')				
		B: 316' (205')	D: 335' (224')					
		FULL	Limited	ALS out	ALS out	Max Kts	MDA(H)	VIS
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	RVR 1500m	100	630' (519')	1500m
B						135	630' (519')	1600m
C						180	990' (879')	2400m
D						205	1200' (1089')	3600m

LEZL/SVQ
SEVILLE

JEPPESSEN
8 AUG 14 **(11-4)**

SEVILLE, SPAIN
ILS Y or LOC Y Rwy 27

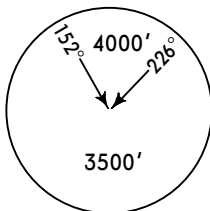


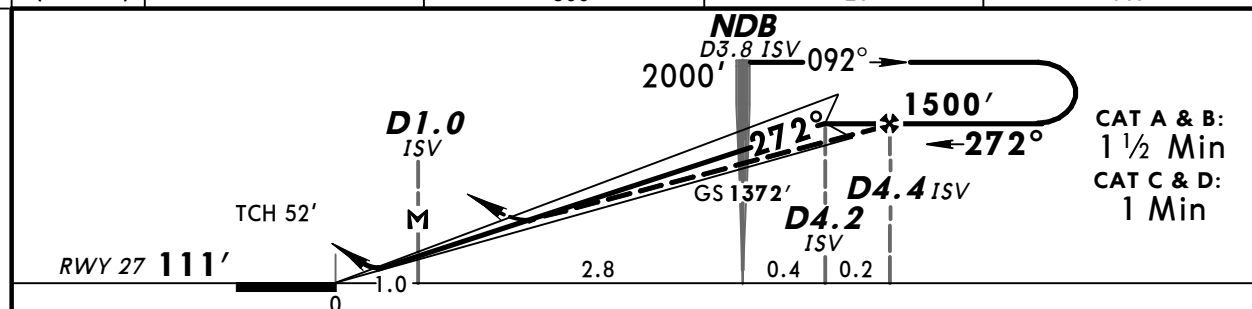
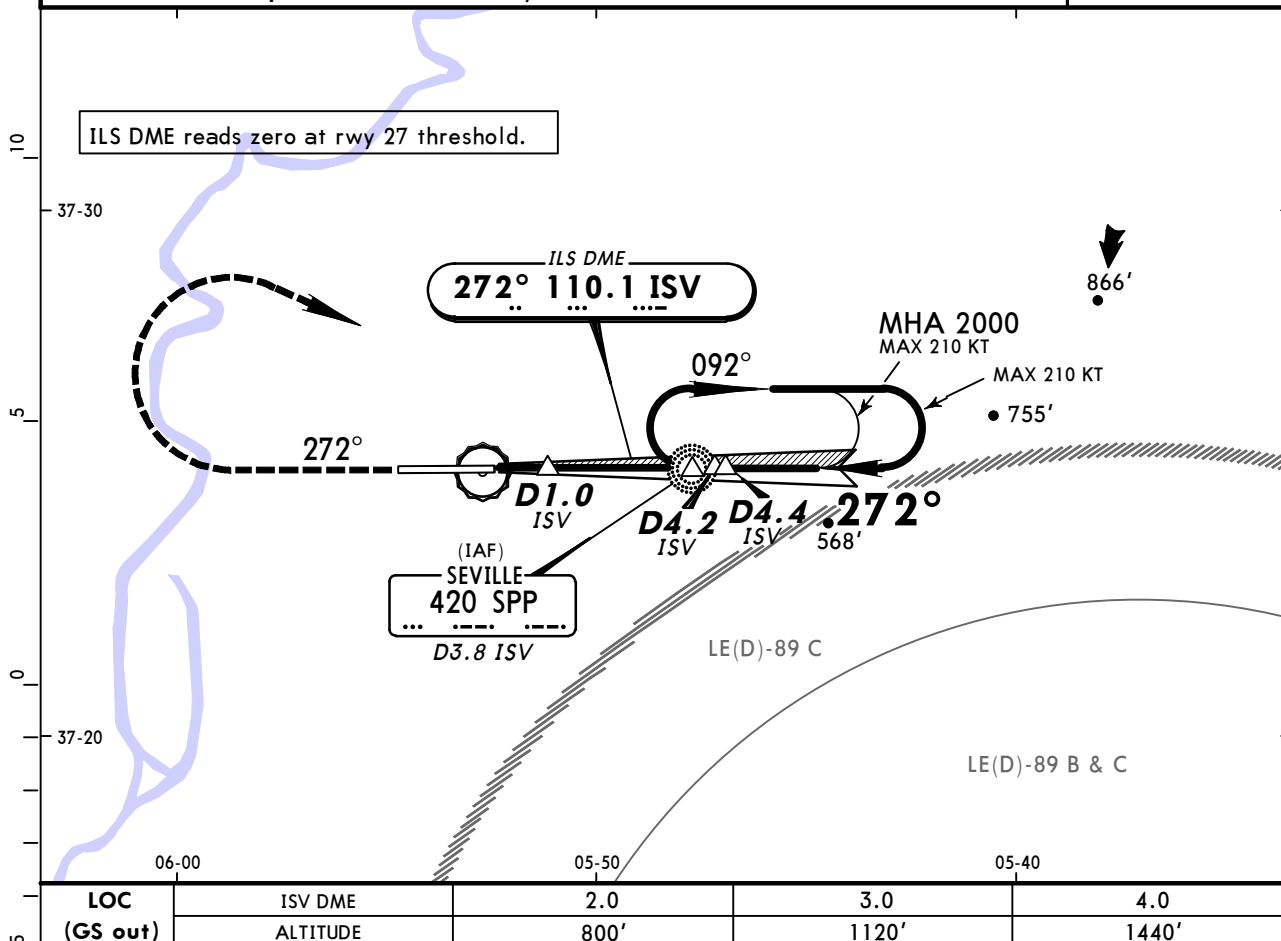
LEZL/SVQ
SEVILLE

JEPPESSEN
8 AUG 14 **(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'			
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			
1.DME and ADF required.		2. No OFZ rwy 27.		Trans alt: 6000'		MSA SPP NDB	



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

Standard				STRAIGHT-IN LANDING RWY 27		CIRCLE-TO-LAND	
DA(H)		ILS		LOC (GS out)		MDA(H)	
A: 311' (200')		C: 324' (213')		DA(H) 610' (499')		VIS	
B: 316' (205')		D: 335' (224')					
FULL		Limited		ALS out			
A						Max Kts	
B						100	630' (519') 1500m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	RVR 1500m	135	630' (519') 1600m
D					CMV 2300m	180	990' (879') 2400m
						205	1200' (1089') 3600m

CHANGES: Minimums.

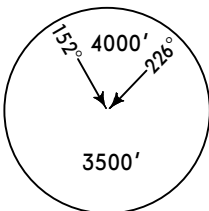
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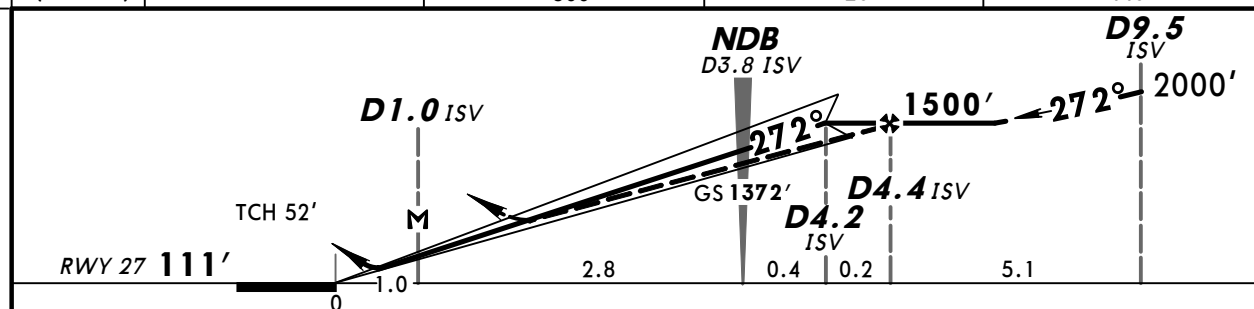
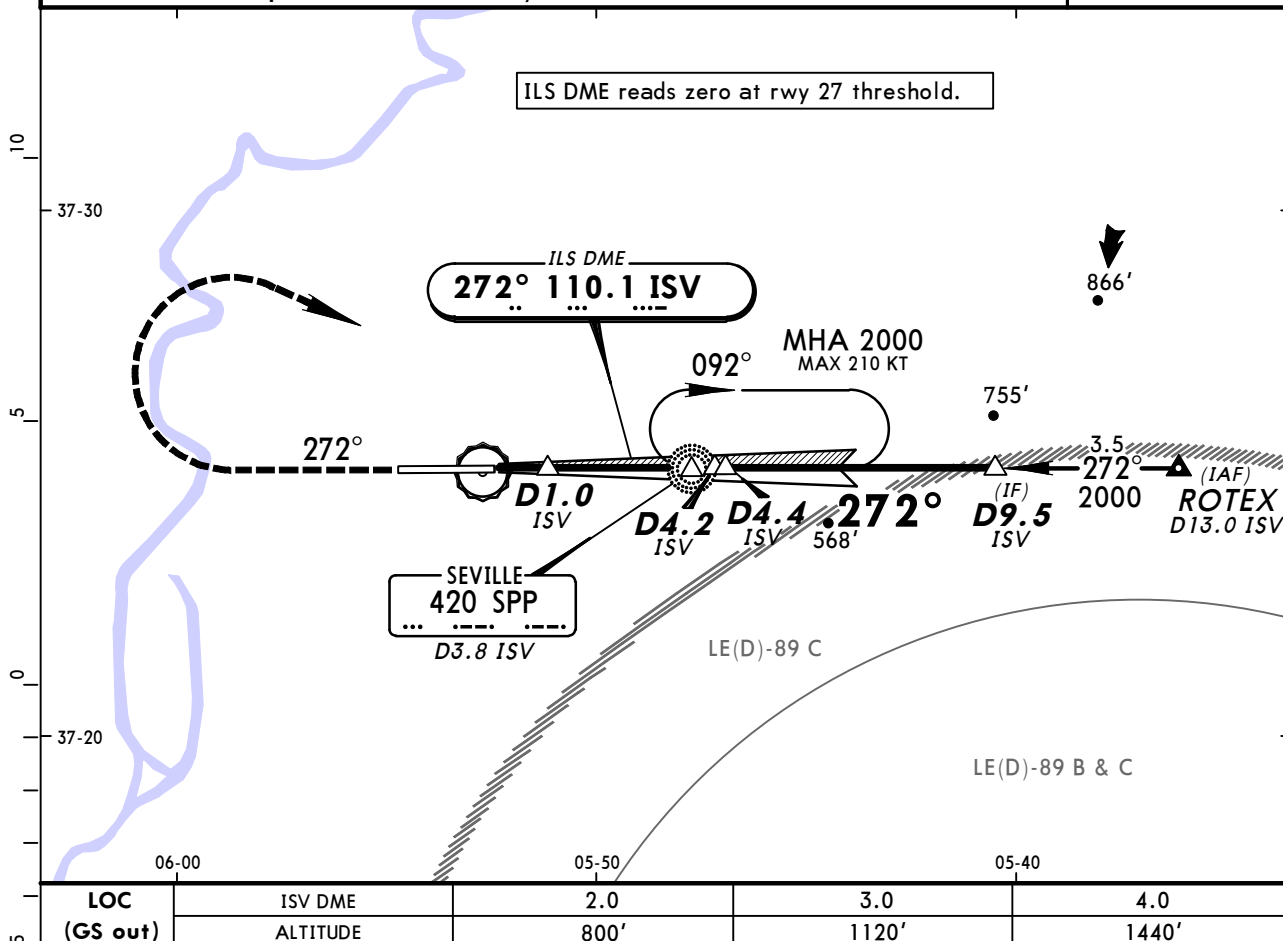
LEZL/SVQ
SEVILLE

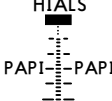
JEPPESSEN
8 AUG 14 **(11-6)**

SEVILLE, SPAIN
ILS W or LOC W 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'			
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			
1.DME and ADF required.		2. No OFZ rwy 27.		Trans alt: 6000'		MSA SPP NDB	



Gnd speed-Kts	70	90	100	120	140	160	HIALS 	2000'
ILS GS	3.00°	372	478	531	637	743		
LOC Descent Angle	2.99°	370	476	529	635	741		
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) 610' (499')			
B: 316' (205') D: 335' (224')							
FULL				ALS out		Max Kts	MDA(H)
Limited							VIS
A						100	630' (519')
B				RVR 1500m		135	630' (519')
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m		180	990' (879')
D				CMV 2300m		205	1200' (1089')

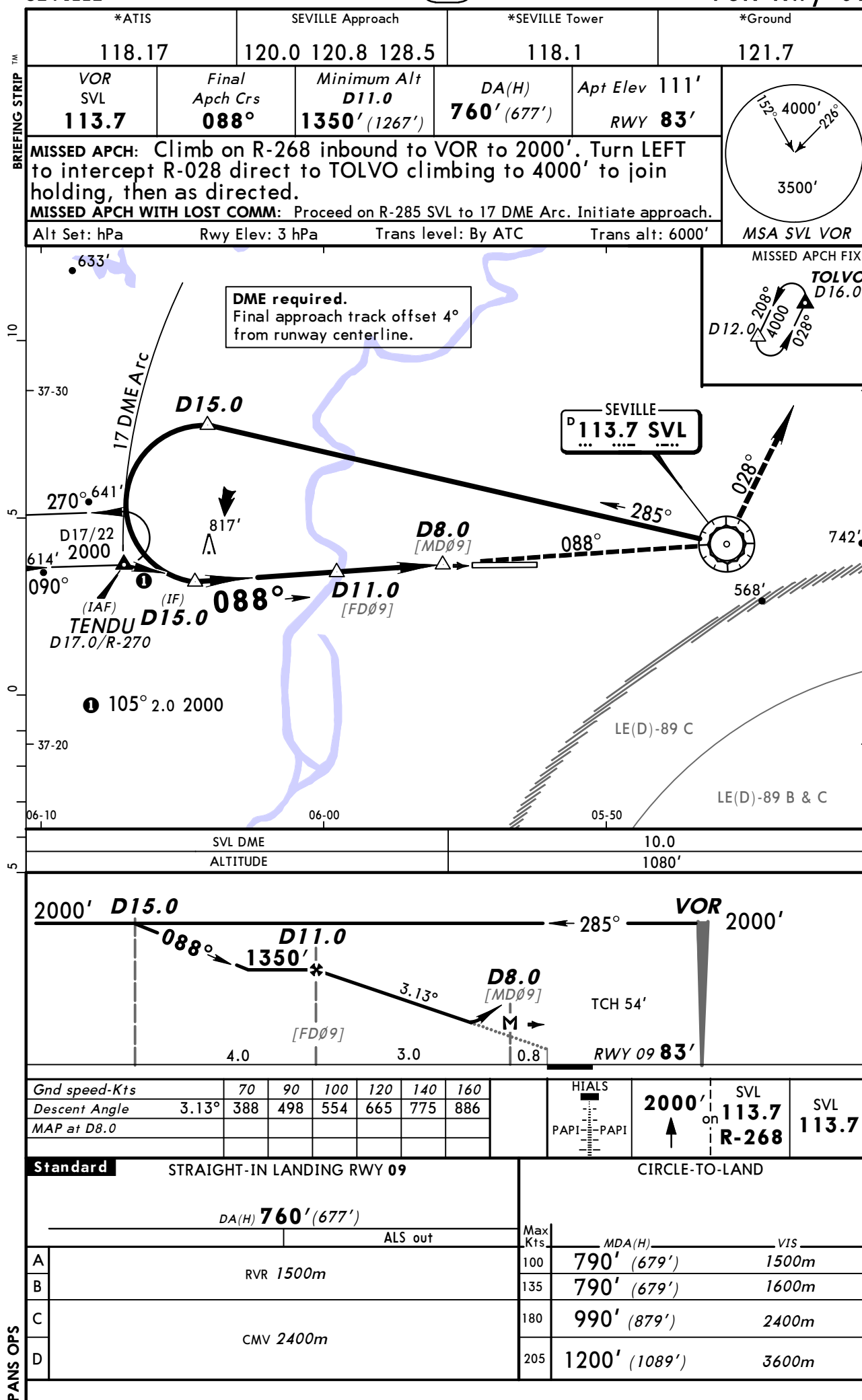
CHANGES: Minimums.

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LEZL/SVQ
SEVILLE

JEPPesen
20 JUL 12 **(13-1)** **Eff 26 Jul**

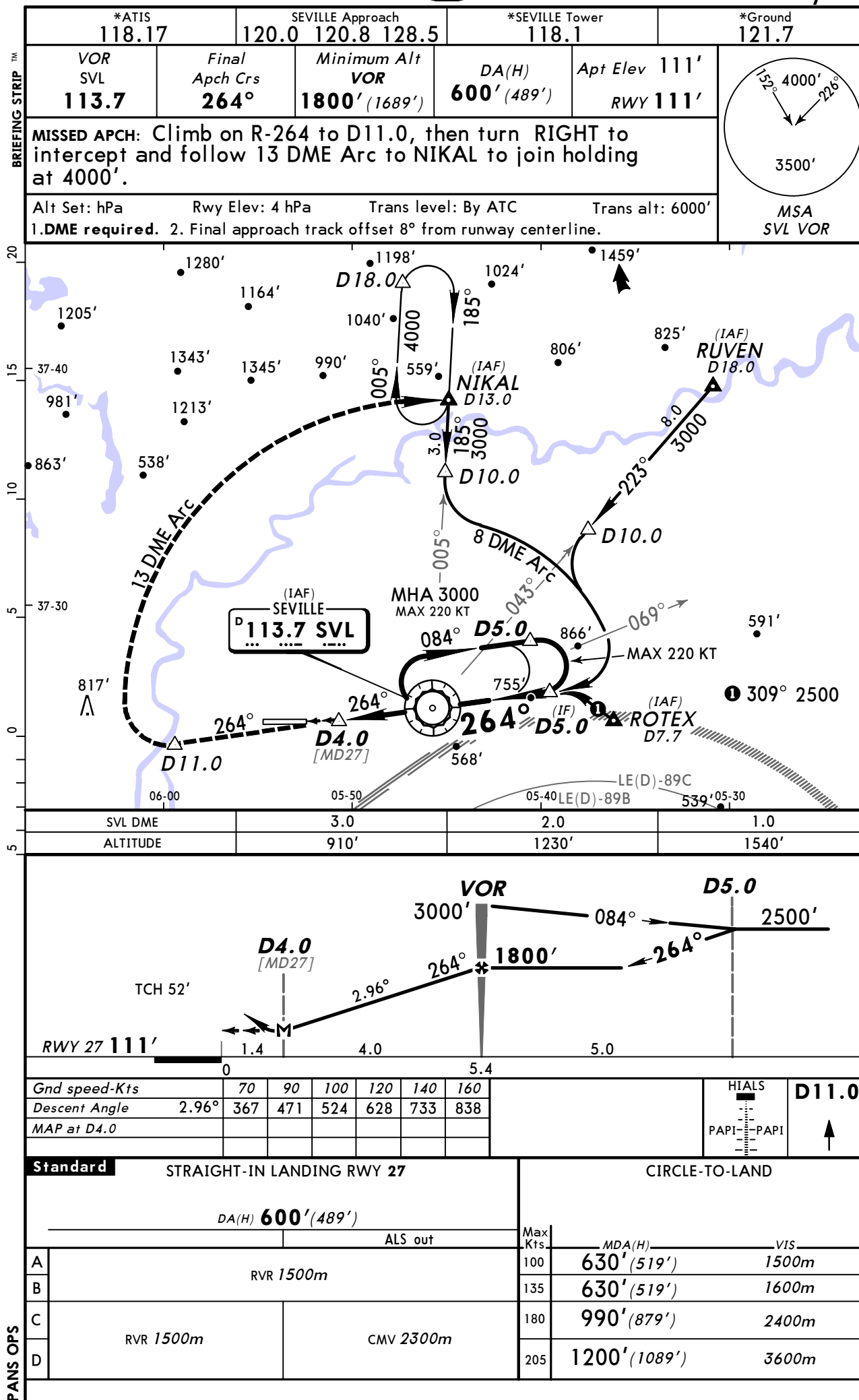
SEVILLE, SPAIN
VOR Rwy 09



LEZL/SVQ
SEVILLE

JEPPESSEN
20 JUL 12 **(13-2)** **Eff 26 Jul**

SEVILLE, SPAIN
VOR Rwy 27



LEZL/SVQ
SEVILLE

JEPPESEN
20 JUL 12 (16-1) Eff 26 Jul

SEVILLE, SPAIN
NDB Rwy 27

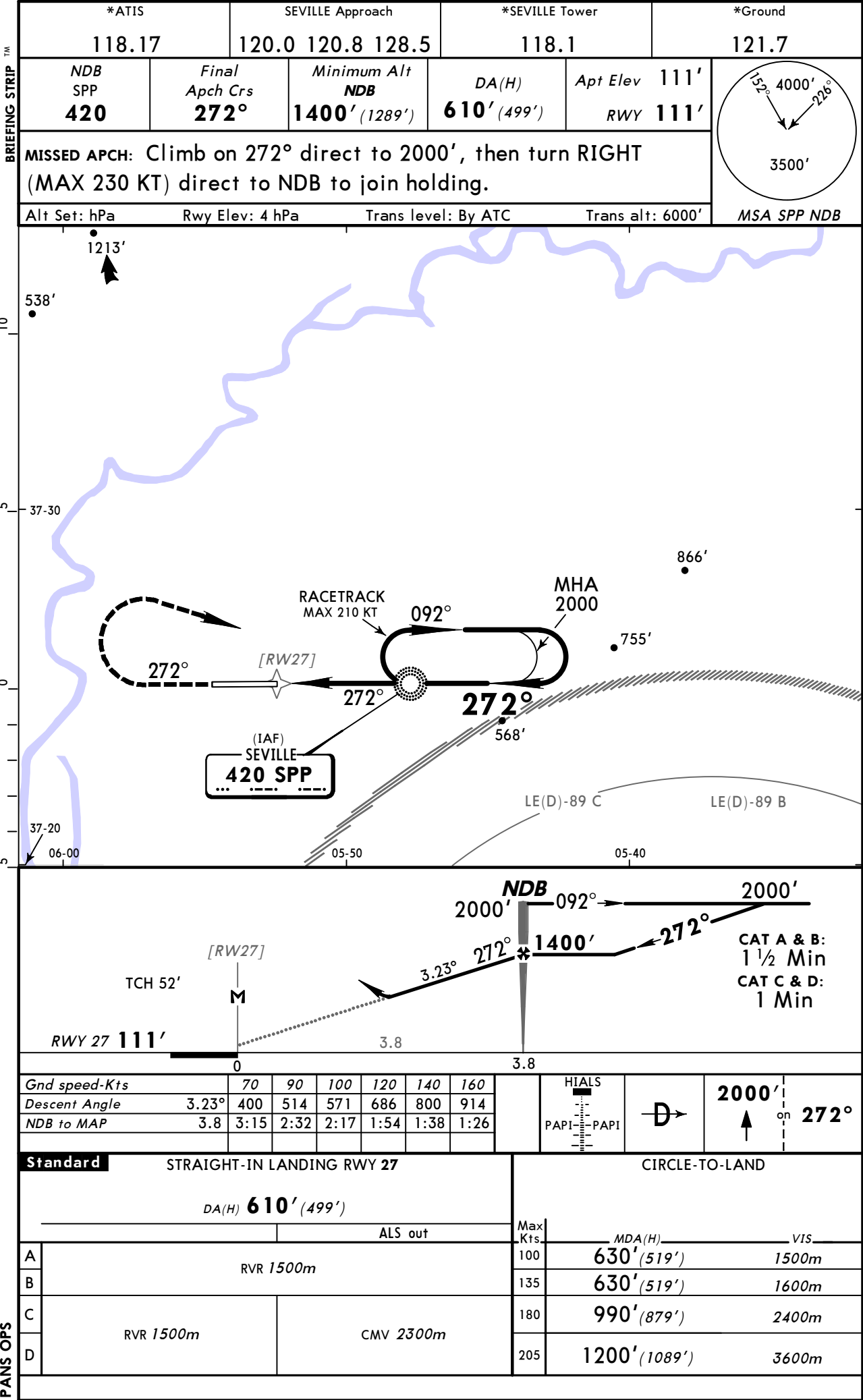


Chart changes since cycle 26-2015

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: Temporary

Begin Date: 20140724

End Date: 20160228

TWY E2 is closed.

Type: Terminal

Effectivity: Permanent

Begin Date: 20141113

End Date: No end date

(STAR/SIDs) Removal of dangerous area LE(D)-89. Disregard Restriction note "SUBJECT TO LE(D)-89A, -89B & -89C ACTIVITY".