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JEPPESEN
JeppView for Windows

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JEPPESEN
JeppView for Windows

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: 0503 Z
Sunset: 1947 Z

Runway Information

Runway: 09
Length x Width: 11030 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 85 ft
Lighting: Edge, ALS, Centerline

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

Communication Information

ATIS: 118.175
Seville Tower: 118.100
Seville Tower: 27.807 Military
Seville Ground: 121.700
Seville Approach: 128.500
Seville Approach: 120.000
Seville Approach: 27.840 Military
Seville Approach: 26.470 Military
Seville Approach: 120.800

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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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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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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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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

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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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LEZL/SVQ
SEVILLE

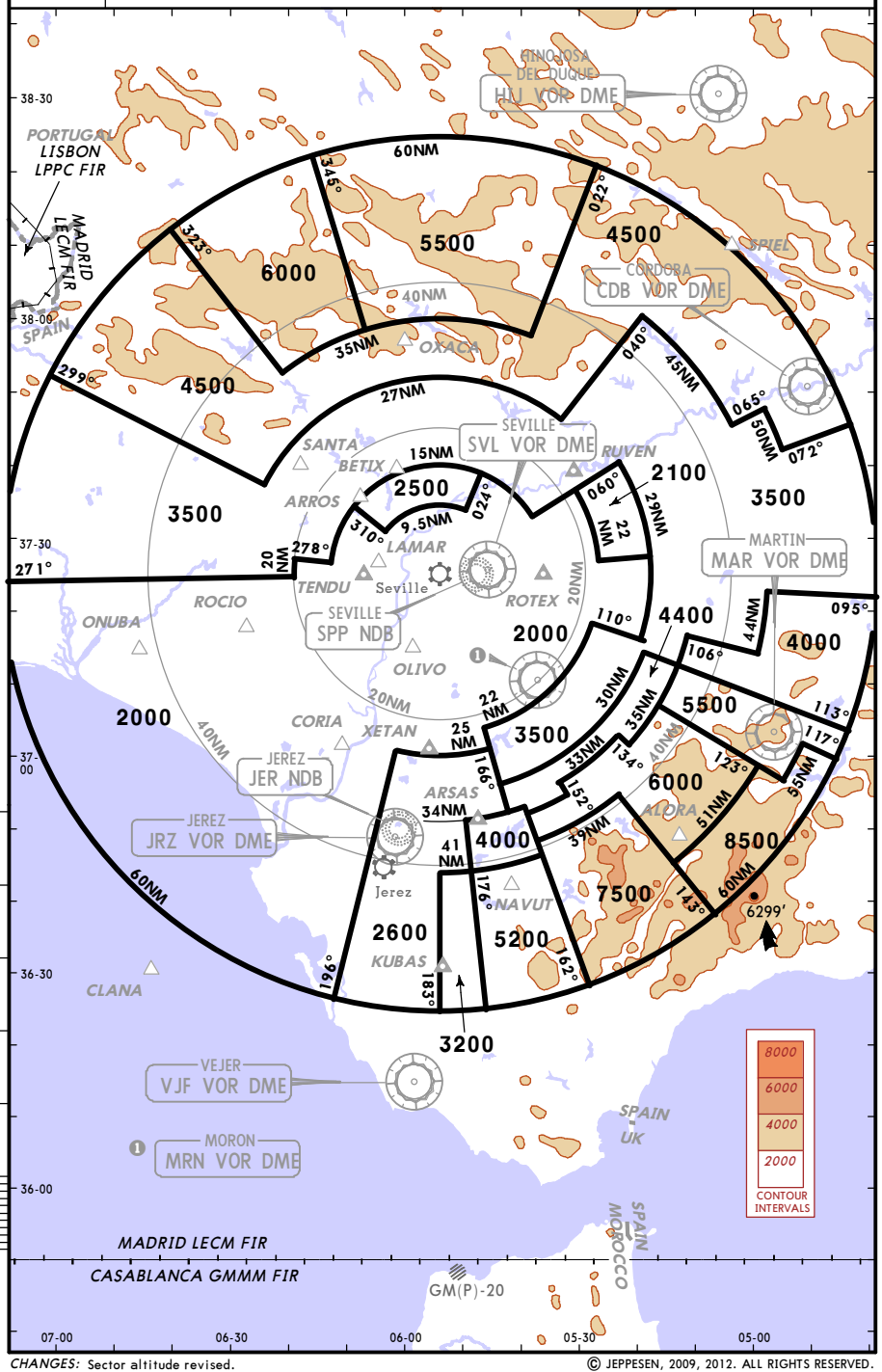
JEPPESEN

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.



CHANGES: Sector altitude revised.

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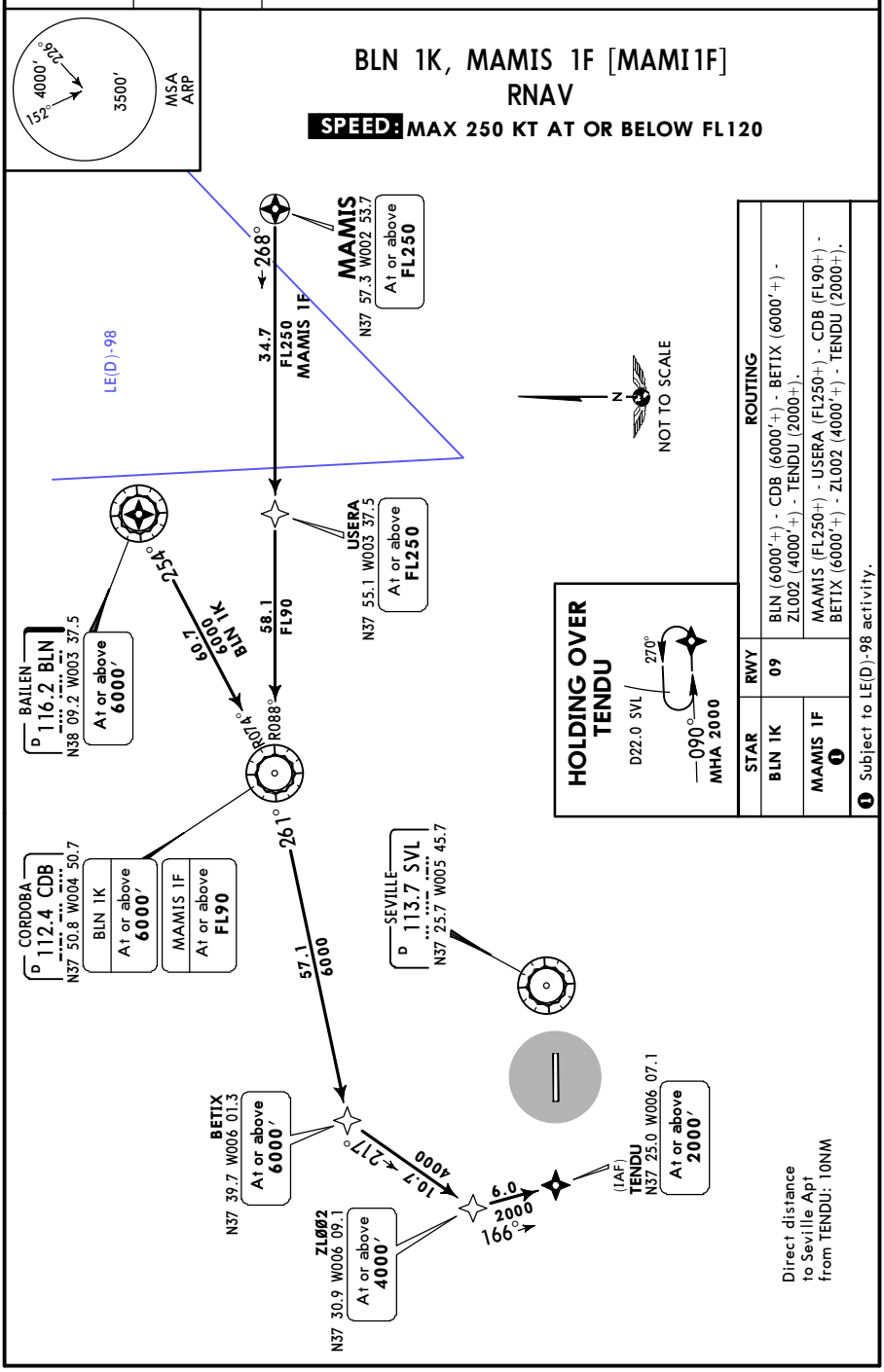
*ATIS	Apt Elev	
118.175	111′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ 1. RNAV (DME/DME) 2. P-RNAV approval required. 3. DME associated to ILS not usable.



CHANGES: RNAV STARs transferred; radial update.

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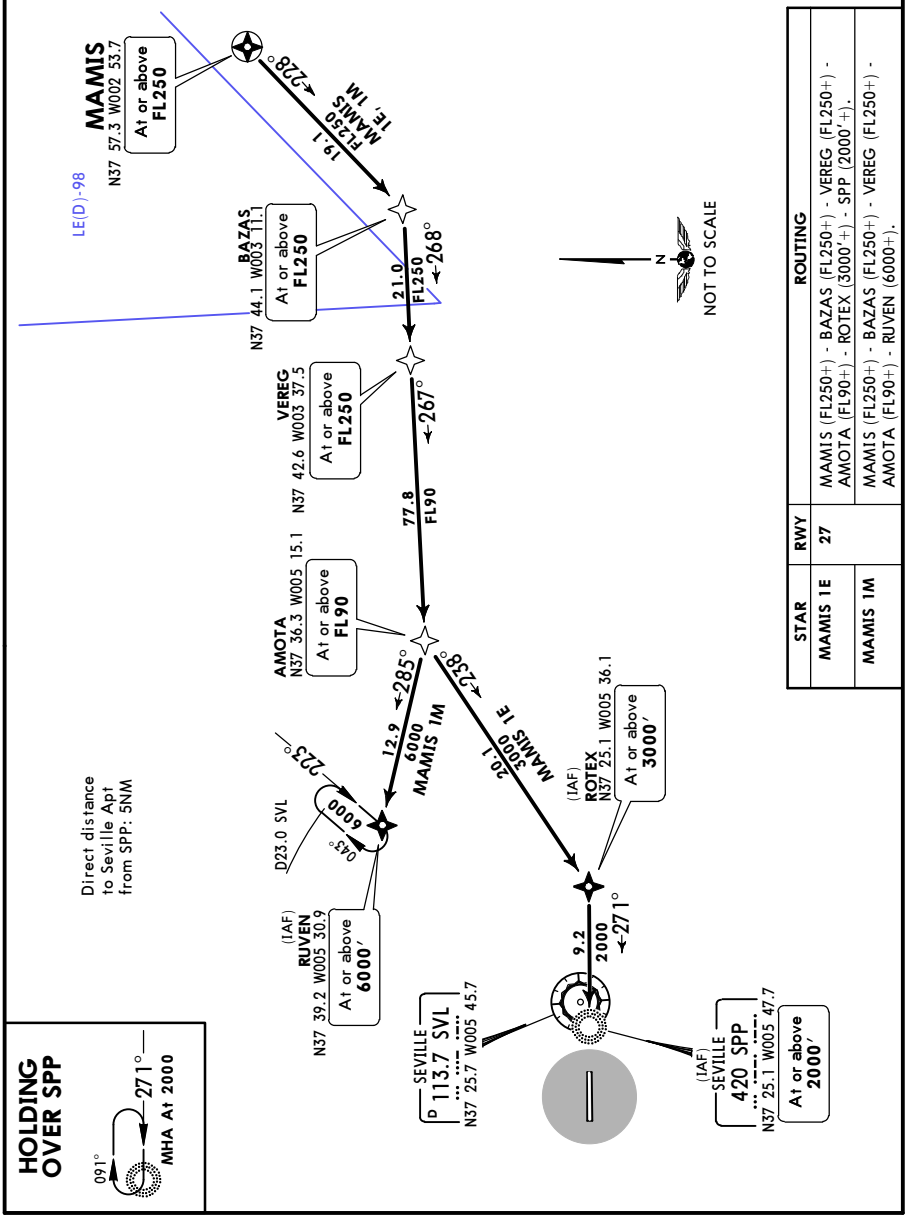
*ATIS	Apt Elev	
118.175	111′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ 1. RNAV (DME/DME) 2. P-RNAV approval required. 3. DME associated to ILS not usable.

MAMIS 1E [MAMI1E]
MAMIS 1M [MAMI1M]
RNAV

SUBJECT TO LE(D)-98 ACTIVITY

SPEED: MAX 250 KT AT OR BELOW FL120



STAR	RWY	ROUTING
MAMIS 1E	27	MAMIS (FL250+) - BAZAS (FL250+) - VEREG (FL250+) - AMOTA (FL90+) - ROTEX (3000′+) - SPP (2000′+).
MAMIS 1M		MAMIS (FL250+) - BAZAS (FL250+) - VEREG (FL250+) - AMOTA (FL90+) - RUVEN (6000+).

CHANGES: New chart (RNAV STARs transferred).

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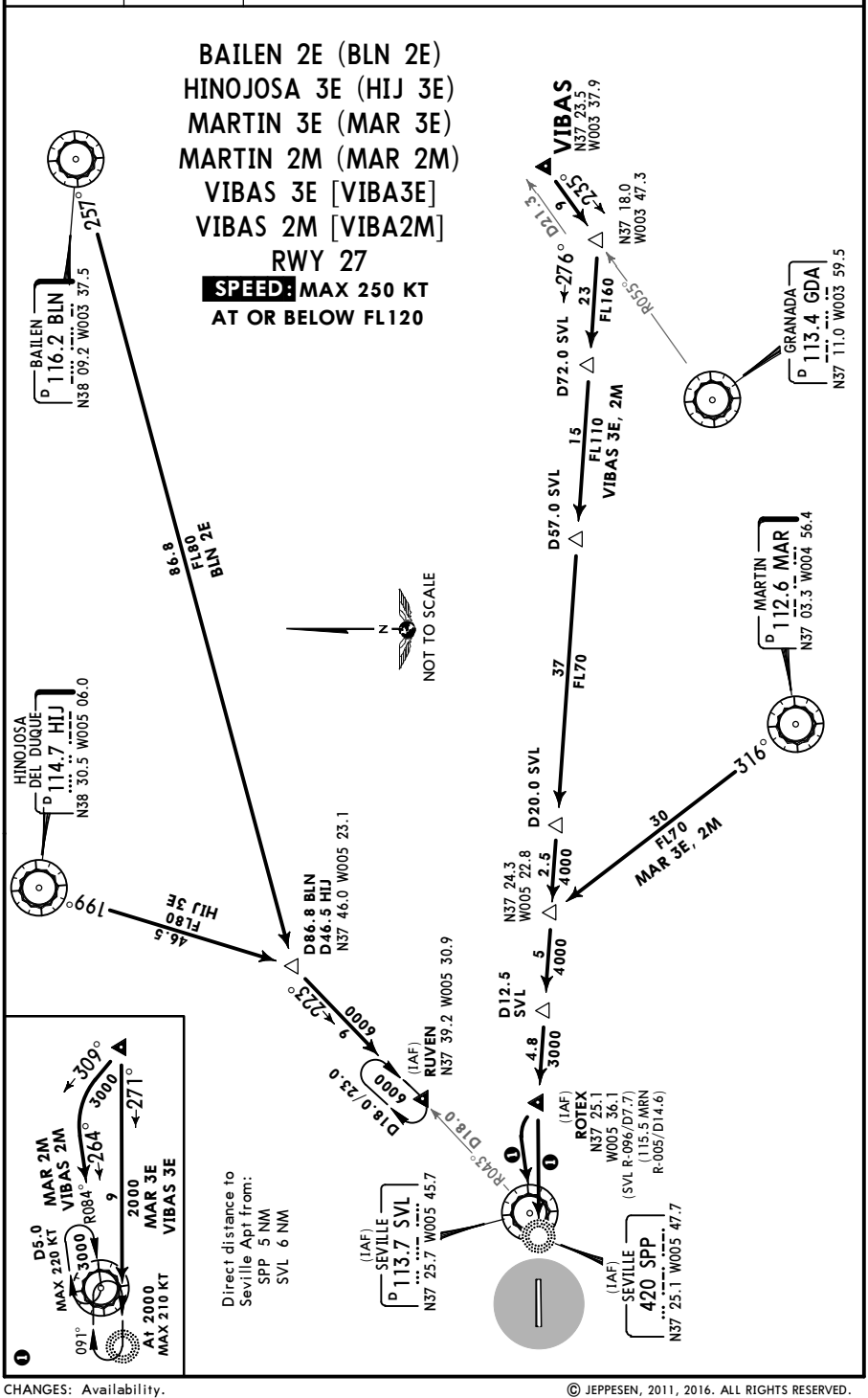
*ATIS	Apt Elev	
118.175	111′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



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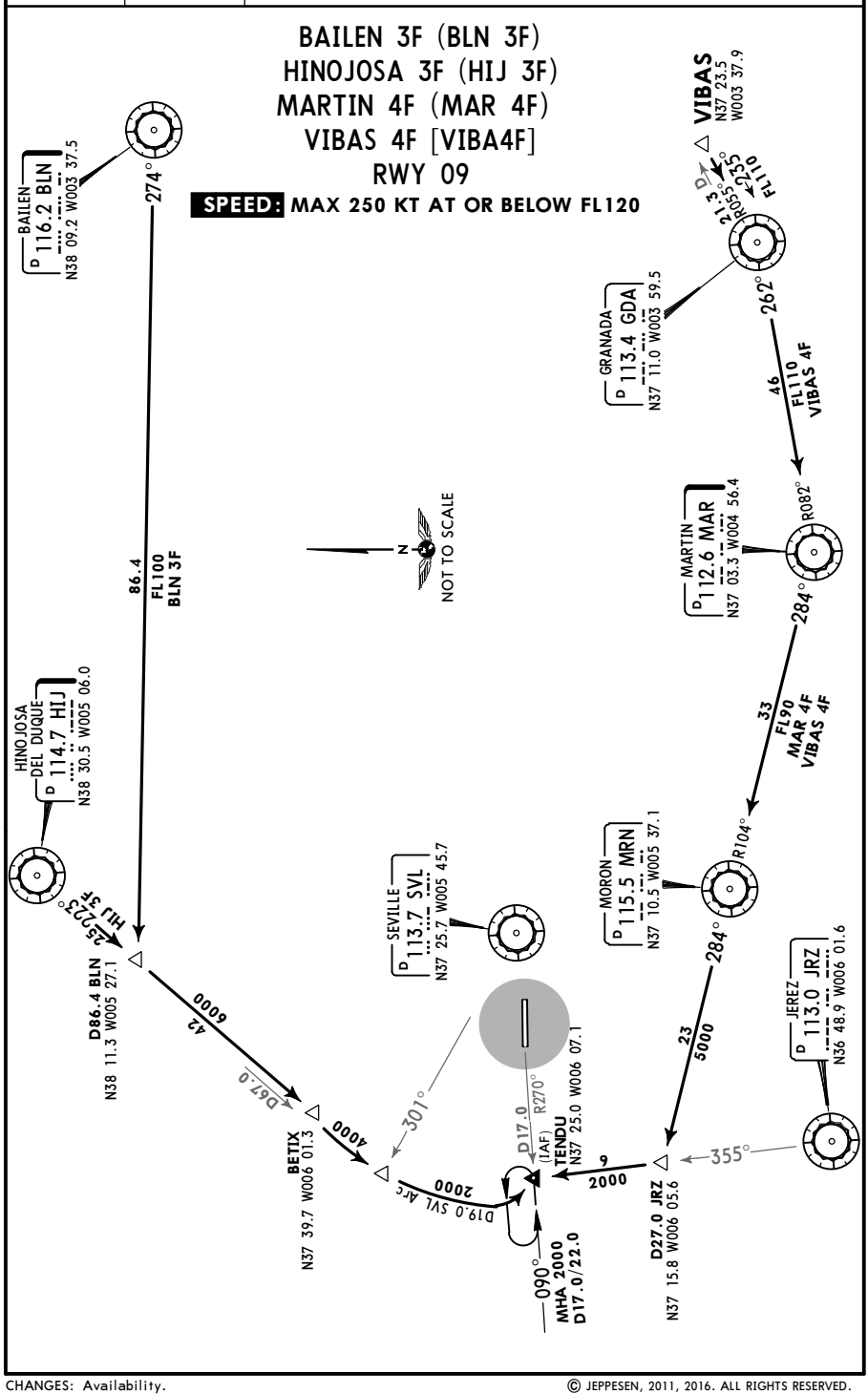
*ATIS	Apt Elev	
118.175	111′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

BAILEN 3F (BLN 3F)
HINOJOSA 3F (HIJ 3F)
MARTIN 4F (MAR 4F)
VIBAS 4F [VIBA4F]
RWY 09

SPEED: MAX 250 KT AT OR BELOW FL120



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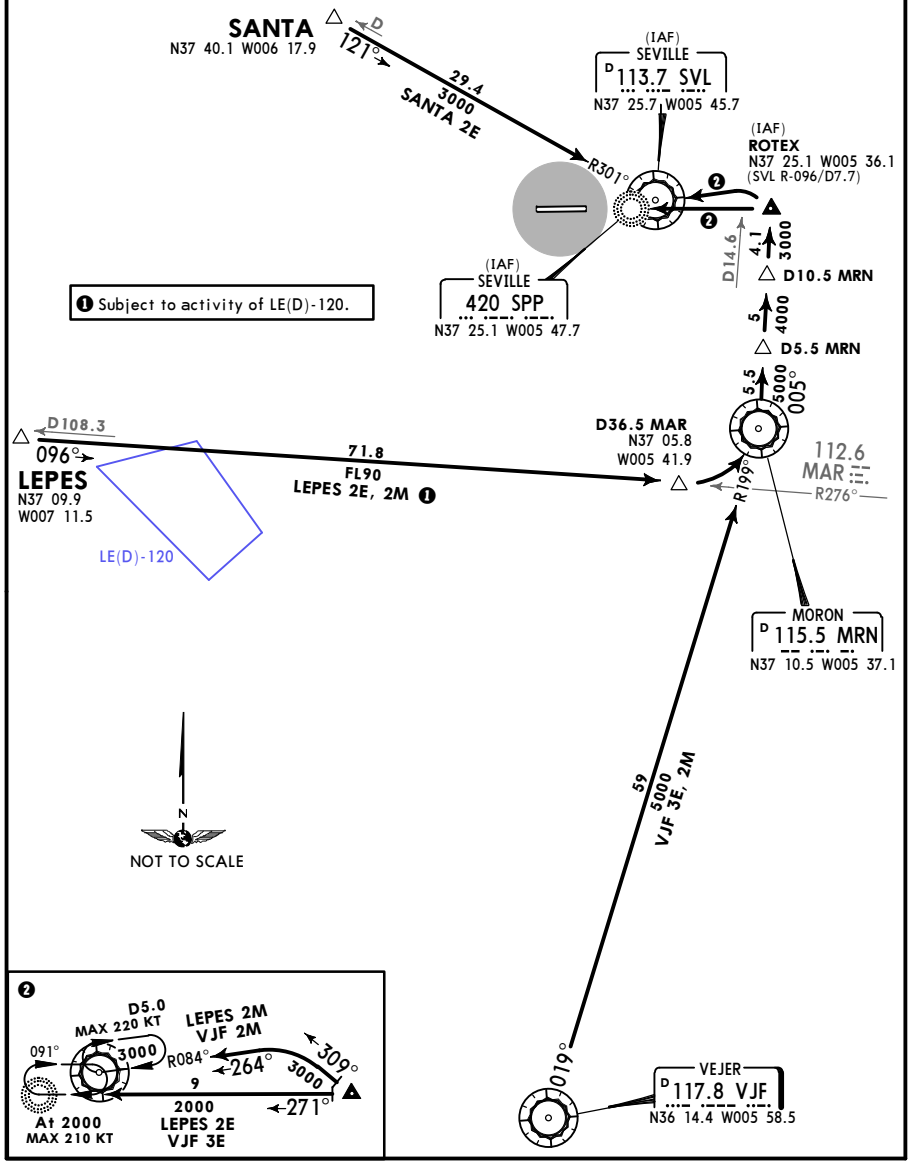
*ATIS	Apt Elev	
118.175	111′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

LEPES 2E [LEPE2E]❶
LEPES 2M [LEPE2M]❶
SANTA 2E [SANT2E]
VEJER 3E (VJF 3E)
VEJER 2M (VJF 2M)
RWY 27

SPEED: MAX 250 KT AT OR BELOW FL120



❶ Subject to activity of LE(D)-120.

CHANGES: Availability.

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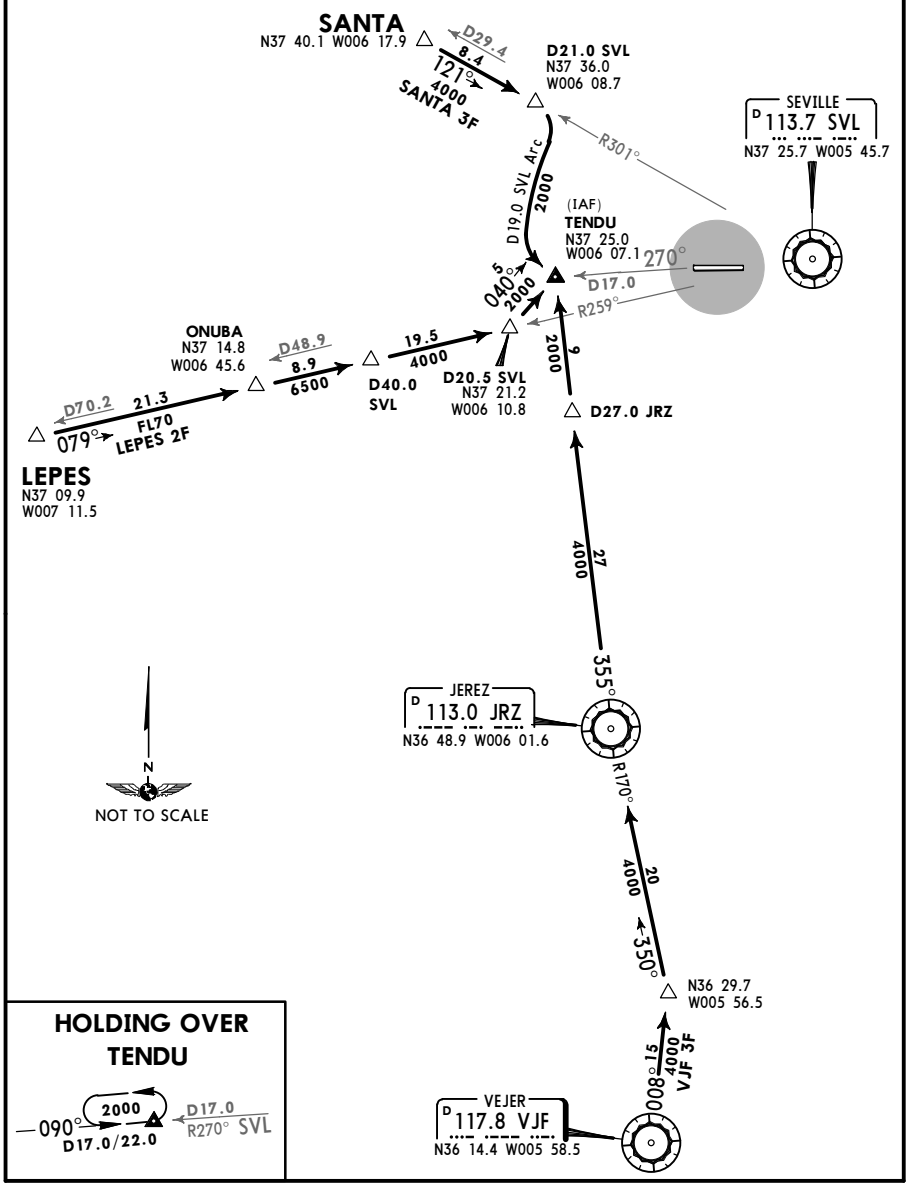
*ATIS	Apt Elev	
118.175	111′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

LEPES 2F [LEPE2F]
SANTA 3F [SANT3F]
VEJER 3F (VJF 3F)
RWY 09

SPEED: MAX 250 KT AT OR BELOW FL120



CHANGES: None.

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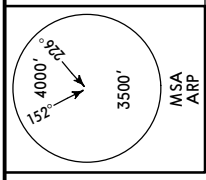
Apt Elev
111'

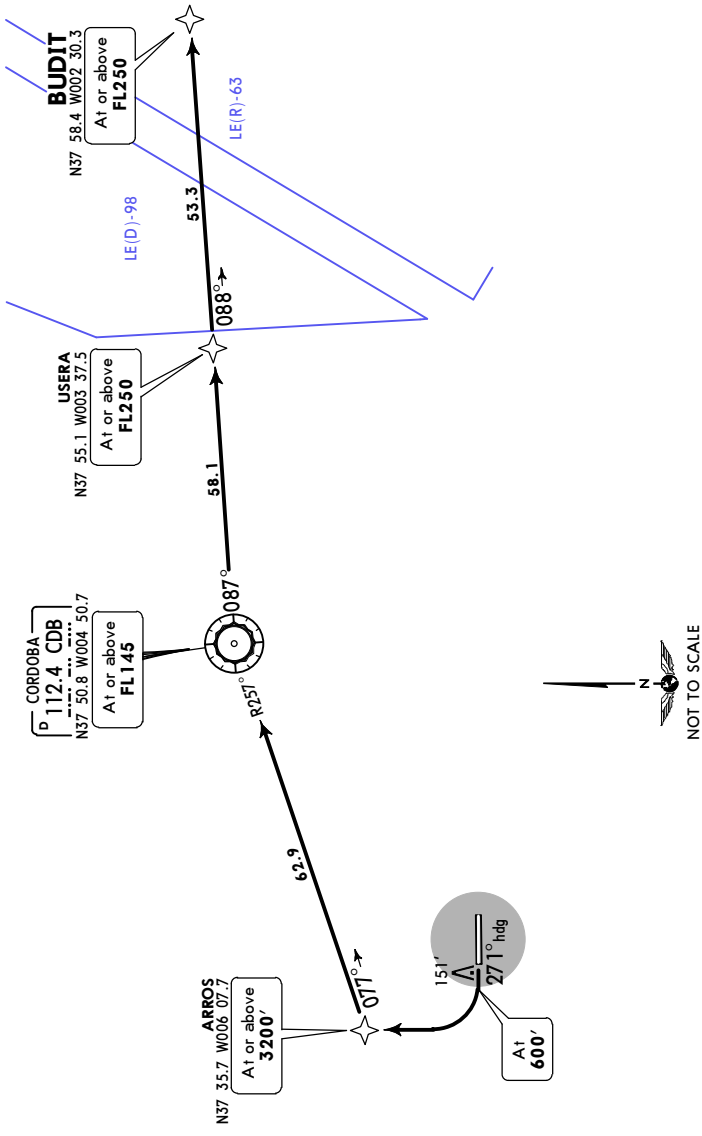
Trans level: By ATC Trans alt: 6000'
1. **RNAV (DME/DME)**
2. **P-RNAV approval required.**
3. **DME associated to ILS not usable.**
4. EXPECT close-in obstacles.
5. No turn before DER.



BUDIT 2G [BUDI2G]
RNAV

SUBJECT TO LE(D)-63 & LE(D)-98 ACTIVITY

SPEED: MAX 250 KT
UNTIL LEAVING FL120



RWY	ROUTING
27	Climb on 271° heading to 600', turn RIGHT to ARROS (3200'+) - CDB (FL145+) - USERA (FL250+) - BUDIT (FL250+).

CHANGES: RNAV SID BUDIT 1R transferred; radial update.

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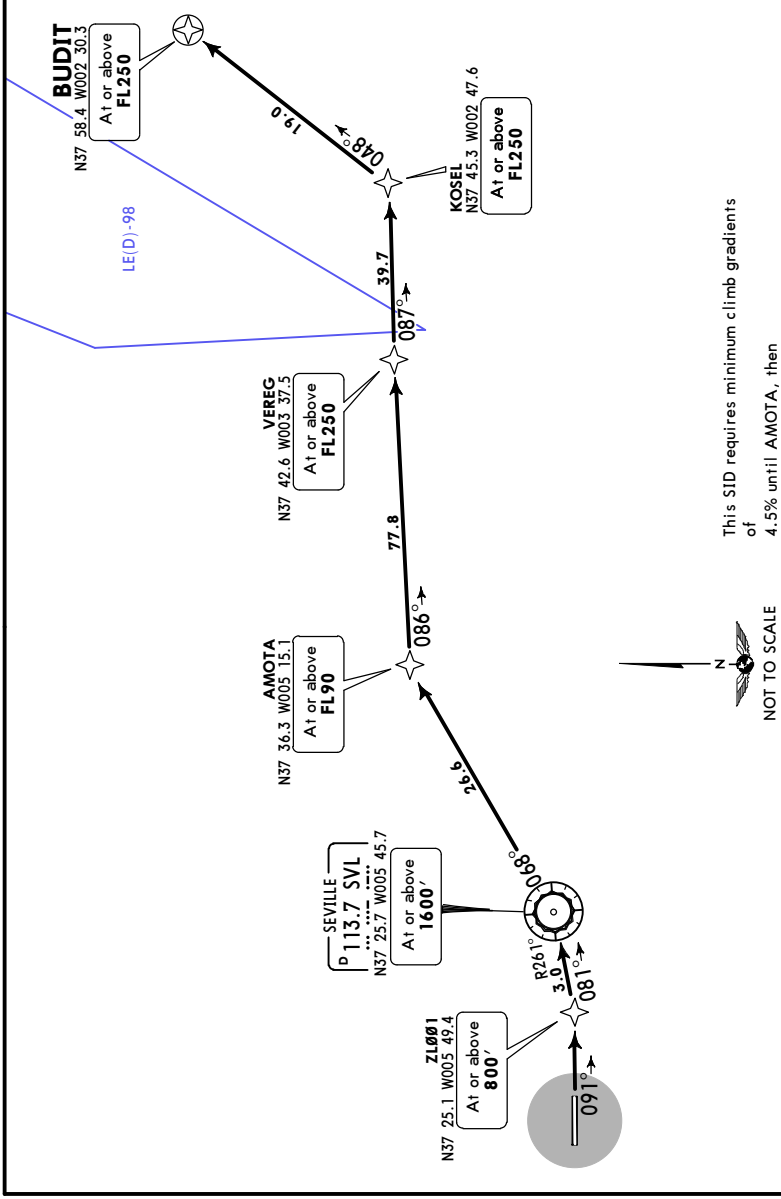
Apt Elev
111′

Trans level: By ATC Trans alt: 6000′
1. RNAV (DME/DME)
2. P-RNAV approval required.
3. DME associated to ILS not usable.

MSA ARP
4000′ 226° 152° 3500′

BUDIT 1R [BUDI1R]
RNAV
SUBJECT TO LE(D)-98 ACTIVITY
SPEED: MAX 250 KT
UNTIL LEAVING FL120



This SID requires minimum climb gradients of
4.5% until AMOTA, then
3.4% until VEREG.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V(fpm)	342	456	684	911	1139	1367
3.4% V/V(fpm)	258	344	516	689	861	1033

RWY	ROUTING
09	Climb on 091° heading to ZL001 (800′+) - SVL (1600′+) - AMOTA (FL90+) - VEREG (FL250+) - KOSEL (FL250+) - BUDIT (FL250+).

CHANGES: New chart (RNAV SID transferred; radial update).

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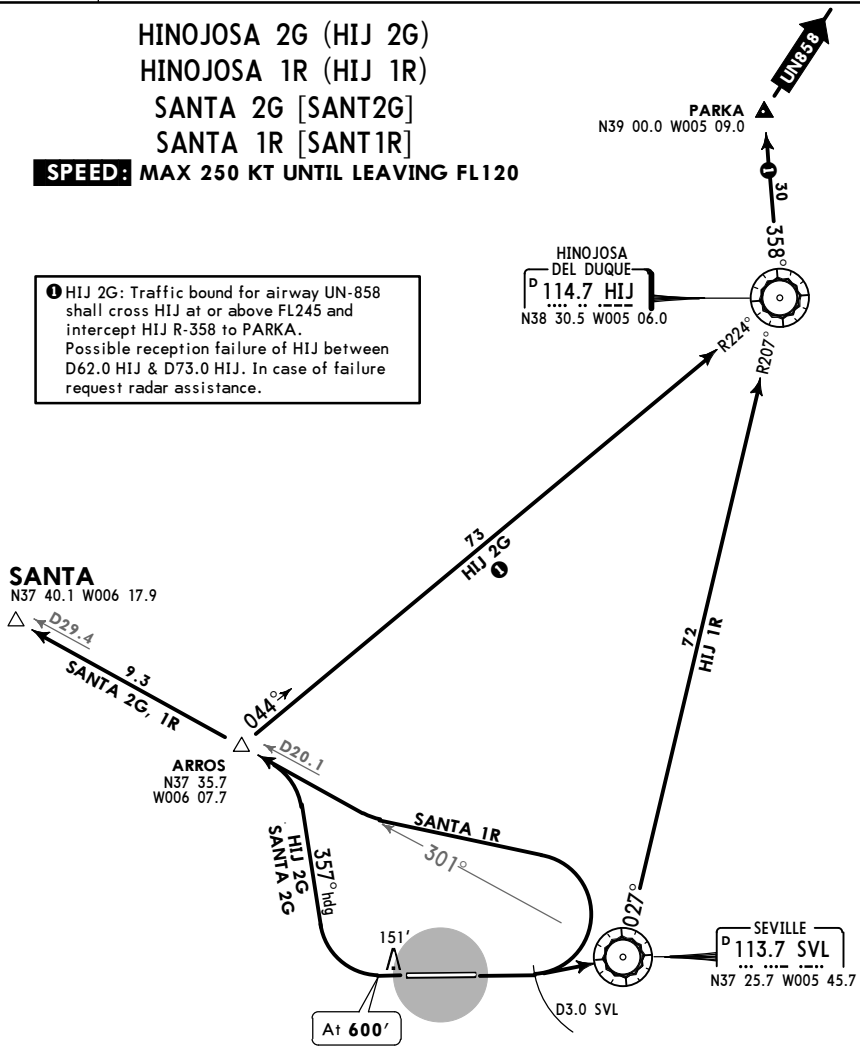
Apt Elev	
111′	Trans level: By ATC Trans alt: 6000′ Rwy 27: EXPECT close-in obstacles.

HINOJOSA 2G (HIJ 2G)
HINOJOSA 1R (HIJ 1R)
SANTA 2G [SANT2G]
SANTA 1R [SANT1R]

SPEED: MAX 250 KT UNTIL LEAVING FL120



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 D62.0 HIJ & D73.0 HIJ. In case of failure request radar assistance.

HIJ 2G, SANTA 2G

These SIDs require a minimum climb gradient of
4.5% up to FL70 due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

SID	RWY	ROUTING
HIJ 2G	**27**	Climb on runway heading to 600′, turn RIGHT, 357° heading, intercept SVL R-301 to ARROS, turn RIGHT, intercept HIJ R-224 inbound to HIJ.
HIJ 1R	**09**	Climb on runway heading to D3.0 SVL inbound, turn LEFT to SVL, SVL R-027 to HIJ.
SANTA 2G	**27**	Climb on runway heading to 600′, turn RIGHT, 357° heading, intercept SVL R-301 via ARROS to SANTA.
SANTA 1R	**09**	Climb on runway heading to D3.0 SVL inbound, turn LEFT, intercept SVL R-301 via ARROS to SANTA.

CHANGES: None.

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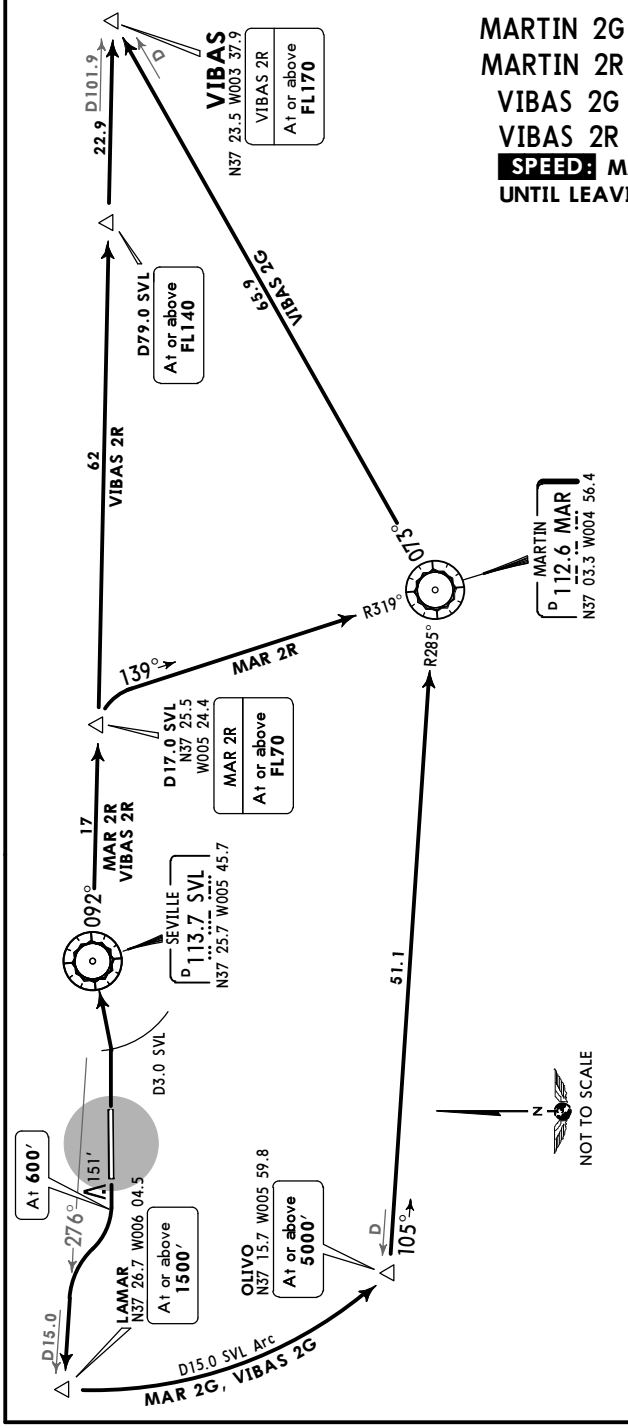
Apt Elev	
111′	Trans level: By ATC Trans alt: 6000′ Rwy 27: EXPECT close-in obstacles.

MARTIN 2G (MAR 2G)
MARTIN 2R (MAR 2R)
VIBAS 2G [VIBA2G]
VIBAS 2R [VIBA2R]

SPEED: MAX 250 KT UNTIL LEAVING FL120



These SIDs require minimum climb gradients of

MAR 2G, VIBAS 2G
4.0% up to 5000 due to operational reasons.

MAR 2R
5.0% up to FL70 due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
5.0% V/V (fpm)	380	506	760	1013	1266	1519

SID	RWY	ROUTING
MAR 2G	27	Climb on runway heading to 600′, turn RIGHT, intercept SVL R-276 to LAMAR, turn LEFT, along D15.0 SVL Arc to OLIVO, turn LEFT, intercept MAR R-285 inbound to MAR.
MAR 2R	09	Climb on runway heading to D3.0 SVL inbound, turn LEFT to SVL, SVL R-092 to D17.0 SVL, turn RIGHT, intercept MAR R-319 inbound to MAR.
VIBAS 2G	27	Climb on runway heading to 600′, turn RIGHT, intercept SVL R-276 to LAMAR, turn LEFT, along D15.0 SVL Arc to OLIVO, turn LEFT, intercept MAR R-285 inbound to MAR, MAR R-073 to VIBAS.
VIBAS 2R	09	Climb on runway heading to D3.0 SVL inbound, turn LEFT to SVL, SVL R-092 to VIBAS.

CHANGES: SIDs MAR 2G & VIBAS 2G availability.

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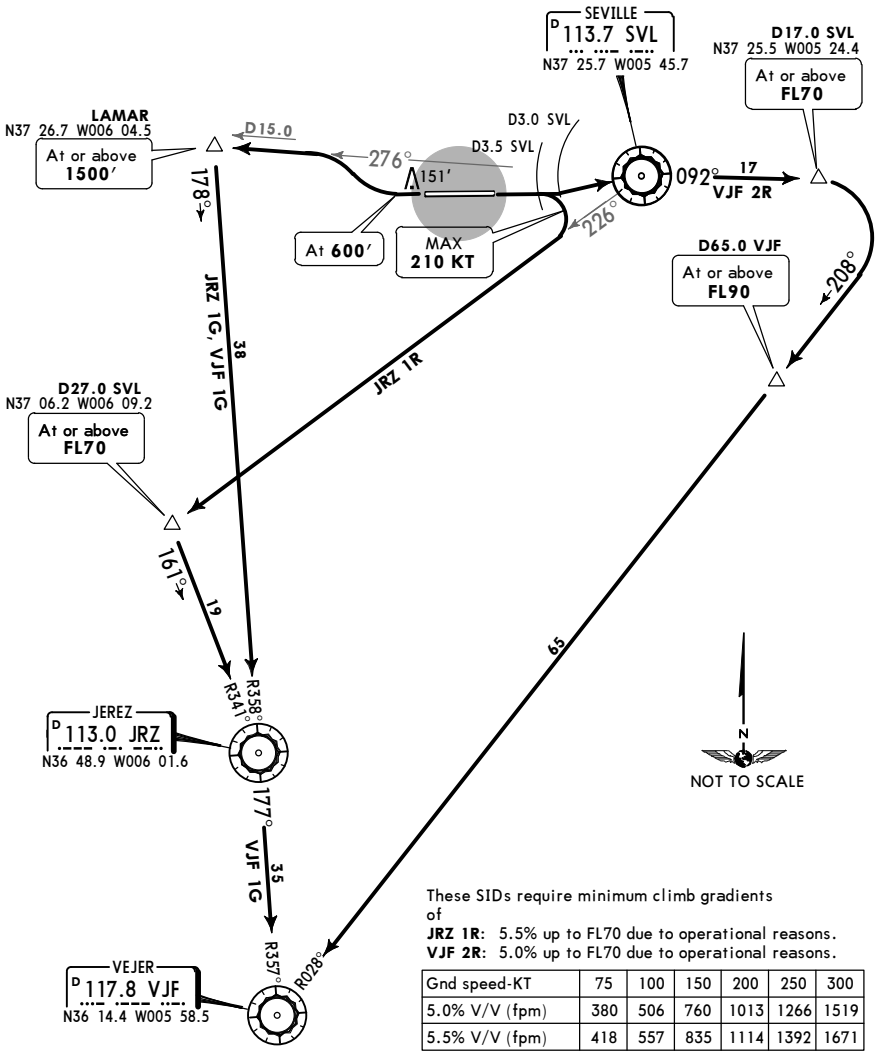
Apt Elev	
111′	Trans level: By ATC Trans alt: 6000′ Rwy 27: EXPECT close-in obstacles.

JEREZ 1G (JRZ 1G), JEREZ 1R (JRZ 1R)
VEJER 1G (VJF 1G), VEJER 2R (VJF 2R)

SPEED: MAX 250 KT UNTIL LEAVING FL120



These SIDs require minimum climb gradients of
JRZ 1R: 5.5% up to FL70 due to operational reasons.
VJF 2R: 5.0% up to FL70 due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.5% V/V (fpm)	418	557	835	1114	1392	1671

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-358 inbound to JRZ.
JRZ 1R	**09**	Climb on runway heading to D3.5 SVL inbound, turn RIGHT, intercept SVL R-226 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-358 inbound to JRZ, then to VJF.
VJF 2R	**09**	Climb on runway heading to D3.0 SVL inbound, turn LEFT to SVL, SVL R-092 to D17.0 SVL, turn RIGHT, intercept VJF R-028 inbound to VJF.

CHANGES: SIDs JRZ 1R & VJF 2R availability.

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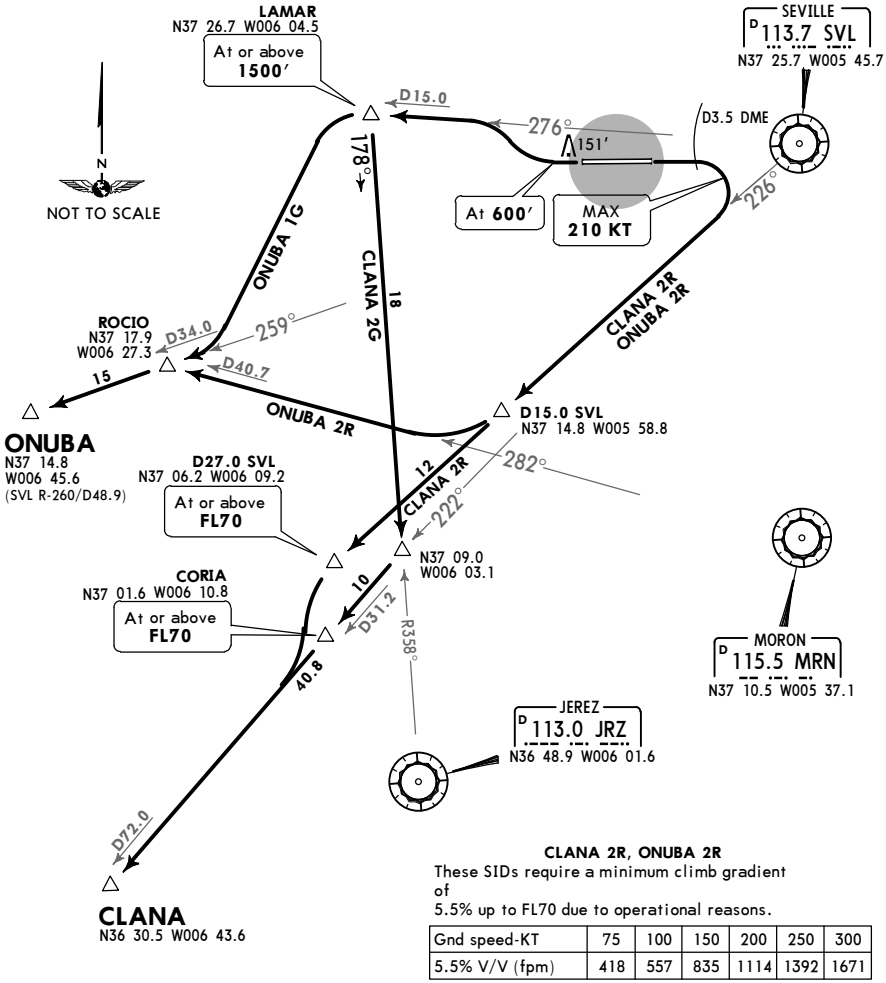
Apt Elev	
111′	Trans level: By ATC Trans alt: 6000′ Rwy 27: EXPECT close-in obstacles.

CLANA 2G [CLAN2G], CLANA 2R [CLAN2R]
ONUBA 1G [ONUB1G], ONUBA 2R [ONUB2R]

SPEED: MAX 250 KT UNTIL LEAVING FL120



CLANA 2R, ONUBA 2R
These SIDs require a minimum climb gradient of
5.5% up to FL70 due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	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-358 inbound, turn RIGHT, intercept SVL R-222 via CORIA to CLANA.
CLANA 2R	**09**	Climb on runway heading to D3.5 SVL inbound, turn RIGHT, intercept SVL R-226 to D27.0 SVL, turn LEFT, intercept SVL R-222 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	**09**	Climb on runway heading to D3.5 SVL inbound, turn RIGHT, intercept SVL R-226 to D15.0 SVL, turn RIGHT, intercept MRN R-282 to ROCIO, turn LEFT, intercept SVL R-259 to ONUBA.

CHANGES: SIDs CLANA 2R & ONUBA 2R availability.

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RWYS 09, 27 CONTINGENCY DEPARTURES

In the event of failure of one or more navaids 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

CHANGES: New chart.

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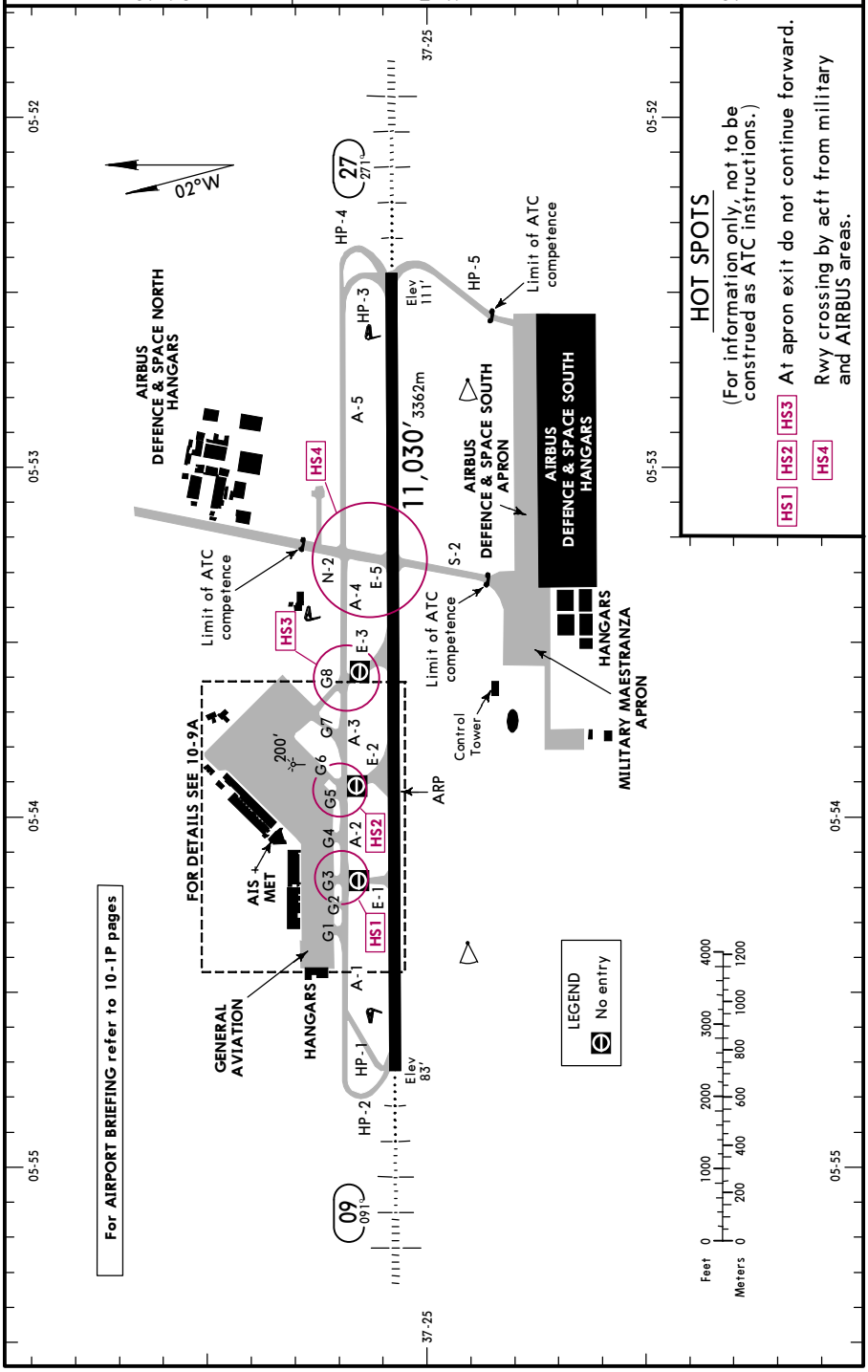
*ATIS	*SEVILLE Tower (GND)	*Tower
118.175	121.7	118.1



CHANGES: Rwy bearings.

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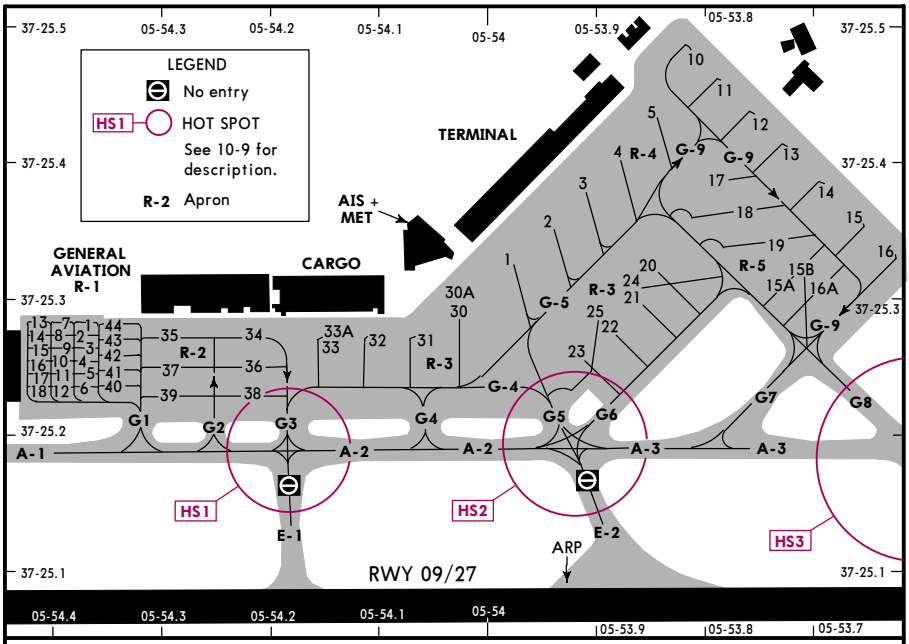

INS COORDINATES

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
		GENERAL AVIATION APRON R-1	
15A, 15B	N37 25.3 W005 53.7	1	N37 25.3 W005 54.3
16	N37 25.3 W005 53.6	2, 3	N37 25.3 W005 54.4
16A	N37 25.3 W005 53.7	4 thru 6	N37 25.2 W005 54.4
17, 18	N37 25.4 W005 53.8	7 thru 9	N37 25.3 W005 54.4
19	N37 25.3 W005 53.7	10 thru 12	N37 25.2 W005 54.4
20	N37 25.3 W005 53.8		
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 LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
09	HIRL (45m) CL (15m) HIALS PAPI (3.0°) ❶ RVR		10,058' 3066m		148' 45m
27			9754' 2973m		

❶ PAPI rwy 27: Not suitable for use of B747 and AN124 acft.

Standard TAKE-OFF ❶

All Rwys

	Approved Operators HIRL, CL & mult. RVR req	LVP must be in force 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		

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

CHANGES: None.

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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

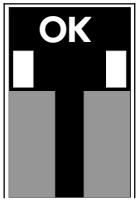
Consists of:

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.



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LEZL/SVQ
SEVILLE

JEPPESEN

18 MAR 16
Eff 31 Mar
(11-1)

SEVILLE, SPAIN
ILS Z or LOC Z Rwy 09

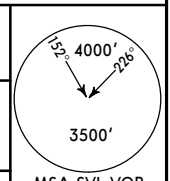
BRIEFING STRIP ™

*ATIS	SEVILLE Approach	*SEVILLE Tower	*Ground
118.17	120.0 120.8 128.5	118.1	121.7

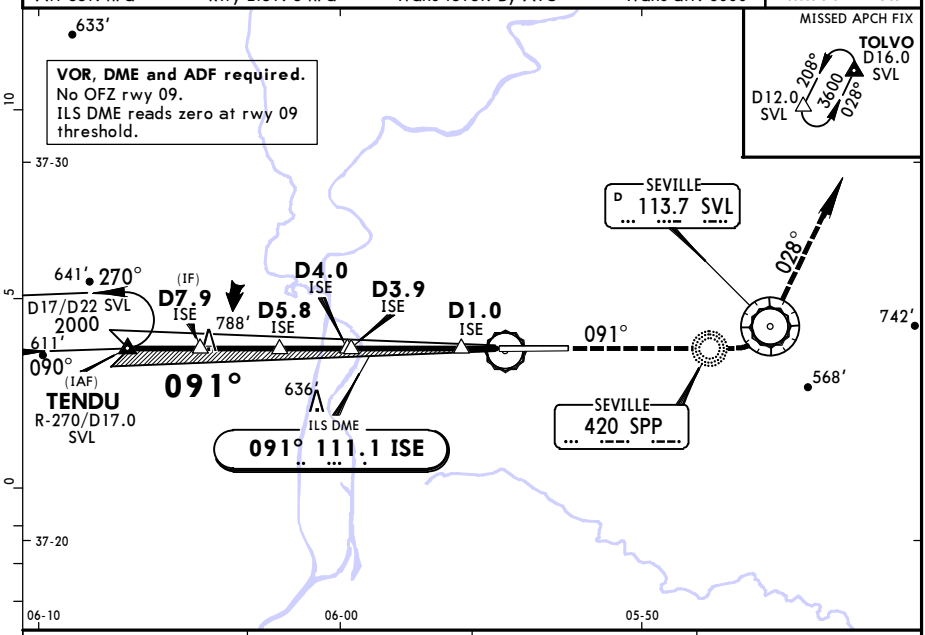
LOC ISE	Final Apch Crs	Minimum Alt D4.0 ISE	ILS DA(H) Refer to Minimums	Apt Elev 111'
111.1	091°	1424' (1341')		Rwy 83'

MISSED APCH: Climb on rwy heading to NDB, then turn LEFT (MAX 200 KT) to intercept R-028 direct to TOLVO climbing to 3600' to join holding, then as directed.

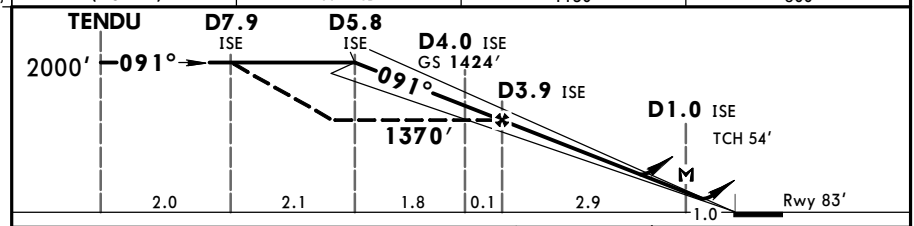
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 6000'



MSA SVL VOR



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



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

HIALS
PAPI PAPI

Rwy hdg

SPP 420

Standard STRAIGHT-IN LANDING RWY 09

ILS DA(H) 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.

PANS OPS

CHANGES: Bearings.

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LEZL/SVQ
SEVILLE

JEPPESEN
18 MAR 16
Eff 31 Mar
(11-2)

SEVILLE, SPAIN
ILS Y or LOC Y Rwy 09

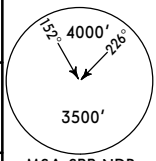
BRIEFING STRIP

*ATIS	SEVILLE Approach	*SEVILLE Tower	*Ground
118.17	120.0 120.8 128.5	118.1	121.7

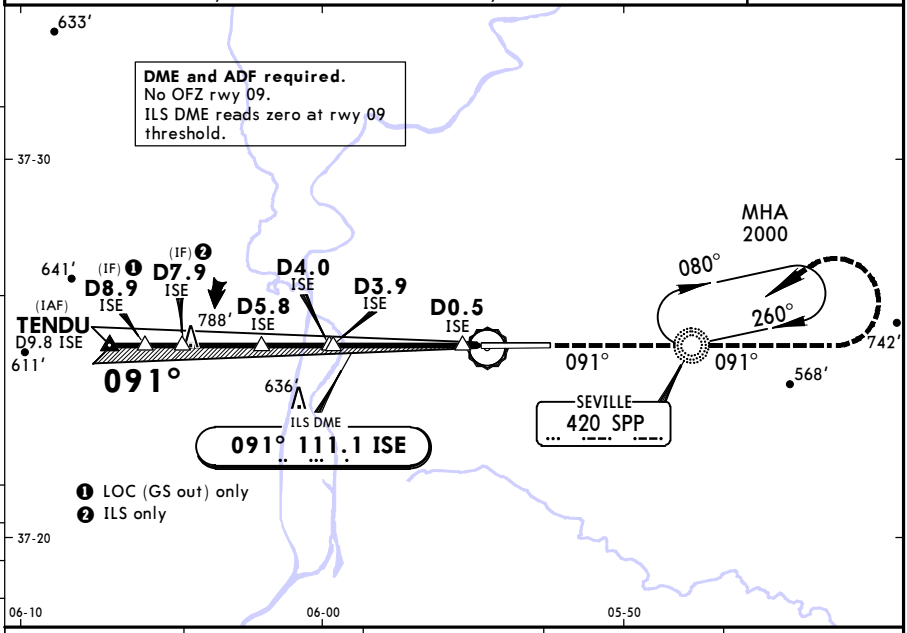
LOC ISE	Final Apch Crs	Minimum Alt	ILS DA(H)	Apt Elev 11′
111.1	091°	D4.0 ISE 1424′ (1341′)	Refer to Minimums	Rwy 83′

MISSED APCH: Climb on rwy heading to NDB, then proceed on 091° from NDB to 2000′. Turn LEFT to NDB to join holding at 2000′ or above, then as directed.

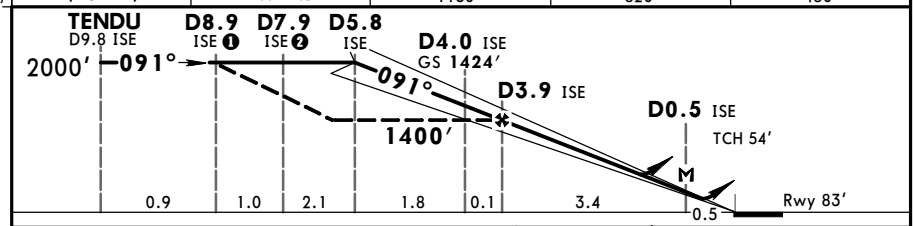
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 6000′



MSA SPP NDB



LOC (GS out)	ISE DME	3.0	2.0	1.0
	ALTITUDE	1160′	820′	480′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.22°	399	513	570	684	798	912
MAP at D0.5 ISE							

HIALS
PAPI PAPI

Rwy hdg

SPP **420**

PANS OPS

Standard STRAIGHT-IN LANDING RWY 09

ILS
DA(H) A: 283′(200′) C: 297′(214′)
B: 289′(206′) D: 308′(225′)

LOC (GS out)
DA(H) 480′(397′)

	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	630′(519′)	1500m
135	630′(519′)	1600m
180	990′(879′)	2400m
205	1200′(1089′)	3600m

CHANGES: Missed apch. Bearings.

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LEZL/SVQ
SEVILLE

JEPPESEN
18 MAR 16
Eff 31 Mar
(11-3)

SEVILLE, SPAIN
ILS Z or LOC Z Rwy 27

*ATIS	SEVILLE Approach	*SEVILLE Tower	*Ground
118.17	120.0 120.8 128.5	118.1	121.7

BRIEFING STRIP

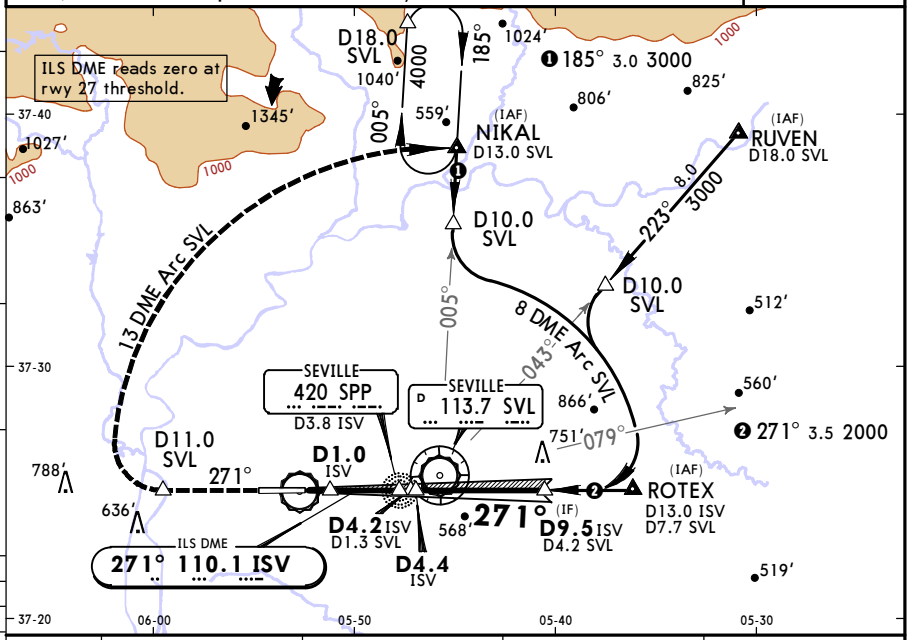
LOC	Final	GS	ILS	Apt Elev 111'
ISV	Apch Crs	NDB	DA(H)	
110.1	271°	1373' (1262')	Refer to Minimums	Rwy 111'

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' or above.

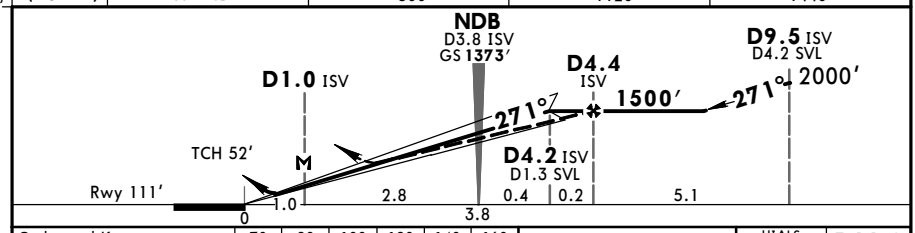
Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 6000'

1.**VOR, DME and ADF required.** 2. No OFZ rwy 27.

MSA
SPP NDB
152° 4000' 226°
3500'



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



Gnd speed-Kts		70	90	100	120	140	160
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							

HIALS
PAPI PAPI
D11.0 SVL

PANS OPS

Standard STRAIGHT-IN LANDING RWY 27

	ILS			LOC (GS out)	
DA(H)	A:311'(200') C:324'(213') B:316'(205') D:335'(224')			DA(H) 610'(499')	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	RVR 1500m
B					
C					CMV 2300m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	630'(519')	1500m
135	630'(519')	1600m
180	990'(879')	2400m
205	1200'(1089')	3600m

CHANGES: Missed apch. Bearings.

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LEZL/SVQ
SEVILLE

JEPPESEN
18 MAR 16
Eff 31 Mar
(11-4)

SEVILLE, SPAIN
ILS Y or LOC Y Rwy 27

BRIEFING STRIP

*ATIS	SEVILLE Approach	*SEVILLE Tower	*Ground
118.17	120.0 120.8 128.5	118.1	121.7

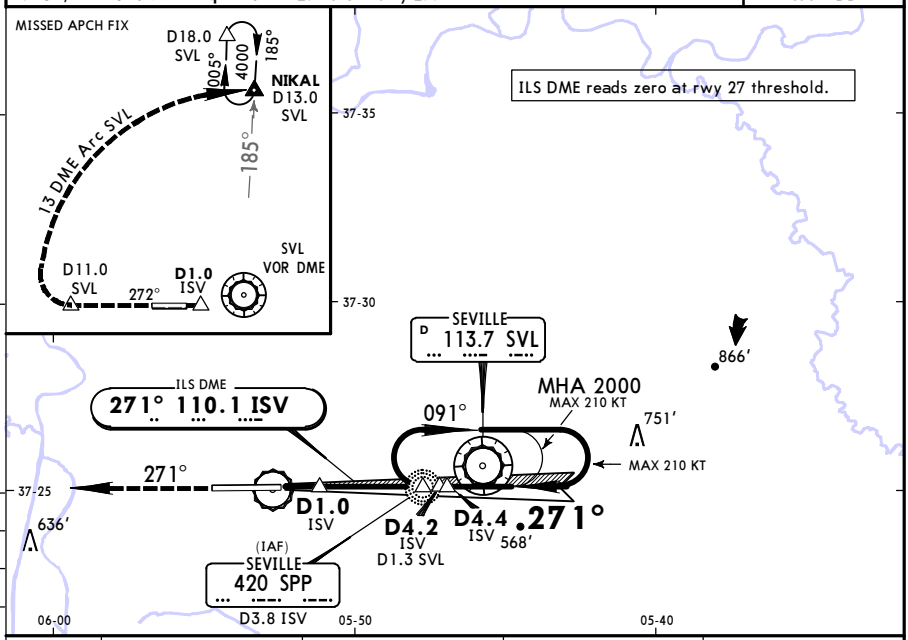
LOC	Final	GS	ILS	
ISV	Apch Crs	**NDB**	DA(H)	Apt Elev 111′
110.1	**271°**	**1373′** (1262′)	Refer to Minimums	Rwy 111′

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′ or above.

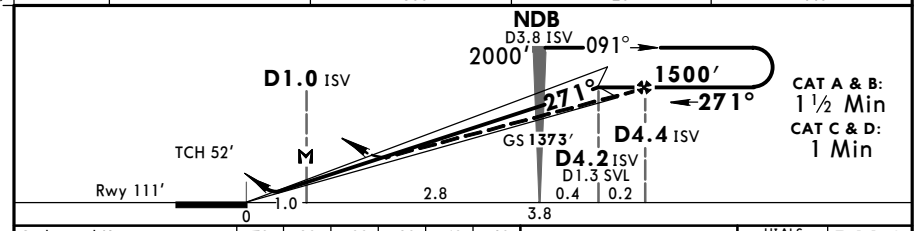
Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 6000′

1. **VOR, DME and ADF required.** 2. No OFZ rwy 27.

MSA SPP NDB: 152° 4000′, 226°, 3500′



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



Gnd speed-Kts		70	90	100	120	140	160
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							

HIALS PAPI PAPI **D11.0** SVL

PANS OPS

Standard STRAIGHT-IN LANDING RWY **27**

ILS DA(H) A:**311′**(200′) B:**316′**(205′) C:**324′**(213′) D:**335′**(224′)

LOC (GS out) DA(H) **610′**(499′)

	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	RVR 1500m
B					
C					CMV 2300m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	630′(519′)	1500m
135	630′(519′)	1600m
180	990′(879′)	2400m
205	1200′(1089′)	3600m

CHANGES: Missed apch. Bearings.

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LEZL/SVQ
SEVILLE

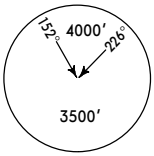
JEPPESEN
18 MAR 16
Eff 31 Mar
(11-5)

SEVILLE, SPAIN
ILS X or LOC X Rwy 27

*ATIS	SEVILLE Approach	*SEVILLE Tower	*Ground
118.17	120.0 120.8 128.5	118.1	121.7

BRIEFING STRIP ™

LOC	Final	GS	ILS	Apt Elev 111′
ISV	Apch Crs	NDB	DA(H)	
110.1	271°	1372′ (1261′)	Refer to Minimums	Rwy 111′

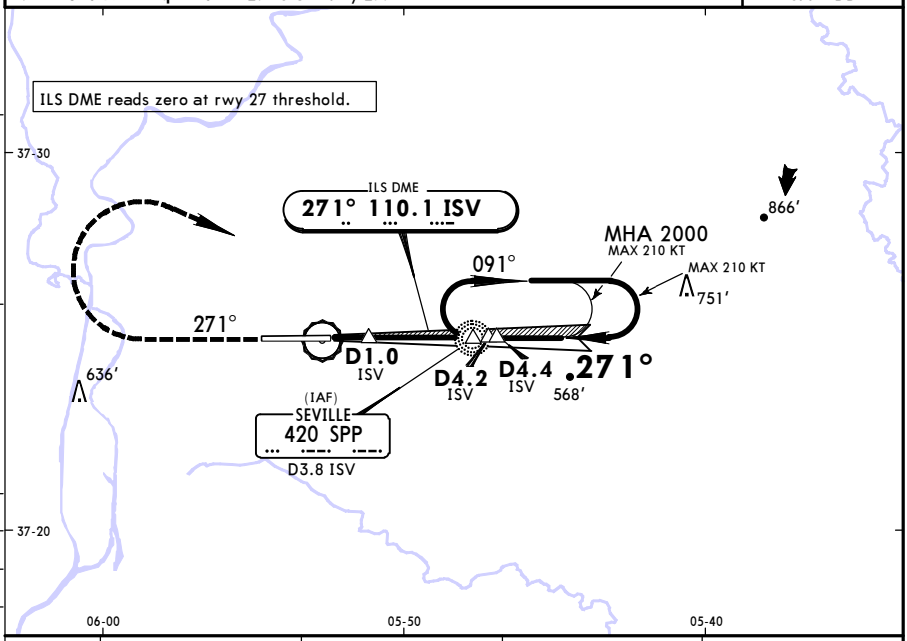


MSA
SPP NDB

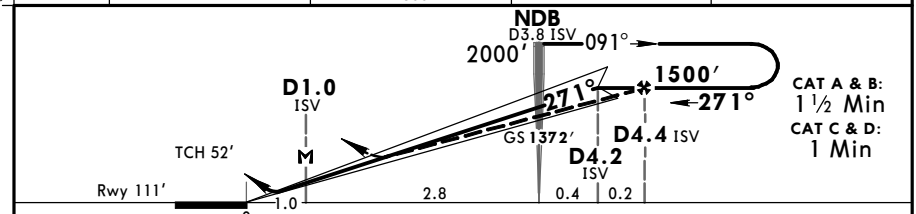
MISSED APCH: Climb on rwy heading to 2000′, then turn RIGHT to NDB to join holding at 2000′.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 6000′

1. **DME and ADF required.** 2. No OFZ rwy 27.



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



CAT A & B: 1 ½ Min
CAT C & D: 1 Min

Gnd speed-Kts		70	90	100	120	140	160
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							

HIALS
PAPI PAPI
2000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 27

ILS
DA(H) A: 311′(200′) C: 324′(213′)
B: 316′(205′) D: 335′(224′)

LOC (GS out)
DA(H) 610′(499′)

	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	RVR 1500m
B					
C					CMV 2300m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	630′(519′)	1500m
135	630′(519′)	1600m
180	990′(879′)	2400m
205	1200′(1089′)	3600m

CHANGES: Bearings.

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LEZL/SVQ
SEVILLE

JEPPESEN
18 MAR 16
Eff 31 Mar
(11-6)

SEVILLE, SPAIN
ILS W or LOC W Rwy 27

*ATIS	SEVILLE Approach	*SEVILLE Tower	*Ground
118.17	120.0 120.8 128.5	118.1	121.7

BRIEFING STRIP TM

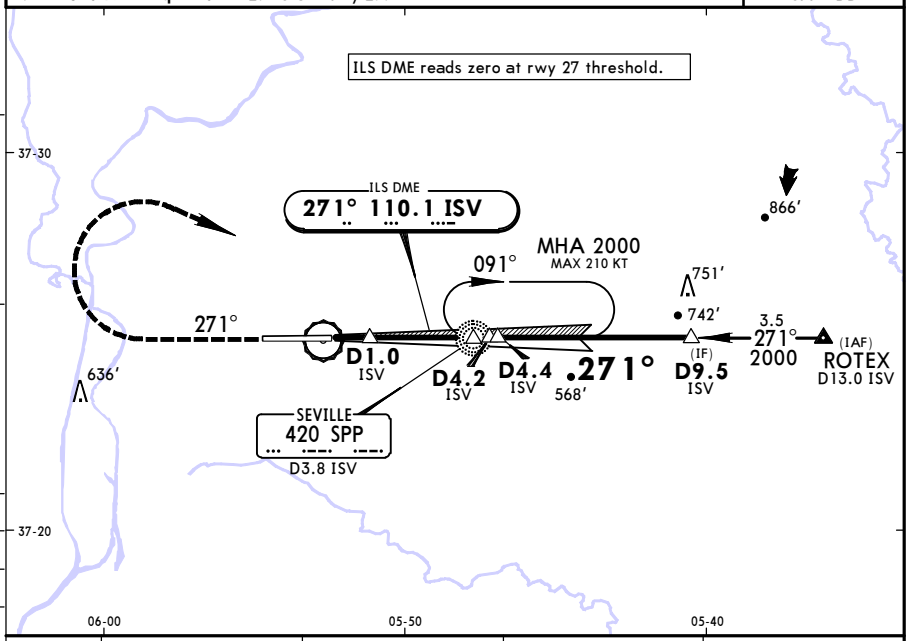
LOC	Final	GS	ILS	Apt Elev 111′
ISV	Apch Crs	NDB	DA(H)	
110.1	271°	1372′ (1261′)	Refer to Minimums	Rwy 111′

MISSED APCH: Climb on rwy heading to 2000′, then turn RIGHT to NDB to join holding at 2000′.

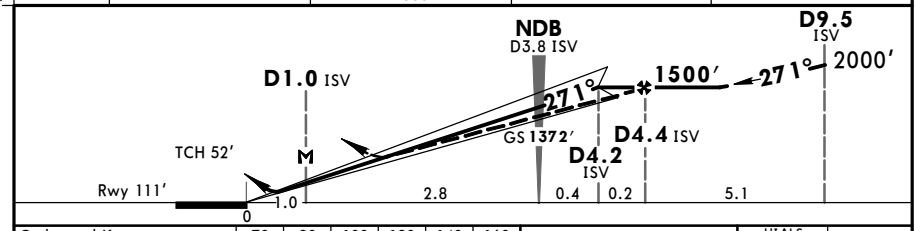
Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 6000′

1. **DME and ADF required.** 2. No OFZ rwy 27.

MSA
SPP NDB
152° 4000′ 226°
3500′



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



Gnd speed-Kts		70	90	100	120	140	160
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							

HIALS
PAPI PAPI
2000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 27

ILS
DA(H) A: 311′ (200′) C: 324′ (213′)
B: 316′ (205′) D: 335′ (224′)

LOC (GS out)
DA(H) 610′ (499′)

	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	RVR 1500m
B					
C					CMV 2300m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	630′ (519′)	1500m
135	630′ (519′)	1600m
180	990′ (879′)	2400m
205	1200′ (1089′)	3600m

CHANGES: Bearings.

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LEZL/SVQ SEVILLE

JEPPESEN

18 MAR 16 (13-1) Eff 31 Mar

SEVILLE, SPAIN VOR Rwy 09

BRIEFING STRIP ™

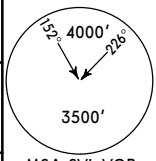
*ATIS	SEVILLE Approach	*SEVILLE Tower	*Ground
118.175	120.0 120.8 128.5	118.1	121.7

VOR SVL	Final Apch Crs	Minimum Alt D11.0	DA(H)	Apt Elev 111'
113.7	088°	1350' (1267')	760' (677')	Rwy 83'

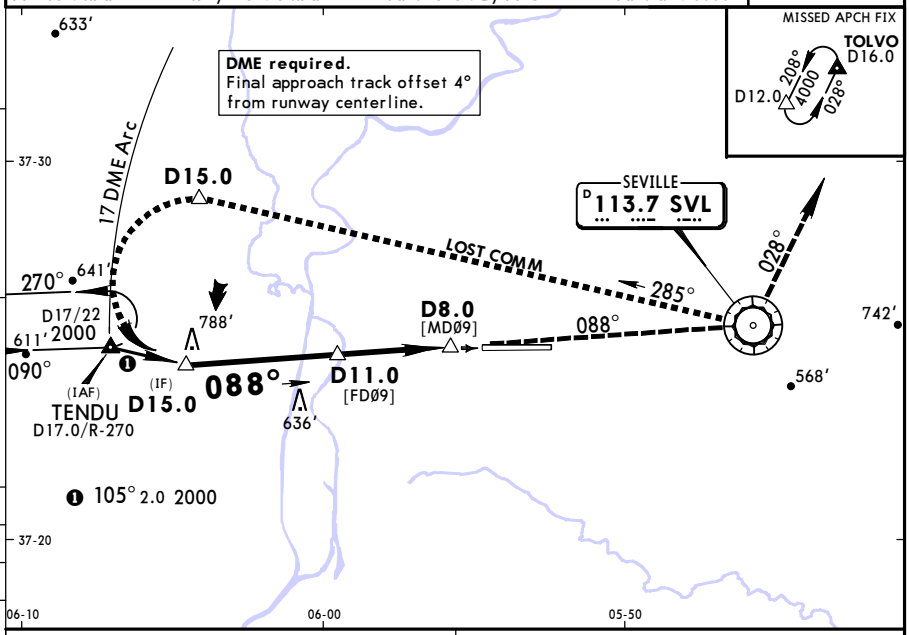
MISSED APCH: Climb on R-268 inbound to VOR to 2000'. Turn LEFT to intercept R-028 direct to TOLVO climbing to 4000' to join holding, then as directed.

MISSED APCH WITH LOST COMM: Proceed on R-285 to 17 DME Arc. Initiate approach.

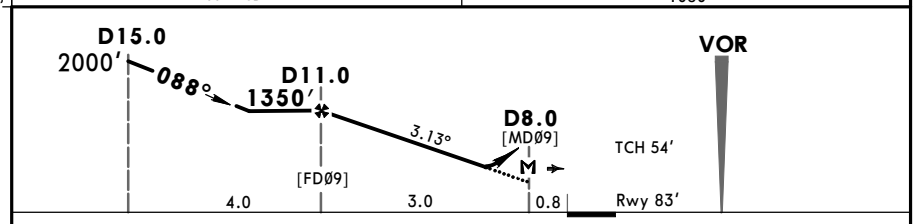
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 6000'



MSA SVL VOR



SVL DME	10.0
ALTITUDE	1080'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.13°	388	498	554	665	775	886
MAP at D8.0							

HIALS PAPI PAPI

2000' on SVL 113.7 R-268

SVL 113.7

Standard STRAIGHT-IN LANDING RWY 09

DA(H) 760' (677')

ALS out

		Max Kts	MDA(H)	VIS
A	RVR 1500m	100	790' (679')	1500m
B		135	790' (679')	1600m
C	CMV 2400m	180	990' (879')	2400m
D		205	1200' (1089')	3600m

CIRCLE-TO-LAND

PANS OPS

CHANGES: None.

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LEZL/SVQ
SEVILLE

JEPPESEN
18 MAR 16 (13-2) Eff 31 Mar

SEVILLE, SPAIN
VOR Rwy 27

BRIEFING STRIP

*ATIS	SEVILLE Approach	*SEVILLE Tower	*Ground
118.175	120.0 120.8 128.5	118.1	121.7

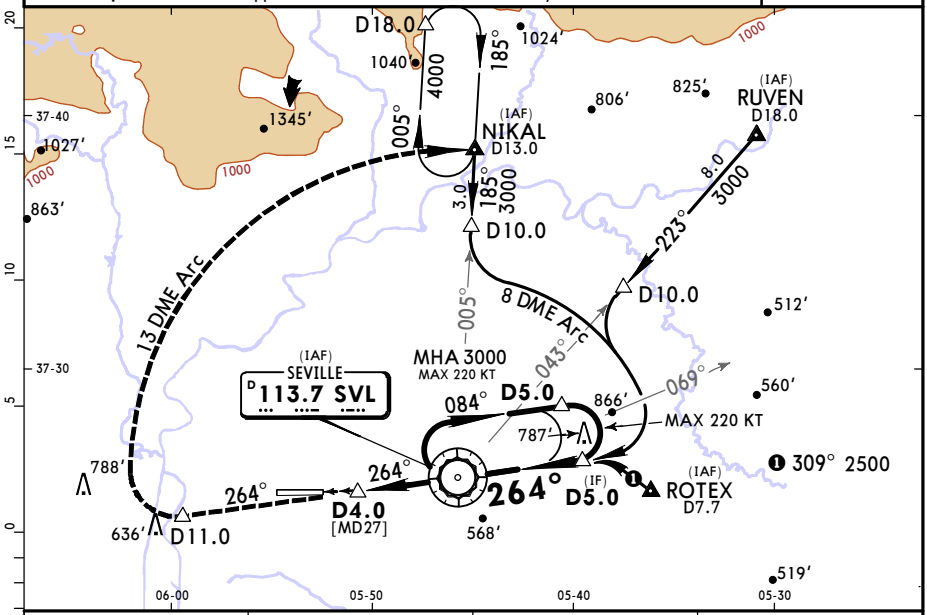
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 111′
SVL 113.7	264°	VOR 1800′ (1689′)	600′ (489′)	Rwy 111′

MISSED APCH: Climb on R-264 to D11.0, then turn RIGHT to intercept and follow 13 DME Arc to NIKAL to join holding at 4000′ or above.

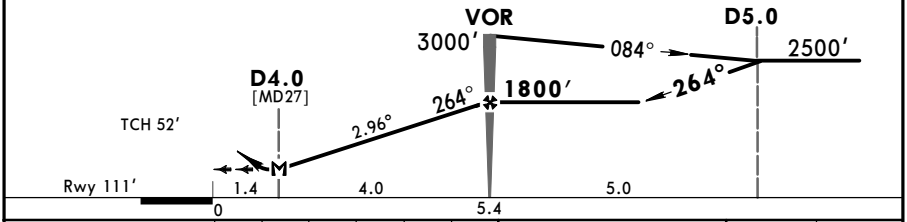
MSA SVL VOR: 152° 4000′, 226°, 3500′

Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 6000′

1.**DME required.** 2. Final approach track offset 7° from runway centerline.



SVL DME	3.0	2.0	1.0
ALTITUDE	910′	1230′	1540′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.96°	367	471	524	628	733	838
MAP at D4.0							

HIALS PAPI PAPI

D11.0

PANS OPS

Standard STRAIGHT-IN LANDING RWY **27**

DA(H) **600′** (489′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1500m	CMV 2300m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	630′ (519′)	1500m
135	630′ (519′)	1600m
180	990′ (879′)	2400m
205	1200′ (1089′)	3600m

CHANGES: Note.

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LEZL/SVQ
SEVILLE

JEPPESEN
18 MAR 16 (16-1) Eff 31 Mar

SEVILLE, SPAIN
NDB Rwy 27

BRIEFING STRIP TM

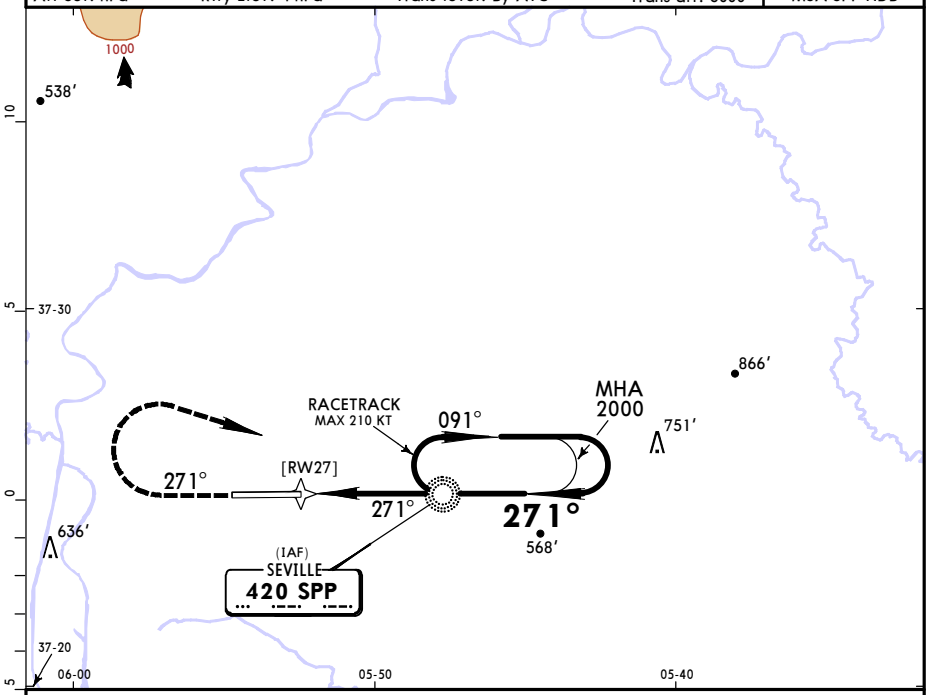
*ATIS	SEVILLE Approach	*SEVILLE Tower	*Ground
118.17	120.0 120.8 128.5	118.1	121.7

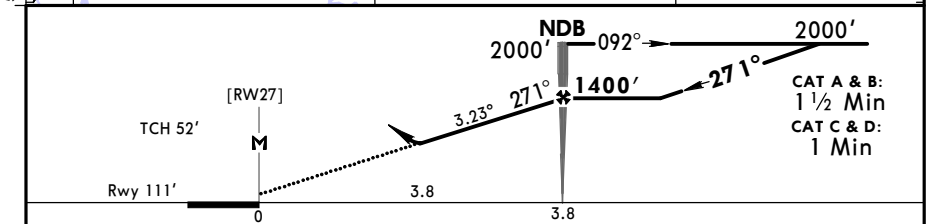
NDB SPP	Final Apch Crs	Minimum Alt NDB	DA(H)	Apt Elev 111′ Rwy 111′
420	271°	1400′ (1289′)	610′ (499′)	

MISSED APCH: Climb on 271° direct to 2000′, then turn RIGHT (MAX 230 KT) direct to NDB to join holding.

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: By ATC | Trans alt: 6000′

152° 4000′ 226° 3500′
MSA SPP NDB





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.23°	400	514	571	686	800	914
NDB to MAP	3.8	3:15	2:32	2:17	1:54	1:38	1:26

HIALS
PAPI PAPI
D
2000′ on 271°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **27**

DA(H) **610′** (499′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1500m	CMV 2300m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	630′ (519′)	1500m
135	630′ (519′)	1600m
180	990′ (879′)	2400m
205	1200′ (1089′)	3600m

CHANGES: Bearings.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

SEVILLE, (SEVILLE - LEZL)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LEZL

Type: Terminal
Effectivity: Temporary
Begin Date: 20140724
End Date: 20160930

TWY E2 is closed.