

**GENERAL****Operational Hours**

**ATS Hours / AD Hours:** 0545-2200±; PS 1HR PPR.

**Airport Information**

**RFF:** CAT 7, CAT 8 AVBL O/R  
**PCN:** RWY 02  
 160m / 525ft from THR 02: 51/F/A/W/T  
 160-1660m / 525-5446ft from THR 02: 100/F/A/W/T  
 1660-1800m / 5446-5905ft from THR 02: 80/F/A/W/T  
 1800-2150m / 5905-7054ft from THR 02: 38/F/A/W/T  
 2150-2300m / 7054-7545ft from THR 02: 65/F/A/W/T  
 RWY 20  
 150m / 492ft from THR 20: 65/F/A/W/T  
 150-500m / 492-1640ft from THR 20: 38/F/A/W/T  
 500-640m / 1640-2100ft from THR 20: 80/F/A/W/T  
 640-2140m / 2100-7020ft from THR 20: 100/F/A/W/T  
 2140-2300m / 7020-7545ft from THR 20: 51/F/A/W/T

**Operation****Low Visibility Procedure**

LVP in force when RVR is below 550m or in event of transmissometer failure, the general VIS in the manoeuvring area is less than 800m.

During LVP, only one ACFT is allowed in the movement area.

Arrival

After LDG, report "RWY free".

After entering APN hold at L2 or L3 and wait for follow-me. Report to TWR when follow-me is in sight.

Departure

Enter RWY 02 only by E6 via TWY T.

Enter RWY 20 only by E1 via TWY T.

When RVR 800m or below, intersection TKOF are not permitted.

**TWY Restriction**

Code letter E ACFT and B764, MD11 may use only TWY E1, E6, T1-T5, L2.

**Taxi/Parking**

REQ GND for taxi instructions after vacating RWY and wait for follow-me.

Follow-me compulsory for taxiing and entering APN and stands.

Autonomous exit under MNM PWR also from stands 1, 2, 6A, 8A, 9, 10, 11, 11E and 12.

**APU**

Use of APU restricted to 2min after on-block and 5min before off-block time.

Exceptions:

- if stand is not equipped with AC power (400Hz) and mobile GPU not AVBL.
- if air condition is required and no ACU AVBL.

**GENERAL****Engine Run-up Areas**

Cross bleed start and ENG test higher than idle prohibited at any stand.

**Warning**

Birds in vicinity of AD.

**ARRIVAL****Speed**

MAX IAS 250KT at FL120 or below.

IAS 210KT beginning final turn to intercept ILS LOC course, when ACFT within 20NM of THR.

IAS 180KT final turn completed and established on ILS LOC, when ACFT within 20NM of THR.

IAS 160KT when crossing JER NDB.

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

**Communication****COM Failure**

Use circle patterns at 500ft AGL at the beginning of right downwind RWY 20. For LDG use RWY in use.

**During LVP**

Vacate RWY after LDG and wait for follow-me or if taxi CLR has been already received, taxi to CLR limit and wait for follow-me.

**Arrival Procedure**

**VFR Traffic Pattern:** RWY 02 right-hand circuit.

**DEPARTURE****Take-off Minima**

RWY		02/20	
All ACFT	ft - m/km	0 - 200R/200V	-

**Speed**

MAX IAS 250KT below FL120.

**Communication****COM Failure****During LVP**

Taxi until CLR limit and wait for follow-me.

**DEPARTURE****Departure Procedure****Start-up/Push-back**

REQ CLR for start-up and push-back on GND. This manoeuvre shall not take more than 15min from the CLR is received.

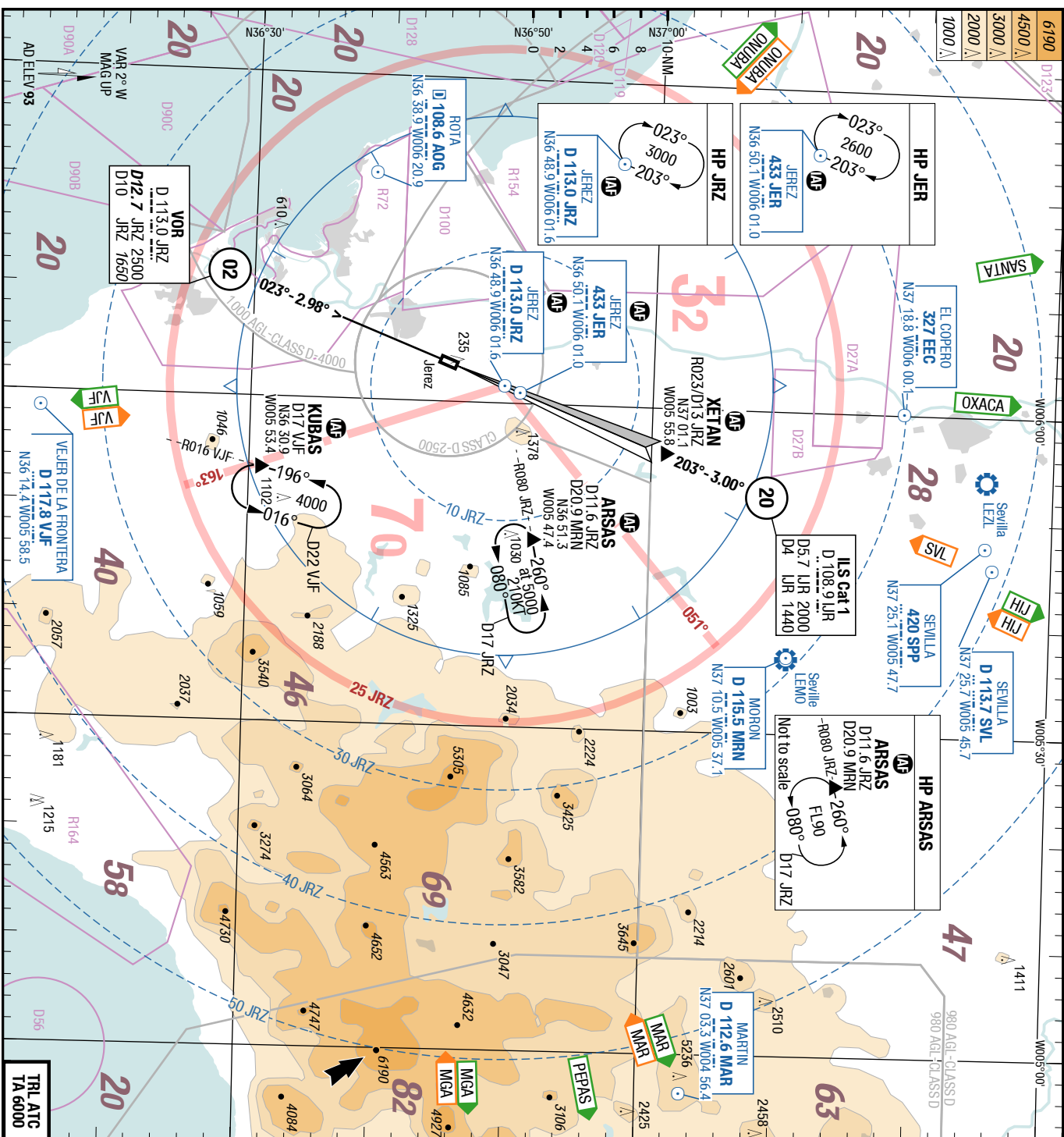
Be ready for towed push-back within the 5min following after the approved start-up time. Otherwise inform ATC.

The time between push-back accomplishment and the start of taxiing shall be 3min at the latest. After this time, would it be impossible to taxi, report TWR and REQ towing to a stand, leaving the TWY in APN.

Exit from stands 1, 2, 9, 10, 11 and 12 shall be carried out autonomous under MNM PWR if possible during start-up, in such a way that idle regime is not be exceeded while turning.

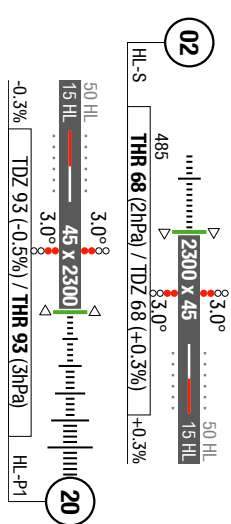
Towed push-back at stands 3-8 is compulsory, except 6A and 8A are self maneuvering.

Exit stands 3-8 (except 6A and 8A): Before push-back inform coordinator/truck driver about RWY in use in order to position the ACFT correct for exiting the APN via TWY L2 (RWY 20 in use) or L3 (RWY 02 in use).



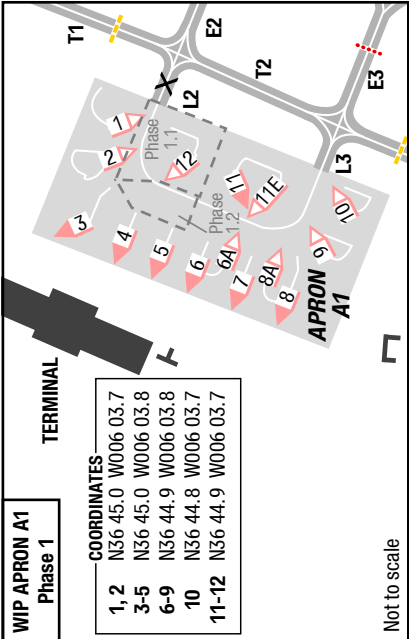
ATIS	125.650	0545-2200#
Sevilla APP	128.500	
TWR	118.550	0545-2200#
GND	121.600	0545-2200#

**Landing RWY system:**





ATIS	125.650	0545-2200†
TWR	118.550	0545-2200†
GND	121.600	0545-2200†



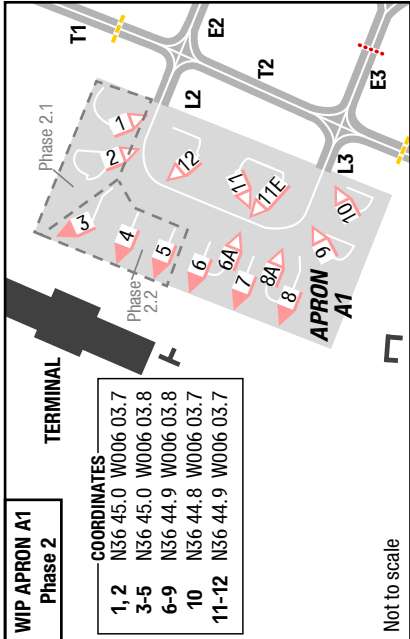
**WIP APRON A1**  
Works during day and night time

**Phase 1.1**

- TWY L2 CLSD
- PRKG Stands 1-5, 11E and 12 CLSD
- PRKG Stands 6-8 and 11 push-back mandatory

**Phase 1.2**

- TWY L2 CLSD
- PRKG Stands 2-6A and 12 CLSD
- PRKG Stands 7, 8 and 11 push-back mandatory



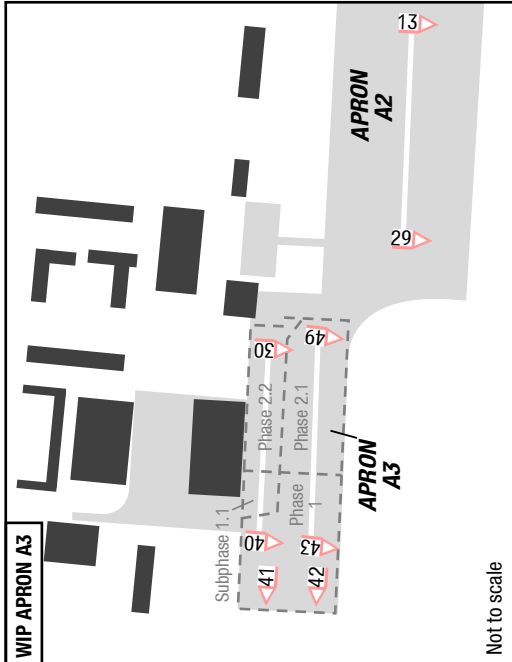
**WIP APRON A1**  
Works during day and night time

**Phase 2.1**

- PRKG Stands 1-3 CLSD
- PRKG Stands 4-8 and 12 push-back mandatory

**Phase 2.2**

- PRKG Stands 3-5 CLSD



**WIP APRON A3**  
Works during day and night time

**Phase 1 and Subphase 1**

- PRKG Stands 35-46 CLSD
- PRKG Stand 35 becomes a provisional TWY

**Phase 2.1**

- PRKG Stands 30-37 and 45-49 CLSD
- PRKG Stand 37 becomes a provisional TWY

**Phase 2.2**

- PRKG Stands 30-37 CLSD
- PRKG Stand 37 becomes a provisional TWY

Effective 13-SEP-2018

06-SEP-2018

XRY-LEJR

4-10

RNAV SIDs RWY 20

Spain Jerez

SIDs RWY 02

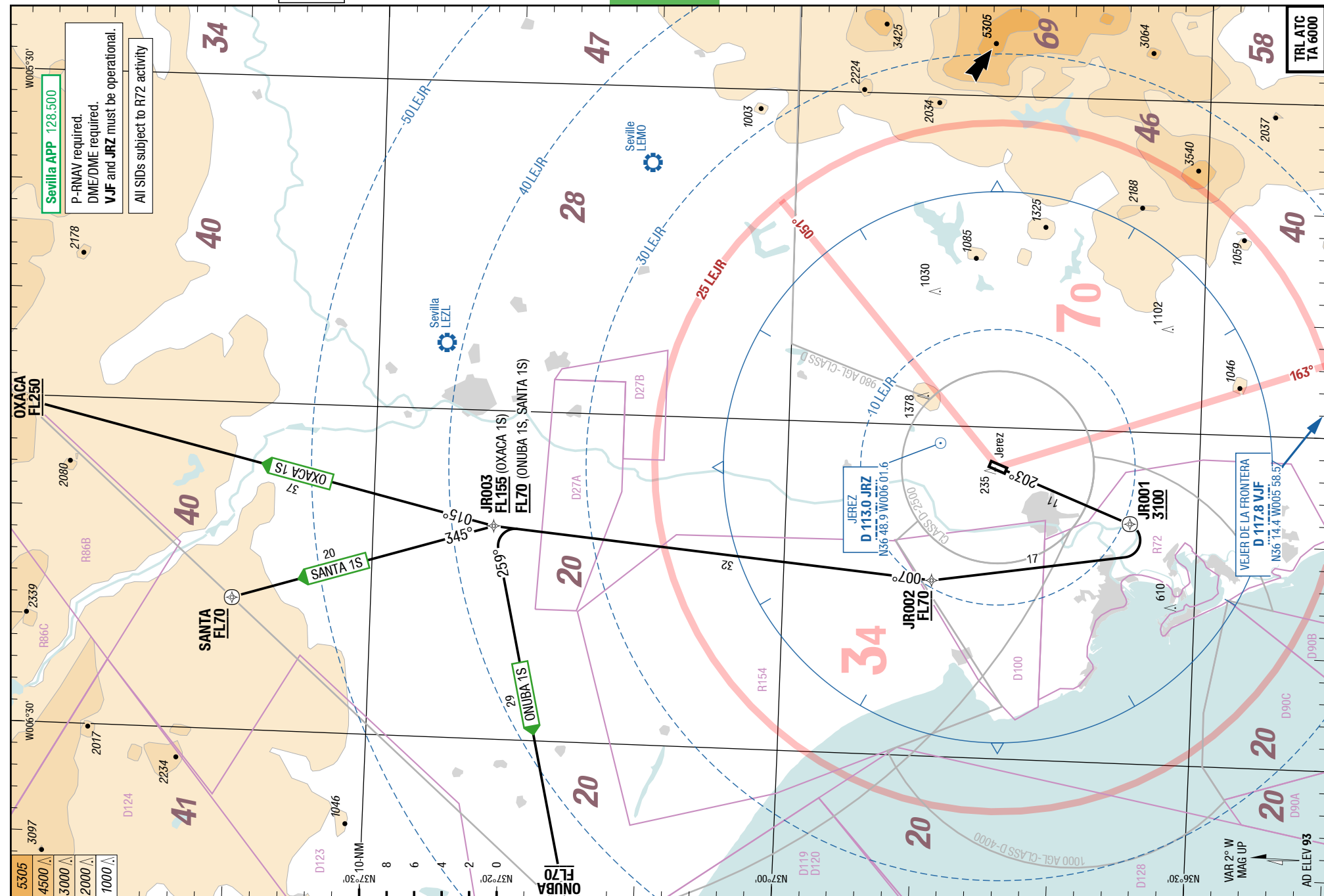
SID

SID

Jerez Spain

SIDs RWY 02

RNAV SIDs RWY 20



Changes: Nil

## XRY-LEJR

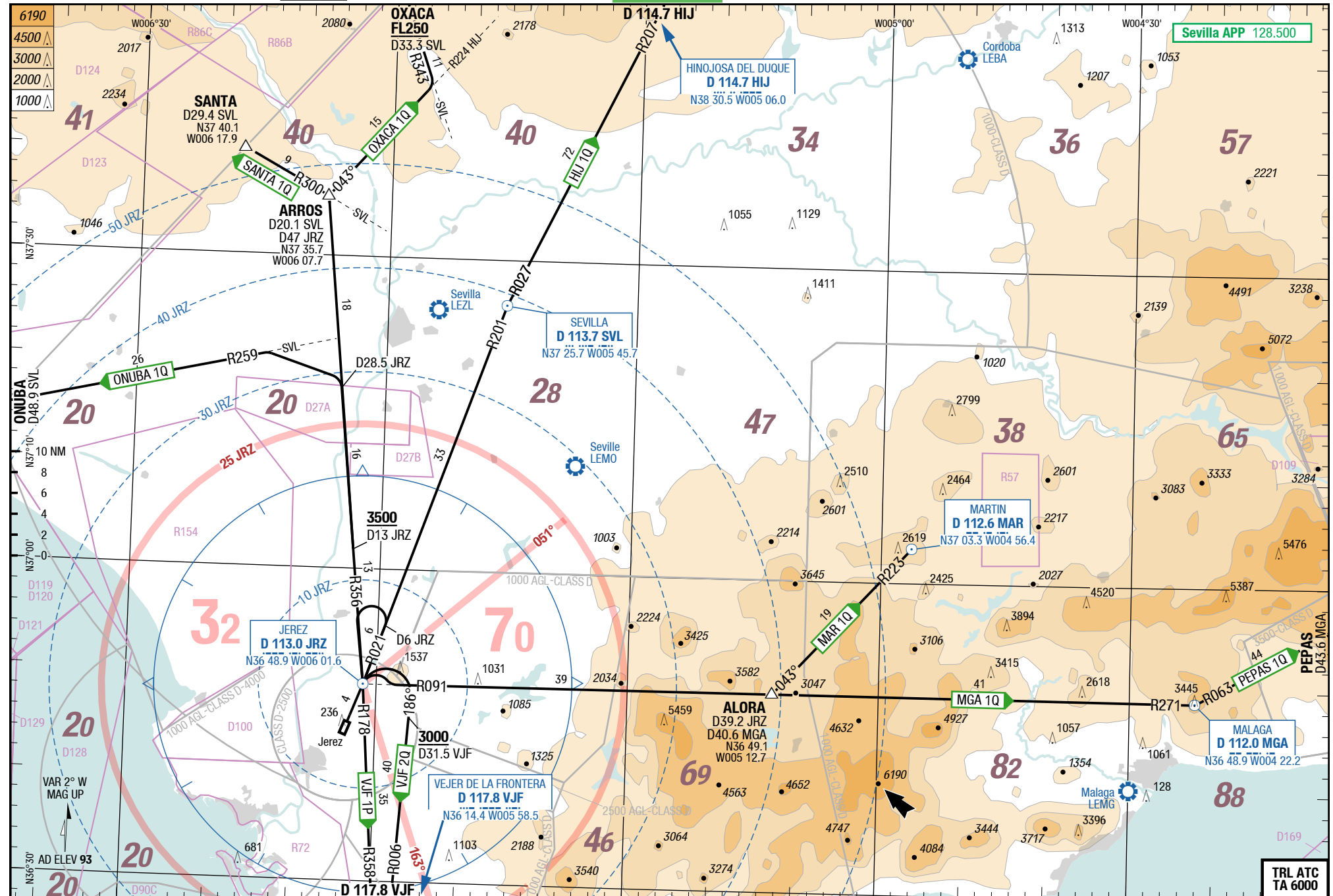
## SIDs RWY 02

510

SID

## SIDs RWY 02

4-20



Changes: ALT, ASP, MGA, Track, PROC renumbered, OBST

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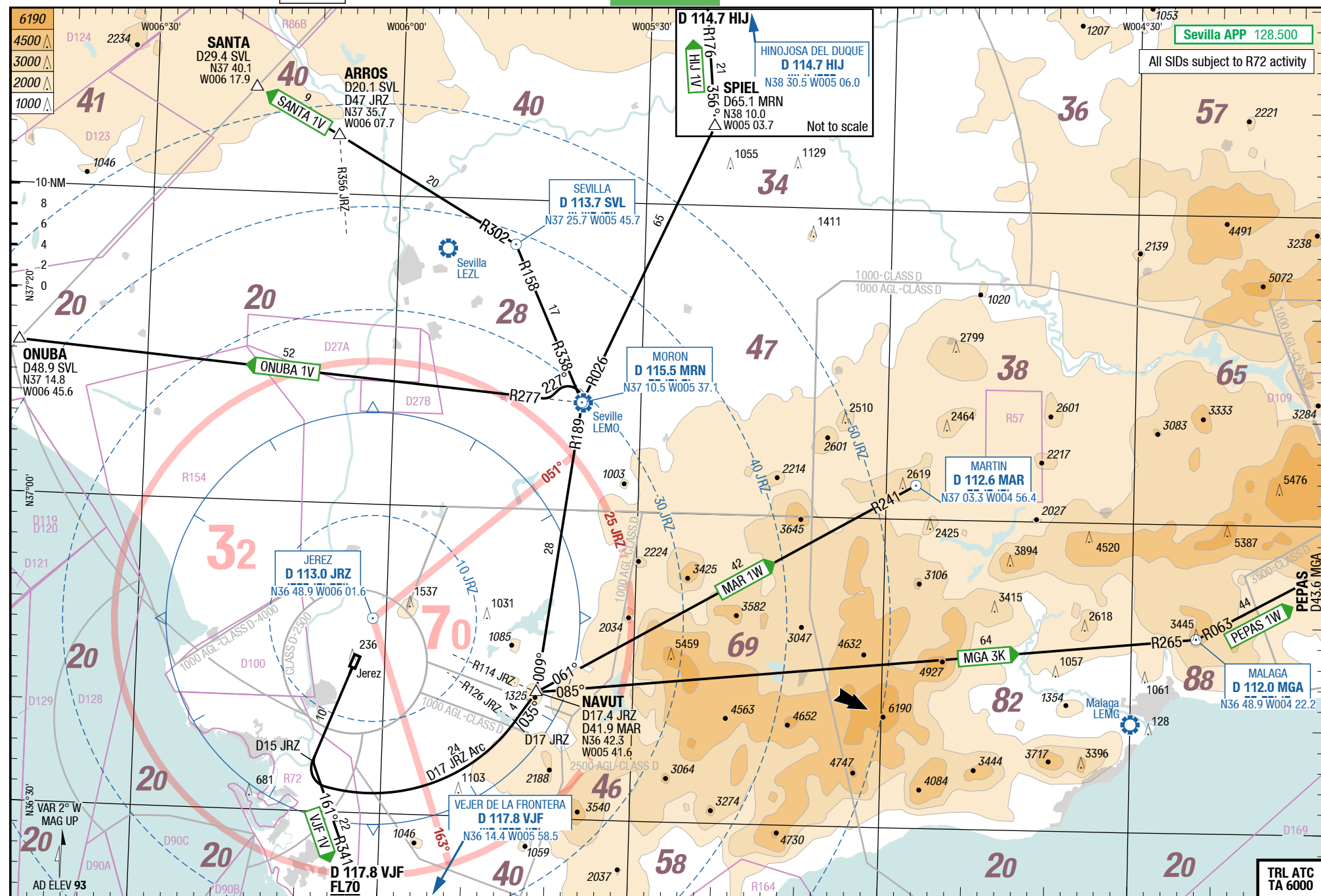
## XRY-LEJR

## SIDs RWY 20

SID

## SIDs RWY 20

4-30



Changes: ASP, MGA, Track, DIST, Editorial

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**ONUBA 1S / OXACA 1S / SANTA 1S**

RWY 20 (203°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 20	
<b>ONUBA 1S</b> <b>128.500</b> ①	JR001 [R] - JR002 - JR003 [L] - <u>ONUBA</u>	JR001 MNM <b>3100</b> JR002 MNM <b>FL70</b> JR003 MNM <b>FL70</b> ONUBA MNM <b>FL70</b>
<b>OXACA 1S</b> <b>128.500</b> ①	JR001 [R] - JR002 - JR003 [R] - <u>OXACA</u>	JR001 MNM <b>3100</b> JR002 MNM <b>FL70</b> JR003 MNM <b>FL155</b> OXACA MNM <b>FL250</b>
<b>SANTA 1S</b> <b>128.500</b> ①	JR001 [R] - JR002 - JR003 [L] - <u>SANTA</u>	JR001 MNM <b>3100</b> JR002 MNM <b>FL70</b> JR003 MNM <b>FL70</b> SANTA MNM <b>FL70</b>

① Subject to R72 activity

**CONTINGENCY DEP / HINOJOSA 1Q / MALAGA 1Q / MARTIN 1Q / ONUBA 1Q / OXACA 1Q / PEPAS 1Q / SANTA 1Q / VEJER 1P**

RWY 02 (023°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300
5.4%	ft/MIN	700	900	1000	1200	1400	1500
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 02</b>	
<b>CONTINGENCY DEP</b> 5.5% <b>128.500</b>	at MNM <b>3500</b> turn as directed by ATC	
<b>HINOJOSA 1Q</b> <b>HIJ 1Q</b> <b>128.500</b>	<b>JRZ - R021 JRZ to SVL - R027 SVL to HIJ</b>	
<b>MALAGA 1Q</b> <b>MGA 1Q</b> 4.5% to 3000 <b>128.500</b>	<b>JRZ - R091 JRZ - at ALORA intercept R271 MGA to MGA</b>	
<b>MARTIN 1Q</b> <b>MAR 1Q</b> 4.5% to 3000 <b>128.500</b>	<b>JRZ - R091 JRZ - at ALORA LT intercept R223 MAR to MAR</b>	
<b>ONUBA 1Q</b> <b>128.500</b>	<b>JRZ - R356 JRZ - at D28.5 JRZ LT intercept R259 SVL to ONUBA</b>	R356/D13 <b>JRZ MNM 3500</b>
<b>OXACA 1Q</b> 5.4% to FL250 <b>128.500</b> ①	<b>JRZ - R356 JRZ - at ARROS RT intercept R224 HIJ inbound - intercept R343 SVL to OXACA</b>	R356/D13 <b>JRZ MNM 3500</b> <b>OXACA MNM FL250</b>
<b>PEPAS 1Q</b> 4.5% to 3000 <b>128.500</b>	<b>JRZ - R091 JRZ - at ALORA intercept R271 MGA to MGA - R063 MGA to PEPAS</b>	
<b>SANTA 1Q</b> <b>128.500</b>	<b>JRZ - R356 JRZ - at ARROS LT intercept R300 SVL to SANTA</b>	R356/D13 <b>JRZ MNM 3500</b>
<b>VEJER 1P</b> <b>VJF 1P</b> <b>128.500</b>	<b>JRZ - R021 JRZ - at D6 JRZ LT direct JRZ - R178 JRZ to VJF</b>	

① Climb gradient 5.4% to FL250 due to ATC.

**VEJER 2Q**

RWY 02 (023°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 02	
<b>VEJER 2Q</b> <b>VJF 2Q</b> 5.3% to 3000 <b>128.500</b> ①②	<b>JRZ - RT intercept R006 VJF to VJF</b>	R006/D31.5 <b>VJF MNM 3000</b>

① Climb gradient 5.3% to 3000 due to ATC.

② If unable to climb 5.3% inform ATC and climb with climb gradient 4.5%.

**CONTINGENCY DEP / HINOJOSA 1V / MALAGA 3K / MARTIN 1W / ONUBA 1V / PEPAS 1W / SANTA 1V / VEJER 1V**

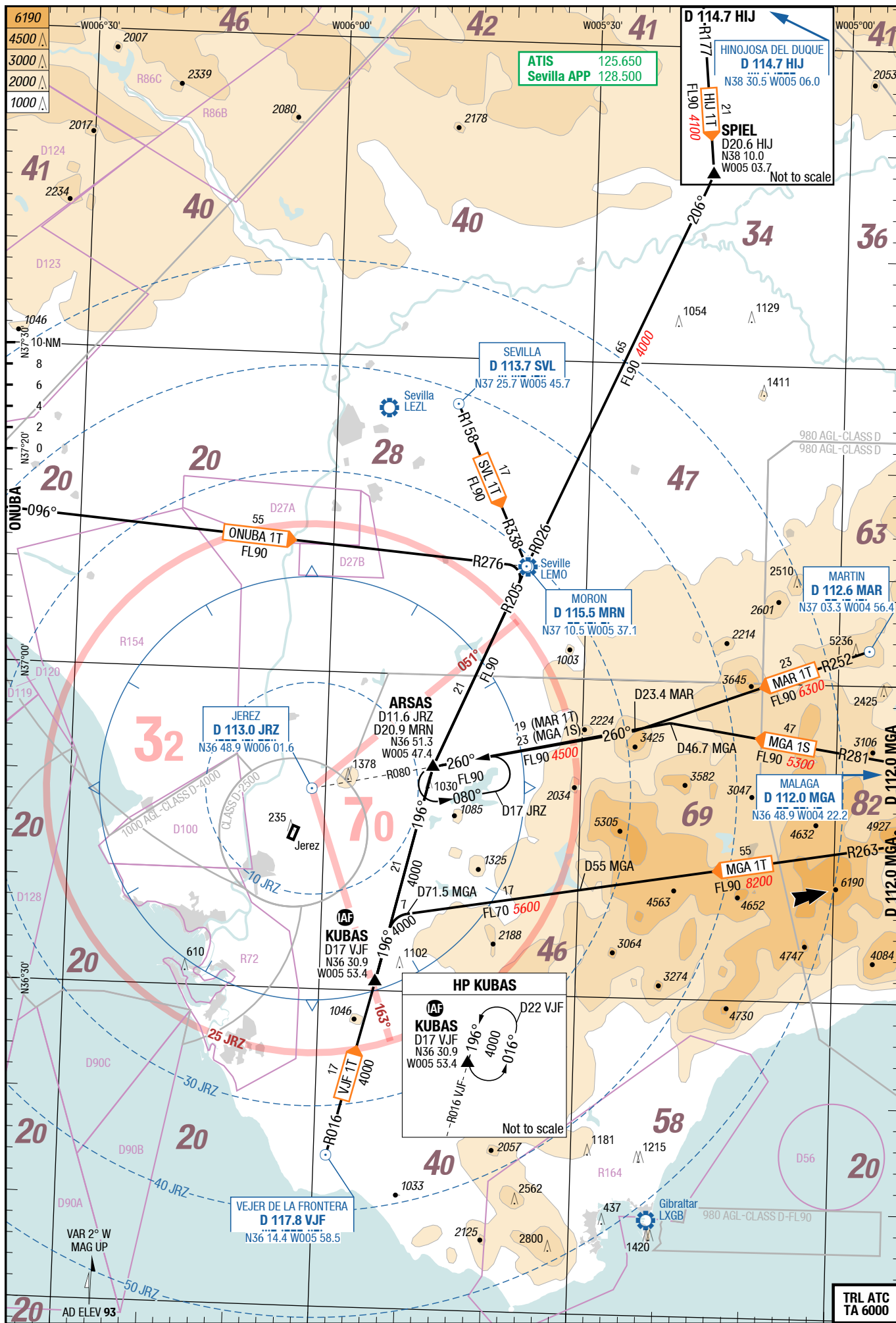
RWY 20 (203°)

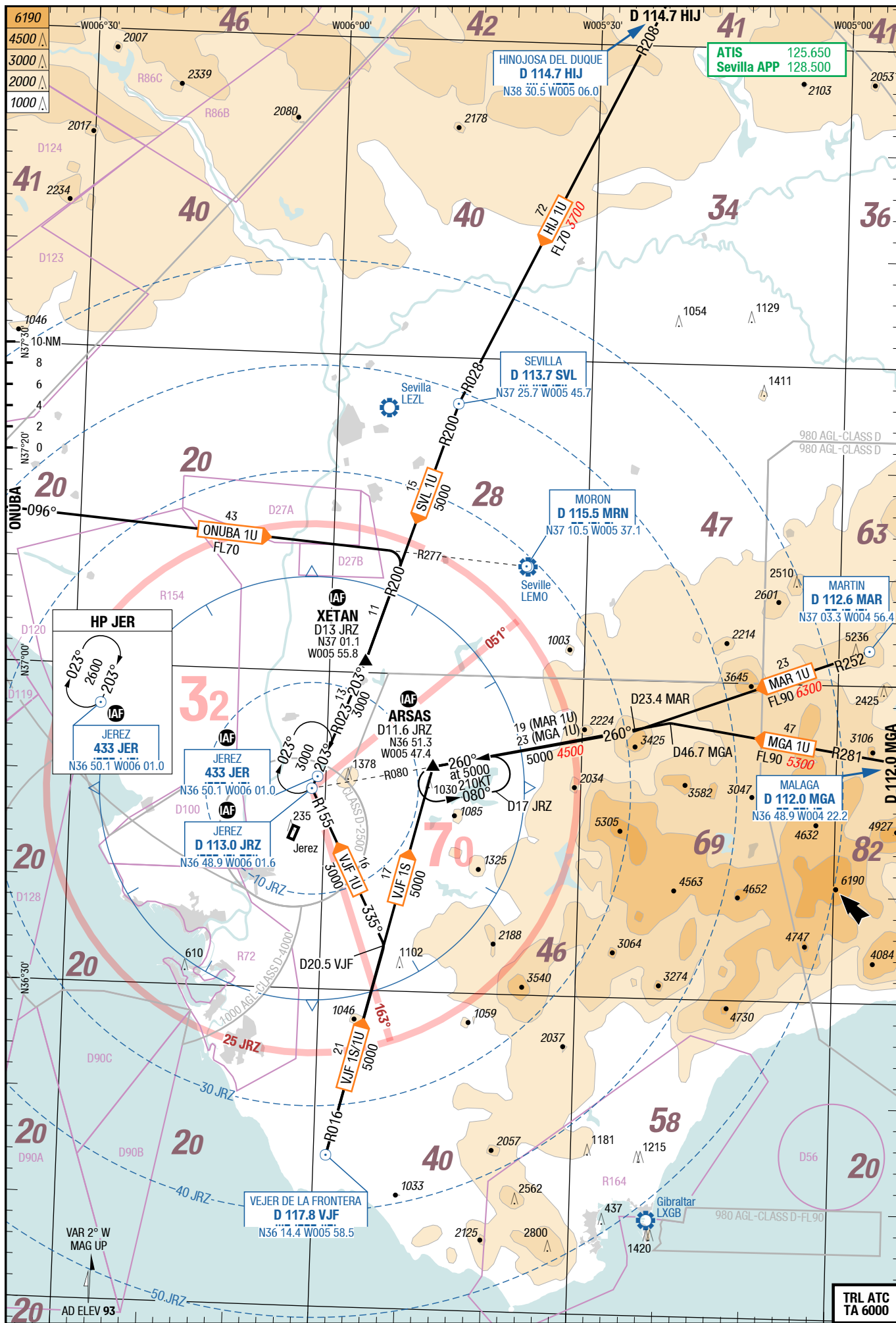
	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 20</b>	
<b>CONTINGENCY DEP</b> 5.0% <b>128.500</b> ①	at MNM 3000 turn as directed by ATC	
<b>HINOJOSA 1V</b> <b>HIJ 1V</b> <b>128.500</b> ①	at D15 <b>JRZ LT</b> follow D17 <b>JRZ</b> arc - crossing R126 <b>JRZ RT</b> 035° - at NAVUT <b>LT</b> intercept R189 <b>MRN</b> to <b>MRN</b> - R026 <b>MRN</b> - at SPIEL <b>LT</b> intercept R176 <b>HIJ</b> to <b>HIJ</b>	
<b>MALAGA 3K</b> <b>MGA 3K</b> <b>128.500</b> ①	at D15 <b>JRZ LT</b> follow D17 <b>JRZ</b> arc - crossing R126 <b>JRZ RT</b> 035° - at NAVUT <b>RT</b> intercept R265 <b>MGA</b> to <b>MGA</b>	
<b>MARTIN 1W</b> <b>MAR 1W</b> <b>128.500</b> ①	at D15 <b>JRZ LT</b> follow D17 <b>JRZ</b> arc - crossing R126 <b>JRZ RT</b> 035° - at NAVUT <b>RT</b> intercept R241 <b>MAR</b> to <b>MAR</b>	
<b>ONUBA 1V</b> <b>128.500</b> ①	at D15 <b>JRZ LT</b> follow D17 <b>JRZ</b> arc - crossing R126 <b>JRZ RT</b> 035° - at NAVUT <b>LT</b> intercept R189 <b>MRN</b> - at <b>MRN LT</b> 227° intercept R277 <b>MRN</b> to ONUBA	
<b>PEPAS 1W</b> <b>128.500</b> ①	at D15 <b>JRZ LT</b> follow D17 <b>JRZ</b> arc - crossing R126 <b>JRZ RT</b> 035° - at NAVUT <b>RT</b> intercept R265 <b>MGA</b> to <b>MGA</b> - R063 <b>MGA</b> to PEPAS	
<b>SANTA 1V</b> <b>128.500</b> ①	at D15 <b>JRZ LT</b> follow D17 <b>JRZ</b> arc - crossing R126 <b>JRZ RT</b> 035° - at NAVUT <b>LT</b> intercept R189 <b>MRN</b> - at <b>MRN</b> intercept R158 <b>SVL</b> to <b>SVL</b> - R302 <b>SVL</b> to ARROS - SANTA	
<b>VEJER 1V</b> <b>VJF 1V</b> 4.0% to FL70 <b>128.500</b> ①②	at D15 <b>JRZ LT</b> intercept R341 <b>VJF</b> to <b>VJF</b>	<b>VJF MNM FL70</b>

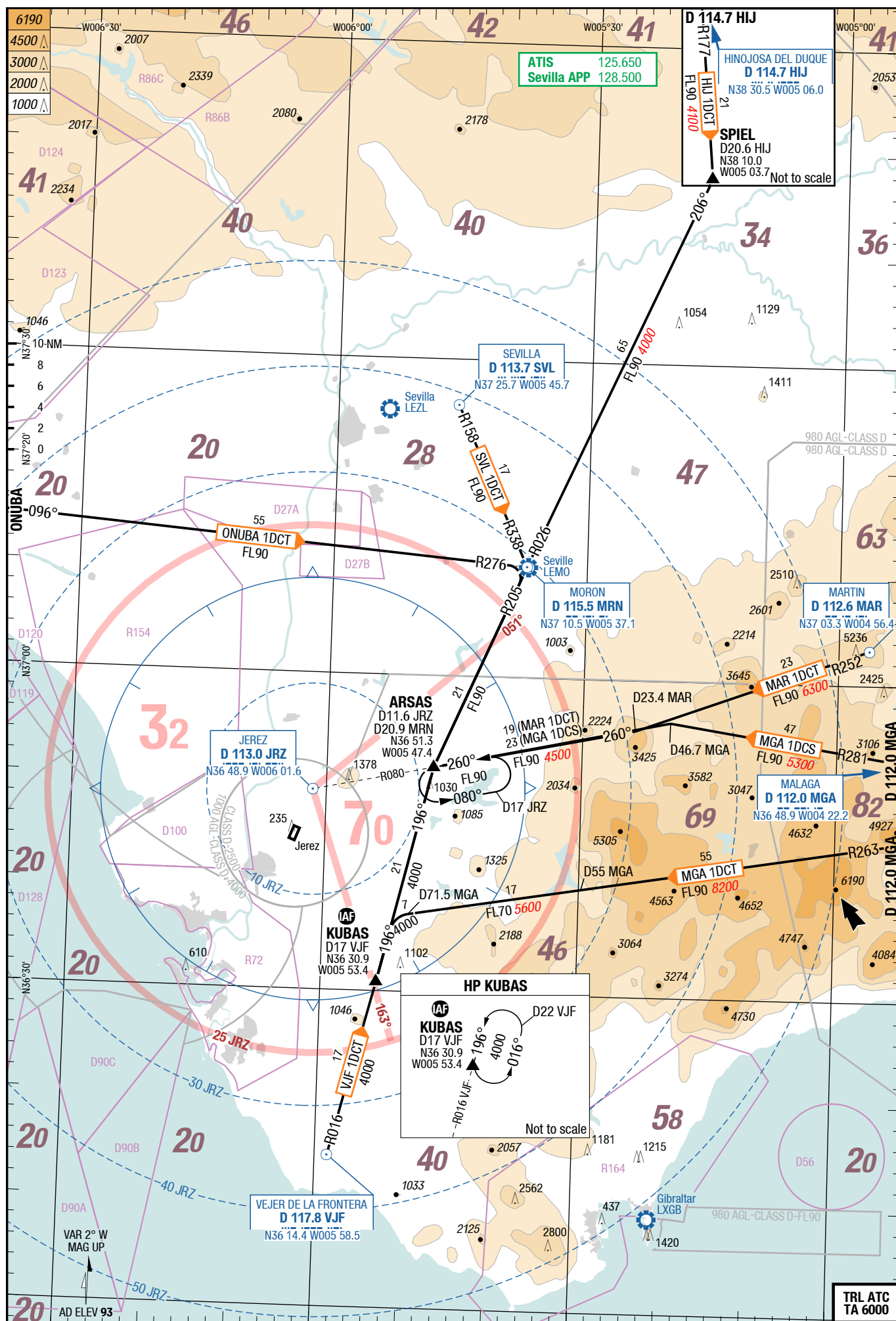
① Subject to R72 activity

② Climb gradient 4.0% to FL70 due to ATC



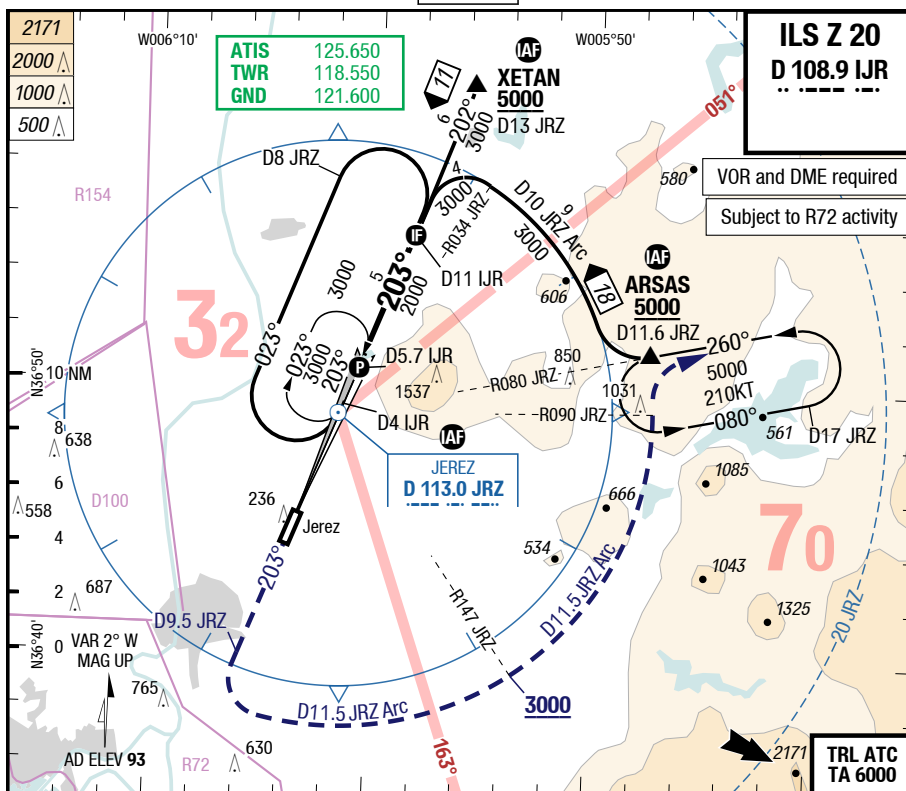










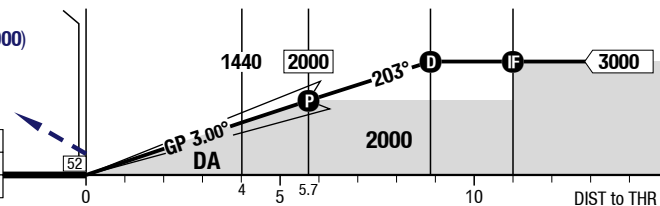


50 HL ..... 3.0° 15 HL ..... 3.0°	45 x 2300	20	2	3	5	6	8	8.9	D IJR
-0.3% TDZ 93 (-0.5%) / THR 93 (3hPa)	HL-P1	790	1120	1770	2090	2730	3000		

203° IJR D4 D5.7 **D8.9** D11 IJR

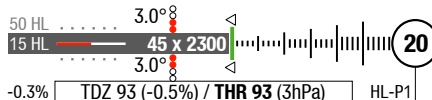
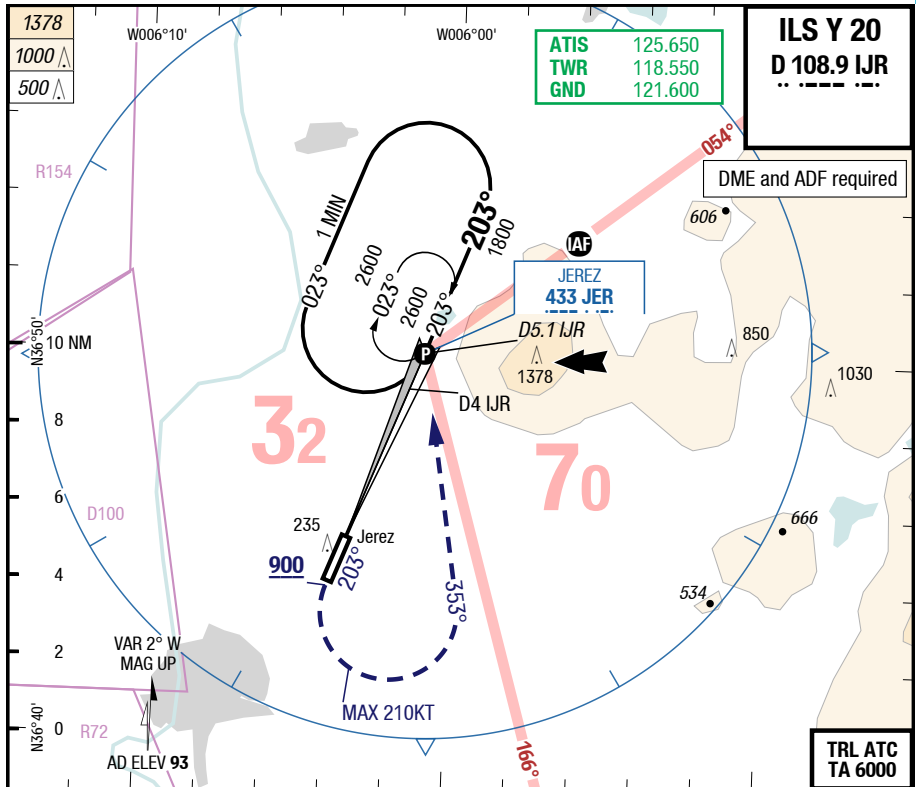
at D9.5 **JRZ LT**  
follow D11.5 **JRZ Arc**  
(cross R147 **JRZ** at MNM 3000)  
crossing R090 **JRZ RT**  
direct ARSAS  
climb **5000**

GS	120	140	160
	<i>640</i>	<i>740</i>	<i>850</i>

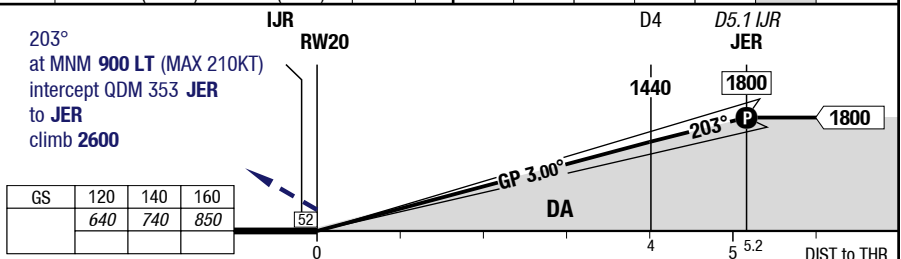


20		Cat 1 DME GA 3.8% 1)					Circling
C	ft - m/km ft	220 - 550 310					880 - 2.4V 970
D	ft - m/km ft	230 - 550 320					950 - 3.6V 1040

1) Up to 3000ft

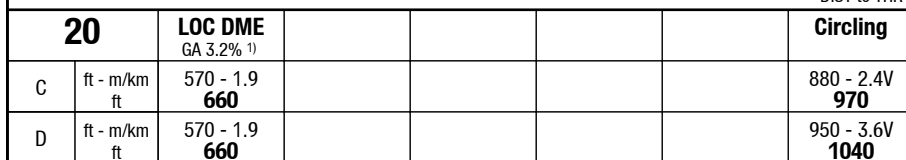


1	2	3	5	5.1		D IJR
470	790	1120	1770	1800		



20	Cat 1 DME					Circling
C	ft - m/km ft	240 - 550 330				880 - 2.4V 970
D	ft - m/km ft	250 - 550 340				950 - 3.6V 1040

**LOC Z 20**

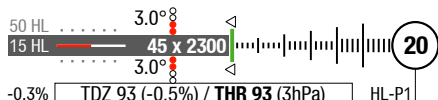
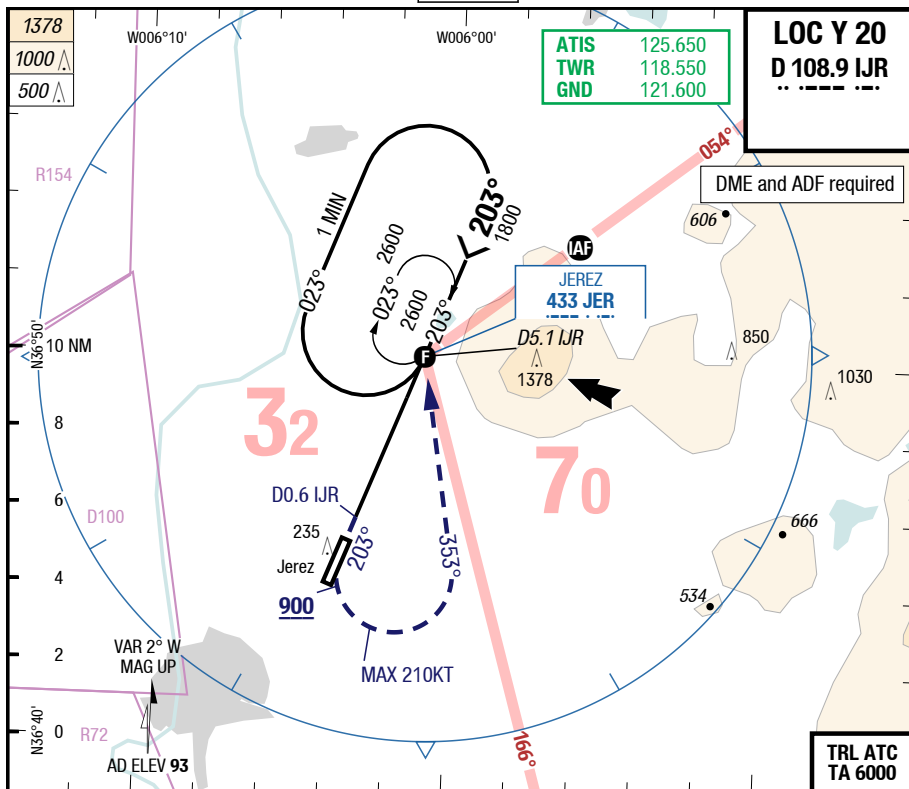


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# XRY-LEJR

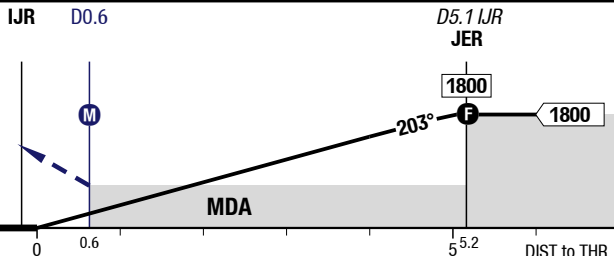
7-40

LOC Y 20



2	3	4	5.1			3.12°
810	1150	1480	1800			D IJR

203°  
at MNM 900 LT (MAX 210KT)  
intercept QDM 353 JER  
to JER  
climb 2600

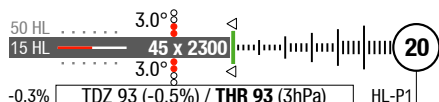
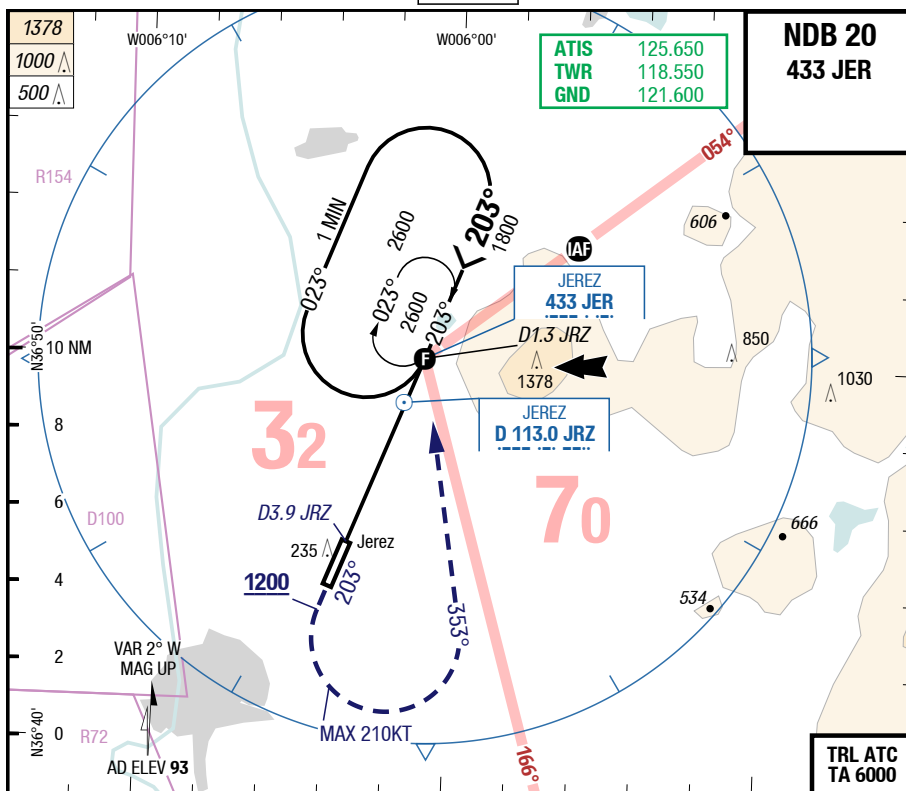


GS	120	140	160
D5.1 IJR	660	770	880
-MAPt	2:16	1:57	1:42

20	LOC					Circling
C	ft - m/km ft	640 - 2.2 730				880 - 2.4V 970
D	ft - m/km ft	640 - 2.2 730				950 - 3.6V 1040

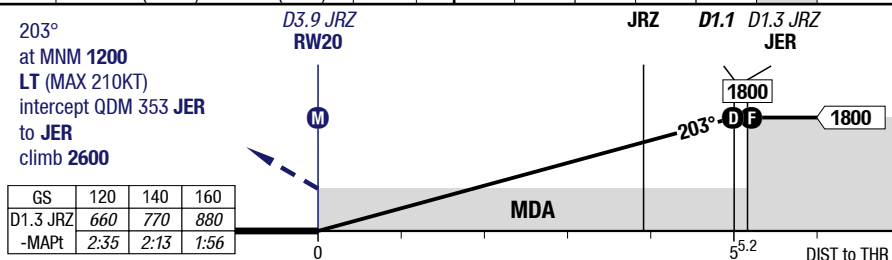
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2	1	<b>JRZ</b>	1	1.1		3.12° <b>D JRZ</b>
780	1110	1440	1770	1800		

203°  
at MNM 1200  
LT (MAX 210KT)  
intercept QDM 353 JER  
to JER  
climb 2600



<b>20</b>		<b>NDB</b>					<b>Circling</b>
C	ft - m/km ft	640 - 2.2 <b>730</b>					880 - 2.4V <b>970</b>
D	ft - m/km ft	640 - 2.2 <b>730</b>					950 - 3.6V <b>1040</b>