

GENERAL**Operational Hours**

ATS Hours / AD OPS Hours: 0530-0000 \pm . PS 2HR PPR.

Airport Information

RFF: CAT 7, CAT 8 and 9 AVBL O/R at least 15 days before SKED flight.
Fuel: AVBL during AD HR, other times O/R.
PCN: RWY 09/27: 82/F/D/W/T

Operation**Traffic Notes**

OPS not permitted for code letter F ACFT without PPR from AD authorities.

Low Visibility Procedures

LVP in force when:

RVR for RWY 09/27 or APN below 550m.

Only one movement at a time on APN when RVR/VIS below 550m.

The use of TWY G2, G9 (towards stands 10-16) is not allowed.

Taxiing along TWY G1, G3, G9 after follow-me only.

ARR:

- Report RWY vacated.
- At APN entry, wait for follow-me in order to be guided to assigned stand, report to TWR: "Follow-me in sight."

Entry to Gate G5 is prohibited from A2.

DEP:

LVP taxi routes:

- RWY 09 in use: TWY A to HP-1 or HP-2
- RWY 27 in use: TWY A to HP-3 or HP-4

TWY Restriction

TWY G1, G2, G3, G9 AVBL for ACFT up to code letter C.

TWY G4 (between Gate G3 and G4), G6, HP-4 AVBL for ACFT up to code letter D.

TWY G5, G4 (between Gate G4 and G5), G8 AVBL for ACFT up to code letter E.

Use of TWY N2, S2, HP5 is only allowed for ACFT heading for Airbus Defence and Space facilities or Maestranza MIL APN.

Taxi/Parking

Due to TWR location AD CTL service will not be provided on APN. Collision avoidance with other ACFT or obstacles is responsibility of Pilots when taxiing on APN (except during towing).

Visual Docking Guidance System installed at all stands.

Follow-me AVBL O/R.

GENERAL

Taxi routes assignation, independent of RWY in use and save reasons against, will adjust to the following entry/exit APN PROC:

RWY 09 in use

Stands	Entry via	Exit via
1 - 4	Gate G5 or Gate G8	Gate G4
5	Gate G8	Gate G7
10 - 19, 15B	Gate G8	Gate G7
15A and 16A	Gate G6 or Gate G8	Gate G7
20 - 24	Gate G8	Gate G4
25	Gate G5	Gate G4
30 - 33, 30A	Gate G5	Gate G4
33A	Gate G3 or Gate G5	Gate G3
34, 36, 38	Gate G2	Gate G3
35, 37, 39	Gate G2	Gate G1
40 - 44	Gate G1	Gate G1

RWY 27 in use

Stands	Entry via	Exit via
1 - 5	Gate G5 or Gate G8	Gate G8
10 - 19	Gate G5 or Gate G8	Gate G8
15A, 16A	Gate G6 or Gate G8	Gate G8
15B	Gate G7 or Gate G8	Gate G8
20 - 23	Gate G6 or Gate G8	Gate G8
24	Gate G7	Gate G8
25	Gate G5	Gate G8
30, 30A	Gate G4 or Gate G5	Gate G4 or Gate G8
31 - 33	Gate G3 or Gate G5	Gate G4
33A	Gate G3	Gate G3
34, 36, 38	Gate G2	Gate G3
35, 37, 39	Gate G2	Gate G1
40 - 44	Gate G1	Gate G1

APU

Use of APU restricted to 2min after block-on 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.

Warnings

Model flying 4.5NM final RWY 09, up to 250ft AGL in VMC, SAT, SUN and HOL SR-SS.

Birds in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT at or below FL120.

IAS 210KT beginning of the final turn until intercept the ILS LOC course, when the ACFT is located within 20NM THR.

IAS 180KT when established on ILS LOC course and when located within 20NM of THR.

MAX IAS 160KT when crossing NDB SPP.

ACFT with lower cruising IAS, shall maintain cruising speed up to the fix concerned.

Communication**COM Failure****MISAP VOR/DME RWY 09**

Proceed R268 SVL inbound to SVL, turn left and proceed on R285 SVL, at D15 SVL turn left, follow D17 arc SVL, at R270 SVL turn left for APCH.

During LVP

LDG ACFT hold PSN once ILS sensitive area is vacated. Wait for follow-me in order to be guided to stand.

If ATC taxi CLR is issued, continue on assigned route to CLR limit, hold PSN and wait for follow-me.

Arrival Procedure

VFR Traffic Pattern: RWY 27 right-hand circuit.

Non-standard GP intercept position on RWY 09

GP intercepts RW 09 at *314m / 1030ft* after landing threshold.

Remaining DIST beyond GP is *3048m / 10000ft*.

Warnings

RWY 09/27: PAPI unusable for code letter F ACFT, A388, B747-8.

DEPARTURE**Take-off Minima**

RWY		09/27	
All ACFT	ft - m/km	0 - 200R	-

Speed

MAX IAS 250KT until leaving FL120.

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

Continue by assigned taxi route to CLR limit, hold PSN and wait for follow-me in order to be guided to stand or HLDG bay.

SVQ-LEZL

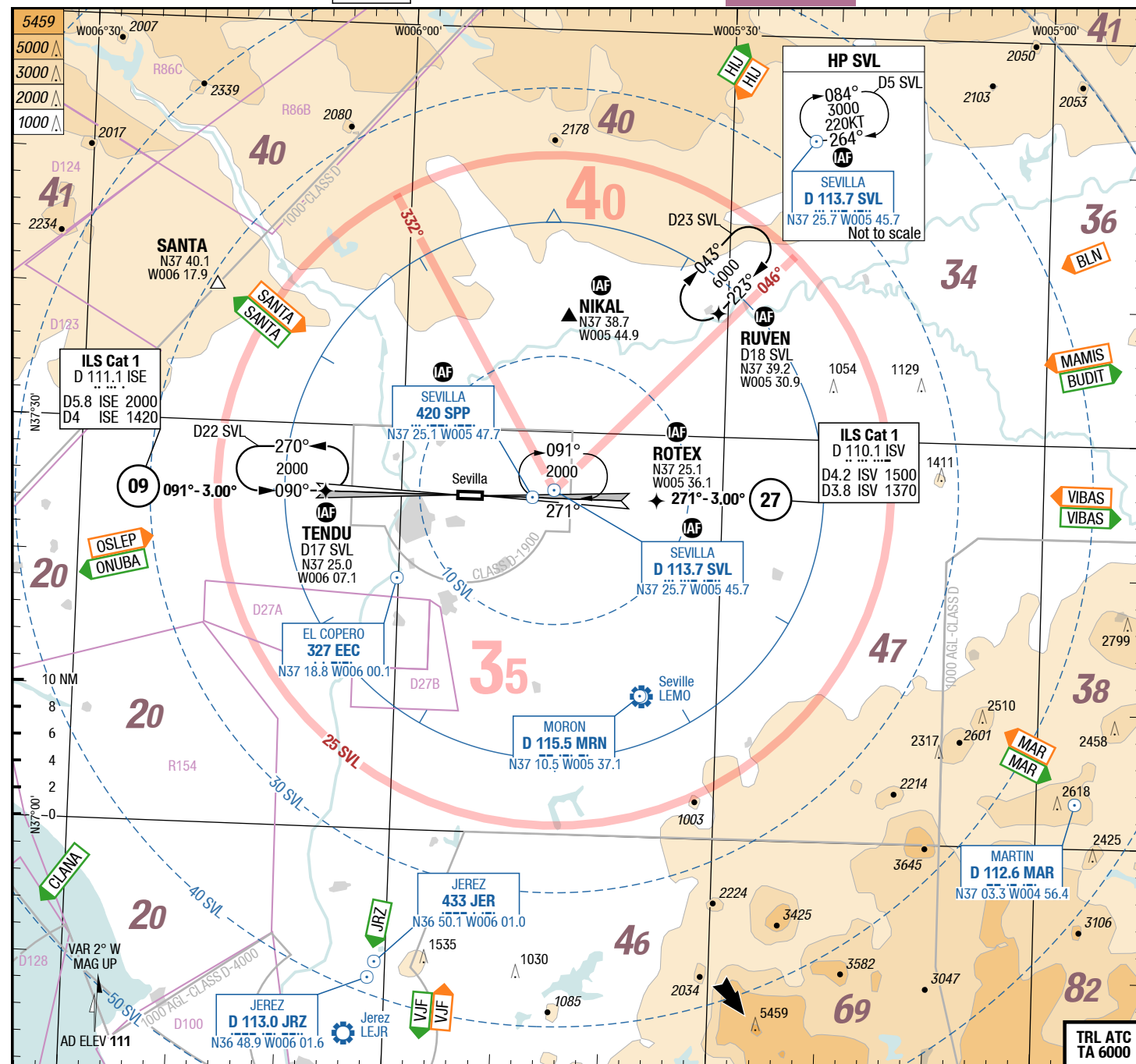
AFC

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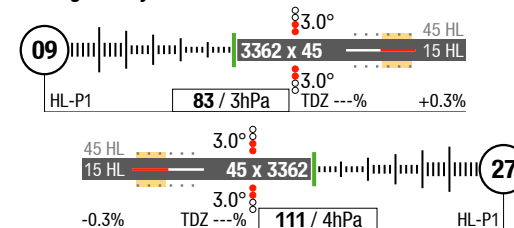
2-10



GND

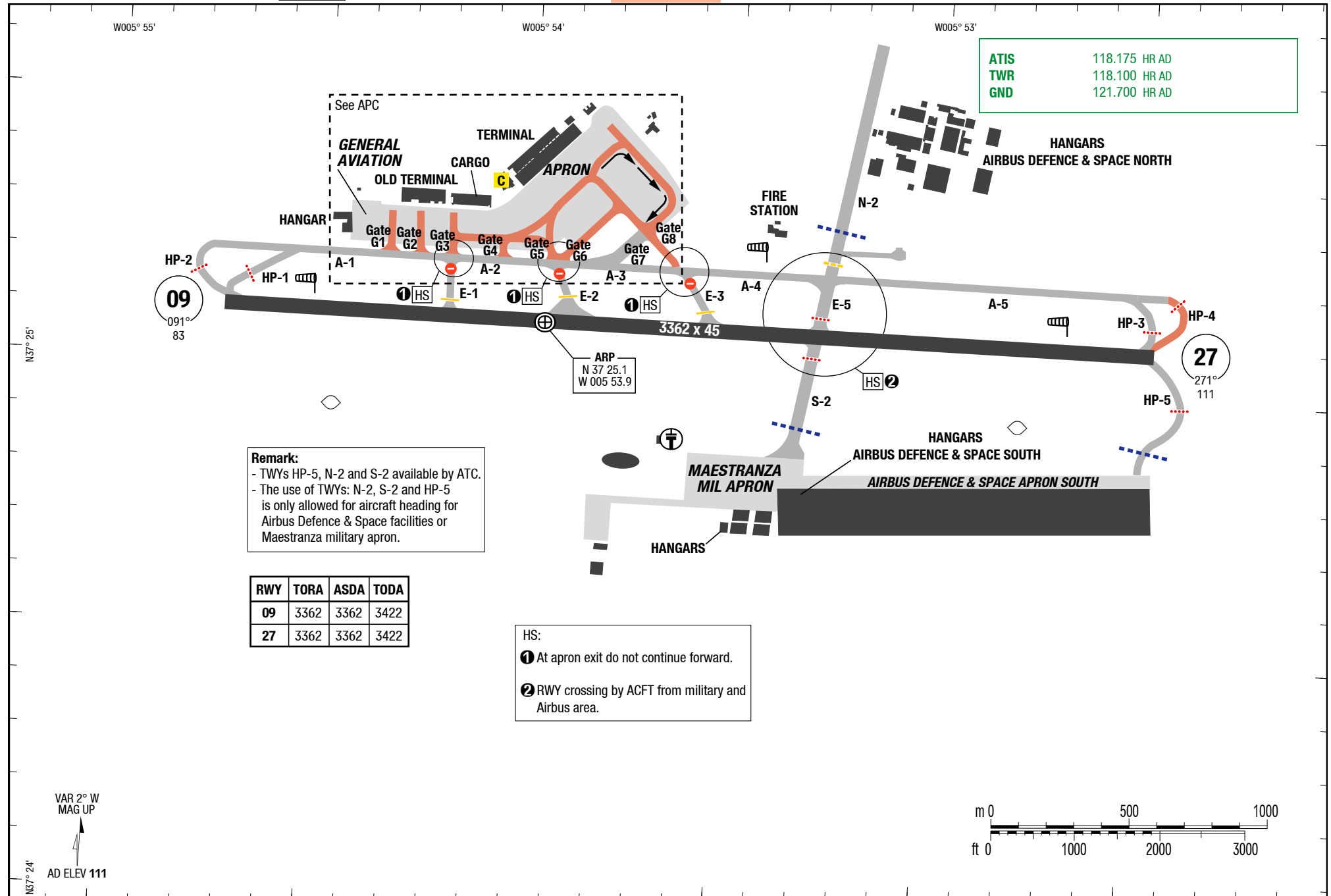
118.175 HR AD
120.800 N
124.725 N Back-up
128.500 S
118.100 HR AD
121.700 HR AD

Landing RWY system:



Changes: FREQ

3-20



Effective 31-MAR-2016

24-MAR-2016

SVQ-LEZL

3-30

Spain **Sevilla** San Pablo

NIL
APC

APC

APC

San Pablo **Sevilla** Spain

NIL
APC

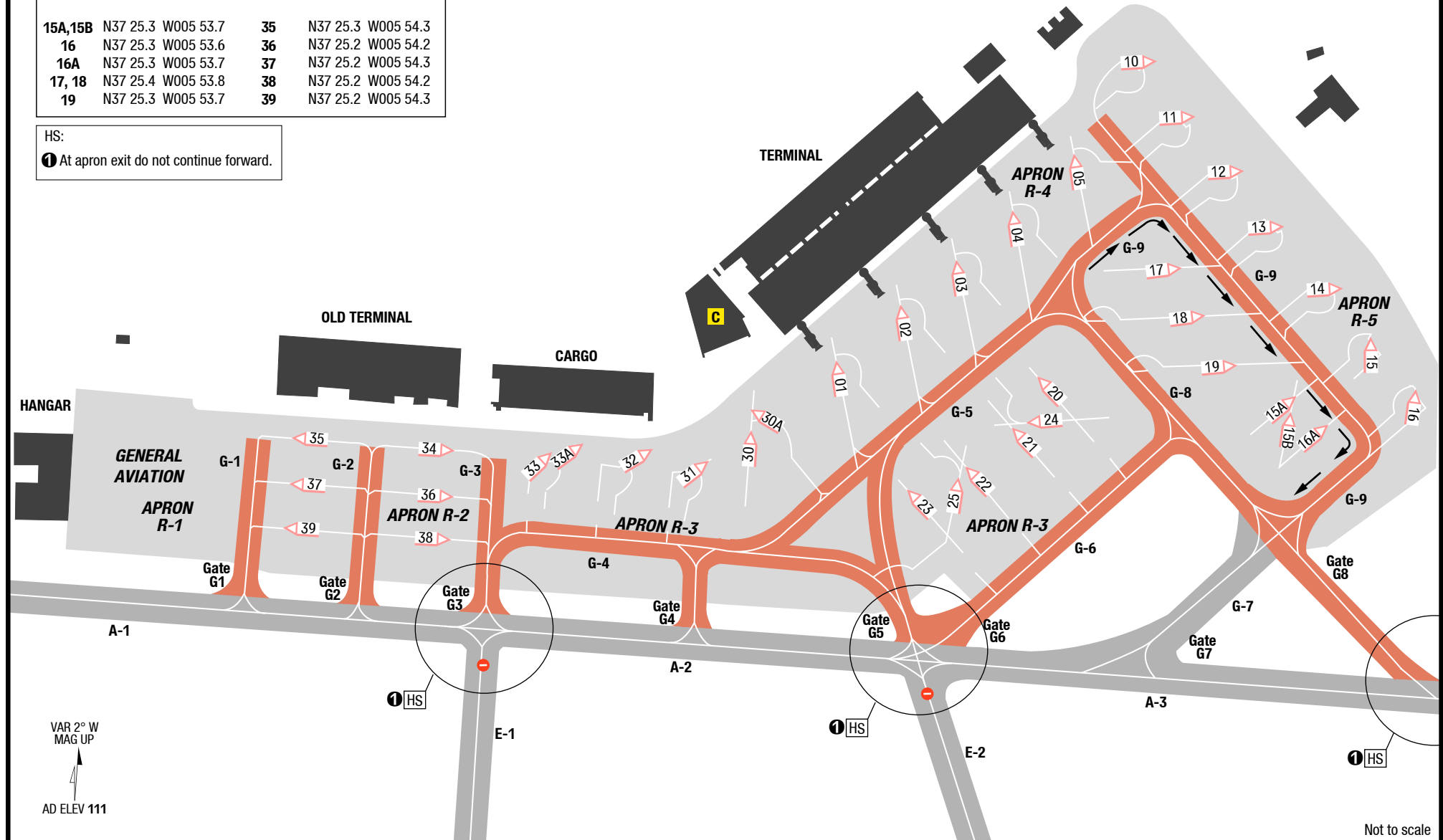
ATIS 118.175 HR AD
TWR 118.100 HR AD
GND 121.700 HR AD

COORDINATES

1	N37 25.3 W005 54.0	20	N37 25.3 W005 53.8
2-4	N37 25.4 W005 53.9	21-25	N37 25.3 W005 53.9
5	N37 25.4 W005 53.8	30, 30A	N37 25.3 W005 54.0
10, 11	N37 25.5 W005 53.8	31-33A	N37 25.3 W005 54.1
12-15	N37 25.4 W005 53.7	34	N37 25.3 W005 54.2
15A, 15B	N37 25.3 W005 53.7	35	N37 25.3 W005 54.3
16	N37 25.3 W005 53.6	36	N37 25.2 W005 54.2
16A	N37 25.3 W005 53.7	37	N37 25.2 W005 54.3
17, 18	N37 25.4 W005 53.8	38	N37 25.2 W005 54.2
19	N37 25.3 W005 53.7	39	N37 25.2 W005 54.3

HS:

① At apron exit do not continue forward.



Changes: TWY G-9

Not to scale

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Effective 30-MAR-2017

23-MAR-2017

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SIDs RWY 09

RNAV SIDs

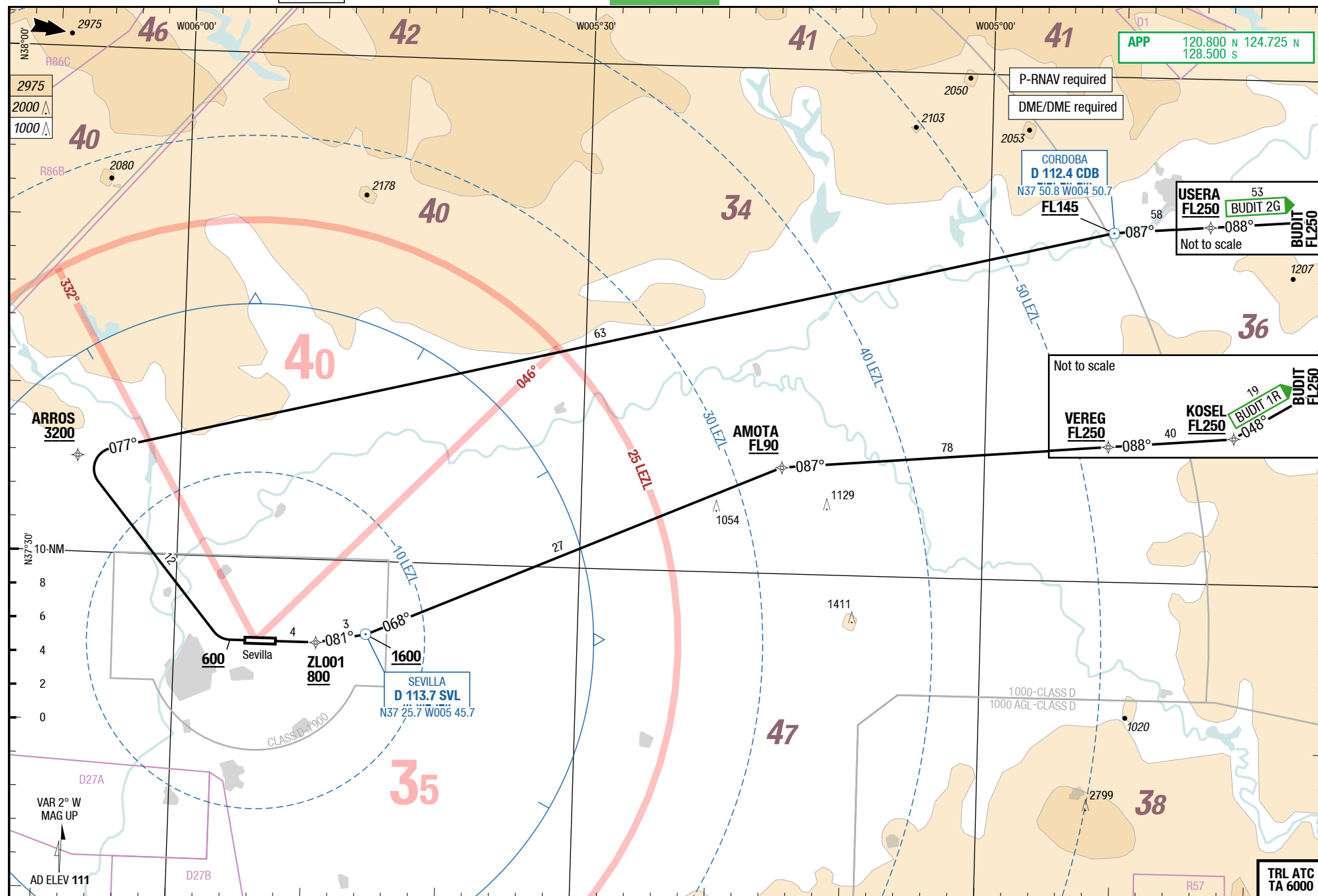
SID

SID

San Pablo **Sevilla** Spain

SIDs RWY 09

RNAV SIDs



Changes: FREQ

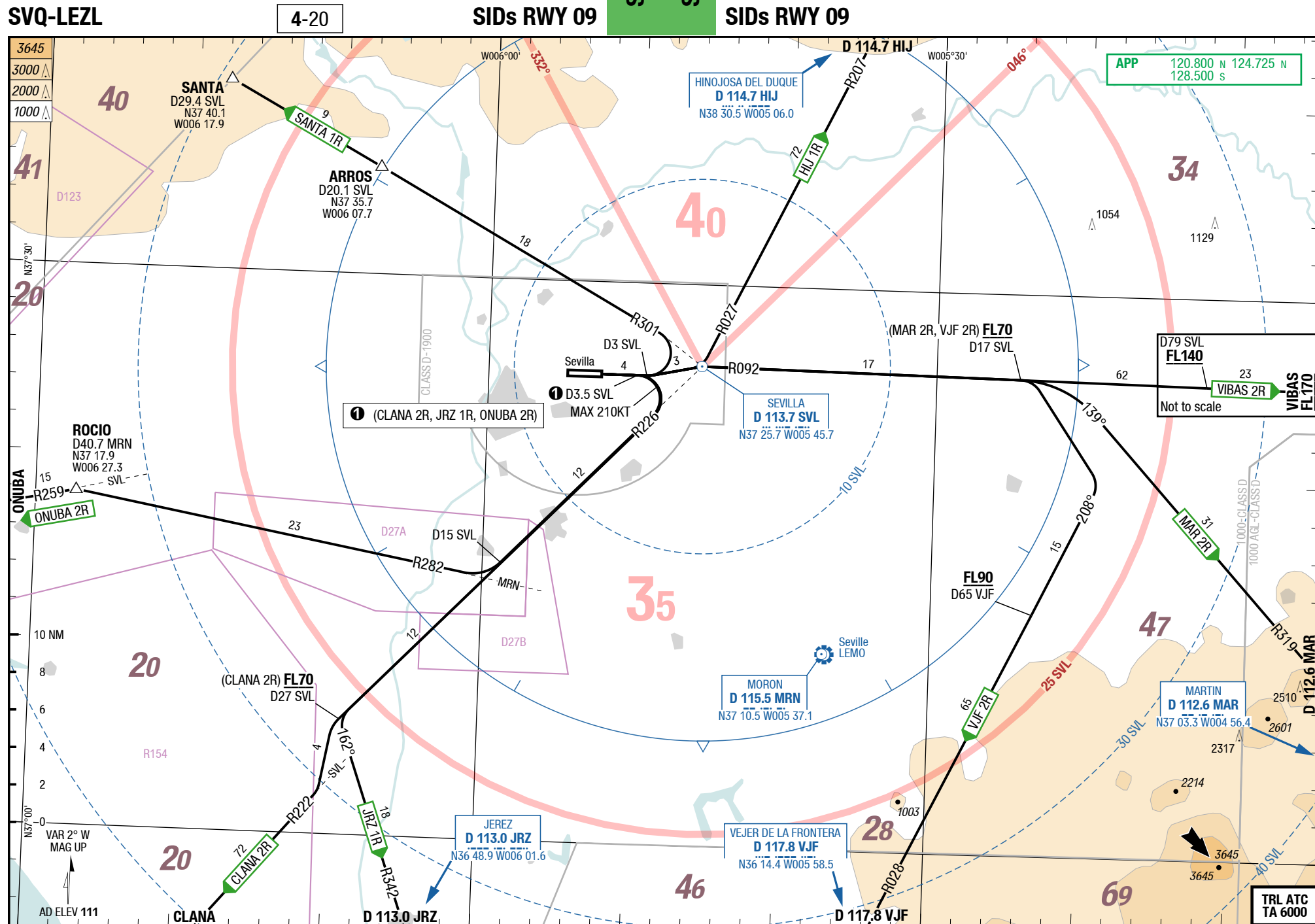
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SID

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San Pablo **Sevilla** Spain

SIDs RWY 09



Changes: FREQ

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Effective 30-MAR-2017

23-MAR-2017

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Spain Sevilla San Pablo

NIL

SIDs RWY 27

SID

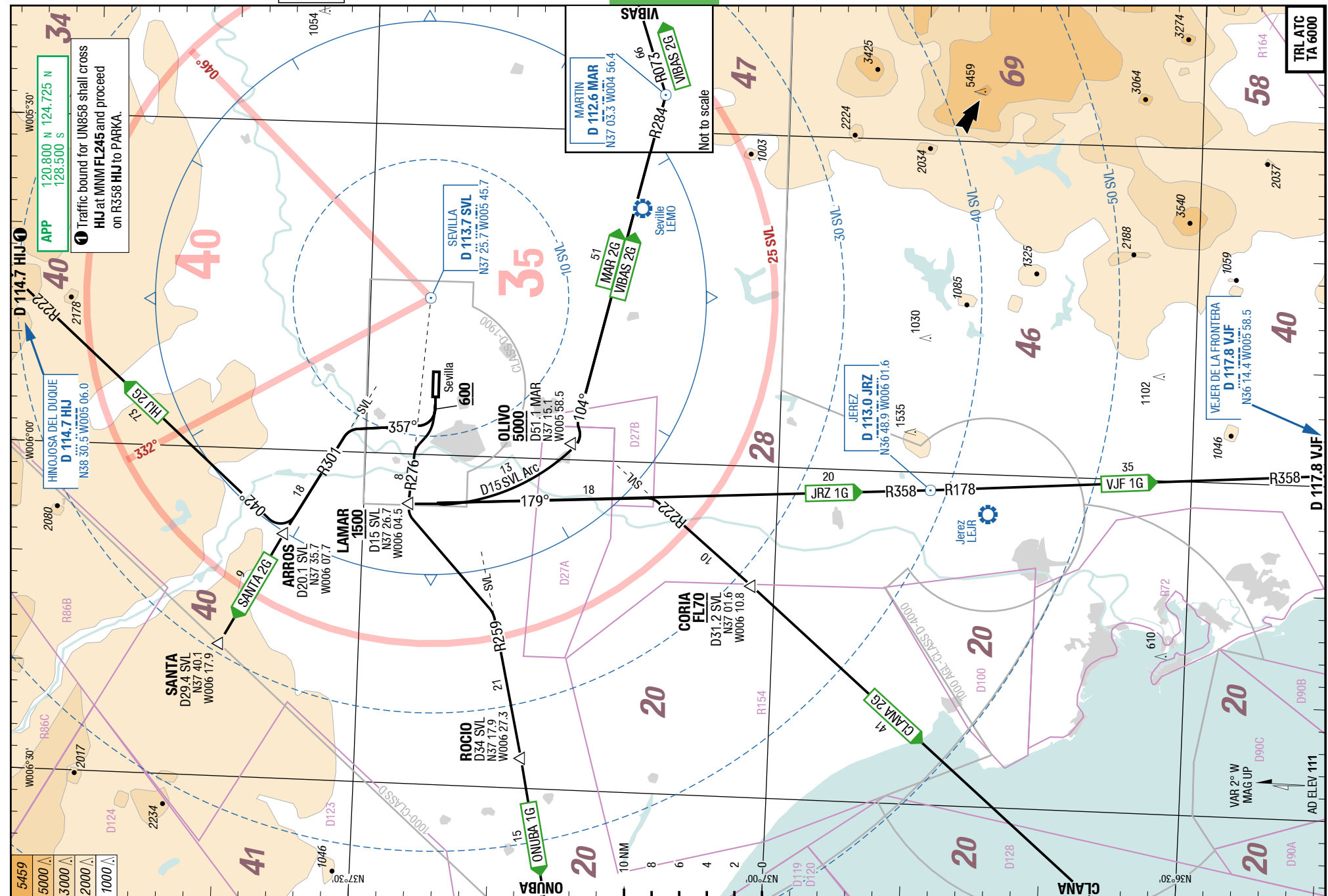
SID

San Pablo Sevilla Spain

NIL

SIDs RWY 27

4-30



Changes: FREQ

BUDIT 1R / BUDIT 2G

RWYs 09 (091°) / 27 (271°)

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000
4.5%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
BUDIT 1R 4.5% to AMOTA 3.4% to VEREG	ZL001 [L] - SVL [L] - AMOTA [R] - VEREG - KOSEL [L] - <u>BUDIT</u>	ZL001 MNM 800 SVL MNM 1600 AMOTA MNM FL90 VEREG MNM FL250 KOSEL MNM FL250 BUDIT MNM FL250
	Runway 27	
BUDIT 2G	[A600+ ;R] - ARROS [R] - CDB [R] - USERA - <u>BUDIT</u>	ARROS MNM 3200 CDB MNM FL145 USERA MNM FL250 BUDIT MNM FL250

CLANA 2R / HINOJOSA 1R / JEREZ 1R / MARTIN 2R / ONUBA 2R / SANTA 1R / VEJER 2R / VIBAS 2R

RWY 09 (091°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
CLANA 2R 5.5% to FL70 ①	at D3.5 SVL RT (MAX 210KT) intercept R226 SVL - at D27 SVL LT intercept R222 SVL to CLANA	D27 SVL MNM FL70
HINOJOSA 1R HIJ 1R	at D3 SVL LT direct SVL - R027 SVL to HIJ	
JEREZ 1R JRZ 1R 5.5% to FL70 ①	at D3.5 SVL RT (MAX 210KT) intercept R226 SVL - at D27 SVL LT intercept R342 JRZ to JRZ	
MARTIN 2R MAR 2R 5.0% to FL70 ①	at D3 SVL LT direct SVL - R092 SVL - at D17 SVL RT intercept R319 MAR to MAR	D17 SVL MNM FL70
ONUBA 2R 5.5% to FL70 ①	at D3.5 SVL RT (MAX 210KT) intercept R226 SVL - at D15 SVL RT intercept R282 MRN - at ROCIO LT intercept R259 SVL to ONUBA	
SANTA 1R	at D3 SVL LT intercept R301 SVL to ARROS - SANTA	
VEJER 2R VJF 2R 5.0% to FL70 ①	at D3 SVL LT direct SVL - R092 SVL - at D17 SVL RT intercept R028 VJF to VJF	D17 SVL MNM FL70 D65 VJF MNM FL90
VIBAS 2R	at D3 SVL LT direct SVL - R092 SVL to VIBAS	D79 SVL MNM FL140 VIBAS MNM FL170

① Climb gradient due to ATC.

26-JAN-2017

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5-30

SIDs RWY 27**SIDPT****CLANA 2G / HINOJOSA 2G / JEREZ 1G / MARTIN 2G / ONUBA 1G / SANTA 2G / VEJER 1G / VIBAS 2G**

RWY 27 (271°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
4.5%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 27	
CLANA 2G	at MNM 600 RT intercept R276 SVL - at LAMAR LT intercept R358 JRZ inbound - RT intercept R222 SVL to CORIA - CLANA	LAMAR MNM 1500 CORIA MNM FL70
HINOJOSA 2G HIJ 2G 4.5% to FL70 ①②	at MNM 600 RT 357° intercept R301 SVL - at ARROS RT intercept R222 HIJ to HIJ	
JEREZ 1G JRZ 1G	at MNM 600 RT intercept R276 SVL - at LAMAR LT intercept R358 JRZ to JRZ	LAMAR MNM 1500
MARTIN 2G MAR 2G 4.0% to 5000 ①	at MNM 600 RT intercept R276 SVL - at LAMAR LT follow D15 SVL arc - at OLIVO LT intercept R284 MAR to MAR	LAMAR MNM 1500 OLIVO MNM 5000
ONUBA 1G	at MNM 600 RT intercept R276 SVL - at LAMAR LT intercept R259 SVL to ROCIO - ONUBA	LAMAR MNM 1500
SANTA 2G 4.5% to FL70 ①	at MNM 600 RT 357° intercept R301 SVL to ARROS - SANTA	
VEJER 1G VJF 1G	at MNM 600 RT intercept R276 SVL - at LAMAR LT intercept R358 JRZ to JRZ - R178 JRZ to VJF	LAMAR MNM 1500
VIBAS 2G 4.0% to 5000 ①	at MNM 600 RT intercept R276 SVL - at LAMAR LT follow D15 SVL arc - at OLIVO LT intercept R284 MAR to MAR - R073 MAR to VIBAS	LAMAR MNM 1500 OLIVO MNM 5000

① Climb gradient due to ATC.

② Traffic bound for UN858 shall cross HIJ MNM FL245 and proceed on R358 HIJ to PARKA.

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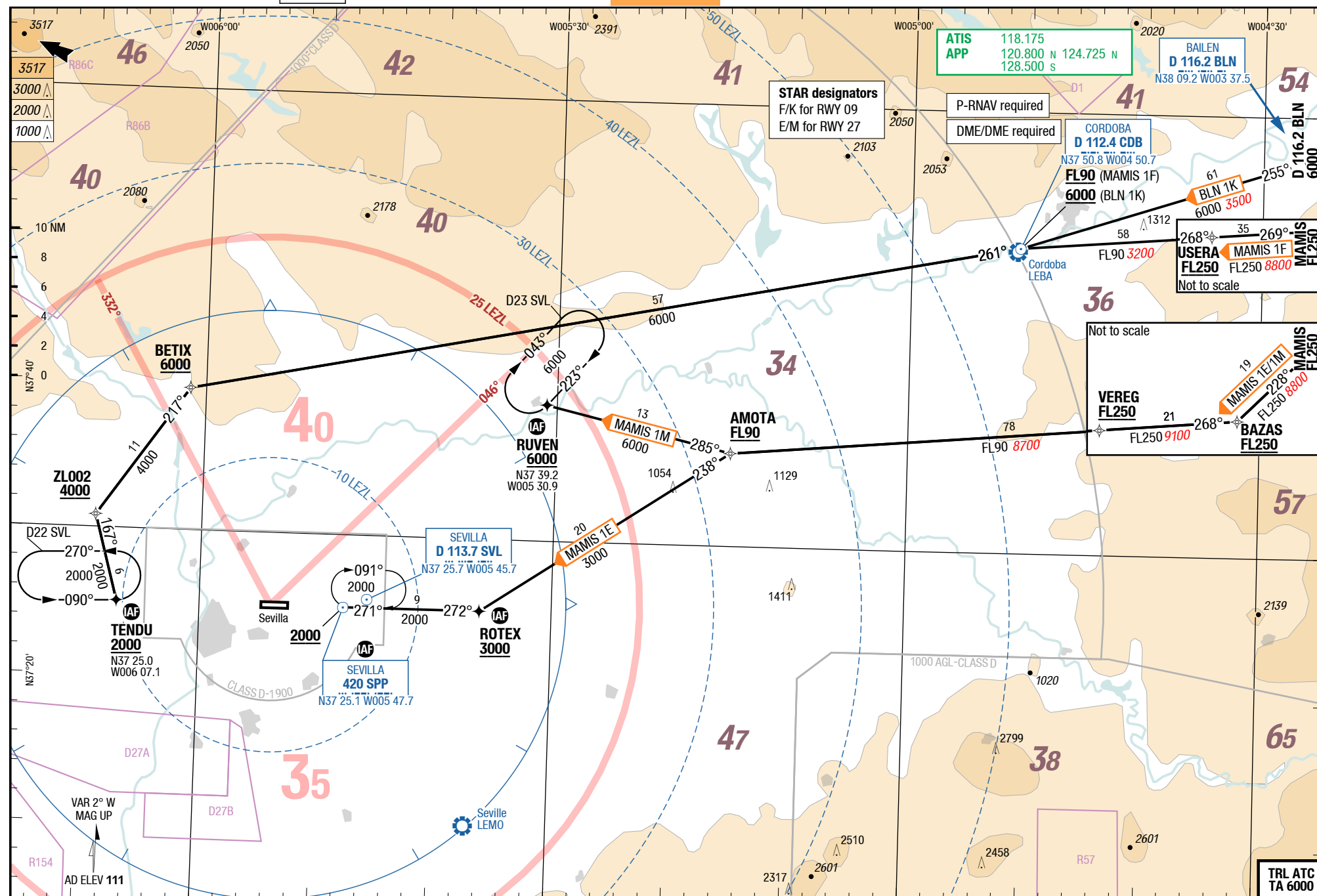
RNAV STARs

STAR

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RNAV STARs

6-10



Changes: FREQ

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Effective 30-MAR-2017

23-MAR-2017

SVQ-LEZL

6-20

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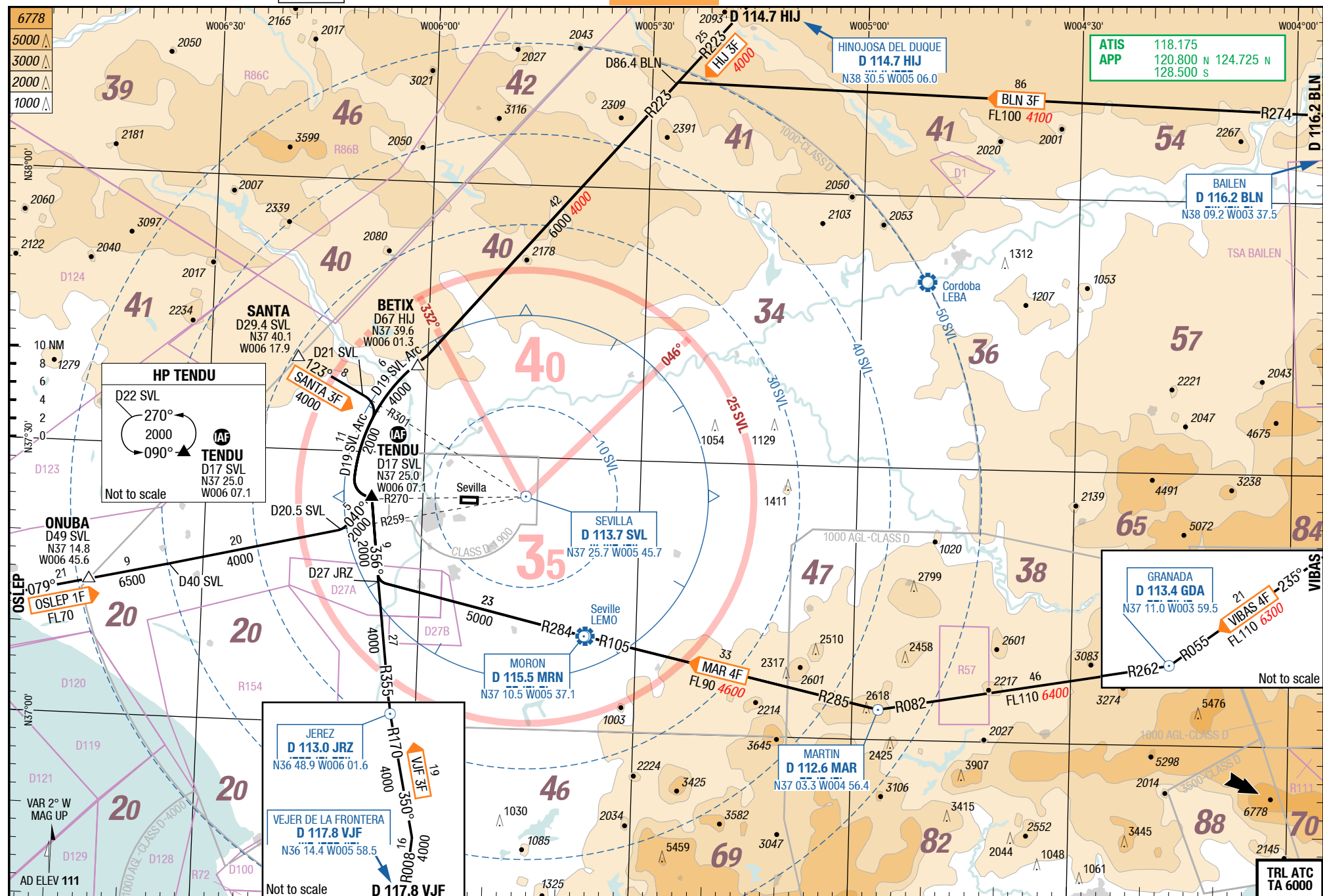
STARs RWY 09

STAR

STAR

San Pablo Sevilla Spain

STARs RWY 09



Changes: FREQ

SVQ-LEZL

NIL

STARs RWY 27

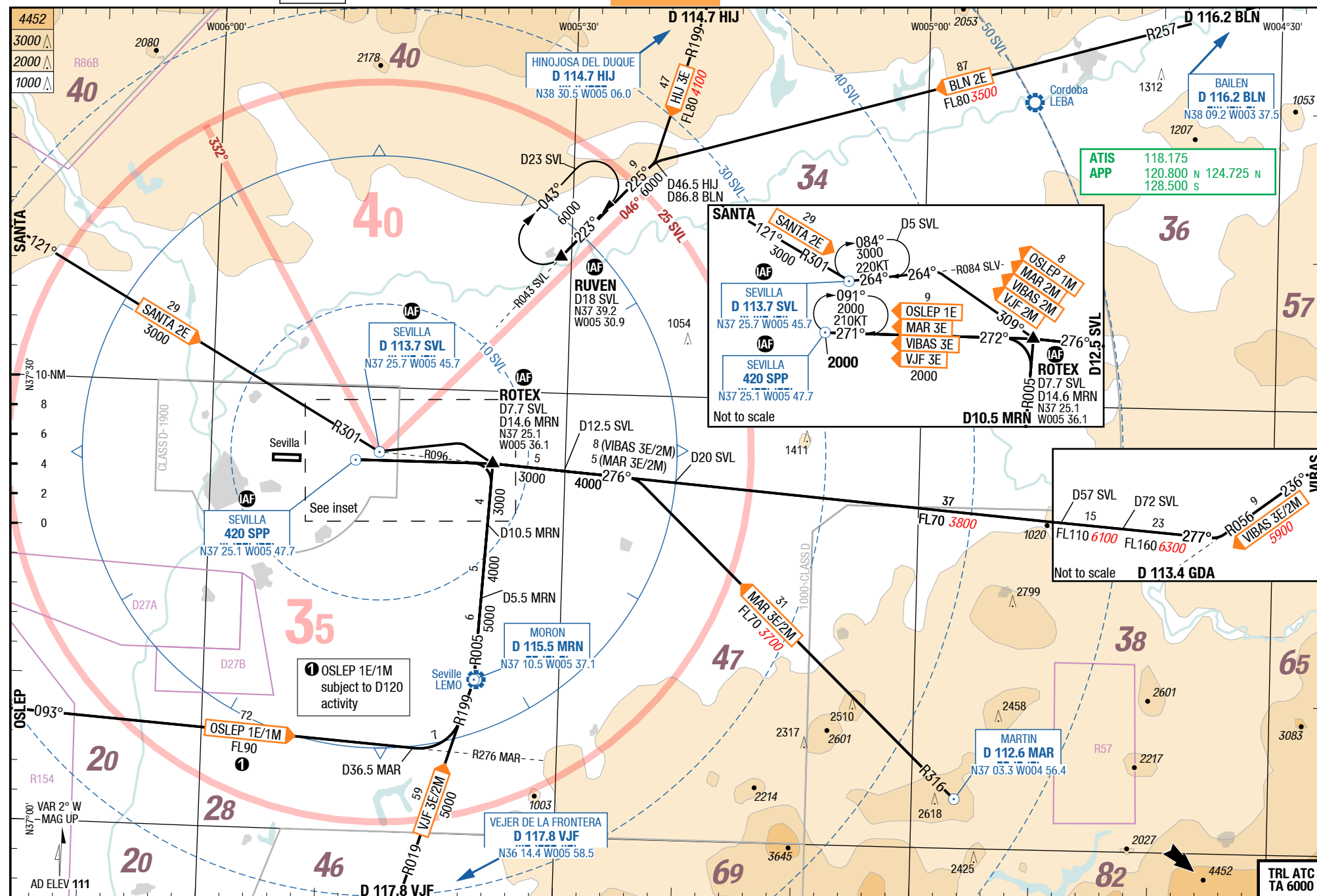
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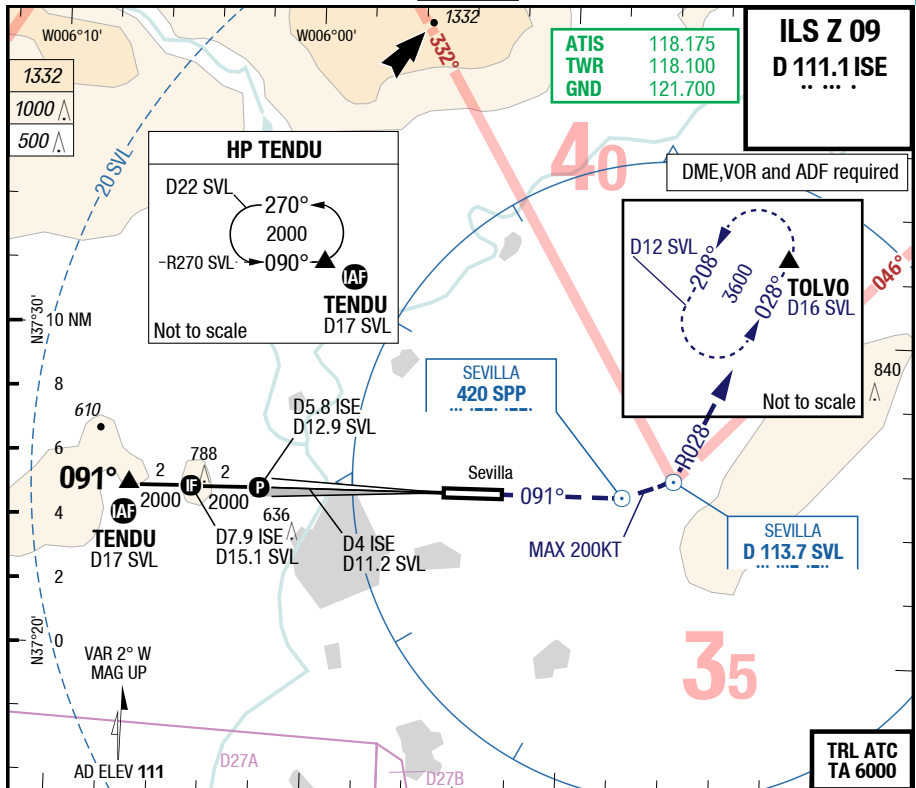
STARs RWY 27

6-30

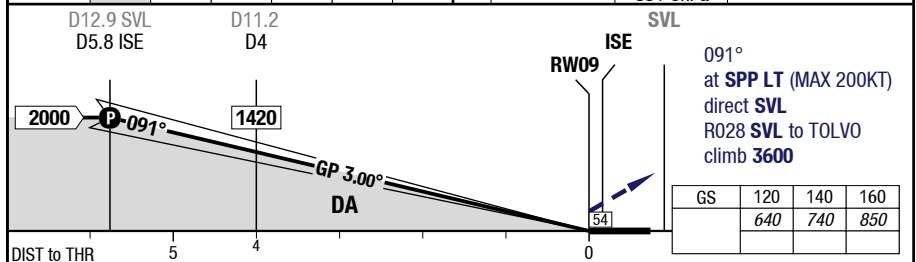


Changes: FREQ

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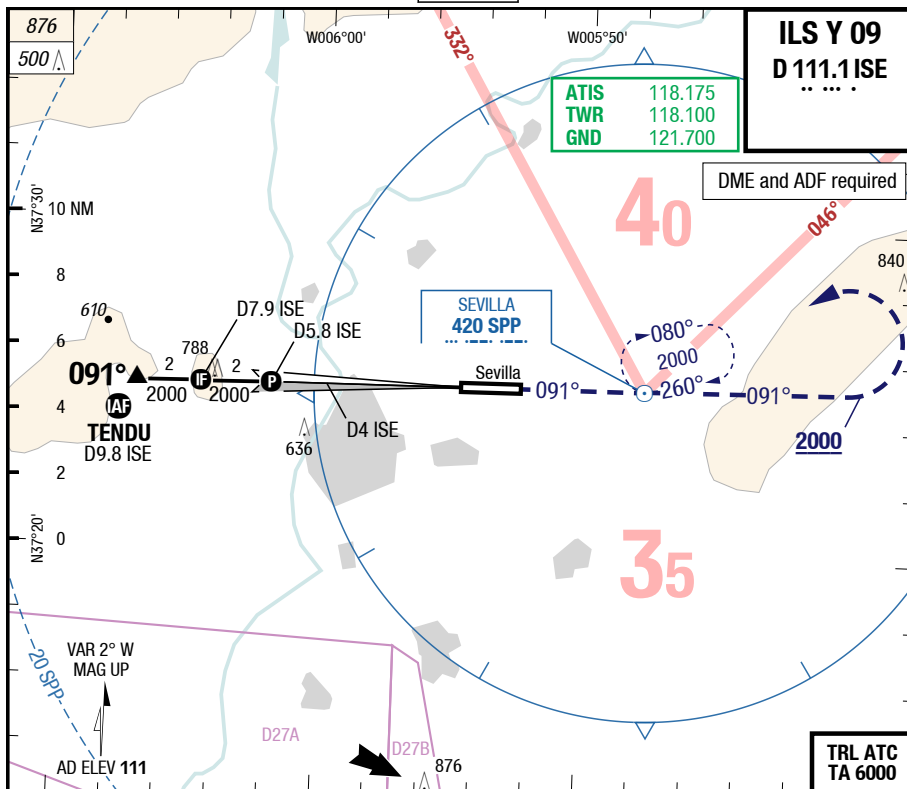


D ISE	5.8	5	3	2	1	09	3362 x 45	45 HL	15 HL
	2000	1770	1120	790	470	HL-P1	83 / 3hPa	TDZ ---%	+0.3%

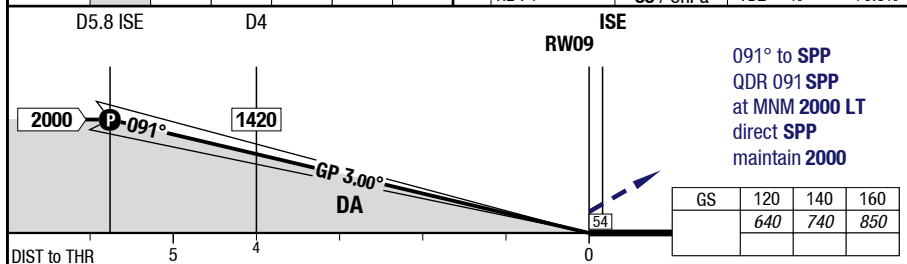


09	Cat 1 DME					Circling
C	ft - m/km ft	210 - 550 300				880 - 2.4V 990
D	ft - m/km ft	220 - 550 310				1090 - 3.6V 1200

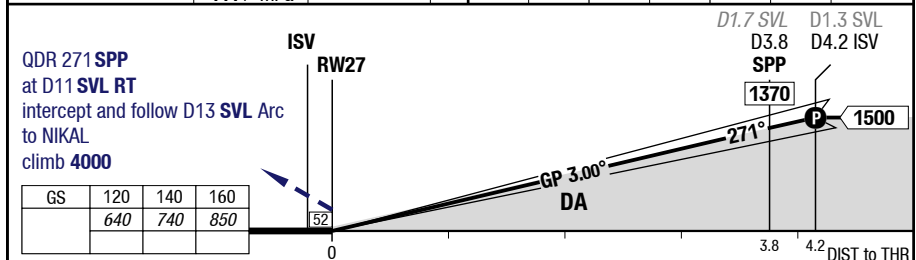
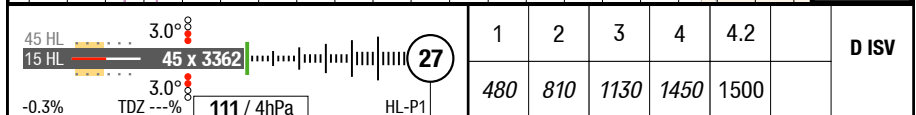
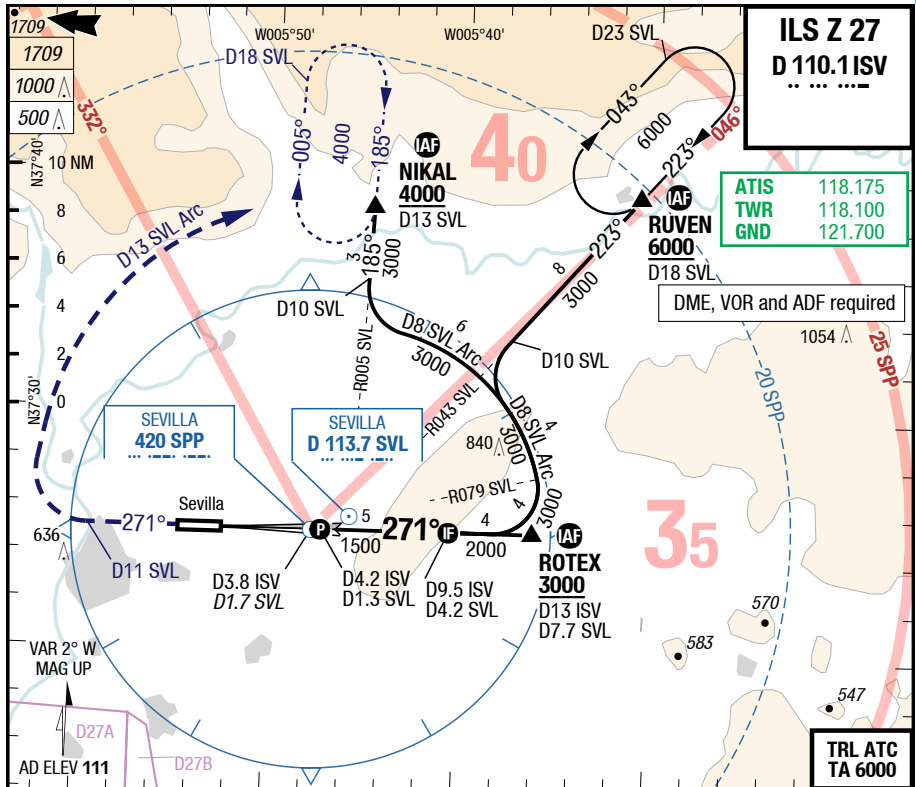
7-20



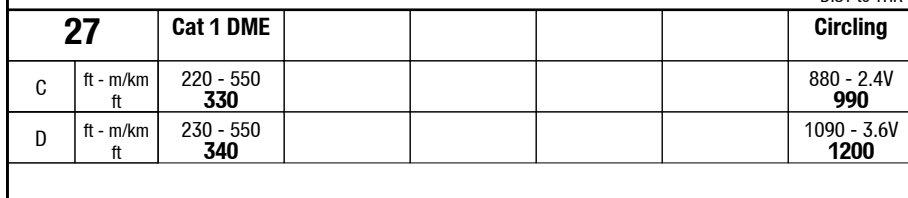
D ISE	5.8	5	3	2	1	HL-P1	83 / 3hPa	TDZ ---%	+0.3%
	2000	1770	1120	790	470				



09	Cat 1 DME					Circling
C	ft - m/km ft	220 - 550 300				880 - 2.4V 990
D	ft - m/km ft	230 - 550 310				1090 - 3.6V 1200



27	Cat 1 DME						Circling
C	ft - m/km ft	220 - 550 330					880 - 2.4V 990
D	ft - m/km ft	230 - 550 340					1090 - 3.6V 1200



08-SEP-2016

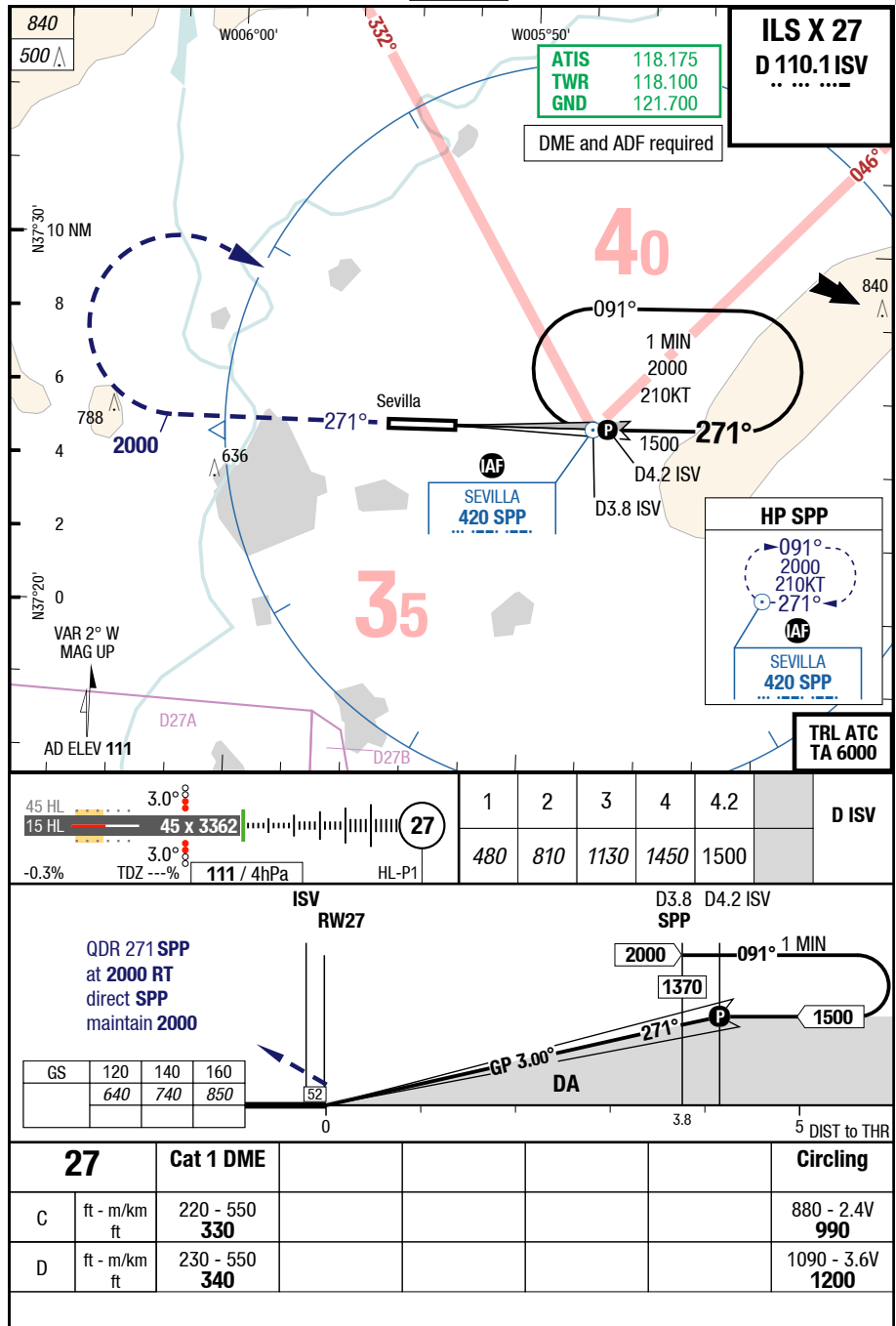
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7-50

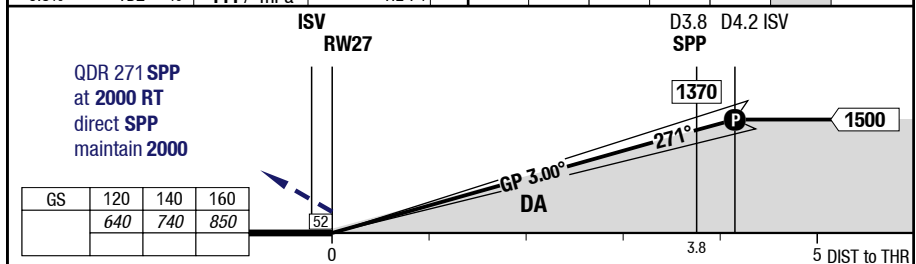
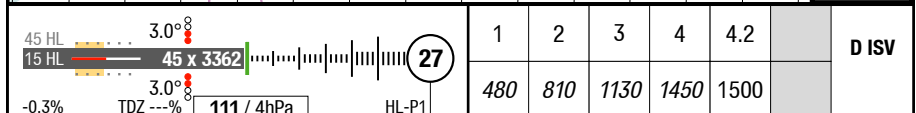
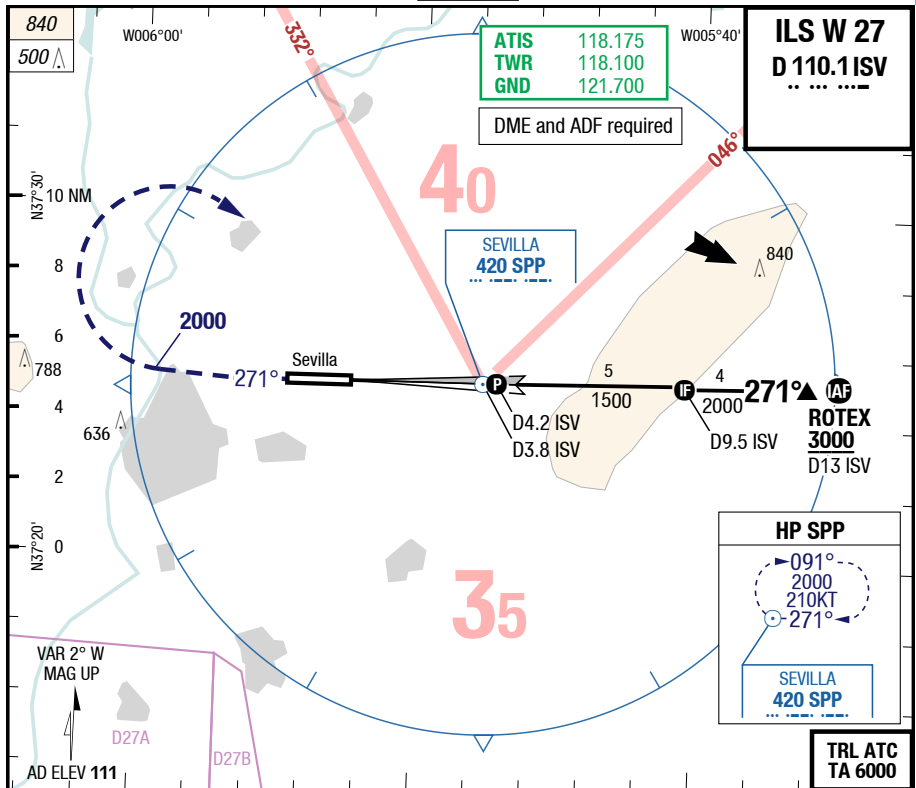
ILS X 27



Changes: Completely revised

SVQ-LEZL

7-60

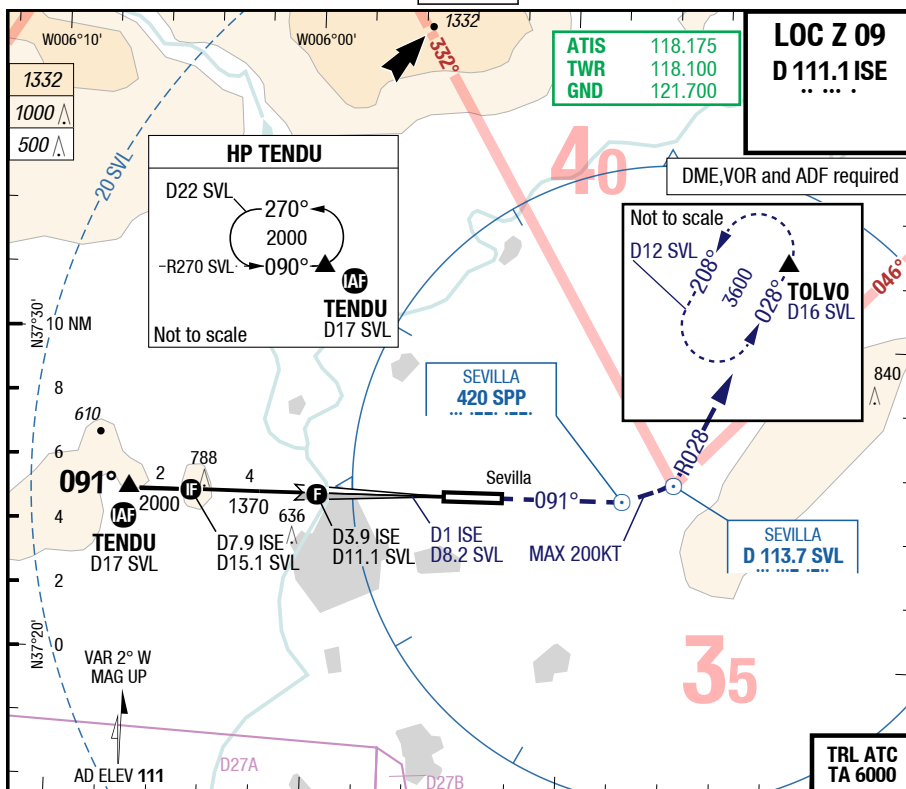
ILS W 27

27		Cat 1 DME					Circling
C	ft - m/km ft	220 - 550 330					880 - 2.4V 990
D	ft - m/km ft	230 - 550 340					1090 - 3.6V 1200

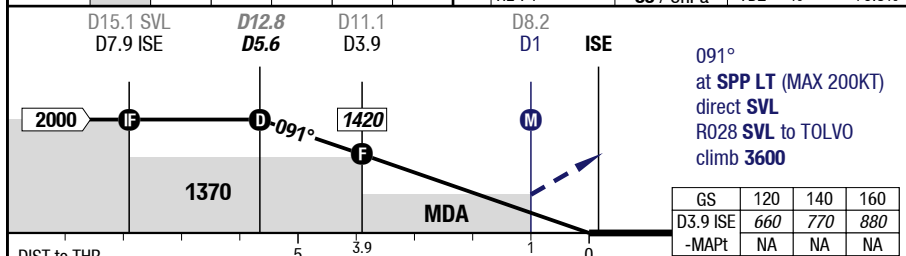
SVQ-LEZL

7-70

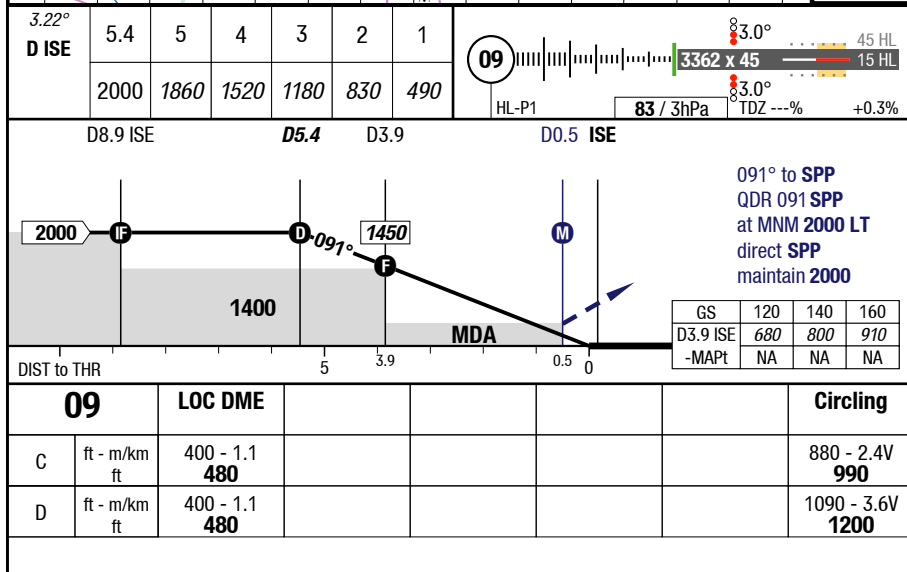
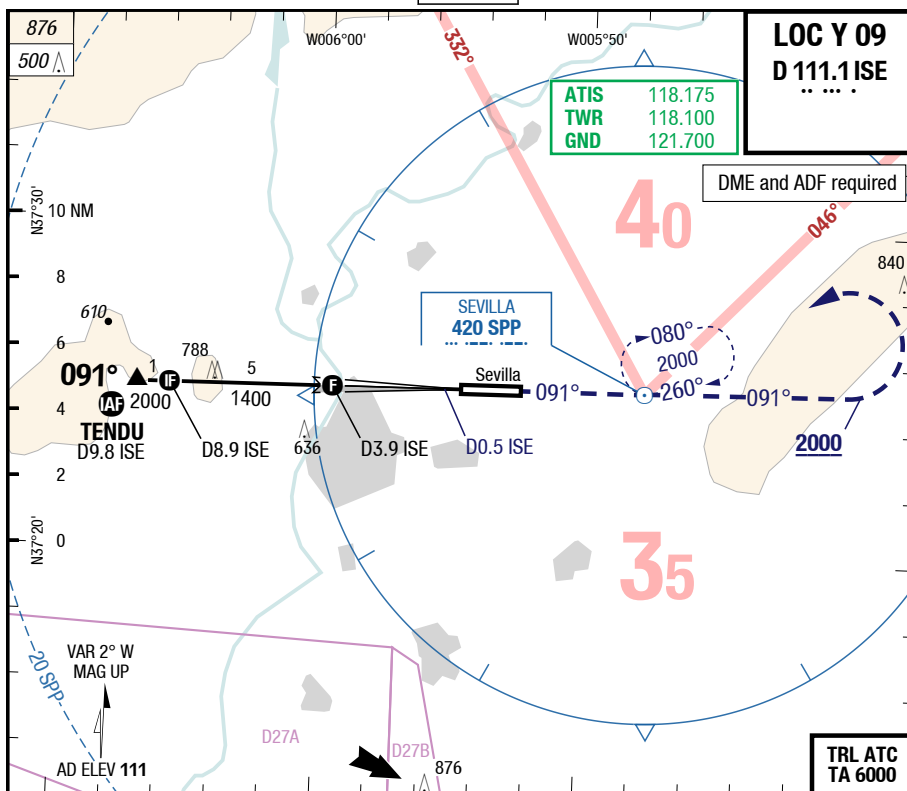
LOC Z 09

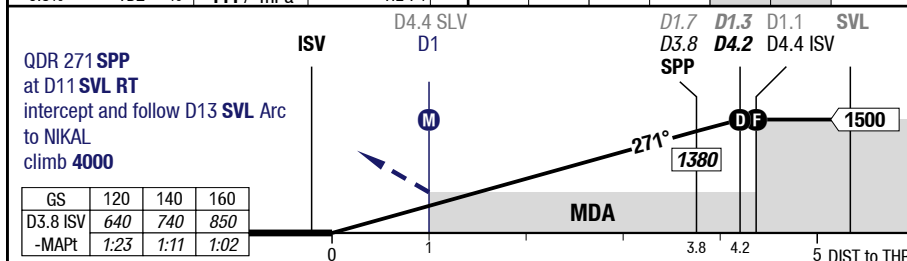
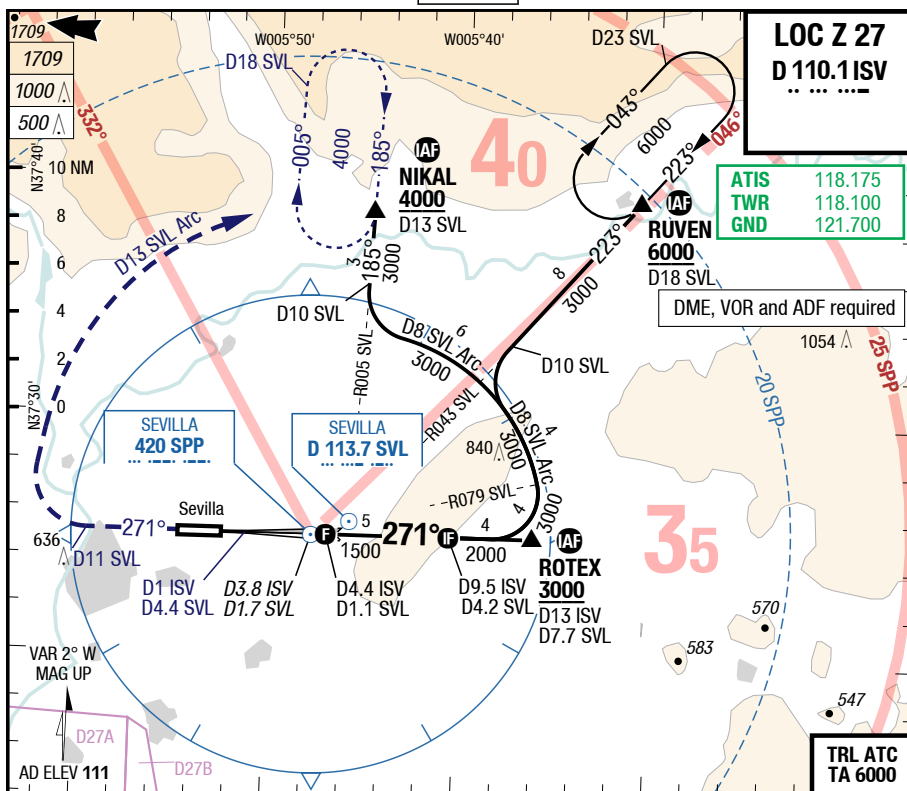


3.11° D ISE		5.6	5	4	3	2	
		2000	1800	1470	1140	810	



09		LOC DME				Circling
C	ft - m/km ft	670 - 2.4 750				880 - 2.4V 990
D	ft - m/km ft	670 - 2.4 750				1090 - 3.6V 1200

SVQ-LEZL**7-80****LOC Y 09**

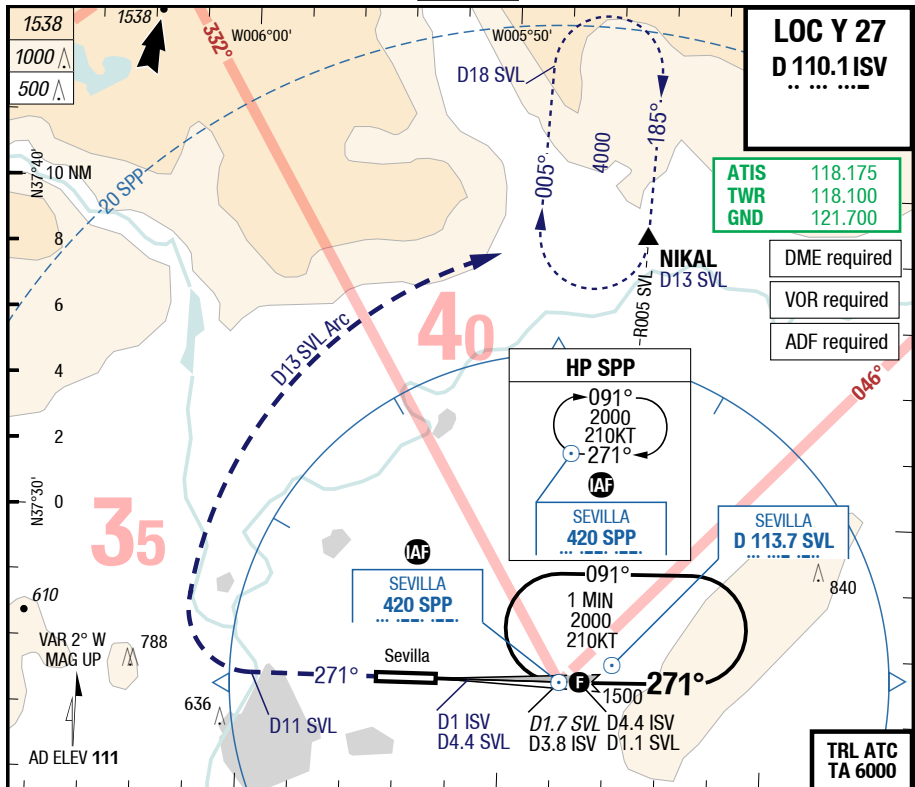


27		LOC DME				Circling
C	ft - m/km ft	500 - 1.5 610				880 - 2.4V 990
D	ft - m/km ft	500 - 1.5 610				1090 - 3.6V 1200

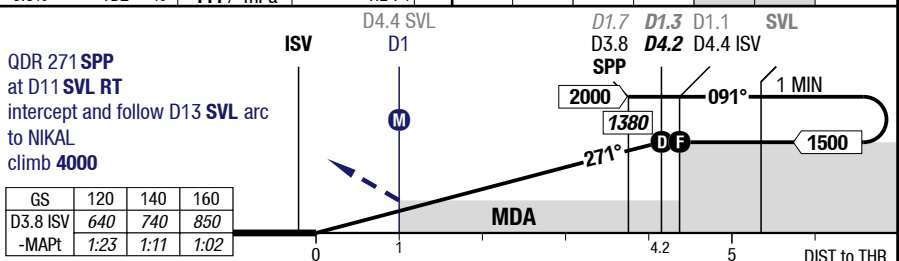
SVQ-LEZL

7-100

LOC Y 27



45 HL	3.0°	2	3	4	4.2			3.00°
15 HL	45 x 3362	810	1130	1450	1500			D ISV
-0.3%	TDZ ---%	111 / 4hPa	HL-P1					



27	LOC DME					Circling
C	ft - m/km ft	500 - 1.5 610				880 - 2.4V 990
D	ft - m/km ft	500 - 1.5 610				1090 - 3.6V 1200

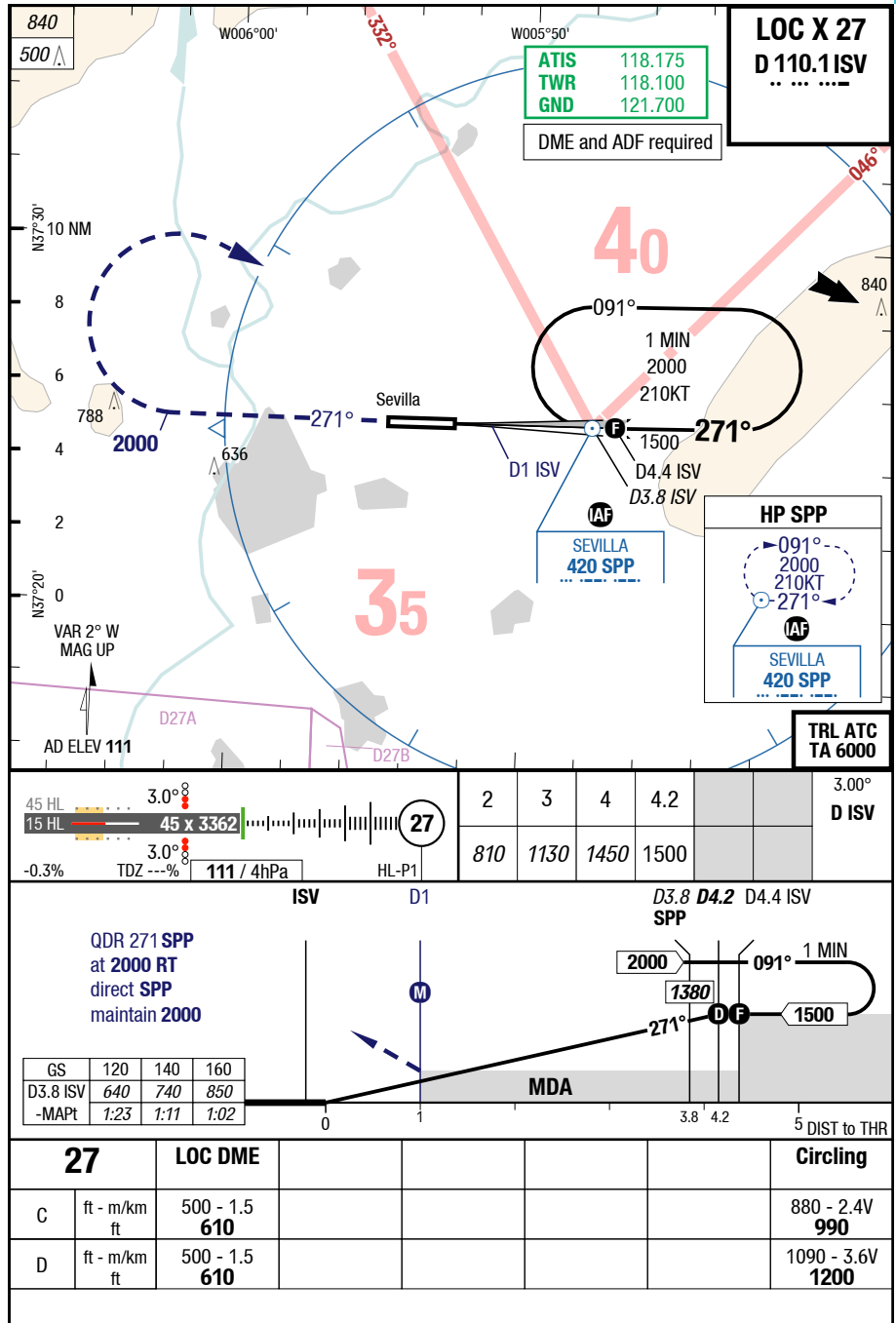
08-SEP-2016
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7-110

LOC X 27



Changes: new

08-SEP-2016

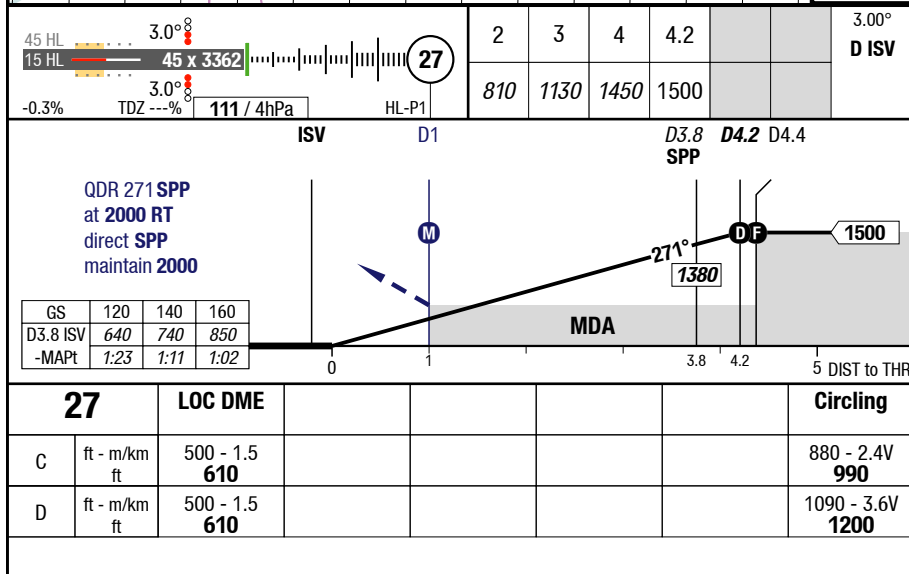
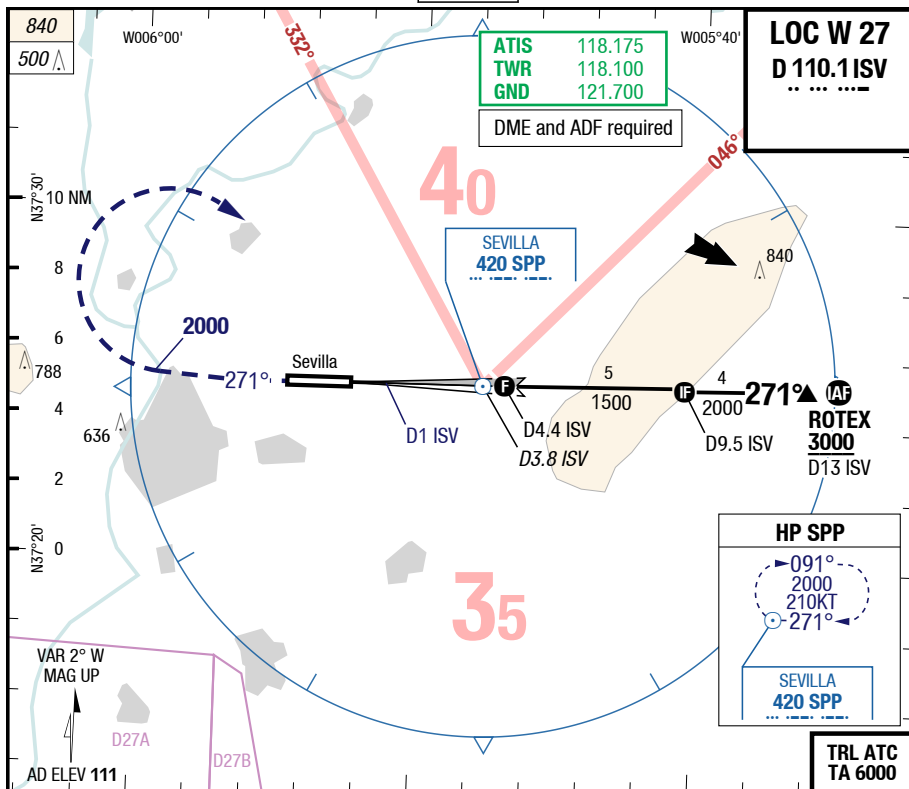
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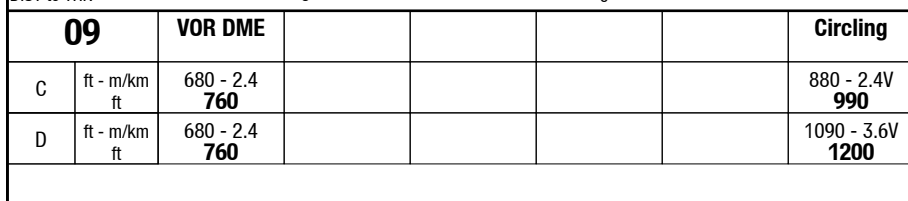
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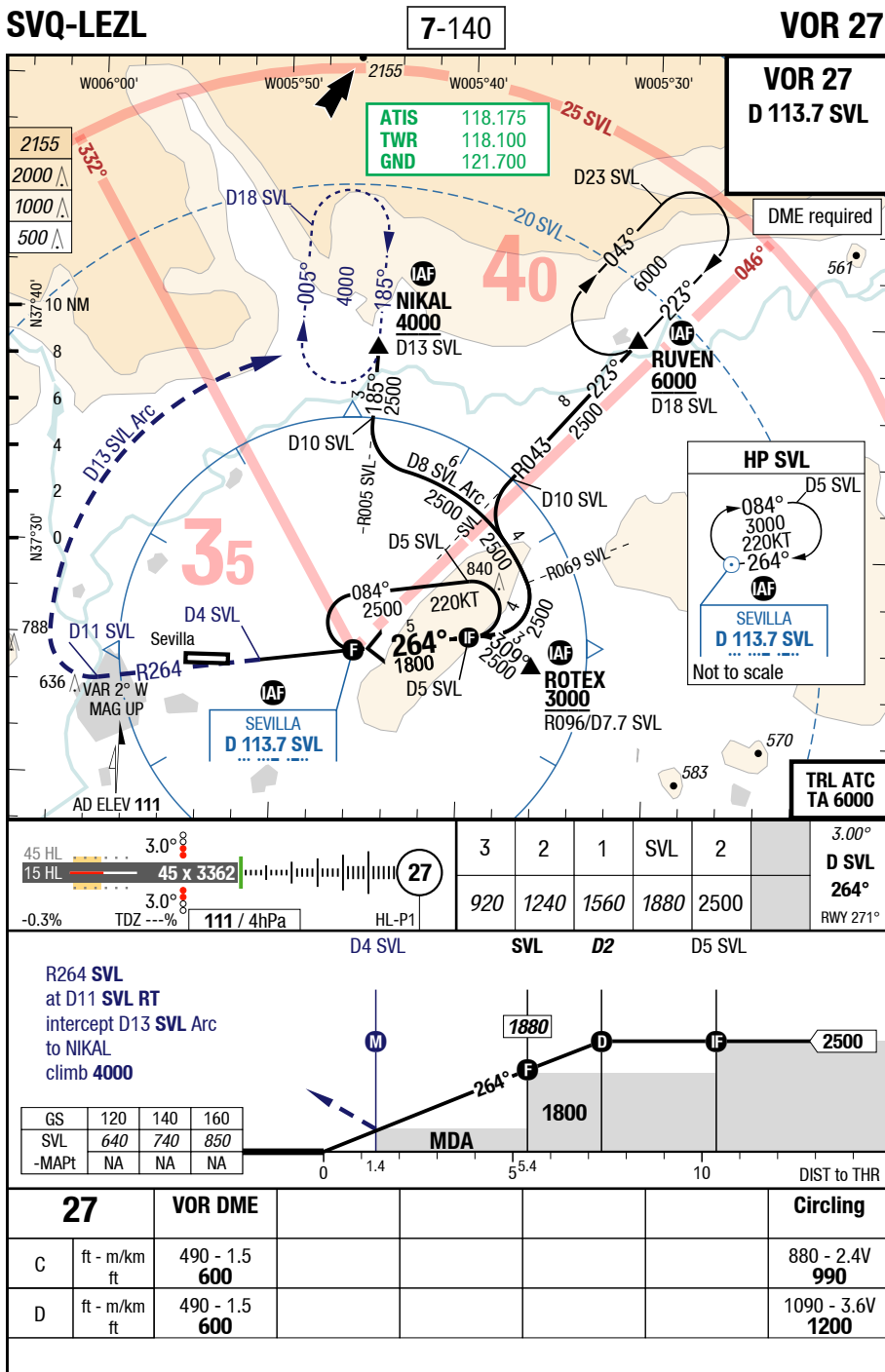
7-120

LOC W 27



Changes: new

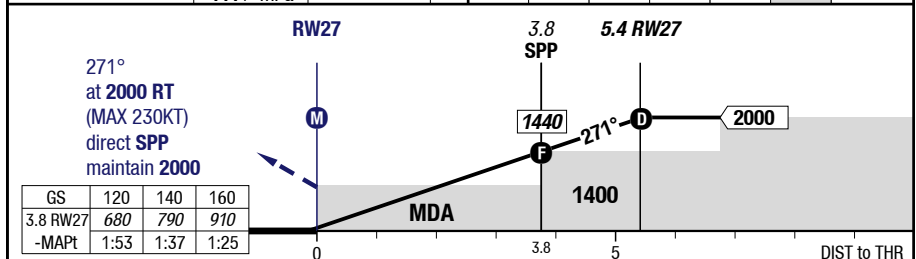
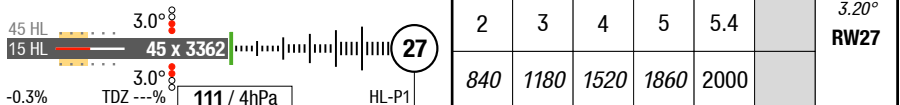
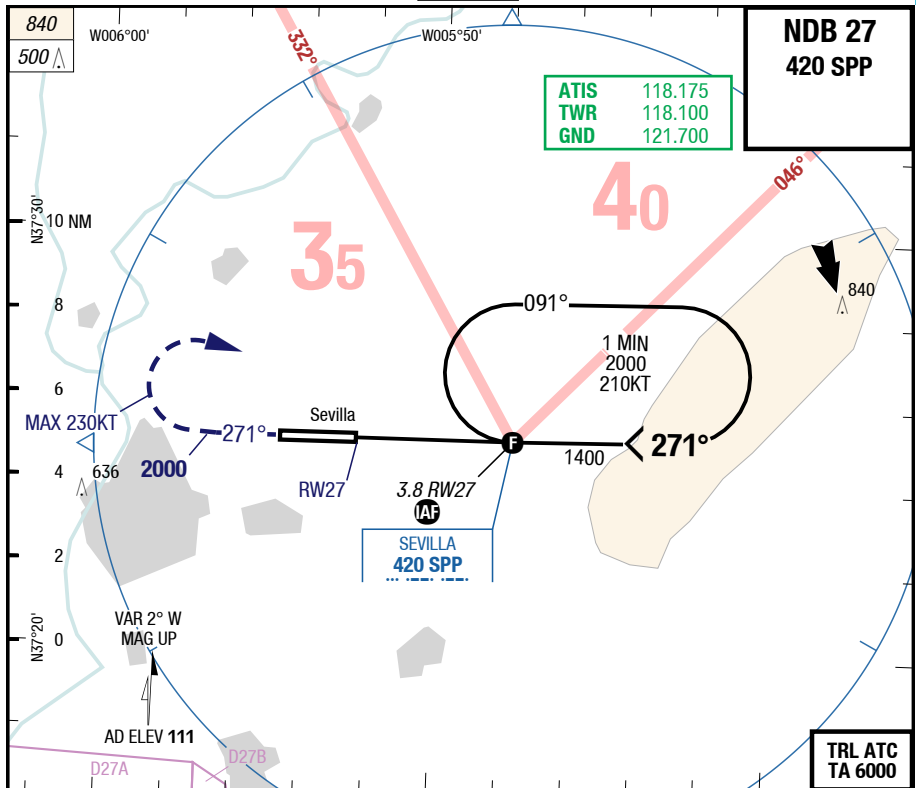




08-SEP-2016

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SVQ-LEZL**NDB 27**

27		NDB				Circling
C	ft - m/km ft	500 - 1.5 610				880 - 2.4V 990
D	ft - m/km ft	500 - 1.5 610				1090 - 3.6V 1200

29-JAN-2015

SVQ-LEZL

8-10

Spain **Sevilla** San Pablo

NIL

MRC

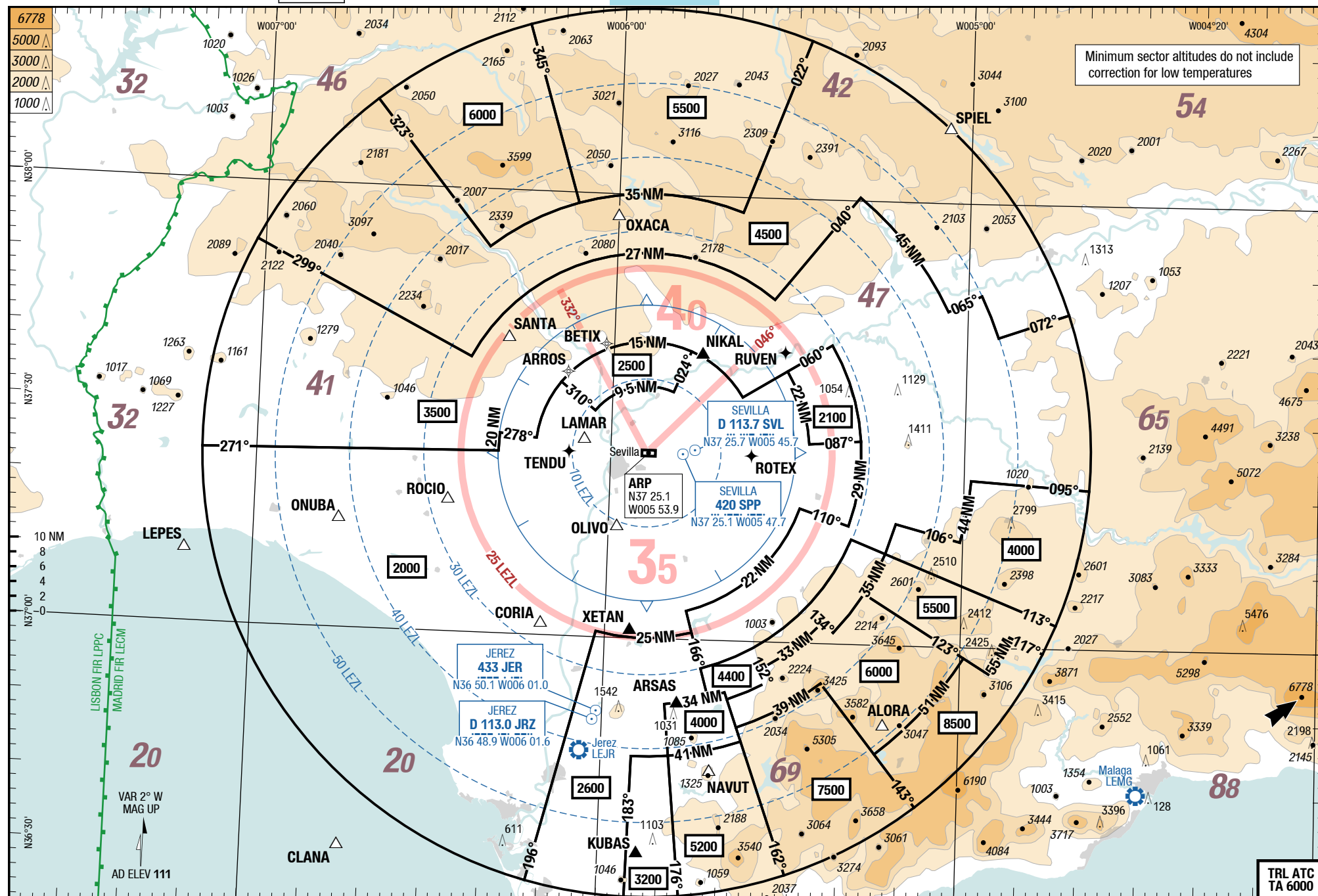
MRC

MRC

San Pablo **Sevilla** Spain

NIL

MRC



Changes: WPT , ARP, DIST, OBST, AD Name

TRL ATC
TA 6000

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