

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 22-2010

TERMINAL CHART NOTAMS

Chart NOTAMs for Airport LEMH

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Construction work on runways; for operational restrictions and availability of twys refer to temp chart and latest NOTAMs.

LEMH (Menorca)**General Info**

Menorca, ESP

N 39° 51.7' E 04° 13.1' Mag Var: 0.0°W

Elevation: 302'

Public, IFR, Control Tower, Customs, Landing Fee

Pattern Altitude: 1000 feet AGL

Fuel: 100LL, Jet A-1

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 01L-19R 8366' x 148' asphalt

Runway 01R-19L 6890' x 148' asphalt

Runway 01L (9.0°M) TDZE 277'

Lights: Edge, ALS, Centerline, REIL

Runway 01R (9.0°M) TDZE 272'

Lights: Edge, ALS, REIL

Stopway Distance 328'

Runway 19L (189.0°M) TDZE 298'

Lights: Edge, ALS, REIL

Right Traffic

Runway 19R (189.0°M) TDZE 297'

Lights: Edge, ALS, Centerline, REIL

Right Traffic

Displaced Threshold Distance 656'

Communications InfoATIS **129.15**Menorca Tower **118.2**Menorca Tower **257.80** MilitaryMenorca Ground Control **121.75**Menorca Approach Control **119.65** At or below 8000' Out to 20 mi.**Notebook Info**

LEMH/MAH
MENORCA

4 SEP 09

JEPPESEN
10-1P**MENORCA, SPAIN**
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

*ATIS 129.15

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. GENERAL**

The following procedures are applicable to all ACFT for landing and take-off, except for safety reasons, to avoid excessive noise in areas surrounding the APT.

1.2.2. REVERSE THRUST

Reverse thrust other than idle is not allowed, except for safety reasons.

1.2.3 RUN-UP TESTS

Prior clearance run-up tests will be authorized between 0700-2300LT.

Engine performance testing higher than idle will be allowed on THR following the TWR instructions.

1.3. LOW VISIBILITY PROCEDURES (LVP)**1.3.1. GENERAL**

RWY 01R/19L (for contingency use only) will be in use only when RWY 01L/19R is out of service.

LVP will be applied when RVR/visibility value in the movement area is 600m or below.

Pilots will be informed by ATIS or RTF about the application of LVP.

ATC will cancel the procedure when the visibility becomes higher than 1500m and the meteorological forecast indicates a strong improvement tendency of conditions. Maximum switch-over time of secondary power supply is 15 seconds for all lighting systems.

1.3.2. GROUND MOVEMENT**ENTRY TO RWY**

Entry to RWY 01L shall only be accomplished by A1 via TWY T.

Entry to RWY 19R shall only be accomplished by H2 via TWY T.

Entry to RWY 01R shall only be accomplished by gate D.

Entry to RWY 19L shall only be accomplished by gate J.

Usually, while the LVP is applied, the movement of only one ACFT at a time in the movement area will be cleared by ATC.

ARRIVAL

ACFT that have already landed will report "Runway vacated" when leaving rwy.

At the apron entry, acft must wait for the arrival of a Follow-me car in order to be guided to the assigned stand and notify Tower "Follow-me in sight".

DEPARTURE

Pilots will be informed about the application of LVP by TWR.

Pilots will request clearance for engines start-up or taxiing instructions, notifying stand position.

In case of being disoriented or in doubt, pilots will stop the ACFT and immediately will notify TWR.

When RVR/visibility is lower than 150m and center line TWY lighting system is not in use, ACFT must be guided by a Follow-me car until the apron exit.

For take-offs in LVP the following holding points in the RWY must be used:

- RWY 01L: A1
- RWY 19R: H2
- RWY 01R: D
- RWY 19L: J

LEMH/MAH
MENORCA**JEPPESEN**
4 SEP 09
10-1P1**MENORCA, SPAIN**
AIRPORT BRIEFING

1. GENERAL

1.3.3. COMMUNICATION FAILURE

Arriving ACFT will maintain the position in the TWY first segment in which the ILS sensitive area is free and will wait for the arrival of a Follow-me car in order to be guided to the assigned stand.

Departing ACFT will continue by the assigned route to its clearance limit, taking extreme caution. Once that point has been reached, it will maintain the position and wait for the arrival of a Follow-me car in order to be guided to the stand position or holding bay designed.

1.4. TAXI PROCEDURES

For wingspan restrictions refer to 10-9 charts.

Pilots will report the stand number when request to start-up.

Collision avoidance with other ACFT or obstacles is responsibility of:

- pilots when taxiing on the apron
- the handling companies when towing.

Unless ATC advises otherwise, ACFT shall enter apron by TWY E and shall exit by TWY D or J.

ACFT must be ready for towed push-back or taxiing within the next 5 minutes to the approved start-up time; pilots will contact ATC if otherwise.

Unless ATC advises otherwise, push-back manoeuvres will be carried out heading to the North with RWY 19R in use and to the South with RWY 01L in use.

ATC clearances and instructions must be read back.

1.5. OTHER INFORMATION

Birds in vicinity of APT.

RWYs 19L/R right-hand circuit.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

MAX 250 KT below FL100.

3. DEPARTURE

3.1. SPEED RESTRICTIONS

MAX 250 KT until leaving FL100.

3.2. NOISE ABATEMENT PROCEDURES

Modifications to the SIDs will not be cleared before leaving at least 3000' on the climb.

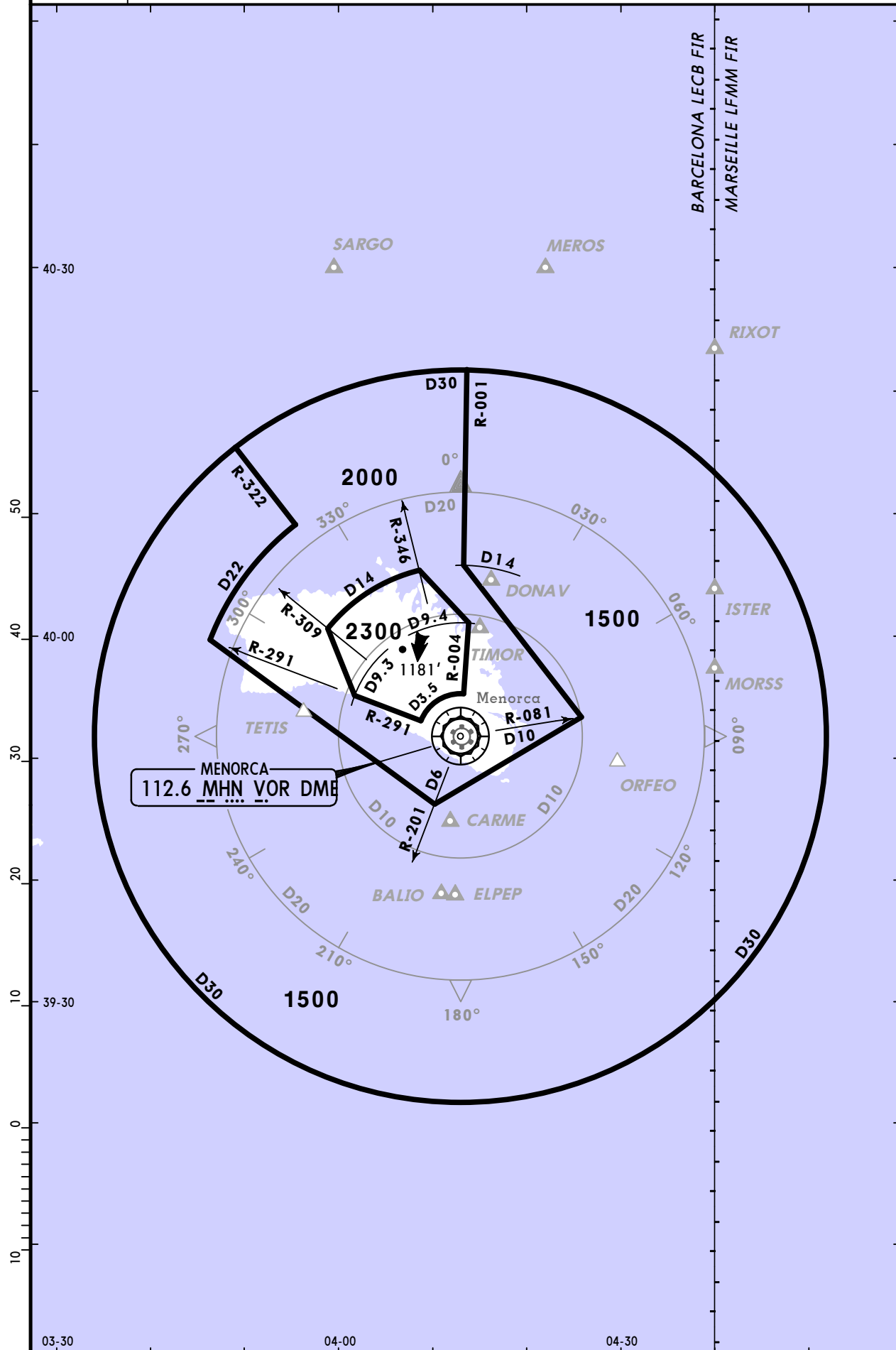
LEMH/MAH
MENORCA

JEPPesen
2 JUL 10 **(10-1R)**

MENORCA, SPAIN
RADAR MINIMUM ALTITUDES

Apt Elev
302'

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.



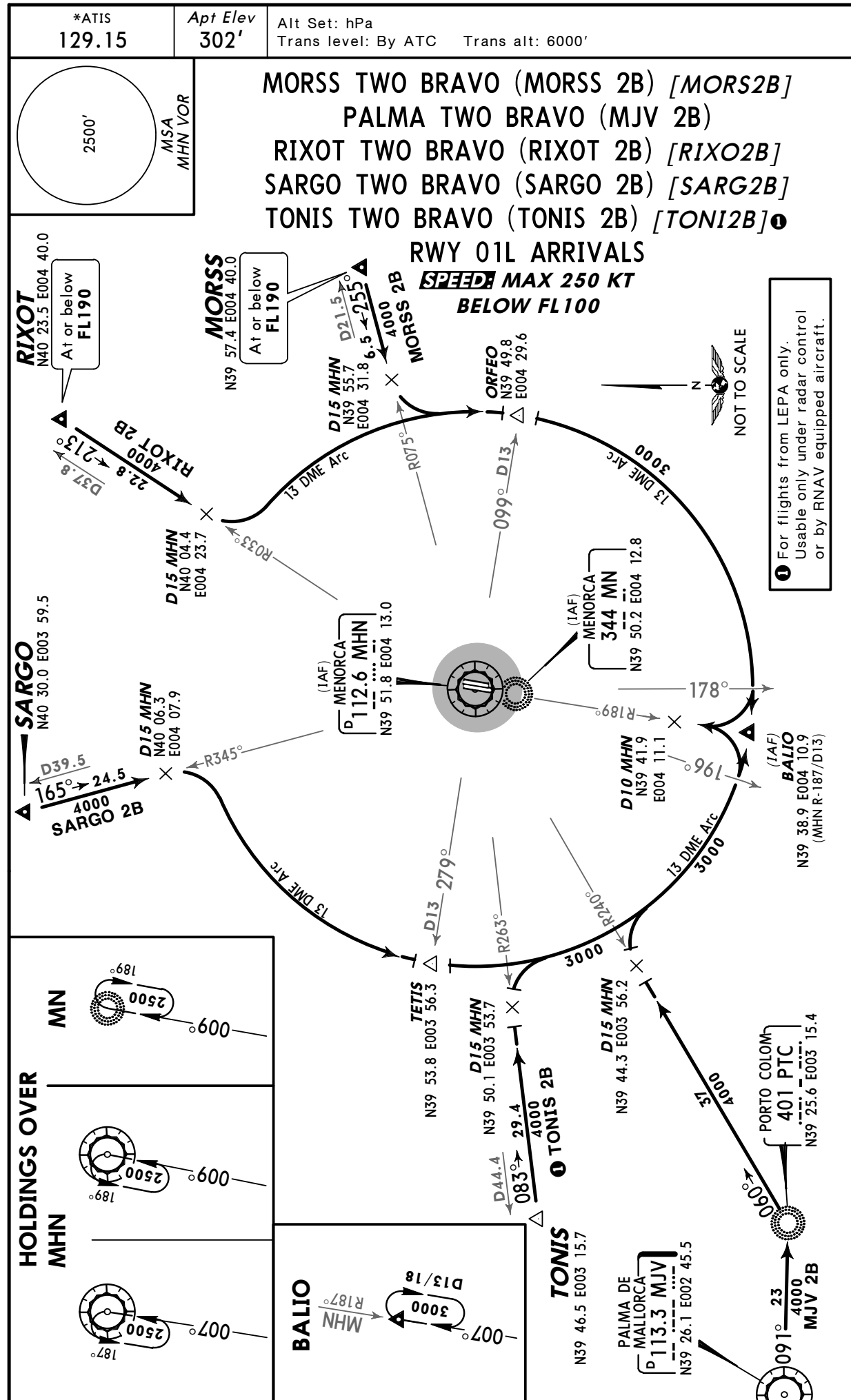
**LEMH/MAH
MENORCA**

4 SEP 09

JEPPESEN

10-2

MENORCA, SPAIN

STAR

CHANGES: ATIS frequency.

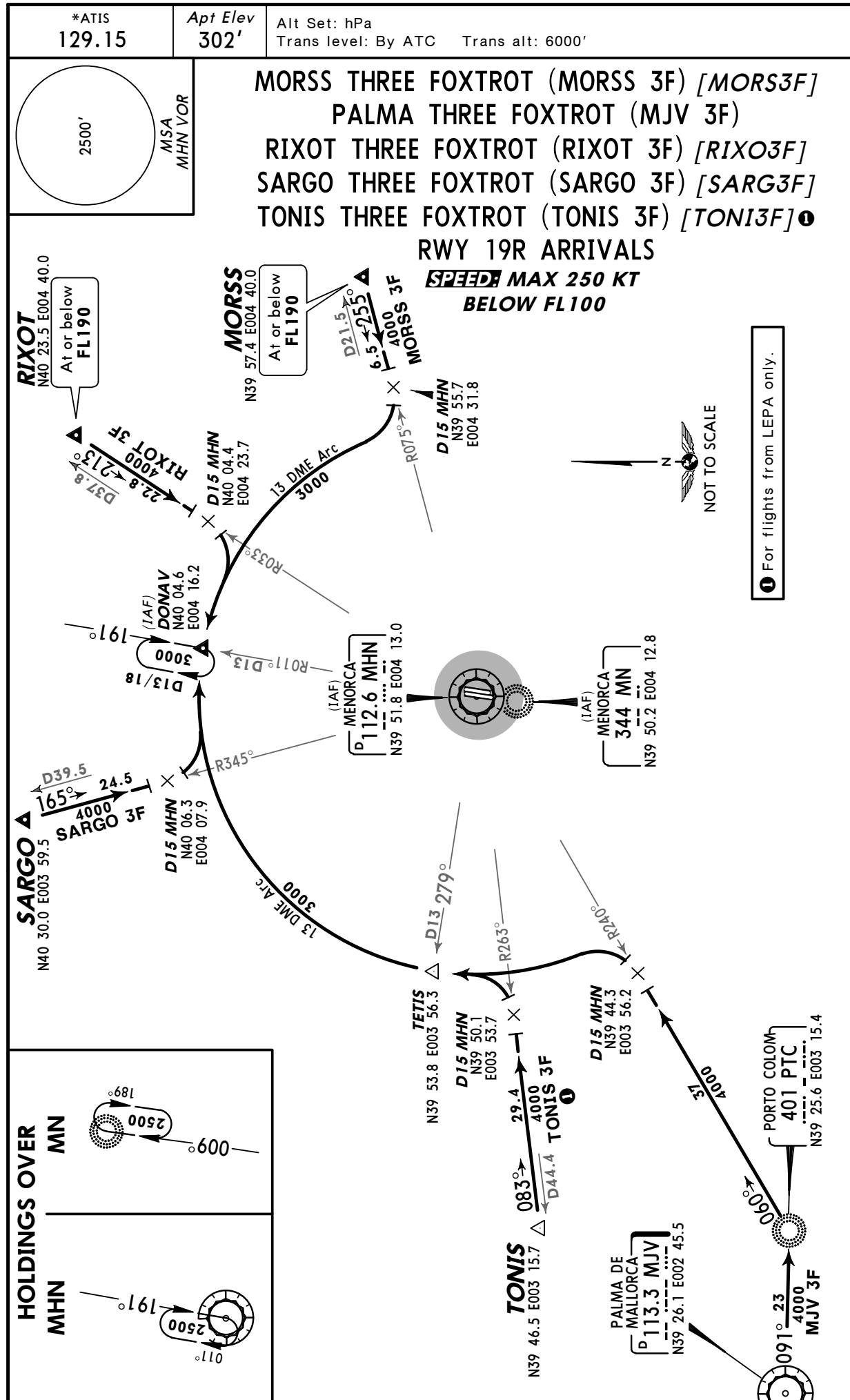
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LEMH/MAH
MENORCA

JEPPesen
4 SEP 09 **10-2A**

MENORCA, SPAIN

STAR



CHANGES: ATIS frequency.

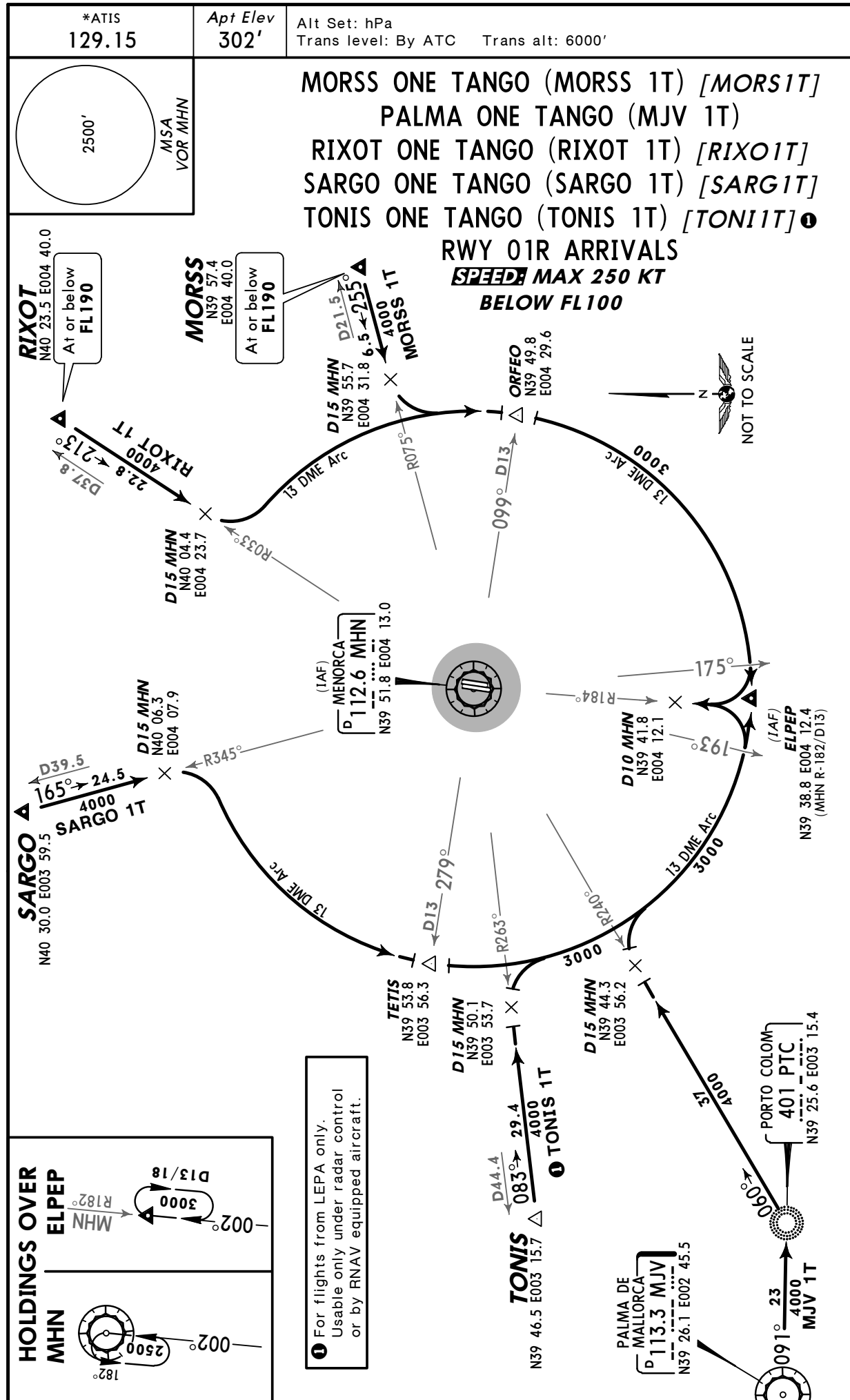
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LEMH/MAH
MENORCA

JEPPESSEN
4 SEP 09 **10-2B**

MENORCA, SPAIN

STAR



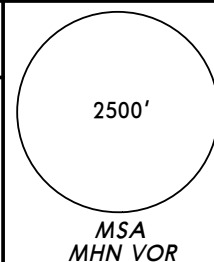
LEMH/MAH
MENORCA

JEPPESEN
 12 FEB 10 **10-3**

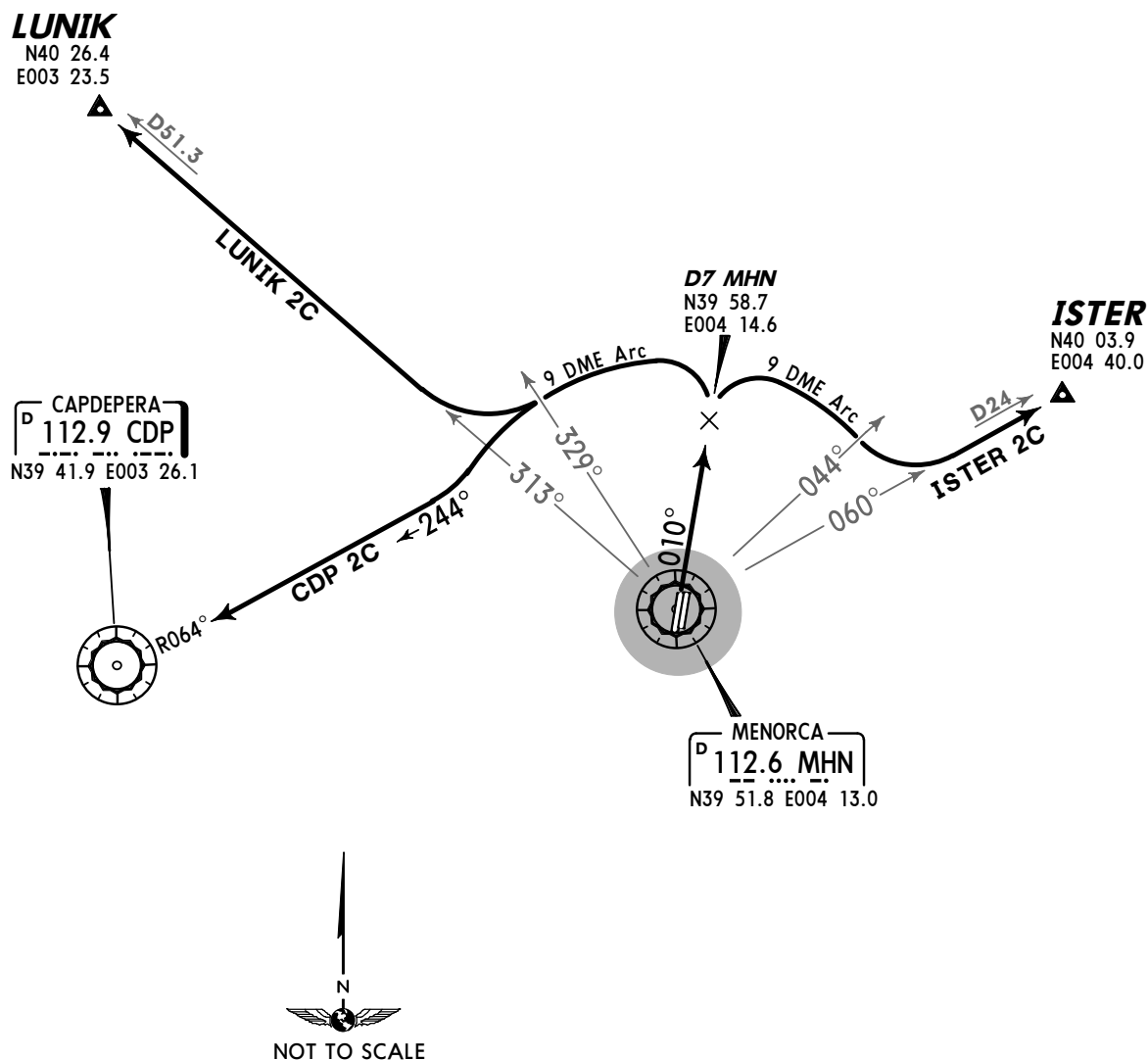
MENORCA, SPAIN
SID

Apt Elev
 302'

Trans level: By ATC Trans alt: 6000'



CAPDEPERA TWO CHARLIE (CDP 2C)
ISTER TWO CHARLIE (ISTER 2C)[ISTE2C]
LUNIK TWO CHARLIE (LUNIK 2C)[LUNI2C]
RWY 01L DEPARTURES
~~SPEED~~ MAX 250 KT UNTIL LEAVING FL100



SID	ROUTING
CDP 2C ①	Climb on MHN R-010 to D7 MHN, turn LEFT, along MHN 9 DME arc, intercept CDP R-064 inbound to CDP.
ISTER 2C	Climb on MHN R-010 to D7 MHN, turn RIGHT, along MHN 9 DME arc, intercept MHN R-060 to ISTER.
LUNIK 2C ②	Climb on MHN R-010 to D7 MHN, turn LEFT, along MHN 9 DME arc, intercept MHN R-313 to LUNIK.

- ① For flights to LEPA only.
 ② For flights to LEBL & LERS only; during winter for flights to Spain.

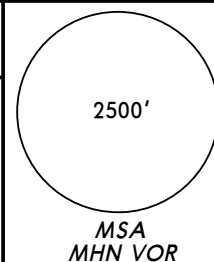
LEMH/MAH
MENORCA

JEPPESEN
12 FEB 10 **(10-3A)**

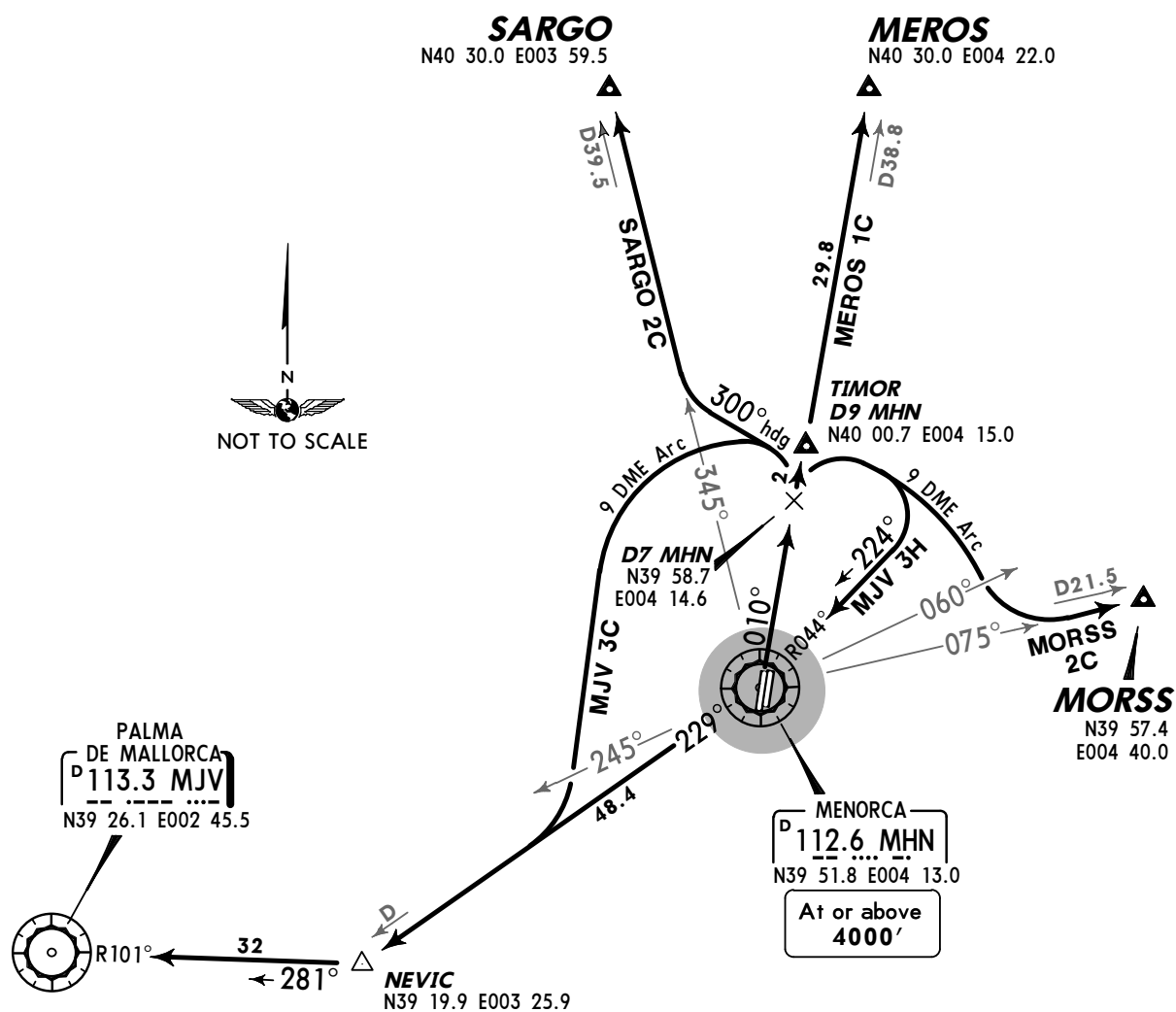
MENORCA, SPAIN
SID

Apt Elev
302'

Trans level: By ATC Trans alt: 6000'



MEROS ONE CHARLIE (MEROS 1C) [MERO1C]
MORSS TWO CHARLIE (MORSS 2C) [MORS2C]
PALMA THREE CHARLIE (MJV 3C)
PALMA THREE HOTEL (MJV 3H)
SARGO TWO CHARLIE (SARGO 2C) [SARG2C]
RWY 01L DEPARTURES
***SPEED* MAX 250 KT UNTIL LEAVING FL100**



SID	ROUTING
MEROS 1C①	Climb on MHN R-010 via TIMOR to MEROS.
MJV 3C②	Climb on MHN R-010 to D7 MHN, turn LEFT, along MHN 9 DME arc, intercept MHN R-229 to NEVIC, turn RIGHT, intercept MJV R-101 inbound to MJV.
MJV 3H②	Climb on MHN R-010 to D7 MHN, turn RIGHT, along MHN 9 DME arc, intercept MHN R-044 inbound to MHN, MHN R-229 to NEVIC, turn RIGHT, intercept MJV R-101 inbound to MJV.
MORSS 2C	Climb on MHN R-010 to D7 MHN, turn RIGHT, along MHN 9 DME arc, intercept MHN R-075 to MORSS.
SARGO 2C③	Climb on MHN R-010 to D7 MHN, turn LEFT, 300° heading, intercept MHN R-345 to SARGO.

① Mandatory for flights to LEGE.
② Mandatory for flights via LFBB FIR/UIR.
③ For flights to French aerodromes south of N44° parallel.

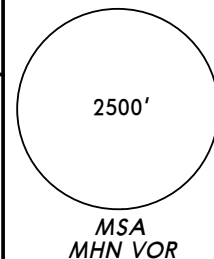
LEMH/MAH
MENORCA

JEPPESEN
12 FEB 10 **(10-3B)**

MENORCA, SPAIN
SID

Apt Elev
302'

Trans level: By ATC Trans alt: 6000'



CAPDEPERA TWO DELTA (CDP 2D)
ISTER TWO DELTA (ISTER 2D) [ISTE2D]
LUNIK TWO DELTA (LUNIK 2D) [LUNI2D]
RWY 19R DEPARTURES
~~SPEED~~ MAX 250 KT UNTIL LEAVING FL100

LUNIK
N40 26.4
E003 23.5

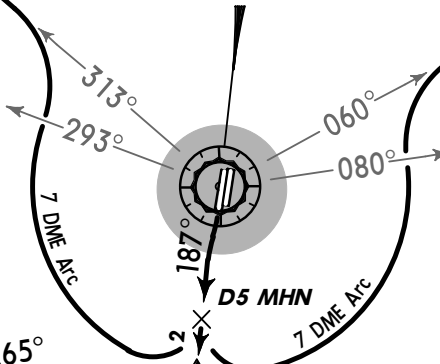
D51.3
LUNIK 2D

CAPDEPERA
D 112.9 CDP
N39 41.9 E003 26.1



265°
CDP 2D
302° hdg

MENORCA
D 112.6 MHN
N39 51.8 E004 13.0



CARME
D7 MHN
N39 44.9 E004 11.9

ISTER
N40 03.9
E004 40.0

D24
ISTER 2D



SID	ROUTING
CDP 2D ①	Climb on MHN R-187 to CARME, turn RIGHT, 302° heading, intercept CDP R-085 inbound to CDP.
ISTER 2D	Climb on MHN R-187 to D5 MHN, turn LEFT, along MHN 7 DME arc, intercept MHN R-060 to ISTER.
LUNIK 2D ②	Climb on MHN R-187 to D5 MHN, turn RIGHT, along MHN 7 DME arc, intercept MHN R-313 to LUNIK.

① For flights to LEPA only.
② For flights to LEBL & LERS only; during winter for flights to Spain.

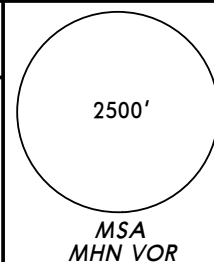
LEMH/MAH
MENORCA

JEPPESEN
12 FEB 10 **(10-3C)**

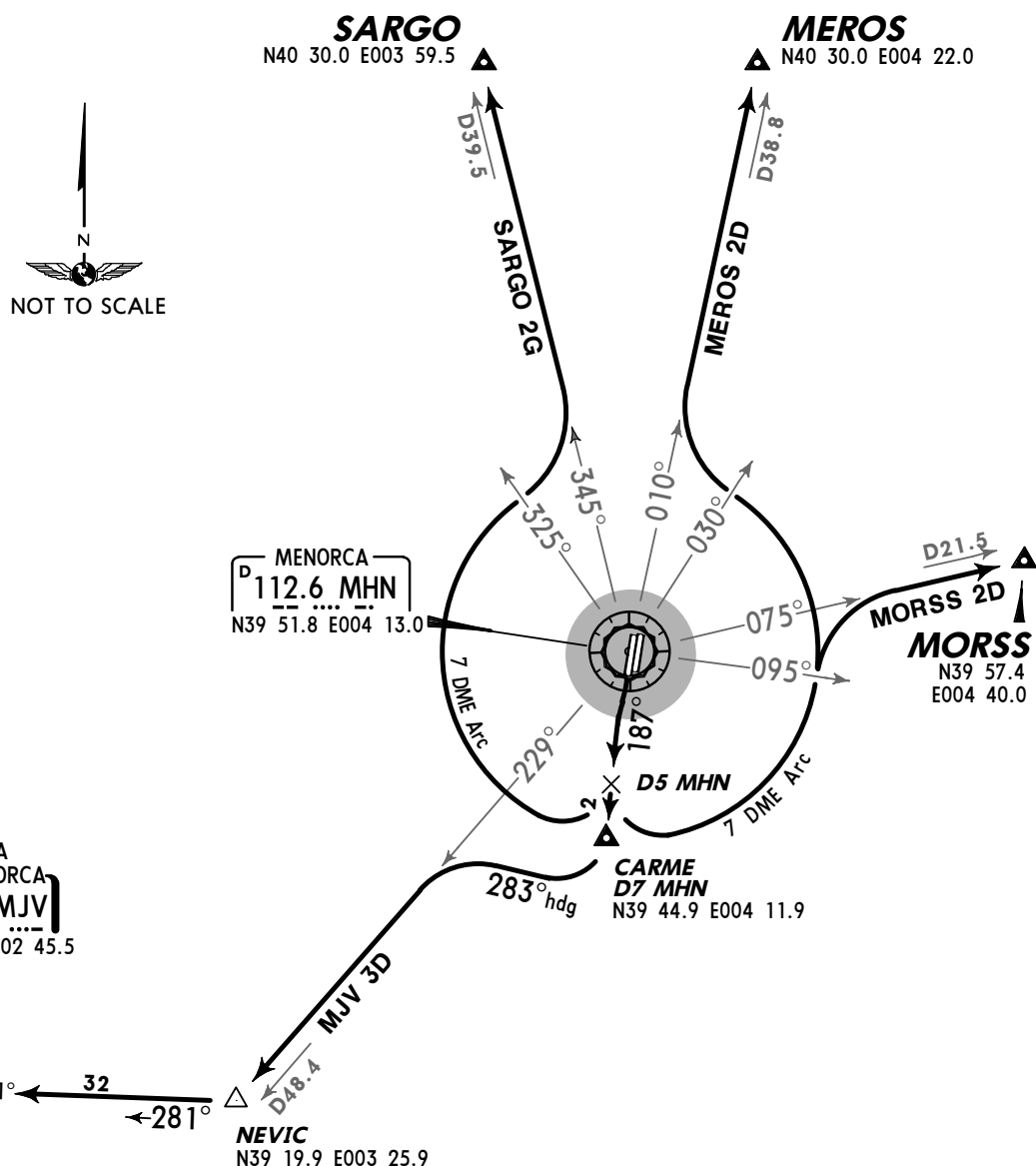
MENORCA, SPAIN
SID

Apt Elev
302'

Trans level: By ATC Trans alt: 6000'



MEROS TWO DELTA (MEROS 2D) [MERO2D]
MORSS TWO DELTA (MORSS 2D) [MORS2D]
PALMA THREE DELTA (MJV 3D)
SARGO TWO GOLF (SARGO 2G) [SARG2G]
RWY 19R DEPARTURES
~~SPEED~~ MAX 250 KT UNTIL LEAVING FL100



SID	ROUTING
MEROS 2D ①	Climb on MHN R-187 to D5 MHN, turn LEFT, along MHN 7 DME arc, intercept MHN R-010 to MEROS.
MJV 3D ②	Climb on MHN R-187 to CARME, turn RIGHT, 283° heading, intercept MHN R-229 to NEVIC, turn RIGHT, intercept MJV R-101 inbound to MJV.
MORSS 2D	Climb on MHN R-187 to D5 MHN, turn LEFT, along MHN 7 DME arc, intercept MHN R-075 to MORSS.
SARGO 2G ③	Climb on MHN R-187 to D5 MHN, turn RIGHT, along MHN 7 DME arc, intercept MHN R-345 to SARGO.
① Mandatory for flights to LEGE. ② Mandatory for flights via LFBB FIR/UIR. ③ For flights to French aerodromes south of N44° parallel.	

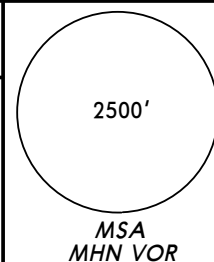
LEMH/MAH
MENORCA

JEPPESEN
 12 FEB 10 **(10-3D)**

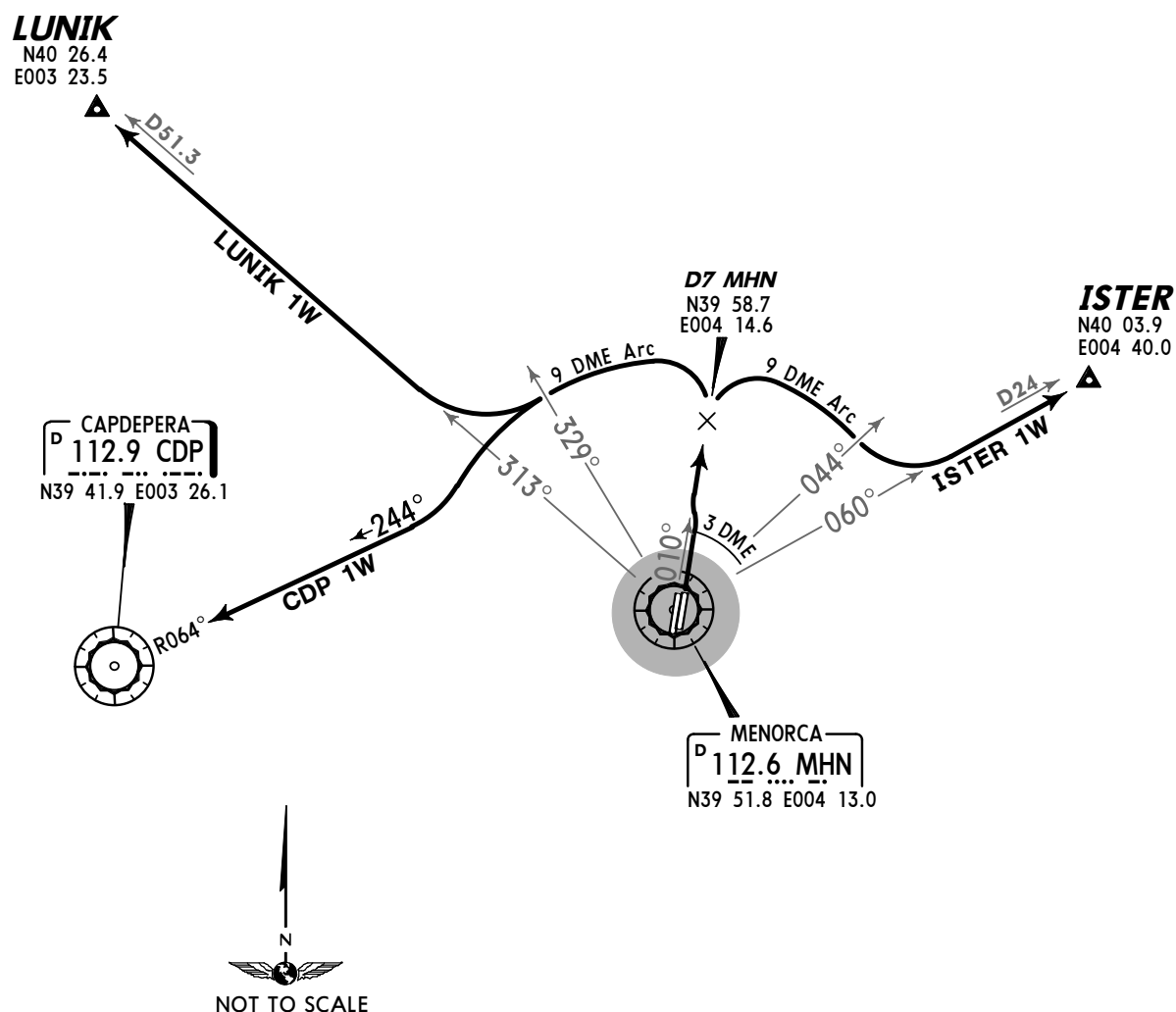
MENORCA, SPAIN
SID

Apt Elev
302'

Trans level: By ATC Trans alt: 6000'



CAPDEPERA ONE WHISKEY (CDP 1W)
ISTER ONE WHISKEY (ISTER 1W) [ISTE1W]
LUNIK ONE WHISKEY (LUNIK 1W) [LUNI1W]
RWY 01R DEPARTURES
~~SPEED~~ MAX 250 KT UNTIL LEAVING FL100



SID	ROUTING
CDP 1W ①	Climb on runway heading to MHN 3 DME, intercept MHN R-010 to D7 MHN, turn LEFT, along MHN 9 DME arc, intercept CDP R-064 inbound to CDP.
ISTER 1W	Climb on runway heading to MHN 3 DME, intercept MHN R-010 to D7 MHN, turn RIGHT, along MHN 9 DME arc, intercept MHN R-060 to ISTER.
LUNIK 1W ②	Climb on runway heading to MHN 3 DME, intercept MHN R-010 to D7 MHN, turn LEFT, along MHN 9 DME arc, intercept MHN R-313 to LUNIK.

① For flights to LEPA only.

② For flights to LEBL & LERS only; during winter for flights to Spain.

CHANGES: None.

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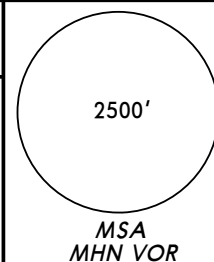
LEMH/MAH
MENORCA

JEPPESEN
12 FEB 10 **(10-3E)**

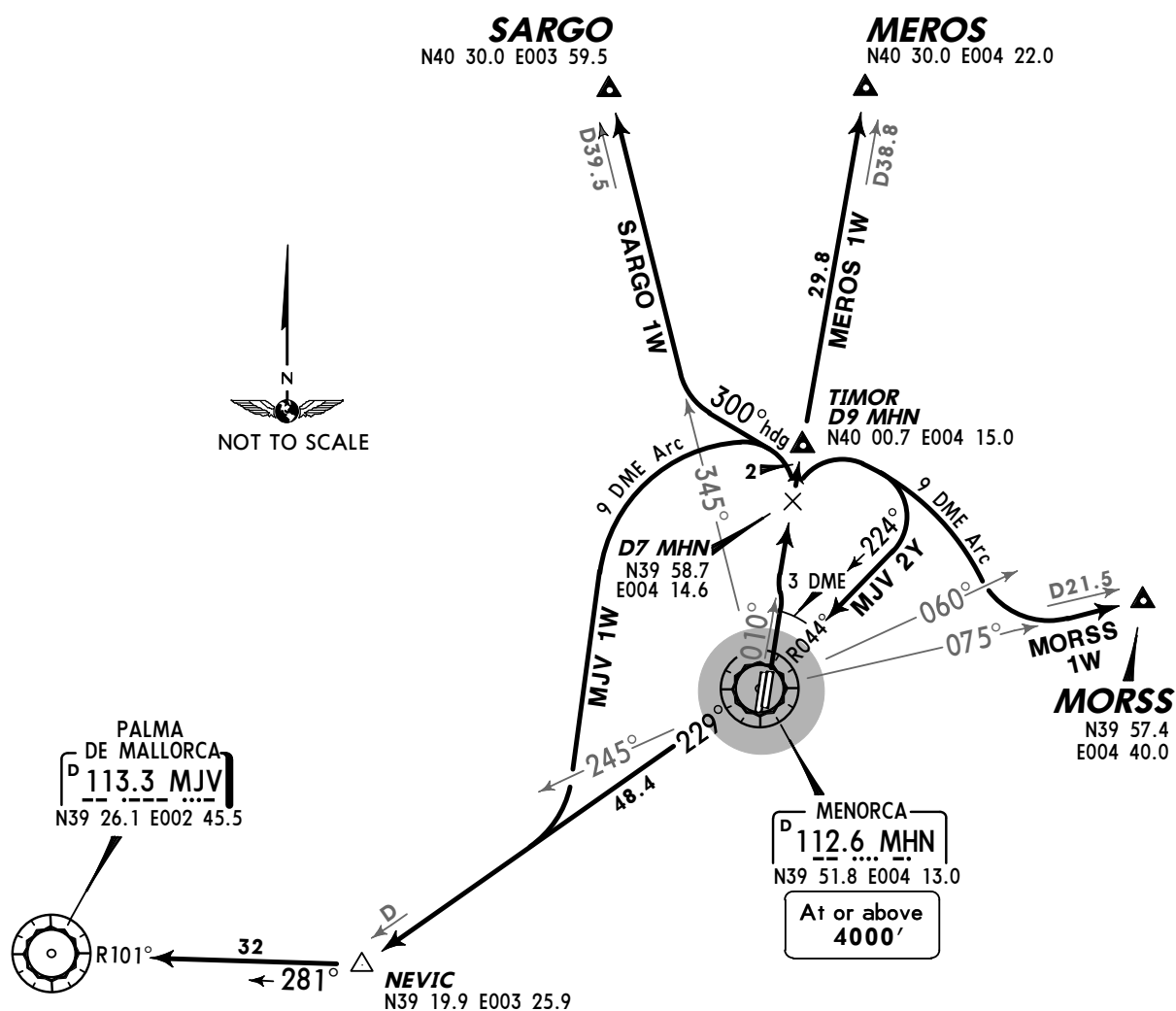
MENORCA, SPAIN
SID

Apt Elev
302'

Trans level: By ATC Trans alt: 6000'



MEROS ONE WHISKEY (MEROS 1W) [MERO1W]
MORSS ONE WHISKEY (MORSS 1W) [MORS1W]
PALMA ONE WHISKEY (MJV 1W)
PALMA TWO YANKEE (MJV 2Y)
SARGO ONE WHISKEY (SARGO 1W) [SARG1W]
RWY 01R DEPARTURES
***SPEED* MAX 250 KT UNTIL LEAVING FL100**



SID	ROUTING
MEROS 1W①	Climb on runway heading to MHN 3 DME, intercept MHN R-010 via TIMOR to MEROS.
MJV 1W②	Climb on runway heading to MHN 3 DME, intercept MHN R-010 to D7 MHN, turn LEFT, along MHN 9 DME arc, intercept MHN R-229 to NEVIC, turn RIGHT, intercept MJV R-101 inbound to MJV.
MJV 2Y②	Climb on runway heading to MHN 3 DME, intercept MHN R-010 to D7 MHN, turn RIGHT, along MHN 9 DME arc, intercept MHN R-044 inbound to MHN, MHN R-229 to NEVIC, turn RIGHT, intercept MJV R-101 inbound to MJV.
MORSS 1W	Climb on runway heading to MHN 3 DME, intercept MHN R-010 to D7 MHN, turn RIGHT, along MHN 9 DME arc, intercept MHN R-075 to MORSS.
SARGO 1W③	Climb on runway heading to MHN 3 DME, intercept MHN R-010 to D7 MHN, turn LEFT, 300° heading, intercept MHN R-345 to SARGO.

① Mandatory for flights to LEGE.
② Mandatory for flights via LFBB FIR/UIR.
③ For flights to French aerodromes south of N44° parallel.

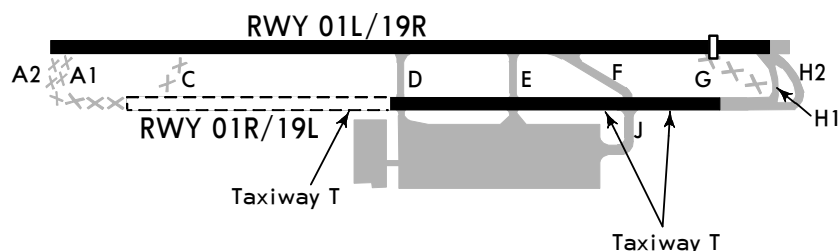
LEMH/MAH


JEPPESEN
29 OCT 10 (10-8)
MENORCA, SPAIN
MENORCA**CONSTRUCTION WORKS ON RWYS AND TWYS**

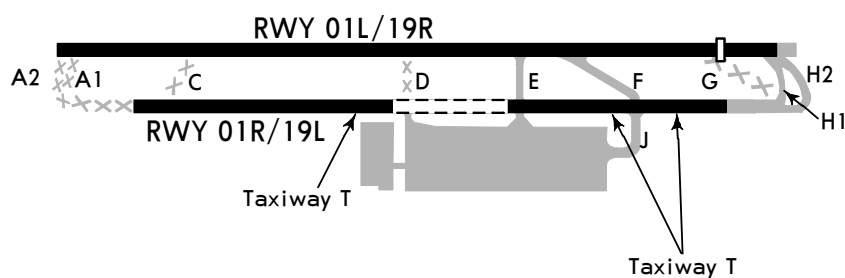
REFER ALSO TO LATEST NOTAMS

PHASE 1A:

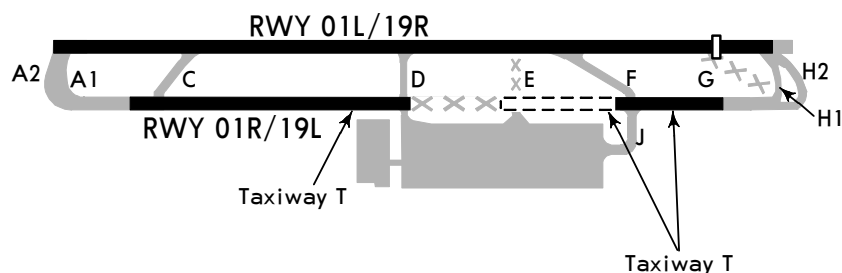
Repairing Rwy 01R/19L from threshold 01R to
156'/47.5m of Twy D centerline (South).
Twys A1, A2 and C closed.

**PHASE 1B:**

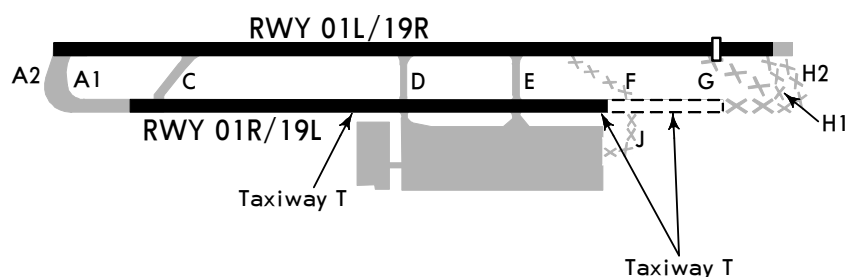
Repairing Rwy 01R/19L from 156'/47.5m of Twy D centerline (South) to
156'/47.5m of Twy E centerline (South).
Twys A1, A2, C and D closed.

**PHASE 1C:**

Repairing Rwy 01R/19L from 156'/47.5m of Twy E centerline (South) to
156'/47.5m of Twy F centerline (South).
Twy E and Twy T between Twy D and Twy F closed.

**PHASE 1D:**

Repairing Rwy 01R/19L from 156'/47.5m of Twy F centerline (South)
to threshold 19L.
Twys F, J, H1 and H2 closed.



LEMH/MAH

29 OCT 10 **10-8A**

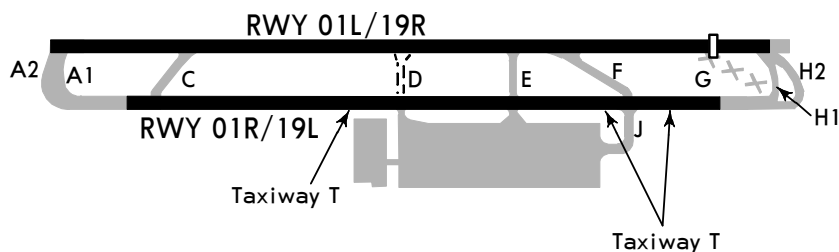
MENORCA, SPAIN
MENORCA

CONSTRUCTION WORKS ON RWYS AND TWYS

REFER ALSO TO LATEST NOTAMS

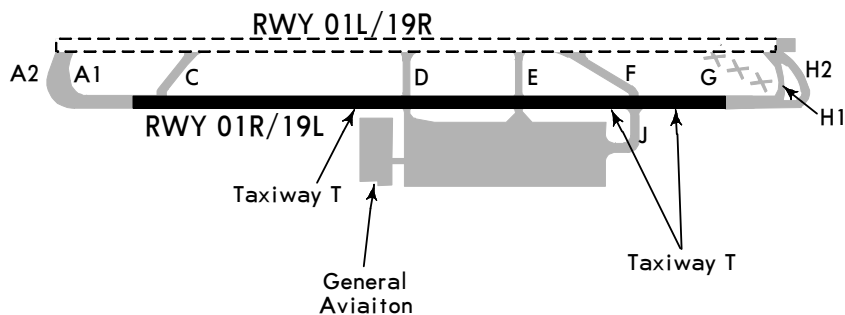
PHASE 2:

Repairing Twy D.
Twy D closed.



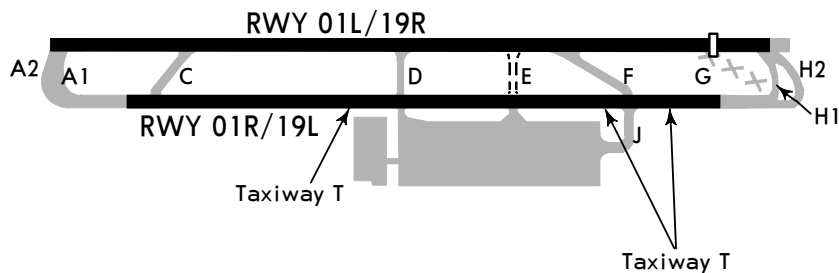
PHASE 3:

Repairing Rwy 01L/19R.
Operations on Rwy 01R/19L affected.
Rwy 01R/19L limited to aircraft with MAX wingspan of 118'/36m.
Stands 2, 4, 6, 8, 10, 12, 14 and 16 and West zone of General Apron out of service.



PHASE 4:

Repairing Twy E.
Twy E closed.



LEMH/MAH

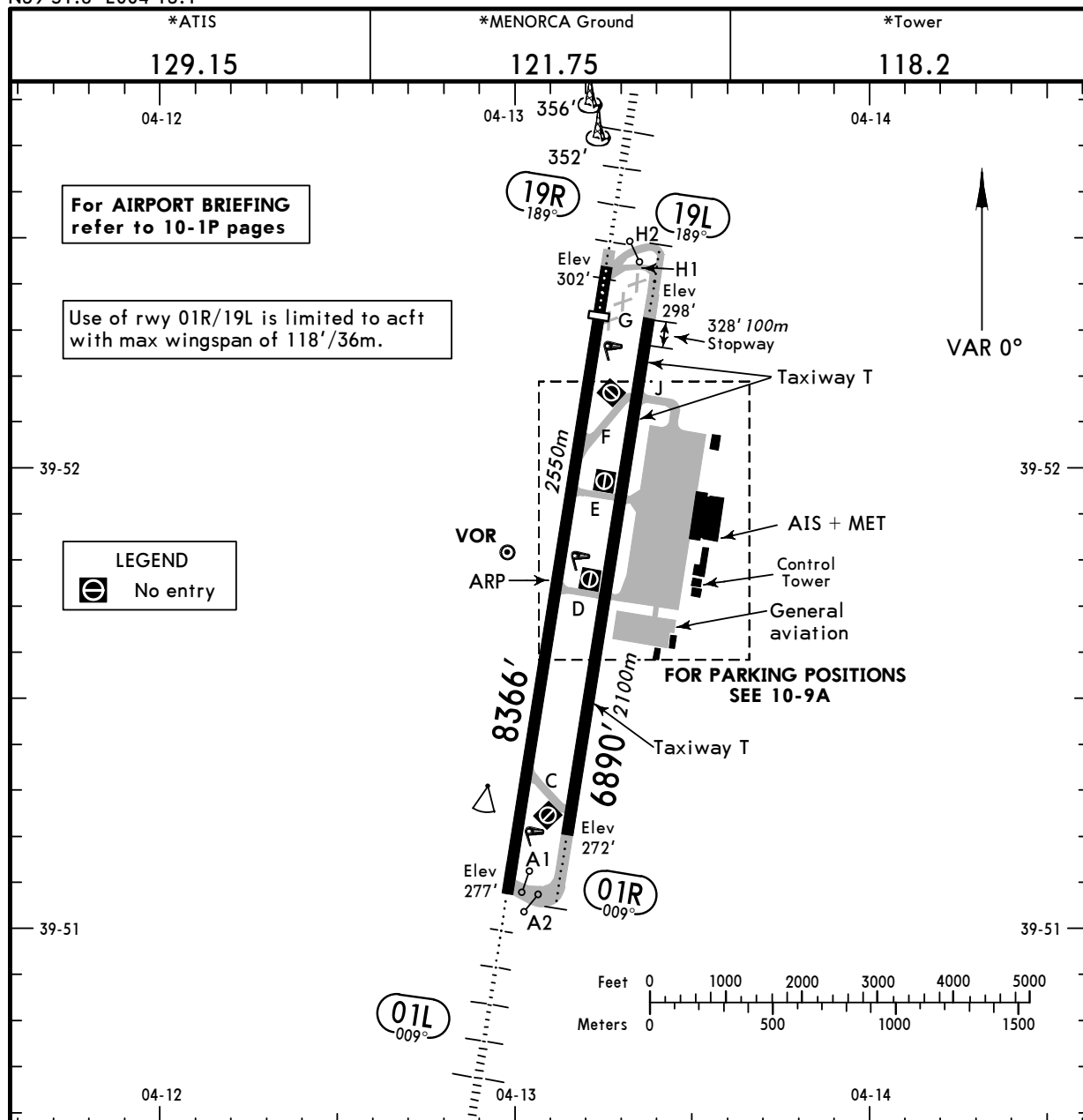
Apt Elev **302'**
 N39 51.8 E004 13.1

JEPPESSEN

23 APR 10 **(10-9)** Eff 6 May

MENORCA, SPAIN

MENORCA



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	Take-off	
01L	HIRL (46m) CL (15m) HIALS REIL PAPI (3.0°) RVR	7710' 2350m ①	6604' 2013m	7710' 2350m ①	148'
19R	HIRL (46m) CL (15m) HIALS REIL PAPI-R (3.0°)		6580' 2006m		45m
01R	HIRL (50m) HIALS REIL PAPI-L (3.0°)			6562' 2000m	148'
② 19L					45m

① Last 656'/200m of rwy 01L not available for take-off and landing.

② Normally used as twy T.

Used as rwy in contingency conditions announced by NOTAM.

Standard

TAKE-OFF ①

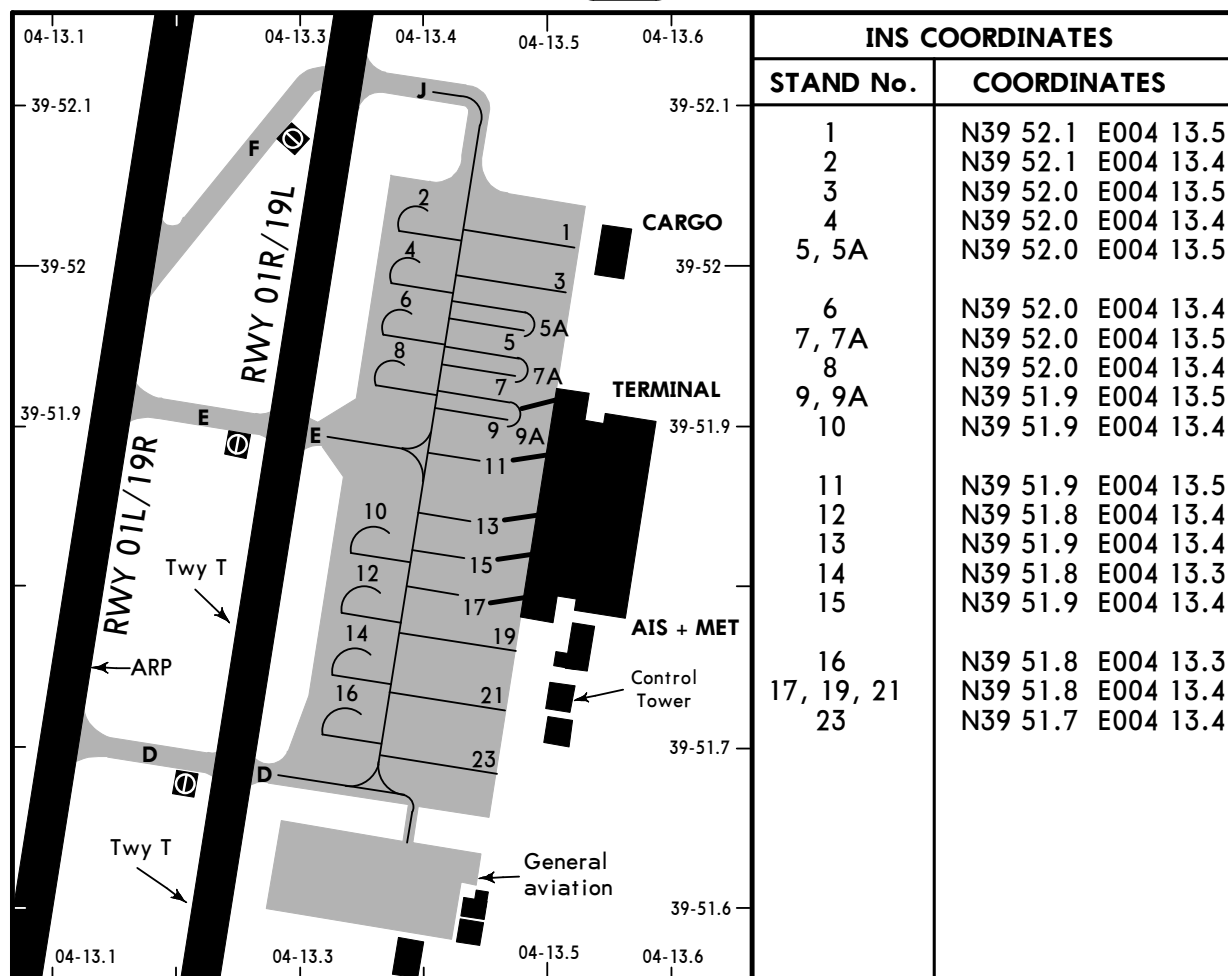
	All Rwys				
	Approved Operators HIRL, CL & mult. RVR req	LVP must be in force RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A					
B	125m	150m	200m	250m	400m
C					500m
D	150m	200m	250m	300m	

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

LEMH/MAH

JEPPESEN
23 APR 10 **(10-9A)** Eff 6 May

MENORCA, SPAIN
MENORCA



LEGEND
 No entry

LEMH/MAH **JEPPESEN**
24 JUL 09 **10-9X** **Eff 30 Jul****JAA MINIMUMS**
MENORCA, SPAIN
MENORCA

STRAIGHT-IN RWY		A	B	C	D
01L	ILS Z/Y	477' (200')	477' (200')	485' (208)	495' (218')
		R550m	R550m	R600m	R600m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC Z/Y	660' (383')	660' (383')	660' (383')	660' (383')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	VOR	660' (383')	660' (383')	660' (383')	660' (383')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	NDB	660' (383')	660' (383')	660' (383')	660' (383')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
01R	VOR	960' (688')	960' (688')	960' (688)	960' (688')
		R1500m	R1500m	R2000m	R2000m
19R	ILS Z/Y	510' (213')	520' (223')	530' (233')	540' (243')
		R600m	R600m	R600m	R600m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC Z/Y	650' (353')	650' (353')	650' (353')	650' (353')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	VOR	740' (443')	740' (433')	740' (443')	740' (443')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	NDB	760' (463')	760' (463')	760' (463')	760' (463')
		R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	740' (438') ❶❷	900' (598') ❷	1010' (708')	1010' (708')
	V1500m	V1600m	V2400m	V3600m

❶ After NDB rwy 19R: 760' (458').

❷ After VOR rwy 01R: 960' (658').

TAKE-OFF RWY 01L/R, 19 L/R

Rwy 01L/19R		All Rws		
LVP must be in Force		LVP must be in Force		
RL & CL		RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	200m	250m	400m	500m
B				
C				
D	250m	300m		

LEMH/MAH
MENORCA

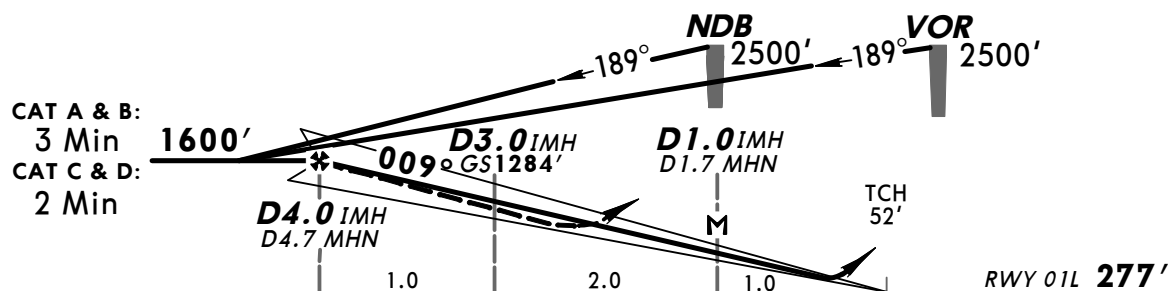
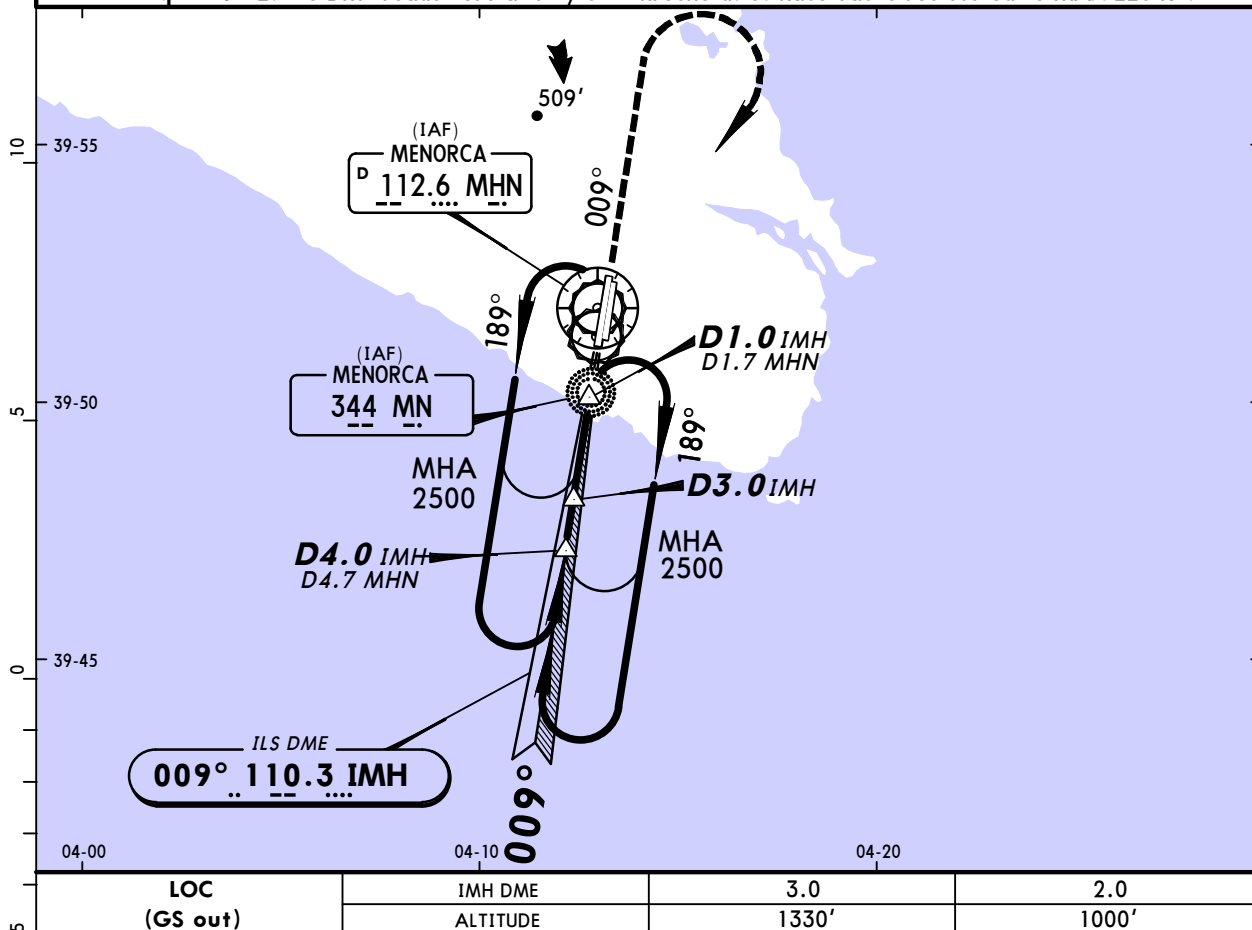
JEPPESSEN
4 SEP 09 (11-1)

MENORCA, SPAIN
ILS Z or LOC Z Rwy 01L

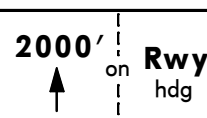
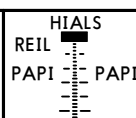
BRIEFING STRIP

*ATIS 129.15		*MENORCA Approach 119.65		*MENORCA Tower 118.2		*Ground 121.75		2500' MSA MHN VOR	
LOC IMH 110.3		Final Apch Crs 009°		GS D3.0 IMH 1284'(1007')		ILS DA(H) Refer to Minimums			Apt Elev 302' RWY 277'
MISSED APCH: Climb on rwy heading to 2000', then turn RIGHT direct to VOR climbing to 2500' and hold.									

Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 6000'
1. DME required. 2. ILS DME reads zero at rwy 01L threshold. 3. Racetracks restricted to MAX 220 KT.



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>ILS GS</i> 3.00°	377	484	538	646	753	861
<i>LOC Descent angle</i> 3.10°	384	494	548	658	768	878
<i>MAP at D1.0 IMH/D1.7 MHN</i>						



Standard

STRAIGHT-IN LANDING RWY 01L

CIRCLE-TO-LAND

ILS				LOC (GS out)		CIRCLE-TO-LAND	
C: 485' (208')				DA(H) 660' (383')		MDA(H) 740' (438')	
DA(H) AB: 477' (200') D: 495' (218')				DA(H) 660' (383')		VIS 1500m	
FULL	Limited	ALS out	ALS out	Max Kts	MDA(H)	VIS	
A				100	740' (438')	1500m	
B				135	900' (598')	1600m	
C	RVR 550m	RVR 750m	RVR 1200m	180	1010' (708')	2400m	
D				205	1010' (708')	3600m	

PANS OPS 4

LEMH/MAH
MENORCA

JEPPESSEN
4 SEP 09 **(11-2)**

MENORCA, SPAIN
ILS Y or LOC Y Rwy 01L

BRIEFING STRIP

*ATIS 129.15		*MENORCA Approach 119.65		*MENORCA Tower 118.2		*Ground 121.75		2500' MSA MHN VOR
LOC IMH 110.3	Final Apch Crs 009°	GS D3.0 IMH 1284' (1007')	ILS DA(H) Refer to Minimums	Apt Elev 302' RWY 277'				
MISSED APCH: Climb on rwy heading to 2000', then turn RIGHT direct to VOR climbing to 2500' and hold.								
Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 6000'								
1. DME required. 2. ILS DME reads zero at rwy 01L threshold. 3. Racetrack restricted to MAX 210 KT.								

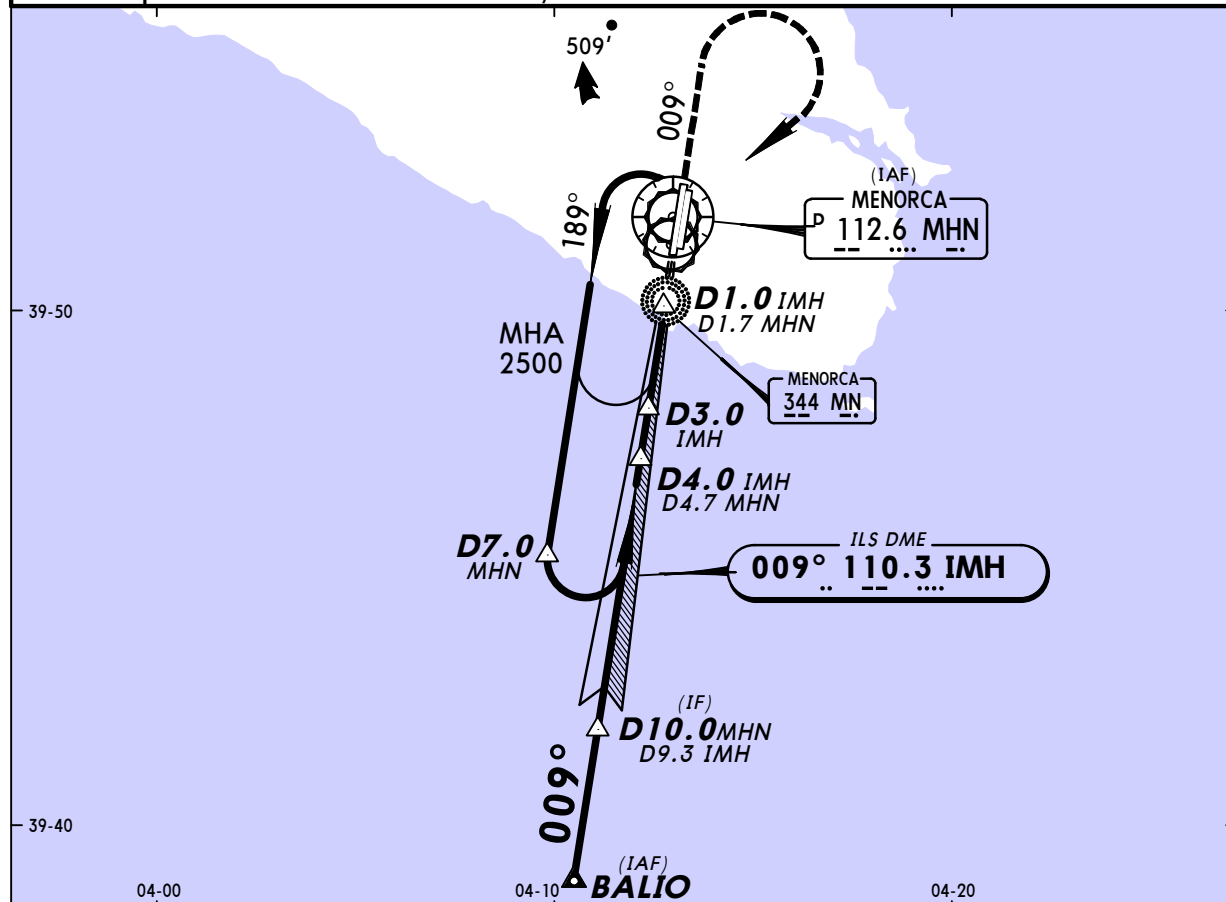
Alt Set: hPa

Rwy Elev: 10 hPa

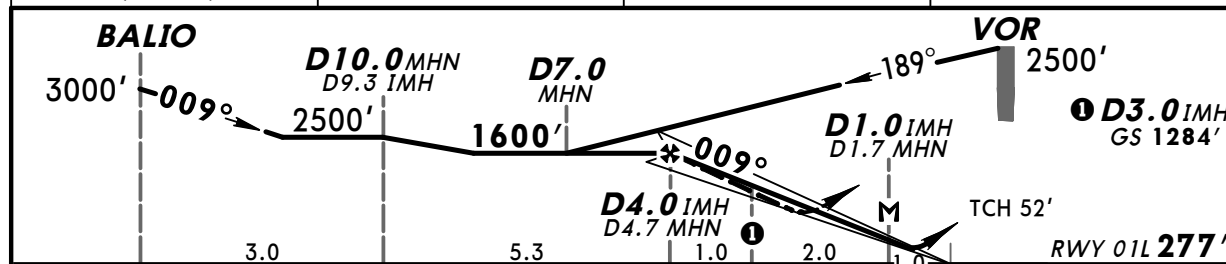
Trans level: By ATC

Trans alt: 6000'

1. DME required. 2. ILS DME reads zero at rwy 01L threshold. 3. Racetrack restricted to MAX 210 KT.



LOC (GS out)	IMH DME	3.0	2.0
	ALTITUDE	1330'	1000'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI HIALS PAPI 2000' on Rwy hdg
ILS GS	3.00°	377	484	538	646	753	
LOC Descent angle	3.10°	384	494	548	658	768	
MAP at D1.0 IMH/D1.7 MHN							

Standard				STRAIGHT-IN LANDING RWY 01L		CIRCLE-TO-LAND	
				ILS C: 485' (208')		LOC (GS out)	
				DA(H) AB: 477' (200') D: 495' (218')		DA(H) 660' (383')	
FULL		Limited	ALS out	ALS out		Max Kts	MDA(H) VIS
A						100	740' (438') 1500m
B				RVR 1500m		135	900' (598') 1600m
C		RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	180	1010' (708') 2400m
D						205	1010' (708') 3600m

PANS OPS 4

**LEMH/MAH
MENORCA**

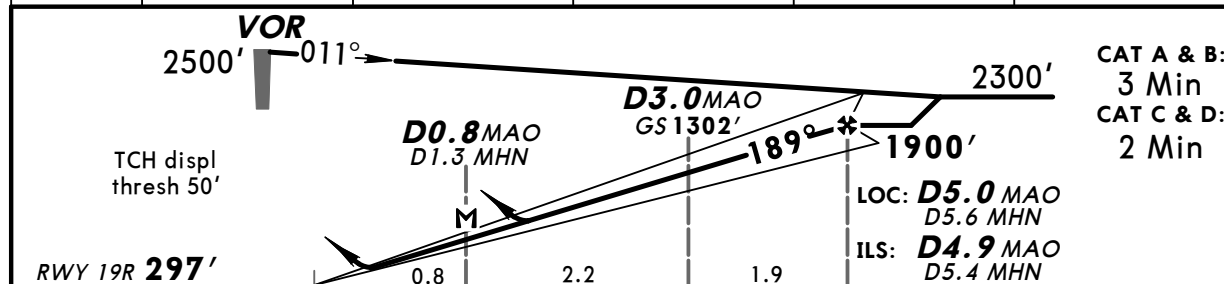
JEPPESEN
4 SEP 09 (11-3)

MENORCA, SPAIN
ILS Z or LOC Z Rwy 19R

*ATIS		*MENORCA Approach		*MENORCA Tower		*Ground	
129.15		119.65		118.2		121.75	
LOC MAO 111.5	Final Apch Crs 189°	GS D3.0MHO 1302'(1005')	ILS DA(H) Refer to Minimums	Apt Elev RWY	302' 297'	 2500' MSA MHN VOR	
MISSED APCH: Climb on rwy heading to 2000', then turn LEFT direct to VOR climbing to 2500' and hold.							
Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 6000' 1. DME required. 2. ILS DME reads zero at rwy 19R displaced threshold. 3. Racetrack restricted to MAX 220 KT.							



LOC (GS out)	MAO DME	1.0	2.0	3.0	4.0
	ALTITUDE	670'	990'	1310'	1630'



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		
<i>ILS GS or</i>								
<i>LOC Descent angle 3.00°</i>	377	484	538	646	753	861		
<i>MAP at D0.8 MAO/D1.3 MHN</i>								

Standard

STRAIGHT-IN LANDING RWY 19R

CIRCLE-TO-LAND

ILS				LOC (GS out)		CIRCLE TO LAND	
A: 510' (213') C: 530' (233') DA(H) B: 520' (223') D: 540' (243')				DA(H) 650' (353')			
FULL		Limited	ALS out	ALS out		Max Kts.	MDA(H) _____ VIS _____
A	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	RVR 1500m	100	740' (438') 1500m
B						135	900' (598') 1600m
C			RVR 1600m		180	1010' (708') 2400m	
D					RVR 1300m	205	1010' (708') 3600m

CHANGES: ATIS frequency.

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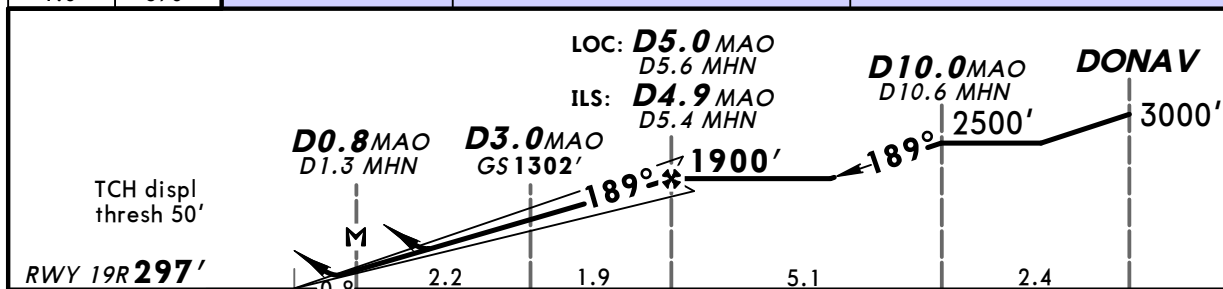
LEMH/MAH
MENORCA

JEPPesen
4 SEP 09 **(11-4)**

MENORCA, SPAIN
ILS Y or LOC Y Rwy 19R

BRIEFING STRIP

*ATIS 129.15		*MENORCA Approach 119.65		*MENORCA Tower 118.2		*Ground 121.75	
LOC MAO 111.5	Final Aptch Crs 189°	GS D3.0 MHO 1302'(1005')	ILS DA(H) Refer to Minimums	Apt Elev 302'	2500'		
MISSED APCH: Climb on rwy heading to 2000', then turn LEFT direct to VOR climbing to 2500' and hold.							
Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 6000'							
1. DME required. 2. ILS DME reads zero at rwy 19R displaced threshold.						MSA MHN VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 2000' on Rwy hdg	
ILS GS or LOC Descent angle 3.00°	377	484	538	646	753	861		
MAP at D0.8 MAO/D1.3 MHN								

Standard				STRAIGHT-IN LANDING RWY 19R				CIRCLE-TO-LAND			
ILS				LOC (GS out)							
A: 510' (213') C: 530' (233')				DA(H) 650' (353')							
DA(H) B: 520' (223') D: 540' (243')											
FULL		Limited		ALS out		ALS out		Max Kts	MDA(H)	VIS	
A								100	740' (438')	1500m	
B								135	900' (598')	1600m	
C								180	1010' (708')	2400m	
D								205	1010' (708')	3600m	

CHANGES: ATIS frequency.

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LEMH/MAH
MENORCA

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4 SEP 09 **(13-1)**

MENORCA, SPAIN
VOR Rwy 01L

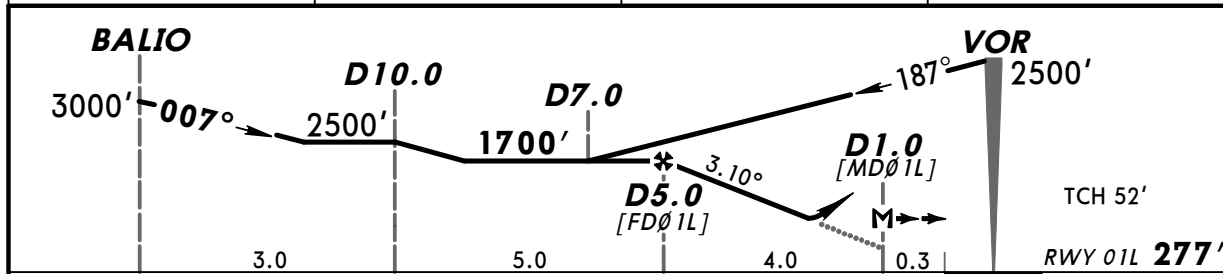
BRIEFING STRIP

*ATIS 129.15		*MENORCA Approach 119.65		*MENORCA Tower 118.2		*Ground 121.75		2500' MSA MHN VOR	
VOR MHN 112.6		Final Apch Crs 007°		Minimum Alt D5.0 1700' (1423')		DA(H) 660' (383')			Apt Elev 302' RWY 277'
MISSED APCH: Climb on R-187 inbound to VOR. Proceed on R-007 to 2000', then turn RIGHT to VOR climbing to 2500' and hold.									

Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 6000'
1. DME required. 2. Racetrack restricted to MAX 210 KT. 3. Final apch track offset 2° from RCL.



MHN DME	4.0	3.0	2.0
ALTITUDE	1420'	1090'	750'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MHN	MHN	2000'	MHN
Descent angle	3.10°	384	494	548	658	768	REIL	112.6	112.6	on 112.6	on 112.6
MAP at D1.0							PAPI	↑	↑	↑	↑
								R-187	R-007	R-007	R-007

Standard				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 01L							
DA(H) 660' (383')							
ALS out				Max	MDA(H)	VIS	
RVR 1500m				100	740' (438')	1500m	
RVR 1100m				135	900' (598')	1600m	
RVR 1800m				180	1010' (708')	2400m	
				205	1010' (708')	3600m	

PANS OPS 4

CHANGES: ATIS frequency.

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MENORCA

JEPPESEN
4 SEP 09 **(13-2)**

MENORCA, SPAIN
VOR Rwy 01R

BRIEFING STRIP

*ATIS 129.15	*MENORCA Approach 119.65	*MENORCA Tower 118.2	*Ground 121.75	2500'
VOR MHN 112.6	Final Apch Crs 002°	Minimum Alt D5.0 1800' (1528')	DA(H) 960' (688')	
			Apt Elev 302' RWY 272'	

MISSED APCH: Climb on R-182 inbound to VOR. Proceed on R-002 to 2000', then turn RIGHT to VOR climbing to 2500' and hold.

MSA MHN VOR

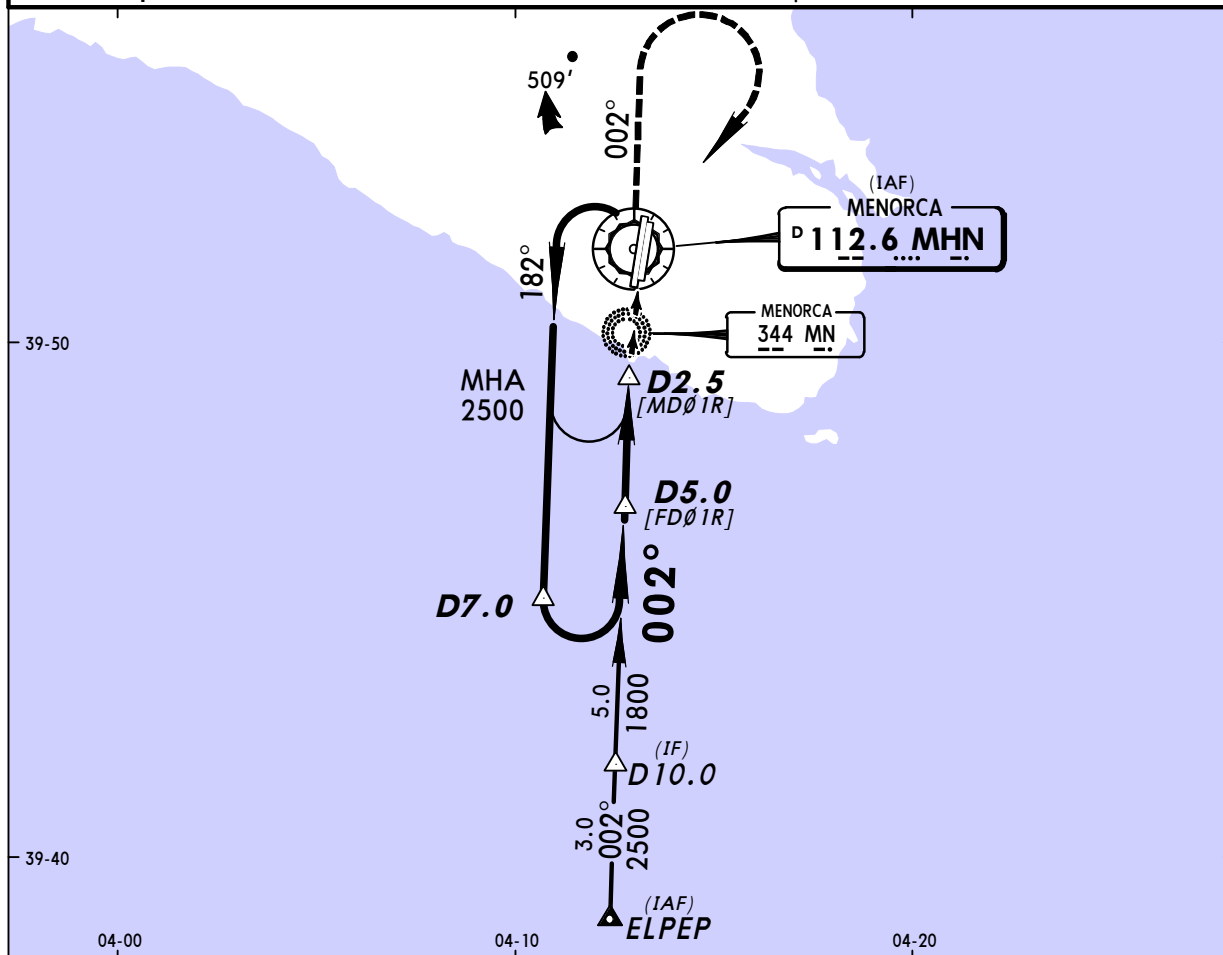
Alt Set: hPa

Rwy Elev: 10 hPa

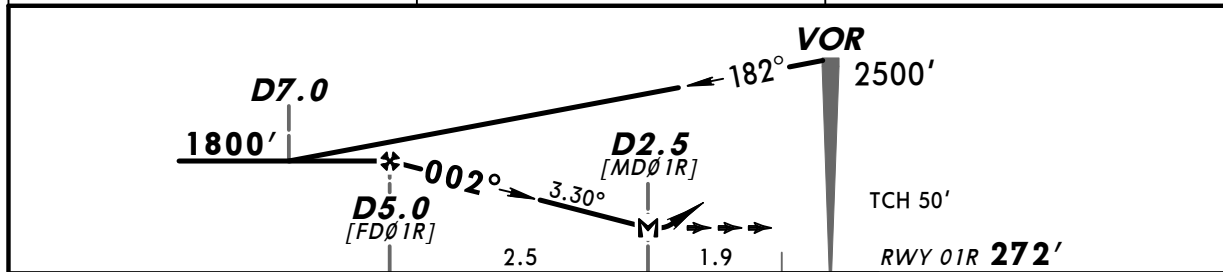
Trans level: By ATC

Trans alt: 6000'

1. DME required. 2. Racetrack restricted to MAX 210 KT. 3. Final apch track offset 7° from RCL.



MHN DME	4.0	3.0
ALTITUDE	1510'	1160'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MHN	MHN	2000'	MHN
Descent angle 3.30°	409	526	584	701	817	934	REIL PAPI	112.6	on 112.6	on 112.6	on 112.6
MAP at D2.5								↑	R-182	↑	R-002

Standard

STRAIGHT-IN LANDING RWY 01R

CIRCLE-TO-LAND

DA(H) 960' (688')		ALS out		Max Kts.	MDA(H)	VIS
A	CMV 3000m	CMV 3200m		100	990' (688')	3200m
B				135		
C				180		
D				205		

PANS OPS 4

CHANGES: ATIS frequency.

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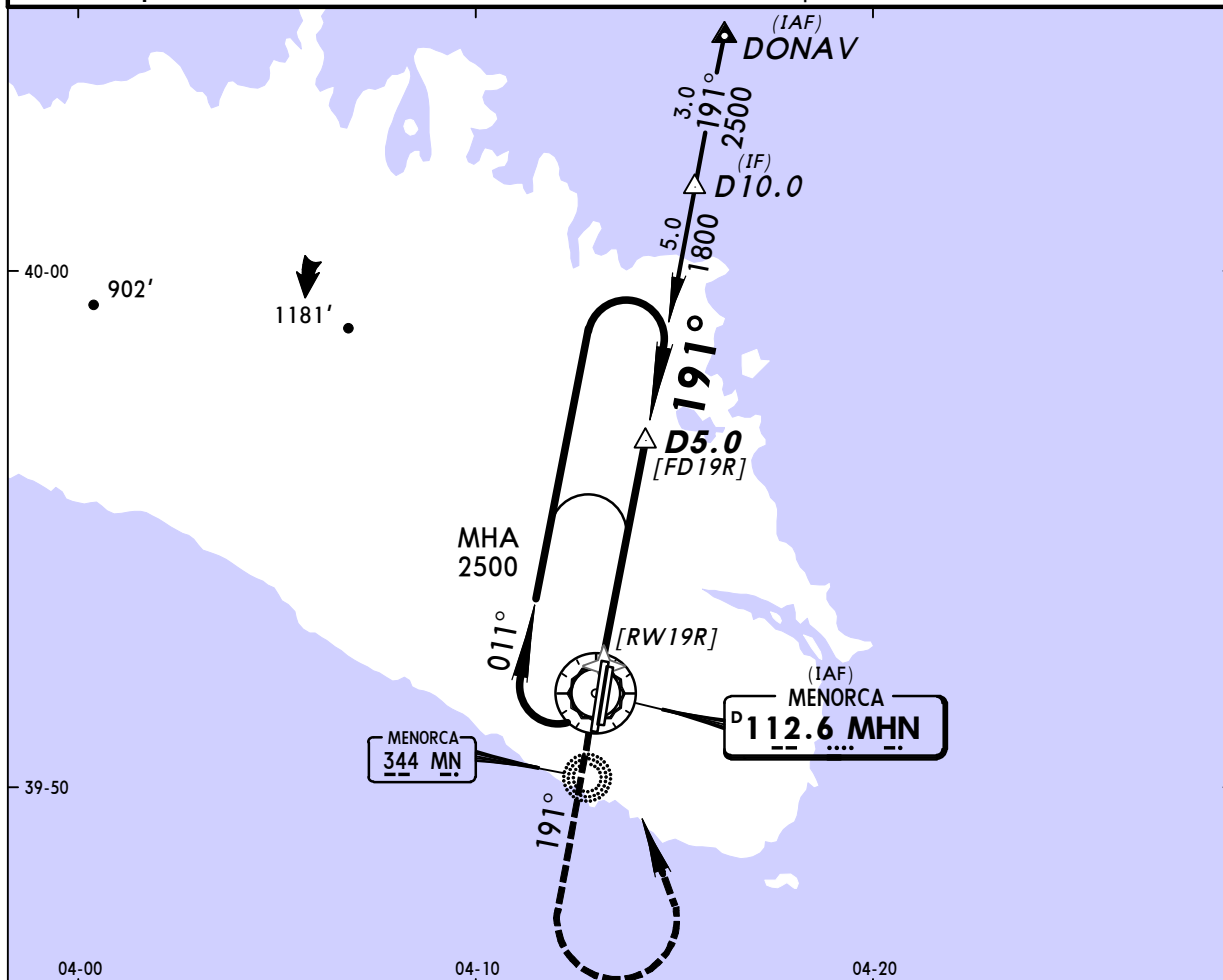
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MENORCA

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4 SEP 09 **(13-3)**

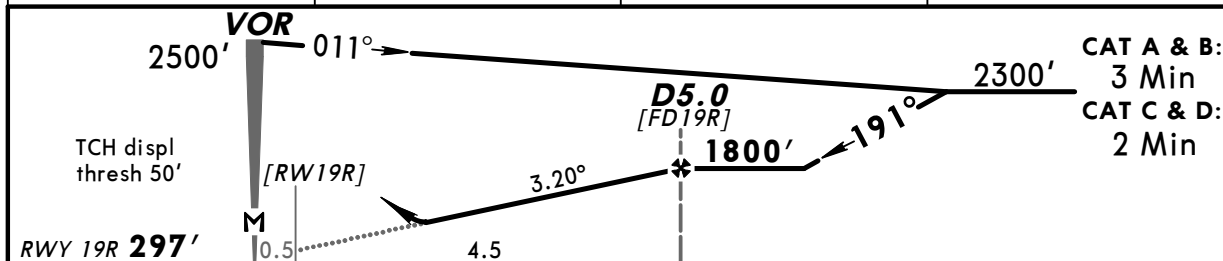
MENORCA, SPAIN
VOR Rwy 19R

BRIEFING STRIP

*ATIS 129.15	*MENORCA Approach 119.65	*MENORCA Tower 118.2	*Ground 121.75	2500'
VOR MHN 112.6	Final Apch Crs 191°	Minimum Alt D5.0 1800' (1503')	DA(H) 740' (443')	
			Apt Elev 302' RWY 297'	
MISSED APCH: Climb on R-191 to 2000', then turn LEFT direct to VOR climbing to 2500' and hold.				MSA MHN VOR
Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 6000' 1. DME required. 2. Racetrack restricted to MAX 220 KT. 3. Final apch track offset 2° from RCL.				



MHN DME	2.0	3.0	4.0
ALTITUDE	840'	1180'	1520'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI HIALS 2000' MHN on 112.6 R-191
Descent angle	3.20°	396	510	566	679	793	
MAP at VOR							

Standard				STRAIGHT-IN LANDING RWY 19R				CIRCLE-TO-LAND			
				DA(H) 740' (443')							
				ALS out				Max Kts			
A	RVR 1400m			RVR 1500m				100	750'	(448')	1500m
B								135	900'	(598')	1600m
C								180	1010'	(708')	2400m
D				CMV 2100m				205	1010'	(708')	3600m

PANS OPS 4

CHANGES: ATIS frequency.

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MENORCA

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4 SEP 09 **(16-1)**

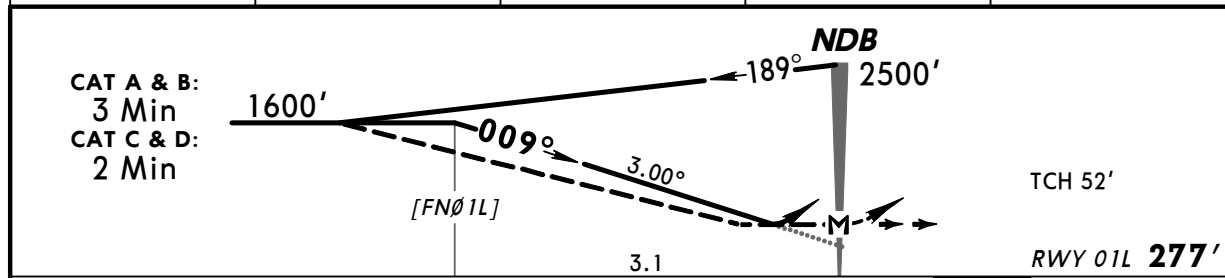
MENORCA, SPAIN
NDB Rwy 01L

BRIEFING STRIP

*ATIS 129.15		*MENORCA Approach 119.65		*MENORCA Tower 118.2		*Ground 121.75	
NDB MN 344	Final Apch Crs 009°	Minimum Alt No FAF	CDFA DA(H) 660' (383')	Apt Elev 302' RWY 277'	2500'		
MISSED APCH: Climb on 009° to 2000', then turn RIGHT to NDB climbing to 2500' and hold.							
Alt Set: hPa		Rwy Elev: 10 hPa		Trans level: By ATC			
							MSA MN NDB



MHN DME	4.7	4.0	3.0	2.0
ALTITUDE	1600'	1380'	1070'	750'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	2000 ↑ on 009°
Descent angle 3.00°	372	478	531	637	743	849		
MAP at NDB								

Standard		STRAIGHT-IN LANDING RWY 01L				CIRCLE-TO-LAND		
		CDFA		non-CDFA				
		DA(H) 660' (383')		MDA(H) 660' (383')				
		ALS out		ALS out		Max		
A	RVR 1100m	RVR 1500m		RVR 1300m		Kts.	MDA(H)	VIS
B				RVR 2000m		100	740' (438')	2000m
C						135	900' (598')	2000m
D		RVR 1800m		RVR 1500m		180	1010' (708')	2400m
				CMV 2200m		205	1010' (708')	3600m

LEMH/MAH
MENORCA

JEPPESEN
4 SEP 09 **(16-2)**

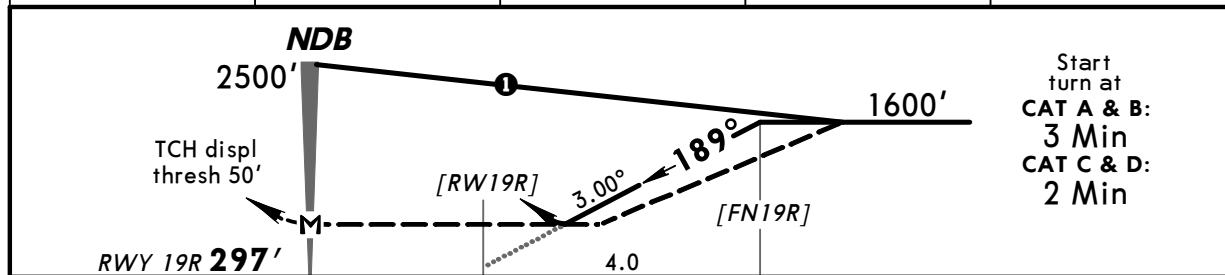
MENORCA, SPAIN
NDB Rwy 19R

BRIEFING STRIP

*ATIS 129.15		*MENORCA Approach 119.65		*MENORCA Tower 118.2		*Ground 121.75		2500' MSA MN NDB
NDB MN 344	Final Apch Crs 189°		Minimum Alt No FAF		CDFA DA(H) 760' (463')		Apt Elev 302' RWY 297'	
MISSED APCH: Climb on 189° to 2000', then turn LEFT to NDB climbing to 2500' and hold.								
Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 6000'								
Baseturn restricted to MAX 185 KT.								



MHN DME	2.0	3.0	4.0	4.5
ALTITUDE	810'	1130'	1450'	1600'



Gnd speed-Kts	70	90	100	120	140	160	2000 ↑ on 189°
Descent angle 3.00°	372	478	531	637	743	849	
MAP at NDB							

Standard				CIRCLE-TO-LAND			
CDFA		non-CDFA					
DA(H) 760' (463')		MDA(H) 760' (463')					
ALS out		ALS out		Max Kts	MDA(H)	VIS	
RVR 1500m		RVR 1500m	RVR 1700m	100	770' (468')	2400m	
		CMV 2200m	CMV 2600m	135	900' (598')	2400m	
		RVR 1900m	CMV 2600m	180	1010' (708')	2600m	
		CMV 2200m	CMV 2600m	205	1010' (708')	3600m	

PANS OPS 4