

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 LEPA

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Caution on Indg/take-off rwys 06L, 24L/24R due to birds.

LEPA (Palma De Mallorca)**General Info**

Palma De Mallorca, ESP

N 39° 33.1' E 02° 44.3' Mag Var: 1.2°W

Elevation: 27'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: 100LL, Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 06L-24R 10728' x 148' asphalt

Runway 06R-24L 9843' x 148' asphalt

Runway 06L (59.0°M) TDZE 15'

Lights: Edge, ALS, Centerline

Runway 06R (59.0°M) TDZE 25'

Lights: Edge, Centerline, REIL

Displaced Threshold Distance 1346'

Stopway Distance 197'

Runway 24L (239.0°M) TDZE 14'

Lights: Edge, ALS, Centerline

Stopway Distance 197'

Runway 24R (239.0°M) TDZE 10'

Lights: Edge, ALS, Centerline, REIL

Displaced Threshold Distance 229'

Communications InfoATIS **119.25**Palma Tower **121.6** SecondaryPalma Tower **118.45**Palma Tower **118.3**Palma Tower **257.80** MilitaryPalma Tower Ground Control **121.9**Palma Tower Ground Control **121.7**Palma Operations Ground Control **130.25**Palma Clearance Delivery **123.875**Palma Approach Control **119.4**Palma Approach Control **119.15**Palma Approach Control **118.95**Palma Approach Control **369.42** MilitaryPalma Control **121.3** TCAPalma Control **120.7** TCAPalma Control **118.0** TCAPalma Control **142.9** TCA MilitaryPalma Control **127.625**Palma Control **119.4**Palma Control **119.15**Palma Control **118.95**Palma Control **118.125**Palma Control **369.42** MilitaryPalma Control **240.65** TCA Military

Notebook Info

LEPA/PMI

PALMA DE MALLORCA

9 APR 10

**JEPPESEN**

10-1P

PALMA DE MALLORCA, SPAIN

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 119.25

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.

Non-compliance will cause sanctions to ACFT operators. If unable to comply submit alternative procedures to correspondent authority for approval.

From May 1st until October 31st between 0730-0900LT and 1800-2030LT the use of the APT is restricted for ACFT with a cruising speed less than 220 KT, except for state ACFT, hospital and SAR ACFT. During these times ACFT with a cruising speed of less than 220 KT may experience delays, since non-restricted ACFT will always have priority.

Departure and arrival paths will be radar monitored and noise level will be measured for each operation.

1.2.2. PREFERENTIAL RUNWAY SYSTEM**West configuration**

West configuration will be preferential whenever the tailwind component does not exceed 10 KT and the RWY is dry, or wet with braking action good.

Arrivals: RWY 24L

Departures: RWY 24R

To accelerate arrival traffic the RWY 24R could be used on ATC request.

East configuration

Arrivals: RWY 06L

Departures: RWY 06R

To accelerate departure traffic the RWY 06L could be used on ATC request.

Pilots asking for the use of a RWY other than the described system shall assume possible delays.

RWY 06R may be used for arrivals by propeller ACFT between 0700-2300LT, except in case of operational contingency.

RWY 24L will not be used for take-off, except in case of operational contingency.

1.2.3. REVERSE THRUST

Reverse thrust other than idle can not be used between 2300-0700LT, except for safety reasons.

1.2.4. RUN-UP TESTS

Run-up tests will be authorized only between 0700-2300LT. Outside these hours by the APT authority.

Test runs higher than idle will only be permitted in TWY South (refer to 10-9 chart series) and are forbidden between 2300-0700LT.

1.2.5. AUXILIARY POWER UNITS (APUs)

At stands with 400 Hz system

- the use of APU is forbidden from 2 minutes after on-block time and 5 minutes before off-block time.
- APU will only be used when neither the 400 Hz system or the mobile units are operative, or when air conditioning service is required when air conditioning facilities are not available.

At stands without 400 Hz system the use of APU is forbidden between 2300-0700LT, except for ACFT cleared for engine start-up and taxiing.

LEPA/PMI**JEPPESEN****PALMA DE MALLORCA**

9 APR 10

(10-1P1)

PALMA DE MALLORCA, SPAIN**AIRPORT BRIEFING****1. GENERAL****1.3. LOW VISIBILITY PROCEDURES (LVP)****1.3.1. GENERAL**

Low Visibility Procedure will be in force when:

- RVR is 600m or below. In case RVR become out of service, equivalent VIS measurement must be reported.
- Ceiling is 250'/75m or below.
- Rapid deterioration in weather conditions recommends so.

Pilots will be informed via ATIS when Low Visibility Procedures are in force.

RVR values will be supplied directly by ATC services.

RVR Alpha corresponds to the touchdown zone.

RVR Bravo corresponds to the RWY midpoint.

RVR Charlie corresponds to the RWY end.

LVP will be cancelled when the following meteorological conditions are reported:

- RVR values greater than 800m reported by all transmissometers or the same value of visibility if the transmissometers are out of service.
- When the ceiling is 300'/90m.
- When the TREND or TAFOR forecast an increase in visibility greater than 1500m.

1.3.2. GROUND MOVEMENT

Pilots will proceed to verify in every moment the ACFT position, especially in intersections, making sure that the taxiing is being executed under total safety conditions.

In case of being disoriented or in doubt, pilots will stop the ACFT, notify to ATC immediately and request the assistance of a Follow-me car. Pilots will be responsible for maintaining the appropriate separation between ACFT and Follow-me car.

1.3.3. ARRIVAL

After landing ACFT must leave the RWY in use by some of the TWYs specified below, except otherwise authorized by ATC:

LANDING RWY	EXIT
06L	N1, END OF RWY
06R	END OF RWY
24L	END OF RWY
24R	N6, END OF RWY

When leaving the RWY pilots will report:

- RUNWAY VACATED
- SENSITIVE AREA VACATED (determined by the TWY CL from green-yellow-green to all green)
- TWY USED.

1.3.4. DEPARTURE

Contact Tower (GND) to request clearance to push-back instructions.

Due to the absence of apron TWY centerline lights, when RVR or VIS values are below 400m, and Tower or crew requires so, ACFT will taxi with guidance assistance of a Follow-me car to the apron exit gate.

Take-off operations will be allowed through the points indicated below, except when a different clearance is issued by ATC:

TAKE-OFF RWY	ENTRANCE POINT
06L	H4, H5
06R	H7, H8
24R	H1, H2, H3

LEPA/PMI



JEPPESEN

PALMA DE MALLORCA

9 APR 10

(10-1P10)

PALMA DE MALLORCA, SPAIN

AIRPORT BRIEFING

3. DEPARTURE

3.4. RWY OPERATIONS

3.4.1. INTERSECTION TAKE-OFF

Pilots who request or accept intersection take-off will inform ATC accordingly on initial contact with Tower (GND).

3.4.2. MINIMUM RWY OCCUPANCY TIME

ATC will consider that every ACFT at the holding-position is able to commence the line-up on the RWY and the take-off roll immediately after take-off clearance is issued. Pilots unable to comply with this requirement shall notify ATC before reaching the holding position.

ACFT not ready to initiate take-off run immediately when cleared for take-off, will have take-off clearance cancelled and will receive instructions to vacate the RWY at the first available TWY.

Departures from RWY 06L, 24R and 06R intersections with TWYs are allowed.

LEPA/PMI**PALMA DE MALLORCA**

9 APR 10

**JEPPESEN**

10-1P2

PALMA DE MALLORCA, SPAIN**AIRPORT BRIEFING****1. GENERAL****1.3.5. COMMUNICATION FAILURE****1.3.5.1. ARRIVING ACFT**

Hold position once the ILS sensitive area is vacated, and wait for the arrival of a Follow-me car in order to be guided to the parking position. If the ACFT has an ATC taxiing authorization, it will continue by the assigned route to the ATC authorization limit with extreme caution, where it will hold position and wait the arrival of a Follow-me car in order to be guided to the parking stand or holding position.

1.3.5.2. DEPARTING ACFT

Continue by the assigned route to its clearance limit taking extreme caution and hold position at this point while waiting for the arrival of a Follow-me car in order to be guided to the assigned parking stand or holding bay.

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM**1.4.1. OPERATION OF MODE S TRANSPONDER WHEN ACFT IS ON THE GROUND**

ACFT operators shall ensure that the Mode S transponders are able to operate when the ACFT is on the ground.

Pilots shall select AUTO mode and assigned Mode A code.

If the AUTO mode is not available, select ON (e.g. XPDR) and assigned Mode A code:

- from the request for push-back or taxi, whichever is earlier.
- after landing continuously until ACFT is fully parked on stand.
- when fully parked on stand, select STBY.

Whenever ACFT is capable of reporting ACFT ident (i.e. callsign used in flight) ident should also be entered through FMS or transponder control panel from the request for push-back or taxi, whichever is earlier. Aircrew must use the ICAO defined format to enter ACFT ident (e.g. BAW 123, AFR 6380, etc.).

To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS should not be selected before receiving the clearance to line up. It should then be deselected after vacating the RWY.

ACFT taxiing without a flight plan should select Mode A code 1000.

1.5. TAXI PROCEDURES

TWY C is forbidden for ACFT taxiing to be parked or departing from stands 311 thru 318.

TWYs Y1 thru Y3 and Y4 from stand 206 and 211 MAX wingspan 59' / 18m.

TWYs I11, W5, W6 between TWY E and stand 120 and Y4 between stand 200 and 205 MAX wingspan 118' / 36m.

TWYs I12 and I13 MAX wingspan 138' / 42m.

TWYs I6, I7, I10, T1 and T2 MAX wingspan 171' / 52m.

TWYs I1 thru I5, I8, I9 and W6 between stand 120 and TWY F MAX wingspan 213' / 65m.

TWY W6 between stand 120 and TWY F will be closed, when stand 120 is occupied by an ACFT longer than 154' / 47m.

When an ACFT with wingspan of more than 112' / 34.1m is taxiing on TWY W6 between TWY F and stand 120 to park in it, taxiing on NORTH TWY and LINK between TWYs E and F is restricted to ACFT with MAX wingspan 118' / 36m.

Enter/exit stands 30 thru 36 with Follow-me car.

Enter/exit General Aviation Apron via TWY SOUTH with Follow-me car.

LEPA/PMI**JEPPESEN****PALMA DE MALLORCA**

9 APR 10

10-1P3**PALMA DE MALLORCA, SPAIN****AIRPORT BRIEFING**

1. GENERAL

1.6. PARKING INFORMATION

On stands 1 thru 103B, 121B, 125B thru 155, 156, 157, 158, 159, 306 and 307 thru 318 push-back required.

On stands 30 and 32 additional towing required.

1.7. OTHER INFORMATION

RWYs 06L and 06R right-hand circuit for traffic arriving from the South.

RWYs 24L and 24R right-hand circuit for traffic arriving from the North.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

- MAX 250 KT at position (SLP) shown on chart.
- Reduce to 210 KT upon receiving final radar vectoring to intercept localizer heading and maintain up to 12 NM from threshold.
- Reduce to 160 KT and maintain up to 5 NM from threshold.

2.2. NOISE ABATEMENT PROCEDURES

Landing and approach procedures in VMC will be performed with an angle equal to or higher than the ILS GP or PAPI of each RWY.

Visual approach

In case of visual approach ACFT will maintain an altitude of:

- 1500' or above for ACFT class A and B,
- 1700' or above for ACFT class C and D

and at least a height of 1000' AGL until being on the final approach heading of the RWY in use.

2.3. CAT II/III OPERATIONS

RWY 24L approved for CAT II/III operations, Special aircrew and ACFT certification required.

2.4. RWY OPERATIONS**2.4.1. MINIMUM RWY OCCUPANCY TIME****2.4.1.1. GENERAL**

Commensurate with the ACFT safety and standard operation, pilots are reminded that rapid exit from the RWY enables maximum RWY utilization, lessens its occupancy time and minimizes the occurrence of 'go-arounds'.

Unless ATC advises otherwise and without prejudice to the noise abatement procedures, ACFT will vacate the corresponding RWY by rapid exit TWYs:

2.4.1.2. West Configuration:

RWY	Rapid Exit	ACFT	Dist from THR ft/m
24L	S1	Light propeller	5052' / 1540m
24L	S2	All	6398' / 1950m
24R	N4	Light propeller	4856' / 1480m

2.4.1.3. East Configuration:

RWY	Rapid Exit	ACFT	Dist from THR ft/m
06L	N3	Light propeller	5577' / 1700m
06L	N2	all	6988' / 2130m

LEPA/PMI**PALMA DE MALLORCA**

29 OCT 10

10-1P4

JEPPESEN PALMA DE MALLORCA, SPAIN**AIRPORT BRIEFING****2. ARRIVAL****2.5. TAXI PROCEDURES****2.5.1. GENERAL**

If no taxiing instructions are received, ACFT will hold short position of the NORTH/SOUTH TWY after vacating the RWY and will expect ATC taxiing instructions.

In case of double taxiing, it will depend on the configuration in force:

- East:

Arriving ACFT that, when being transferred from Ground North to Ground South is not able to establish communication with Ground South, will hold position before gate J.

- West:

Arriving ACFT that, when being transferred from Ground South to Ground North is not able to establish communication with Ground North, will hold position before gate F.

Guidance by a Follow-me car will be provided only to General Aviation stands and those stands with visual docking guidance system u/s.

Marshaller guidance will be provided to all traffic for stands 38, 40, 42, 44, 46 and 48.

TWY W5 only usable by ACFT to access stands 104 thru 109.

2.5.2. STANDARD TAXI ROUTES**2.5.2.1. EAST CONFIGURATION**

From RWY 06L to:	
R1, R6, R7 and R8:	
Standard route:	N3, N2, N1 or RWY end to NORTH.
Stands 1 thru 6:	Standard route to C to I4
Stands 8 thru 22:	Standard route to D to I5
Stands 23A thru 25:	Standard route to E to I6
Stands 100 thru 103B:	Standard route to C to I4
Stands 104 thru 109:	Standard route to E to W5
Stands 113 thru 119:	Standard route to E to W6
Stand 120 (wingspan less than 118'/36m):	Standard route to E to W6
Stand 120 (wingspan more than 118'/36m):	Standard route to LINK to F to W6
Stands 306 thru 310:	Standard route to Z to I1
Stands 311 thru 315:	Standard route to A to I2
Stands 316 thru 318:	Standard route to B to I3
R2 and R9:	
Standard route:	N3, N2, N1 or RWY end to NORTH to LINK
Stand 26:	N3, N2, N1 or RWY end to NORTH to E to I6
Stands 27 thru 29:	Standard route to F to I7
Stands 30 thru 36:	Standard route to G to I7 to V1 and V
Stands 38 thru 48:	Standard route to G to I7 to V1 and V2
Stand 50:	Standard route to F to I7
Stands 52 thru 54:	Standard route to G to I8
Stands 56 thru 58:	Standard route to J to I9
Stands 121 and 121B:	Standard route to F and I6
Stands 122 thru 124:	Standard route to F to I7

LEPA/PMI**JEPPESEN****PALMA DE MALLORCA, SPAIN****PALMA DE MALLORCA**

29 OCT 10

(10-1P5)

AIRPORT BRIEFING**2. ARRIVAL**

R3 and General Aviation:	
Standard route:	N3, N2, N1 or RWY end to NORTH to LINK to SOUTH
Stands 60 thru 68:	Standard route to M to T1
Stand 72:	Standard route to M to T1 or T2
Stands 80 thru 86:	Standard route to M to T2
Stands 88 thru 96:	Standard route to M to I11
Stands 98 thru 154:	Standard route to P to I12
Stands 155 thru 159:	Standard route to Q to I13
General Aviation:	Standard route to Q to I13
East and West Military Apron:	N3, N2, N1 or RWY end to NORTH

2.5.2.2. WEST CONFIGURATION

From RWY 24L to:	
R1, R6 and R7:	
Standard route:	S1 to LINK to NORTH or S2, S3 or RWY end to SOUTH to LINK to NORTH
Stands 1 thru 6:	Standard route to C to I4
Stands 8 thru 22:	Standard route to D to I5
Stands 23A thru 25:	Standard route to E to I6
Stands 100 thru 103B:	Standard route to C to I4
Stands 104 thru 109:	Standard route to E to W5
Stands 306 thru 310:	Standard route to Z to I1
Stands 311 thru 314:	Standard route to A to I2
Stands 315 thru 318:	Standard route to B to I3
R8 and R9:	
Standard route:	S1 to LINK or S2, S3 or RWY end to SOUTH to LINK
Stands 113 thru 120:	Standard route to F to W6
Stands 121:	Standard route to G to I7
Stand 121B:	Standard route to F
Stands 122 thru 125:	Standard route to G to I7
R2:	
Stands 26 thru 29:	S1 to LINK to G to I7 or S2, S3, RWY end to SOUTH to LINK to G to I7
Stands 30 thru 36	S1 to LINK to G to I7 to V1 and V as well as S2 or S3 or RWY end to SOUTH to LINK to G to I7 to V1 and V
Stands 38 thru 48	S1 to LINK to G to I7 to V1 and V2 as well as S2 or S3 or RWY end to SOUTH to LINK to G to I7 to V1 and V2
Stands 50 thru 58:	S1, S2, S3 or RWY end to SOUTH to K to I9 to I8

LEPA/PMI **JEPPESEN** **PALMA DE MALLORCA, SPAIN**
PALMA DE MALLORCA 29 OCT 10 **(10-1P6)** **AIRPORT BRIEFING**

2. ARRIVAL

R3:	
Standard route:	S1, S2, S3 or RWY end to SOUTH
Stands 60 thru 68:	Standard route to M to T1
Stand 72:	Standard route to M to T1 or T2
Stands 80 thru 86:	Standard route to M to T2
Stands 88 thru 96:	Standard route to M to I11
Stands 98 thru 154:	S1, S2 or S3 to SOUTH to Q to I12 or RWY end to Q to I12
Stands 155 thru 159:	S1, S2 or S3 to SOUTH to Q to I13 or RWY end to Q to I13
General Aviation:	S1, S2 or S3 to SOUTH to Q to I13 or RWY end to Q to I13
East and West Military Apron:	S1 to LINK to NORTH or S2, S3 or RWY end to SOUTH to LINK to NORTH

2.6. OTHER INFORMATION

2.6.1. MINIMUM REDUCED SEPARATION ON THE SAME RWY

A landing ACFT will not be permitted to cross the beginning of the RWY on its final approach until the following minimum reduced separation exists:

ACFT with 5670 kg weight or over

Landing following departure: The preceding departing ACFT has taken-off and is, at least, at 2000m from the threshold.

Light ACFT under 5670 kg weight

- Landing following landing: The preceding ACFT has just landed and is, at least, at 1500m from the THR and in motion.
- Landing following departure: The preceding departing ACFT has taken-off and is, at least, at 1500m from the THR.

Such minima shall only be applied between sunrise and sunset and under following conditions:

- Wake turbulence separation minima shall be maintained.
- While visual meteorological conditions (VMC) prevail at the APT.
- When braking action is not adversely affected by RWY contaminants (slush, water, etc.).
- When the involved ACFT operate normally.

When issuing the landing clearance according to this procedure the following instructions shall be used:

".... (ACFT call sign) BEHIND LANDING/DEPARTING (ACFT type) CLEAR TO LAND RUNWAY (number)".

LEPA/PMI**PALMA DE MALLORCA**

29 OCT 10

(10-1P7)

JEPPESEN PALMA DE MALLORCA, SPAIN**AIRPORT BRIEFING****3. DEPARTURE****3.1. START-UP, PUSH-BACK & TAXI PROCEDURES****3.1.1. GENERAL**

Request clearance to start up engines from Tower (CLR) and report:

- Type of ACFT
- Parking stand
- ATIS message received

Pilots will contact Tower (GND) for push-back and/or taxi clearance.
Use of reverse thrust is prohibited.

The start-up request will be carried out considering that ACFT should be ready to leave the stand 15 minutes before the assigned CTOT.

3.1.2. PUSH-BACK DIRECTIONS

STAND	WEST CONFIGURATION	EAST CONFIGURATION
	PUSH-BACK WITH NOSE TO	PUSH-BACK WITH NOSE TO
1 thru 25	E	E
26	N	N
27 , 28	N	S
29	S	S
50	N	N
52 thru 58	N	S
60, 62	S	S
64 thru 82	N	N
84, 86	S	S
88 thru 98	E	W
100 thru 103B, 121B	E	E
150 thru 154	E	W
155, 156, 157, 158, 159, 306 thru 307	E	E
307B	W	W
308 thru 318	E	E

LEPA/PMI**PALMA DE MALLORCA**

29 OCT 10

10-1P8

JEPPESEN PALMA DE MALLORCA, SPAIN**AIRPORT BRIEFING****3. DEPARTURE****3.1.3 STANDARD TAXI ROUTES****3.1.3.1 EAST CONFIGURATION**

To RWY 06R from:	
R1, R6, R7 and R8:	
Stands 1 thru 6:	I4 until I6 to F to LINK to SOUTH to H7 or H8
Stands 8 thru 22	I5 to I6 to F to LINK to SOUTH to H7 or H8
Stands 23A thru 25:	I6 to F to LINK to SOUTH to H7 or H8
Stands 100 thru 103B:	I4 until I6 to F to LINK to SOUTH to H7 or H8
Stands 104 thru 109:	I5 to I6 to F to LINK to SOUTH to H7 or H8
Stands 113 thru 120:	I6 to F to LINK to SOUTH to H7 or H8
Stands 306 thru 307:	I1 until I6 to F to LINK to SOUTH to H7 or H8
Stand 307B:	Z to NORTH to LINK to SOUTH to H7 or H8
Stands 308 thru 310:	I1 until I6 to F to LINK to SOUTH to H7 or H8
Stands 311 thru 315:	I2 until I6 to F to LINK to SOUTH to H7 or H8
Stands 316 thru 318:	I3 until I6 to F to LINK to SOUTH to H7 or H8
R2 and R9:	
Stand 26:	I7 to I6 to F to LINK to SOUTH to H7 or H8
Stands 27 thru 29:	I7 to G to LINK to SOUTH to H7 or H8
Stands 30 thru 36:	V to V2 to I7 to G to LINK to SOUTH to H7 or H8
Stands 38 thru 48:	V2 to I7 to G to LINK to SOUTH to H7 or H8
Stand 50:	I8 to G to LINK to SOUTH to H7 or H8
Stands 52 thru 58:	I8 to I9 to K to SOUTH to H7 or H8
Stand 121B:	I7 to I6 to F to LINK to SOUTH to H7 or H8
122 thru 124:	I7 to G to LINK to SOUTH to H7 or H8
R3:	
Stands 60 thru 62:	T1 to M to SOUTH to H7 or H8
Stands 64 thru 68:	T1 to T2 to M to SOUTH to H7 or H8
Stand 72:	T1 or T2 to M to SOUTH to H7 or H8
Stand 80, 82:	T2 to T1 to M to SOUTH to H7 or H8
Stand 84, 86:	T2 to M to SOUTH to H7 or H8
Stands 88 thru 96:	I11 to P to SOUTH to H7 or H8
Stands 98 thru 154:	I12 to Q to SOUTH to H7 or H8
Stands 155 thru 159:	I13 to Q to SOUTH to H7 or H8
General Aviation:	I13 to Q to SOUTH to H7 or H8
East and West Military Apron:	NORTH to LINK to SOUTH to H7 or H8

LEPA/PMI**PALMA DE MALLORCA**

29 OCT 10

(10-1P9)

**JEPPESEN PALMA DE MALLORCA, SPAIN****AIRPORT BRIEFING****3. DEPARTURE****3.1.3.2 WEST CONFIGURATION**

To RWY 24R from:	
R1, R6, R7 and R8:	
Stands 1 thru 6:	I4 until I6 to F to LINK to NORTH to H1, H2 or H3
Stands 8 thru 22:	I5 to I6 to F to LINK to NORTH to H1, H2 or H3
Stands 23A thru 25:	I6 to F to LINK to NORTH to H1, H2 or H3
Stands 100 thru 103B:	I4 until I6 to F to LINK to NORTH to H1, H2 or H3
Stands 104 thru 109:	I5 to I6 to F to LINK to NORTH to H1, H2 or H3
Stands 113 thru 120:	I6 to F to LINK to NORTH to H1, H2 or H3
Stands 306 thru 307:	I1 until I6 to F to LINK to NORTH to H1, H2 or H3
Stand 307B:	Z to NORTH to H1, H2 or H3
Stands 308 thru 310:	I1 until I6 to F to LINK to NORTH to H1, H2 or H3
Stands 311 thru 315:	I2 until I6 to F to LINK to NORTH to H1, H2 or H3
Stands 316 thru 318:	I3 until I6 to F to LINK to NORTH to H1, H2 or H3
R2 and R9:	
Stands 26 thru 29:	I7 to I6 to F to LINK to NORTH to H1, H2 or H3
Stands 30 thru 36:	V to V2 to I7 to I6 to F to LINK to NORTH to H1, H2 or H3
Stands 38 thru 48:	V2 to I7 to I6 to F to LINK to NORTH to H1, H2 or H3
Stands 50 thru 58:	I8 to G to LINK to NORTH to H1, H2 or H3
Stands 121 thru 124:	I7 to I6 to F to LINK to NORTH to H1, H2 or H3
R3:	
Stands 60, 62:	T1 to I10 to I9 to J to LINK to NORTH to H1, H2 or H3
Stands 64 thru 68:	T1 to T2 to I10 to I9 to J to LINK to NORTH to H1, H2 or H3
Stand 72:	T1 or T2 to I10 to I9 to J to LINK to NORTH to H1, H2 or H3
Stand 80, 82:	T2 to T1 to I10 to I9 to J to LINK to NORTH to H1, H2 or H3
Stand 84, 86:	T2 to I10 to I9 to J to LINK to NORTH to H1, H2 or H3
Stands 88 thru 96:	I11 until I9 to J to LINK to NORTH to H1, H2 or H3
Stands 98 thru 154:	I12 until I9 to J to LINK to NORTH to H1, H2 or H3
Stands 155 thru 159:	I13 until I9 to J to LINK to NORTH to H1, H2 or H3
General Aviation:	I13 until I9 to J to LINK to NORTH to H1, H2 or H3
East and West Military Apron:	NORTH to H1, H2 or H3

3.2. SPEED RESTRICTIONS

MAX 250 KT until leaving FL100.

3.3. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4.

3.3.1. GENERAL

- Take-off Take-off power.
 Take-off flaps/slats.
 Climb at $V_2 + 10$ KT to 1500'.
- At 1500' Reduce to power of ascent.
 Accelerate to zero flap minimum safety manoeuvring speed
 (V_{ZF}) + 10 KT maintaining minimum rate of climb 500'/min.
 Retract flaps/slats as needed.
- Up to FL60 Do not exceed 250 KT and continue SID in force, except ATC clearance.
 Change of the procedures must not be asked for till reaching FL60, except for
 propeller ACFT.

LEPA/PMI

PALMA DE MALLORCA

30 OCT 09 (10-1R)

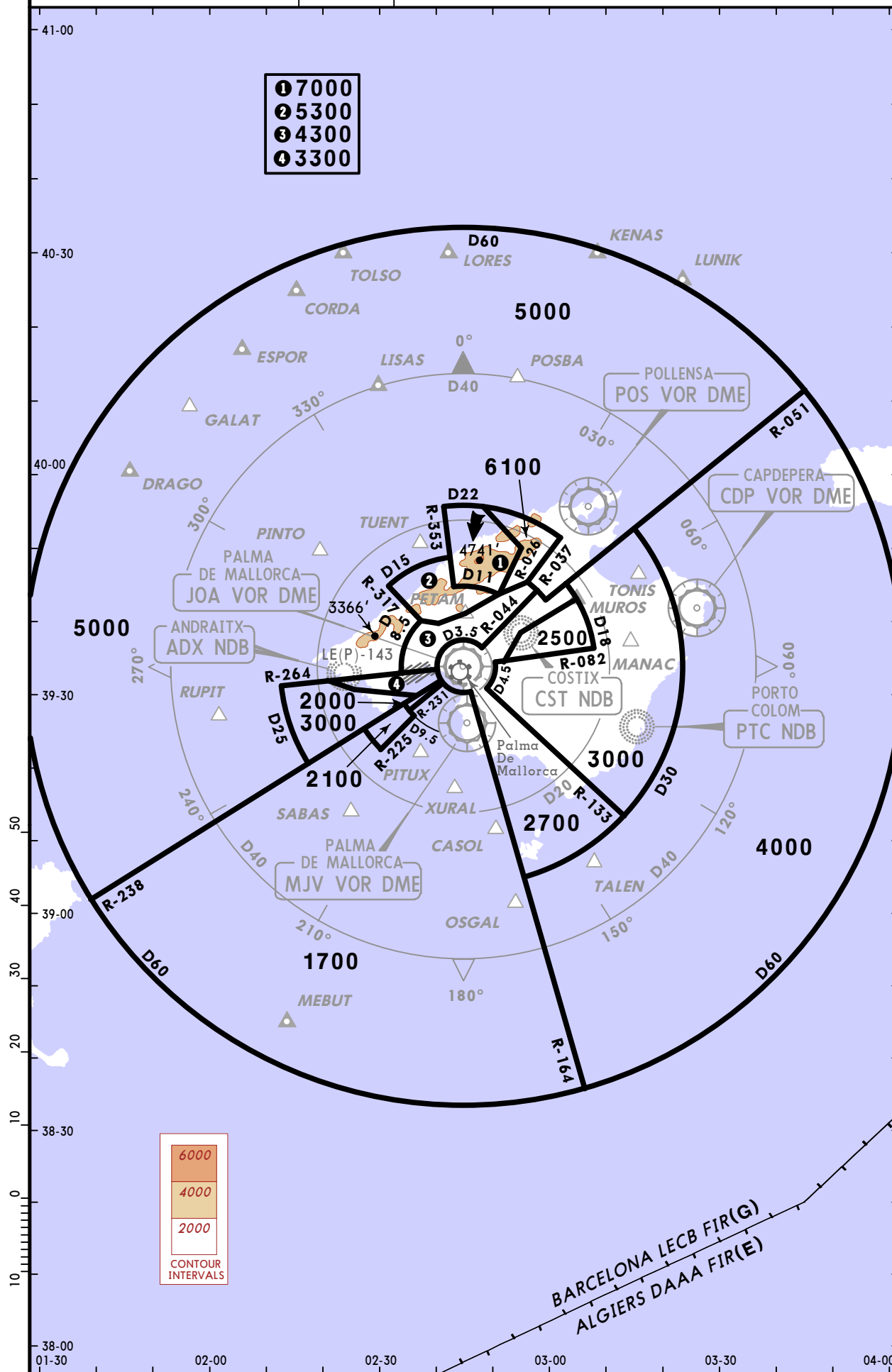
JEPPESEN PALMA DE MALLORCA, SPAIN

RADAR MINIMUM ALTITUDES

PALMA Approach (R)
118.95 119.15

Apt Elev
27'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'
The published minimum altitudes integrate
no correction for low temperatures.



LEPA/PMI

PALMA DE MALLORCA

29 JAN 10

10-2

Eff 11 Feb

JEPPESEN PALMA DE MALLORCA, SPAIN

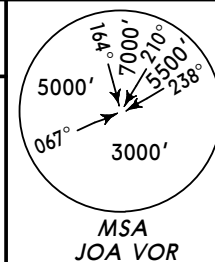
STAR

ATIS
119.25

Apt Elev
27'

Alt Set: hPa

Trans level: By ATC Trans alt: 6000'



LORES TWO MIKE (LORES 2M) [LORE2M]
TOLSO TWO MIKE (TOLSO 2M) [TOLS2M]①
RWYS 06L/R ARRIVALS

LORES ONE PAPA (LORES 1P) [LORE1P]
TOLSO ONE PAPA (TOLSO 1P) [TOLS1P] ①
RWYS 24L/R ARRIVALS

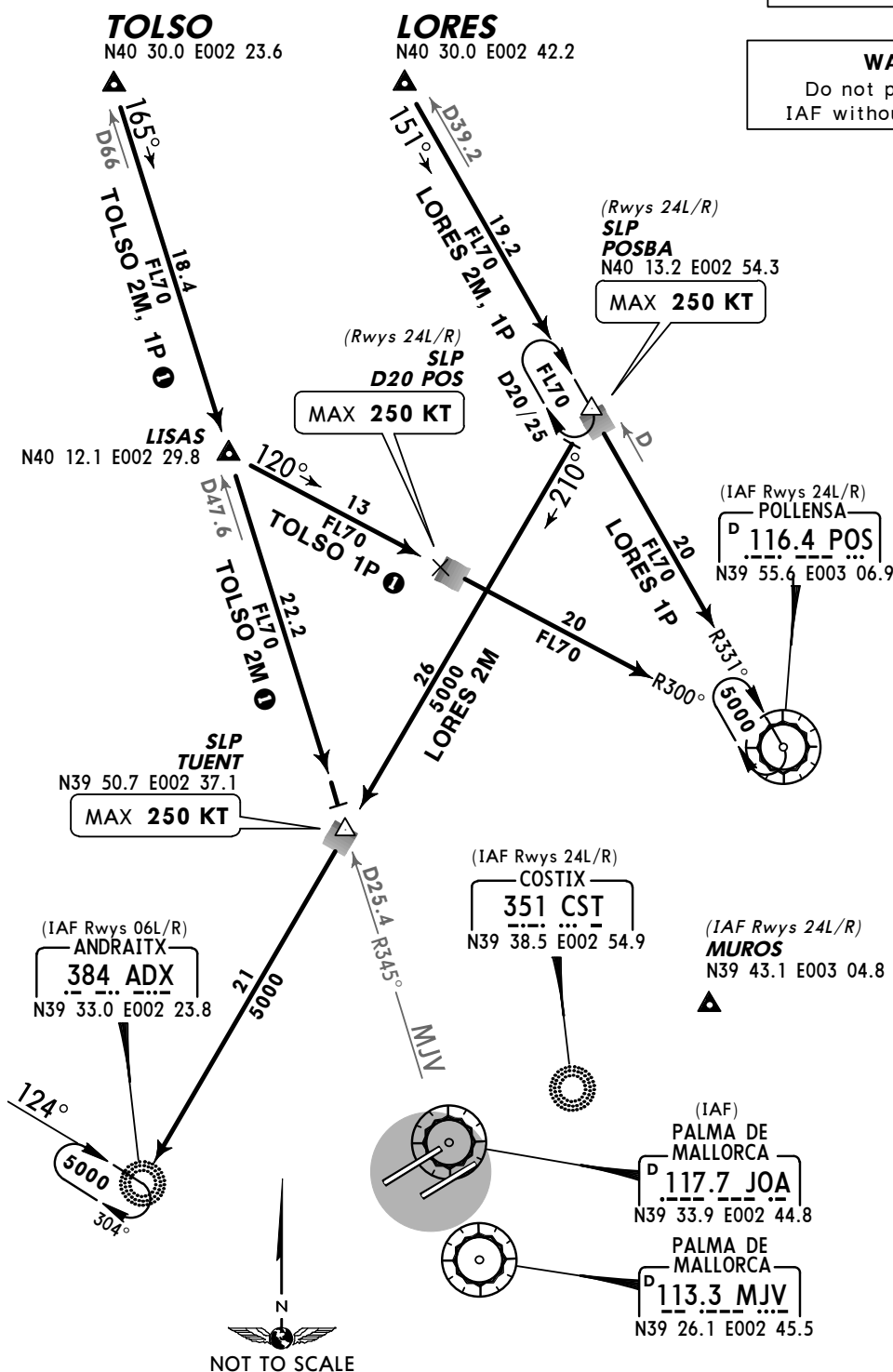
FROM NORTH

1 From LEBL only

SLP Speed Limit Point

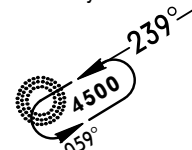
WARNING

Do not proceed beyond
IAF without ATC clearance.



HOLDINGS OVER CST

Rwys 24L/R

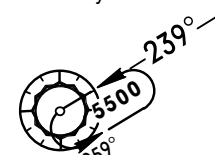


JOA

Rwvs 24L/R

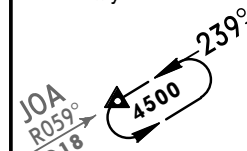


Rwys 06L/R



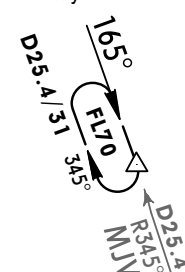
MUROS

Rwys 24L/R



TUENT

Rwys 06L/R



LEPA/PMI

PALMA DE MALLORCA

29 JAN 10

10-2A

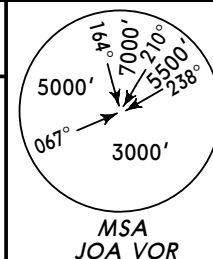
Eff 11 Feb

STAR

ATIS
119.25

Apt Elev
27'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



KENAS TWO MIKE (KENAS 2M) [KENA2M]

LUNIK TWO MIKE (LUNIK 2M) [LUNI2M]

RWYS 06L/R ARRIVALS

KENAS ONE PAPA (KENAS 1P) [KENA1P]

LUNIK ONE PAPA (LUNIK 1P) [LUNI1P]

RWYS 24L/R ARRIVALS

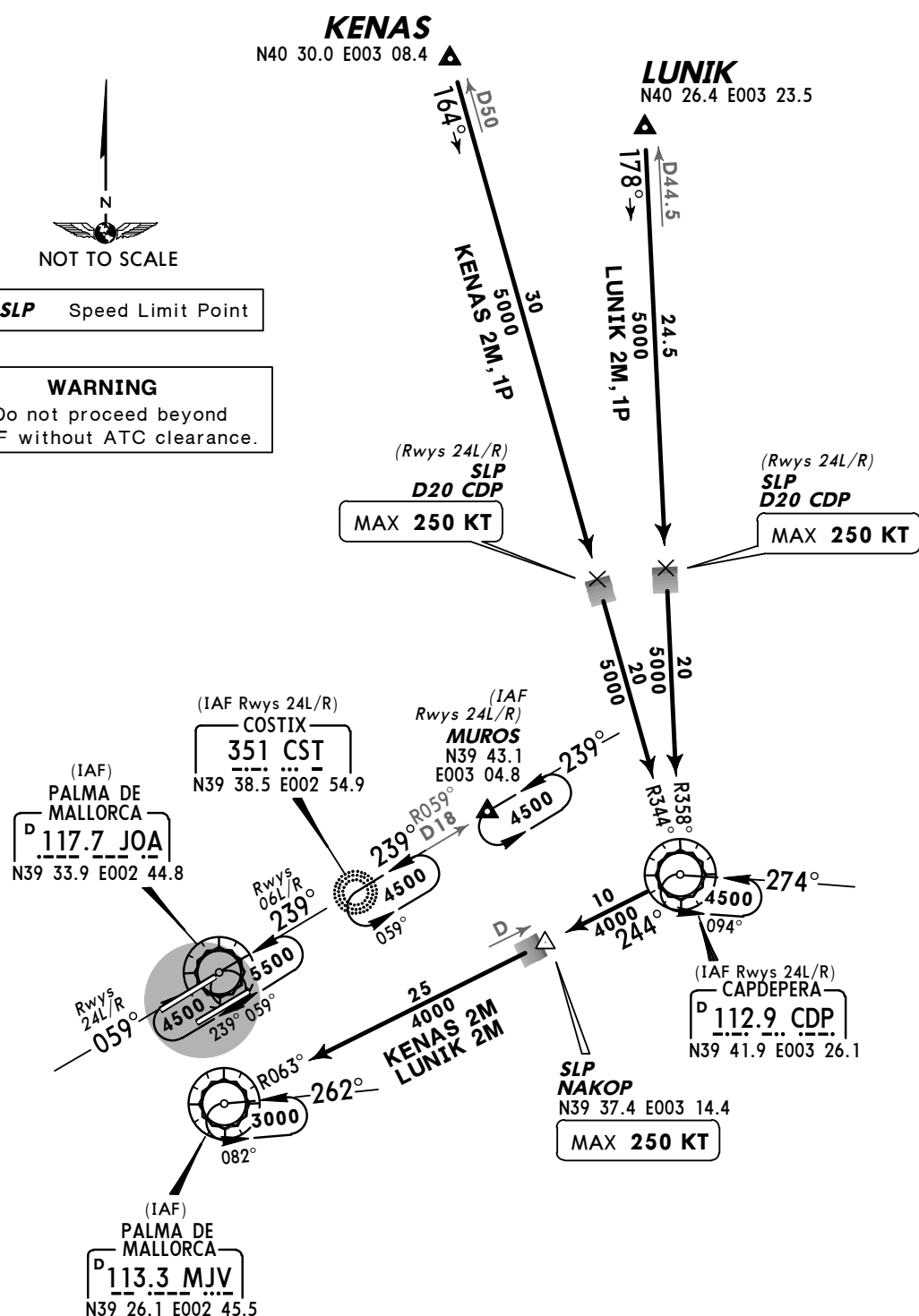
FROM NORTHEAST



SLP Speed Limit Point

WARNING

Do not proceed beyond
IAF without ATC clearance.



LEPA/PMI

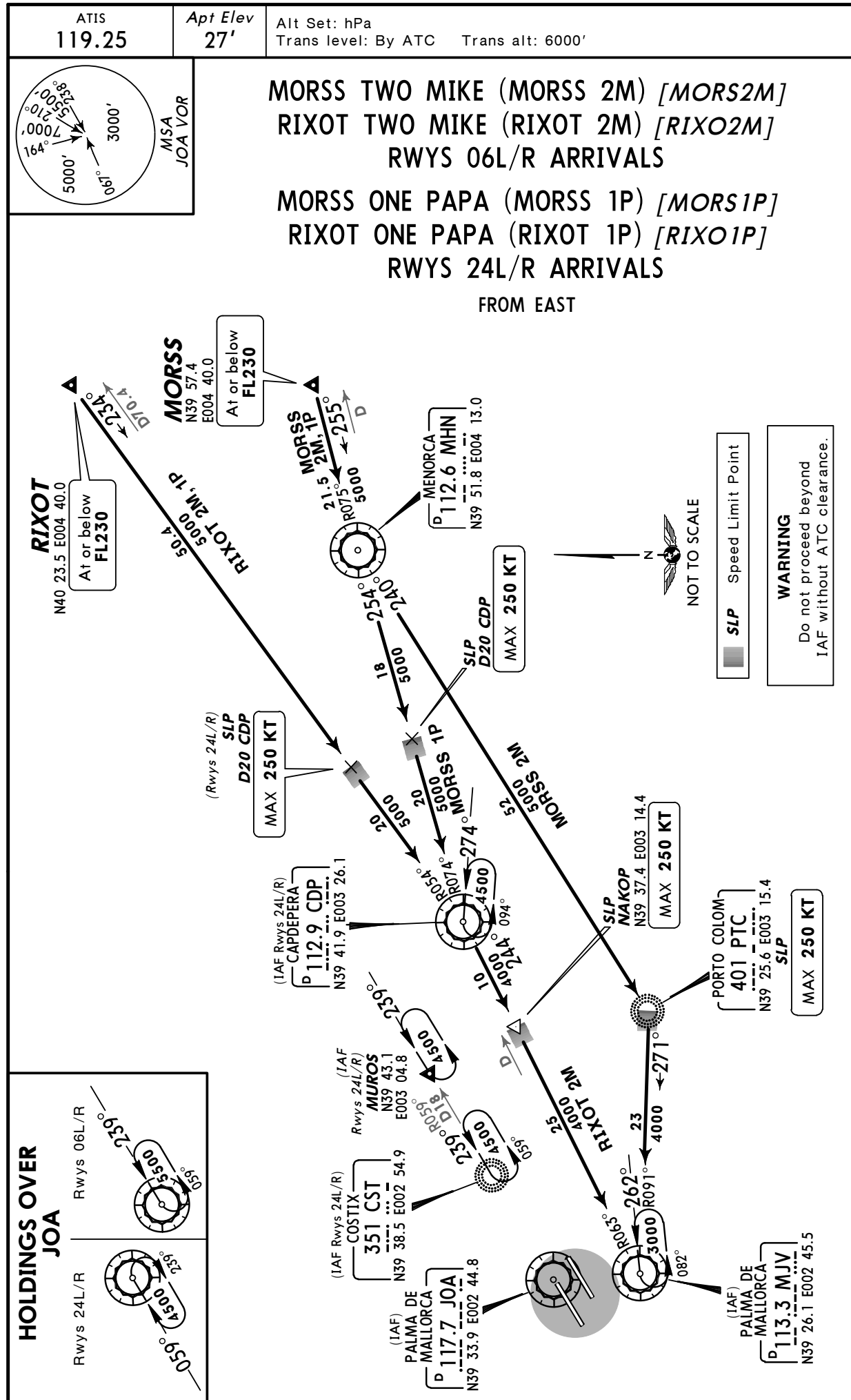
PALMA DE MALLORCA

29 JAN 10

10-2B

Eff 11 Feb

STAR



LEPA/PMI

PALMA DE MALLORCA

JEPPESEN PALMA DE MALLORCA, SPAIN

29 JAN 10

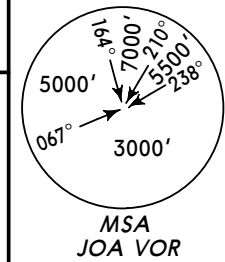
(10-2C)

Eff 11 Feb**STAR**

ATIS
119.25

Apt Elev
27'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



MEBUT ONE MIKE (MEBUT 1M) [MEBU1M]

OSGAL ONE MIKE (OSGAL 1M) [OSGA1M]

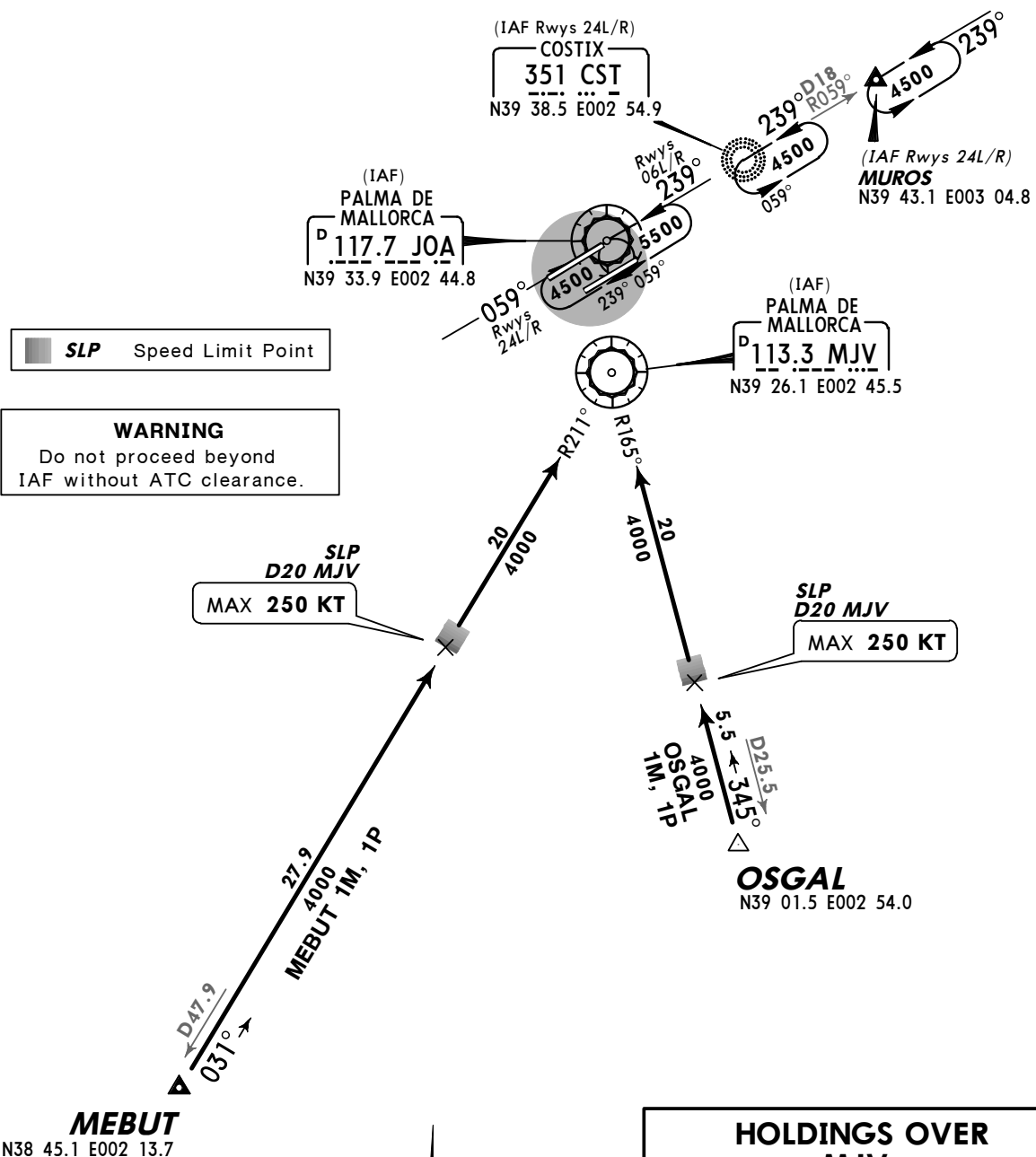
RWYS 06L/R ARRIVALS

MEBUT ONE PAPA (MEBUT 1P) [*MEBU1P*]

OSGAL ONE PAPA (OSGAL 1P) [*OSGA1P*]

RWYS 24L/R ARRIVALS

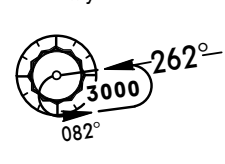
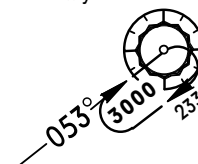
FROM SOUTH



HOLDINGS OVER MJV

Rwys 24L/R

Rwys 06L/R



NOT TO SCALE

LEPA/PMI

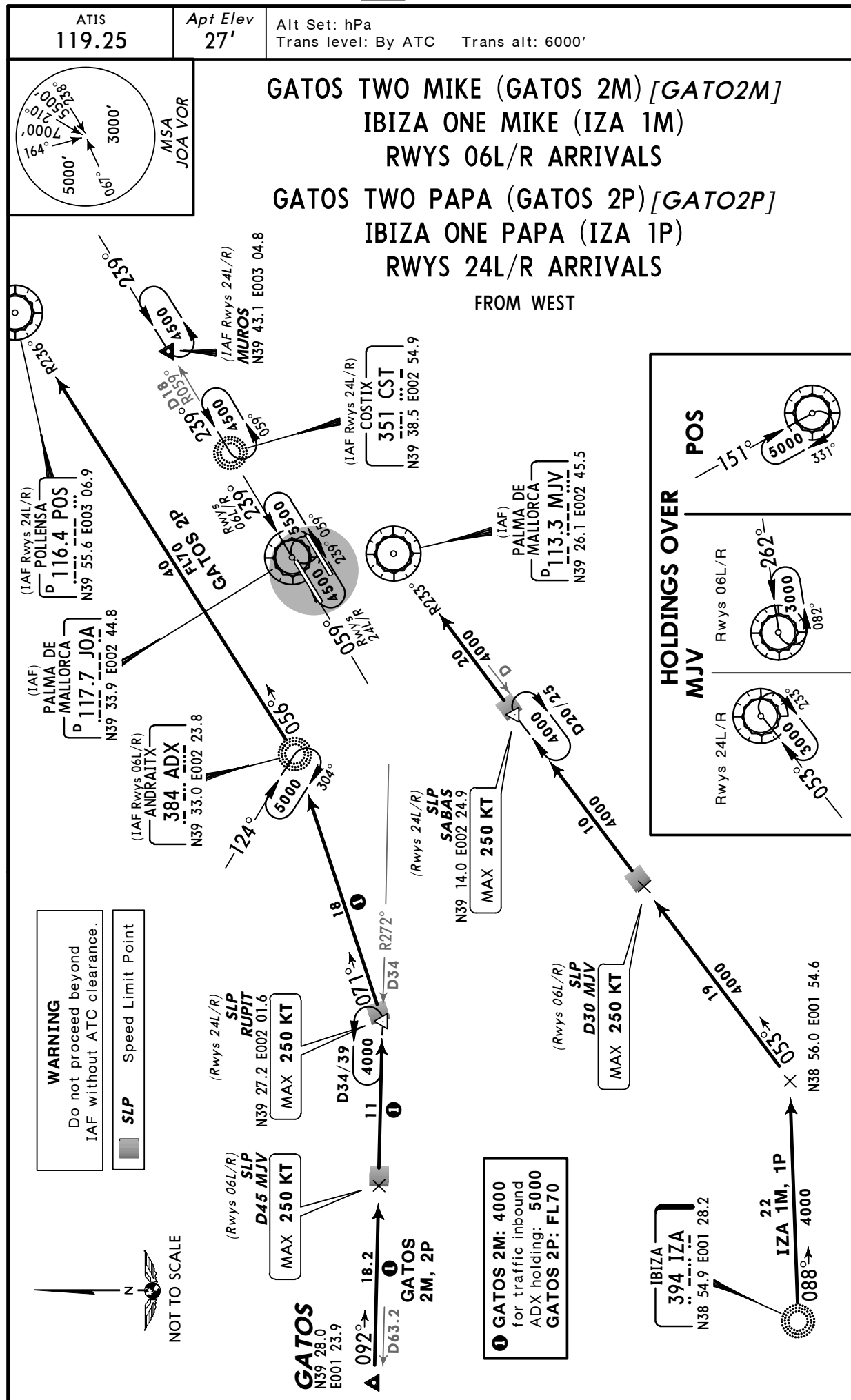
PALMA DE MALLORCA

29 JAN 10

10-2D

Eff 11 Feb

STAR



LEPA/PMI

PALMA DE MALLORCA 20 JUN 08

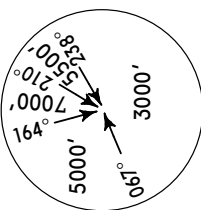
10-3

RNAV SID

Apt Elev
27'

Trans level: By ATC Trans alt: 6000'

1. SIDs are also noise abatement procedures (refer to 10-4).
2. The RNAV procedure will start once the initial conventional climbing has been finished at PETAM.
3. EXPECT close-in obstacles.



BRUNO TWO SIERRA (BRUNO 2S) [BRUN2S]
BRUNO TWO TANGO (BRUNO 2T) [BRUN2T]
TURIA TWO NOVEMBER (TURIA 2N) [TURI2N]
TURIA TWO ROMEO (TURIA 2R) [TURI2R]
RWYS 06L/R P-RNAV DEPARTURES

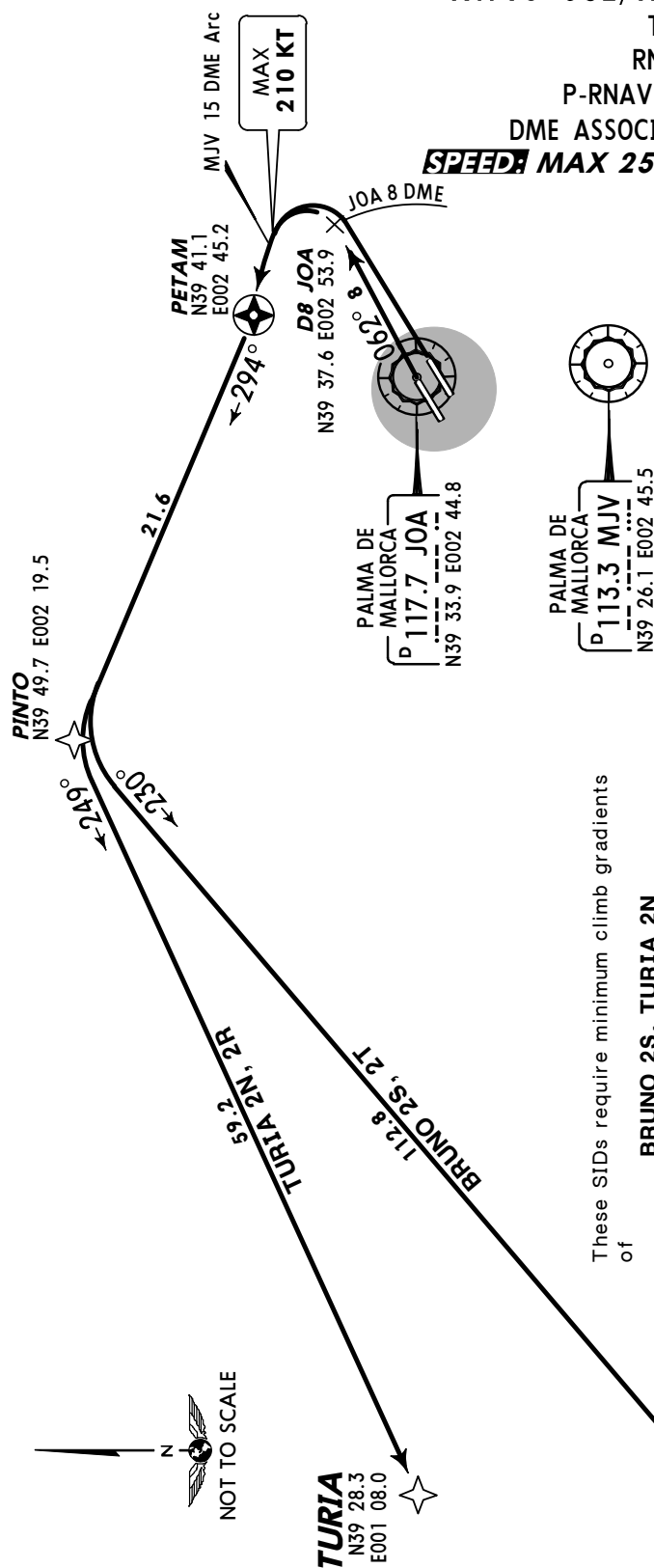
TO SOUTHWEST

RNAV (DME/DME)

P-RNAV APPROVAL REQUIRED

DME ASSOCIATED TO ILS NOT USABLE

~~SPEED~~ MAX 250 KT UNTIL LEAVING FL100



These SIDs require minimum climb gradients of

BRUNO 2S, TURIA 2N

365' per NM (6%) until leaving 4000'.

BRUNO 2T, TURIA 2R

395' per NM (6.5%) until leaving 4000'.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823
395' per NM	494	658	987	1317	1646	1975

Initial ATC clearance: Maintain 6000' except ATC clearance

INITIAL CLIMB/ROUTING

SID	RWY	INITIAL CLIMB/ROUTING
BRUNO 2S	06L	Climb on runway heading, intercept JOA R-062 to D8 JOA, turn LEFT, along MJV 15 DME arc to PETAM - PINTO - BRUNO.
BRUNO 2T	06R	Climb on runway heading to JOA 8 DME, turn LEFT, along MJV 15 DME arc to PETAM - PINTO - BRUNO.
TURIA 2N	06L	Climb on runway heading, intercept JOA R-062 to D8 JOA, turn LEFT, along MJV 15 DME arc to PETAM - PINTO - TURIA.
TURIA 2R	06R	Climb on runway heading to JOA 8 DME, turn LEFT, along MJV 15 DME arc to PETAM - PINTO - TURIA.

LEPA/PMI

PALMA DE MALLORCA 20 JUN 08

(10-3A)

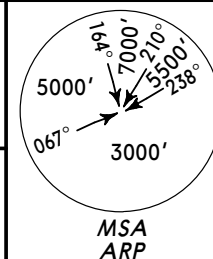


JEPPESEN PALMA DE MALLORCA, SPAIN

RNAV SID

Apt Elev
27'

- Trans level: By ATC Trans alt: 6000'
1. SIDs are also noise abatement procedures (refer to 10-4).
 2. The RNAV procedure will start once the initial conventional climbing has been finished at PETAM.
 3. EXPECT close-in obstacles.



DRAGO TWO NOVEMBER (DRAGO 2N) [DRAG2N]

DRAGO TWO ROMEO (DRAGO 2R) [DRAG2R]

ESPOR TWO NOVEMBER (ESPOR 2N) [ESPO2N]

ESPOR TWO ROMEO (ESPOR 2R) [ESPO2R]

GALAT TWO NOVEMBER (GALAT 2N) [GALA2N]

GALAT TWO ROMEO (GALAT 2R) [GALA2R]

RWYS 06L/R P-RNAV DEPARTURES

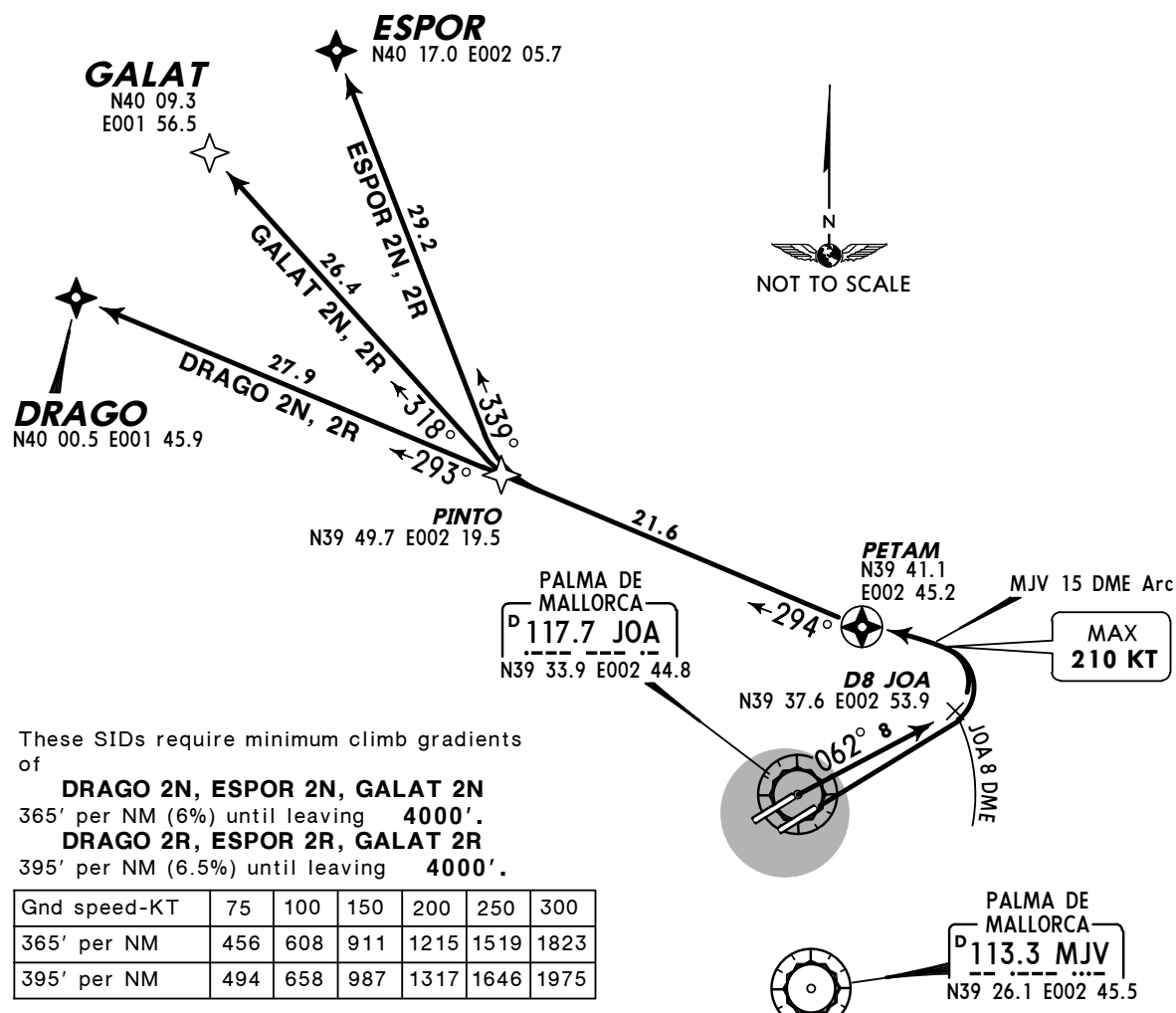
TO NORTHWEST

RNAV (DME/DME)

P-RNAV APPROVAL REQUIRED

DME ASSOCIATED TO ILS NOT USABLE

~~SPEED~~ MAX 250 KT UNTIL LEAVING FL100



These SIDs require minimum climb gradients of

DRAGO 2N, ESPOR 2N, GALAT 2N

365' per NM (6%) until leaving 4000'.

DRAGO 2R, ESPOR 2R, GALAT 2R

395' per NM (6.5%) until leaving 4000'.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823
395' per NM	494	658	987	1317	1646	1975

Initial ATC clearance: Maintain **6000'** except ATC clearance

SID	RWY	INITIAL CLIMB
DRAGO 2N, ESPOR 2N GALAT 2N	06L	Climb on runway heading, intercept JOA R-062 to D8 JOA, turn LEFT, along MJV 15 DME arc to PETAM.
DRAGO 2R, ESPOR 2R GALAT 2R	06R	Climb on runway heading to JOA 8 DME, turn LEFT, along MJV 15 DME arc to PETAM.
SID	ROUTING	
DRAGO 2N, 2R	PETAM - PINTO - DRAGO.	
ESPOR 2N, 2R	PETAM - PINTO - ESPOR.	
GALAT 2N, 2R	PETAM - PINTO - GALAT.	

LEPA/PMI

PALMA DE MALLORCA

2 JAN 09

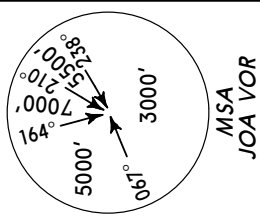
10-3B

JEPPESSEN PALMA DE MALLORCA, SPAIN

SID

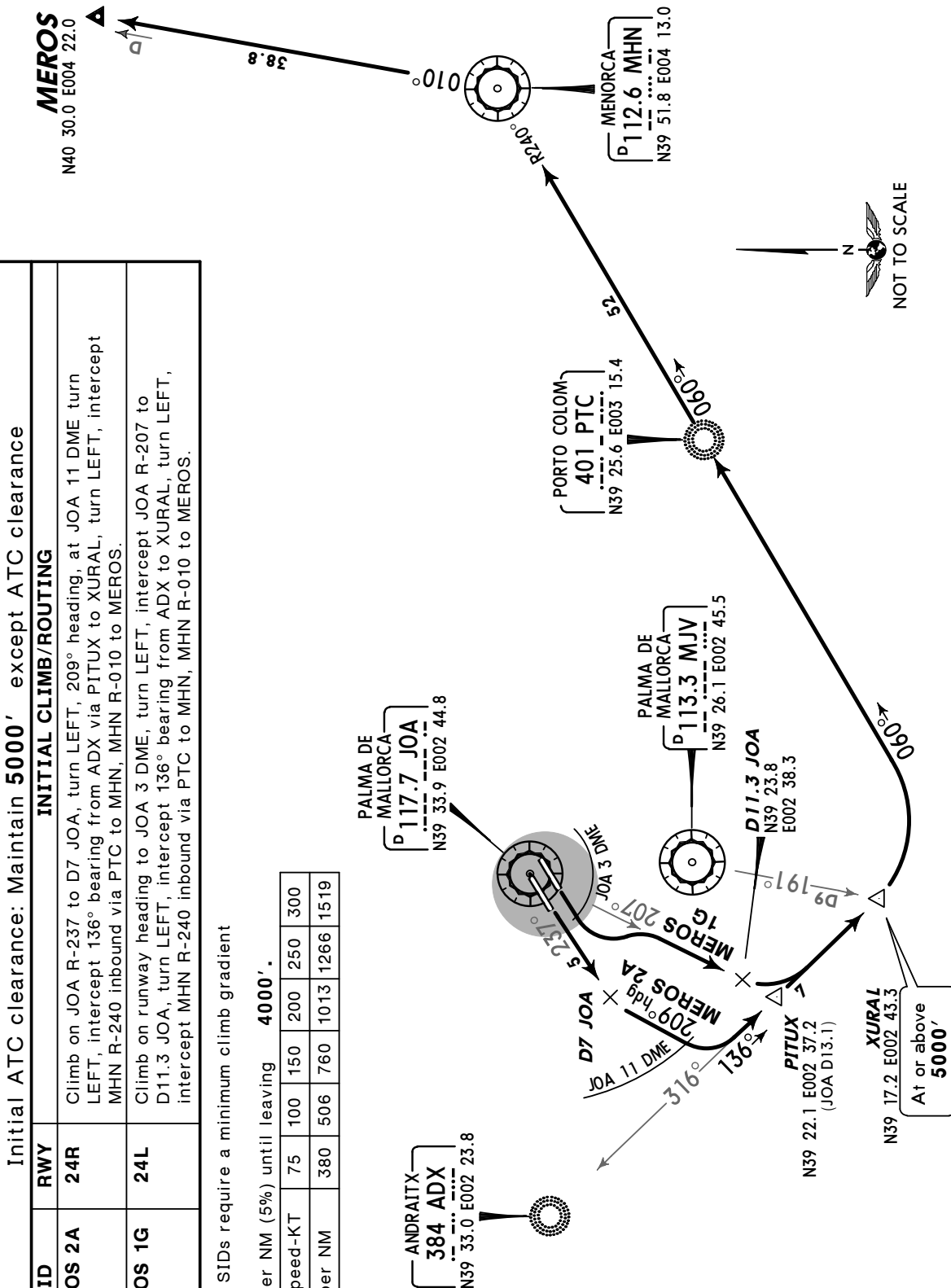
Apt Elev
27'

Trans level: By ATC Trans alt: 6000'
 1. SIDs are also noise abatement procedures (refer to 10-4).
 2. EXPECT close-in obstacles.



**MEROS TWO ALFA (MEROS 2A) [MERO2A]
 MEROS ONE GOLF (MEROS 1G) [MERO1G]
 RWYS 24R/L DEPARTURES
 TO NORTHEAST**

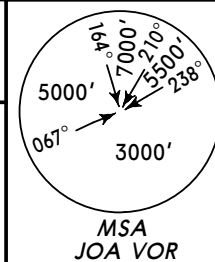
SPEED: MAX 250 KT UNTIL LEAVING FL100



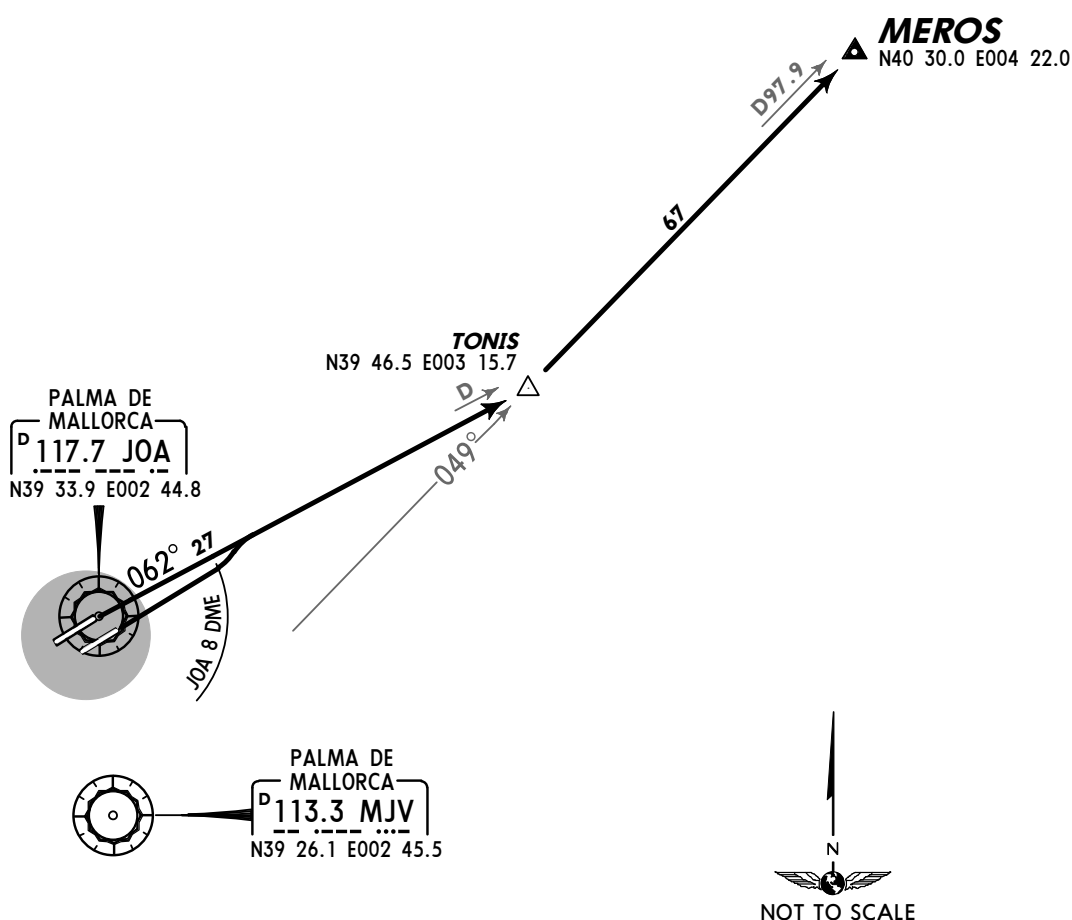
LEPA/PMI
PALMA DE MALLORCA 2 JAN 09 **(10-3C)** **SID**
JEPPESEN PALMA DE MALLORCA, SPAIN

Apt Elev
 27'

Trans level: By ATC Trans alt: 6000'
 1. SIDs are also noise abatement procedures (refer to 10-4).
 2. EXPECT close-in obstacles.



MEROS FOUR BRAVO (MEROS 4B) [MERO4B]
MEROS ONE LIMA (MEROS 1L) [MERO1L]
RWYS 06R/L DEPARTURES
TO NORTHEAST
~~SPEED~~ MAX 250 KT UNTIL LEAVING FL100



These SIDs require a minimum climb gradient
 of
 304' per NM (5%) until leaving **4000'**.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

Initial ATC clearance: Maintain **4000'** except ATC clearance

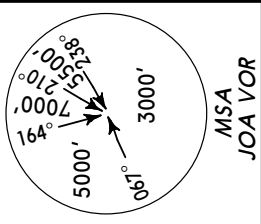
SID	RWY	INITIAL CLIMB/ROUTING
MEROS 4B	06R	Climb on runway heading to JOA 8 DME, turn LEFT, intercept JOA R-062 to TONIS, turn LEFT, intercept MJV R-049 to MEROS.
MEROS 1L	06L	Climb on runway heading, intercept JOA R-062 to TONIS, turn LEFT, intercept MJV R-049 to MEROS.

LEPA/PMI
PALMA DE MALLORCA

JEPPESSEN PALMA DE MALLORCA, SPAIN
2 JAN 09 (10-3D) **SID**

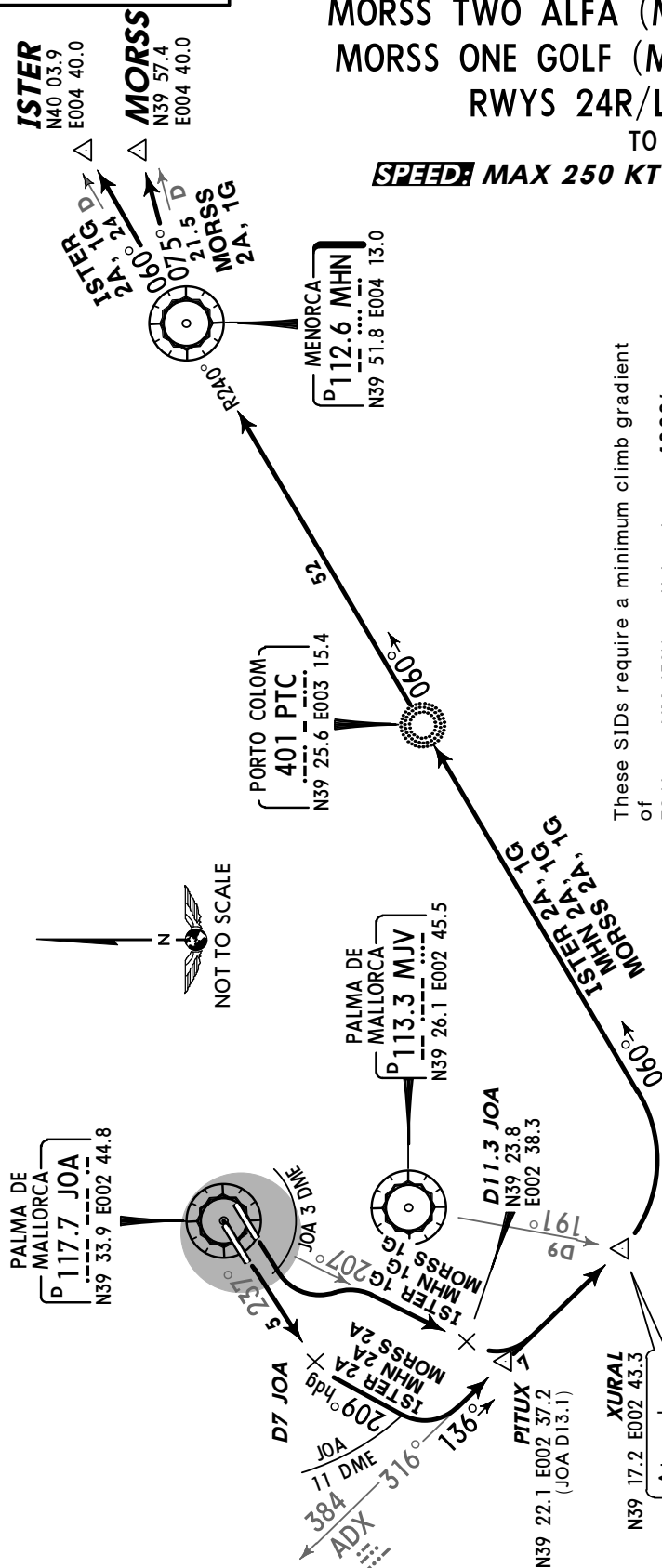
Apt Elev
27'

Trans level: By ATC Trans alt: 6000'
1. SIDs are also noise abatement procedures (refer to 10-4).
2. EXPECT close-in obstacles.



ISTER TWO ALFA (ISTER 2A) [ISTE2A]
ISTER ONE GOLF (ISTER 1G) [ISTE1G]
MENORCA TWO ALFA (MHN 2A) ①
MENORCA ONE GOLF (MHN 1G) ①
MORSS TWO ALFA (MORSS 2A) [MORS2A]
MORSS ONE GOLF (MORSS 1G) [MORS1G]
RWYS 24R/L DEPARTURES
TO EAST

SPEEDS MAX 250 KT UNTIL LEAVING FL100



Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

Initial ATC clearance: Maintain 5000' except ATC clearance		
SID	RWY	INITIAL CLIMB
ISTER 2A, MHN 2A① MORSS 2A	24R	Climb on JOA R-237 to D7 JOA, turn LEFT, 209° heading, at JOA 11 DME turn LEFT, intercept 136° bearing from ADX via PITUX to XURAL.
ISTER 1G, MHN 1G① MORSS 1G	24L	Climb on runway heading to JOA 3 DME, turn LEFT, intercept JOA R-207 to D11.3 JOA, turn LEFT, intercept 136° bearing from ADX to XURAL.
ROUTING		
ISTER 2A, 1G	At XURAL turn LEFT, intercept MHN R-240 inbound via PTC to MHN, MHN R-060 to ISTER.	
MHN 2A, 1G ①	At XURAL turn LEFT, intercept MHN R-240 inbound via PTC to MHN.	
MORSS 2A, 1G	At XURAL turn LEFT, intercept MHN R-240 inbound via PTC to MHN, MHN R-075 to MORSS.	
① Only destination LEMH.		

LEPA/PMI

PALMA DE MALLORCA



JEPPESEN PALMA DE MALLORCA, SPAIN

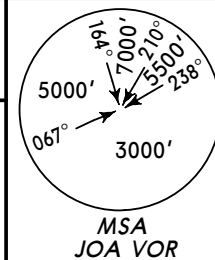
2 JAN 09

10-3E

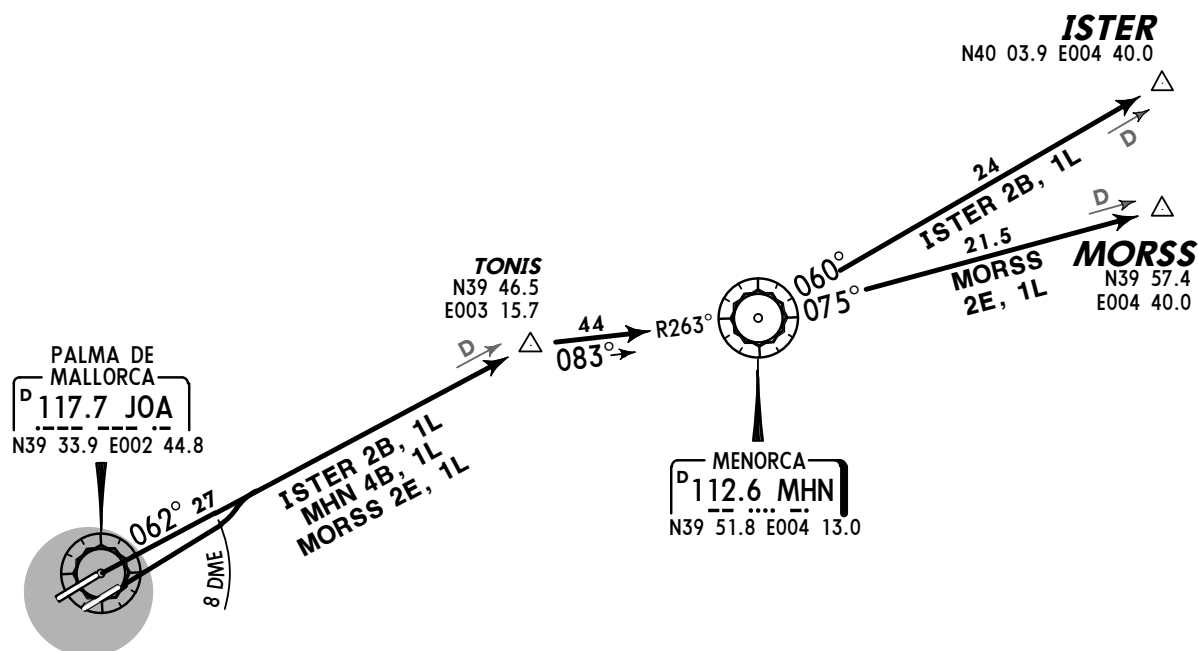
SID

Apt Elev
27'

Trans level: By ATC Trans alt: 6000'
1. SIDs are also noise abatement procedures (refer to 10-4).
2. EXPECT close-in obstacles.



ISTER TWO BRAVO (ISTER 2B) [ISTER2B]
ISTER ONE LIMA (ISTER 1L) [ISTER1L]
MENORCA FOUR BRAVO (MHN 4B)①
MENORCA ONE LIMA (MHN 1L)①
MORSS TWO ECHO (MORSS 2E) [MORSS2E]
MORSS ONE LIMA (MORSS 1L) [MORSS1L]
RWYS 06R/L DEPARTURES
TO EAST
SPEED: MAX 250 KT UNTIL LEAVING FL100



These SIDs require a minimum climb gradient
of
304' per NM (5%) until leaving **4000'**.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519



Initial ATC clearance: Maintain **4000'** except ATC clearance

SID	RWY	INITIAL CLIMB
ISTER 2B, MHN 4B① MORSS 2E	06R	Climb on runway heading to JOA 8 DME, turn LEFT, intercept JOA R-062 to TONIS.
ISTER 1L, MHN 1L① MORSS 1L	06L	Climb on runway heading, intercept JOA R-062 to TONIS.
SID	ROUTING	
ISTER 2B, 1L	At TONIS turn RIGHT, intercept MHN R-263 inbound to MHN, MHN R-060 to ISTER.	
MHN 4B, 1L ①	At TONIS turn RIGHT, intercept MHN R-263 inbound to MHN.	
MORSS 2E, 1L	At TONIS turn RIGHT, intercept MHN R-263 inbound to MHN, MHN R-075 to MORSS.	
① Only destination LEMH.		

CHANGES: None.

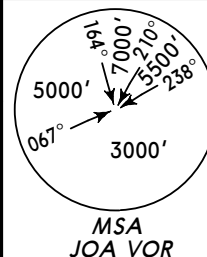
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LEPA/PMI **JEPPesen PALMA DE MALLORCA, SPAIN**

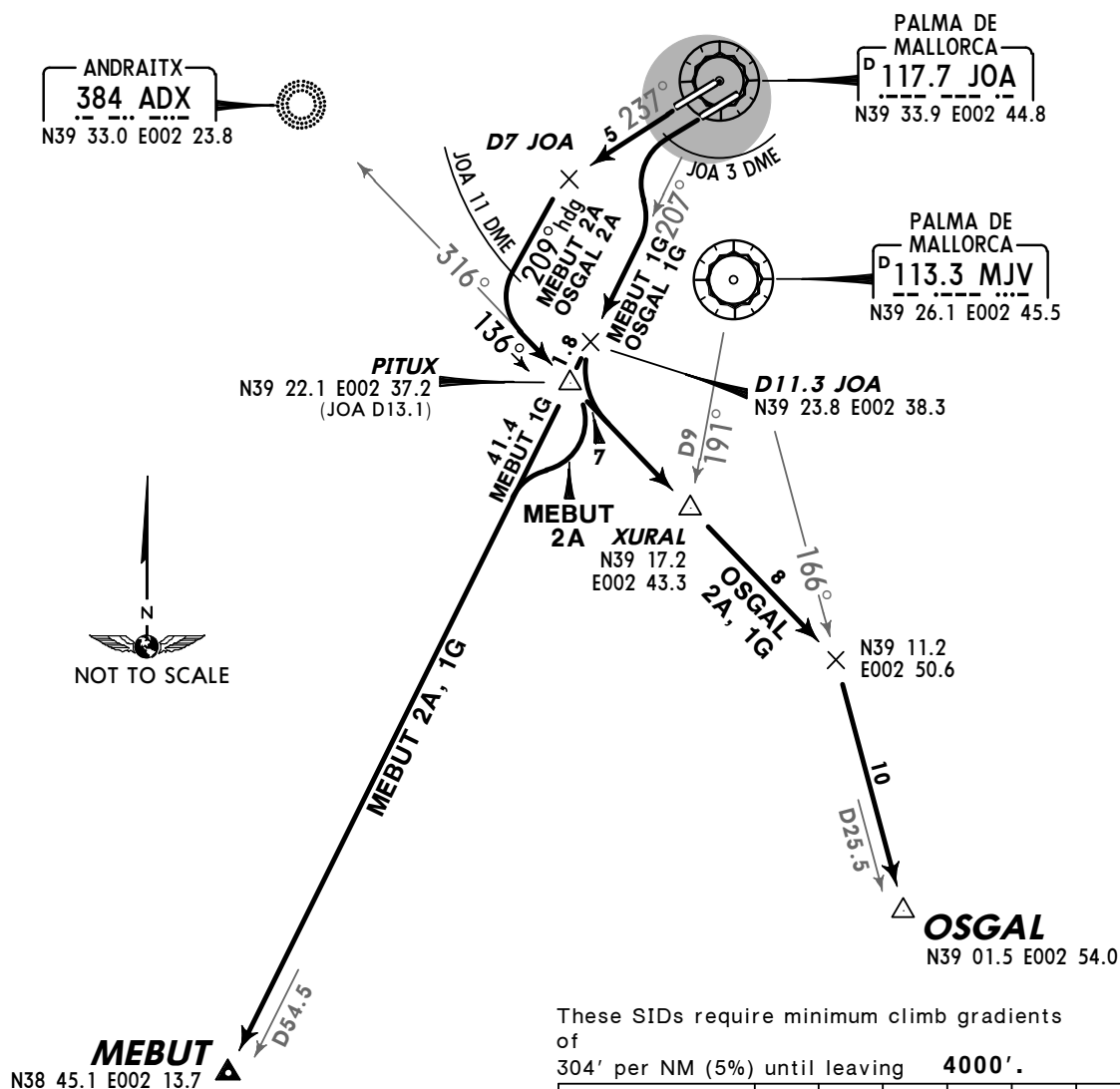
PALMA DE MALLORCA 24 APR 09 **10-3F** **Eff 7 May** **SID**

Apt Elev
27'

Trans level: By ATC Trans alt: 6000'
 1. SIDs are also noise abatement procedures (refer to 10-4).
 2. EXPECT close-in obstacles.



MEBUT TWO ALFA (MEBUT 2A) [MEBU2A]
MEBUT ONE GOLF (MEBUT 1G) [MEBU1G]
OSGAL TWO ALFA (OSGAL 2A) [OSGA2A]
OSGAL ONE GOLF (OSGAL 1G) [OSGA1G]
RWYS 24R/L DEPARTURES
TO SOUTH
~~SPEED~~ MAX 250 KT UNTIL LEAVING FL100



These SIDs require minimum climb gradients of
 304' per NM (5%) until leaving **4000'**.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

Initial ATC clearance: Maintain **4000'** except ATC clearance

SID	RWY	INITIAL CLIMB/ROUTING
MEBUT 2A	24R	Climb on JOA R-237 to D7 JOA, turn LEFT, 209° heading, at JOA 11 DME turn LEFT, intercept 136° bearing from ADX to PITUX, turn RIGHT, intercept JOA R-207 to MEBUT.
MEBUT 1G	24L	Climb on runway heading to JOA 3 DME, turn LEFT, intercept JOA R-207 via PITUX to MEBUT.
OSGAL 2A	24R	Climb on JOA R-237 to D7 JOA, turn LEFT, 209° heading, at JOA 11 DME turn LEFT, intercept 136° bearing from ADX via PITUX and XURAL, intercept MJV R-166 to OSGAL.
OSGAL 1G	24L	Climb on runway heading to JOA 3 DME, turn LEFT, intercept JOA R-207 to D11.3 JOA, turn LEFT, intercept 136° bearing from ADX via XURAL, intercept MJV R-166 to OSGAL.

LEPA/PMI

PALMA DE MALLORCA



JEPPESSEN PALMA DE MALLORCA, SPAIN

24 APR 09

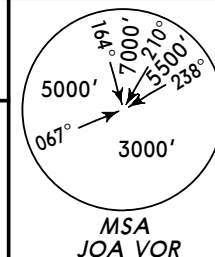
10-3G

Eff 7 May

SID

Apt Elev
27'

Trans level: By ATC Trans alt: 6000'
1. SIDs are also noise abatement procedures (refer to 10-4).
2. EXPECT close-in obstacles.



BRUNO ONE ALFA (BRUNO 1A) [BRUN1A]

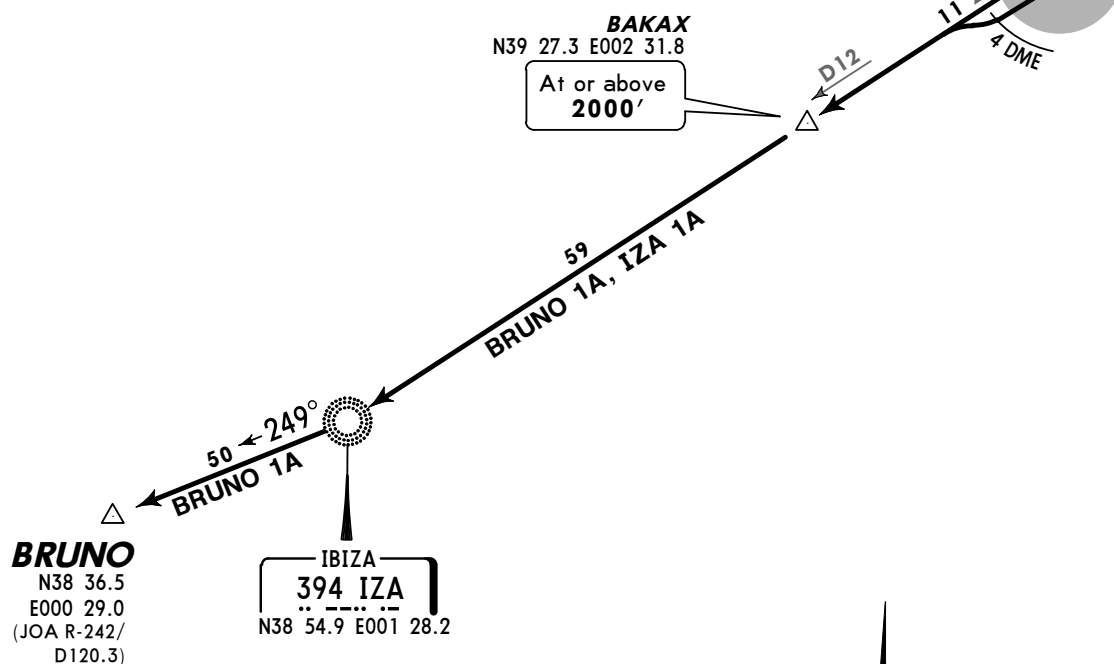
IBIZA ONE ALFA (IZA 1A) ①

RWYS 24L/R DEPARTURES

TO SOUTHWEST

~~SPEED~~ MAX 250 KT UNTIL LEAVING FL100

PALMA DE MALLORCA
D 117.7 JOA
N39 33.9 E002 44.8



These SIDs require minimum climb gradients of

Rwy 24L: 304' per NM (5%) until leaving 4000'.

Rwy 24R: 273' per NM (4.5%) until leaving 200'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519
273' per NM	342	456	684	911	1139	1367

Initial ATC clearance: Maintain **4000'** except ATC clearance

RWY	INITIAL CLIMB
24L	Climb on runway heading to JOA 4 DME, turn RIGHT, intercept JOA R-237 to BAKAX.
24R	Climb on JOA R-237 to BAKAX.
SID	ROUTING
BRUNO 1A	At BAKAX continue on JOA R-237 to IZA, turn RIGHT, 249° bearing to BRUNO.
IZA 1A ①	At BAKAX continue on JOA R-237 to IZA.
① Only destination LEIB.	

LEPA/PMI

PALMA DE MALLORCA

24 APR 09

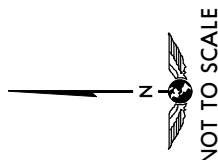
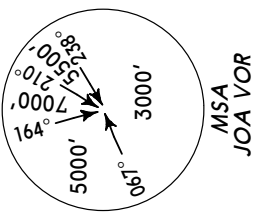
10-3H

Eff 7 May

SID

Apt Elev
27'

Trans level: By ATC Trans alt: 6000'
SIDs are also noise abatement procedures (refer to 10-4).



BRUNO ONE BRAVO (BRUNO 1B) [BRUN1B]

BRUNO ONE GOLF (BRUNO 1G) [BRUN1G]

IBIZA ONE BRAVO (IZA 1B) ①

IBIZA ONE LIMA (IZA 1L) ①

MEBUT ONE BRAVO (MEBUT 1B) [MEBU1B]

MEBUT ONE LIMA (MEBUT 1L) [MEBU1L]

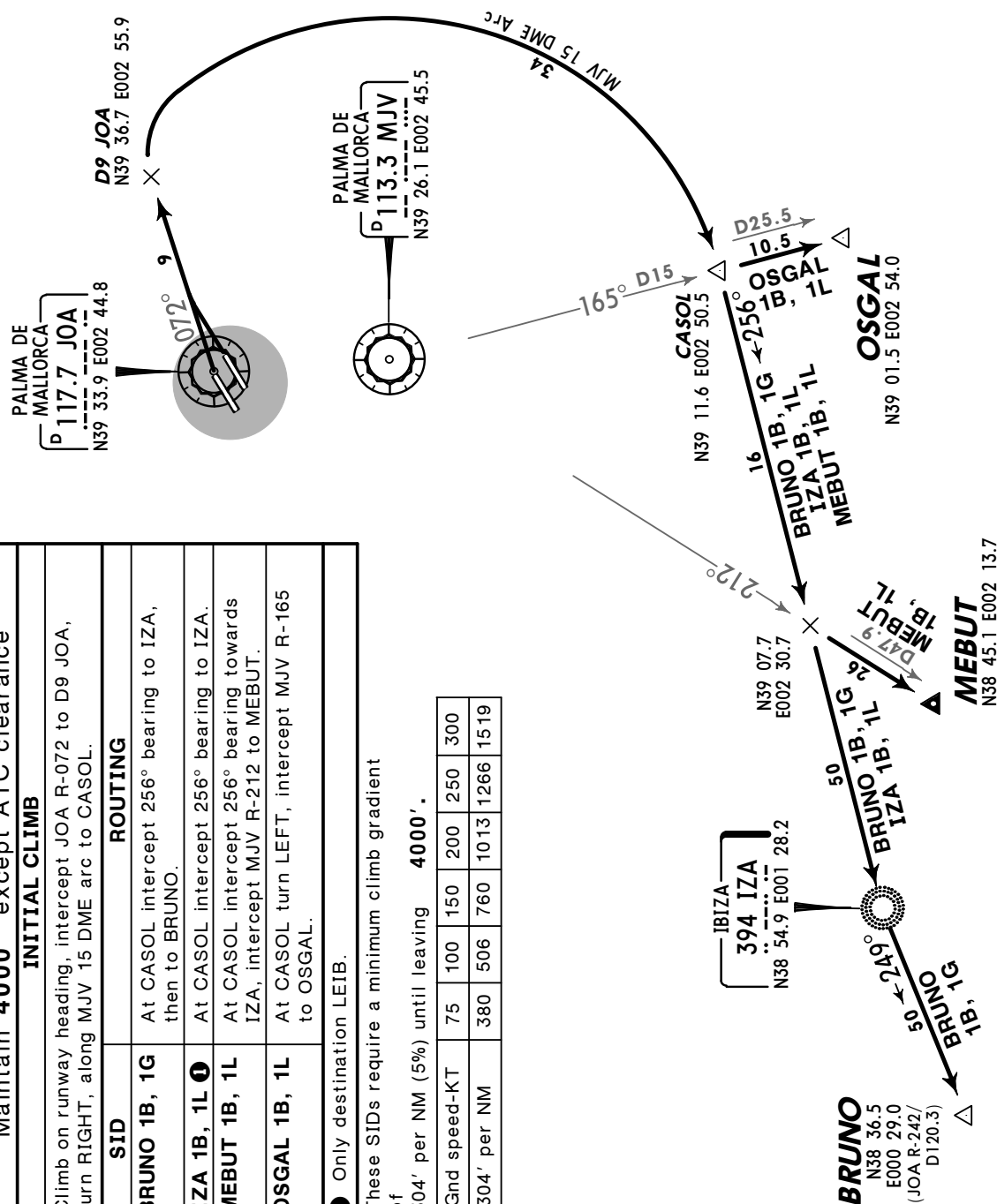
OSGAL ONE BRAVO (OSGAL 1B) [OSGA1B]

OSGAL ONE LIMA (OSGAL 1L) [OSGA1L]

RWYS 06R/L DEPARTURES

TO SOUTH & SOUTHWEST

SPEED: MAX 250 KT UNTIL LEAVING FL100



Initial ATC clearance:

Maintain 4000' except ATC clearance

INITIAL CLIMB

Climb on runway heading, intercept JOA R-072 to D9 JOA, turn RIGHT, along MJB 15 DME arc to CASOL.

ROUTING

BRUNO 1B, 1G At CASOL intercept 256° bearing to IZA, then to BRUNO.

IZA 1B, 1L ① At CASOL intercept 256° bearing to IZA.

MEBUT 1B, 1L At CASOL intercept 256° bearing towards IZA, intercept MJB R-212 to MEBUT.

OSGAL 1B, 1L At CASOL turn LEFT, intercept MJB R-165 to OSGAL.

① Only destination LEIB.

These SIDs require a minimum climb gradient of 304' per NM (5%) until leaving 4000'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

LEPA/PMI

PALMA DE MALLORCA

24 APR 09

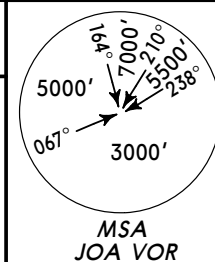
10-3J

Eff 7 May

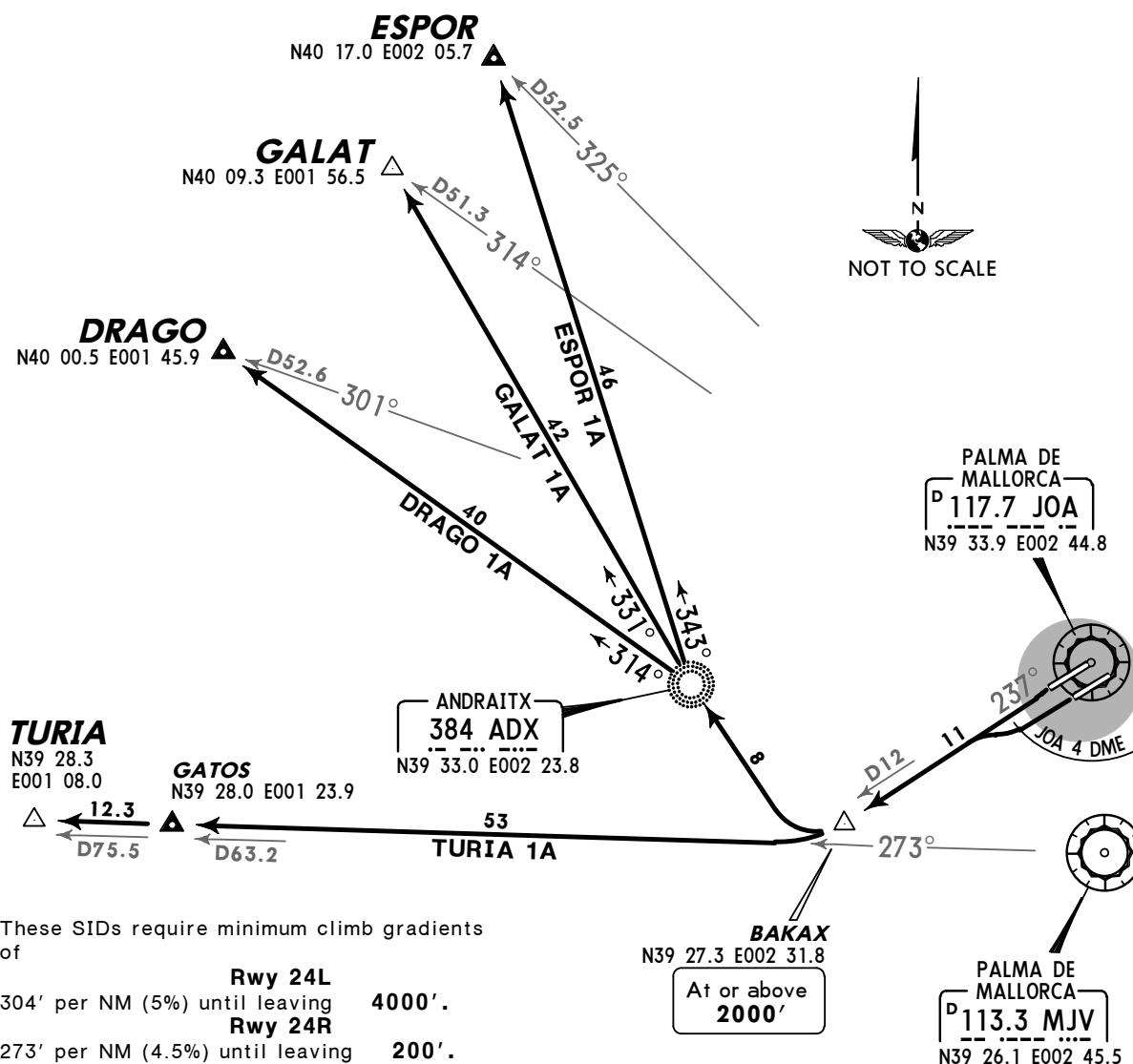
SID

Apt Elev
27'

Trans level: By ATC Trans alt: 6000'
SIDs are also noise abatement procedures (refer to 10-4).



DRAGO ONE ALFA (DRAGO 1A) [DRAG1A]
ESPOR ONE ALFA (ESPOR 1A) [ESPO1A]
GALAT ONE ALFA (GALAT 1A) [GALA1A]
TURIA ONE ALFA (TURIA 1A) [TURI1A]
RWYS 24L/R DEPARTURES
TO NORTHWEST
~~SPEED~~ MAX 250 KT UNTIL LEAVING FL100



These SIDs require minimum climb gradients of

Rwy 24L
304' per NM (5%) until leaving 4000'.

Rwy 24R
273' per NM (4.5%) until leaving 200'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519
273' per NM	342	456	684	911	1139	1367

Initial ATC clearance:
DRAGO 1A, ESPOR 1A, GALAT 1A: Maintain 6000' except ATC clearance
TURIA 1A: Maintain 4000' except ATC clearance

RWY	INITIAL CLIMB
24L	Climb on runway heading to JOA 4 DME, turn RIGHT, intercept JOA R-237 to BAKAX.
24R	Climb on JOA R-237 to BAKAX.
SID	ROUTING
DRAGO 1A	At BAKAX turn RIGHT to ADX, then to DRAGO.
ESPOR 1A	At BAKAX turn RIGHT to ADX, then to ESPOR.
GALAT 1A	At BAKAX turn RIGHT to ADX, then to GALAT.
TURIA 1A	At BAKAX turn RIGHT, intercept MJV R-273 via GATOS to TURIA.

LEPA/PMI

PALMA DE MALLORCA

30 MAY 08

10-3K

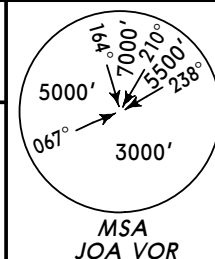
Eff 5 Jun

JEPPESEN PALMA DE MALLORCA, SPAIN

SID

Apt Elev
27'

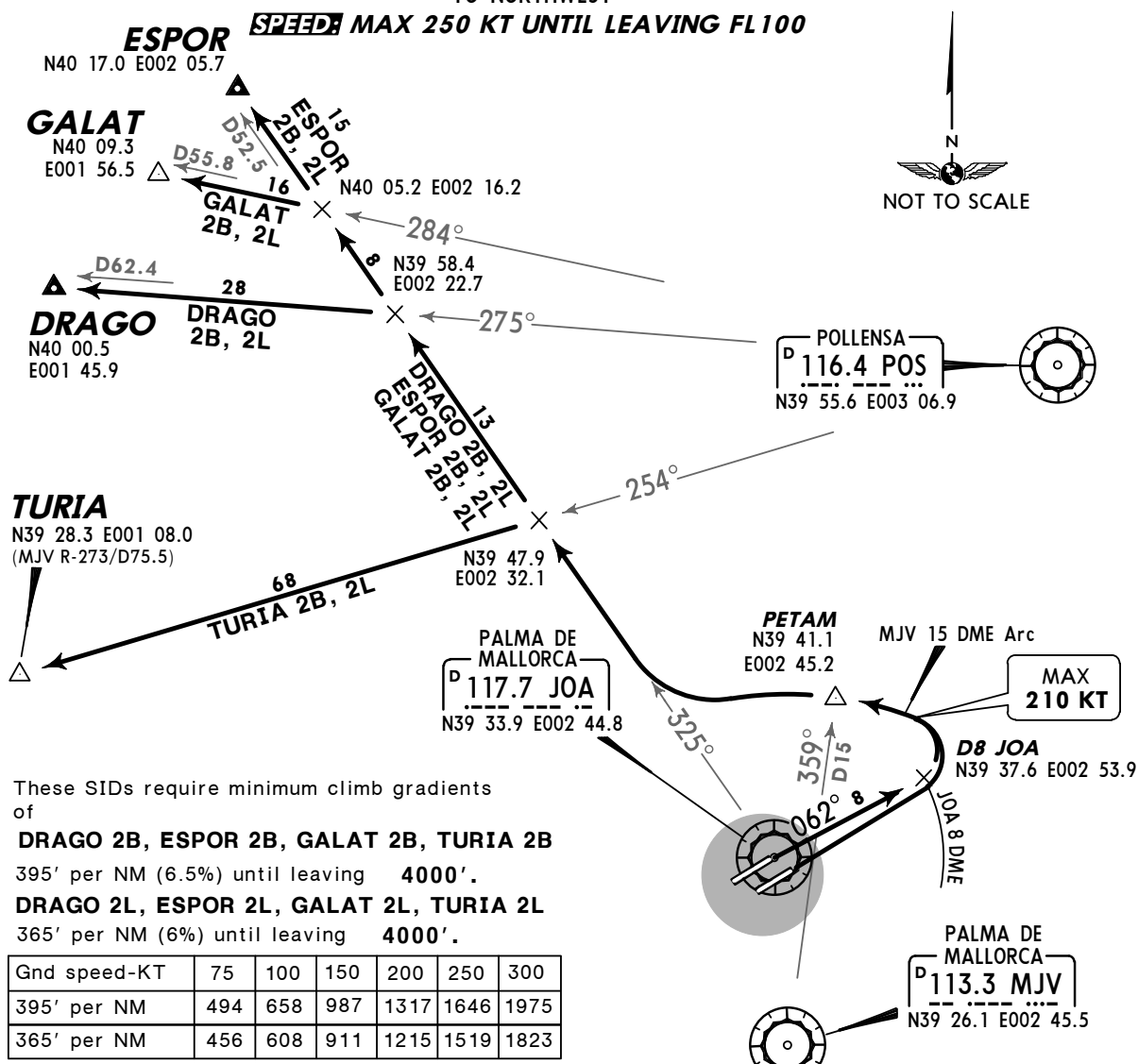
Trans level: By ATC Trans alt: 6000'
1. SIDs are also noise abatement procedures (refer to 10-4).
2. EXPECT close-in obstacles.



DRAGO TWO BRAVO (DRAGO 2B) [DRAG2B]
DRAGO TWO LIMA (DRAGO 2L) [DRAG2L]
ESPOR TWO BRAVO (ESPOR 2B) [ESPO2B]
ESPOR TWO LIMA (ESPOR 2L) [ESPO2L]
GALAT TWO BRAVO (GALAT 2B) [GALA2B]
GALAT TWO LIMA (GALAT 2L) [GALA2L]
TURIA TWO BRAVO (TURIA 2B) [TURI2B]
TURIA TWO LIMA (TURIA 2L) [TURI2L]

RWYS 06R/L DEPARTURES

TO NORTHWEST



These SIDs require minimum climb gradients of

DRAGO 2B, ESPOR 2B, GALAT 2B, TURIA 2B

395' per NM (6.5%) until leaving 4000'.

DRAGO 2L, ESPOR 2L, GALAT 2L, TURIA 2L

365' per NM (6%) until leaving 4000'.

Gnd speed-KT	75	100	150	200	250	300
395' per NM	494	658	987	1317	1646	1975
365' per NM	456	608	911	1215	1519	1823

Initial ATC clearance: Maintain 6000' except ATC clearance

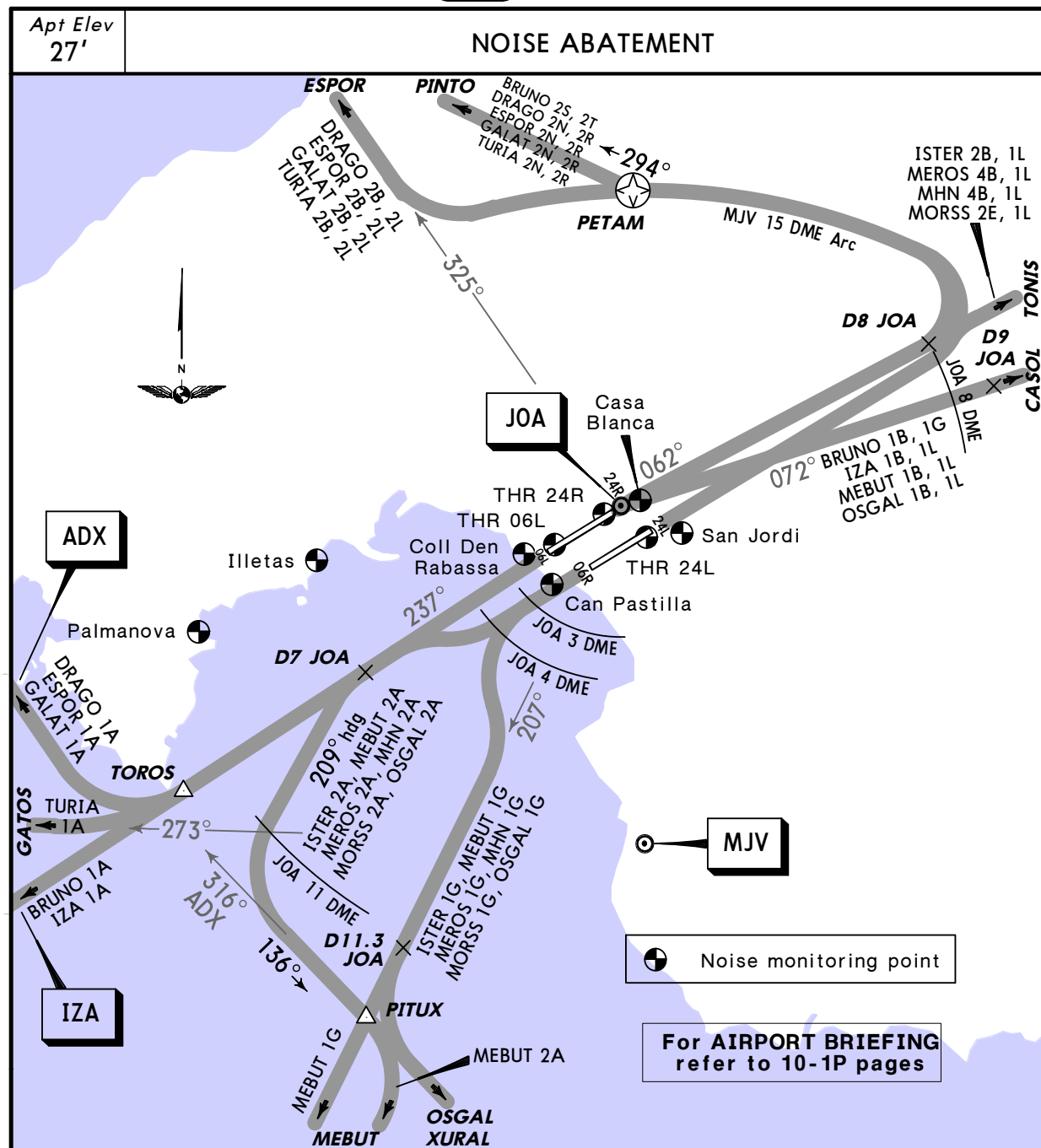
SID	RWY	INITIAL CLIMB
DRAGO 2B, ESPOR 2B GALAT 2B, TURIA 2B	06R	Climb on runway heading to JOA 8 DME, turn LEFT, along MJV 15 DME arc via PETAM, intercept JOA R-325.
DRAGO 2L, ESPOR 2L GALAT 2L, TURIA 2L	06L	Climb on runway heading, intercept JOA R-062 to D8 JOA, turn LEFT, along MJV 15 DME arc via PETAM, intercept JOA R-325.
SID	ROUTING	
DRAGO 2B, 2L	On JOA R-325, intercept POS R-275 to DRAGO.	
ESPOR 2B, 2L	On JOA R-325 to ESPOR.	
GALAT 2B, 2L	On JOA R-325, intercept POS R-284 to GALAT.	
TURIA 2B, 2L	On JOA R-325, intercept POS R-254 to TURIA.	

LEPA/PMI**PALMA DE MALLORCA**

30 MAY 08

10-4

Eff 5 Jun

NOISE**NOISE MONITORING POINT/NAME/LOCATION**

San Jordi	N39 33.3 E002 46.6
Casa Blanca	N39 34.0 E002 45.4
THR 24L	N39 33.2 E002 45.6
THR 24R	N39 33.7 E002 44.3
THR 06L	N39 33.0 E002 42.8
Can Pastilla	N39 32.1 E002 42.8
Coll Den Rabassa	N39 32.8 E002 41.9
Illetas	N39 32.6 E002 35.8
Palmanova	N39 31.0 E002 32.3

LEPA/PMI

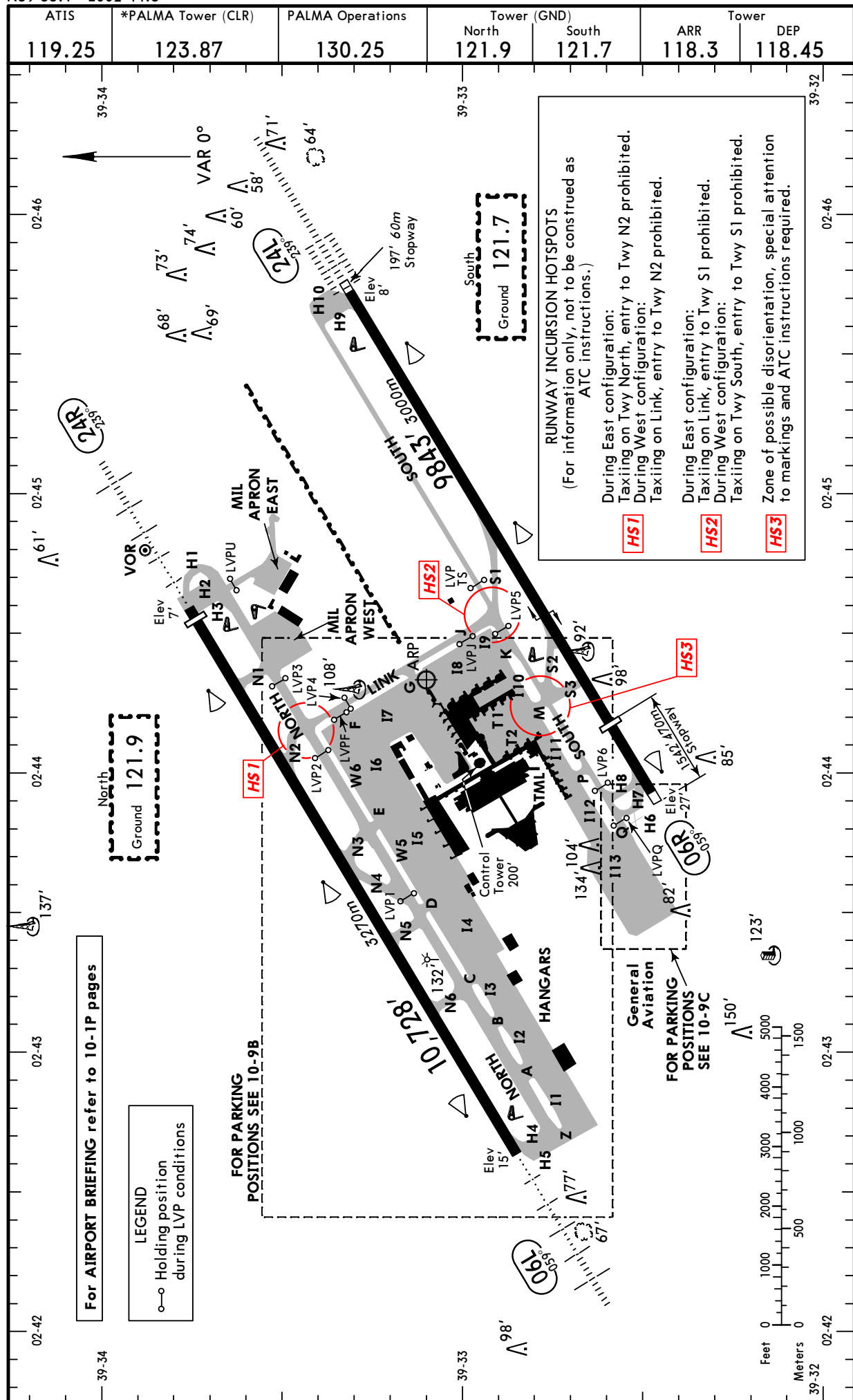
Apt Elev **27'**
N39 33.1 E002 44.3

JEPPesen

9 APR 10 **(10-9)**

PALMA DE MALLORCA, SPAIN

PALMA DE MALLORCA



LEPA/PMI



JEPPESSEN PALMA DE MALLORCA, SPAIN
9 APR 10 (10-9A) PALMA DE MALLORCA

9 APR 10

10-9A

PALMA DE MALLORCA

ADDITIONAL RUNWAY INFORMATION

		USABLE LENGTHS		TAKE-OFF	WIDTH
RWY		Threshold	Glide Slope		
06L	HIRL (50m) CL (15m) HIALS PAPI (3.0°) ① RVR		9580' 2920m	③	148' 45m
24R	HIRL (50m) CL (15m) HIALS REIL PAPI (3.0°) ② RVR	10,499' 3200m	9345' 2848m		

1 HST-N2 & -N3

② HST-N4

3 TAKE-OFF RUN AVAILABLE

RWY 06L:

From rwy head 10,728' (3270m)

twy N6 int	8071'	(2460m)
------------	-------	---------

RWY 24R:

From rwy head 10,728' (3270m)

twy N1 int	9252'	(2820m)
------------	-------	---------

06R	HIRL (50m) CL (15m) ④ REIL PAPI (3.4°) RVR	8497' 2590m		⑥	148' 45m
24L	HIRL (50m) CL (15m) HIALS-II TDZ PAPI (3.0°) ⑤ RVR		8867' 2703m	8497' 2590m	

④ (13 R, 55 W, 20 R & W, 10 R)

5 HST-S1 & -S2

6 TAKE-OFF RUN AVAILABLE

RWY 06R:

From rwy head 9843' (3000m)

twy S3 int 7841' (2390m)

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Standard

TAKE-OFF 1

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

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

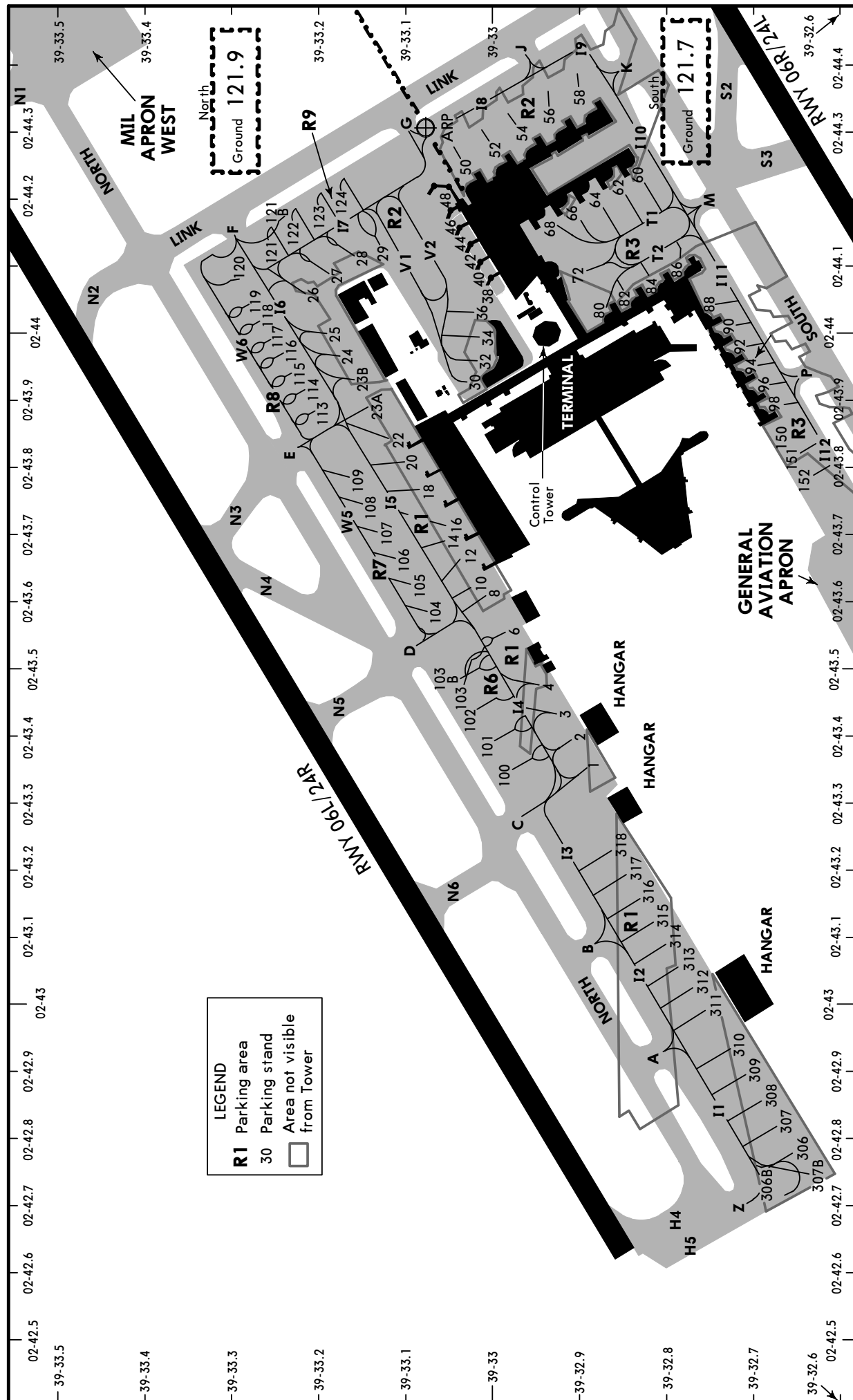
LEPA/PMI

30 JUL 10

10-9B

JEPPesen PALMA DE MALLORCA, SPAIN

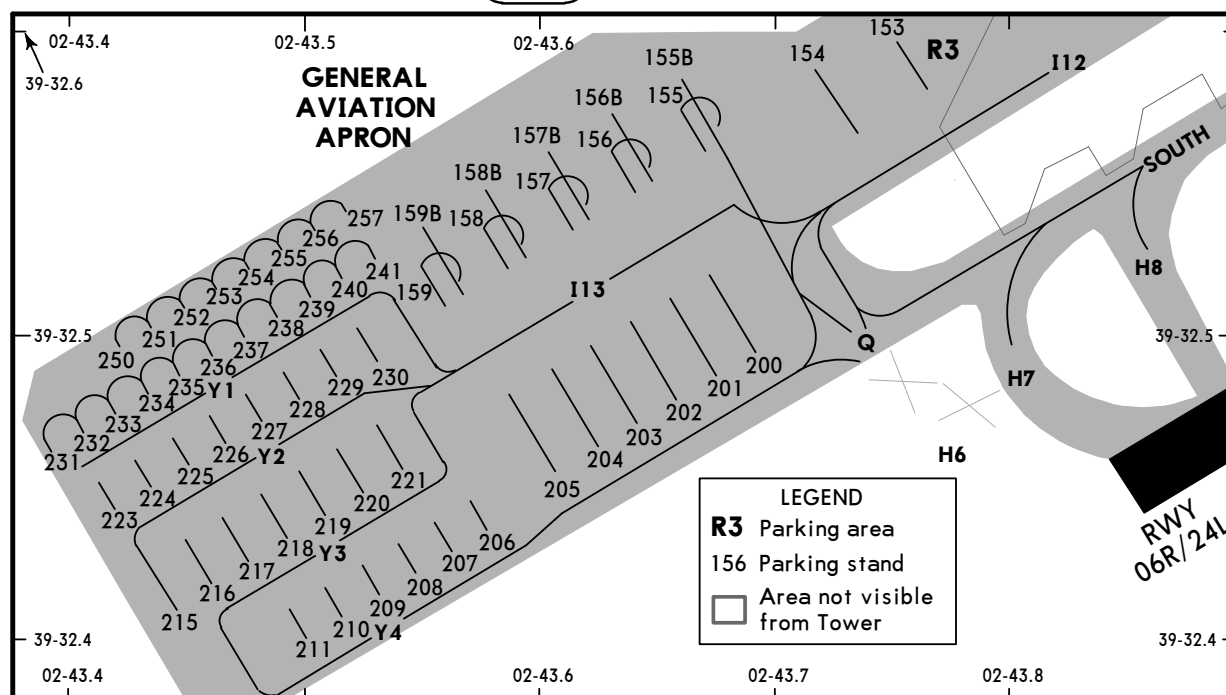
PALMA DE MALLORCA



LEPA/PMI

30 JUL 10

10-9C

JEPPESEN PALMA DE MALLORCA, SPAIN**PALMA DE MALLORCA**

LEPA/PMI**JEPPESEN PALMA DE MALLORCA, SPAIN**
22 DEC 06 (10-9D) **PALMA DE MALLORCA****VISUAL DOCKING GUIDANCE SYSTEM****GENERAL**

This system contains information about azimuth guidance (shows the aircraft position in relation to the centerline 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

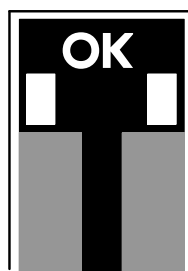
Consists of:

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 centerline indicator (centered 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 centered vertical column.

PILOT INSTRUCTIONS

1. Check that the indicated aircraft type is the appropriate.
2. Taxi in-line watching centerline 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 centerline guidance indicator to follow the correct position and direction. A flashing red arrow indicates the direction to turn.
5. If the acft 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'/16m before the stop position changing gradually from yellow to black lights and shows the rest distances to the stop position when yellow lines go out (each line indicates 2'/0.66m run).
7. At the stop position the distance indicator shows completely black and "STOP" will appear in the upper presentation line.
8. If the parking is correct, it shows "OK". If the acft 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 PALMA Tower, will be carried out under the guidance of FOLLOW ME vehicle.



LEPA/PMI **JEPPESEN****JAA MINIMUMS**12 MAR 10 **10-9X****PALMA DE MALLORCA, SPAIN**
PALMA DE MALLORCA

STRAIGHT-IN RWY		A	B	C	D
06L	ILS ①	255' (240')	265' (250')	275' (260')	285' (270')
		R600m	R600m	R650m	R650m
	<i>ALS out</i>	R1000m	R1000m	R1200m	R1200m
	ILS ②	350' (335')	360' (345')	370' (355')	380' (365')
		R800m	R800m	R800m	R800m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	450' (435')	450' (435')	450' (435')	450' (435')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	VOR	500' (485')	500' (485')	500' (485')	500' (485')
06R		R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	VOR	600' (575')	600' (575')	600' (575')	600' (575')
		R1500m	R1500m	R2000m	R2000m
	CAT 3B ILS	approved	approved	approved	approved
	CAT 3A ILS	RA 50' R200m	RA 50' R200m	RA 50' R200m	RA 50' R200m
	CAT 2 ILS	108' (100')	108' (100')	108' (100')	115' (107')
		RA 101' R300m	RA 101' R300m	RA 101' R300m	RA 107' R300m
	ILS	266' (258')	276' (268')	286' (278')	296' (288')
		R650m	R650m	R650m	R650m
24L	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC Z	860' (852')	860' (852')	860' (852')	860' (852')
		R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	LOC Y	1000' (992')	1000' (992')	1000' (992')	1000' (992')
		R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	Lctr	1000' (992')	1000' (992')	1000' (992')	1000' (992')
		R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
24R	ILS	208' (200')	208' (200')	208' (200')	208' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	710' (702')	710' (702')	710' (702')	710' (702')
		R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	VOR	550' (542')	550' (542')	550' (542')	550' (542')
		R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m

① Missed apch climb gradient mim 3.0%.

② Missed apch climb gradient mim 2.5%.

LEPA/PMI **JEPPESEN**12 MAR 10 **10-9X1****JAA MINIMUMS****PALMA DE MALLORCA, SPAIN****PALMA DE MALLORCA**

CIRCLE-TO-LAND ①	100 KT	135 KT	180 KT	205 KT
	610' (583') V1500m	790' (763') V1600m	1210' (1183') V2400m	1500' (1473') V3600m
After LOC Z 24L	860' (833') V1500m	860' (833') V1600m	1210' (1183') V2400m	1500' (1473') V3600m
After LOC Y or Lctr 24L	1000' (973') V1500m	1000' (973') V1600m	1210' (1183') V2400m	1500' (1473') V3600m
After LOC 24R	710' (683') V1500m	790' (763') V1600m	1210' (1183') V2400m	1500' (1473') V3600m

① Not authorized Northwest of rwy 06L/24R.

TAKE-OFF RWY 06L/R, 24L/R

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

LEPA/PMI

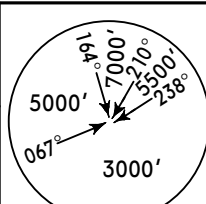
PALMA DE MALLORCA

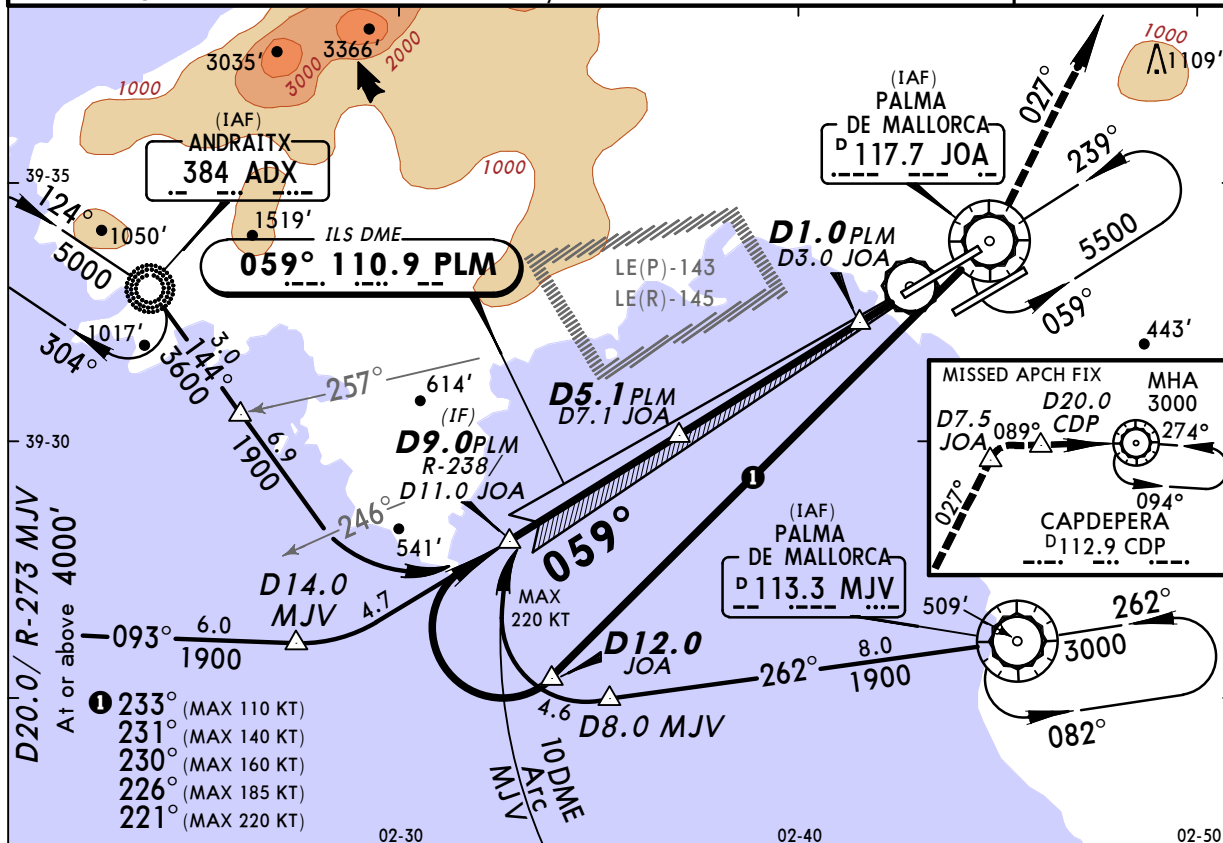
12 MAR 10 (11-1)

JEPPesen PALMA DE MALLORCA, SPAIN

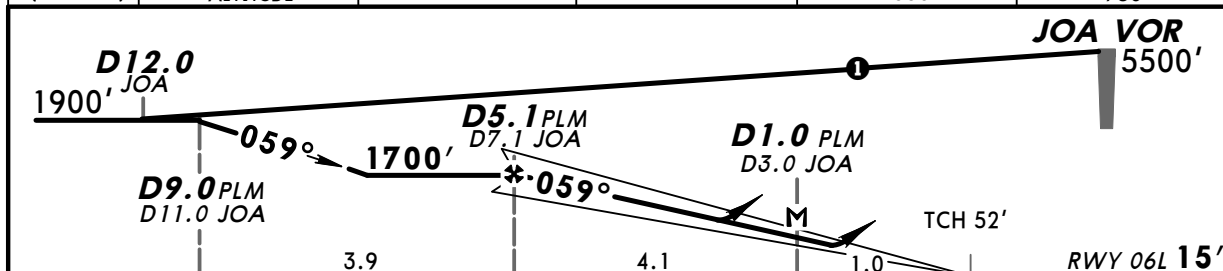
ILS or LOC Rwy 06L

BRIEFING STRIP

ATIS		PALMA Approach(R)			PALMA Tower (ARR)		Ground
119.25		118.95	119.15	119.4	118.3		121.9
LOC PLM 110.9	Final Aptch Crs 059°	GS D5.1 PLM 1700' (1685')	ILS DA(H) Refer to Minimums		Apt Elev 27' RWY 15'		
MISSED APCH: Climb via JOA VOR to 2000'. Turn LEFT (MAX 185 KT) to intercept R-027 JOA. At D7.5 JOA turn RIGHT (MAX 210 KT) to intercept R-269 inbound CDP VOR. At D20.0 CDP climb to 3000' and join holding.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 6000'	
1. DME REQUIRED. 2. ILS DME reads zero at rwy 06L threshold.							
MSA JOA VOR							



LOC (GS out)	PLM DME	5.0	4.0	3.0	2.0
	ALTITUDE	1710'	1380'	1060'	730'



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	HIALS PAPI PAPI		JOA 117.7 ↑	LT	JOA 117.7 R-027
<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 PLM/D3.0 JOA</i>											

Standard					STRAIGHT-IN LANDING RWY 06L			LOC (GS out)			CIRCLE-TO-LAND		
Missed apch climb gradient mim 3.0 %					ILS			Missed apch climb gradient mim 2.5 %			Not authorized Northwest of rwy 06L/24R		
DA(H)					A: 255' (240') C: 275' (260')			A: 350' (335') C: 370' (355')					
B: 265' (250') D: 285' (270')					B: 360' (345') D: 380' (365')			DA(H) 450' (435')					
FULL Limited ALS out					FULL/Limited ALS out			ALS out			Max Kts MDA(H) VIS		
A	RVR 550m		RVR 1200m		RVR 800m		RVR 1500m		RVR 1500m		100	610' (583')	1500m
B		RVR 750m		RVR 1300m		RVR 900m		RVR 1600m		RVR 2000m	135	790' (763')	1600m
C	RVR 600m										180	1210' (1183')	2400m
D											205	1500' (1473')	3600m

PANS OPS 4

LEPA/PMI

PALMA DE MALLORCA

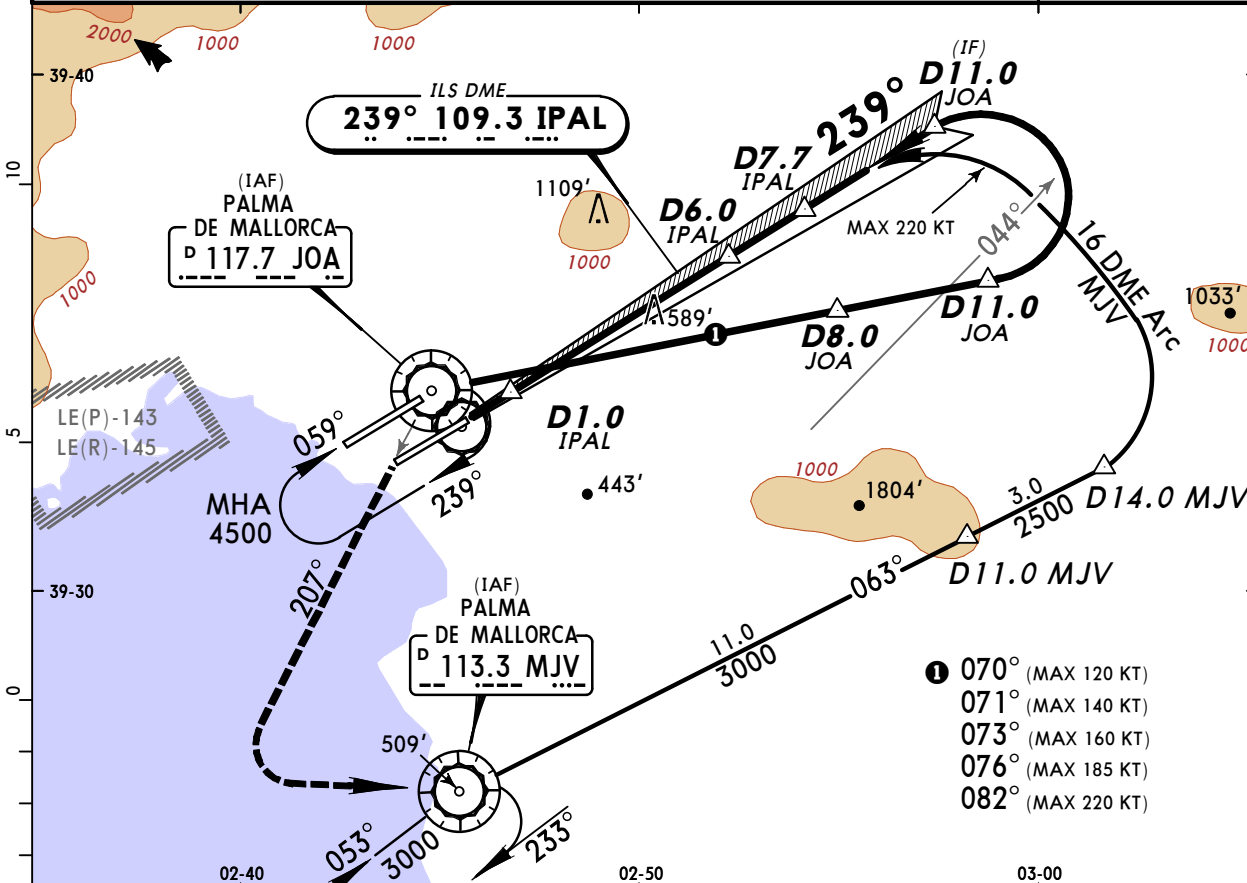
12 MAR 10 **(11-2)**

JEPPESEN PALMA DE MALLORCA, SPAIN

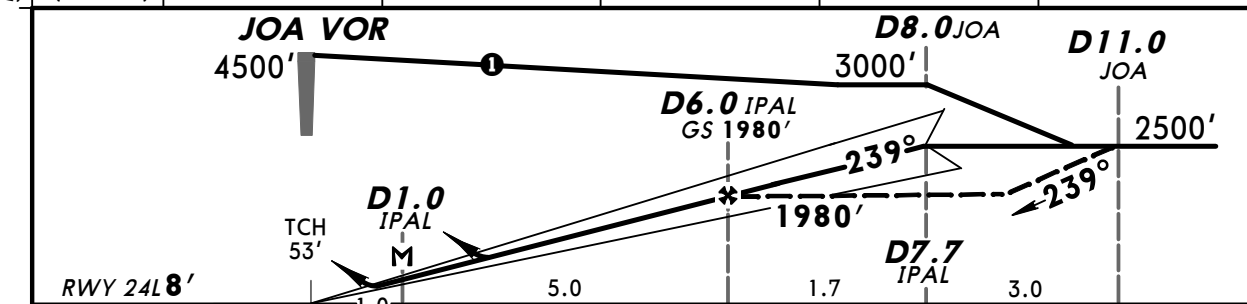
ILS Z Rwy 24L

BRIEFING STRIP

ATIS 119.25		PALMA Approach(R) 118.95 119.15 119.4		PALMA Tower (ARR) 118.3		Ground 121.7				
LOC IPAL 109.3		Final Apch Crs 239°		GS D6.0 IPAL 1980' (1972')		ILS DA(H) Refer to Minimums		Apt Elev 27' RWY 8'		
MISSED APCH: Climb on rwy heading to 420'. Intercept and follow R-207 JOA (MAX 185 KT). When passing 2000' turn LEFT direct to MJV VOR and enter holding at 3000'.										
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC		Trans alt: 6000'		MSA JOA VOR		
1. DME REQUIRED.		2. ILS DME reads zero at rwy 24L threshold.								



LOC (GS out)	IPAL DME	3.0	4.0	5.0	6.0
ALTITUDE		1020'	1340'	1660'	1980'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861
MAP at D1.0 IPAL						

Standard				STRAIGHT-IN LANDING RWY 24L		CIRCLE-TO-LAND	
ILS				LOC (GS out)		Not authorized Northwest of rwy 06R/24L	
DA(H) A: 266' (258') C: 286' (278')				DA(H) 860' (852')			
B: 276' (268') D: 296' (288')							
FULL		Limited	ALS out	ALS out		Max Kts	MDA(H) VIS
A						100	880' (853') 1500m
B	RVR 600m	RVR 750m	RVR 1300m	RVR 1500m		135	880' (853') 1600m
C				CMV 2400m		180	1210' (1183') 2400m
D	RVR 650m		RVR 1400m			205	1500' (1473') 3600m

PANS OPS 4

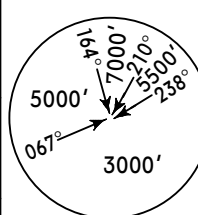
LEPA/PMI
PALMA DE MALLORCA

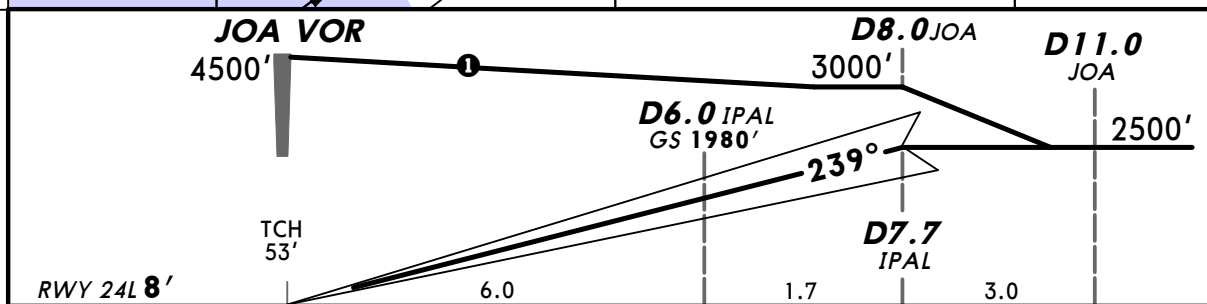
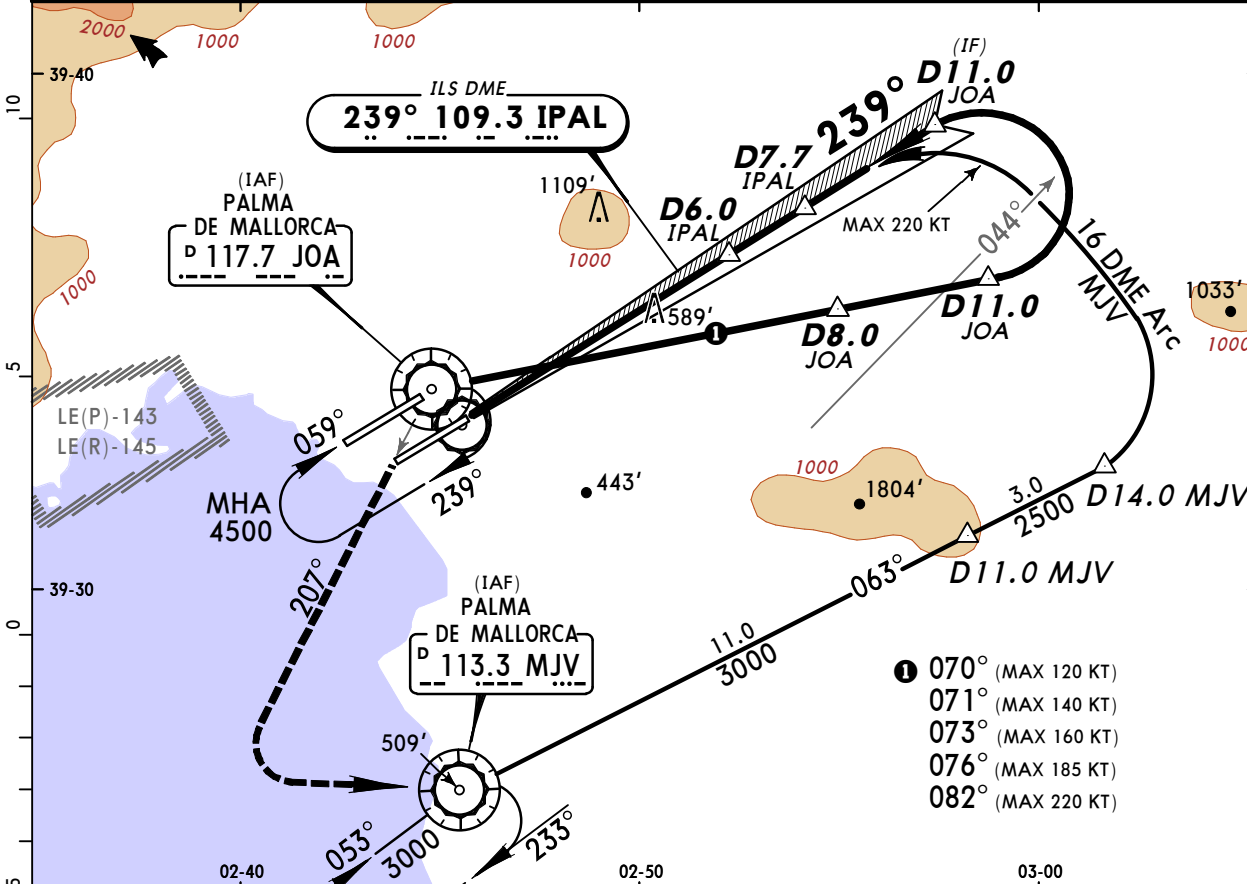
12 MAR 10

(11-2A)

JEPPesen PALMA DE MALLORCA, SPAIN
CAT II ILS Z Rwy 24L

BRIEFING STRIP™

ATIS 119.25	PALMA Approach(R) 118.95 119.15 119.4			PALMA Tower (ARR) 118.3	Ground 121.7
LOC IPAL 109.3	Final Apch Crs 239°	GS D6.0 IPAL 1980' (1972')	CAT II ILS Refer to Minimums	Apt Elev 27' RWY 8'	
MISSED APCH: Climb on rwy heading to 420'. Intercept and follow R-207 JOA (MAX 185 KT). When passing 2000' turn LEFT direct to MJV VOR and enter holding at 3000'.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000' 1. DME REQUIRED. 2. ILS DME reads zero at rwy 24L threshold. 3. Special Aircrew & Aircraft Certification Required.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		420' on Rwy
GS	3.00°	377	484	538	646	753	PAPI	PAPI	

Standard		STRAIGHT-IN LANDING RWY 24L		CAT II ILS	
ABC	RA 101'	D	RA 107'		
DA(H)	108' (100')	DA(H)	115' (107')		

RVR 300m

Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

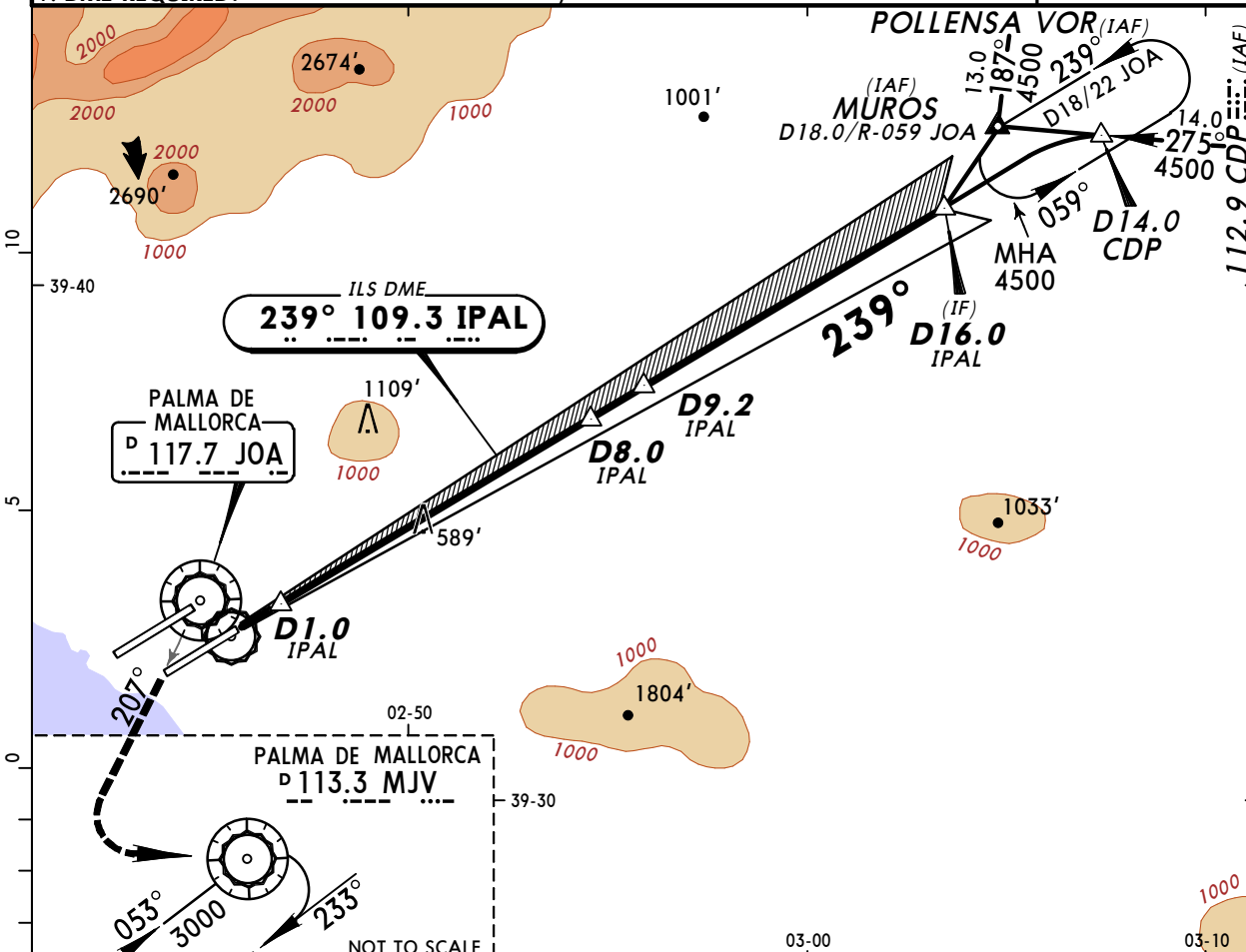
LEPA/PMI PALMA DE MALLORCA

12 MAR 10 (11-3)

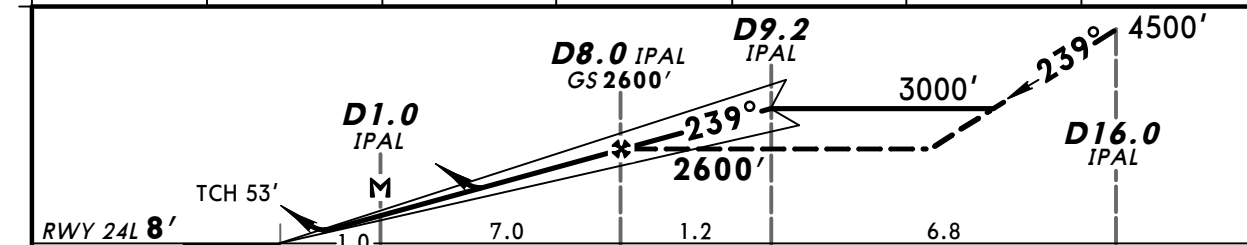
JEPPESSEN PALMA DE MALLORCA, SPAIN ILS Y Rwy 24L

BRIEFING STRIP

ATIS 119.25		PALMA Approach(R) 118.95 119.15 119.4		PALMA Tower (ARR) 118.3		Ground 121.7				
LOC IPAL 109.3		Final Apch Crs 239°		GS D8.0 IPAL 2600' (2592')		ILS DA(H) Refer to Minimums		Apt Elev 27' RWY 8'		
MISSED APCH: Climb on rwy heading to 420'. Intercept and follow R-207 JOA (MAX 185 KT). When passing 2000' turn LEFT direct to MJV VOR and enter holding at 3000'.										
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC		Trans alt: 6000'				
1. DME REQUIRED.		2. ILS DME reads zero at rwy 24L threshold.								
MSA JOA VOR										



LOC (GS out)	IPAL DME	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	1020'	1340'	1660'	1980'	2290'



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or							
LOC Descent Angle	3.00°	377	484	538	646	753	
MAP at D1.0 IPAL							

Standard STRAIGHT-IN LANDING RWY 24L				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized Northwest of rwy 06R/24L	
DA(H) A: 266' (258') C: 286' (278') B: 276' (268') D: 296' (288')		DA(H) 1000' (992')			
FULL	Limited	ALS out		Max Kts	MDA(H) VIS
A				100	1020' (993') 1500m
B	RVR 600m	RVR 750m	RVR 1300m	135	1020' (993') 1600m
C				180	1210' (1183') 2400m
D	RVR 650m		RVR 1400m	205	1500' (1473') 3600m

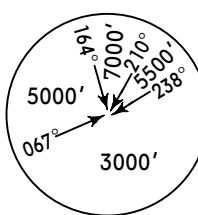
PANS OPS 4

LEPA/PMI
PALMA DE MALLORCA

12 MAR 10 **(11-3A)**

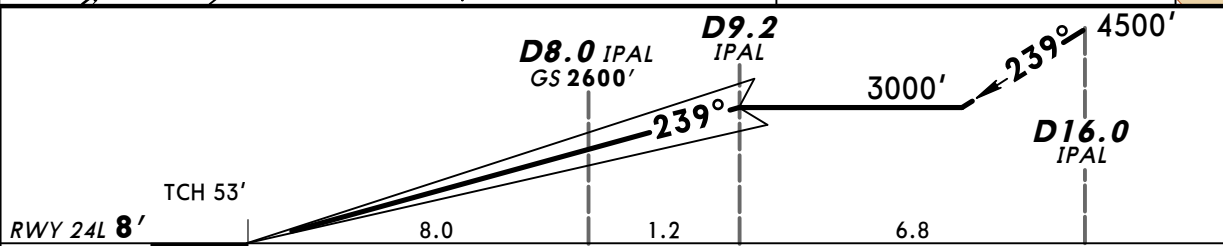
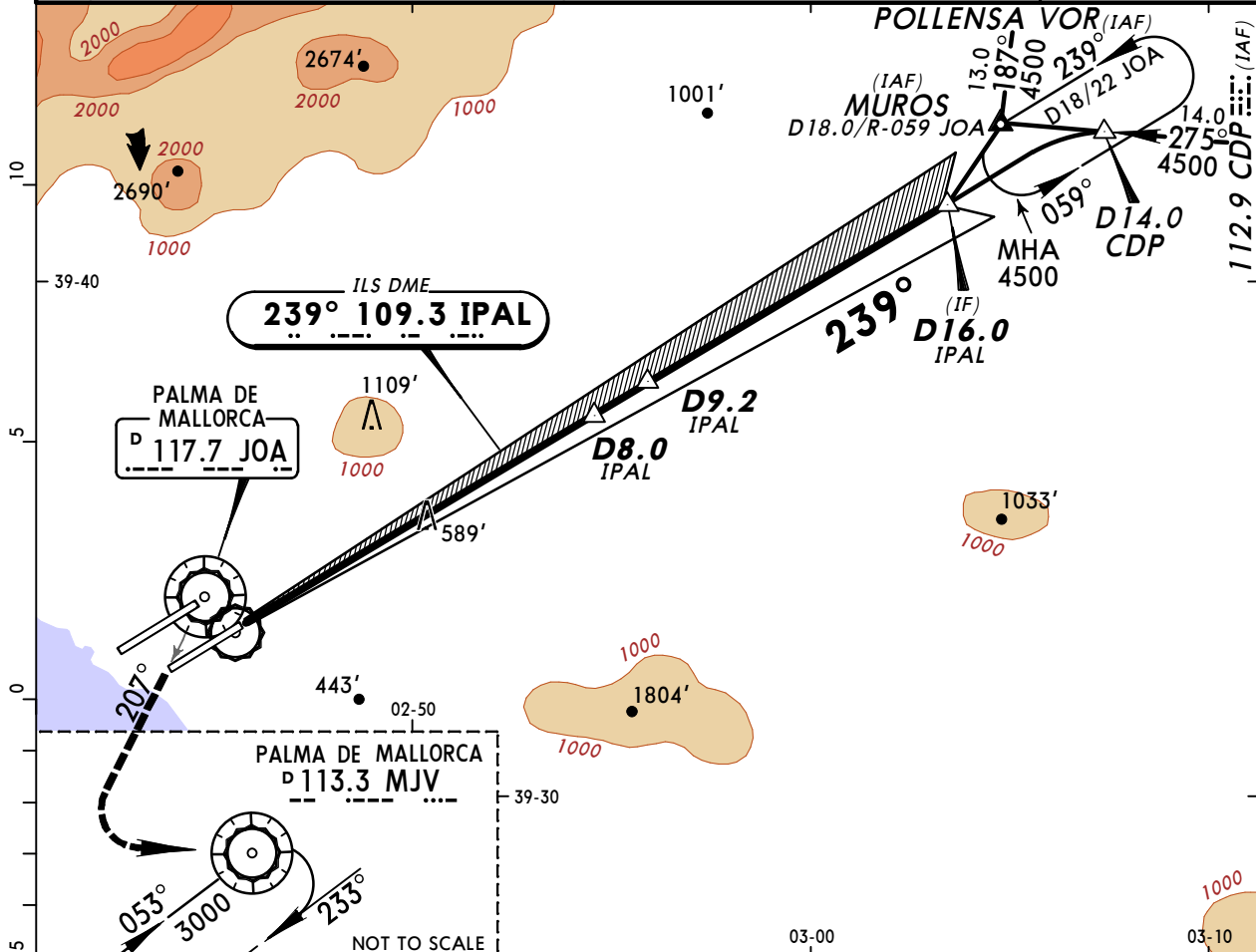
PALMA DE MALLORCA, SPAIN
CAT II ILS Y Rwy 24L

BRIEFING STRIP™

ATIS 119.25	PALMA Approach(R) 118.95 119.15 119.4			PALMA Tower (ARR) 118.3		Ground 121.7
LOC IPAL 109.3	Final Apch Crs 239°	GS D8.0 IPAL 2600' (2592')	CAT II ILS Refer to Minimums	Apt Elev 27' RWY 8'		
MISSED APCH: Climb on rwy heading to 420'. Intercept and follow R-207 JOA (MAX 185 KT). When passing 2000' turn LEFT direct to MJV VOR and enter holding at 3000'.						
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'						
1. DME REQUIRED. 2. ILS DME reads zero at rwy 24L threshold. 3. Special Aircrew & Aircraft Certification Required.						

MSA JOA VOR

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'
 1. **DME REQUIRED.** 2. ILS DME reads zero at rwy 24L threshold.
 3. Special Aircrew & Aircraft Certification Required.



Gnd speed-Kts	70	90	100	120	140	160		420' ↑ on Rwy hdg
GS	3.00°	377	484	538	646	753		

Standard		STRAIGHT-IN LANDING RWY 24L		CAT II ILS	
ABC RA 101' DA(H) 108' (100')		D RA 107' DA(H) 115' (107')			

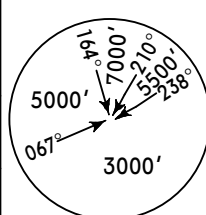
RVR 300m

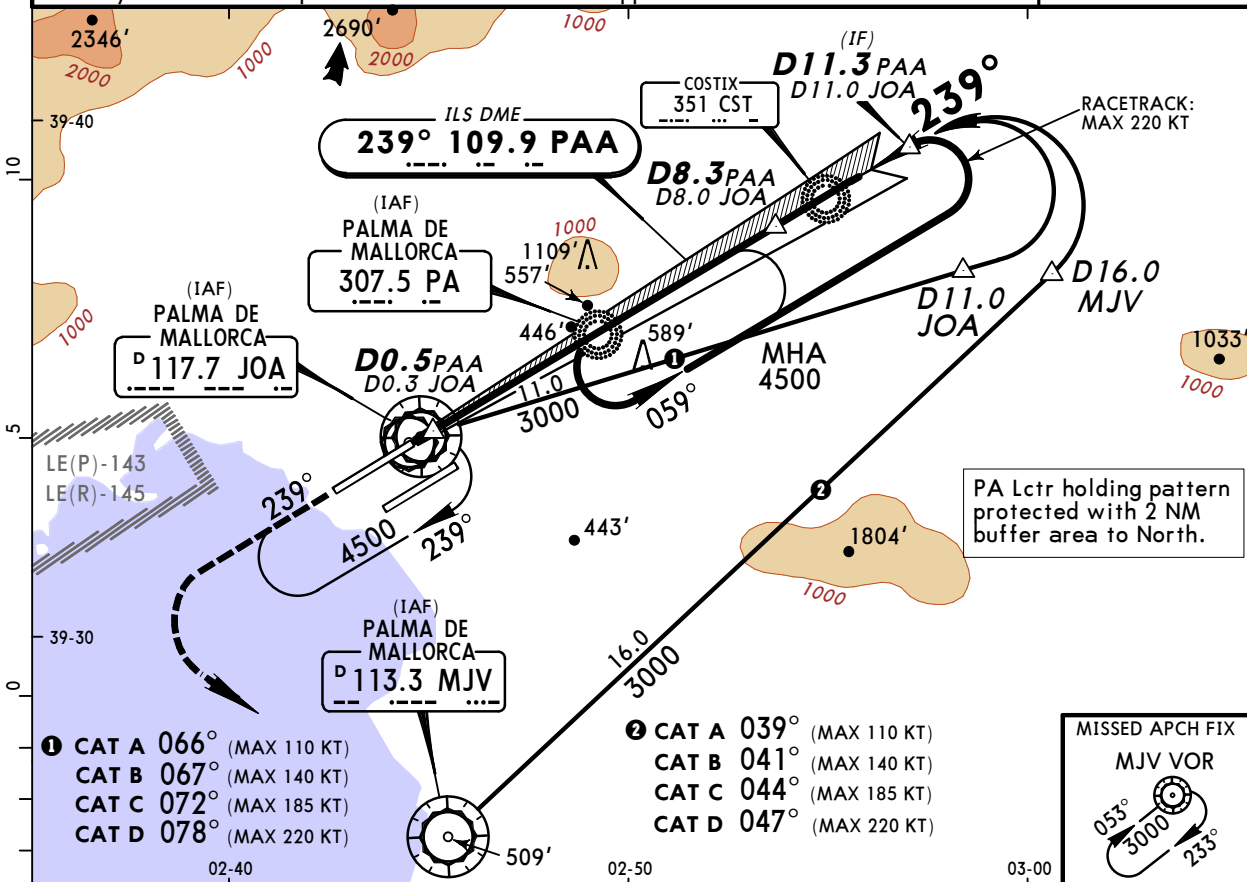
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

LEPA/PMI PALMA DE MALLORCA

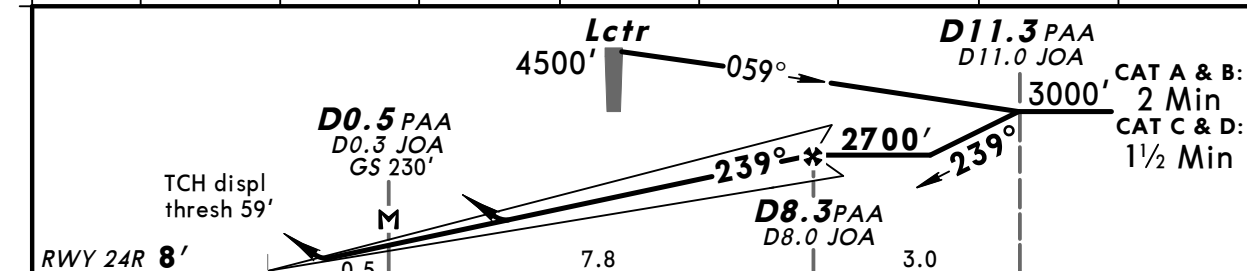
JEPPesen PALMA DE MALLORCA, SPAIN 12 MAR 10 (11-4) ILS Z Rwy 24R

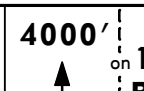
BRIEFING STRIP

ATIS 119.25		PALMA Approach(R) 118.95 119.15 119.4		PALMA Tower (ARR) 118.3		Ground 121.9				
LOC PAA 109.9		Final Apch Crs 239°		GS D8.3 PAA 2700' (2692')		ILS DA(H) 208' (200')		Apt Elev 27' RWY 8'		 MSA JOA VOR
MISSED APCH: Climb on R-239 JOA to 4000', then turn LEFT to MJV VOR and join holding.										
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'										
1. DME REQUIRED. 2. ILS DME reads zero at rwy 24R displaced threshold.										
3. Racetrack pattern is not omnidirectional.										
4. Entry into racetrack pattern is restricted to the approach track.										



LOC (GS out)	PAA DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	710'	1030'	1350'	1660'	1980'	2300'	2620'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI 
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861	
MAP at D0.5 PAA/D0.3 JOA							

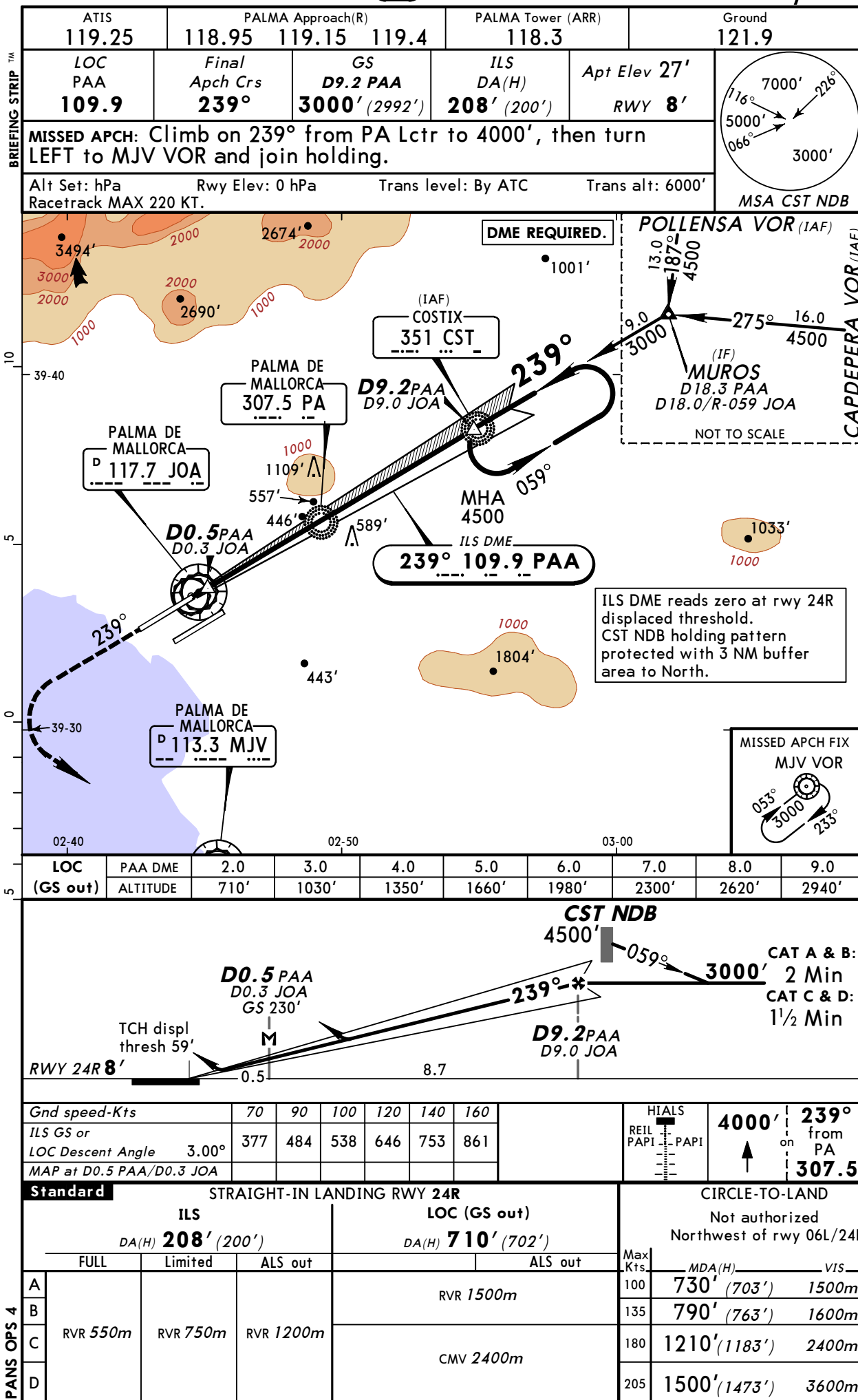
PANS OPS 4	STRAIGHT-IN LANDING RWY 24R			CIRCLE-TO-LAND	
	ILS			Not authorized Northwest of rwy 06L/24R	
	DA(H) 208' (200')			DA(H) 710' (702')	
	FULL	Limited	ALS out	ALS out	Max Kts.
A					100
B					135
C	RVR 550m	RVR 750m	RVR 1200m		180
D					205
				RVR 1500m	
				CMV 2400m	
					MDA(H) VIS
					730' (703') 1500m
					790' (763') 1600m
					1210' (1183') 2400m
					1500' (1473') 3600m

LEPA/PMI

PALMA DE MALLORCA

12 MAR 10 **(11-5)**

JEPPesen PALMA DE MALLORCA, SPAIN
ILS Y Rwy 24R



LEPA/PMI

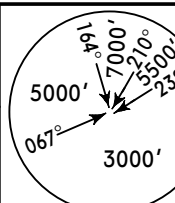
PALMA DE MALLORCA

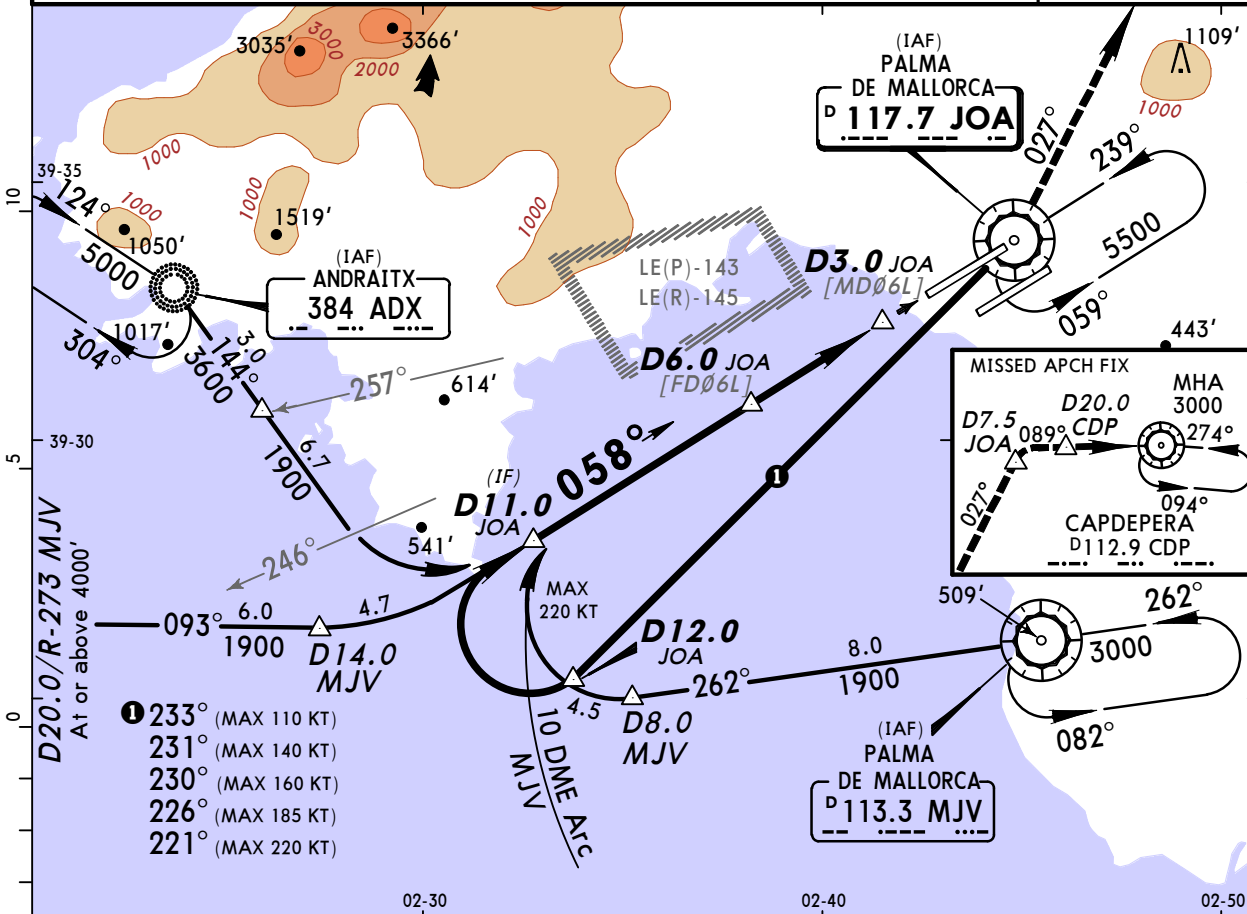
12 MAR 10 **(13-1)**

JEPPESEN PALMA DE MALLORCA, SPAIN

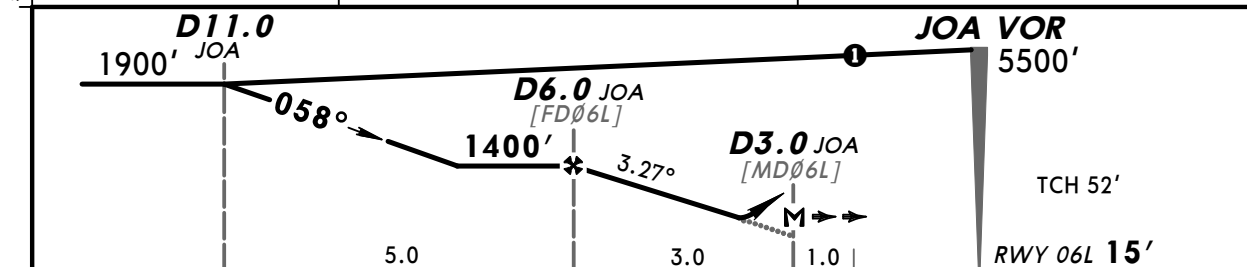
VOR Rwy 06L

BRIEFING STRIP™

ATIS 119.25		PALMA Approach(R) 118.95 119.15 119.4		PALMA Tower (ARR) 118.3		Ground 121.9				
VOR JOA 117.7		Final Apch Crs 058°		Minimum Alt D6.0 JOA 1400' (1385')		DA(H) 500' (485')		Apt Elev 27' RWY 15'		 MSA JOA VOR
MISSED APCH: Climb via JOA VOR to 2000'. Turn LEFT (MAX 185 KT) to intercept R-027 JOA. At D7.5 JOA turn RIGHT (MAX 210 KT) to intercept R-269 inbound CDP VOR. At D20.0 CDP climb to 3000' and join holding.										
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000' 1. DME REQUIRED. 2. Final approach track offset 1° from rwy centerline.										



JOA DME	5.0	4.0
ALTITUDE	1110'	770'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI JOA 117.7 LT JOA 117.7 R-027
Descent Angle	3.27°	405	521	579	694	810	
MAP at D3.0 JOA							

Standard				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 06L				Not authorized Northwest of rwy 06L/24R			
DA(H) 500' (485')							
ALS out				Max Kts	MDA(H)	VIS	
RVR 1500m				100	610' (583')	1500m	
RVR 1500m				135	790' (763')	1600m	
CMV 2300m				180	1210' (1183')	2400m	
				205	1500' (1473')	3600m	

LEPA/PMI

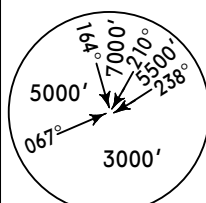
PALMA DE MALLORCA

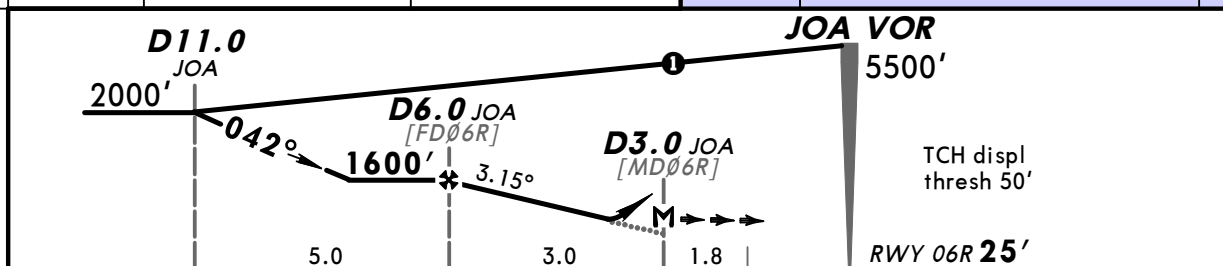
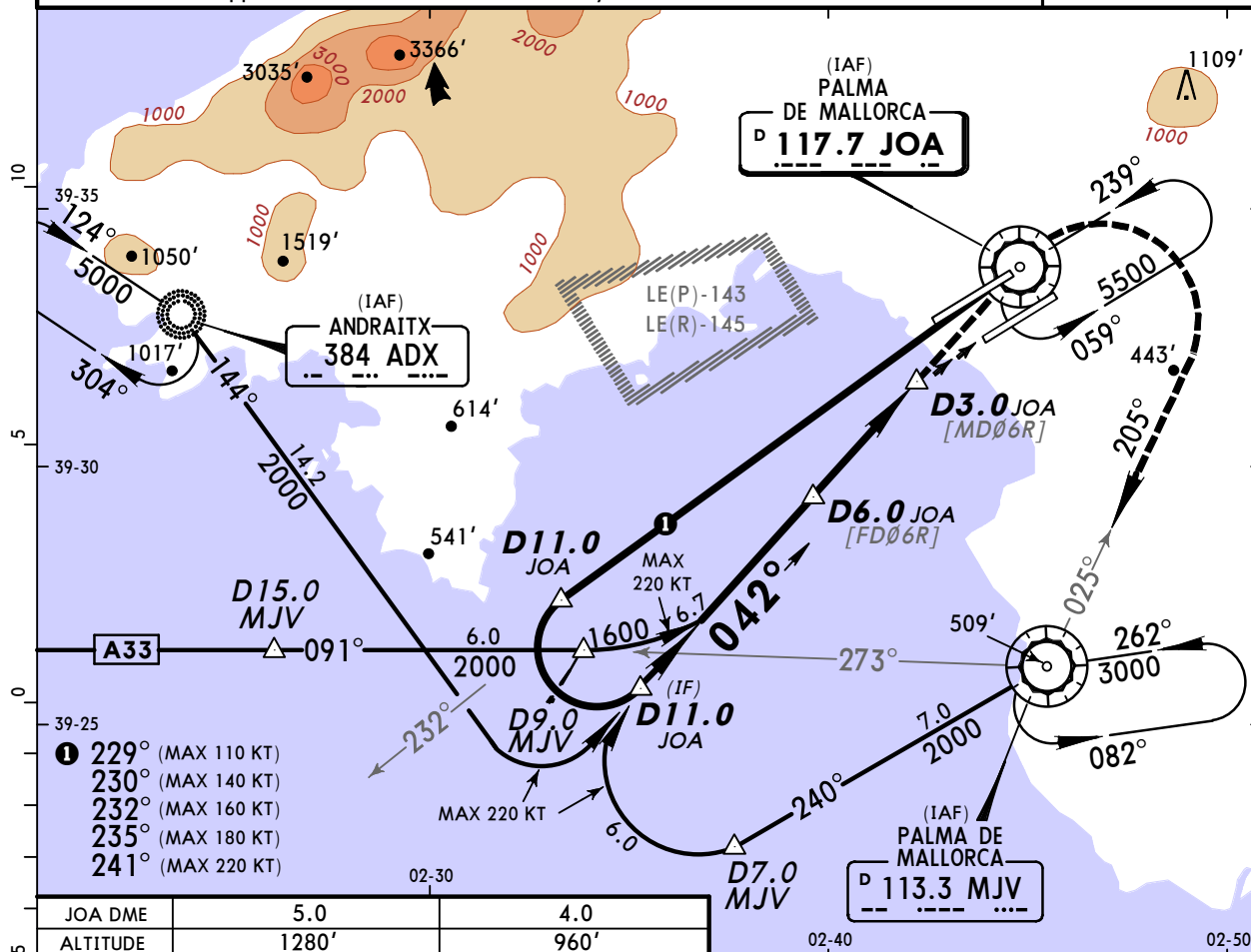
12 MAR 10 **(13-2)**

PALMA DE MALLORCA, SPAIN

VOR Rwy 06R

BRIEFING STRIP

ATIS 119.25		PALMA Approach(R) 118.95 119.15 119.4		PALMA Tower (ARR) 118.3		Ground 121.7			
VOR JOA 117.7		Final Apch Crs 042°		Minimum Alt D6.0 JOA 1600' (1575')		DA(H) 600' (575')		Apt Elev 27' RWY 25'	
MISSED APCH: Climb direct to JOA VOR, then turn RIGHT (MAX 185 KT) and follow R-025 inbound to MJV VOR climbing to 3000' and join holding.									
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'									
1. DME REQUIRED. 2. JOA VOR holding pattern protected with 4 NM buffer area to North. 3. Final approach track offset 17° from rwy centerline.								MSA JOA VOR	



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	JOA 117.7 ↑
Descent Angle	3.15°	390	502	557	669	780		
MAP at D3.0 JOA								

Standard				CIRCLE-TO-LAND		
STRAIGHT-IN LANDING RWY 06R				Not authorized Northwest of rwy 06R/24L		
DA(H) 600' (575')				Max Kts	MDA(H)	VIS
CMV 2600m				100	610' (583')	1500m
				135	790' (763')	1600m
				180	1210' (1183')	2400m
				205	1500' (1473')	3600m

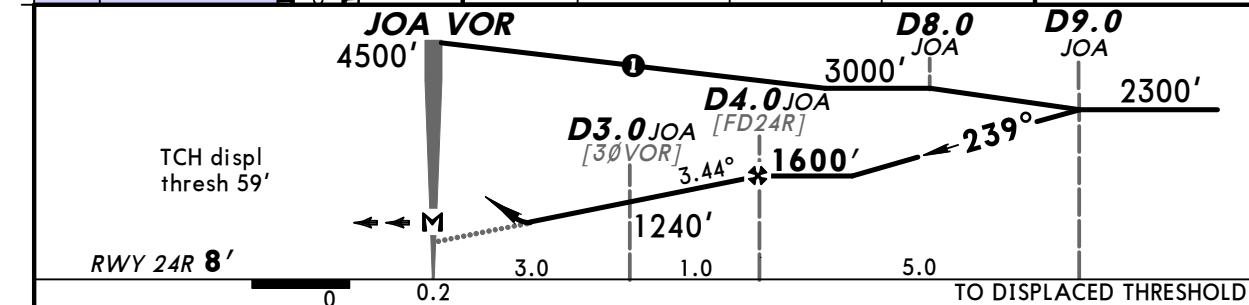
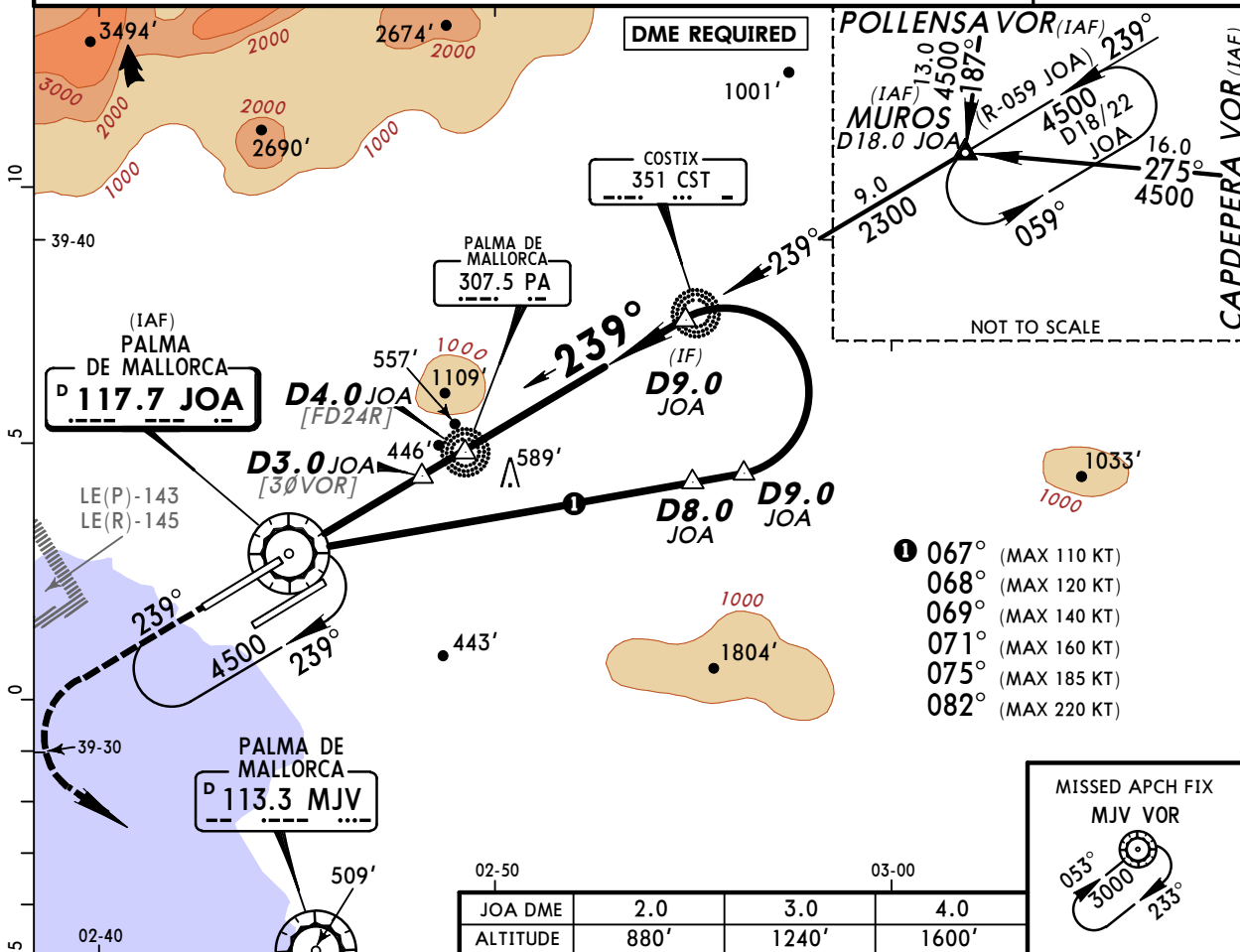
LEPA/PMI

PALMA DE MALLORCA 12 MAR 10 **(13-3)**

JEPPesen PALMA DE MALLORCA, SPAIN
VOR Rwy 24R

BRIEFING STRIP

ATIS 119.25		PALMA Approach(R) 118.95 119.15 119.4		PALMA Tower (ARR) 118.3		Ground 121.9	
VOR JOA 117.7		Final Apch Crs 239°	Minimum Alt D4.0 JOA 1600' (1592')	DA(H) 550' (542')	Apt Elev 27' RWY 8'		
MISSED APCH: Climb on R-239 JOA to 4000', then turn LEFT to MJV VOR and join holding.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC		Trans alt: 6000'	
MSA JOA VOR							



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI 4000' JOA on 117.7 R-239
Descent Angle	3.44°	426	548	609	730	852	
MAP at JOA VOR							

Standard STRAIGHT-IN LANDING RWY 24R				CIRCLE-TO-LAND			
DA(H) 550' (542')				Not authorized Northwest of rwy 06L/24R			
ALS out				Max Kts.	MDA(H)	VIS	
A	RVR 1500m			100	610' (583')	1500m	
B	RVR 1500m			135	790' (763')	1600m	
C	RVR 1800m			180	1210' (1183')	2400m	
D	RVR 1800m			205	1500' (1473')	3600m	

PANS OPS 4

LEPA/PMI

PALMA DE MALLORCA

12 MAR 10

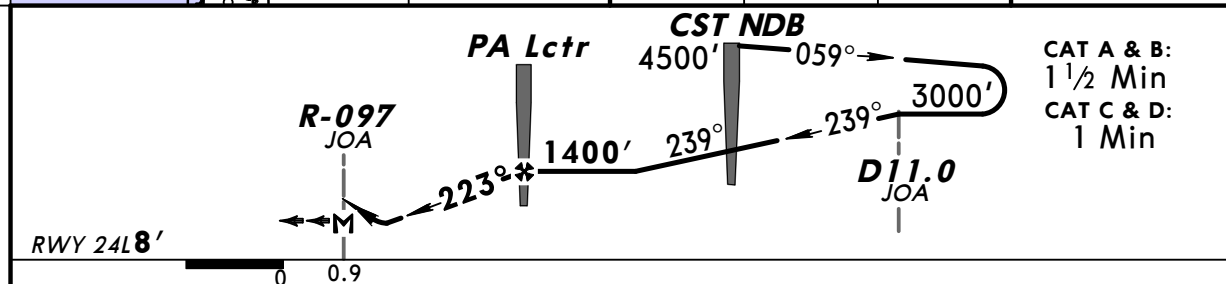
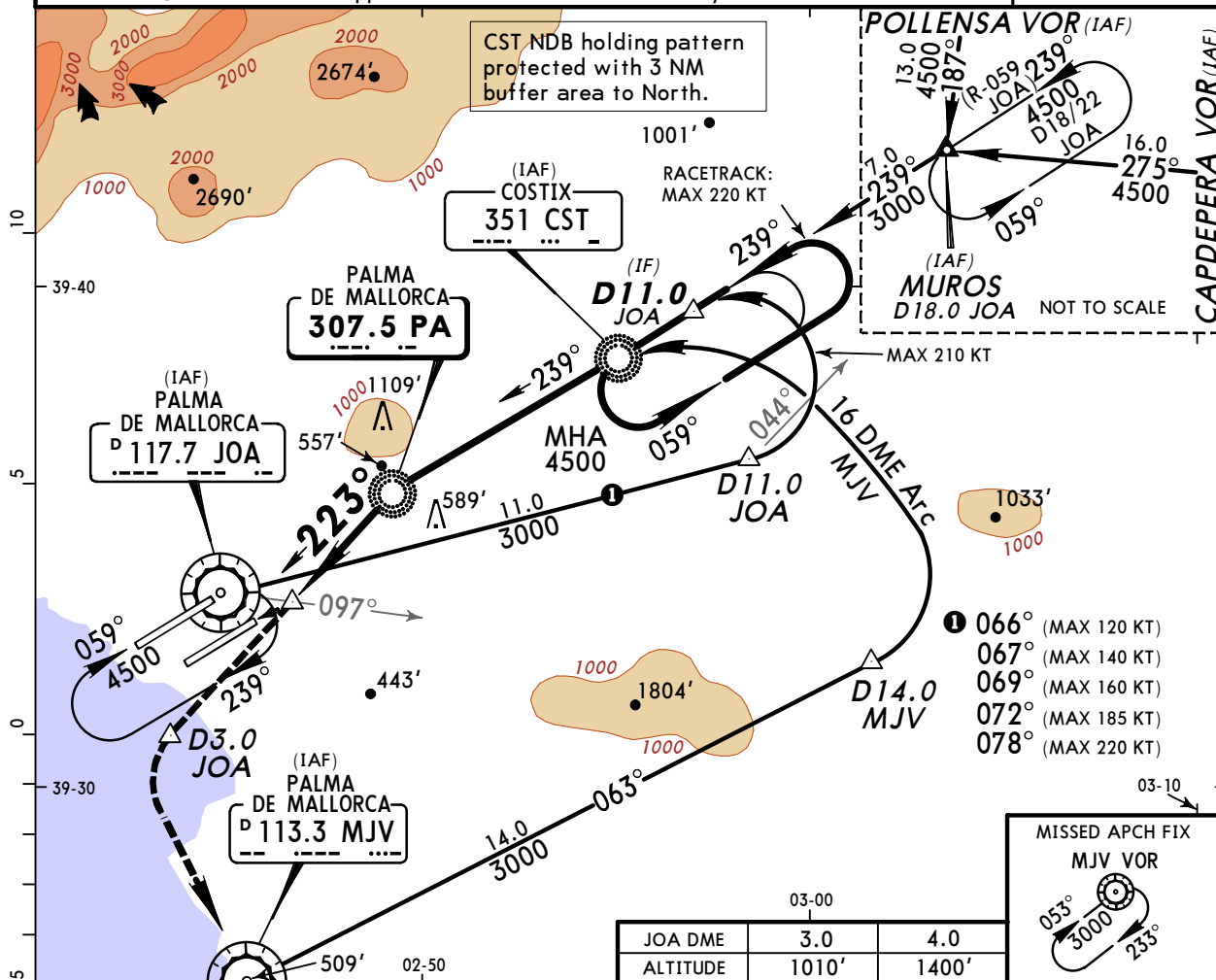
(16-1)

JEPPESSEN PALMA DE MALLORCA, SPAIN

Lctr Rwy 24L

BRIEFING STRIP

ATIS 119.25		PALMA Approach(R) 118.95 119.15 119.4		PALMA Tower (ARR) 118.3		Ground 121.7	
Lctr PA 307.5	Final Apch Crs 223°	Minimum Alt PA Lctr 1400' (1392')	DA(H) 1000' (992')		Apt Elev 27' RWY 8'		
MISSED APCH: Climb on 223° from PA Lctr to D3.0 JOA, then turn LEFT (MAX 185 KT) to MJV VOR climbing to 3000' and join holding.							
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'							
1. DME REQUIRED. 2. Final approach track offset 16° from rwy centerline.							
MSA CST NDB							



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.32°	411	529	587	705	822	940
MAP at R-097 JOA						

HIALS-II

PAPI

PAPI

D3.0

JOA

on

223°

Standard			STRAIGHT-IN LANDING RWY 24L			CIRCLE-TO-LAND		
			DA(H) 1000' (992')			Not authorized Northwest of rwy 06R/24L		
			ALS out			Max Kts.		
A						100	1020' (993')	1500m
B						135	1020' (993')	1600m
C	CMV 3800m		CMV 4500m			180	1210' (1183')	2400m
D						205	1500' (1473')	3600m

PANS OPS 4