

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LEPA

Terminal Charts For LEPA

Revision Letter For Cycle 01-2015

Change Notices

Notebook

General Information

Location: Palma De Mallorca Esp
IATA Code: PMI
Lat/Long: N39° 33.1' E002° 44.3'
Elevation: 27 ft

Airport Use: Public
Magnetic Variation: 0.6°E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0710 Z
Sunset: 1640 Z,

Runway Information

Runway: 06L
Length x Width: 10728 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 15 ft
Lighting: Edge, ALS, Centerline

Runway: 06R
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 25 ft
Lighting: Edge, Centerline, REIL
Displaced Threshold: 1346 ft

Runway: 24L
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 14 ft
Lighting: Edge, ALS, Centerline

Runway: 24R
Length x Width: 10728 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 10 ft
Lighting: Edge, ALS, Centerline, REIL
Displaced Threshold: 229 ft

Communication Information

- ATIS 119.25
- Palma Tower 125.825 Secondary
- Palma Tower 118.45
- Palma Tower 118.3
- Palma Tower 25.78 Military
- Palma 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 36.942 Military
- Palma Approach Control 119.4
- Palma Approach Control 119.15
- Palma Approach Control 118.95

1. GENERAL

1.1. ATIS

D-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 exclusively 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 nor the mobile units are operative, or when air conditioning service is required and is not available.

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

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 transmissometers become out of service, equivalent VIS measurement must be reported, or
- ceiling is 250'/75m or below, or
- 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 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 vacate the RWY in use by a TWY specified below, except otherwise authorized by ATC:

LANDING RWY	EXIT
06L	END OF RWY
06R (1)	END OF RWY
24L	END OF RWY
24R	END OF RWY

(1) RWY06R is not used for precision approach.

When leaving the RWY pilots will report:

- RUNWAY VACATED
- SENSITIVE AREA VACATED (determined by the TWY CL from green-yellow-green to all green)
- Stop bar SOUTH 1 or Q (for ACFT leaving RWY 24L by RWY end).

1.3.4. DEPARTURE

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

When RVR or VIS values are below 400m, ACFT will taxi with guidance assistance of a Follow-me car to the assigned 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	H8
24R	H1, H3

1. GENERAL

1.3.5. COMMUNICATION FAILURE

1.3.5.1. ARRIVING ACFT

Hold position to leave the RWY, the ILS sensitive area or to reach the stop bar SOUTH 1 (arrival RWY 24L leaving by RWY end), 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 for 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.

1.3.6. OPERATIONS OF CODE F ACFT

Operations during low visibility conditions for take-off are allowed.

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 towed 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 towed 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. RWY OPERATIONS

RWY 06L/24R available for landing and take-off of Code F ACFT.

1. GENERAL

1.6. TAXI PROCEDURES

1.6.1. GENERAL

TWY Y5 MAX wingspan 59'/18m.

TWYs Y1 thru Y3 and Y4 from stand 206 to 211 MAX wingspan 66'/20m.

TWYs H5, LP, V, V1, V2, W5 and Y4 between stand 200 and 205 restricted to MAX Code C ACFT.

TWYs LQ and LY MAX wingspan 138'/42m.

TWYs N1 and N6 MAX wingspan 148'/45m.

TWYs H3 (except ACFT types IL-86 and DC-8) and H9 MAX wingspan 167'/51m.

TWYs H7, LM, T1 and T2 restricted to MAX Code D ACFT.

TWYs H1, H4, H8, H10, LA thru LK and S3 restricted to MAX Code E ACFT.

MAX Code E ACFT are allowed to exit RWY via all TWYs except H5.

Enter/exit General Aviation Apron via gate Q with Follow-me car.

Collision avoidance with other ACFT or obstacles is a responsibility of pilots during taxiing in the apron and in the area not visible from TWR.

As there is less than 14.7'/4.5m between the outer wheel of the main gear of Code D and E ACFT and the TWY edge, the movement of these ACFT in the following areas must be made with oversteering manoeuvre as far as possible:

- for Code D ACFT (except MD-11):
TWYs A thru G, H3 thru H5, H7 (to gate Q), H9, J, K, M, N1 thru N3, N5, N6, P, Q (to TWY LQ), S1, S3.
- for ACFT MD-11: TWYs A thru G, H3, H4, H7, H9, H10, J, K, M, N1 thru N6, P, S1 thru S3, Z.
- for ACFT Code E: TWYs A thru G, H1, H3, H4, H7 thru H10, J, K, M, N1 thru N6, P, S1 thru S3, Z.

Pay special attention at exit turns from TWYs N2, N4 and S2 due to curvature radius less than 1640'/500m, specially with wet RWY surface.

ACFT shall stop as close as possible to the RWY holding positions or intermediate holding positions.

Free space behind any ACFT that is holding cannot be guaranteed; therefore it is the responsibility of the pilot to be aware and avoid collision with other ACFT as well as to inform ATC when a clearance cannot be complied with.

1.6.2. OPERATIONS OF CODE F ACFT

Taxi with external engines in IDLE regime.

As there is less than 14.7'/4.5m between the outer wheel of the main gear of Code F ACFT and the TWY edge, the movement of Code F ACFT in the following areas must be made with oversteering manoeuvre:

- curved section of H3 to/from THR,
- curved section of H4 to/from THR,
- curved section of Link to access to North,
- curved section of Link to access to Gate F,
- curved section of Gate F to access to Link.

Taxiing ACFT will be guided by Follow-me car.

1.7. PARKING INFORMATION

On stands 1 thru 34, 36 thru 103B, 114B, 115B, 116B, 117B, 118B, 119 thru 155, 156, 157, 158, 159, 306, 307, 308, 309, 310, 311 thru 315, 316, 317 and 318 push-back required.

On stands 30 and 32 additional towing required.

Stands 118B and 306 and a position on TWY LA available for Code F ACFT.

Visual docking guidance system available for stands 8 thru 22 and 30 thru 98.

Stands 301 thru 303, 308B, 309B and 310B available for helicopters.

1. GENERAL

1.8. 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.
Birds in vicinity of APT.
PAPI not to be used by Code F ACFT.

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.

Code F ACFT shall not carry out CAT II/III APCH.

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	N2	all	6988' / 2130m

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 only be provided to General Aviation stands and those stands with visual docking guidance system u/s.

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

ACFT taxiing to the stands 30 thru 48 will enter, preferably, by TWY V1 and will hold short of the intermediate holding position. ATC will authorize, whenever possible, the direct entry to those stands by TWY V2.

It is very important that before going to the apron ACFT pay special attention to the traffic on TWYs. The service roads next to gates F and G are specially critical areas where special attention must be paid to the traffic speed so that the ACFT can be stopped in a safe way for any circumstances that may occur.

2.5.2. STANDARD TAXI ROUTES

2.5.2.1. EAST CONFIGURATION

From RWY 06L to:	
R1 to R6, R7 (stands 24, 25 and 114 thru 117B):	
Standard route:	N3, N2, N1 or RWY end to NORTH.
Stands 1 thru 6:	Standard route to C to LD
Stands 8 thru 22:	Standard route to D to LE
Stands 23A thru 25:	Standard route to E to LF
Stands 100 thru 102:	Standard route to C to LD
Stand 103:	Standard route to D to LD
Stand 103B:	Standard route to C to LD
Stands 104 thru 109:	Standard route to E to W5
Stands 114 thru 117B:	Standard route to E to LF
Stands 303 (ACFT), 306 (MAX Code E) and 307 thru 310:	Standard route to A to LA
Stands 311 thru 315:	Standard route to A to LB
Stands 316 thru 318:	Standard route to B to LC
R7:	
Stands 26, 118, 118B and 119:	N3, N2, N1 or RWY end to NORTH, to LINK, to F to LF
R8 to R11:	
Standard route:	N3, N2, N1 or RWY end to NORTH to LINK
Stands 27 thru 29:	Standard route to F to LF to LG
Stands 30 thru 36:	Standard route to G to LG and V1
Stands 38 thru 48:	Standard route to G to LG to V1 and V2, or, if cleared, standard route to G to LG and V2
Stands 50 thru 54:	Standard route to G to LJ
Stands 56 thru 58:	Standard route to J to LK
Stands 120 thru 123:	Standard route to F to LF to LG

2. ARRIVAL

From RWY 06L to: (cont'd)

R13 thru R17:

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 LP
Stands 98 thru 154:	Standard route to P to LQ
Stands 155 thru 159B:	Standard route to Q to LY
General Aviation:	Standard route to Q to LY
East and West Military Apron:	N3, N2, N1 or RWY end to NORTH

Taxi routes for Code F ACFT:

To stand 118B from RWY end (H3) via TWY North, TWY Link and Gate F.

To stand 306 from RWY end (H3) via TWY North, Gate A and TWY LA.

To stand on TWY LA from RWY end (H3) via TWY North, Gate Z and TWY LA.

2.5.2.2. WEST CONFIGURATION

From RWY 24L to:

R1 thru R6 and R7 (stands 24 and 25):

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 LD
Stands 8 thru 22:	Standard route to D to LE
Stands 23A thru 25:	Standard route to E to LF
Stands 100 thru 102:	Standard route to C to LD
Stand 103:	Standard route to D to LD
Stand 103B:	Standard route to C to LD
Stands 104 thru 109:	Standard route to E to W5
Stands 303 (ACFT), 306 (MAX Code E) and 307 thru 310:	Standard route to A to LA
Stands 311 thru 315:	Standard route to A to LB
Stands 316 thru 318:	Standard route to B to LC
R7 (stands 114 thru 119), R8 (stands 120 thru 123):	
Standard route:	S1 to LINK or S2, S3 or RWY end to SOUTH to LINK
Stands 114 thru 117B:	Standard route to NORTH to E to LF
Stands 118 and 118B:	Standard route to F
Stands 119 thru 122:	Standard route to G to LG
Stand 123:	Standard route to G
R7 (stand 26), R8 (stands 27 thru 29), R9 thru R11:	
Standard route:	S1 to LINK or S2, S3 or RWY end to SOUTH to LINK
Stands 26 thru 29:	Standard route to G to LG
Stands 30 thru 36:	Standard route to G to LG and VI
Stands 38 thru 48:	Standard route to G to LG to V1 and V2, or, if cleared, to G to LG and V2
Stands 50 thru 58:	S1, S2, S3 or RWY end to SOUTH to K to LK to LJ

2. ARRIVAL

From RWY 24L to: (cont'd)	
R13 thru R17:	
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 P to LP
Stands 98 thru 154:	S1, S2 or S3 to SOUTH to Q to LQ or RWY end to Q to LQ
Stands 155 thru 159B:	S1, S2 or S3 to SOUTH to Q to LY or RWY end to Q to LY
General Aviation:	S1, S2 or S3 to SOUTH to Q to LY or RWY end to Q to LY
East and West Military Apron:	S1 to LINK to NORTH or S2, S3 or RWY end to SOUTH to LINK to NORTH

Taxi routes for Code F ACFT :

To stand 118B from RWY end (H4) via TWY North, TWY Link and Gate F.

To stand 306 from RWY end (H4) via TWY North, Gate A and TWY LA.

To stand on TWY LA from RWY end (H4) via Gate Z and TWY LA.

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 5670kg 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 5670kg 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)".

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.

According to the traffic situation, any ATC clearance request carried out later of CTOT minus 15 minutes may be rejected.

3.1.2. PUSH-BACK DIRECTIONS

STAND	West Configuration	East Configuration
	Push-Back with Nose to	Push-Back with Nose to
1 thru 26	E	E
27 thru 29	N	S
38 thru 48	E	E
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	W	W
101 thru 103B, 114B, 115B, 116B, 117B, 118B, 119	E	E
120 thru 122	N	S
123	N	E
150 thru 154	E	W
155, 156, 157, 158, 159, 306, 307, 308, 309, 310, 311 thru 315, 316, 317 and 318	E	E

Stand 48: Exit of ACFT higher than CAT C must be executed nosing South via Twy LG.

Stand 64: Taxiing will be executed via Twy T1 and T2.

Stand 306: Push-back with Nose to W for ACFT Code F.

3. DEPARTURE

3.1.3. STANDARD TAXI ROUTES

3.1.3.1. EAST CONFIGURATION

To RWY 06R from:	
R1 thru R7:	
Stands 1 thru 6:	LD until LF to F to LINK to SOUTH to H7 or H8
Stands 8 thru 22:	LE to LF to F to LINK to SOUTH to H7 or H8
Stands 23A thru 26:	LF to F to LINK to SOUTH to H7 or H8
Stand 100:	C to NORTH to LINK to SOUTH to H7 or H8
Stands 101 thru 103B:	LD until LF to F to LINK to SOUTH to H7 or H8
Stands 104 thru 109:	LE to LF to F to LINK to SOUTH to H7 or H8
Stands 114 thru 119:	LF to F to LINK to SOUTH to H7 or H8
Stands 303 (ACFT), 306 (MAX Code E) and 307 thru 310:	LA until LF to F to LINK to SOUTH to H7 or H8
Stands 311 thru 315:	LB until LF to F to LINK to SOUTH to H7 or H8
Stands 316 thru 318:	LC until LF to F to LINK to SOUTH to H7 or H8
R8 thru R11:	
Stands 27 thru 29:	LG to G to LINK to SOUTH to H7 or H8
Stands 30 thru 48:	V2 to LG to G to LINK to SOUTH to H7 or H8
Stand 50:	LJ to G to LINK to SOUTH to H7 or H8
Stands 52 thru 58:	LJ to LK to K to SOUTH to H7 or H8
Stands 120 thru 123:	LG to G to LINK to SOUTH to H7 or H8
R3 thru R17:	
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:	LP to P to SOUTH to H7 or H8
Stands 98 thru 154:	LQ to Q to SOUTH to H7 or H8
Stands 155 thru 159:	LY to Q to SOUTH to H7 or H8
General Aviation:	LY to Q to SOUTH to H7 or H8
East and West Military Apron:	NORTH to LINK to SOUTH to H7 or H8

Taxi routes for Code F ACFT:

From stand 118B via TWY LF, Gate F, TWY Link, TWY North and RWY holding position H4.

From stand 306 via TWY LA, Gate Z, TWY North and RWY holding position H4.

From stand on TWY LA via TWY LA, Gate A, TWY North and RWY holding position H4.

When an ACFT is landing on RWY, departing Code F ACFT must hold on TWY North. This requirement is not necessary if ACFT are taking off and the Code F ACFT is on the RWY holding position.

3. DEPARTURE

3.1.3.2. WEST CONFIGURATION

To RWY 24R from:	
R1 thru R7:	
Stands 1 thru 6:	LD until LF to F to LINK to NORTH to H1 or H3
Stands 8 thru 22:	LE to LF to F to LINK to NORTH to H1 or H3
Stands 23A thru 26:	LF to F to LINK to NORTH to H1 or H3
Stand 100:	C to NORTH to H1 or H3
Stands 101 thru 103B:	LD until LF to F to LINK to NORTH to H1 or H3
Stands 104 thru 109:	LE to LF to F to LINK to NORTH to H1 or H3
Stands 114 thru 119:	LF to F to LINK to NORTH to H1 or H3
Stands 303 (ACFT), 306 (MAX Code E) and 307 thru 310:	LA until LF to F to LINK to NORTH to H1 or H3
Stands 311 thru 315:	LB until LF to F to LINK to NORTH to H1 or H3
Stands 316 thru 318:	LC until LF to F to LINK to NORTH to H1 or H3
R8 thru R11:	
Stands 27 thru 29:	LG to LF to F to LINK to NORTH to H1 or H3
Stands 30 thru 48:	V2 to LG to LF to F to LINK to NORTH to H1 or H3
Stands 50 thru 54:	LJ to G to LINK to NORTH to H1 or H3
Stands 56 thru 58:	LK to LJ to G to LINK to NORTH to H1 or H3
Stands 120 thru 123:	LG to LF to F to LINK to NORTH to H1 or H3
R3 thru R17:	
Stands 60, 62:	T1 to LM to LK to J to LINK to NORTH to H1 or H3
Stands 64 thru 68:	T1 to T2 to LM to LK to J to LINK to NORTH to H1 or H3
Stand 72:	T1 or T2 to LM to LK to J to LINK to NORTH to H1 or H3
Stand 80, 82:	T2 to T1 to LM to LK to J to LINK to NORTH to H1 or H3
Stand 84, 86:	T2 to LM to LK to J to LINK to NORTH to H1 or H3
Stands 88 thru 96:	LP until LK to J to LINK to NORTH to H1 or H3
Stands 98 thru 154 (MAX wingspan 118'/36m):	LQ until LK to J to LINK to NORTH to H1 or H3
Stands 98 thru 154 (wingspan more than 118'/36m):	LQ to P to SOUTH to LINK to NORTH to H1 or H3
Stands 155 thru 159 (MAX wingspan 118'/36m):	LY until LK to J to LINK to NORTH to H1 or H3
Stands 155 thru 159 (wingspan more than 118'/36m):	LY to LQ to P to SOUTH to LINK to NORTH to H1 or H3
General Aviation:	LY until LK to J to LINK to NORTH to H1 or H3
East and West Military Apron:	NORTH to H1 or H3

Taxi routes for Code F ACFT:

From stand 118B via TWY LF, Gate F, TWY Link, TWY North and RWY holding position H3.

From stand 306 via TWY LA, Gate Z, TWY North and RWY holding position H3.

From stand on TWY LA via TWY LA, Gate A, TWY North and RWY holding position H3.

When an ACFT is landing on RWY, departing Code F ACFT must hold on TWY North. This requirement is not necessary if ACFT are taking off and the Code F ACFT is on the RWY holding position.

3.2. SPEED RESTRICTIONS

MAX 250 KT until leaving FL 100.

3. DEPARTURE

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.
(VZF) + 10 KT maintaining minimum rate of climb 500'/min.
Retract flaps/slats as needed.
- Up to FL 60: Do not exceed 250 KT and continue SID in force, except ATC clearance.

Change of the procedures must not be asked for till reaching FL 60, except for propeller ACFT.

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

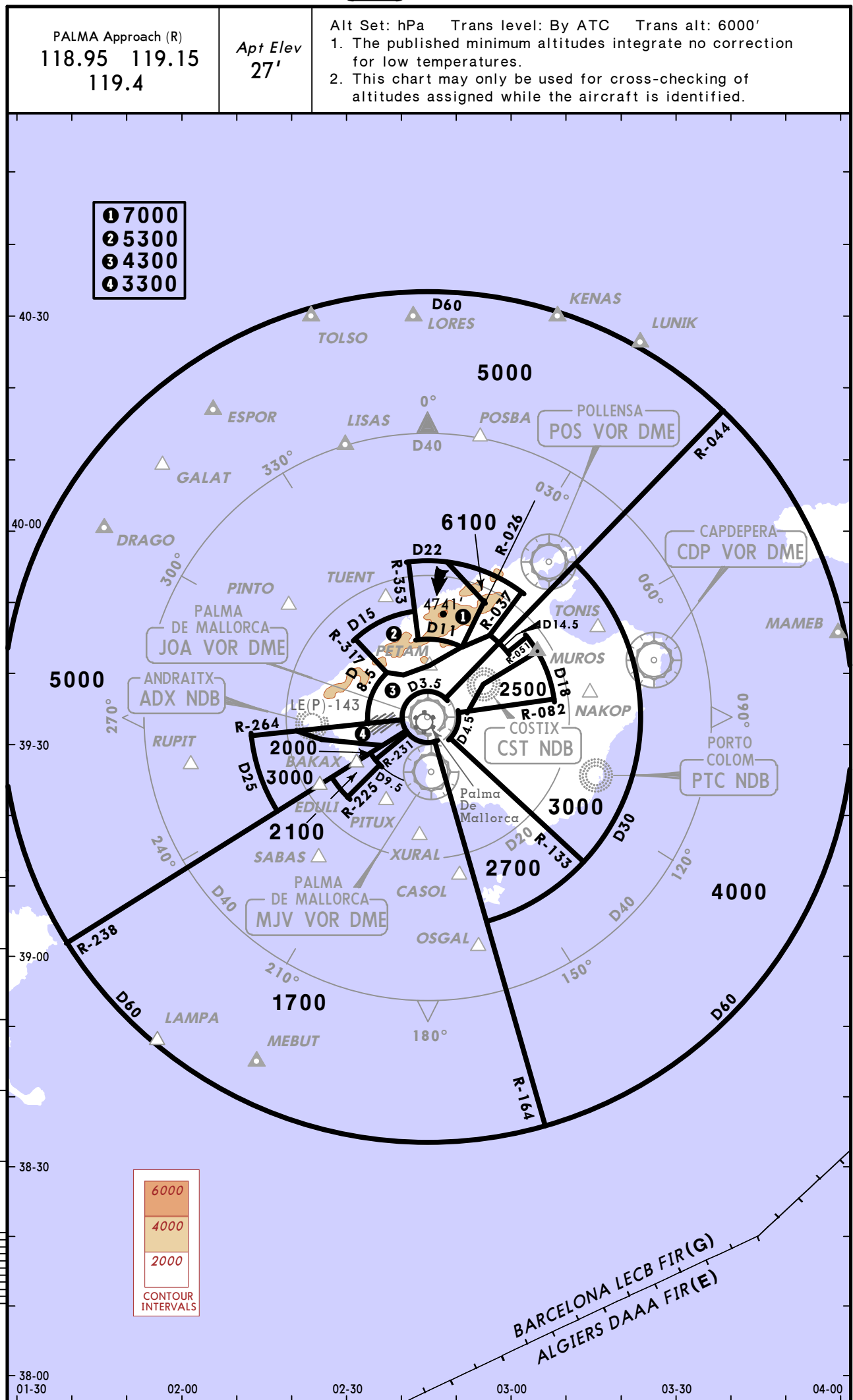
ATC will consider that every ACFT at the holding-position is able to commence the line-up on the RWY and the take-off roll immediately after take-off clearance is issued. Pilots unable to comply with this requirement shall notify ATC before reaching the holding position.

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.

3.4.3. OPERATIONS OF CODE F ACFT

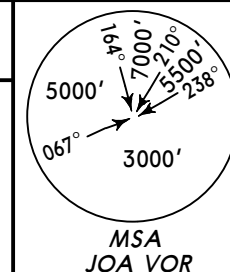
Whenever possible, take-off operation is recommended to be carried out with reduced engine power.



ATIS
119.25

Apt Elev
27'

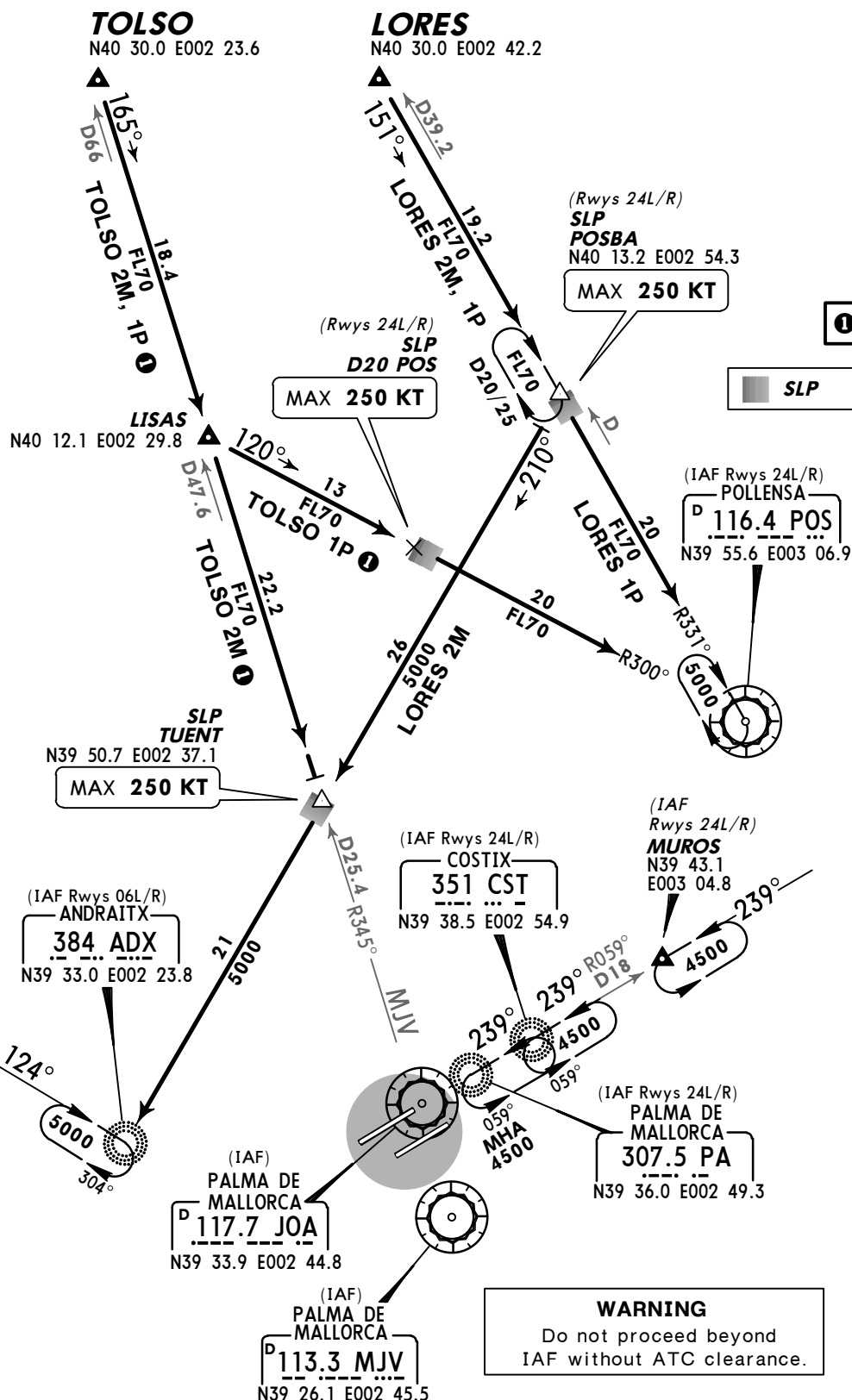
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



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

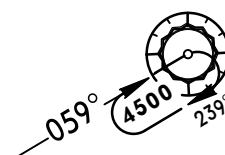


① From LEBL only

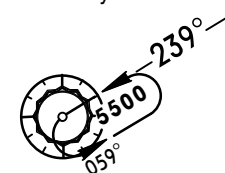
SLP Speed Limit Point

**HOLDINGS
OVER
JOA**

Rwys 24L/R

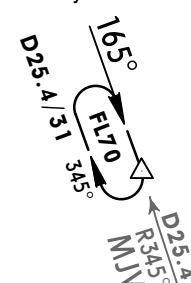


Rwys 06L/R



TUENT

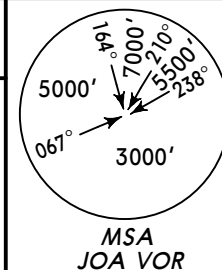
Rwys 06L/R



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

KENAS

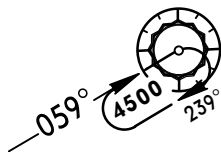
N40 30.0 E003 08.4

LUNIK

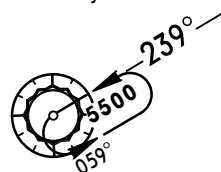
N40 26.4 E003 23.5

**HOLDINGS
OVER
JOA**

Rwys 24L/R



Rwys 06L/R



NOT TO SCALE

(Rwys 24L/R)

SLP
D20 CDP

MAX 250 KT

(Rwys 24L/R)

SLP
D20 CDP

MAX 250 KT

(IAF Rwys 24L/R)

COSTIX

351 CST

N39 38.5 E002 54.9

(IAF Rwys 24L/R)

PALMA DE
MALLORCA

307.5 PA

N39 36.0 E002 49.3

(IAF
Rwys 24L/R)

MUROS

N39 43.1

E003 04.8

(IAF)

PALMA DE
MALLORCA

117.7 JOA

N39 33.9 E002 44.8

(IAF)

PALMA DE
MALLORCA

113.3 MJV

N39 26.1 E002 45.5

SLP
NAKOP

N39 37.4 E003 14.4

MAX 250 KT

(IAF Rwys 24L/R)

CAPDEPERA

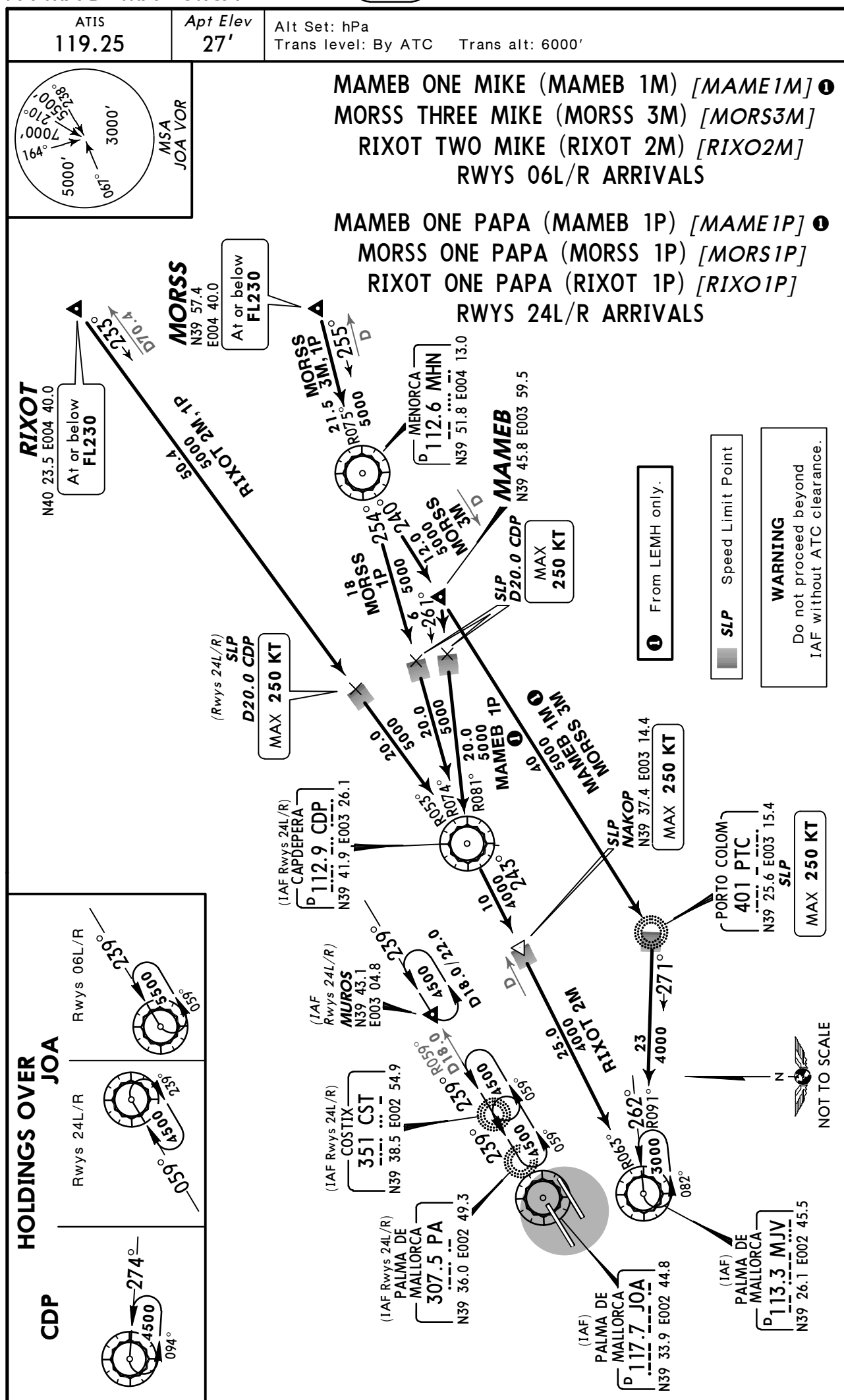
112.9 CDP

N39 41.9 E003 26.1

■ SLP Speed Limit Point

WARNING

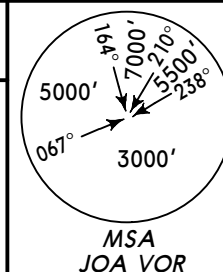
Do not proceed beyond
IAF without ATC clearance.



ATIS
119.25

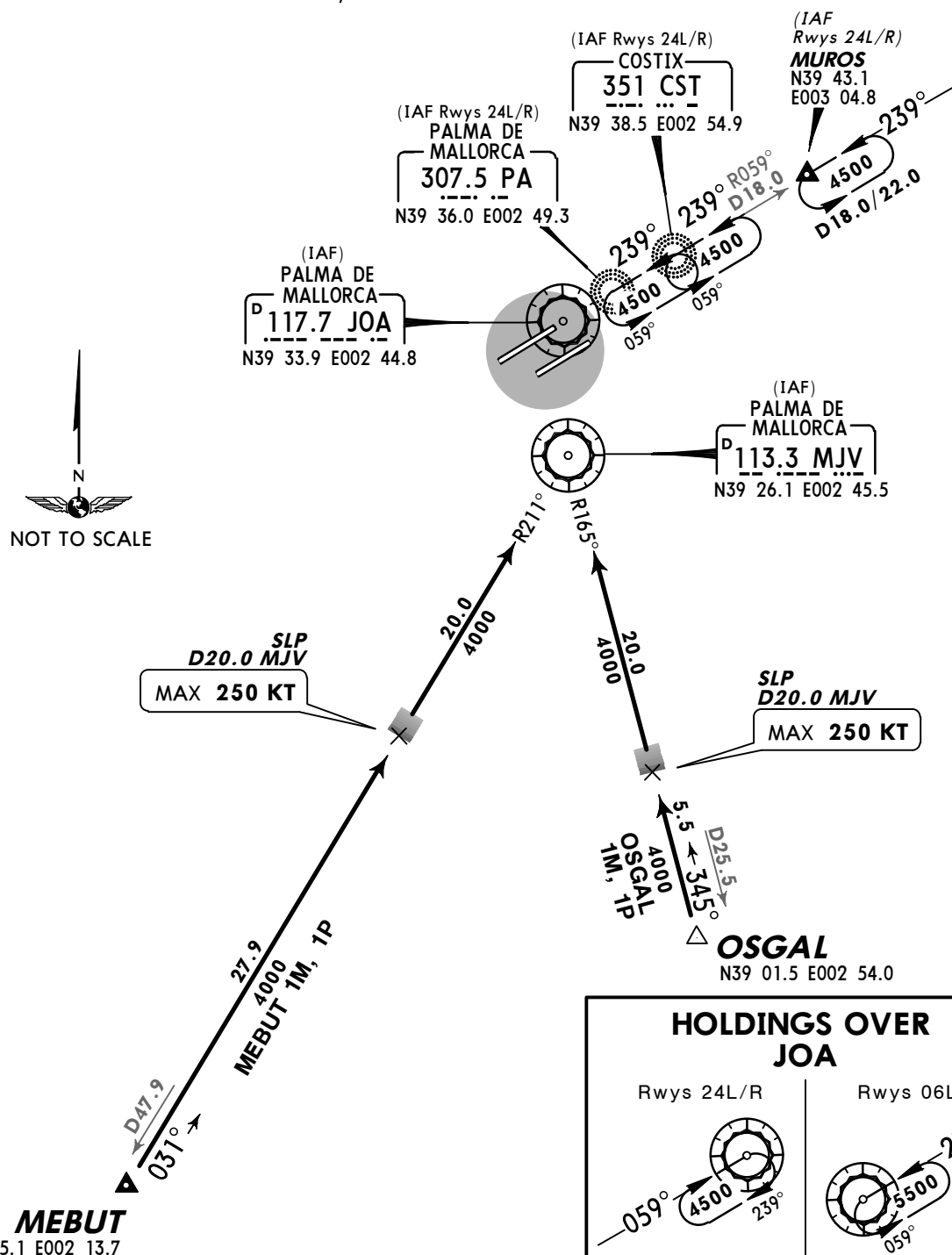
Apt Elev
27'

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

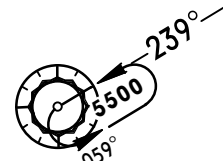
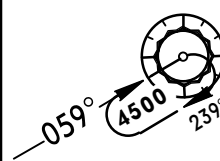
MEBUT ONE PAPA (MEBUT 1P) [MEBU1P]
OSGAL ONE PAPA (OSGAL 1P) [OSGA1P]
RWYS 24L/R ARRIVALS



HOLDINGS OVER JOA

Rwys 24L/R

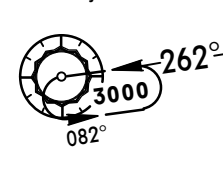
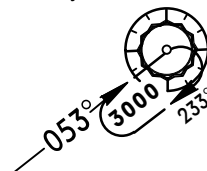
Rwys 06L/R



MJV

Rwys 24L/R

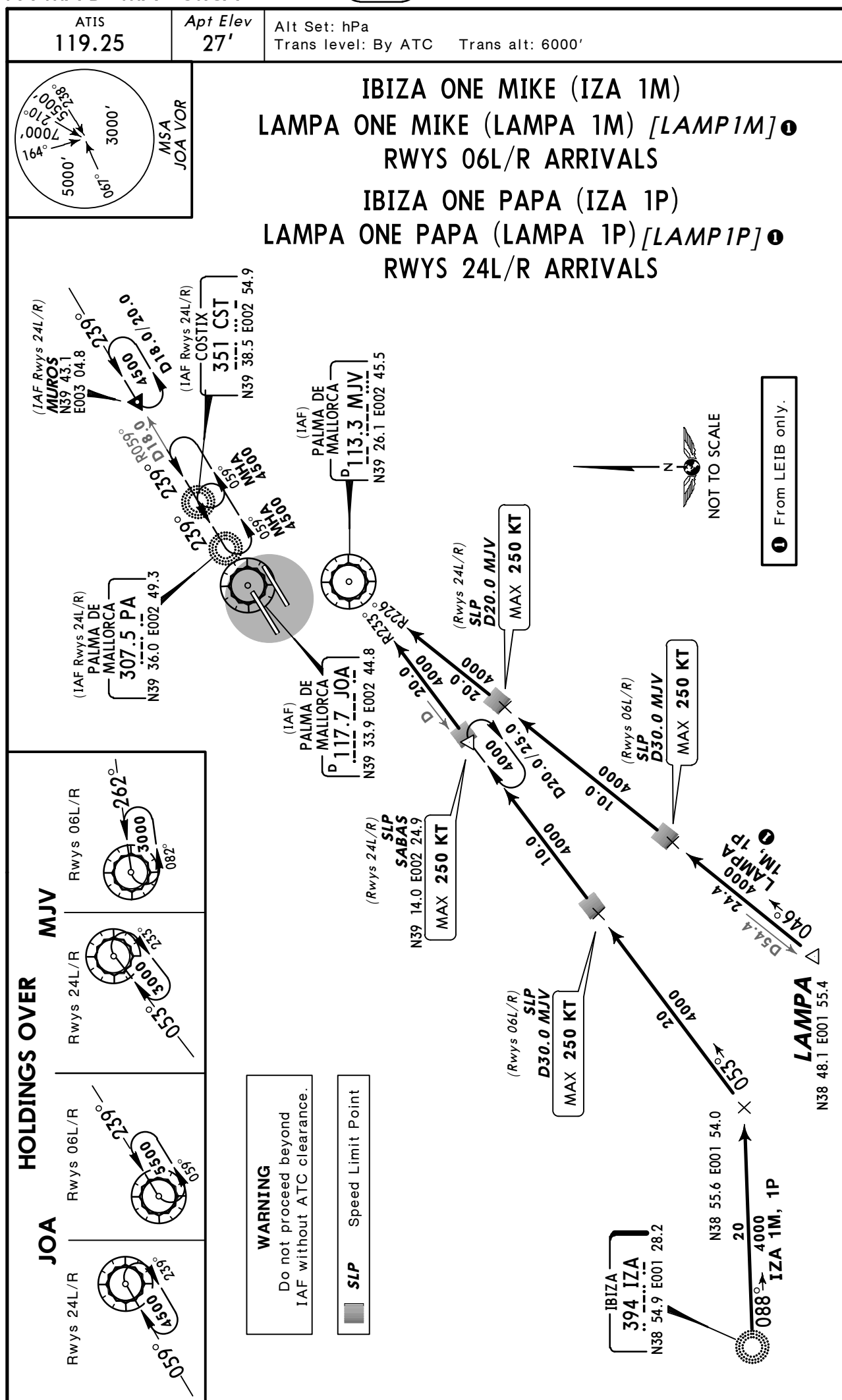
Rwys 06L/R

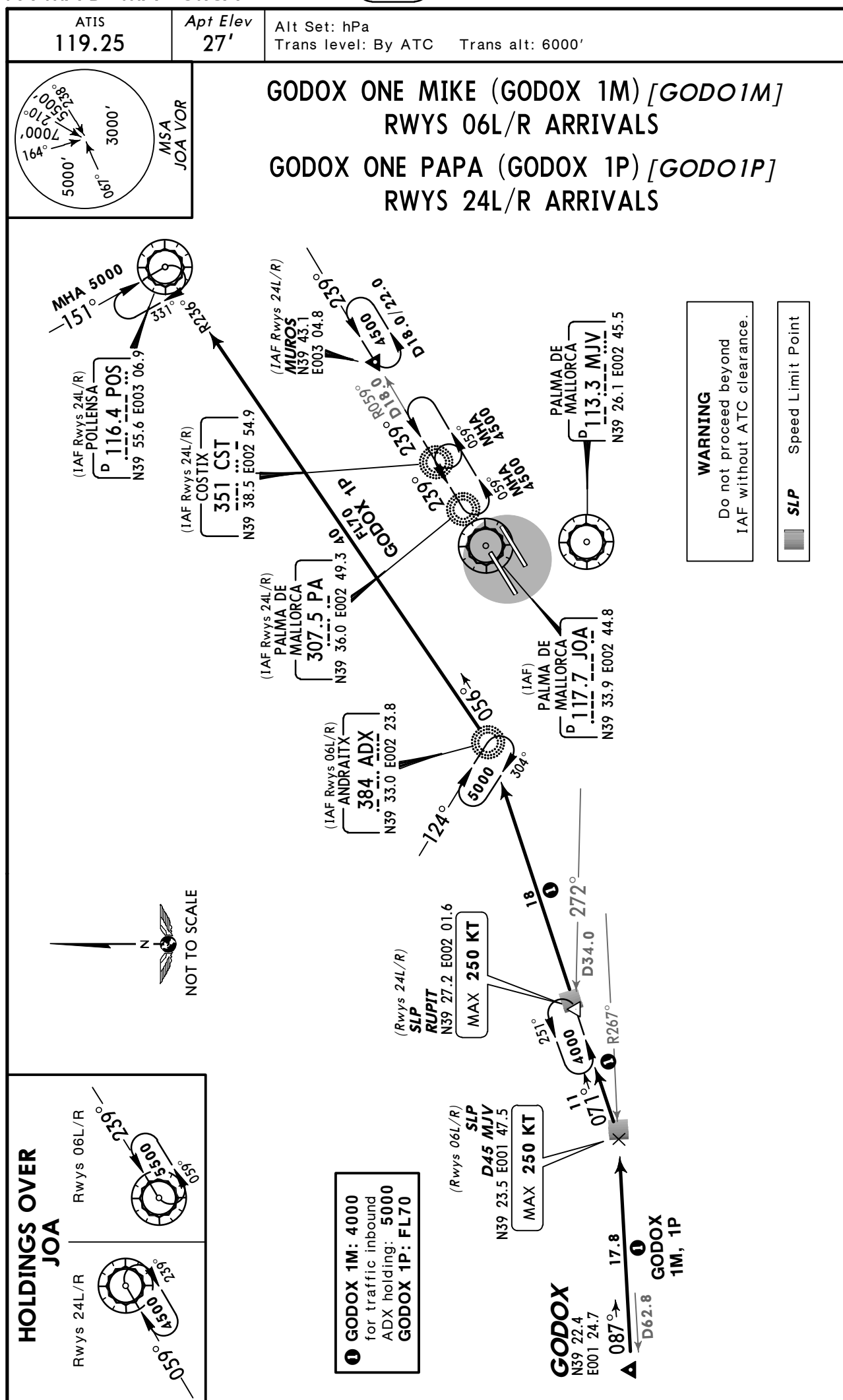


SLP Speed Limit Point

WARNING

Do not proceed beyond
IAF without ATC clearance.





ATIS
119.25

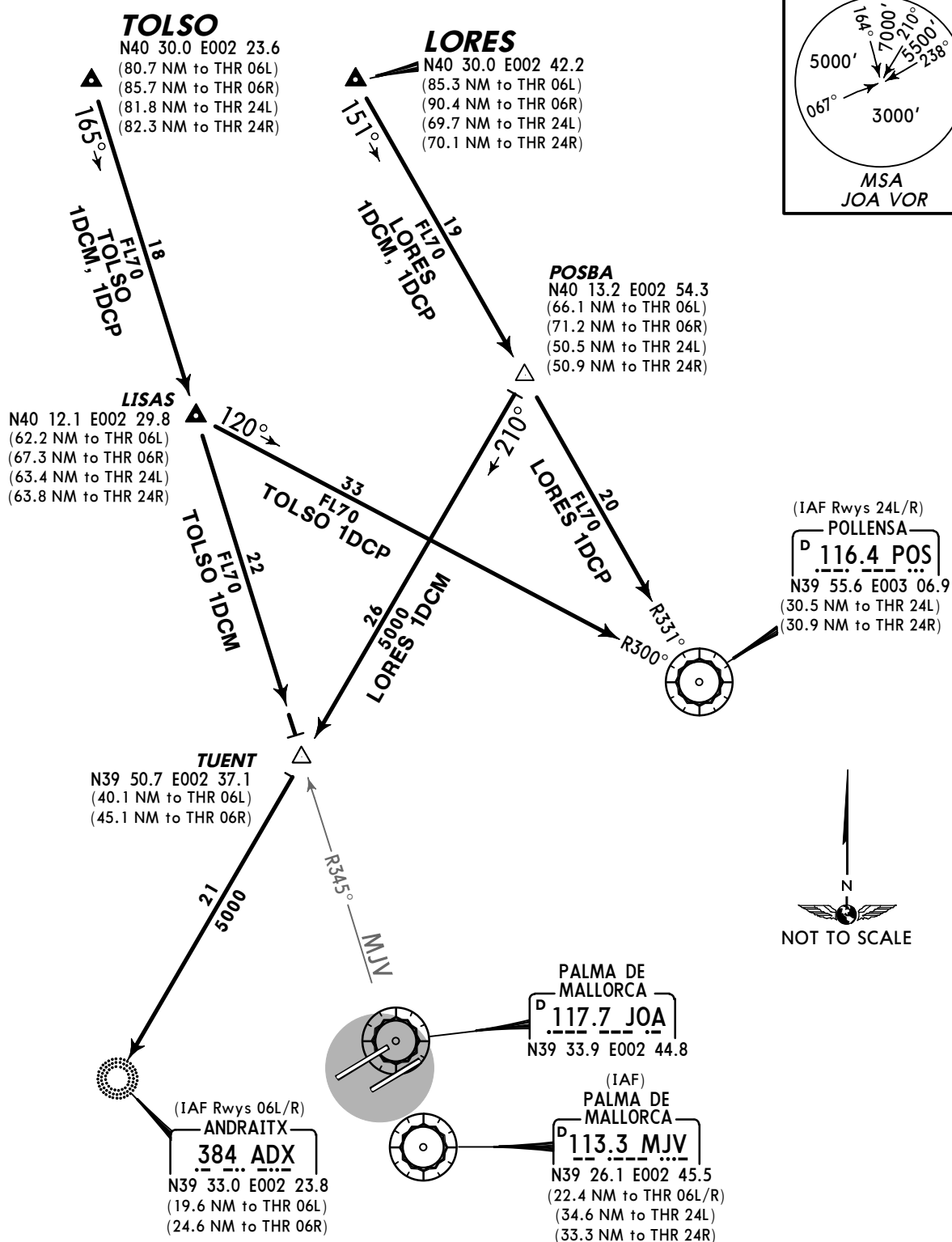
Apt Elev
27'

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

LORES ONE DELTA CHARLIE MIKE (LORES 1DCM) [LO1DCM]
 TOLSO ONE DELTA CHARLIE MIKE (TOLSO 1DCM) [TO1DCM]
 RWYS 06L/R CONTINUOUS DESCENT ARRIVALS (CDA)

LORES ONE DELTA CHARLIE PAPA (LORES 1DCP) [LO1DCP]
 TOLSO ONE DELTA CHARLIE PAPA (TOLSO 1DCP) [TO1DCP]
 RWYS 24L/R CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC
 USABLE BETWEEN 2300-0700LT



ATIS
119.25

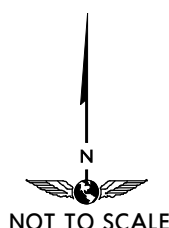
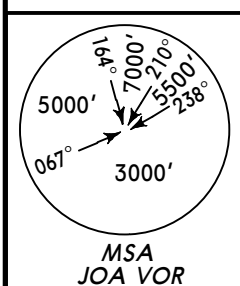
Apt Elev
27'

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

KENAS ONE DELTA CHARLIE MIKE (KENAS 1DCM) [KE1DCM]
LUNIK ONE DELTA CHARLIE MIKE (LUNIK 1DCM) [LU1DCM]
RWYS 06L/R CONTINUOUS DESCENT ARRIVALS (CDA)

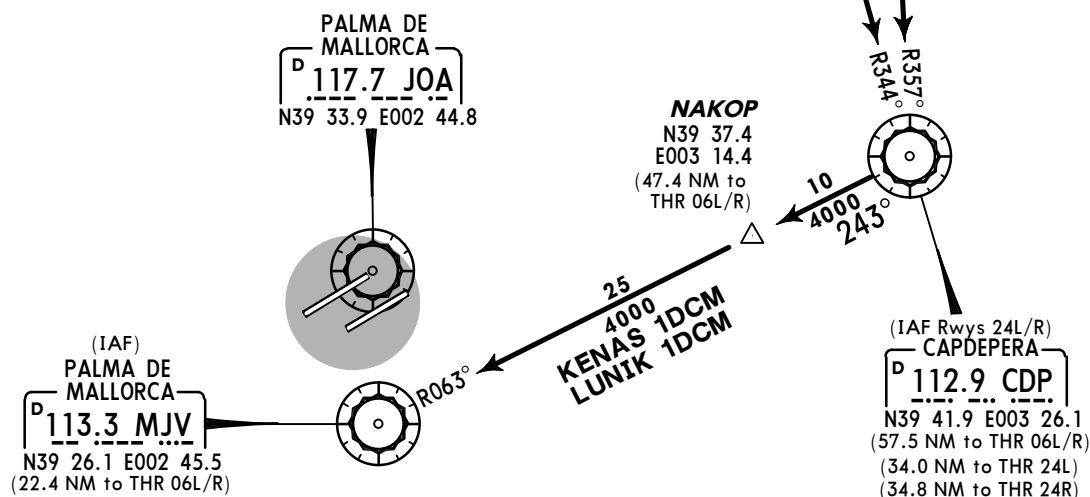
KENAS ONE DELTA CHARLIE PAPA (KENAS 1DCP) [KE1DCP]
LUNIK ONE DELTA CHARLIE PAPA (LUNIK 1DCP) [LU1DCP]
RWYS 24L/R CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC
USABLE BETWEEN 2300-0700LT



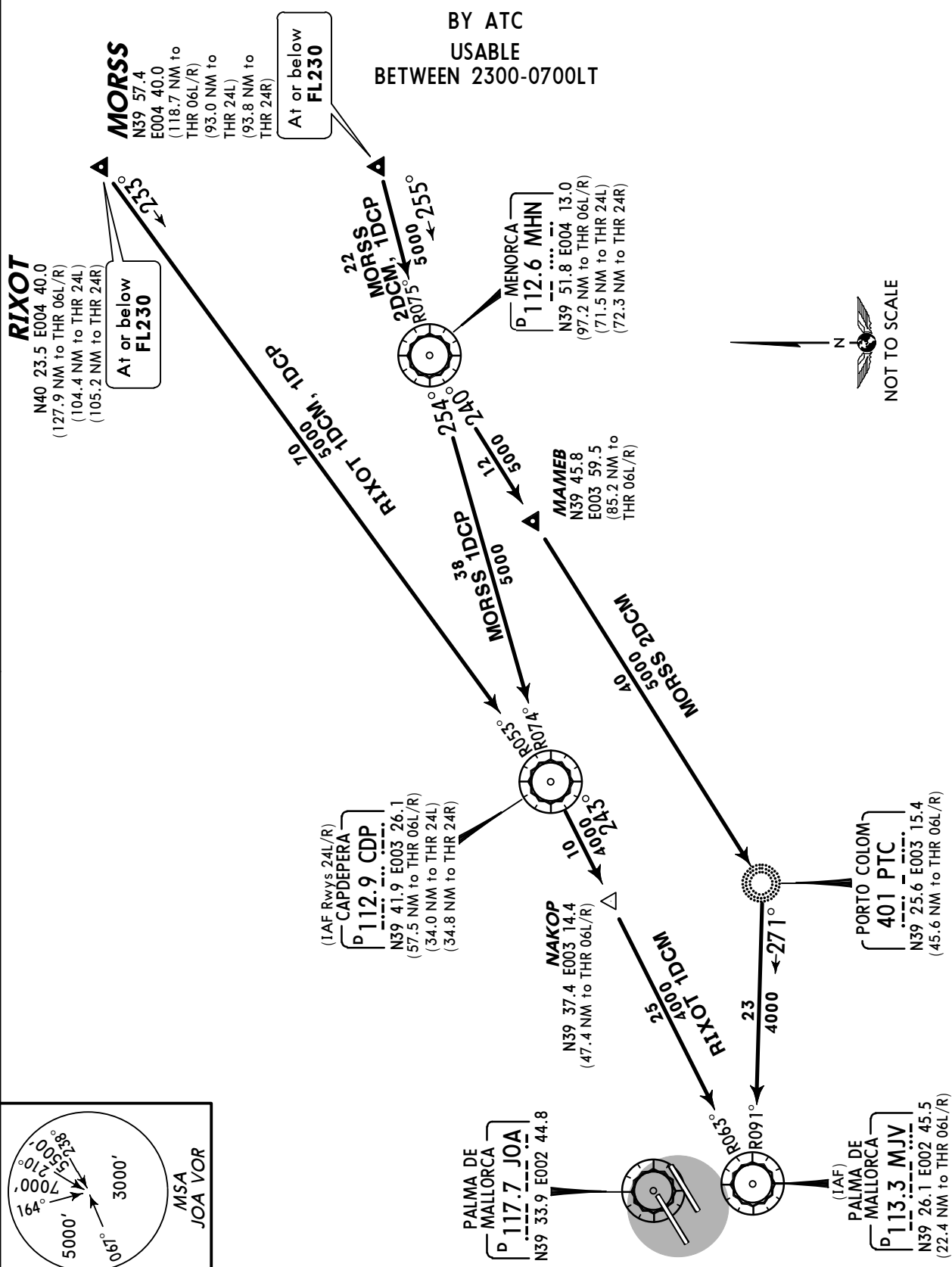
KENAS
N40 30.0 E003 08.4
(107.5 NM to THR 06L/R)
(83.9 NM to THR 24L)
(84.7 NM to THR 24R)

LUNIK
N40 26.4 E003 23.5
(102.0 NM to THR 06L/R)
(78.5 NM to THR 24L)
(79.3 NM to THR 24R)



ATIS 119.25 Apt Elev 27' Alt Set: hPa Trans level: By ATC Trans alt: 6000'

MORSS TWO DELTA CHARLIE MIKE (MORSS 2DCM) [MO2DCM]
RIXOT ONE DELTA CHARLIE MIKE (RIXOT 1DCM) [RI1DCM]
RWYS 06L/R CONTINUOUS DESCENT ARRIVALS (CDA)
MORSS ONE DELTA CHARLIE PAPA (MORSS 1DCP) [MO1DCP]
RIXOT ONE DELTA CHARLIE PAPA (RIXOT 1DCP) [RI1DCP]
RWYS 24L/R CONTINUOUS DESCENT ARRIVALS (CDA)



ATIS
119.25

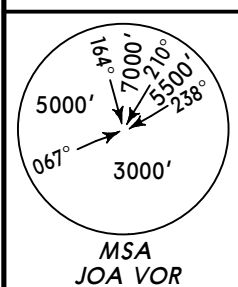
Apt Elev
27'

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

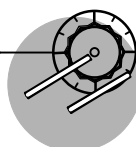
MEBUT ONE DELTA CHARLIE MIKE (MEBUT 1DCM) [ME1DCM]
OSGAL ONE DELTA CHARLIE MIKE (OSGAL 1DCM) [OS1DCM]
RWYS 06L/R CONTINUOUS DESCENT ARRIVALS (CDA)

MEBUT ONE DELTA CHARLIE PAPA (MEBUT 1DCP) [ME1DCP]
OSGAL ONE DELTA CHARLIE PAPA (OSGAL 1DCP) [OS1DCP]
RWYS 24L/R CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC
USABLE BETWEEN 2300-0700LT



PALMA DE
MALLORCA
D 117.7 JOA
N39 33.9 E002 44.8



(IAF)
PALMA DE
MALLORCA
D 113.3 MJV
N39 26.1 E002 45.5
(22.4 NM to THR 06L/R)
(34.6 NM to THR 24L)
(33.3 NM to THR 24R)



48
MEBUT 1DCM, 1DCP

25
OSGAL 1DCP



OSGAL
N39 01.5 E002 54.0
(47.9 NM to THR 06L/R)
(60.0 NM to THR 24L)
(58.8 NM to THR 24R)

MEBUT
N38 45.1 E002 13.7
(70.3 NM to THR 06L/R)
(82.5 NM to THR 24L)
(81.2 NM to THR 24R)



NOT TO SCALE

ATIS
119.25

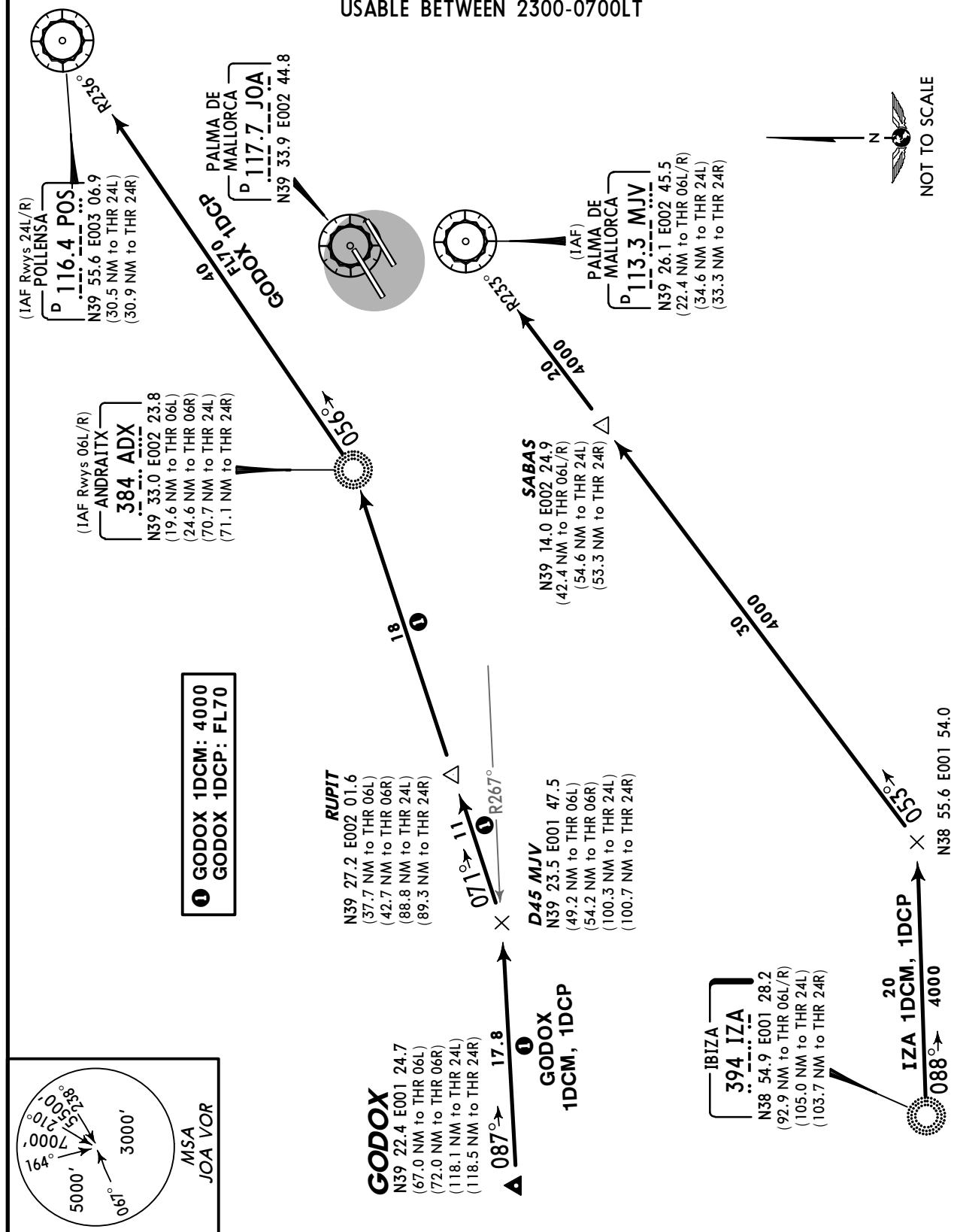
Apt Elev
27'

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

GODOX ONE DELTA CHARLIE MIKE (GODOX 1DCM) [GO1DCM]
IBIZA ONE DELTA CHARLIE MIKE (IZA 1DCM) [IZ1DCM]
RWYS 06L/R CONTINUOUS DESCENT ARRIVALS (CDA)

GODOX ONE DELTA CHARLIE PAPA (GODOX 1DCP) [GO1DCP]
IBIZA ONE DELTA CHARLIE PAPA (IZA 1DCP) [IZ1DCP]
RWYS 24L/R CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC
USABLE BETWEEN 2300-0700LT

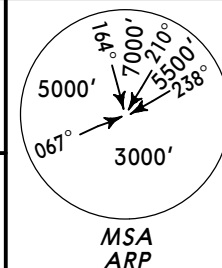


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Apt Elev
27'

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.

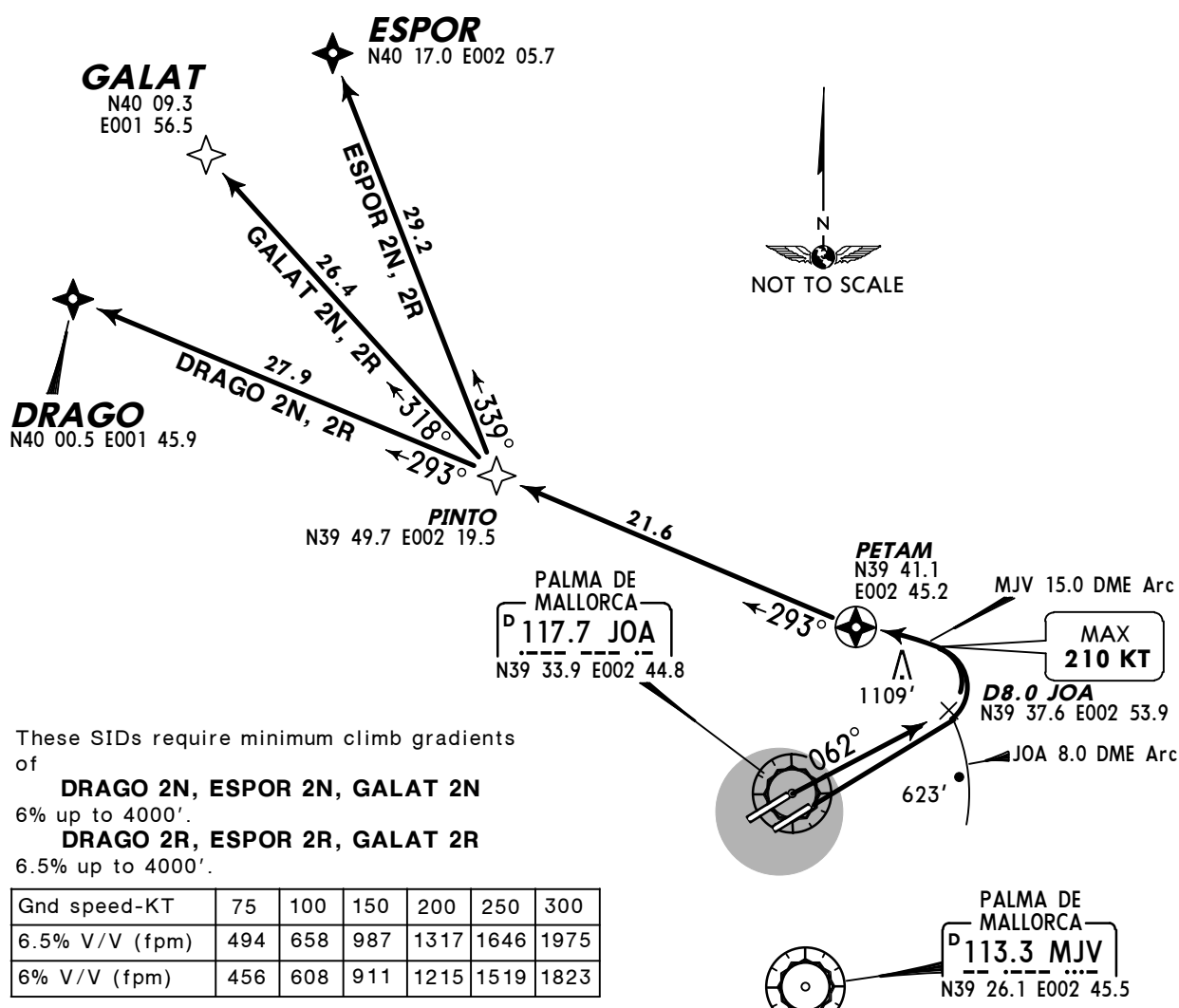


DRAGO TWO NOVEMBER (DRAGO 2N) [DRAG2N]
DRAGO TWO ROMEO (DRAGO 2R) [DRAG2R]
ESPOR TWO NOVEMBER (ESPOR 2N) [ESPO2N]
ESPOR TWO ROMEO (ESPOR 2R) [ESPO2R]
GALAT TWO NOVEMBER (GALAT 2N) [GALA2N]
GALAT TWO ROMEO (GALAT 2R) [GALA2R]
RWYS 06L/R P-RNAV DEPARTURES

RNAV (DME/DME)

P-RNAV APPROVAL REQUIRED

DME ASSOCIATED TO ILS NOT USABLE

~~SPEED~~ MAX 250 KT UNTIL LEAVING FL100Initial ATC clearance: Maintain **6000'** except ATC clearance

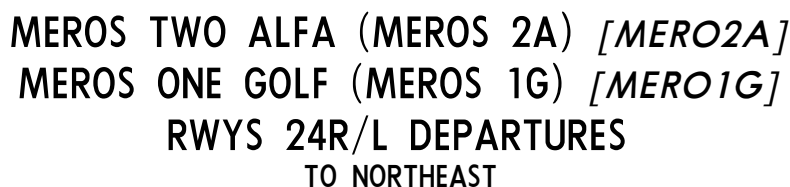
SID	RWY	INITIAL CLIMB
DRAGO 2N, ESPOR 2N GALAT 2N	06L	Climb on runway heading, intercept JOA R-062 to D8.0 JOA, turn LEFT, along MJV 15.0 DME arc to PETAM.
DRAGO 2R, ESPOR 2R GALAT 2R	06R	Climb on runway heading to JOA 8.0 DME, turn LEFT, along MJV 15.0 DME arc to PETAM.
SID	ROUTING	
DRAGO 2N, 2R	PETAM - PINTO - DRAGO.	
ESPOR 2N, 2R	PETAM - PINTO - ESPOR.	
GALAT 2N, 2R	PETAM - PINTO - GALAT.	

CHANGES: None.

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Trans level: By ATC Trans alt: 6000'

1. SIDs are also noise abatement procedures (refer to 10-4).
2. EXPECT close-in obstacles.



SPEED: MAX 250 KT UNTIL LEAVING FL 100

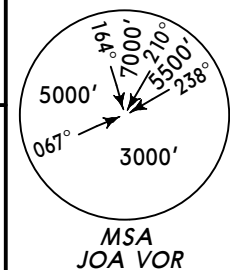


These SIDs require a minimum climb gradient

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

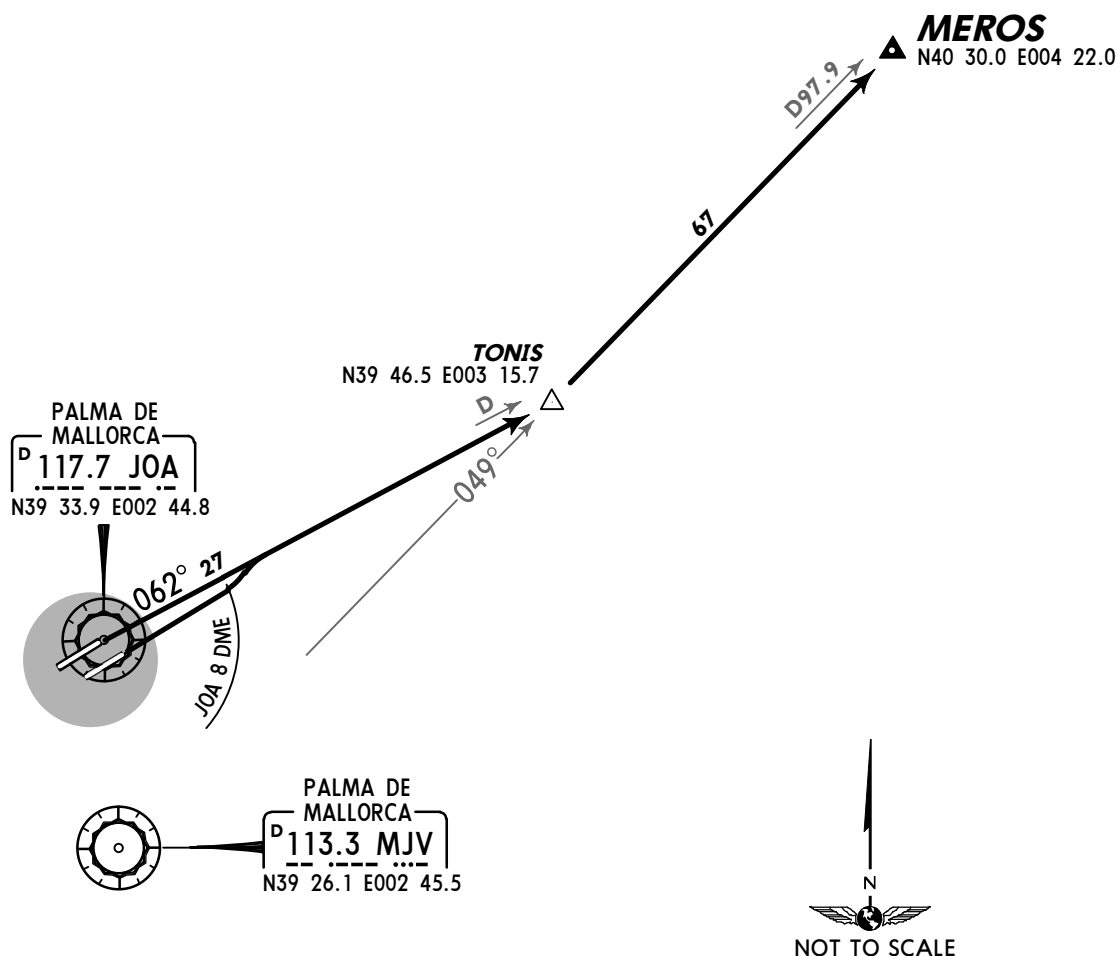
Apt Elev
27'

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

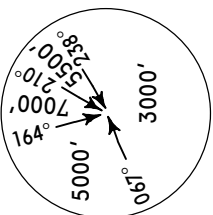


These SIDs require a minimum climb gradient
of
304' per NM (5%) until leaving **4000'**.

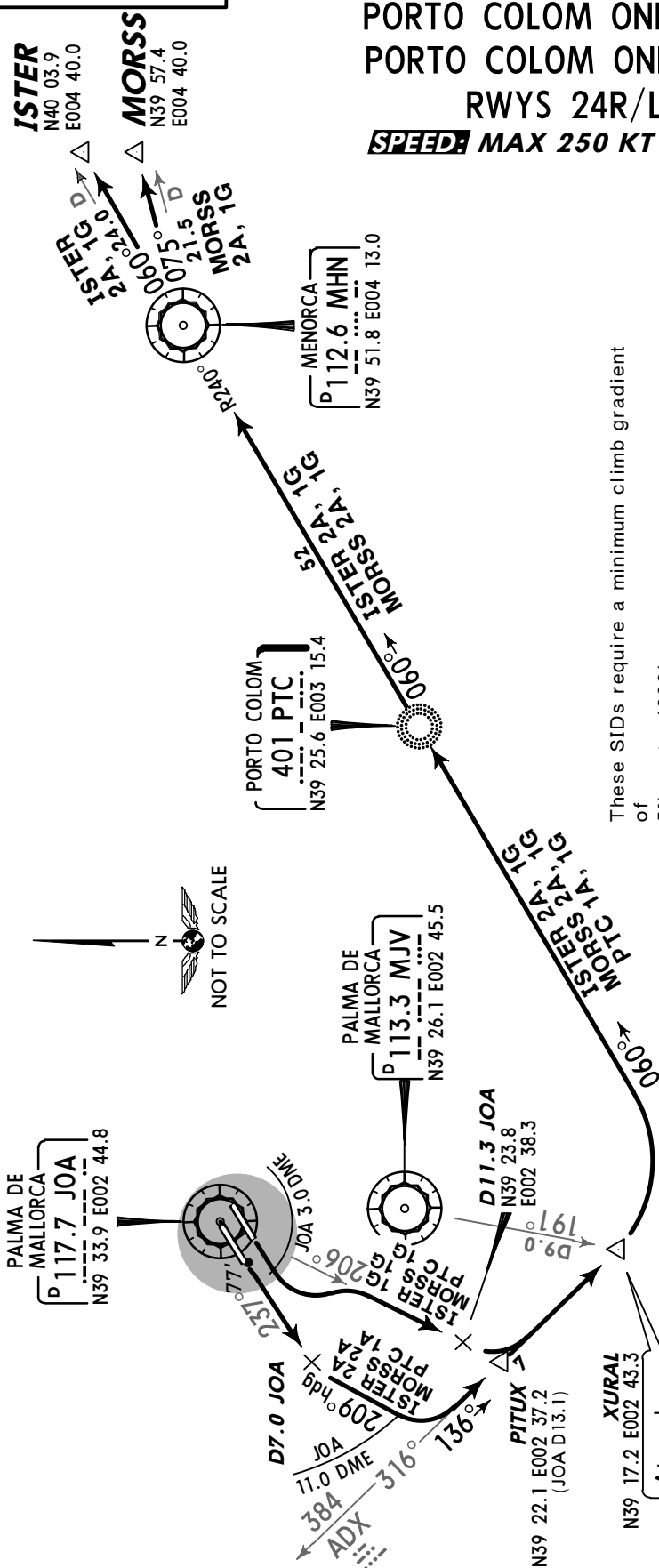
Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

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.

Apt Elev
27'Trans level: By ATC Trans alt: 6000'
1. SIDs are also noise abatement procedures (refer to 10-4).
2. Rwy 24R: EXPECT close-in obstacles.

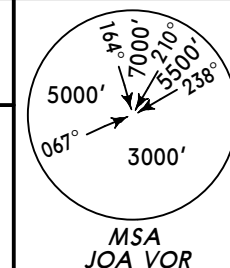
ISTER TWO ALFA (ISTER 2A) [ISTE2A]
ISTER ONE GOLF (ISTER 1G) [ISTE1G]
MORSS TWO ALFA (MORSS 2A) [MORS2A]
MORSS ONE GOLF (MORSS 1G) [MORS1G]
PORTO COLOM ONE ALFA (PTC 1A) ①
PORTO COLOM ONE GOLF (PTC 1G) ①
RWYS 24R/L DEPARTURES

SPEED: MAX 250 KT UNTIL LEAVING FL100These SIDs require a minimum climb gradient
of
5% up to 4000'.

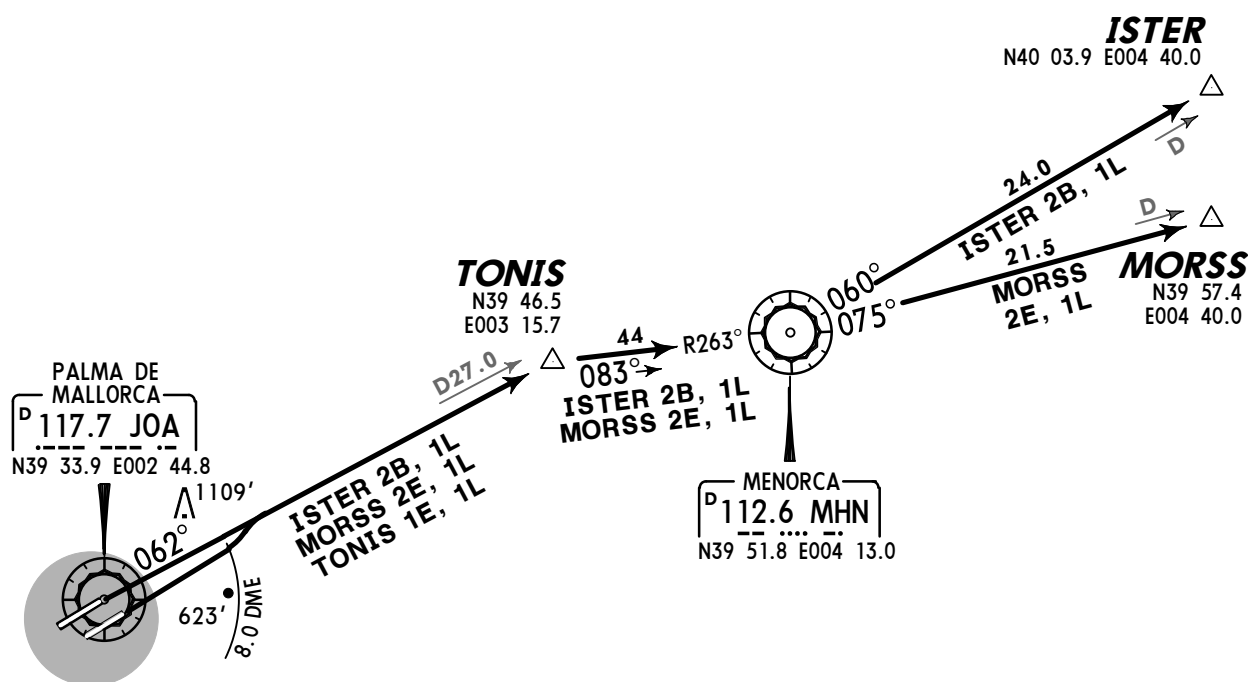
Gnd speed-KT	75	100	150	200	250	300
5% V/V (fpm)	380	506	760	1013	1266	1519

Initial ATC clearance: MAINTAIN 5000' except ATC clearance

SID		RWY	INITIAL CLIMB
ISTER 2A, MORSS 2A PTC 1A ①		24R	Climb on JOA R-237 to D7.0 JOA, turn LEFT, 209° heading, at JOA 11.0 DME turn LEFT, intercept 136° bearing from ADX via PITUX to XURAL.
ISTER 1G, MORSS 1G PTC 1G ①		24L	Climb on runway heading to JOA 3.0 DME, turn LEFT, intercept JOA R-206 to D11.3 JOA, turn LEFT, intercept 136° bearing from ADX to XURAL.
SID		ROUTING	
ISTER 2A, 1G		At XURAL turn LEFT, intercept MHN R-240 inbound via PTC to MHN, MHN R-060 to ISTER.	
MORSS 2A, 1G		At XURAL turn LEFT, intercept MHN R-240 inbound via PTC to MHN, MHN R-075 to MORSS.	
PTC 1A, 1G ①		At XURAL turn LEFT, intercept MHN R-240 inbound to PTC.	
① Only destination LEMH.			

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) [ISTE2B]
ISTER ONE LIMA (ISTER 1L) [ISTE1L]
MORSS TWO ECHO (MORSS 2E) [MORS2E]
MORSS ONE LIMA (MORSS 1L) [MORS1L]
TONIS ONE ECHO (TONIS 1E) [TONI1E] ①
TONIS ONE LIMA (TONIS 1L) [TONI1L] ①
RWYS 06R/L DEPARTURES
~~SPEED~~ MAX 250 KT UNTIL LEAVING FL100



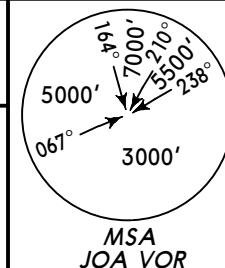
These SIDs require a minimum climb gradient
of
5% until leaving 4000'.

Gnd speed-KT	75	100	150	200	250	300
5% V/V (fpm)	380	506	760	1013	1266	1519

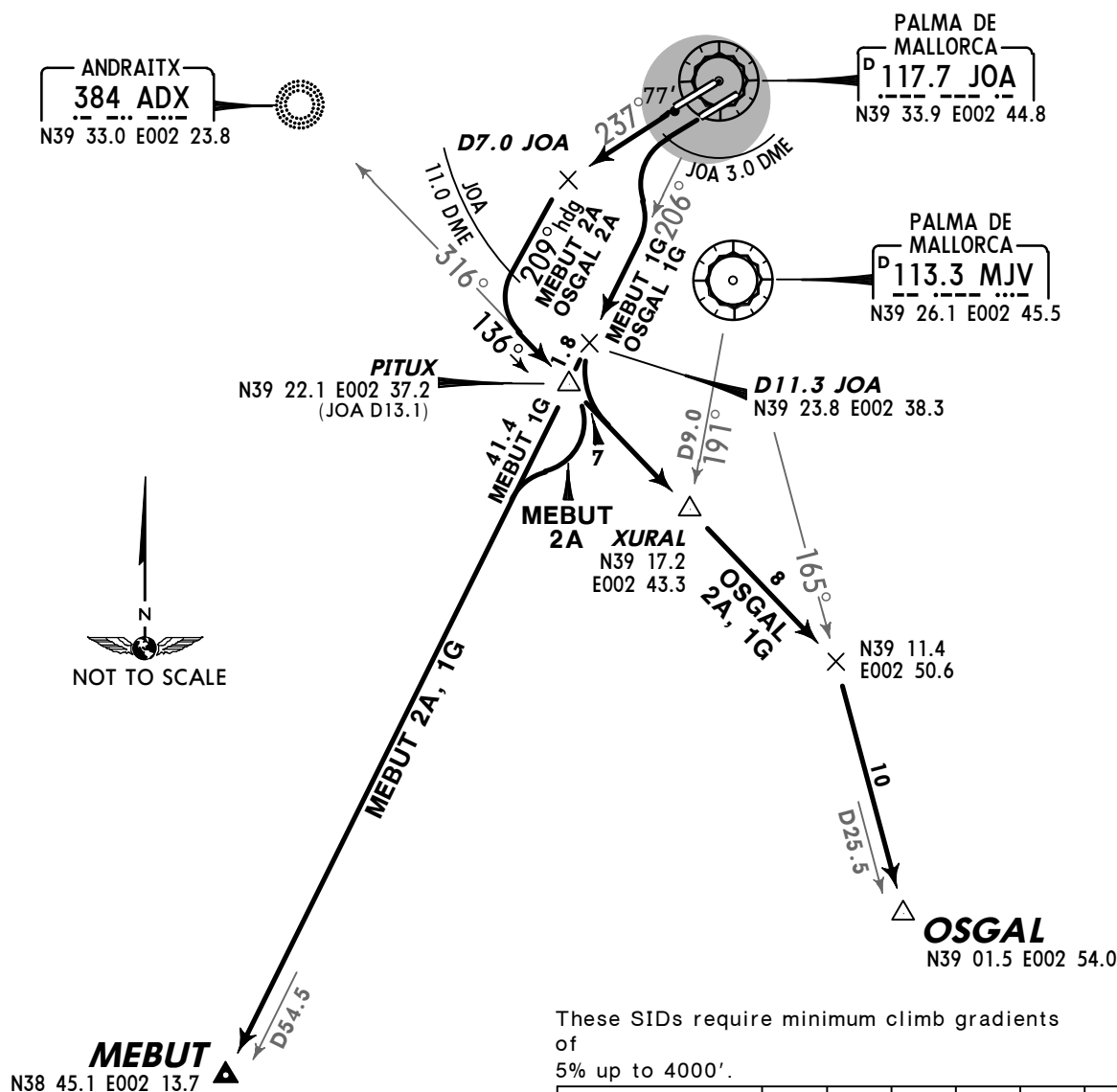
Initial ATC clearance: Maintain **4000'** except ATC clearance

SID	RWY	ROUTING
ISTER 2B	06R	Climb on runway heading to JOA 8.0 DME, turn LEFT, intercept JOA R-063 to TONIS, turn RIGHT, intercept MHN R-263 inbound to MHN, MHN R-060 to ISTER.
ISTER 1L	06L	Climb on runway heading, intercept JOA R-062 to TONIS, turn RIGHT, intercept MHN R-263 inbound to MHN, MHN R-060 to ISTER.
MORSS 2E	06R	Climb on runway heading to JOA 8.0 DME, turn LEFT, intercept JOA R-063 to TONIS, turn RIGHT, intercept MHN R-263 inbound to MHN, MHN R-075 to MORSS.
MORSS 1L	06L	Climb on runway heading, intercept JOA R-062 to TONIS, turn RIGHT, intercept MHN R-263 inbound to MHN, MHN R-075 to MORSS.
TONIS 1E ①	06R	Climb on runway heading to JOA 8.0 DME, turn LEFT, intercept JOA R-062 to TONIS.
TONIS 1L ①	06L	Climb on runway heading, intercept JOA R-062 to TONIS.

① Only destination LEMH.

Apt Elev
27'Trans level: By ATC Trans alt: 6000'
1. SIDs are also noise abatement procedures (refer to 10-4).
2. Rwy 24R: 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
SPEED: MAX 250 KT UNTIL LEAVING FL100



These SIDs require minimum climb gradients of
5% up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
5% V/V (fpm)	380	506	760	1013	1266	1519

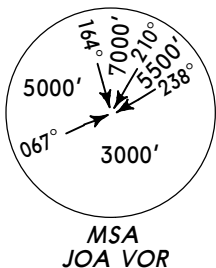
Initial ATC clearance: MAINTAIN **4000'** except ATC clearance

SID	RWY	INITIAL CLIMB/ROUTING
MEBUT 2A	24R	Climb on JOA R-237 to D7.0 JOA, turn LEFT, 209° heading, at JOA 11.0 DME turn LEFT, intercept 136° bearing from ADX to PITUX, turn RIGHT, intercept JOA R-206 to MEBUT.
MEBUT 1G	24L	Climb on runway heading to JOA 3.0 DME, turn LEFT, intercept JOA R-206 via PITUX to MEBUT.
OSGAL 2A	24R	Climb on JOA R-237 to D7.0 JOA, turn LEFT, 209° heading, at JOA 11.0 DME turn LEFT, intercept 136° bearing from ADX via PITUX and XURAL, intercept MJV R-165 to OSGAL
OSGAL 1G	24L	Climb on runway heading to JOA 3.0 DME, turn LEFT, intercept JOA R-207 to D11.3 JOA, turn LEFT, intercept 136° bearing from ADX via XURAL, intercept MJV R-165 to OSGAL.

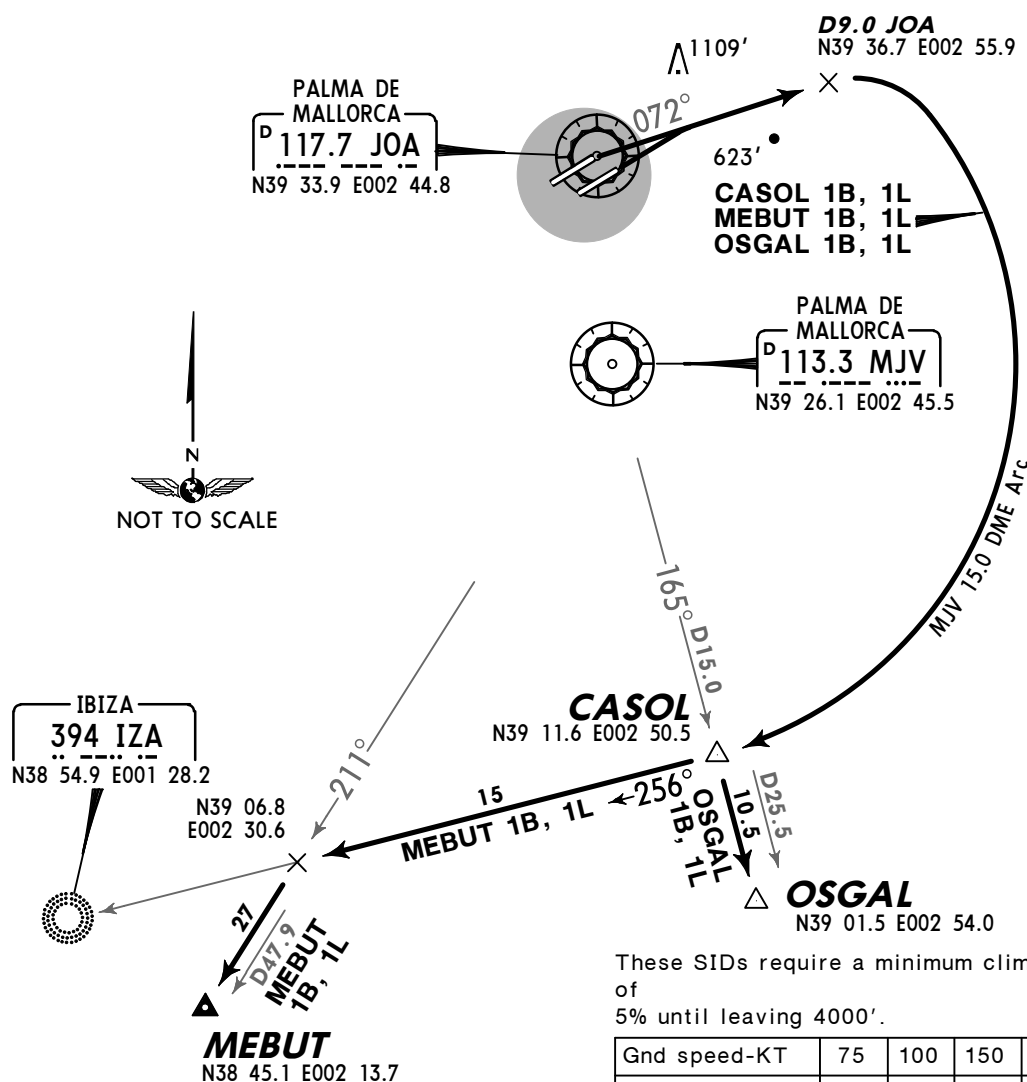
Apt Elev
27'

Trans level: By ATC Trans alt: 6000'

1. SIDs are also noise abatement procedures (refer to 10-4).
2. EXPECT close-in obstacles.



CASOL ONE BRAVO (CASOL 1B) [CASO1B] ①
CASOL ONE LIMA (CASOL 1L) [CASO1L] 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

~~SPEED~~ MAX 250 KT UNTIL LEAVING FL100

These SIDs require a minimum climb gradient of 5% until leaving 4000'.

Gnd speed-KT	75	100	150	200	250	300
5% V/V (fpm)	380	506	760	1013	1266	1519

Initial ATC clearance:

CASOL 1B, 1L: MAINTAIN 5000' except ATC clearance
MEBUT 1B, 1L, OSGAL 1B, 1L: MAINTAIN 4000' except ATC clearance

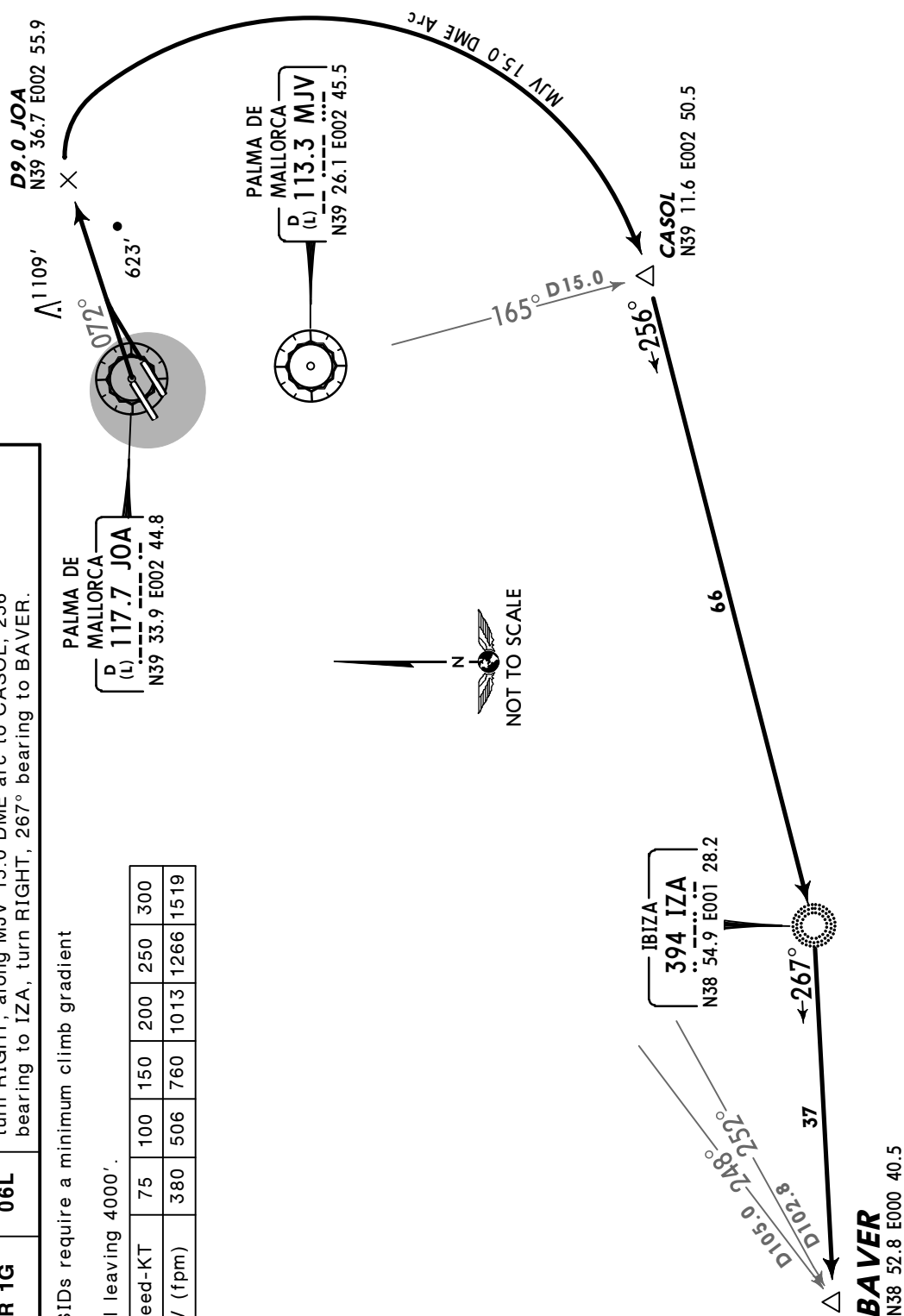
SID	RWY	INITIAL CLIMB/ROUTING
CASOL 1B ①	06R	Climb on runway heading, intercept JOA R-072 to D9.0 JOA, turn RIGHT, along MJV 15.0 DME arc to CASOL.
CASOL 1L ①	06L	
MEBUT 1B	06R	Climb on runway heading, intercept JOA R-072 to D9.0 JOA, turn RIGHT, along MJV 15.0 DME arc to CASOL, intercept 256° bearing towards IZA, intercept MJV R-211 to MEBUT.
MEBUT 1L	06L	
OSGAL 1B	06R	Climb on runway heading, intercept JOA R-072 to D9.0 JOA, turn RIGHT, along MJV 15.0 DME arc to CASOL, turn LEFT R-165 to OSGAL.
OSGAL 1L	06L	

① Only destination LEIB.

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.

BAVER ONE BRAVO (BAVER 1B) [BAVE1B]
BAVER ONE GOLF (BAVER 1G) [BAVE1G]
RWY 06R/L DEPARTURES
~~SPEED~~ MAX 250 KT UNTIL LEAVING FL100



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

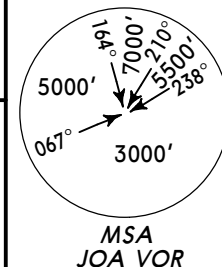
INITIAL CLIMB/ROUTING		RWY
BAVER 1B	06R	Climb on runway heading, intercept JOA R-072 to D9.0 JOA, turn RIGHT, along MJV 15.0 DME arc to CASOL, 256° bearing to IZA, turn RIGHT, 267° bearing to BAVR.
BAVER 1G	06L	

These SIDs require a minimum climb gradient of 5% until leaving 4000'.

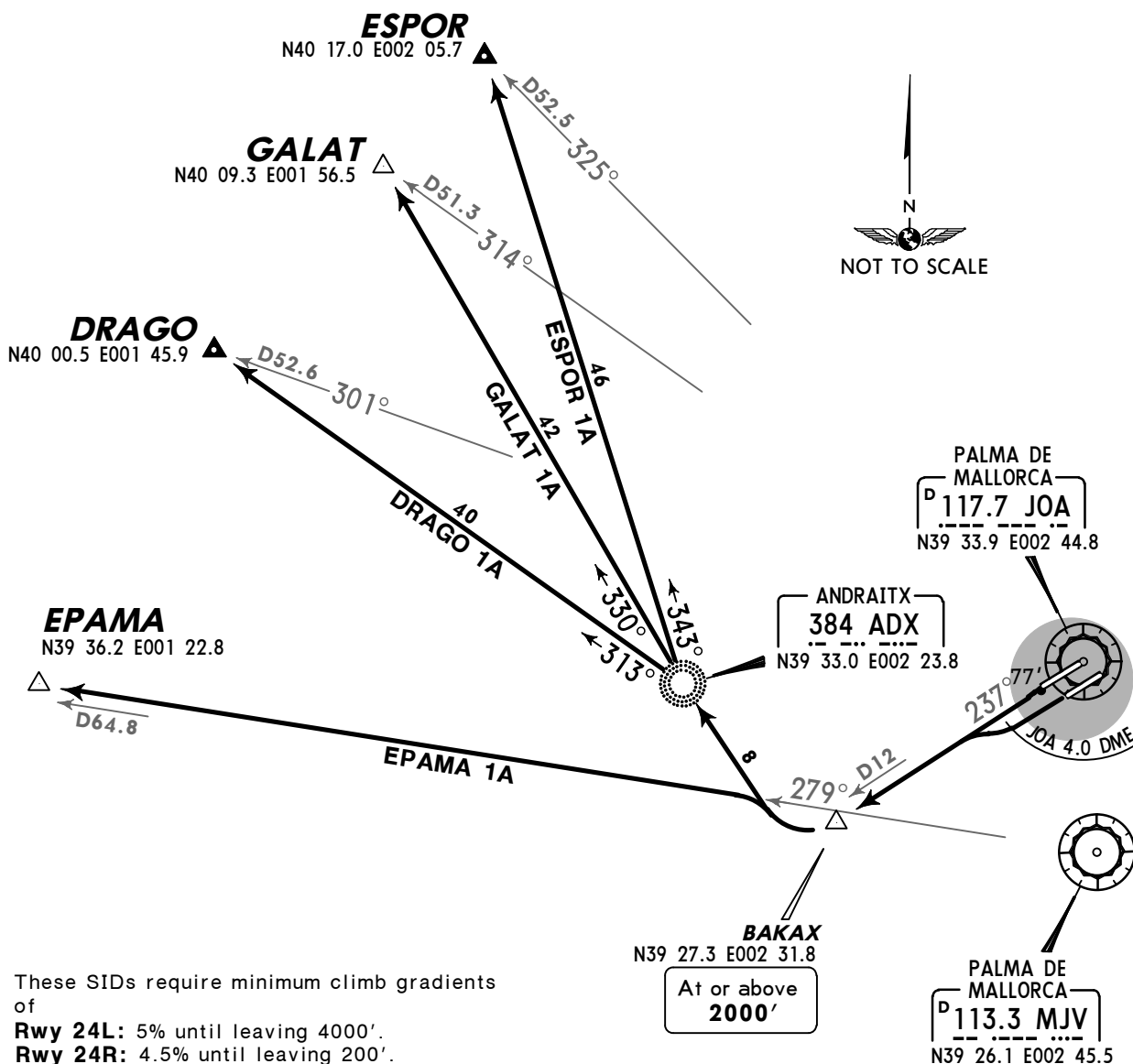
Gnd speed-KT	75	100	150	200	250	300
5% V/V (fpm)	380	506	760	1013	1266	1519

Apt Elev
27'

Trans level: By ATC Trans alt: 6000'
1. SIDs are also noise abatement procedures (refer to 10-4).
2. Rwy 25R: EXPECT close-in obstacles.



DRAGO ONE ALFA (DRAGO 1A) [DRAG1A]
EPAMA ONE ALFA (EPAMA 1A) [EPAM1A]
ESPOR ONE ALFA (ESPOR 1A) [ESPO1A]
GALAT ONE ALFA (GALAT 1A) [GALA1A]
RWYS 24L/R DEPARTURES
~~SPEED~~ MAX 250 KT UNTIL LEAVING FL100



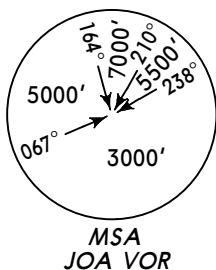
CHANGES: SID TURIA 1A replaced by EPAMA 1A; chart reindexed.

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Apt Elev
27'

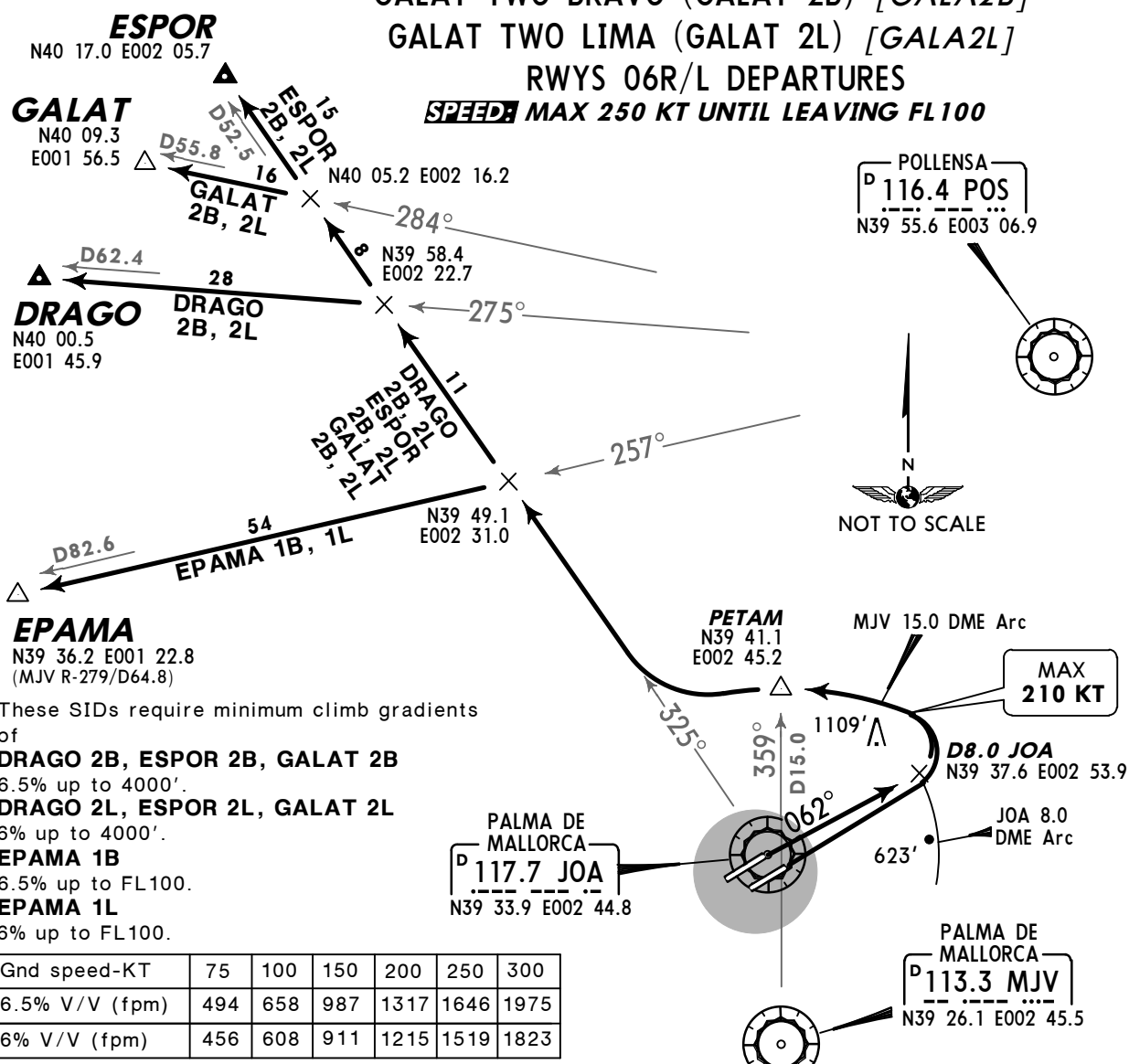
Trans level: By ATC Trans alt: 6000'

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]
EPAMA ONE BRAVO (EPAMA 1B) [EPAM1B]
EPAMA ONE LIMA (EPAMA 1L) [EPAM1L]
ESPOR TWO BRAVO (ESPOR 2B) [ESPO2B]
ESPOR TWO LIMA (ESPOR 2L) [ESPO2L]
GALAT TWO BRAVO (GALAT 2B) [GALA2B]
GALAT TWO LIMA (GALAT 2L) [GALA2L]

RWYS 06R/L DEPARTURES

SPEED MAX 250 KT UNTIL LEAVING FL100

These SIDs require minimum climb gradients
of

DRAGO 2B, ESPOR 2B, GALAT 2B

6.5% up to 4000'.

DRAGO 2L, ESPOR 2L, GALAT 2L

6% up to 4000'.

EPAMA 1B

6.5% up to FL100.

EPAMA 1L

6% up to FL100.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975
6% V/V (fpm)	456	608	911	1215	1519	1823

Initial ATC clearance:

DRAGO 2B, 2L, ESPOR 2B, 2L, GALAT 2B, 2L:MAINTAIN **6000'** except ATC clearance**EPAMA 1B, 1L: MAINTAIN FL100** except ATC clearance

SID	RWY	INITIAL CLIMB
DRAGO 2B, EPAMA 1B ESPOR 2B, GALAT 2B	06R	Climb on runway heading to JOA 8.0 DME, turn LEFT, along MJV 15.0 DME arc via PETAM, intercept JOA R-325.
DRAGO 2L, EPAMA 1L, ESPOR 2L, GALAT 2L	06L	Climb on runway heading, intercept JOA R-062 to D8.0 JOA, turn LEFT, along MJV 15.0 DME arc via PETAM, intercept JOA R-325.
SID	ROUTING	
DRAGO 2B, 2L	On JOA R-325, intercept POS R-275 to DRAGO.	
EPAMA 1B, 1L	On JOA R-325, intercept POS R-257 to EPAMA.	
ESPOR 2B, 2L	On JOA R-325 to ESPOR.	
GALAT 2B, 2L	On JOA R-325, intercept POS R-284 to GALAT.	

RWYS 06L/R, 24L/R CONTINGENCY DEPARTURES
EXPECT RADAR VECTORING BY PALMA APPROACH TO JOIN THE ATS ROUTE

Rwys 06L/R: Climb on runway heading to 4300', turn and follow the ATC instructions.

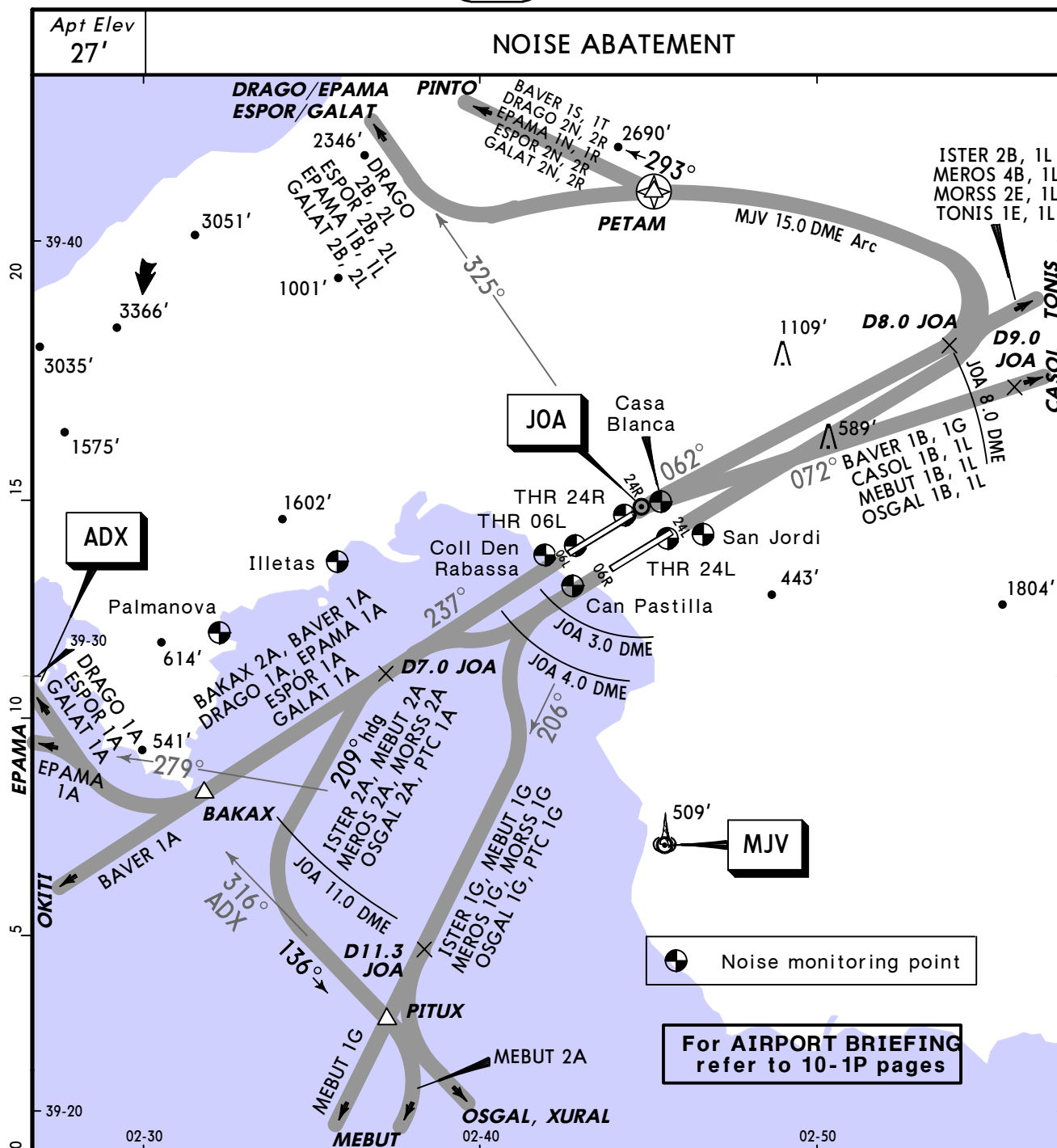
Rwys 24L/R: Climb on runway heading to 3300', turn and follow the ATC instructions.

These departures require minimum climb gradients
of

Rwys 06L/R: 6.6% up to 4300'.

Rwys 24L/R: 5% up to 3300'.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005
5% V/V (fpm)	380	506	760	1013	1266	1519



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

REFER ALSO TO LATEST NOTAMS

GENERAL AVIATION APRON

- clearing of horizontal markings of stands 223 thru 237, 159, 159B, twys Y1 and Y5;
- painting of new marking and coming into operation of stands 242 thru 247 and twy Y1.

LEGEND

R17 Parking area

156 Parking stand

 Area not visible from Tower

NOT TO SCALE

GENERAL AVIATION APRON

- clearing of horizontal markings of stands 205 thru 221, twys Y2, Y3 and part of Y4;
- painting of new marking and coming into operation of stands 208 thru 226, 231 thru 241, twys Y2 and Y3.

LEGEND

R17 Parking area

156 Parking stand

 Area not visible from Tower

NOT TO SCALE

GENERAL AVIATION APRON

- clearing of horizontal markings of stands 200 thru 205 and twy Y4;
- painting of new marking and coming into operation of stands 200 thru 207 and twy Y3.

LEGEND

R17 Parking area

156 Parking stand

 Area not visible from Tower

NOT TO SCALE

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ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION						USABLE LENGTHS		TAKE-OFF	WIDTH
RWY						LANDING BEYOND			
						Threshold	Glide Slope		
06L	HIRL (50m) CL (15m) HIALS PAPI (3.0°) ① RVR						9574' 2918m	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 9022' (2750m)

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		

④ (13 R, 55 W, 20 R & W, 10 R)

⑤ HSTIL-S1 & S2

⑥ TAKE-OFF RUN AVAILABLE

RWY 06R:

From rwy head 9843' (3000m)

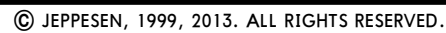
twy S3 int 7841' (2390m)

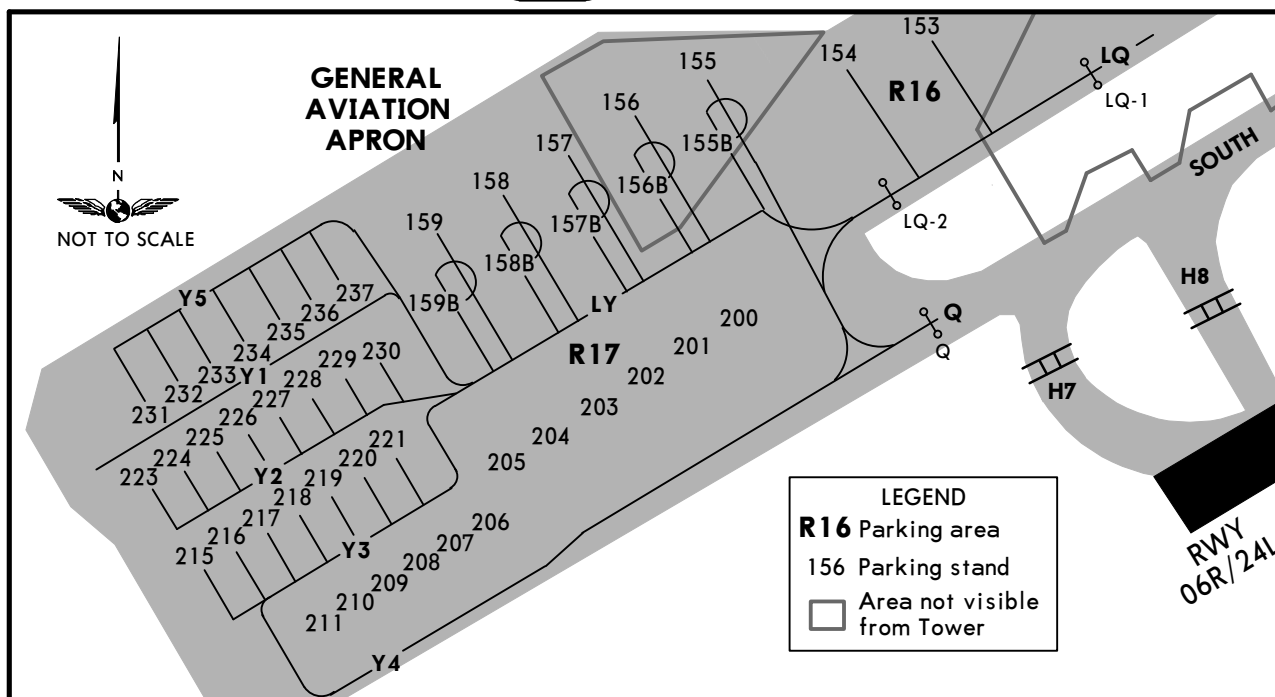
Standard

TAKE-OFF ①

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

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





INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N39 32.9 E002 43.3	116	N39 33.3 E002 44.0
2, 3	N39 32.9 E002 43.4	116B	N39 33.3 E002 43.9
4, 5	N39 32.9 E002 43.5	117, 117B	N39 33.3 E002 44.0
6	N39 33.0 E002 43.5	118	N39 33.3 E002 44.1
8, 10	N39 33.0 E002 43.6	118B	N39 33.3 E002 44.0
12 thru 18	N39 33.0 E002 43.7	119	N39 33.2 E002 44.1
20, 22	N39 33.1 E002 43.8	120 thru 123	N39 33.2 E002 44.2
23A	N39 33.2 E002 43.9	150, 151	N39 32.7 E002 43.8
23B, 24	N39 33.1 E002 43.9	152	N39 32.6 E002 43.8
25, 26	N39 33.2 E002 44.0	153 thru 155B	N39 32.6 E002 43.7
27, 28	N39 33.2 E002 44.1	156 thru 158	N39 32.6 E002 43.6
29	N39 33.1 E002 44.1	158B	N39 32.5 E002 43.6
30 thru 34	N39 33.1 E002 44.0	159	N39 32.6 E002 43.5
34B	N39 33.0 E002 44.0	159B	N39 32.5 E002 43.6
36	N39 33.1 E002 44.1	200, 201	N39 32.5 E002 43.7
38	N39 33.0 E002 44.0	202 thru 206	N39 32.5 E002 43.6
40 thru 44	N39 33.0 E002 44.1	207	N39 32.5 E002 43.5
46 thru 52	N39 33.0 E002 44.2	208 thru 211	N39 32.4 E002 43.5
54	N39 33.0 E002 44.3	215	N39 32.4 E002 43.4
56, 58	N39 32.9 E002 44.3	216	N39 32.4 E002 43.5
60	N39 32.8 E002 44.2	217 thru 221	N39 32.5 E002 43.5
62, 64	N39 32.9 E002 44.2	223 thru 225	N39 32.5 E002 43.4
66 thru 72	N39 32.9 E002 44.1	226 thru 230	N39 32.5 E002 43.5
80	N39 32.9 E002 44.0	231 thru 236	N39 32.6 E002 43.5
82, 84	N39 32.8 E002 44.0	237	N39 32.7 E002 43.6
86	N39 32.8 E002 44.1	301	N39 32.7 E002 42.7
88 thru 92	N39 32.7 E002 44.0	302 thru 308B	N39 32.7 E002 42.8
94 thru 98	N39 32.7 E002 43.9	309 thru 311	N39 32.7 E002 42.9
100	N39 33.0 E002 43.3	312, 313	N39 32.8 E002 43.0
101 thru 103B	N39 33.0 E002 43.4	314 thru 316B	N39 32.8 E002 43.1
104 thru 106	N39 33.1 E002 43.6	317	N39 32.8 E002 43.2
107, 108	N39 33.1 E002 43.7	317B	N39 32.8 E002 43.1
109	N39 33.2 E002 43.8	318	N39 32.8 E002 43.2
114, 114B, 115	N39 33.2 E002 43.9	318B	N39 32.9 E002 43.2
115B	N39 33.3 E002 43.9		

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

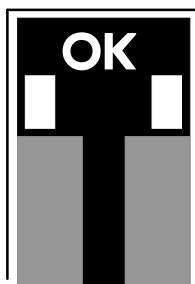
Consists of:

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.

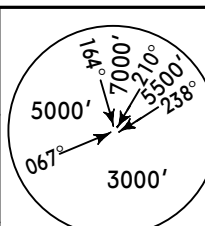
PILOT INSTRUCTIONS

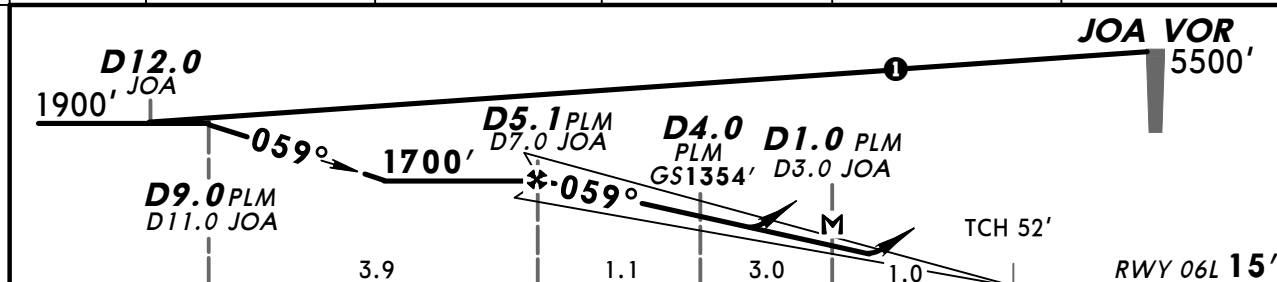
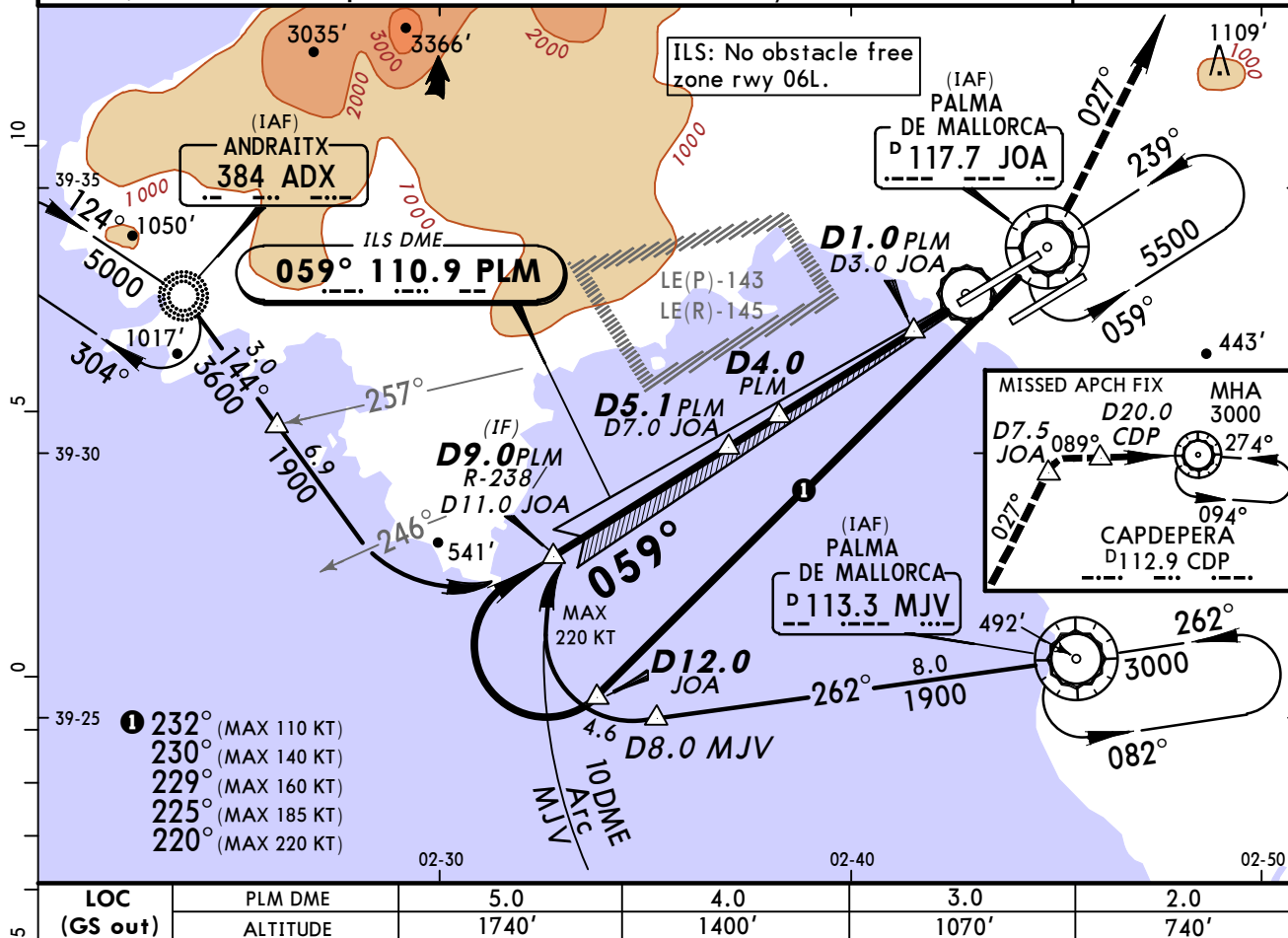
1. Check that the indicated aircraft type is the appropriate.
2. Taxi in-line watching centerline guidance.
3. Check that the distance indicator is completely yellow.
It means that the system is identifying the aircraft.
4. Observe the yellow arrow located in the centerline guidance indicator to follow 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 PALMA DE MALLORCA, SPAIN ILS or LOC Rwy 06L

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 D4.0 PLM 1354' (1339')	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. VOR, DME and ADF required.								2. ILS DME reads zero at rwy 06L threshold.	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	JOA	JOA
ILS GS	3.00°	377	484	538	646	753	861	117.7	117.7
LOC Descent Angle	3.10°	384	494	548	658	768	878	LT	R-027
MAP at D1.0 PLM/D3.0 JOA									

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') B: 265' (250')D: 285' (270')			DA(H) A: 350' (335') C: 370' (355') B: 360' (345')D: 380' (365')					DA(H) 450' (435')				
FULL		Limited	ALS out		FULL		Limited	ALS out		Max Kts	MDA(H) _____ VIS _____	
A	RVR 550m	RVR 750m	RVR 1200m	RVR 800m		RVR 1500m		RVR 1300m	RVR 1500m	100	610' (583') 1500m	
B				RVR 900m		RVR 1600m			RVR 2000m	135	820' (793') 1600m	
C			RVR 1300m							180	1210' (1183') 2400m	
D	RVR 600m			RVR 1000m		RVR 1700m				205	1510' (1483') 3600m	

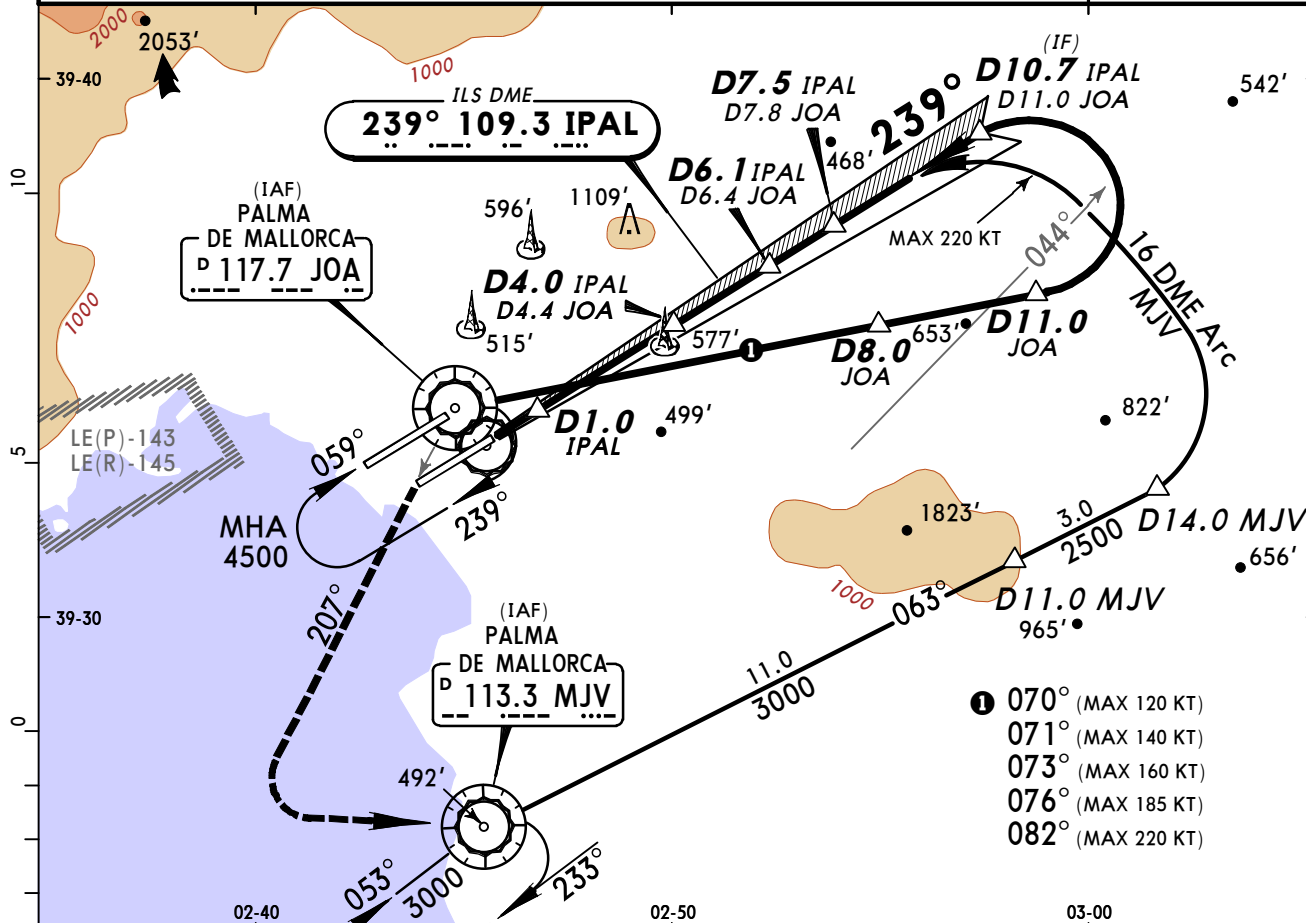
CHANGES: Arrival route withdrawn.

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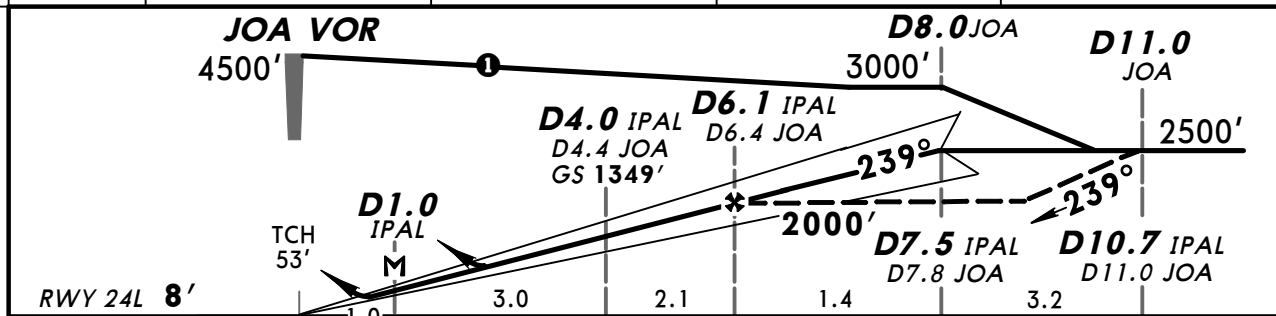
LEPA/PMI JEPPESEN PALMA DE MALLORCA, SPAIN

PALMA DE MALLORCA 12 SEP 14 (11-2) Eff 18 Sep ILS Z or LOC Z Rwy 24L

D-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 D4.0 IPAL 1349' (1341')	ILS DA(H) Refer to Minimums	Apt Elev 27' RWY 8'	
MISSED APCH: ILS: Climb on rwy heading to 420'. ILS or LOC: Intercept and follow R-207 JOA. When passing 2000' turn LEFT (MAX 185 KT) direct to MJV VOR and enter holding at 3000'.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000' 1. VOR and DME required. 2. ILS DME reads zero at rwy 24L threshold.					



LOC (GS out)	IPAL DME	3.0	4.0	5.0
	ALTITUDE	1050'	1380'	1710'



Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above
ILS GS	3.00°	372	478	531	637	743		
LOC Descent Angle	3.10°	384	494	548	658	768		
MAP at D1.0 IPAL								

STRAIGHT-IN LANDING RWY 24L				CIRCLE-TO-LAND			
ILS				Not authorized Northwest of rwy 06R/24L			
A: 266' (258')		C: 286' (278')		DA(H) 860' (852')		Max Kts	
B: 276' (268')		D: 296' (288')					
FULL	Limited	ALS out		ALS out		MDA(H)	VIS
A						860' (833')	1500m
B	RVR 600m	RVR 750m	RVR 1300m	RVR 1500m		860' (833')	1600m
C				CMV 2400m		1210' (1183')	2400m
D	RVR 650m		RVR 1400m			1510' (1483')	3600m

After LOC (GS out) apch: MDA(H) 880' (853').
 CHANGES: Missed approach. © JEPPESEN, 2000, 2014. ALL RIGHTS RESERVED.

LEPA/PMI PALMA DE MALLORCA, SPAIN

CAT II/III ILS Z Rwy 24L

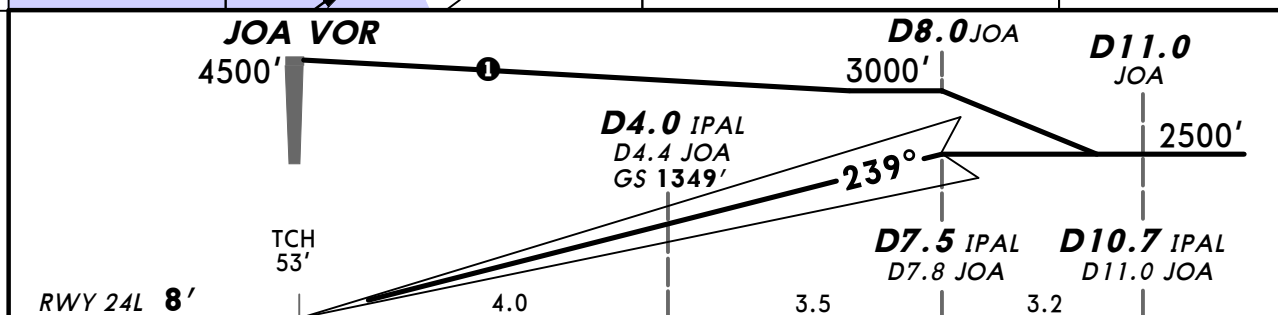
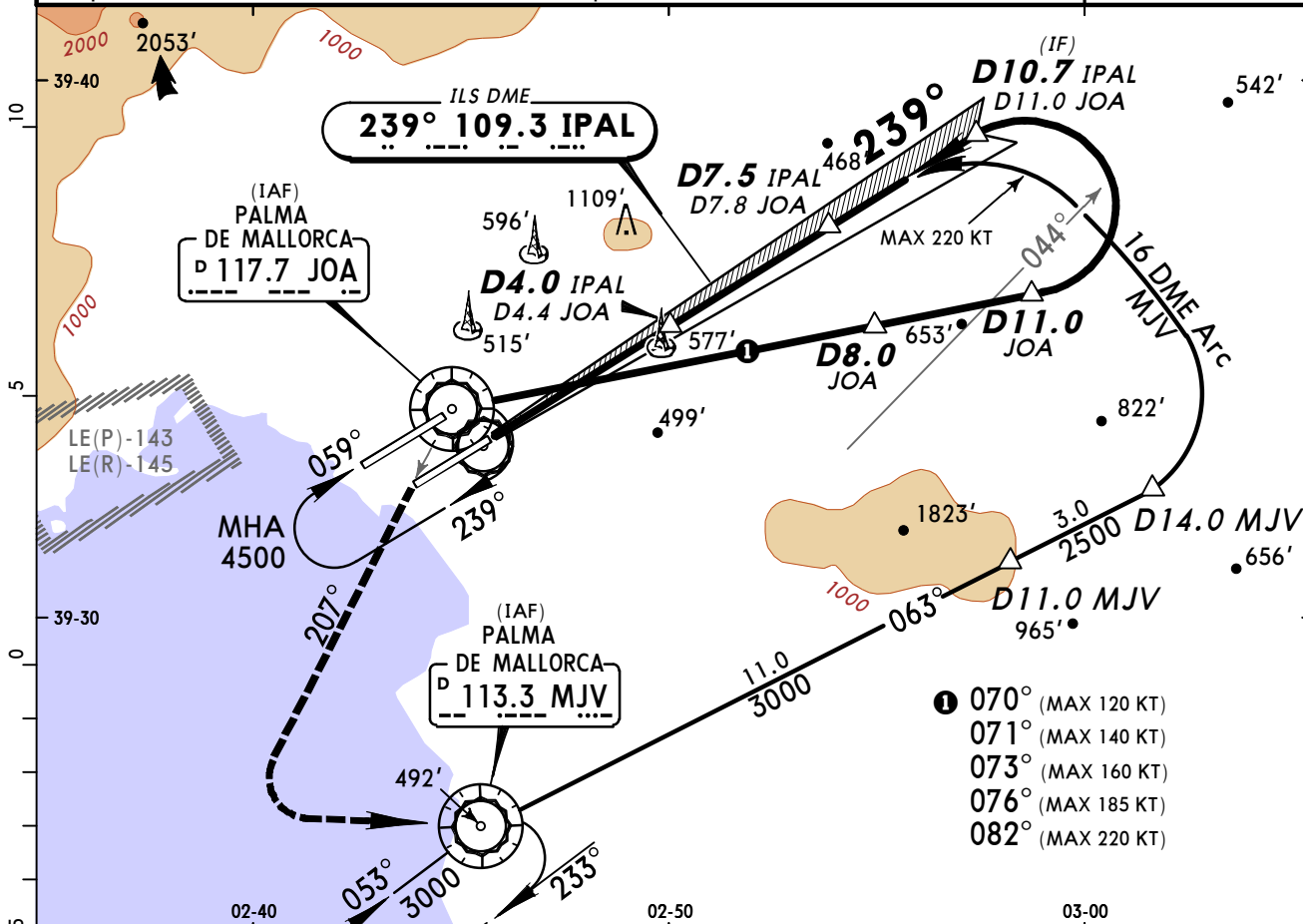
12 SEP 14
Eff 18 Sep 11-2A

BRIEFING STRIP™

D-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 D4.0 IPAL 1349' (1341')	CAT II & IIIA ILS Refer to Minimums		Apt Elev 27' RWY 8'
MISSED APCH: Climb on rwy heading to 420'. Intercept and follow R-207 JOA. When passing 2000' turn LEFT (MAX 185 KT) direct to MJV VOR and enter holding at 3000'.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000' 1. VOR and DME required. 2. ILS DME reads zero at rwy 24L threshold. 3. Special Aircrew & Aircraft Certification Required.					

A circular diagram illustrating the missed approach procedure. It shows a climb from 3000' to 5000' on a heading of 067°. At 5000', the pilot turns left 10° to a heading of 190° and descends to 2380'. The diagram also shows a 7000' altitude marker and a 10° angle between the 5000' and 7000' segments.

MSA JOA VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		420°	Rwy
GS	3.00°	372	478	531	637	743	PAPI		↑	hdg

Standard STRAIGHT-IN LANDING RWY 24L				
CAT IIIA ILS	CAT II ILS			
	A	B	C	D
RA 101'	RA 107'	RA 119'	RA 132'	
DH 50'	DA(H) 108' (100')	DA(H) 115' (107')	DA(H) 127' (119')	DA(H) 141' (133')
RVR 200m	RVR 300m			RVR 400m

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

LEPA/PMI

JEPPESEN PALMA DE MALLORCA, SPAIN

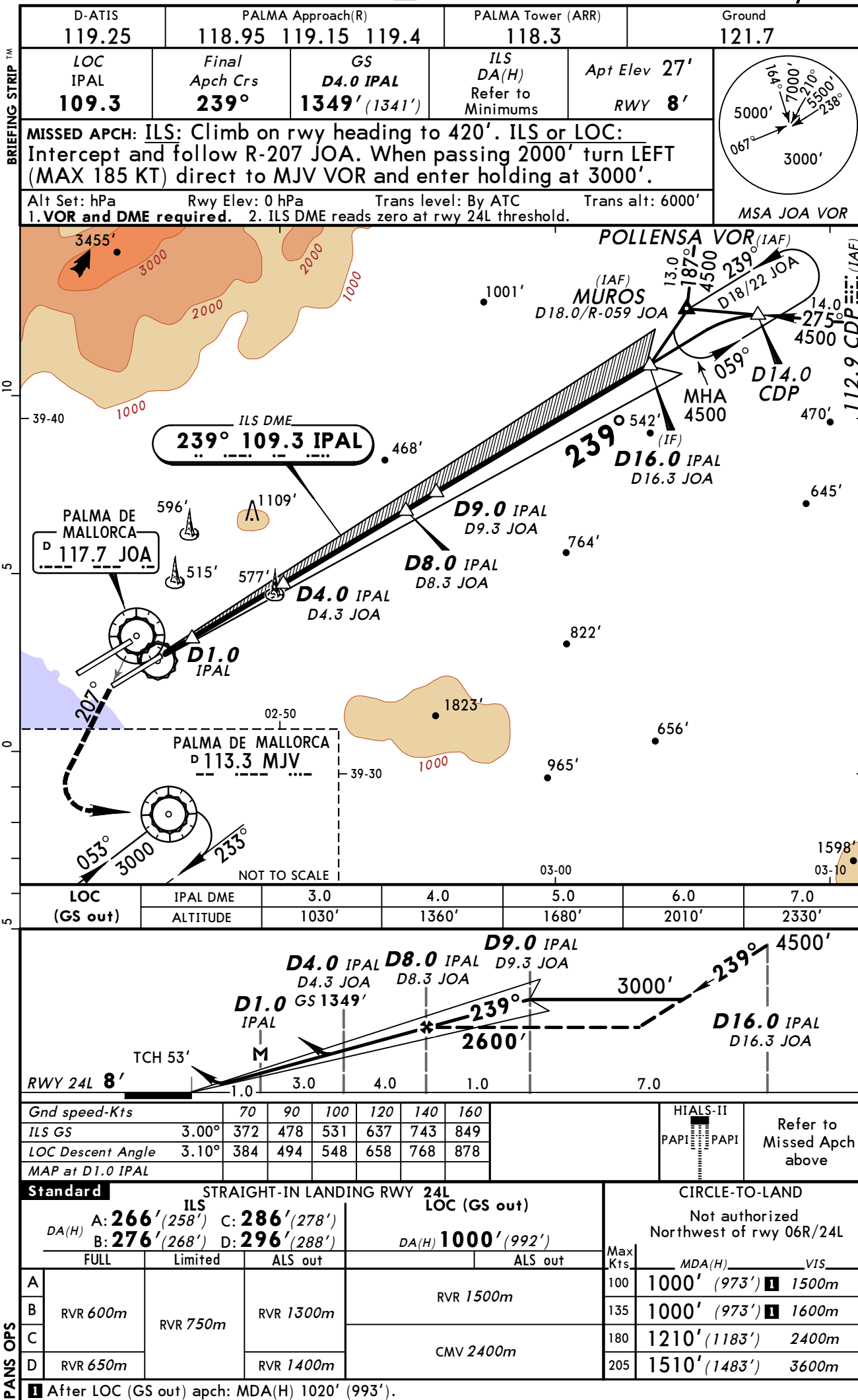
PALMA DE MALLORCA

12 SEP 14

(11-3)

Eff 18 Sep

ILS Y or LOC Y Rwy 24L



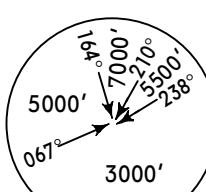
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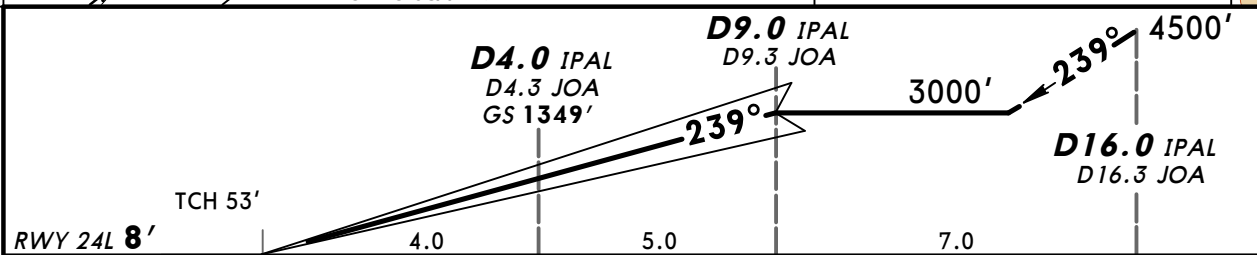
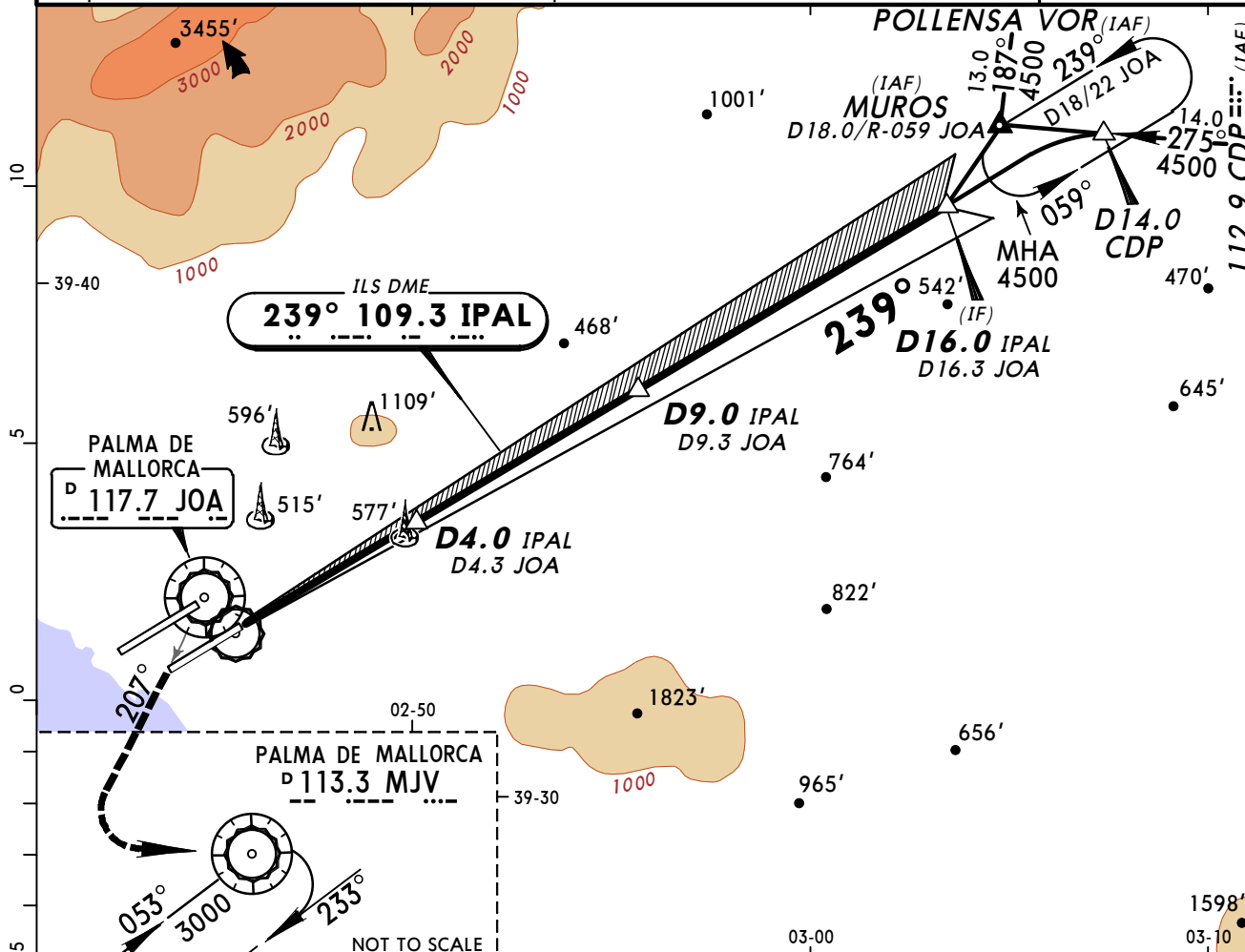
CAT II/III ILS Y Rwy 24L

12 SEP 14
Eff 18 Sep

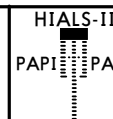
11-3A

BRIEFING STRIP™

D-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 D4.0 IPAL 1349' (1341')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 27' RWY 8'	 MSA JOA VOR
MISSED APCH: Climb on rwy heading to 420'. Intercept and follow R-207 JOA. When passing 2000' turn LEFT (MAX 185 KT) direct to MJV VOR and enter holding at 3000'.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000' 1. VOR and DME required. 2. ILS DME reads zero at rwy 24L threshold. 3. Special Aircrew & Aircraft Certification Required.					



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849



420° on Rwy hdg

STRAIGHT-IN LANDING RWY 24L				
CAT IIIA ILS	CAT II ILS			
	A	B	C	D
RA 101'	RA 107'	RA 119'	RA 132'	
DH 50'	DA(H) 108' (100')	DA(H) 115' (107')	DA(H) 127' (119')	DA(H) 141' (133')
RVR 200m	RVR 300m 			RVR 400m

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

CHANGES: Missed approach.

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LEPA/PMI PALMA DE MALLORCA

27 JUN 14

(11-4)

JEPPESSEN PALMA DE MALLORCA, SPAIN ILS Z or LOC Z Rwy 24R

D-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 D4.0 PAA 1355' (1347')	ILS DA(H) Refer to Minimums	Apt Elev 27' RWY 8'	MSA JOA VOR

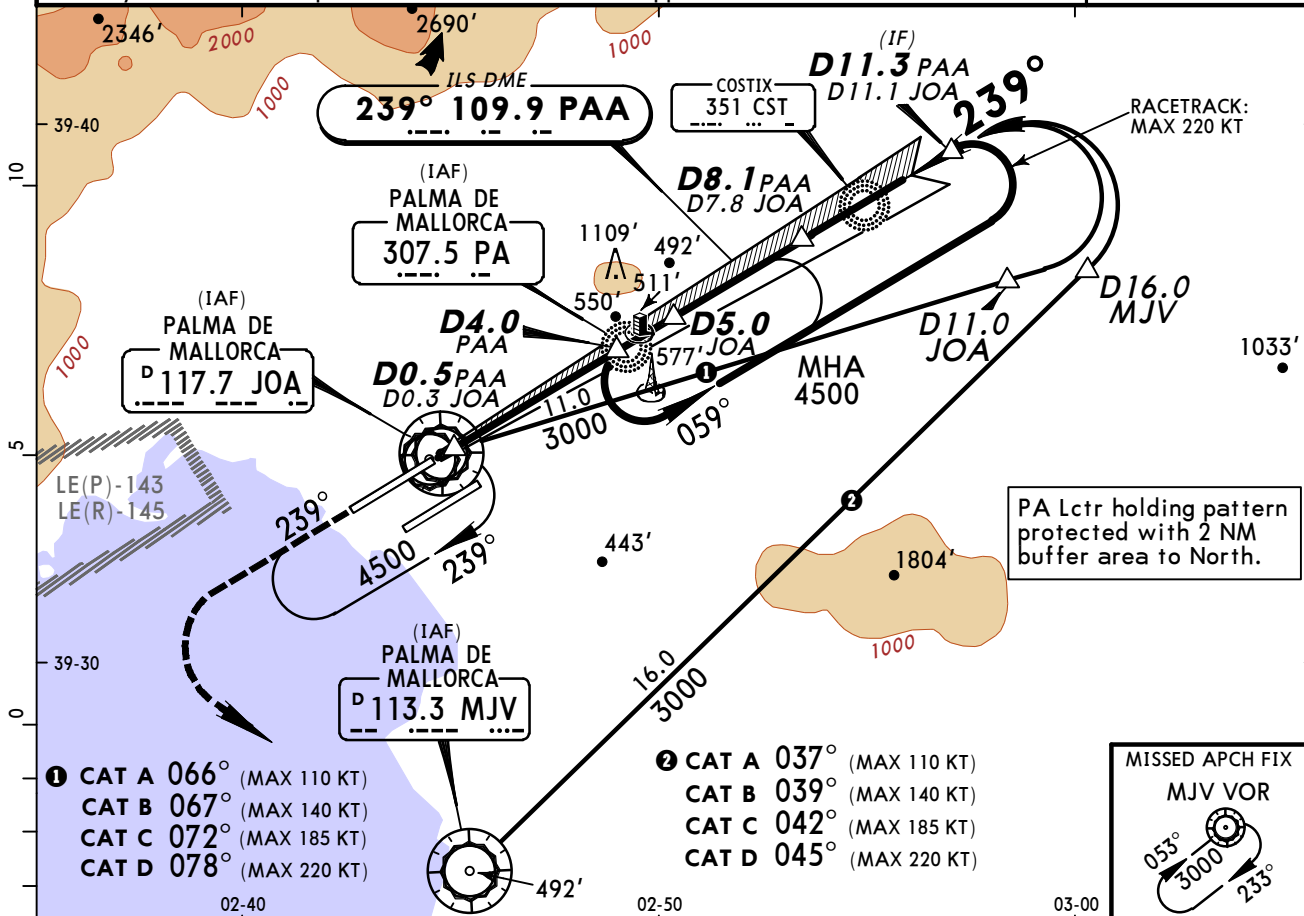
MISSED APCH: Climb on R-239 JOA to 4000', then turn LEFT to MJV VOR and join holding.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'

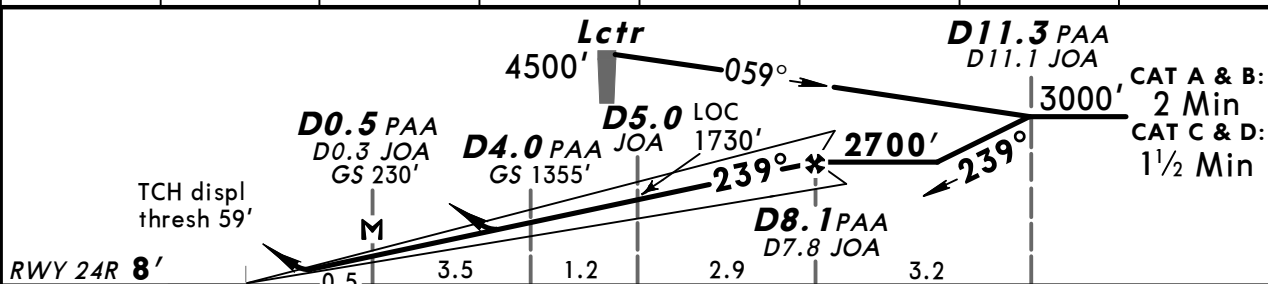
1. VOR, DME and ADF required. 2. ILS DME reads zero at rwy 24R displaced threshold.

3. Racetrack pattern is not omnidirectional. 4. ILS: No obstacle free zone rwy 24R.

5. Entry into racetrack pattern is restricted to the approach track.



LOC (GS out)	PAA DME	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	1060'	1390'	1730'	2060'	2390'	2730'



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>ILS GS</i> 3.00°	372	478	531	637	743	849
<i>LOC Descent Angle</i> 3.10°	384	494	548	658	768	878
<i>MAP at D0.5 PAA/D0.3 JOA</i>						

HIALS	4000'	JOA
REIL PAPI	↑	on 117.7 R-239

STRAIGHT-IN LANDING RWY 24R				CIRCLE-TO-LAND	
ILS			LOC (GS out)	Not authorized Northwest of rwy 06L/24R	
DA(H) ABC: 208' (200') D: 218' (210')			DA(H) 820' (812')		
FULL	Limited	ALS out	ALS out	Max Kts	MDA(H) VIS
A				100	710' (683') 1500m
B	RVR 550m	RVR 750m	RVR 1200m	135	790' (763') 1600m
C				180	1210' (1183') 2400m
D				205	1510' (1483') 3600m

After LOC (GS out) apch: MDA(H) 840' (813').

CHANGES: Stepdown fix added.

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LEPA/PMI JEPPESEN PALMA DE MALLORCA, SPAIN

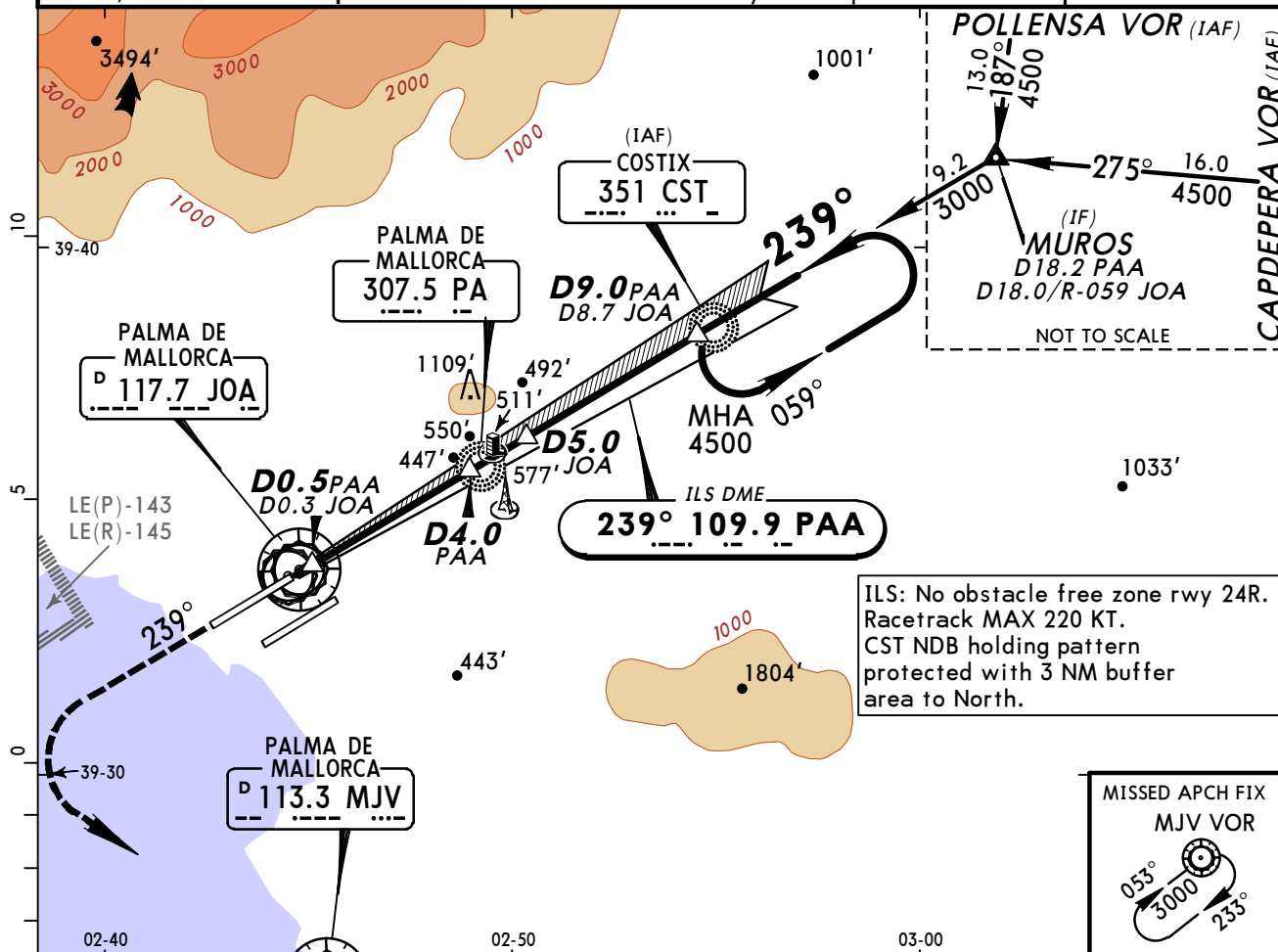
PALMA DE MALLORCA 27 JUN 14 (11-5) ILS Y or LOC Y Rwy 24R

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 D4.0 PAA 1355' (1347')	Refer to Minimums	Apt Elev 27' RWY 8'	

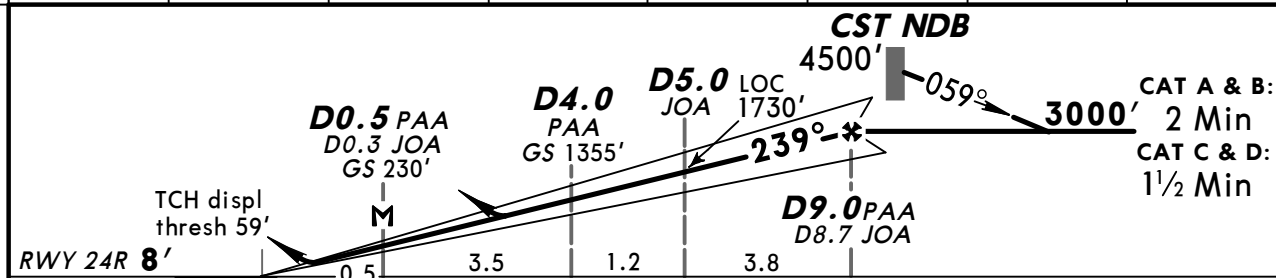
MISSED APCH: Climb on 239° from PA Lctr to 4000', then turn LEFT to MJV VOR and join holding.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'
 1. VOR, DME and ADF required. 2. ILS DME reads zero at rwy 24R displaced threshold.

MSA CST NDB



LOC (GS out)	PAA DME	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	1060'	1400'	1730'	2060'	2390'	2730'



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>ILS GS</i> 3.00°	372	478	531	637	743	849
<i>LOC Descent Angle</i> 3.10°	384	494	548	658	768	878
<i>MAP at D0.5 PAA/D0.3 JOA</i>						

HIALS

REIL

PAPI

PAPI

4000'

↑

on

239°

from

PA

307.5

STRAIGHT-IN LANDING RWY 24R				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized Northwest of rwy 06L/24R	
DA(H) ABC: 208' (200') D: 218' (210')		DA(H) 820' (812')			
FULL	Limited	ALS out	ALS out	Max Kts	MDA(H) VIS
A				100	710' (683') 1500m
B	RVR 550m	RVR 750m	RVR 1200m	135	790' (763') 1600m
C				180	1210' (1183') 2400m
D				205	1510' (1483') 3600m

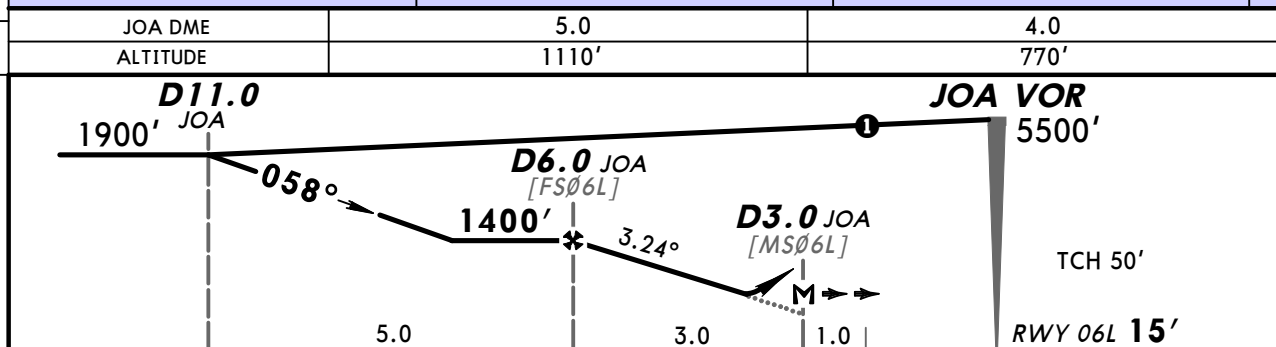
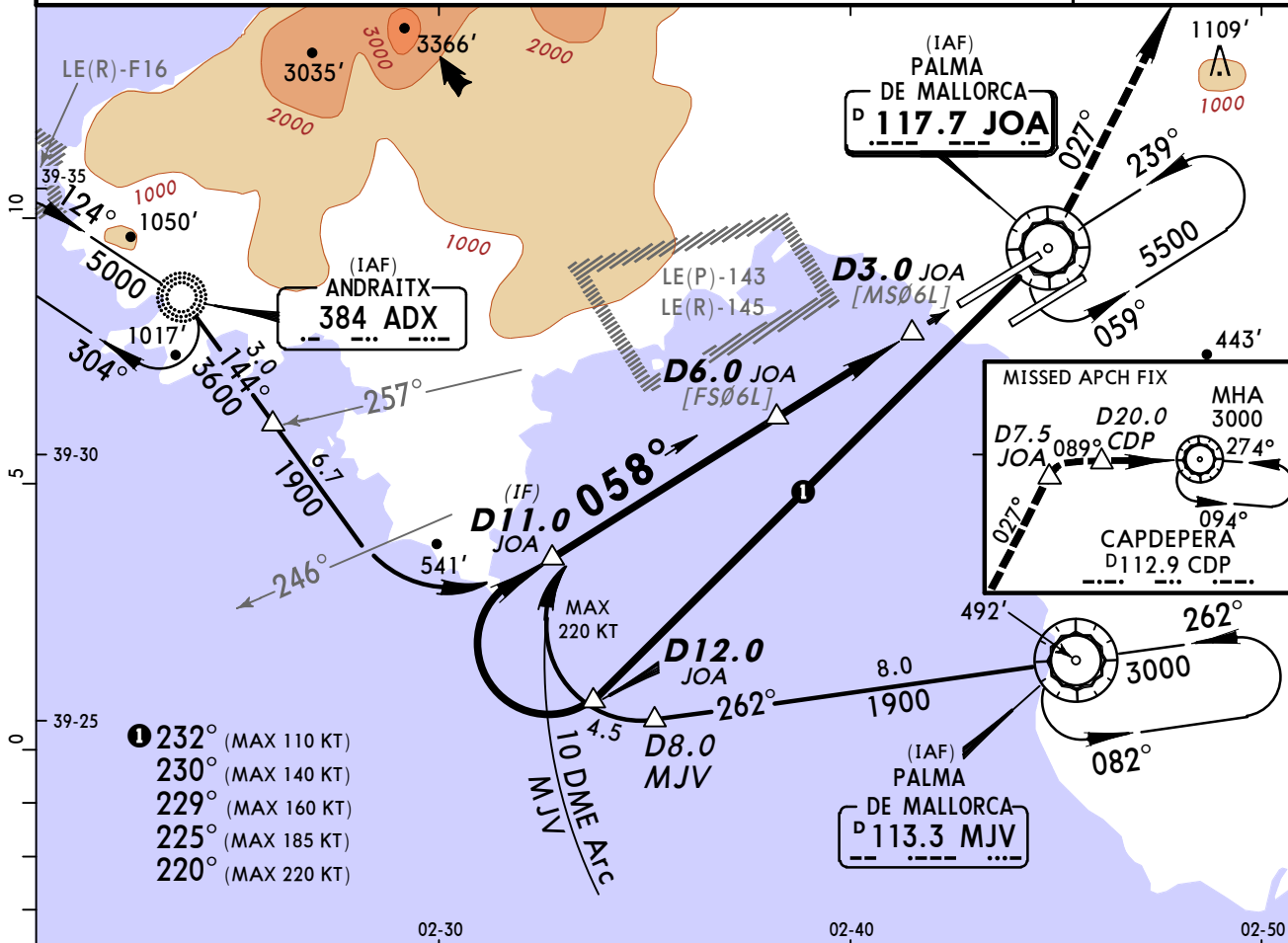
After LOC apch: MDA(H) 840' (813').

CHANGES: Stepdown fix added.

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LEPA/PMI PALMA DE MALLORCA 18 JUL 14 (13-1) VOR Rwy 06L

D-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 and ADF required. 2. Final approach track offset 1° from rwy centerline.					

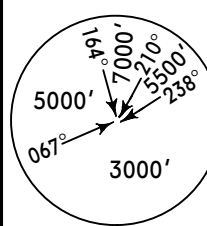


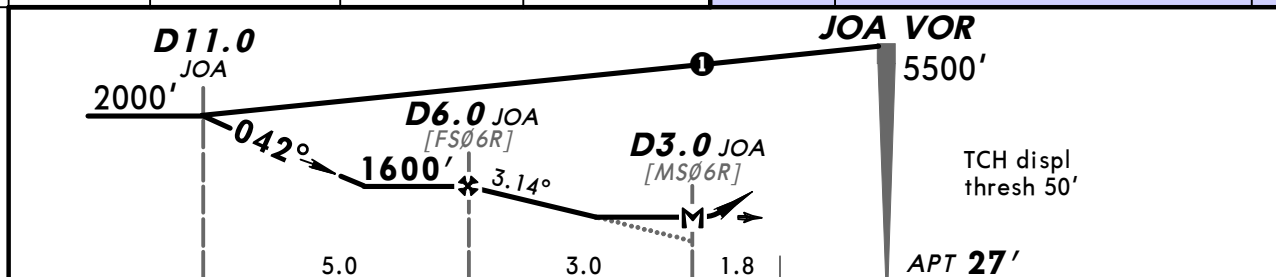
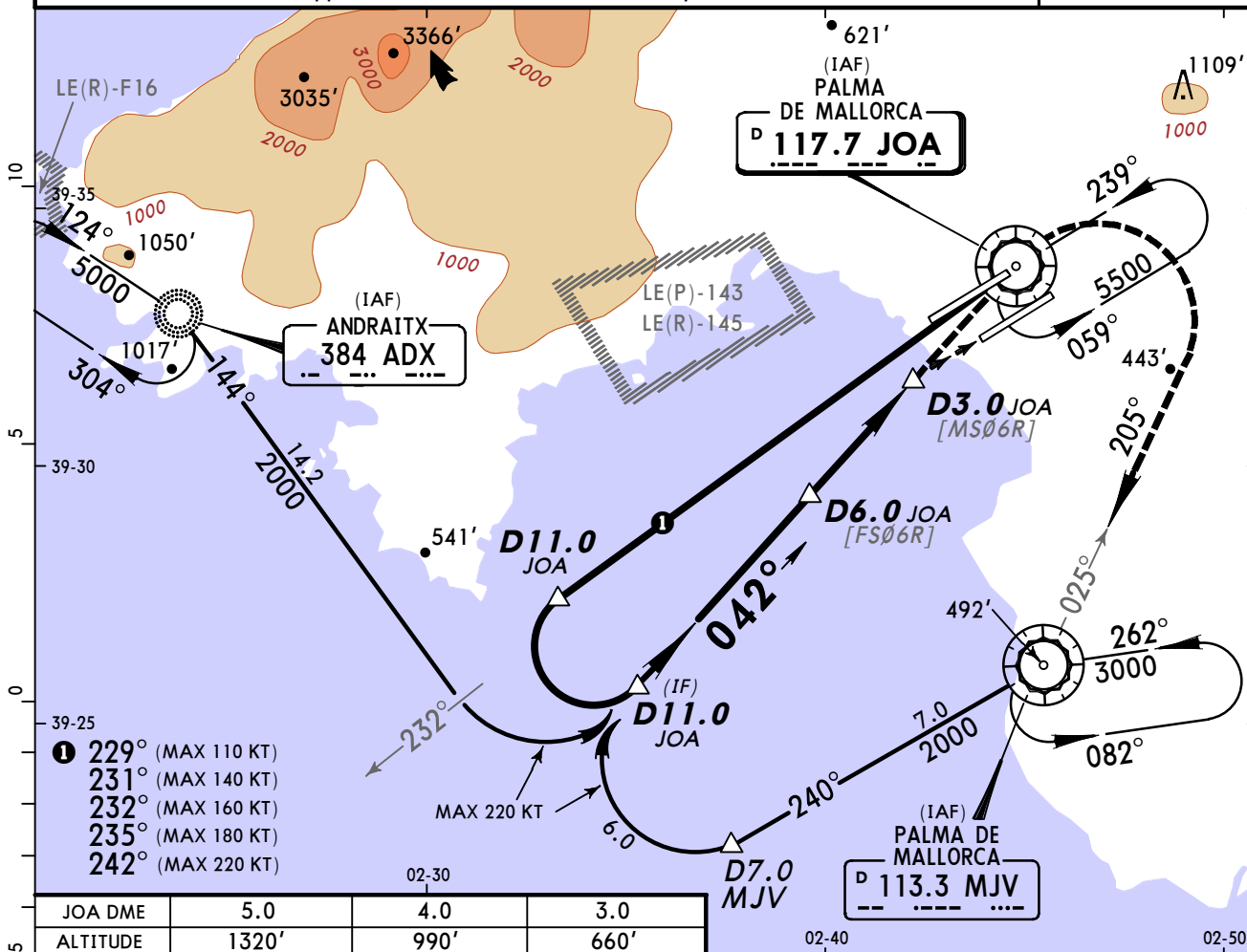
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.24°	401	516	573	688	803
MAP at D3.0 JOA						

Standard STRAIGHT-IN LANDING RWY 06L			CIRCLE-TO-LAND		
DA(H) 500' (485')			Not authorized Northwest of rwy 06L/24R		
ALS out			Max Kts	MDA(H)	VIS
RVR 1500m			100	610' (583')	1500m
RVR 1500m			135	820' (793')	1600m
CMV 2300m			180	1210' (1183')	2400m
CMV 2300m			205	1510' (1483')	3600m

LEPA/PMI JEPPESEN PALMA DE MALLORCA, SPAIN

PALMA DE MALLORCA 18 JUL 14 (13-2) VOR Rwy 06R

D-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' (1573')	MDA(H) Refer to Minimums	Apt Elev 27'	 MSA JOA VOR
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 Apt Elev: 1 hPa Trans level: By ATC Trans alt: 6000' 1. DME and ADF required. 2. JOA VOR holding pattern protected with 4 NM buffer area to North. 3. Final approach track offset 17° from rwy centerline.					

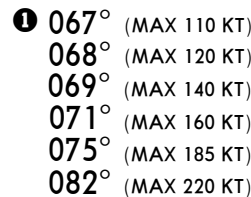


Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.14°	389	500	556	667	778
MAP at D3.0 JOA						

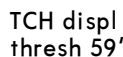
Standard		CIRCLE-TO-LAND	
		Not authorized Northwest of rwy 06R/24L	
	Max Kts	MDA(H)	VIS
A	100	610' (583')	1500m
B	135	820' (793')	1600m
C	180	1210' (1183')	2400m
D	205	1510' (1483')	3600m

VOR Rwy 24R

MSA JOA VOR



MISSED APCH FIX
MJV VOR



HIALS
REIL
PAPI PA

4000' JOA
on 117.7
R-239

CIRCLE-TO-LAND

 $DA(H) \quad \mathbf{620'} (612')$

Max

 $\vdash K \dagger s$

MDA(H) _____ VIS _____

40' (613') 1500m

20' (793') 1600m

el

0' (1183') 2400m

col	3600
-----	------

PANS OPS

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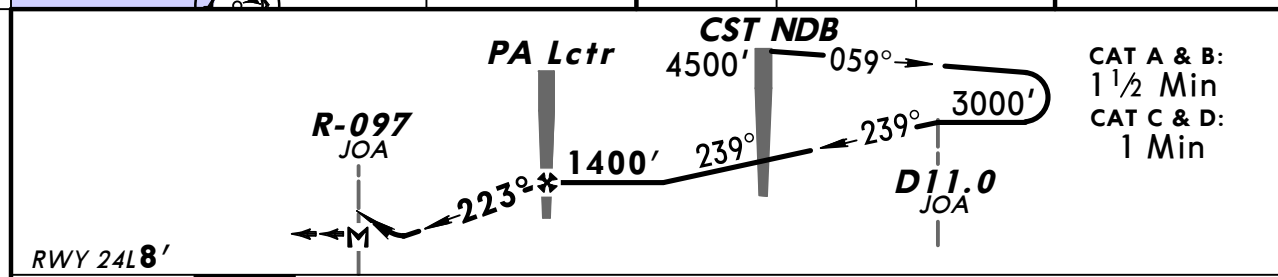
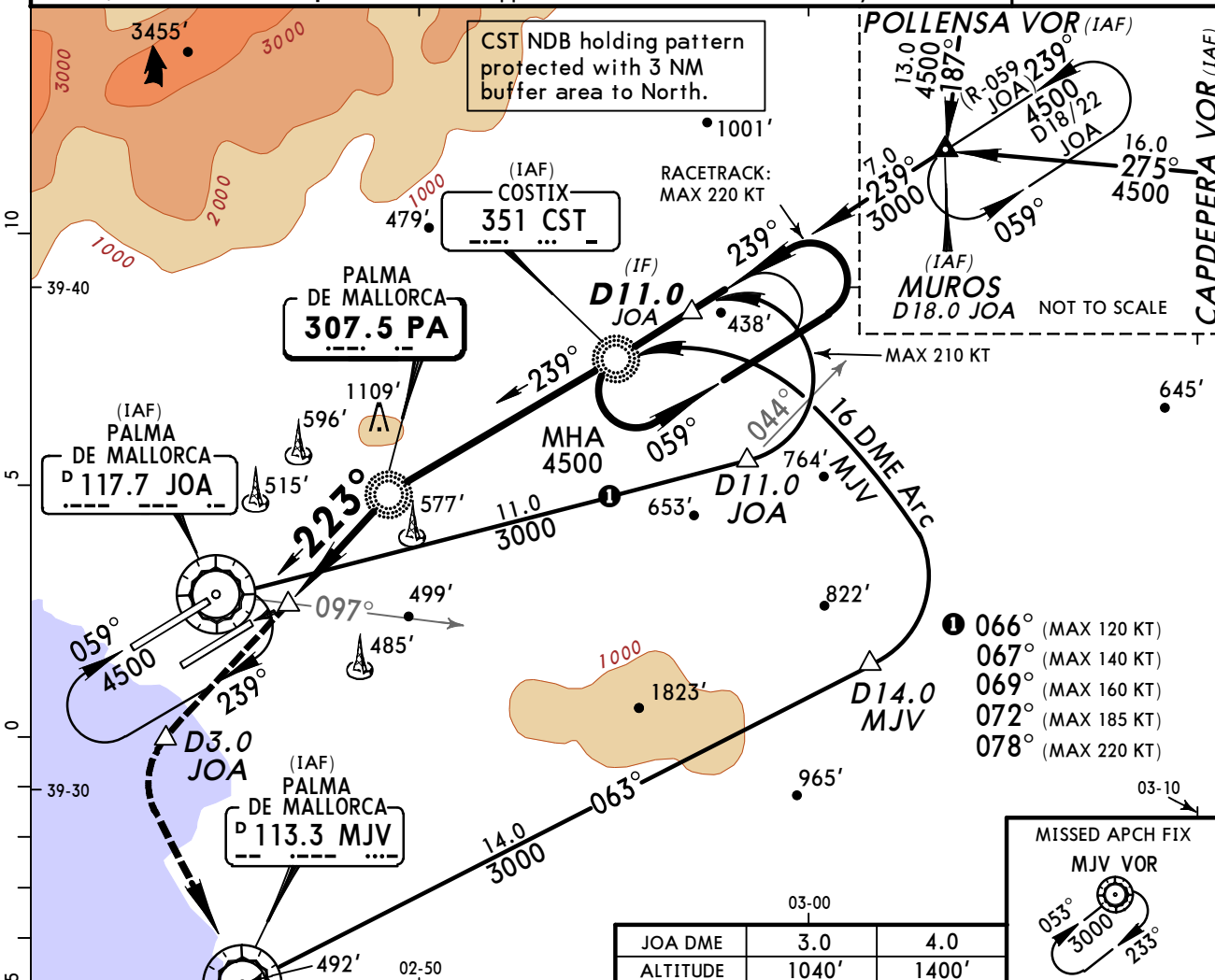
LEPA/PMI JEPPESEN PALMA DE MALLORCA, SPAIN

PALMA DE MALLORCA 12 SEP 14 (16-1) Eff 18 Sep Lctr Rwy 24L

BRIEFING STRIP™

D-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.VOR, DME and ADF required. 2.Final approach track offset 16° from rwy centerline.					

MSA CST NDB



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.40°	421	541	602	722	842
MAP at R-097 JOA						

Standard STRAIGHT-IN LANDING RWY 24L			CIRCLE-TO-LAND		
DA(H) 1000' (992')			Not authorized Northwest of rwy 06R/24L		
ALS out			Max Kts	MDA(H)	VIS
CMV 3800m			100	1020' (993')	4500m
			135		
			180	1210' (1183')	4500m
			205	1510' (1483')	4500m

PALMA DE MALLORCA, (PALMA DE MALLORCA - LEPA)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LEPA

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

(10-3K) Procedure note 2. should read Rwy 24R instead of Rwy 25R.