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Airport Information For LEPA

Terminal Charts For LEPA

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: PALMA DE MALLORCA ESP
ICAO/IATA: LEPA / PMI
Lat/Long: N39° 33.10', E002° 44.33'
Elevation: 27 ft

Airport Use: Joint-Use
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 1.0° 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: 1643 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: 119.250
- Palma Tower: 125.825 Secondary
- Palma Tower: 25.780 Military
- Palma Tower: 118.300
- Palma Tower: 118.450
- Palma Tower Ground: 121.700
- Palma Tower Ground: 121.900
- Palma Operations Ground: 130.250
- Palma Clearance Delivery: 123.875
- Palma Approach: 119.400
- Palma Approach: 119.150
- Palma Approach: 118.950
- Palma Approach: 36.942 Military

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PALMA DE MALLORCA

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Eff 21 Aug

AIRPORT BRIEFING

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

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Eff 10 Dec

AIRPORT BRIEFING

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 shall continue by the assigned route to the ATC authorization limit with extreme caution, where it shall 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.).

The maintenance works on TCAS systems which require them to be on, shall be conducted after prior coordination with the APT.

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.

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4 DEC 15

10-1P3

Eff 10 Dec

AIRPORT BRIEFING

1. GENERAL

1.6. TAXI PROCEDURES

1.6.1. GENERAL

TWY Y1 MAX wingspan 39'/12m.

TWY Y2 MAX wingspan 98'/30m.

TWY Y3 MAX wingspan 66'/20m.

TWYs H5, LP, V, V1, V2 and W5 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 E, H3, H4, 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 E, H3, H4, H7, H9, H10, J, K, M, N1 thru N6, P, S1 thru S3, Z.
- for ACFT Code E: TWYs A thru E, G (only A340-600), 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 shall 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.

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17 APR 15

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Eff 30 Apr

AIRPORT BRIEFING

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

These speeds are mandatory for separation purposes and standardized approach procedures at Palma APT. Except otherwise instructed by ATC, pilots shall comply with the following speed restrictions:

- MAX 250 KT at or below FL100 or at Speed Limit Point (SLP), whatever occurs first.
- MAX 230 KT while in holding pattern at or below FL140.
- 220 KT when leaving the IAF.
- 210 KT when being sequenced by RADAR vectoring, to maintain to 12.0 DME (or equivalent position).
- 180 KT at 9.0 DME (or equivalent position).
- Thereafter, 160 KT to 4.0 DME.

All speed restrictions are to be flown as accurately as possible.

ACFT unable to conform to these speeds due to weather conditions, ACFT performance or other operational reasons, should inform ATC immediately and state what speed might be used.

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. ARRIVAL

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

2.5. 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

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Eff 23 Jul

AIRPORT BRIEFING

2. ARRIVAL

From RWY 06L to: (cont'd)	
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
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 154B:	Standard route to P to LQ
Stands 155 thru 159:	Standard route to Q to LY
General Aviation:	
Stands 200 thru 226:	Standard route to Q to Y3
Stands 227 thru 230:	Standard route to Q to LY
Stands 231 thru 241:	Standard route to Q to LY and Y2
Stands 242 thru 247:	Standard route to Q to LY and Y1
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

2. ARRIVAL

From RWY 24L to: (cont'd)	
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
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 154B:	S1, S2 or S3 to SOUTH to Q to LQ or RWY end to Q to LQ
Stands 155 thru 159:	S1, S2 or S3 to SOUTH to Q to LY or RWY end to Q to LY
General Aviation:	
Stands 200 thru 226:	S1, S2 or S3 to SOUTH to Q to LY to Y2 to Y3 or RWY end, to Q to LY to Y2 and Y3
Stands 227 thru 230:	S1, S2 or S3 to SOUTH to Q to LY or RWY end to Q to LY
Stands 231 thru 241:	S1, S2 or S3 to SOUTH to Q to LY and Y2 or RWY end, to Q to LY and Y2
Stands 242 thru 247:	S1, S2 or S3 to SOUTH to Q to LY and Y1 or RWY end, to Q to LY and Y1
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.

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4 DEC 15

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Eff 10 Dec

AIRPORT BRIEFING

2. ARRIVAL

2.6. OTHER INFORMATION

2.6.1. MINIMUM REDUCED SEPARATION ON THE SAME RWY

A landing ACFT shall 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)".

2.6.2. FINAL APPROACH FREQUENCY CHANGE

While being transferred from PALMA ARRIVAL to PALMA FINAL, initial call should be restricted to CALL SIGN only in order to avoid frequency congestion.

2.6.3. UNINTENDED CROSSING FINAL APPROACH COURSE

In order to avoid unintended crossing of the final approach course when radio contact is not possible, if an ACFT is on a radar vector leading to the final approach course at an angle of 50° or less, or if the ACFT has been cleared to a waypoint or aid located on the final approach course, the pilot shall turn inbound to the final approach of the previously assigned RWY and shall adhere to the cleared altitude, unless the pilot has been instructed by ATC to cross the final approach course.

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.

ACFT must be ready to push-back or taxiing within the next 5 MIN after the approved start-up time, pilots will contact ATC otherwise.

Pilots shall contact Tower (GND) for push-back and/or taxi clearance.

Use of reverse thrust is prohibited.

The start-up request shall 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	E	E
200 thru 226	E	W
217	S	W
227 thru 247	E	E
236	N	N
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 shall 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 100B, 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
R13 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
Stands 80, 82:	T2 to T1 to M to SOUTH to H7 or H8
Stands 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 154B:	LQ to Q to SOUTH to H7 or H8
Stands 155 thru 159:	LY to Q to SOUTH to H7 or H8
General Aviation:	
Stands 200 thru 226:	Y3 to Y2 to LY to Q to SOUTH to H7 or H8
Stands 227 thru 230:	LY to Q to SOUTH to H7 or H8
Stands 231 thru 241:	Y2 to LY to Q to SOUTH to H7 or H8
Stands 242 thru 247:	Y1 to LY to Q 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.

LEPA/PMI

JEPPesen

PALMA DE MALLORCA, SPAIN

PALMA DE MALLORCA

10 JUL 15

(10-1P11)

Eff 23 Jul

AIRPORT BRIEFING

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 100B, 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
R13 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
Stands 80, 82:	T2 to T1 to LM to LK to J to LINK to NORTH to H1 or H3
Stands 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 154B (MAX wingspan 118'/36m):	LQ until LK to J to LINK to NORTH to H1 or H3
Stands 98 thru 154 (wing-span 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 (wing-span more than 118'/36m):	LY to LQ to P to SOUTH to LINK to NORTH to H1 or H3
General Aviation:	
Stands 200 thru 226:	Y3 to LQ until LK to J to LINK to NORTH to H1 or H3
Stands 227 thru 230:	LY until LK to J to LINK to NORTH to H1 or H3
Stands 231 thru 241:	Y2 to LY until LK to J to LINK to NORTH to H1 or H3
Stands 242 thru 247:	Y1 to 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.

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PALMA DE MALLORCA, SPAIN

PALMA DE MALLORCA

17 APR 15

10-1P12

Eff 30 Apr

AIRPORT BRIEFING

3. DEPARTURE

3.2. SPEED RESTRICTIONS

MAX 250 KT until leaving FL 100.

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.

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PALMA DE MALLORCA

17 APR 15

(10-1R)

Eff 30 Apr

RADAR MINIMUM ALTITUDES

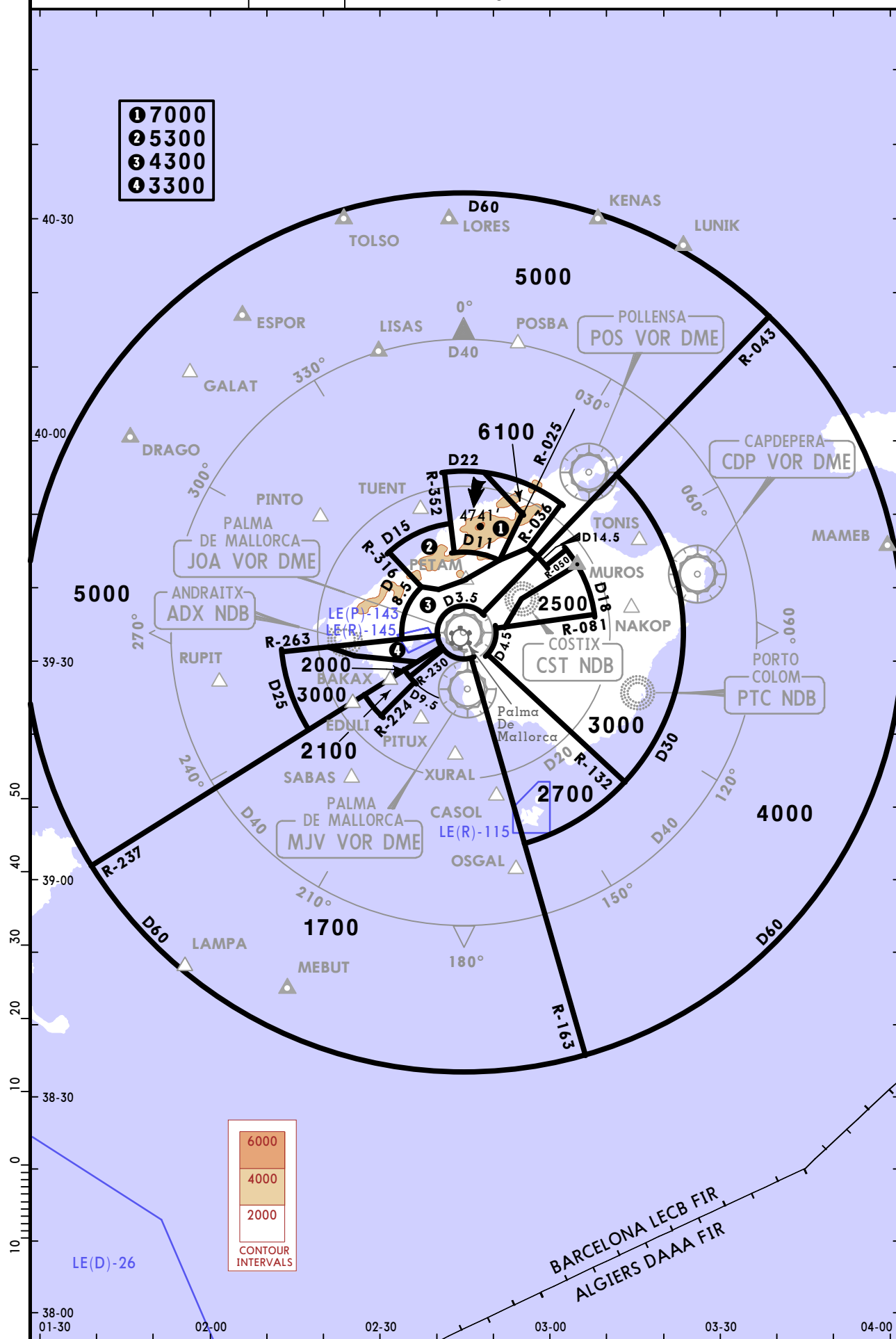
PALMA Approach (R)

118.950 119.150
119.4

Apt Elev
27'

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

1. The published minimum altitudes integrate no correction for low temperatures.
2. This chart may only be used for cross-checking of altitudes assigned while the aircraft is identified.



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

① From LEBL only

SLP Speed Limit Point

HOLDINGS OVER JOA

Rwys 241 / R

Bwys 061 / B

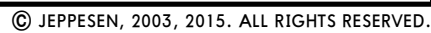
TUENT

Rwys 061 / R

Clearance limit is IAF.

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

RWYS 24L/R ARRIVALS



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PALMA DE MALLORCA

17 APR 15

10-2F

Eff 30 Apr

STAR

JEPPesenPALMA DE MALLORCA, SPAIN

D-ATIS
119.250

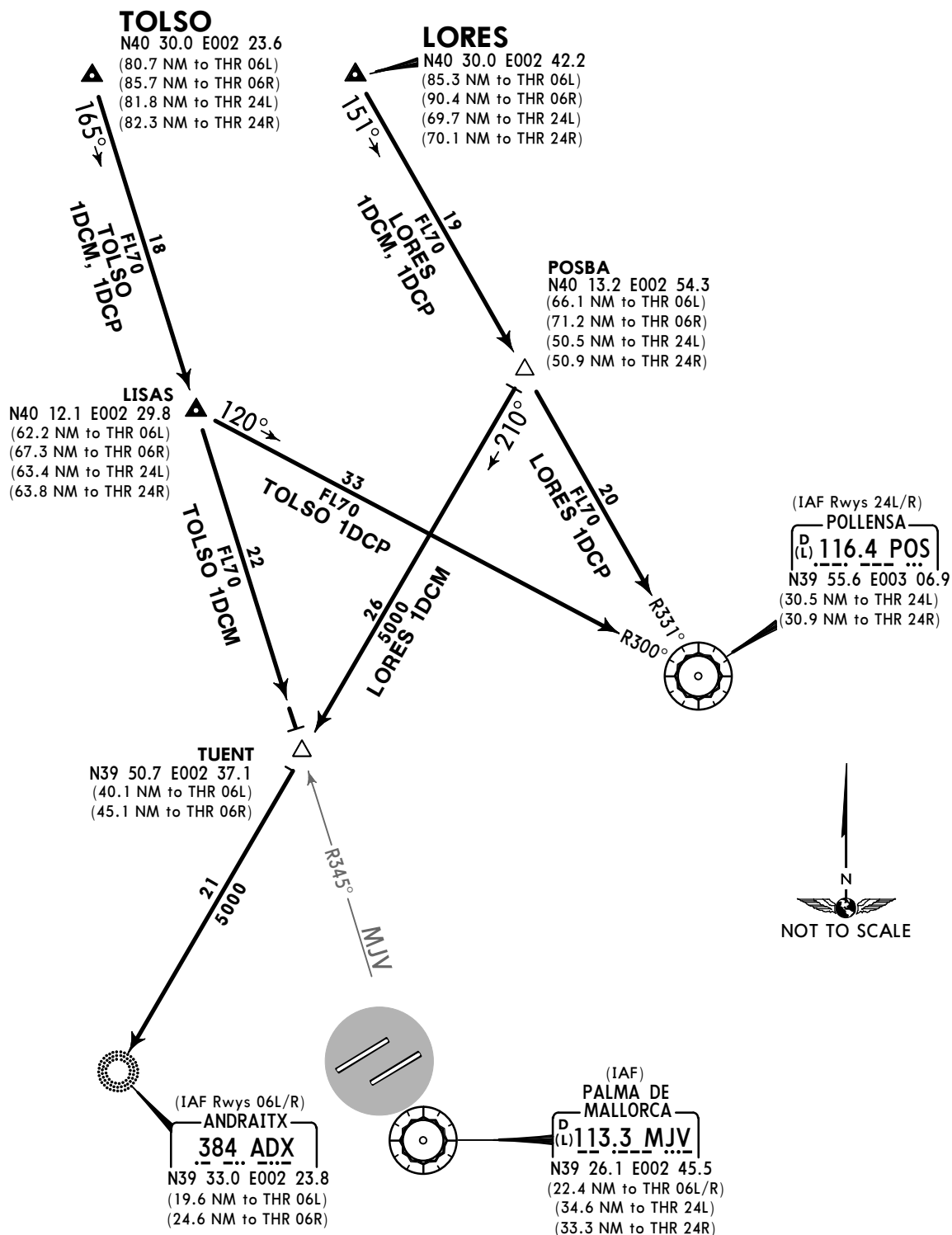
Apt Elev
27'

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

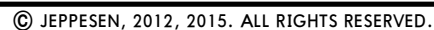


Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

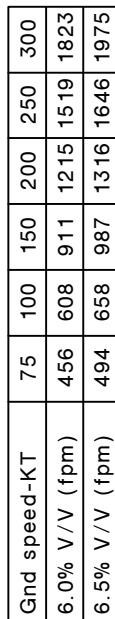
(IAF Rwys 24L/R)
CAPDEPERA
D 112.9 CDP
N39 41.9 E003 26.1
(57.5 NM to THR 06L/R)
(34.0 NM to THR 24L)
(34.8 NM to THR 24R)

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

USABLE BETWEEN 2300-0700LT



3. EXPECT close-in obstacles.



These SIDs require minimum climb gradients of

BAVER 1S, EPAMA 1N
6.0% up to 4000'.
BAVER 1T, EPAMA 1R
6.5% up to 4000'.

Initial ATC clearance: Maintain 6000' except ATC clearance		
SID	RWY	INITIAL CLIMB/ROUTING
BAVER 1S	06L	Climb on runway heading, intercept JOA R-061 to D8.0 JOA, turn LEFT, along MJV 15.0 DME arc to PETAM, turn RIGHT to PINTO, turn LEFT to BAVR.
BAVER 1T	06R	Climb on runway heading to JOA 8.0 DME, turn LEFT, along MJV 15.0 DME arc to PETAM, turn RIGHT to PINTO, turn LEFT to BAVR.
EPAMA 1N	06L	Climb on runway heading, intercept JOA R-061 to D8.0 JOA, turn LEFT, along MJV 15.0 DME arc to PETAM, turn RIGHT to PINTO, turn LEFT to EPAMA.
EPAMA 1R	06R	Climb on runway heading to JOA 8.0 DME, turn LEFT, along MJV 15.0 DME arc to PETAM, turn RIGHT to PINTO, turn LEFT to EPAMA.

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PALMA DE MALLORCA

17 APR 15

10-3A

Eff 30 Apr



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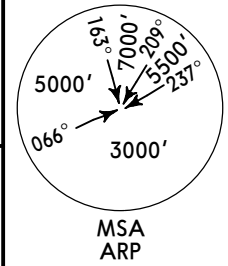
PALMA DE MALLORCA, SPAIN

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]

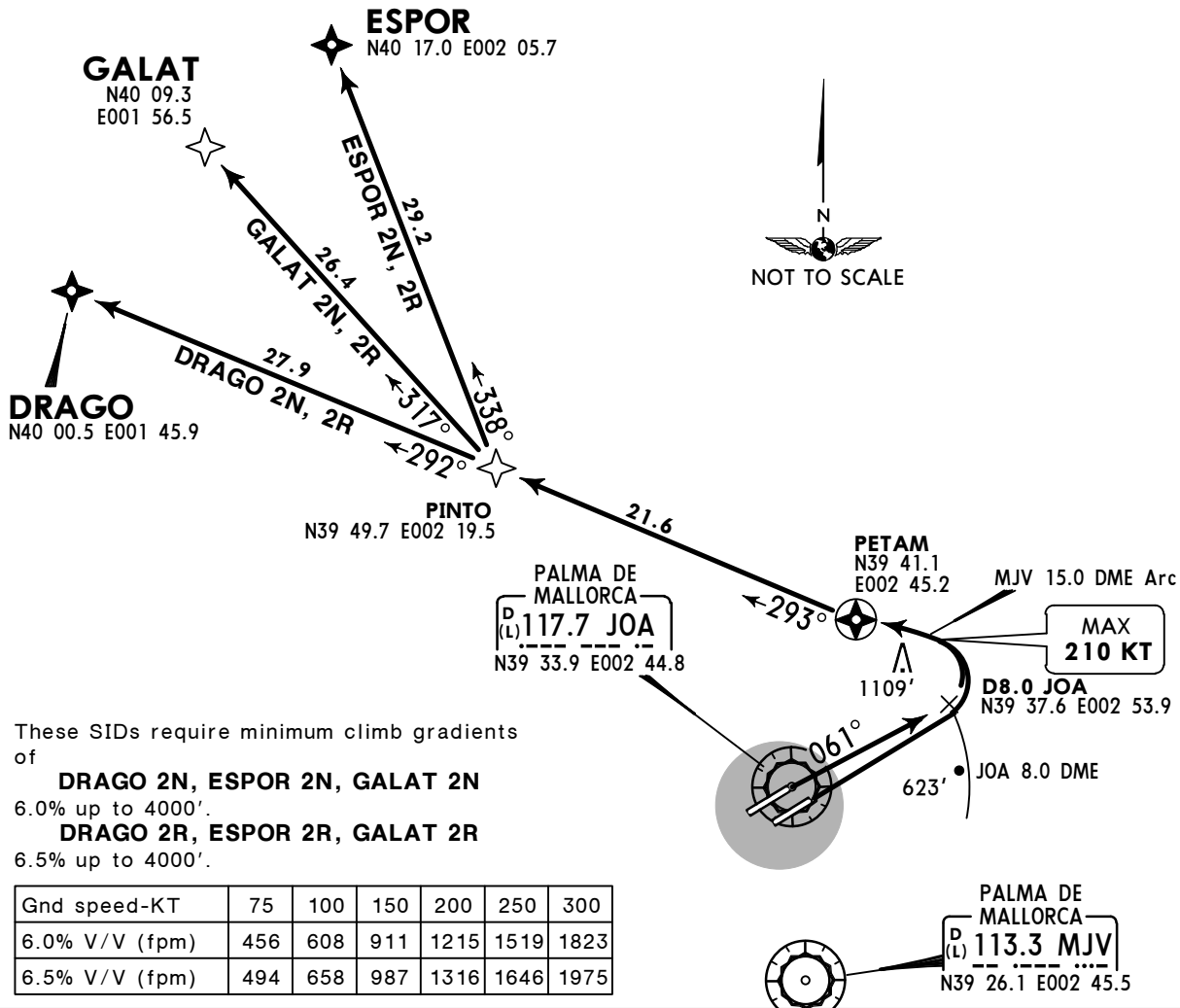
RWYS 06L/R P-RNAV DEPARTURES

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

6.0% up to 4000'.

DRAGO 2R, ESPOR 2R, GALAT 2R

6.5% up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
6.5% V/V (fpm)	494	658	987	1316	1646	1975

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

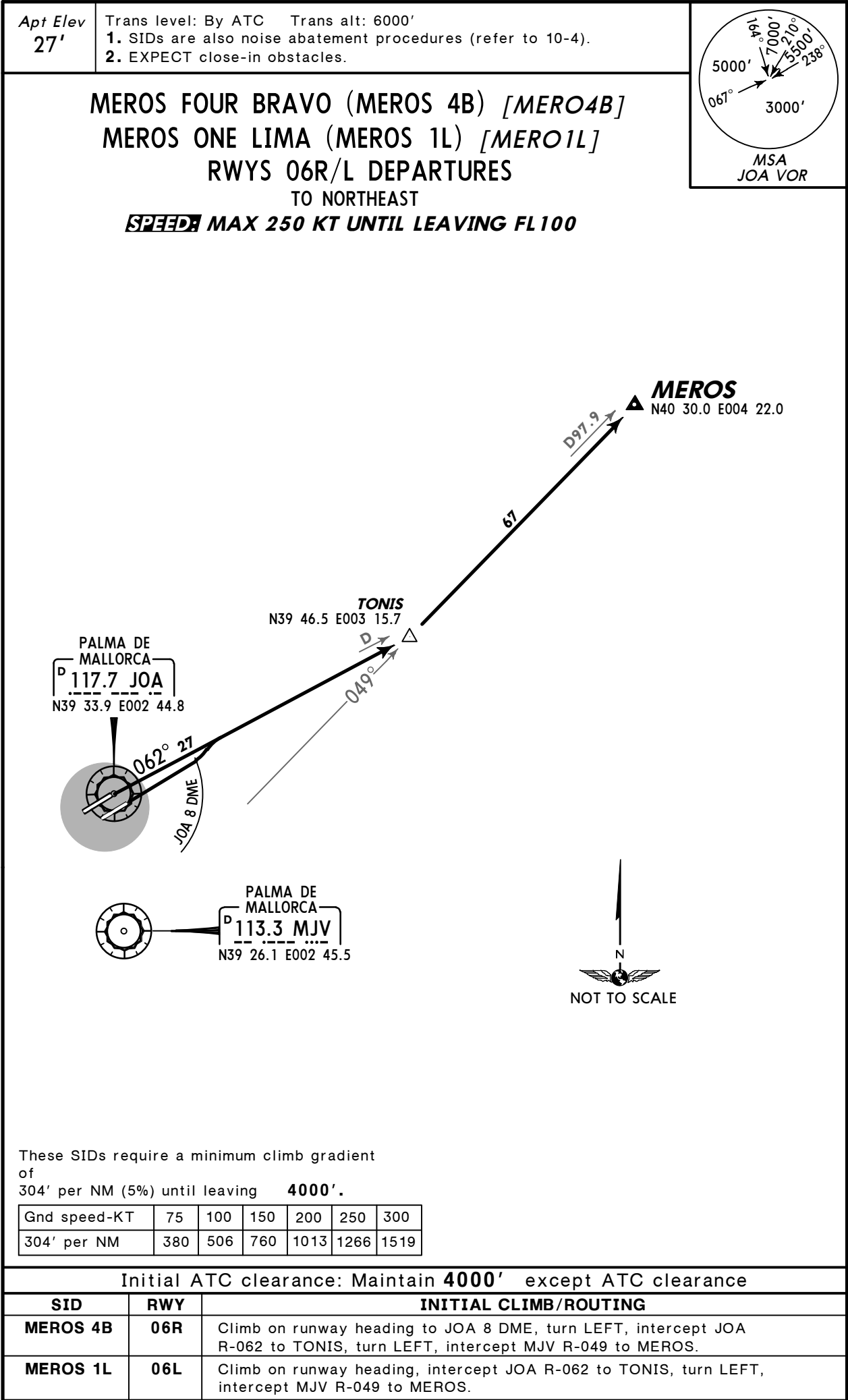
SID	RWY	INITIAL CLIMB
DRAGO 2N, ESPOR 2N GALAT 2N	06L	Climb on runway heading, intercept JOA R-061 to D8.0 JOA, turn LEFT, along MJV 15.0 DME arc to PETAM.
DRAGO 2R, ESPOR 2R GALAT 2R	06R	Climb on runway heading to JOA 8.0 DME, turn LEFT, along MJV 15.0 DME arc to PETAM.
SID	ROUTING	
DRAGO 2N, 2R	PETAM, turn RIGHT to PINTO - DRAGO.	
ESPOR 2N, 2R	PETAM, turn RIGHT to PINTO, turn RIGHT to ESPOR.	
GALAT 2N, 2R	PETAM, turn RIGHT to PINTO, turn RIGHT to GALAT.	

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PALMA DE MALLORCA

 JEPPESEN PALMA DE MALLORCA, SPAIN

2 JAN 09 10-3C

SID



LEPA/PMI

PALMA DE MALLORCA

27 APR 12

10-3D

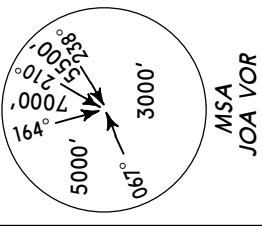
Eff 3 May

JEPPESEN PALMA DE MALLORCA, SPAIN

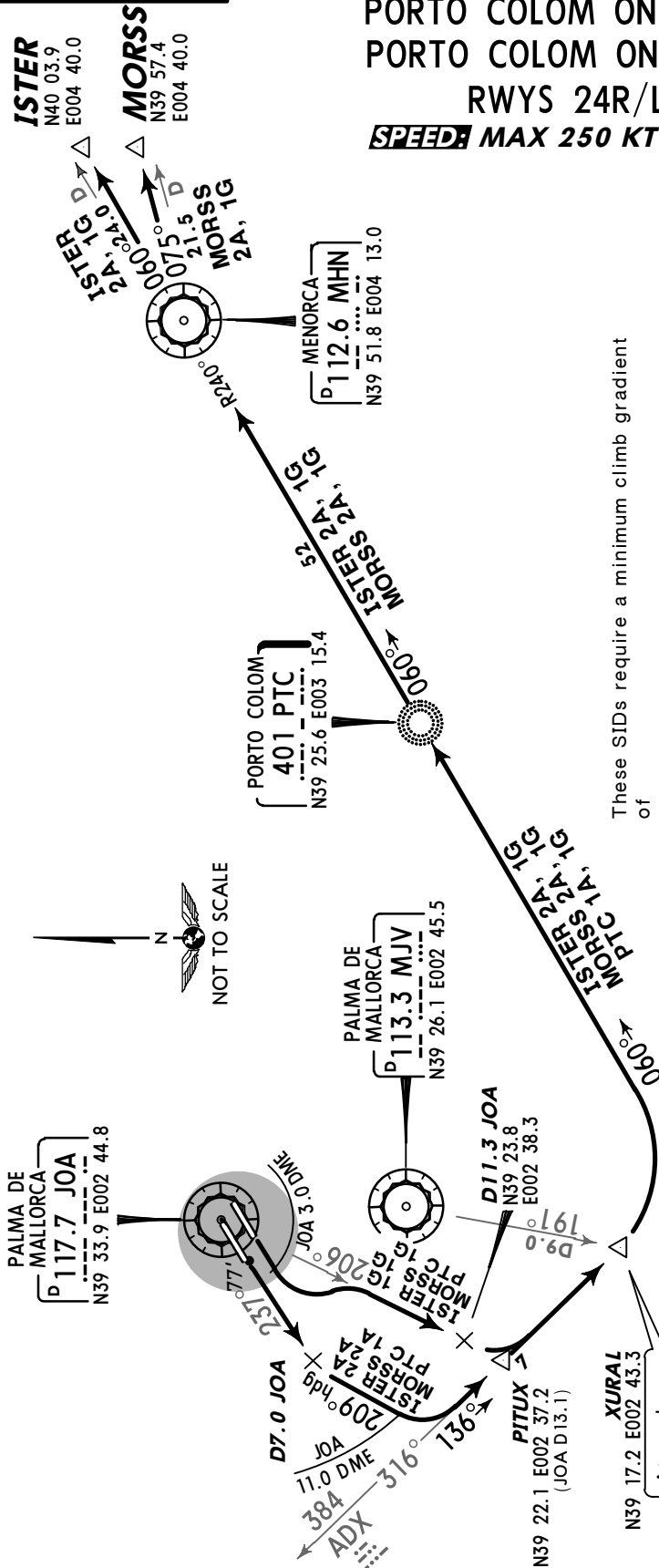
SID

Apt Elev
27'

Trans level: By ATC Trans alt: 6000'
1. SIDs are also noise abatement procedures (refer to 10-4).
2. 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 FL100



These 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.			

LEPA/PMI

PALMA DE MALLORCA

27 APR 12

10-3E

Eff 3 May



JEPPESEN

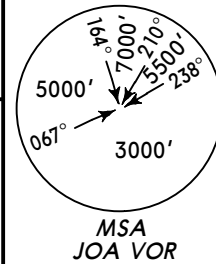
PALMA DE MALLORCA, SPAIN

SID

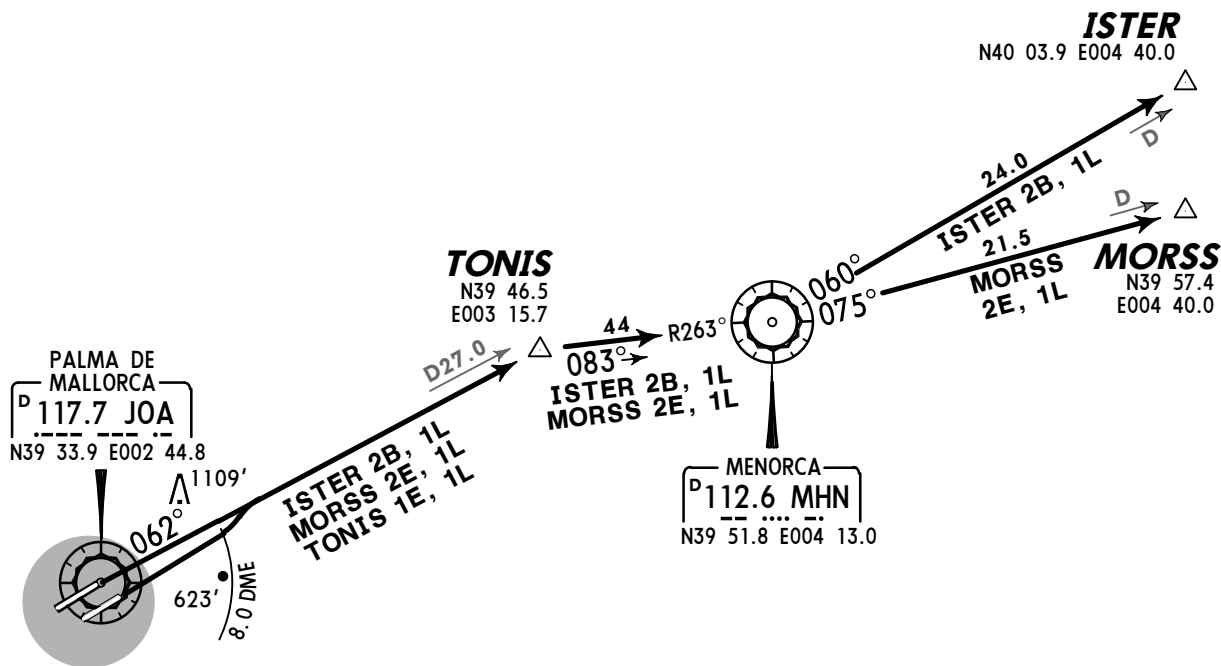
Apt Elev
27'

Trans level: By ATC Trans alt: 6000'

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



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.

LEPA/PMI

PALMA DE MALLORCA

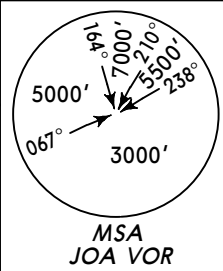
27 APR 12

10-3F

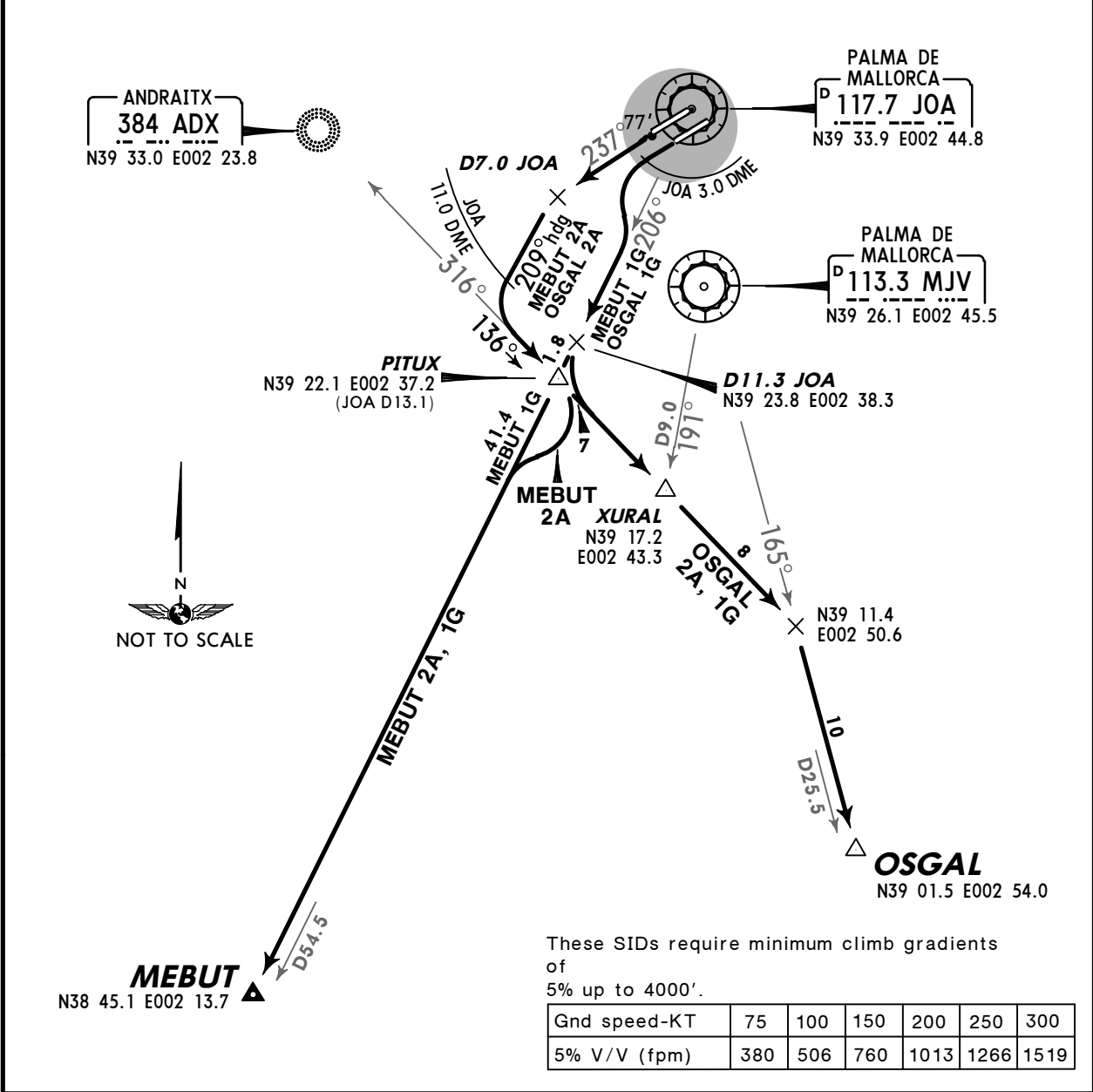
Eff 3 May

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. Rwy 24R: EXPECT close-in obstacles.	
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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



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.

LEPA/PMI

PALMA DE MALLORCA

27 APR 12

10-3G

Eff 3 May

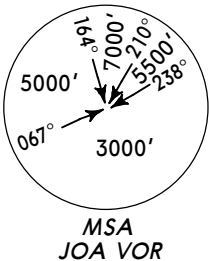
JEPPESEN PALMA DE MALLORCA, SPAIN

SID

Apt Elev
27'

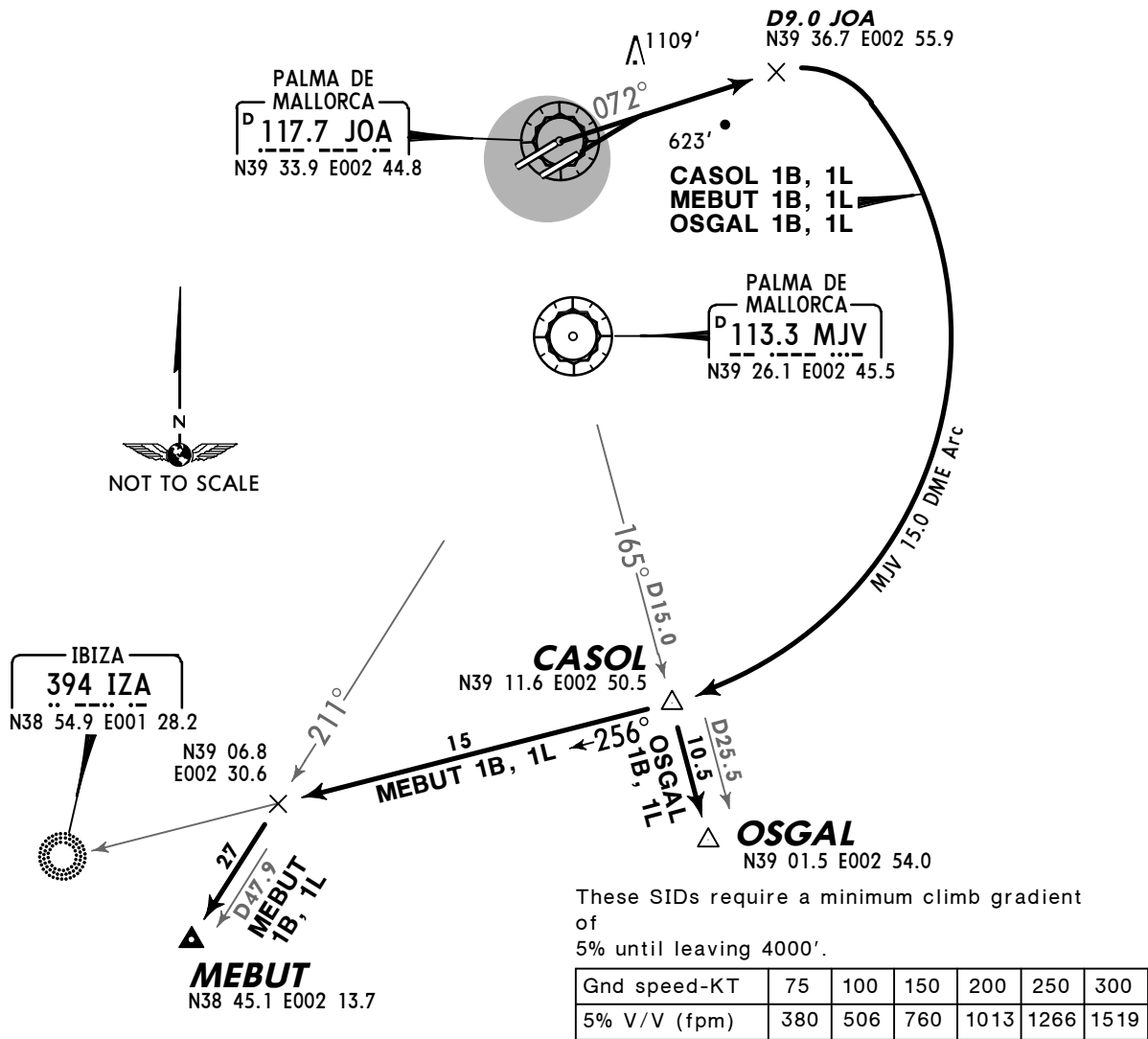
Trans level: By ATC Trans alt: 6000'

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



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



Initial ATC clearance:

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

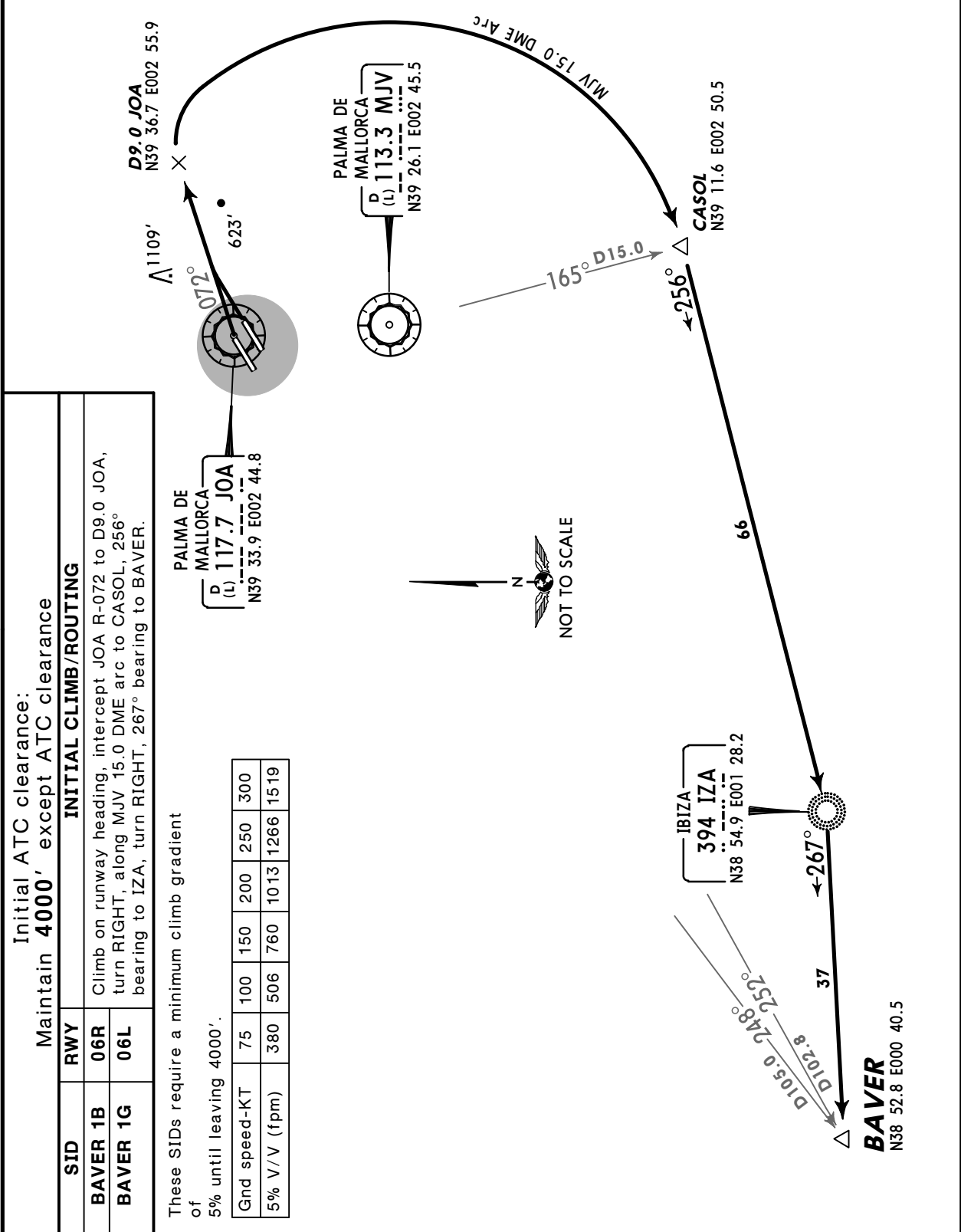
SID	RWY	INITIAL CLIMB/ROUTING
CASOL 1B ①	06R	Climb on runway heading, intercept JOA R-072 to D9.0 JOA, turn RIGHT, along MJV 15.0 DME arc to CASOL.
CASOL 1L ①	06L	
MEBUT1B	06R	Climb on runway heading, intercept JOA R-072 to D9.0 JOA, turn RIGHT, along MJV 15.0 DME arc to CASOL, intercept 256° bearing 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.

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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.
-----------------	--

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



LEPA/PMI

PALMA DE MALLORCA

27 APR 12

10-3K

Eff 3 May

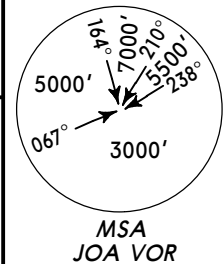


JEPPESEN PALMA DE MALLORCA, SPAIN

SID

Apt Elev
27'

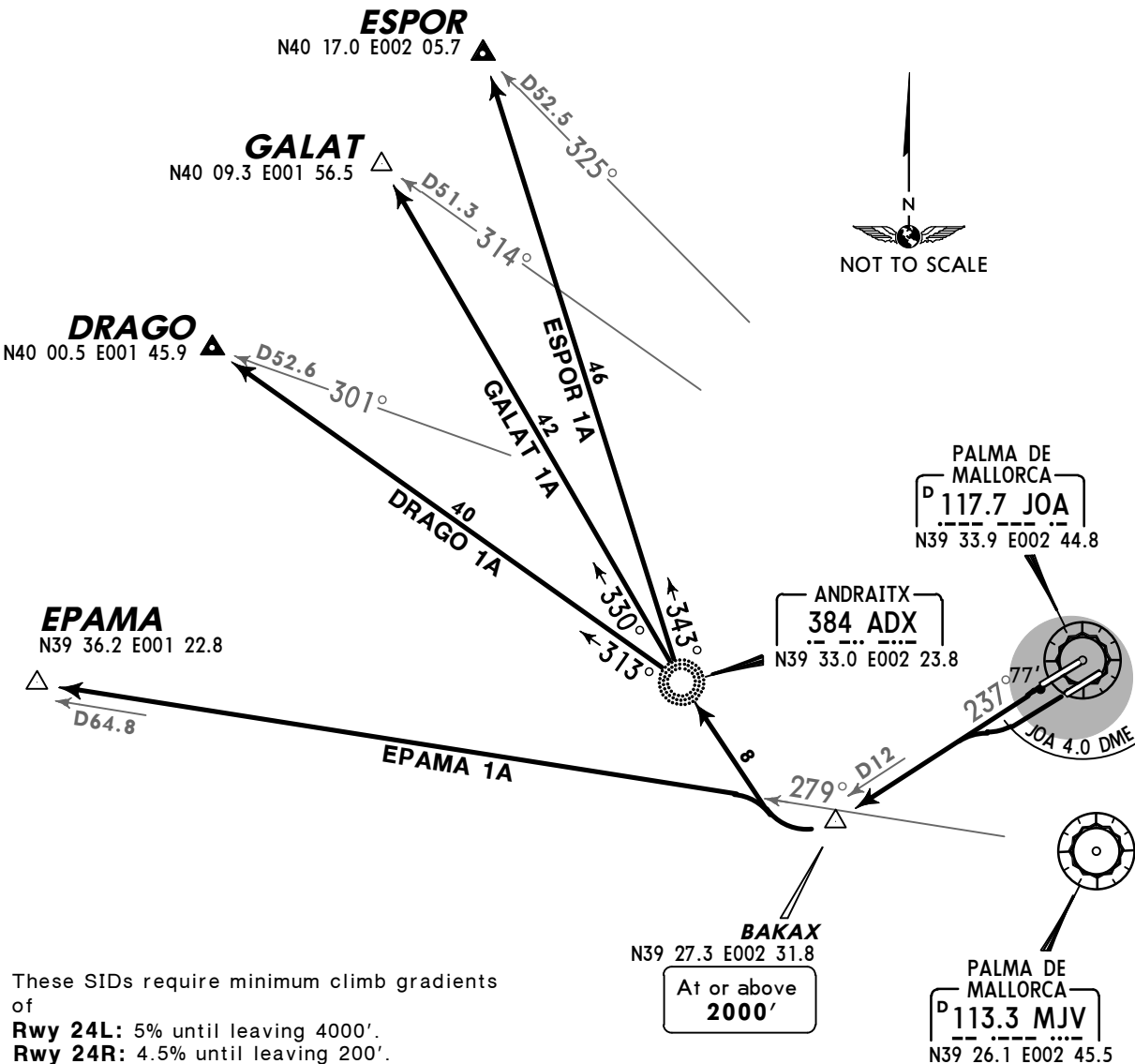
Trans level: By ATC Trans alt: 6000'
1. SIDs are also noise abatement procedures (refer to 10-4).
2. Rwy 25R: EXPECT close-in obstacles.



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



These SIDs require minimum climb gradients of
Rwy 24L: 5% until leaving 4000'.
Rwy 24R: 4.5% until leaving 200'.

Gnd speed-KT	75	100	150	200	250	300
5% V/V (fpm)	380	506	760	1013	1266	1519
4.5% V/V (fpm)	342	456	684	911	1139	1367

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

RWY	INITIAL CLIMB
24L	Climb on runway heading to JOA 4.0 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.
EPAMA 1A	At BAKAX turn RIGHT, intercept MJV R-279 to EPAMA.
ESPOR 1A	At BAKAX turn RIGHT to ADX, then to ESPOR.
GALAT 1A	At BAKAX turn RIGHT to ADX, then to GALAT.

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PALMA DE MALLORCA 27 APR 12

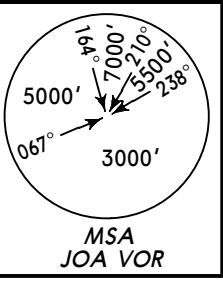
10-3L

Eff 3 May

SID

Apt Elev
27'

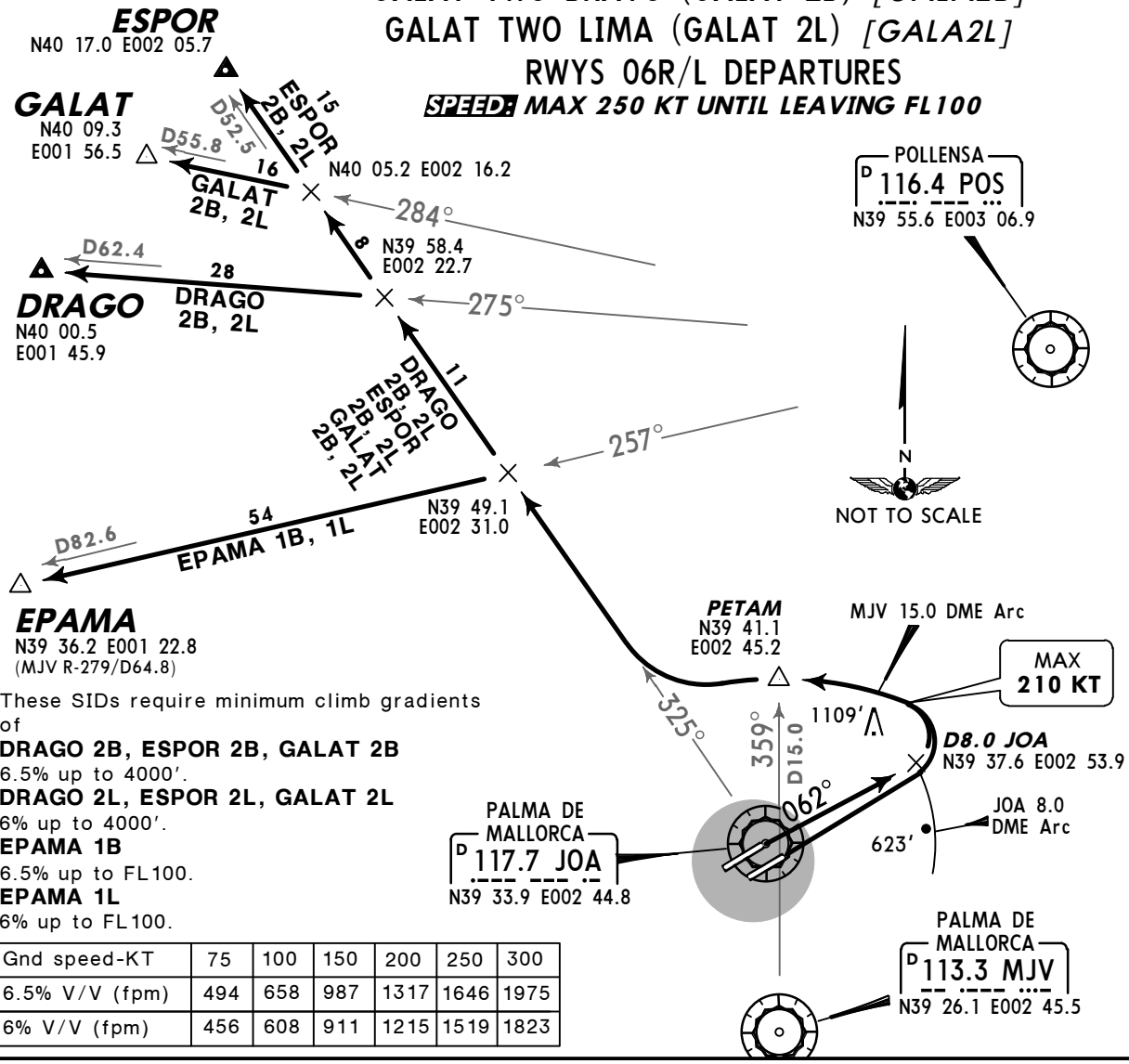
Trans level: By ATC Trans alt: 6000'
1. SIDs are also noise abatement procedures (refer to 10-4).
2. EXPECT close-in obstacles.



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.

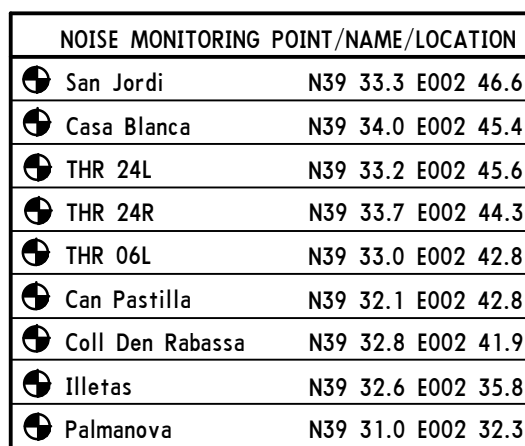
Rwys 24L/R: Climb on runway heading to 3300', turn and follow the ATC instructions.

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

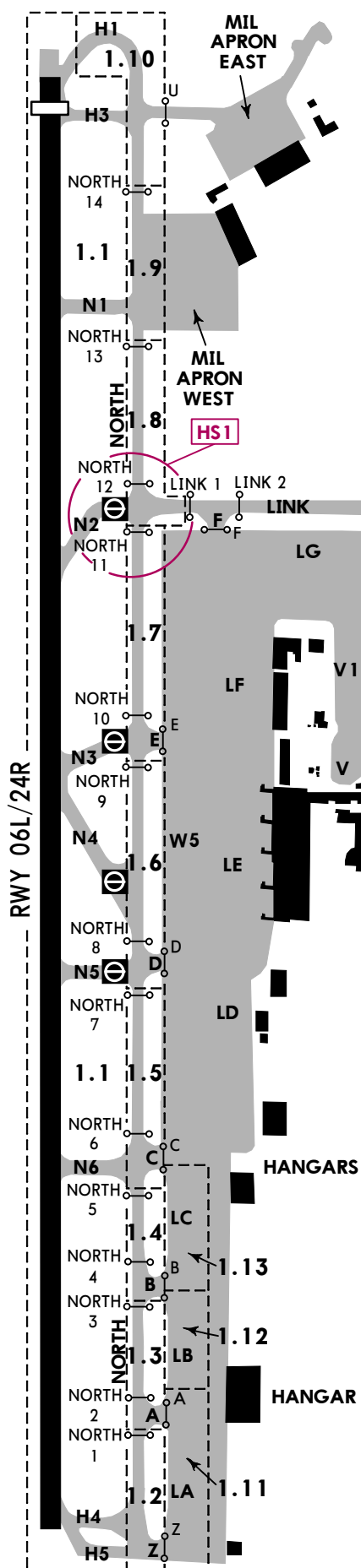


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WORKS ON AIRPORT AREA

REFER ALSO TO LATEST NOTAMS

EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY



PHASE 1: Adaptation of manholes on RWY 06L/24R

Works will be realized at NIGHT and with RWY closed.

Subphase 1.1:

Closure of RWY 06L/24R.

Subphase 1.2:

Closure of TWY NORTH between gate Z and gate NORTH 1.

Subphase 1.3:

Closure of TWY NORTH between gate Z and gate NORTH 3, and gate A.

Subphase 1.4:

Closure of TWY NORTH between gate NORTH 2 and gate NORTH 5, and gate B.

Subphase 1.5:

Closure of TWY NORTH between gate NORTH 4 and gate NORTH 7, and gate C.

Subphase 1.6:

Closure of TWY NORTH between gate NORTH 6 and gate NORTH 9, and gate D.

Subphase 1.7:

Closure of TWY NORTH between gate NORTH 8 and gate NORTH 11, and gate E.

Subphase 1.8:

Closure of TWY NORTH between gate NORTH 10 and gate NORTH 13, and TWY LINK between gate LINK 1 and TWY NORTH.

Subphase 1.9:

Closure of TWY NORTH between gate NORTH 12 and gate NORTH 14.

Subphase 1.10:

Closure of TWY NORTH between gate NORTH 14 and TWY H1, TWY H1 and TWY H3.

Subphase 1.11:

Closure of TWY LA, LB and gate A.

Subphase 1.12:

Closure of TWY LB.

Subphase 1.13:

Closure of TWY LC.

LEGEND

1.1 Subphase

N4	Taxiway
----	---------

NORTH 1  Holding position

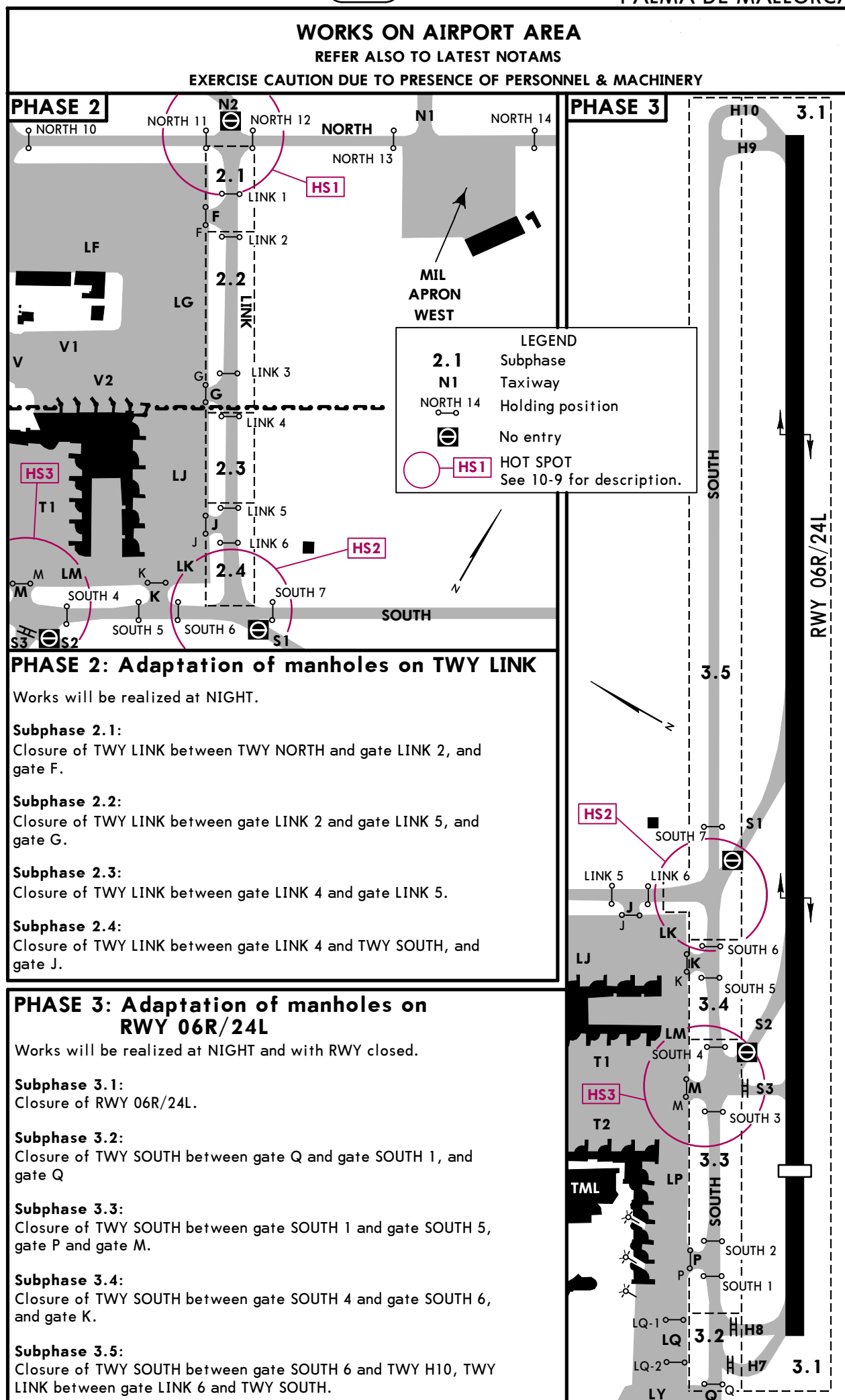
 No entry

 **HS1** HOT SPOT
See 10-9 for description.

LEPA/PMI

2 OCT 15 (10-8A)

Eff 15 Oct

JEPPesen PALMA DE MALLORCA, SPAIN
PALMA DE MALLORCA


LEPA/PMI

WORKS ON AIRPORT AREA
REFER ALSO TO LATEST NOTAMS
EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY

PHASE 4: Works on wind direction indicator RWY 06R

Works will be realized at DAY for the demolition and at NIGHT and with RWY closed for the execution of the WDI.

PHASE 5: Adequation of arresting cable of RWY 06R/24L

Works will be realized at NIGHT and with RWY closed.

PHASE 6: Works on RWY 06R/24L area

Works will be realized at DAY and NIGHT and with RWY closed.

PHASE 7: Works on TWY LINK tunnel

Works will be realized at NIGHT and with RWY 06R/24L closed.

PHASE 8: Adaptation of the manhole pumping station in strip of RWY 06R/24L

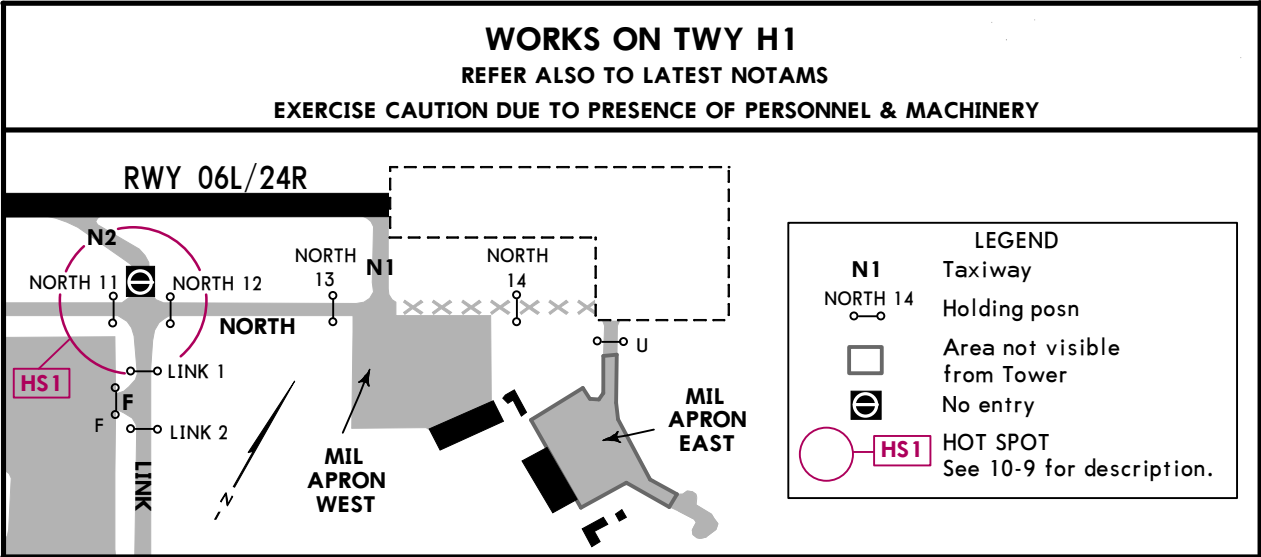
Activities without effects on operations.

PHASE 9: Withdrawal of work camp

Activities without effects on operations.

LEPA/PMI

JEPPesen PALMA DE MALLORCA, SPAIN
2 OCT 15 **(10-8D)** **Eff 15 Oct** PALMA DE MALLORCA



PHASE 1: Intersection of the new TWY H1 with new RWY (H24)

Closure of TWY H1 and TWY H3.
Closure of TWY NORTH from TWY N1 to RWY 24R THR.
Approaches RWY 24R are not allowed.
Take-off on RWY 24R must be made from the intersection with TWY N1.

Declared distances during this phase:

RWY	LDA/TORA	TAKE-OFF RUN AVAILABLE:
06L	9022' 2750m	<u>RWY 24R</u> : From twy N1 int 9022' (2750m)

During this phase, ACFT shall operate as follow:

Both operating RWY:

- West configuration: Landings on RWY 24L, take-off on RWY 24R from intersection TWY N1.
- East configuration: Landings on RWY 06L via TWY N1, take-off on RWY 06R.

Only RWY 06L/24R operational:

- West configuration: Take-off on RWY 24R from TWY N1 intersection, landing on RWY 24R are not allowed.
- East configuration: Landings on RWY 06L via TWY N1, take-off on RWY 06L with reduced RWY declared distances.

Only RWY 06R/24L operational:

- Operations without modifications or restrictions.

Military ACFT taxiing from TWY N1 to MIL APRON EAST via the closed segment of TWY NORTH, will be made guided by a signalman.

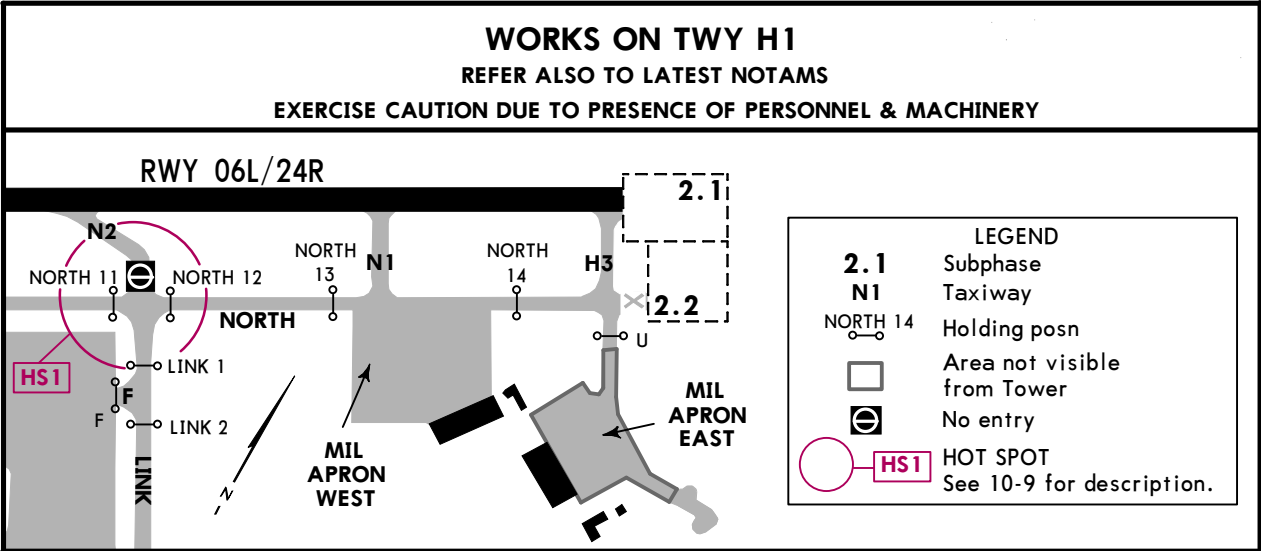
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 **JEPPESSEN**

PALMA DE MALLORCA, SPAIN

2 OCT 15 **(10-8E)** **Eff 15 Oct**

PALMA DE MALLORCA



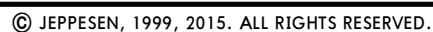
PHASE 2: Construction of a new TWY H1

Subphase 2.1:
Closure of RWY 06L/24R coordinated for each working day.

Works shall be carried out in night hours.

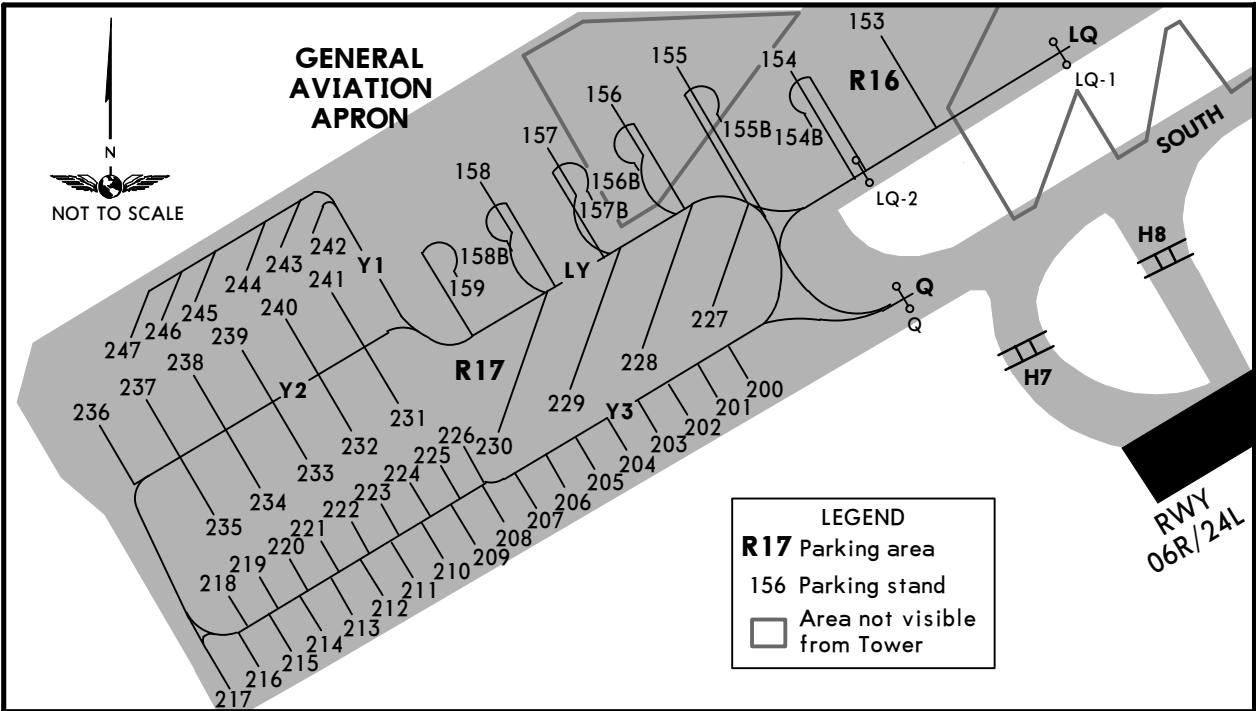
Subphase 2.2:
Access to THR RWY 24R only via the current TWY H3.

Works shall be carried out in night hours.

Eff 12 Nov

LEPA/PMI

JEPPESEN PALMA DE MALLORCA, SPAIN
30 OCT 15 **10-9C** **Eff 12 Nov** **PALMA DE MALLORCA**



INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
1	N39 32.9 E002 43.3	116	N39 33.3 E002 44.0
2 thru 3B, 4B	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, 159	N39 32.5 E002 43.6
30 thru 34	N39 33.1 E002 44.0	200 thru 203	N39 32.5 E002 43.7
34B	N39 33.0 E002 44.0	204 thru 207	N39 32.5 E002 43.6
36	N39 33.1 E002 44.1	208 thru 210	N39 32.4 E002 43.6
38	N39 33.0 E002 44.0	211 thru 221	N39 32.4 E002 43.5
40 thru 44	N39 33.0 E002 44.1	222 thru 225	N39 32.5 E002 43.5
46 thru 52	N39 33.0 E002 44.2	226	N39 32.5 E002 43.6
54	N39 33.0 E002 44.3	227	N39 32.5 E002 43.7
56, 58	N39 32.9 E002 44.3	228 thru 230	N39 32.5 E002 43.6
60	N39 32.8 E002 44.2	231 thru 234	N39 32.5 E002 43.5
62, 64	N39 32.9 E002 44.2	235	N39 32.4 E002 43.5
66 thru 72	N39 32.9 E002 44.1	236 thru 238	N39 32.5 E002 43.4
80	N39 32.9 E002 44.0	239 thru 241	N39 32.5 E002 43.5
82, 84	N39 32.8 E002 44.0	242	N39 32.6 E002 43.5
86	N39 32.8 E002 44.1	243, 244	N39 32.5 E002 43.5
88 thru 92	N39 32.7 E002 44.0	245 thru 247	N39 32.5 E002 43.4
94 thru 98	N39 32.7 E002 43.9	301	N39 32.7 E002 42.7
100, 100B	N39 33.0 E002 43.3	302 thru 308B	N39 32.7 E002 42.8
101 thru 103B	N39 33.0 E002 43.4	309 thru 311	N39 32.7 E002 42.9
104 thru 106	N39 33.1 E002 43.6	312, 313	N39 32.8 E002 43.0
107, 108	N39 33.1 E002 43.7	314 thru 316B	N39 32.8 E002 43.1
109	N39 33.2 E002 43.8	317	N39 32.8 E002 43.2
114, 114B, 115	N39 33.2 E002 43.9	317B	N39 32.8 E002 43.1
115B	N39 33.3 E002 43.9	318	N39 32.8 E002 43.2
		318B	N39 32.9 E002 43.2

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

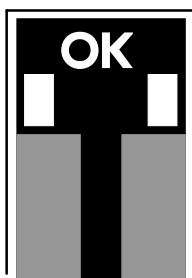
Consists of:

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.



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.



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LEPA/PMI

PALMA DE MALLORCA

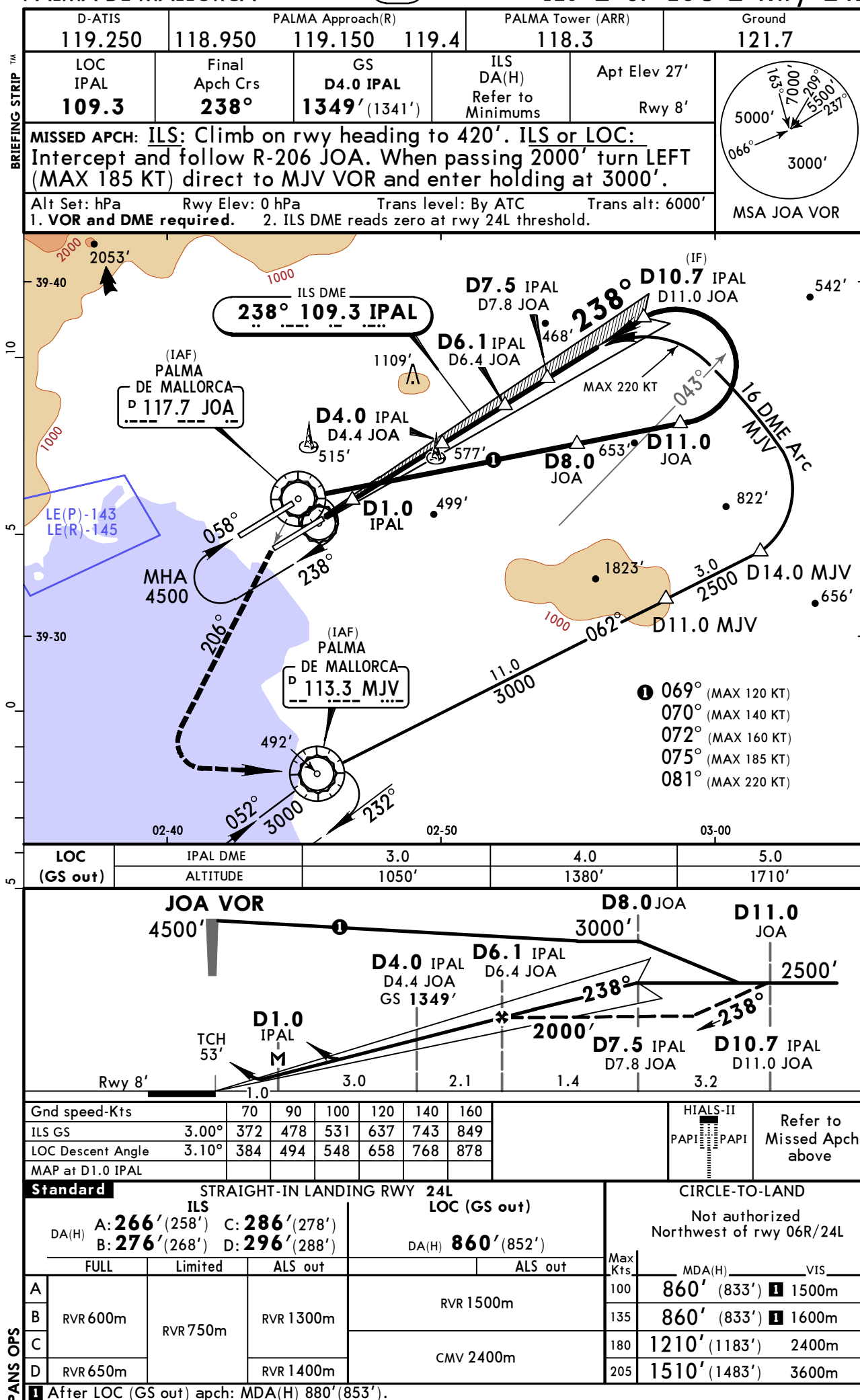
17 APR 15

(11-2)

Eff 30 Apr

JEPPESEN PALMA DE MALLORCA, SPAIN

ILS Z or LOC Z Rwy 24L



LEPA/PMI

PALMA DE MALLORCA

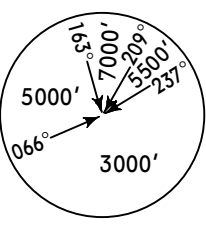
JEPPESSEN

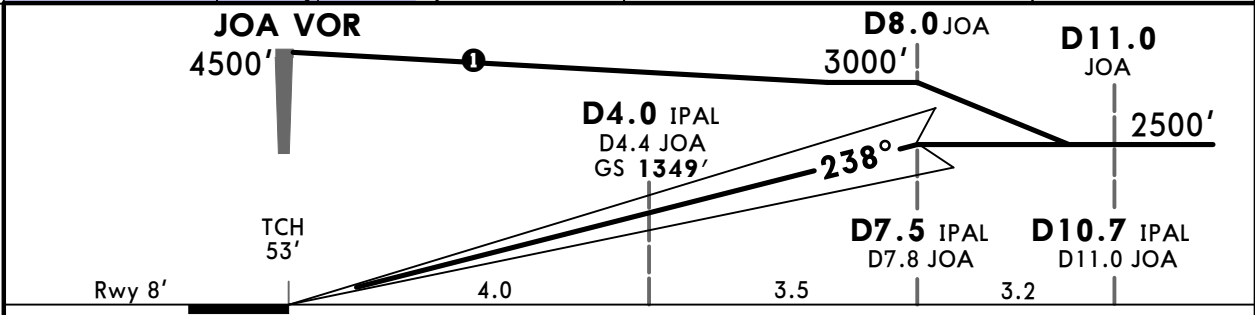
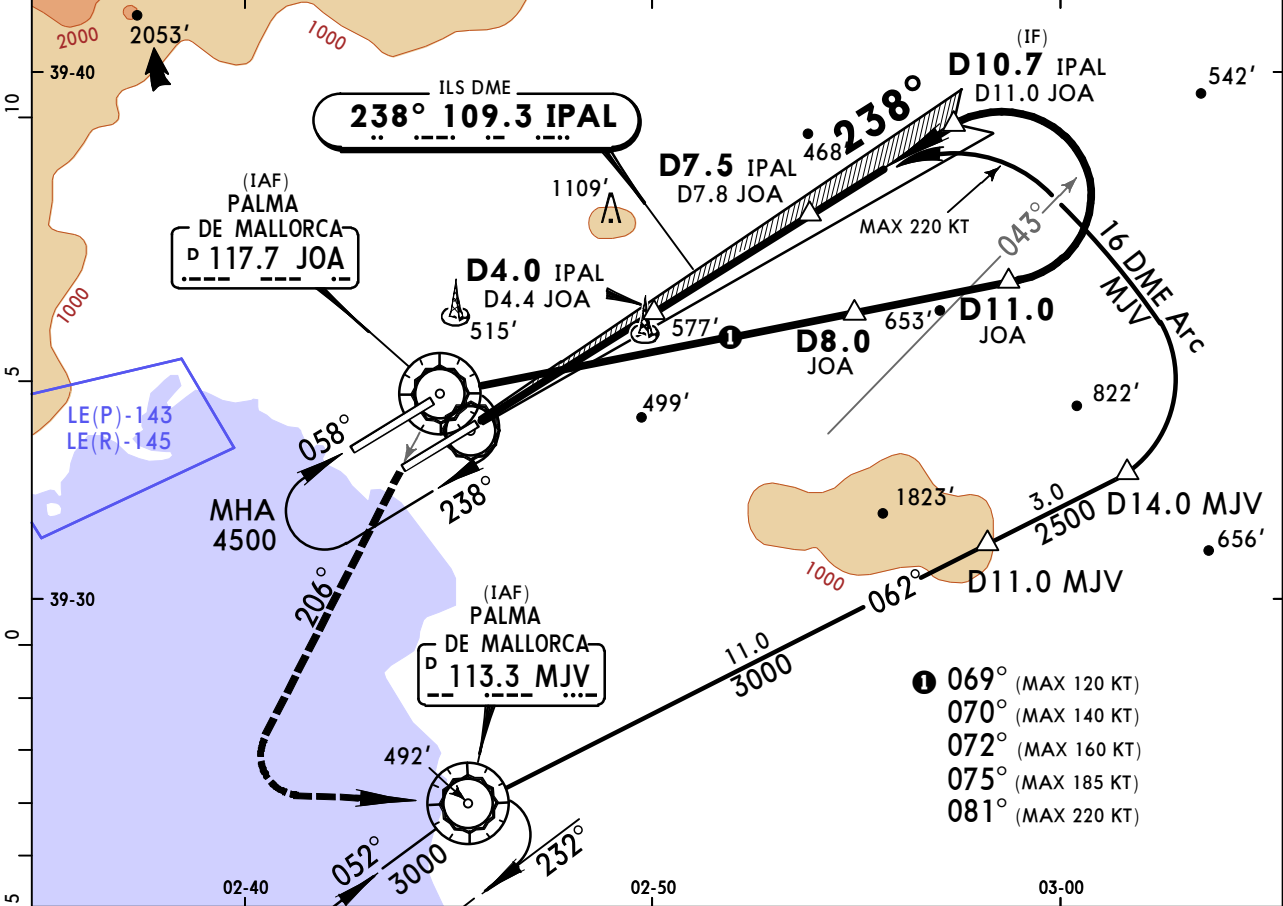
PALMA DE MALLORCA, SPAIN

17 APR 15

11-2A

CAT II/III ILS Z Rwy 24L

D-ATIS 119.250		PALMA Approach(R) 118.950 119.150 119.4		PALMA Tower (ARR) 118.3		Ground 121.7				
LOC IPAL 109.3		Final Apch Crs 238°		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-206 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.										



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

Standard STRAIGHT-IN LANDING RWY 24L				
CAT IIIA ILS	CAT II ILS			
	A	B	C	D
DH 50'	RA 101'	RA 107'	RA 119'	RA 132'
	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

17 APR 15

JEPPESSEN

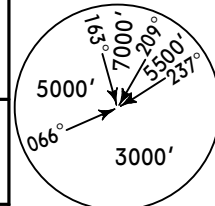
PALMA DE MALLORCA, SPAIN

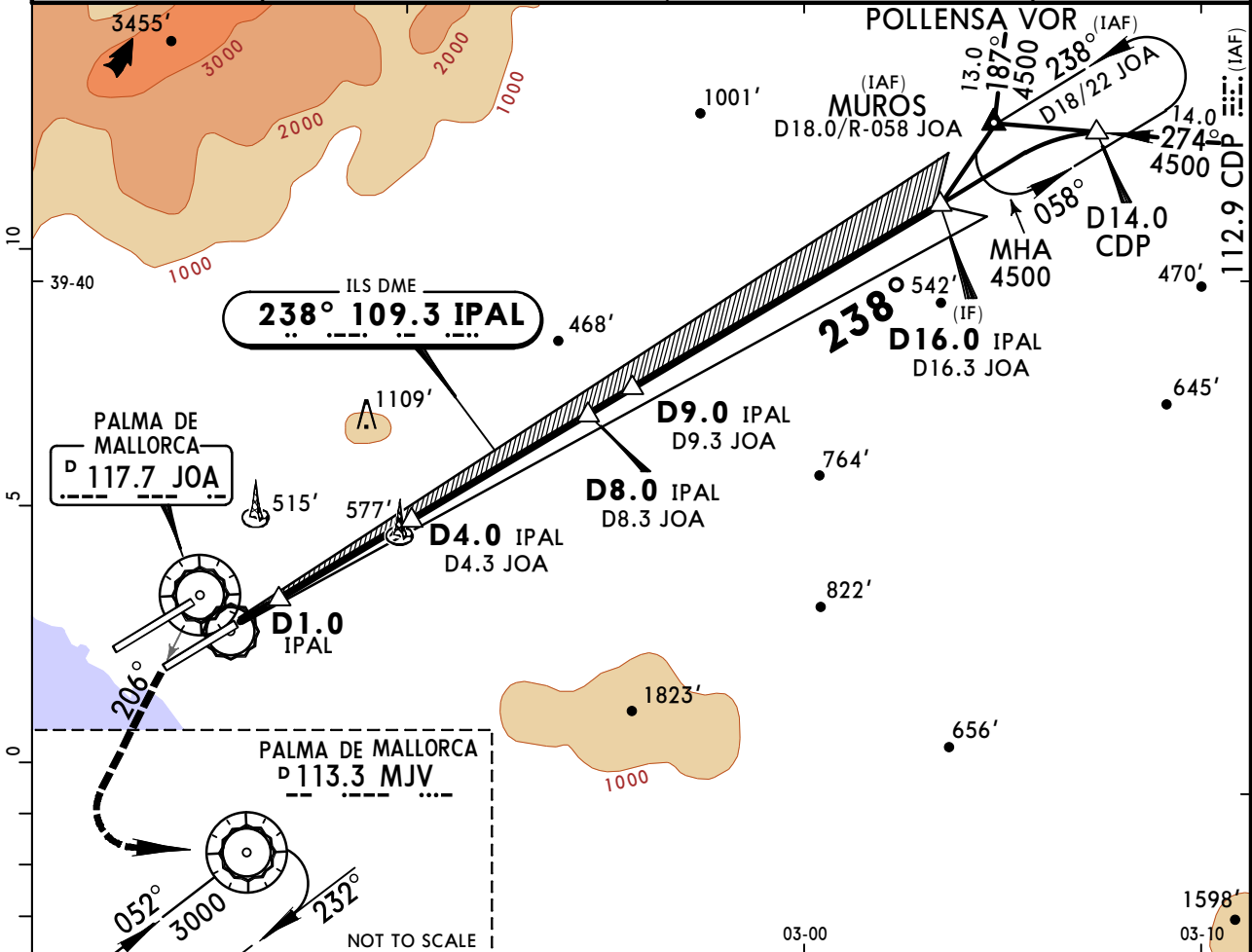
PALMA DE MALLORCA

Eff 30 Apr

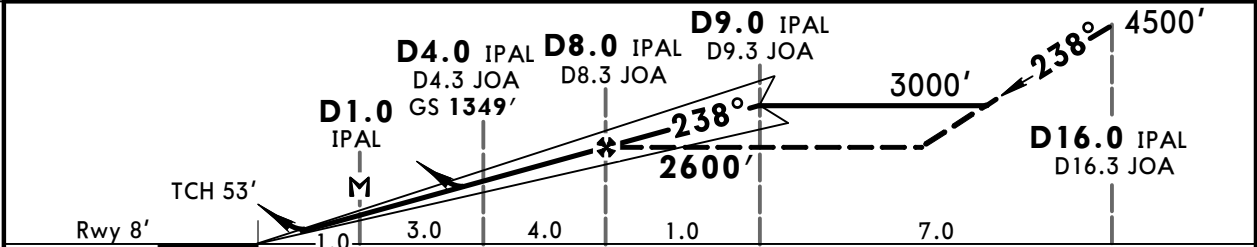
11-3

ILS Y or LOC Y Rwy 24L

D-ATIS 119.250		PALMA Approach(R) 118.950 119.150 119.4		PALMA Tower (ARR) 118.3		Ground 121.7				
LOC IPAL 109.3		Final Apch Crs 238°		GS D4.0 IPAL 1349' (1341')		ILS DA(H) Refer to Minimums		Apt Elev 27' Rwy 8'		
MISSED APCH: <u>ILS:</u> Climb on rwy heading to 420'. <u>ILS or LOC:</u> Intercept and follow R-206 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.										
MSA JOA VOR										



LOC (GS out)	IPAL DME	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	1030'	1360'	1680'	2010'	2330'



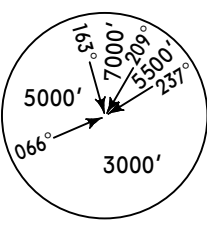
Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above
ILS GS	3.00°	372	478	531	637	743		
LOC Descent Angle	3.10°	384	494	548	658	768		
MAP at D1.0 IPAL								

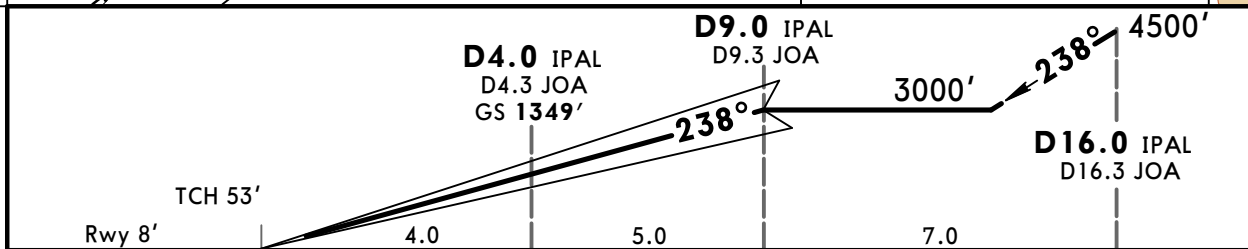
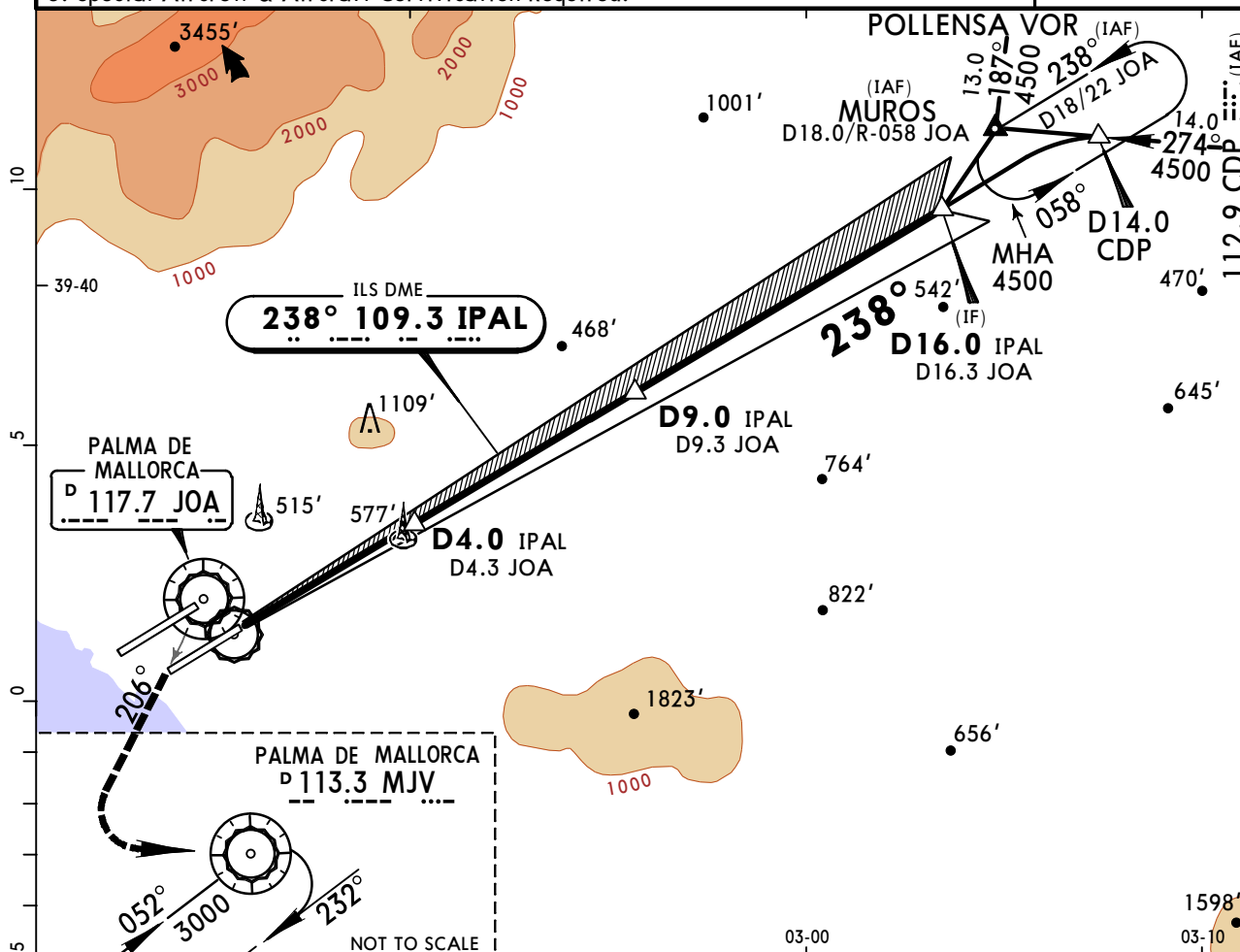
Standard				STRAIGHT-IN LANDING RWY 24L		CIRCLE-TO-LAND	
ILS				LOC (GS out)		Not authorized Northwest of rwy 06R/24L	
DA(H) A: 266' (258') C: 286' (278') B: 276' (268') D: 296' (288')				DA(H) 1000' (992')		Max Kts	
FULL		Limited	ALS out	ALS out		MDA(H) _____ VIS _____	
A	RVR 600m	RVR 750m	RVR 1300m	RVR 1500m		100	1000' (973') I 1500m
B						135	1000' (973') I 1600m
C				CMV 2400m		180	1210' (1183') 2400m
D						RVR 650m	RVR 1400m
I After LOC (GS out) apch: MDA(H) 1020' (993').							

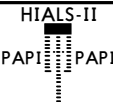
LEPA/PMI PALMA DE MALLORCA, SPAIN

PALMA DE MALLORCA CAT II/III ILS Y Rwy 24L

17 APR 15
Eff 30 Apr 11-3A

D-ATIS 119.250	118.950	PALMA Approach(R) 119.150	119.4	PALMA Tower (ARR) 118.3	Ground 121.7
LOC IPAL 109.3	Final Apch Crs 238°	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-206 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.					



Gnd speed-Kts	70	90	100	120	140	160		420' on Rwy hdg
GS	3.00°	372	478	531	637	743		

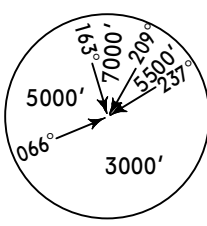
Standard		STRAIGHT-IN LANDING RWY 24L			
CAT IIIA ILS		CAT II ILS			
		A	B	C	D
DH 50'		RA 101' DA(H) 108' (100')	RA 107' DA(H) 115' (107')	RA 119' DA(H) 127' (119')	RA 132' DA(H) 141' (133')
RVR 200m		RVR 300m			RVR 400m

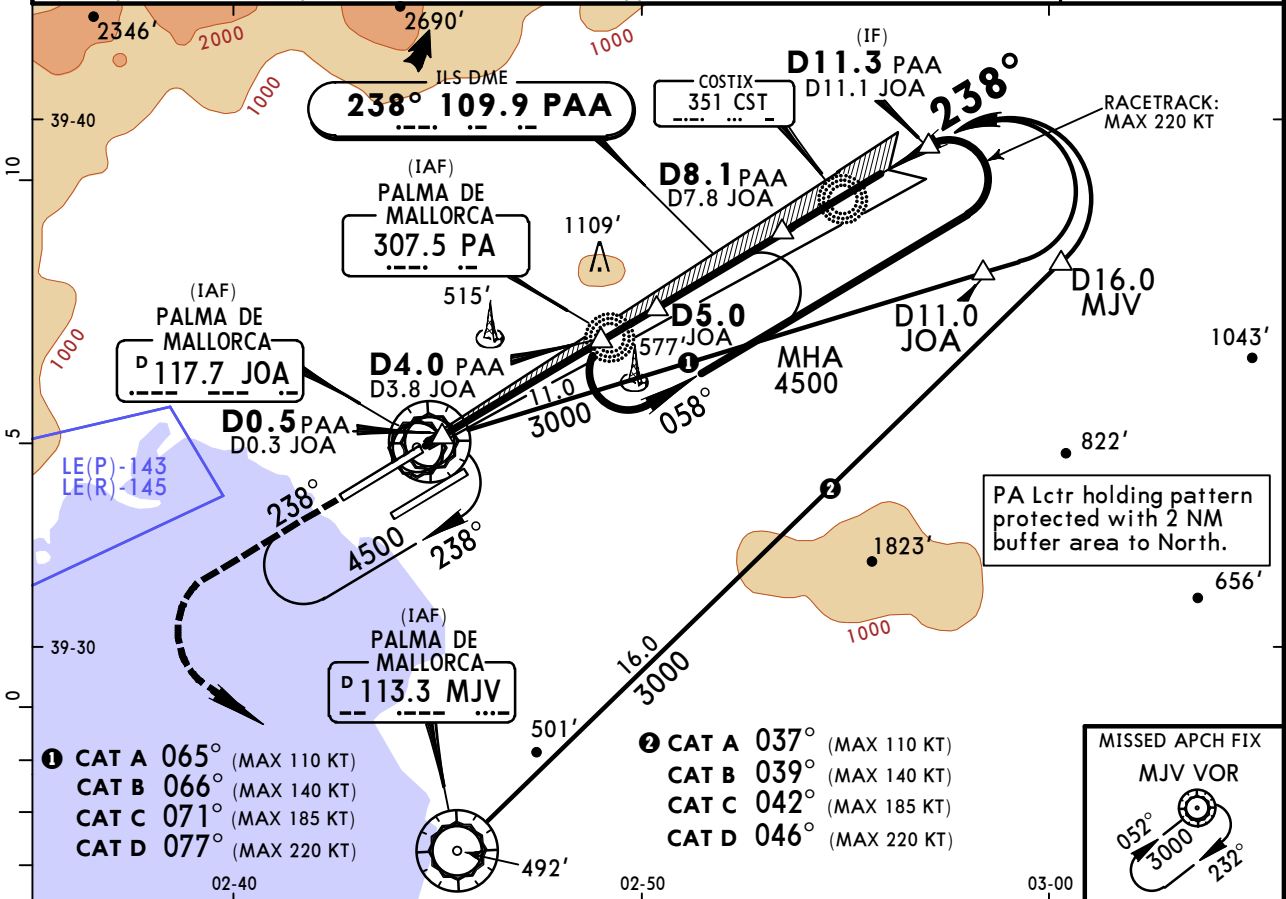
Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

LEPA/PMI JEPPESEN PALMA DE MALLORCA, SPAIN

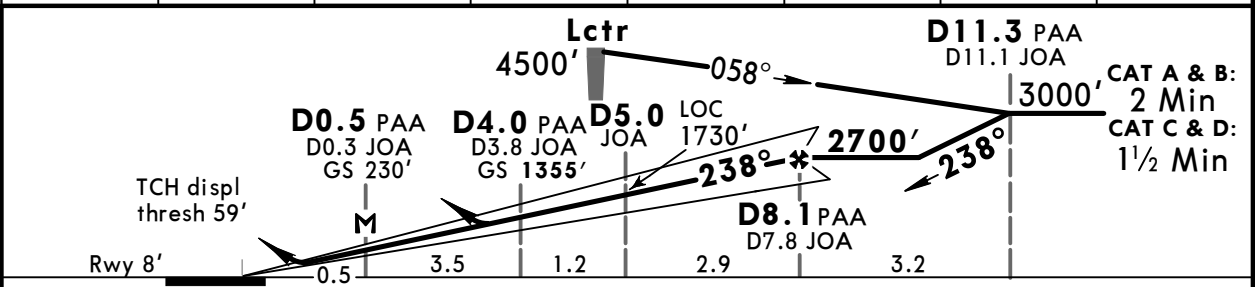
PALMA DE MALLORCA 17 APR 15 (11-4) ILS Z or LOC Z Rwy 24R

Eff 30 Apr

D-ATIS 119.250	118.950	PALMA Approach(R) 119.150	119.4	PALMA Tower (ARR) 118.3	Ground 121.9
LOC PAA 109.9	Final Apch Crs 238°	GS D4.0 PAA 1355' (1347')	ILS DA(H) Refer to Minimums	Apt Elev 27' Rwy 8'	
MISSED APCH: Climb on R-238 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'	1400'	1730'	2060'	2390'	2730'



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

HIALS	4000'	JOA
REIL PAPI	on 117.7	R-238

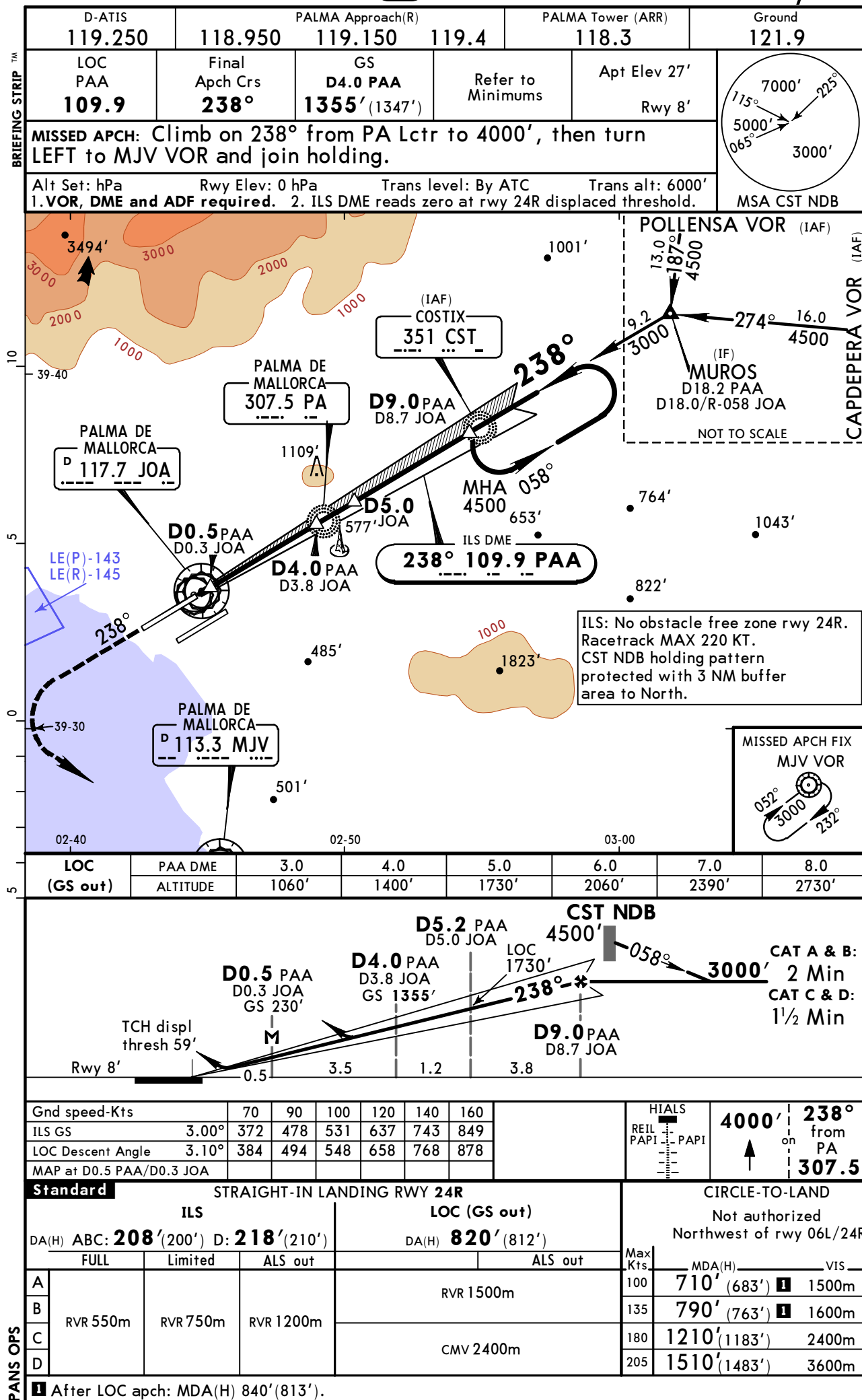
Standard STRAIGHT-IN LANDING RWY 24R				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized Northwest of rwy 06L/24R	
DA(H) ABC: 208' (200') D: 218' (210')		DA(H) 820' (812')			
FULL		Limited	ALS out	Max Kts	MDA(H) VIS
A				100	710' (683') 1500m
B				135	790' (763') 1600m
C	RVR 550m	RVR 750m	RVR 1200m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

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

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PALMA DE MALLORCA

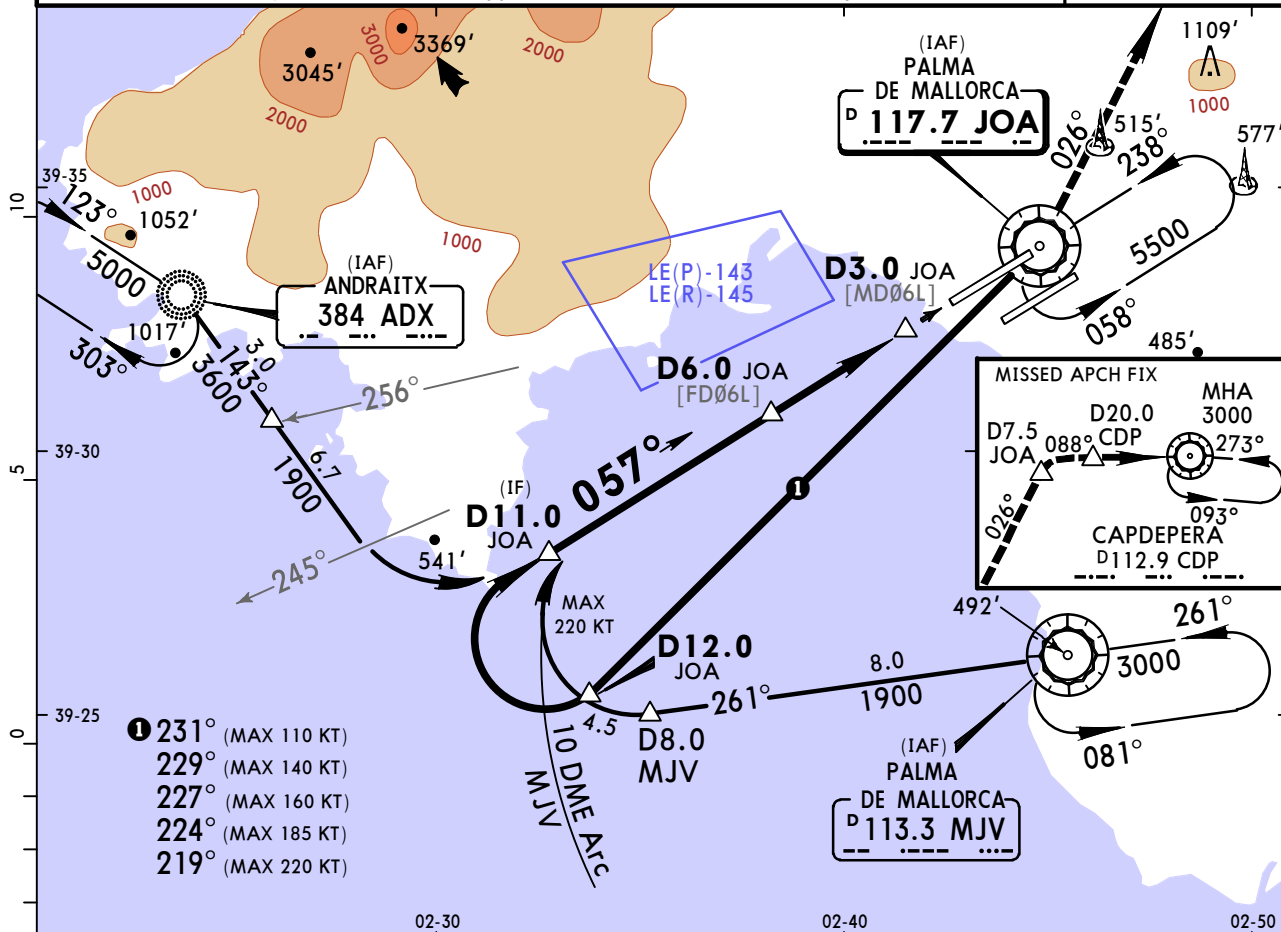
17 APR 15 (11-5) Eff 30 Apr ILS Y or LOC Y Rwy 24R



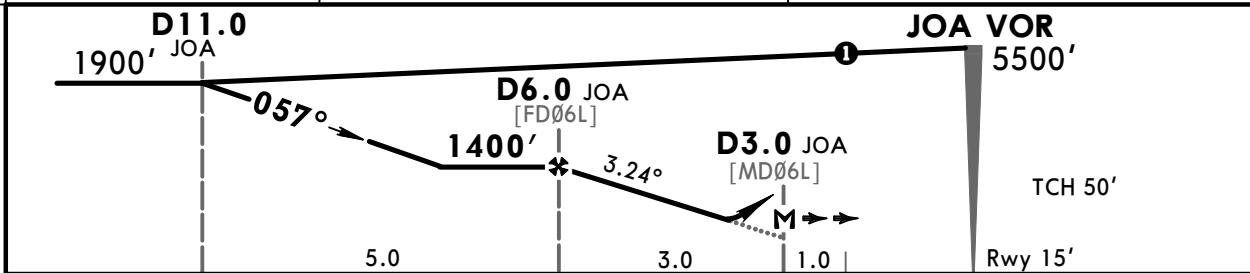
LEPA/PMI
PALMA DE MALLORCA

JEPPESSEN PALMA DE MALLORCA, SPAIN
17 APR 15 (13-1) Eff 30 Apr
VOR Rwy 06L

BRIEFING STRIP™	D-ATIS 119.250	PALMA Approach(R) 118.950 119.150 119.4		PALMA Tower (ARR) 118.3	Ground 121.9
	VOR JOA 117.7	Final Apch Crs 057°	Minimum Alt D6.0 JOA 1400' (1385')	DA(H) 500' (485')	Apt Elev 27' Rwy 15'
	MISSED APCH: Climb via JOA VOR to 2000'. Turn LEFT (MAX 185 KT) to intercept R-026 JOA. At D7.5 JOA turn RIGHT (MAX 210 KT) to intercept R-268 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'					MSA JOA VOR
1. DME and ADF 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-026
Descent Angle	3.24°	401	516	573	688	803				
MAP at D3.0 JOA										

PANS OPS	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
C	CMV 2300m			180	1210' (1183')	2400m
D				205	1510' (1483')	3600m

LEPA/PMI

PALMA DE MALLORCA

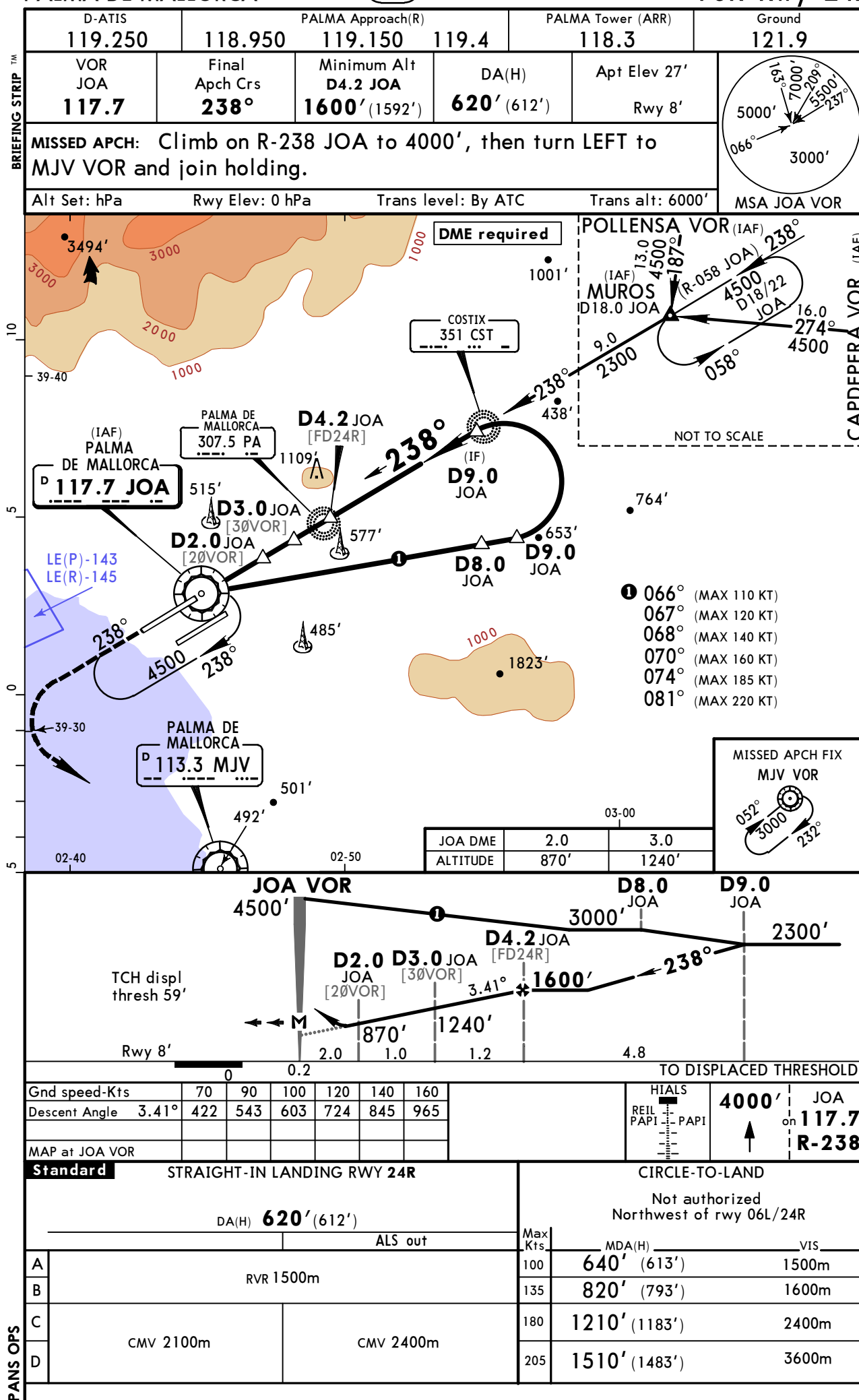
17 APR 15

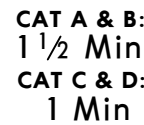
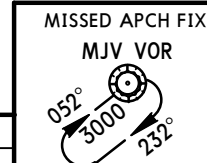
(13-3)

Eff 30 Apr

JEPPESSEN PALMA DE MALLORCA, SPAIN

VOR Rwy 24R





D3.0
JOA on **222°**

RTS	MDA(n)	VIS
100	1020' (993')	4500m
135		
180	1210' (1183')	4500m
205	1510' (1483')	4500m

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PALMA DE MALLORCA, (PALMA DE MALLORCA - LEPA)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LEPA

Type: Terminal

Effectivity: Temporary

Begin Date: 20151015

End Date: 20160530

Works on twy H1. Refer to temporary charts 10-8D, 10-8E and latest NOTAMS.

Type: Terminal

Effectivity: Temporary

Begin Date: 20151015

End Date: 20161231

Works on airport area. Refer to temporary charts 10-8, 10-8A, 10-8B and latest NOTAMS.

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.