General Info
Palma De Mallorca, ESP
N 39° 33.1'   E 02° 44.3'   Mag Var: 1.2°W
Elevation: 27'
Public, IFR, Control Tower, Customs, Landing Fee
Fuel: Jet A-1
Repairs: Minor Airframe, Minor Engine
Time Zone Info: GMT+1:00 uses DST

Runway Info
Runway 06L-24R  10728' x 148' asphalt
Runway 06R-24L  9843' x 148' asphalt

Runway 06L  (59.0°M)  TDZE 15'
  Lights: Edge, ALS, Centerline
Runway 06R  (59.0°M)  TDZE 25'
  Lights: Edge, Centerline, REIL
  Right Traffic
  Displaced Threshold Distance 1346'
Runway 24L  (239.0°M)  TDZE 14'
  Lights: Edge, ALS, Centerline

Communications Info
ATIS 119.25
Palma Tower 125.825 Secondary
Palma Tower 118.45
Palma Tower 118.3
Palma Tower 257.80 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 119.4
Palma Approach Control 119.15
Palma Approach Control 118.95
Palma Approach Control 369.42 Military

Notebook Info
1.1. ATIS

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

The following procedures are applicable to all ACFT for landing and take-off, except for safety reasons, to avoid excessive noise in areas surrounding the APT. Non-compliance will cause sanctions to ACFT operators. If unable to comply submit alternative procedures to correspondent authority for approval.

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

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

1.2.2. PREFERENTIAL RUNWAY SYSTEM

West configuration

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

Arrivals: RWY 24L
Departures: RWY 24R
To accelerate arrival traffic the RWY 24R could be used on ATC request.

East configuration

Arrivals: RWY 06L
Departures: RWY 06R
To accelerate departure traffic the RWY 06L could be used on ATC request.

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

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

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

1.2.3. REVERSE THRUST

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

1.2.4. RUN-UP TESTS

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

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

1.2.5. AUXILIARY POWER UNITS (APUs)

At stands with 400 Hz system
- the use of APU is forbidden from 2 minutes after on-block time and 5 minutes before off-block time.
- APU will only be used when neither the 400 Hz system nor the mobile units are operative, or when air conditioning service is required and is not available.

At stands without 400 Hz system the use of APU is forbidden, except for ACFT cleared for engine start-up and taxiing.
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 to ATC immediately and request the assistance of a Follow-me car. Pilots will be responsible for maintaining the appropriate separation between ACFT and Follow-me car.

1.3.3. ARRIVAL

After landing ACFT must vacate the RWY in use by a TWY specified below, except otherwise authorized by ATC:

<table>
<thead>
<tr>
<th>LANDING RWY</th>
<th>EXIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>06L</td>
<td>END OF RWY</td>
</tr>
<tr>
<td>06R (1)</td>
<td>END OF RWY</td>
</tr>
<tr>
<td>24L</td>
<td>END OF RWY</td>
</tr>
<tr>
<td>24R</td>
<td>END OF RWY</td>
</tr>
</tbody>
</table>

(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 LVP 6 or LVP 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, and Tower or crew requires so, 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:

<table>
<thead>
<tr>
<th>TAKE-OFF RWY</th>
<th>ENTRANCE POINT</th>
</tr>
</thead>
<tbody>
<tr>
<td>06L</td>
<td>H4, H5</td>
</tr>
<tr>
<td>06R</td>
<td>H8</td>
</tr>
<tr>
<td>24R</td>
<td>H1, H3</td>
</tr>
</tbody>
</table>
### 3. DEPARTURE

#### 3.1.3.2. WEST CONFIGURATION

<table>
<thead>
<tr>
<th>To RWY 24R from:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>R1, R6, R7 and R8:</strong></td>
</tr>
<tr>
<td>Stands 1 thru 6:</td>
</tr>
<tr>
<td>14 until I6 to F to LINK to NORTH to H1 or H3</td>
</tr>
<tr>
<td>Stands 8 thru 22:</td>
</tr>
<tr>
<td>15 to I6 to F to LINK to NORTH to H1 or H3</td>
</tr>
<tr>
<td>Stands 23A thru 25:</td>
</tr>
<tr>
<td>16 to F to LINK to NORTH to H1 or H3</td>
</tr>
<tr>
<td>Stand 100:</td>
</tr>
<tr>
<td>C to NORTH to H1 or H3</td>
</tr>
<tr>
<td>Stands 101 thru 103B:</td>
</tr>
<tr>
<td>14 until I6 to F to LINK to NORTH to H1 or H3</td>
</tr>
<tr>
<td>Stands 104 thru 109:</td>
</tr>
<tr>
<td>15 to I6 to F to LINK to NORTH to H1 or H3</td>
</tr>
<tr>
<td>Stands 114 thru 118B:</td>
</tr>
<tr>
<td>16 to F to LINK to NORTH to H1 or H3</td>
</tr>
<tr>
<td>Stands 303 (A CFT) and 306 thru 310:</td>
</tr>
<tr>
<td>11 until I6 to F to LINK to NORTH to H1 or H3</td>
</tr>
<tr>
<td>Stands 311 thru 315:</td>
</tr>
<tr>
<td>12 until I6 to F to LINK to NORTH to H1 or H3</td>
</tr>
<tr>
<td>Stands 316 thru 318:</td>
</tr>
<tr>
<td>13 until I6 to F to LINK to NORTH to H1 or H3</td>
</tr>
<tr>
<td><strong>R2 and R9:</strong></td>
</tr>
<tr>
<td>Stand 26:</td>
</tr>
<tr>
<td>16 to F to LINK to NORTH to H1 or H3</td>
</tr>
<tr>
<td>Stands 27 thru 29:</td>
</tr>
<tr>
<td>17 to I6 to F to LINK to NORTH to H1 or H3</td>
</tr>
<tr>
<td>Stands 30 thru 48:</td>
</tr>
<tr>
<td>V2 to I7 to I6 to F to LINK to NORTH to H1 or H3</td>
</tr>
<tr>
<td>Stands 50 thru 58:</td>
</tr>
<tr>
<td>18 to G to LINK to NORTH to H1 or H3</td>
</tr>
<tr>
<td>Stand 119:</td>
</tr>
<tr>
<td>16 to F to LINK to NORTH to H1 or H3</td>
</tr>
<tr>
<td>Stands 120 thru 123:</td>
</tr>
<tr>
<td>17 to I6 to F to LINK to NORTH to H1 or H3</td>
</tr>
<tr>
<td><strong>R3:</strong></td>
</tr>
<tr>
<td>Stands 60, 62:</td>
</tr>
<tr>
<td>T1 to T2 to I10 to I9 to J to LINK to NORTH to H1 or H3</td>
</tr>
<tr>
<td>Stands 64 thru 68:</td>
</tr>
<tr>
<td>T1 to I10 to I9 to J to LINK to NORTH to H1 or H3</td>
</tr>
<tr>
<td>Stand 72:</td>
</tr>
<tr>
<td>T1 or T2 to I10 to I9 to J to LINK to NORTH to H1 or H3</td>
</tr>
<tr>
<td>Stand 80, 82:</td>
</tr>
<tr>
<td>T2 to T1 to I10 to I9 to J to LINK to NORTH to H1 or H3</td>
</tr>
<tr>
<td>Stand 84, 86:</td>
</tr>
<tr>
<td>T2 to I10 to I9 to J to LINK to NORTH to H1 or H3</td>
</tr>
<tr>
<td>Stands 88 thru 96:</td>
</tr>
<tr>
<td>111 until I9 to J to LINK to NORTH to H1 or H3</td>
</tr>
<tr>
<td>Stands 98 thru 154 (wingspan up to 118'/36m):</td>
</tr>
<tr>
<td>112 until I9 to J to LINK to NORTH to H1 or H3</td>
</tr>
<tr>
<td>Stands 98 thru 154 (wingspan more than 118'/36m):</td>
</tr>
<tr>
<td>112 to P to SOUTH to LINK to NORTH to H1 or H3</td>
</tr>
<tr>
<td>Stands 155 thru 159 (wingspan up to 118'/36m):</td>
</tr>
<tr>
<td>113 until I9 to J to LINK to NORTH to H1 or H3</td>
</tr>
<tr>
<td>Stands 155 thru 159 (wingspan more than 118'/36m):</td>
</tr>
<tr>
<td>112 to I13 to P to SOUTH to LINK to NORTH to H1 or H3</td>
</tr>
<tr>
<td>General Aviation:</td>
</tr>
<tr>
<td>113 until I9 to J to LINK to NORTH to H1 or H3</td>
</tr>
<tr>
<td>East and West Military Apron:</td>
</tr>
<tr>
<td>NORTH to H1 or H3</td>
</tr>
</tbody>
</table>

**Taxi routes of type F ACFT:**

From stand 118B via TWY I6, Gate F, TWY Link, TWY North and RWY holding position H3.

From stand 306 via TWY I1, Gate Z, TWY North and RWY holding position H3.

From position on TWY I1 via TWY I1, Gate A, TWY North and RWY holding position H3.

#### 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.
- $(V_ZF) + 10$ 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.
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 LVP 6 (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 taxing authorization, it will continue by the assigned route to the ATC authorization limit with extreme caution, where it will hold position and wait the arrival of a Follow-me car in order to be guided to the parking stand or holding position.

1.3.5.2. DEPARTING ACFT

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

1.3.6. OPERATIONS OF TYPE 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 type F ACFT.
1.6. TAXI PROCEDURES

1.6.1. GENERAL

TWY Y5 wingspan 59'/18m.
TWYs Y1 thru Y3 and Y4 from stand 206 to 211 MAX wingspan 66'/20m.
TWYs H5, I11, V, V1, V2, W5 and Y4 between stand 200 and 205 restricted to wingspan less than 118'/36m.
TWYs I12 and I13 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, I10, T1 and T2 restricted to wingspan less than 171'/52m.
TWYs H1, H4, H8, H10, I1 thru I9 and S3 restricted to wingspan less than 213'/65m.
Aircraft with wingspan less than 213'/65m are allowed to exit RWY via all TWYS except H5.
Enter/exit General Aviation Apron via TWY SOUTH 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.

1.6.2. OPERATIONS OF TYPE F ACFT

Taxi with external engines in IDLE regime.
Oversteering manoeuvre required in
- 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 30 and 32 additional towing required.
Stands 118B and 306 and a position on TWY I1 available for type F ACFT.

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 type 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.
Type 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:

<table>
<thead>
<tr>
<th>RWY</th>
<th>Rapid Exit</th>
<th>ACFT</th>
<th>Dist from THR ft/m</th>
</tr>
</thead>
<tbody>
<tr>
<td>24L</td>
<td>S1</td>
<td>Light propeller</td>
<td>5052' / 1540m</td>
</tr>
<tr>
<td>24L</td>
<td>S2</td>
<td>All</td>
<td>6398' / 1950m</td>
</tr>
<tr>
<td>24R</td>
<td>N4</td>
<td>Light propeller</td>
<td>4856' / 1480m</td>
</tr>
</tbody>
</table>

2.4.1.3. East Configuration:

<table>
<thead>
<tr>
<th>RWY</th>
<th>Rapid Exit</th>
<th>ACFT</th>
<th>Dist from THR ft/m</th>
</tr>
</thead>
<tbody>
<tr>
<td>06L</td>
<td>N2</td>
<td>all</td>
<td>6988' / 2130m</td>
</tr>
</tbody>
</table>
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. Marshaller guidance will be provided to all traffic for stands 38, 40, 42, 44, 46 and 48.

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

ACFT taxiing to the stands 30 thru 48 will entry, 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.

2.5.2. STANDARD TAXI ROUTES

2.5.2.1. EAST CONFIGURATION

<table>
<thead>
<tr>
<th>From RWY 06L to:</th>
<th>N3, N2, N1 or RWY end to NORTH.</th>
</tr>
</thead>
<tbody>
<tr>
<td>R1, R6, R7 and R8:</td>
<td>Standard route to C to I4</td>
</tr>
<tr>
<td>Stand 1 thru 6:</td>
<td>Standard route to D to I5</td>
</tr>
<tr>
<td>Stand 8 thru 22:</td>
<td>Standard route to E to I6</td>
</tr>
<tr>
<td>Stand 23A thru 25:</td>
<td>Standard route to C to I4</td>
</tr>
<tr>
<td>Stand 100 thru 102:</td>
<td>Standard route to D to I4</td>
</tr>
<tr>
<td>Stand 103:</td>
<td>Standard route to C to I4</td>
</tr>
<tr>
<td>Stand 103B:</td>
<td>Standard route to E to W5</td>
</tr>
<tr>
<td>Stand 104 thru 109:</td>
<td>Standard route to E to I6</td>
</tr>
<tr>
<td>Stand 114 thru 117B:</td>
<td>Standard route to A to I1</td>
</tr>
<tr>
<td>Stands 303 (ACFT) and 306 thru 310:</td>
<td>Standard route to A to I2</td>
</tr>
<tr>
<td>Stands 311 thru 315:</td>
<td>Standard route to B to I3</td>
</tr>
<tr>
<td>Stands 316 thru 318:</td>
<td>Standard route to C to I4</td>
</tr>
</tbody>
</table>

R8:

| Stands 118, 118B: | N3, N2, N1 or RWY end to NORTH, to LINK, to F |

R2 and R9:

<table>
<thead>
<tr>
<th>Standard route:</th>
<th>N3, N2, N1 or RWY end to NORTH to LINK</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stand 26:</td>
<td>Standard route to F to I6</td>
</tr>
<tr>
<td>Stands 27 thru 29:</td>
<td>Standard route to F to I6 to I7</td>
</tr>
<tr>
<td>Stands 30 thru 36:</td>
<td>Standard route to G to I7 and V1</td>
</tr>
<tr>
<td>Stands 38 thru 48:</td>
<td>Standard route to G to I7 to V1 and V2, or, if cleared, standard route to G to I7 and V2</td>
</tr>
<tr>
<td>Stands 50 thru 54:</td>
<td>Standard route to G to I8</td>
</tr>
<tr>
<td>Stands 56 thru 58:</td>
<td>Standard route to J to I9</td>
</tr>
<tr>
<td>Stand 119:</td>
<td>Standard route to F to I6</td>
</tr>
<tr>
<td>Stands 120 thru 123:</td>
<td>Standard route to F to I6 to I7</td>
</tr>
</tbody>
</table>
2. ARRIVAL

R3 and General Aviation:

<table>
<thead>
<tr>
<th>Standard route:</th>
<th>N3, N2, N1 or RWY end to NORTH to LINK to SOUTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stands 60 thru 68:</td>
<td>Standard route to M to T1</td>
</tr>
<tr>
<td>Stand 72:</td>
<td>Standard route to M to T1 or T2</td>
</tr>
<tr>
<td>Stands 80 thru 86:</td>
<td>Standard route to M to T2</td>
</tr>
<tr>
<td>Stands 88 thru 96:</td>
<td>Standard route to M to I11</td>
</tr>
<tr>
<td>Stands 98 thru 154:</td>
<td>Standard route to P to I12</td>
</tr>
<tr>
<td>Stands 155 thru 159B:</td>
<td>Standard route to Q to I13</td>
</tr>
<tr>
<td>General Aviation:</td>
<td>Standard route to Q to I13</td>
</tr>
</tbody>
</table>

East and West Military Apron: N3, N2, N1 or RWY end to NORTH

Taxi routes of type 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 I1.
To position on TWY I1 from RWY end (H3) via TWY North, Gate Z and TWY I1.

2.5.2.2. WEST CONFIGURATION

From RWY 24L to:

R1, R6 and R7:

<table>
<thead>
<tr>
<th>Standard route:</th>
<th>S1 to LINK to NORTH or S2, S3 or RWY end to SOUTH to LINK to NORTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stands 1 thru 6:</td>
<td>Standard route to C to I4</td>
</tr>
<tr>
<td>Stands 8 thru 22:</td>
<td>Standard route to D to I5</td>
</tr>
<tr>
<td>Stands 23A thru 25:</td>
<td>Standard route to E to I6</td>
</tr>
<tr>
<td>Stands 100 thru 102:</td>
<td>Standard route to C to I4</td>
</tr>
<tr>
<td>Stand 103:</td>
<td>Standard route to D to I4</td>
</tr>
<tr>
<td>Stand 103B:</td>
<td>Standard route to C to I4</td>
</tr>
<tr>
<td>Stands 104 thru 109:</td>
<td>Standard route to E to W5</td>
</tr>
<tr>
<td>Stands 303 (ACFT) and 306 thru 310:</td>
<td>Standard route to A to I1</td>
</tr>
<tr>
<td>Stands 311 thru 315:</td>
<td>Standard route to A to I2</td>
</tr>
<tr>
<td>Stands 316 thru 318:</td>
<td>Standard route to B to I3</td>
</tr>
</tbody>
</table>

R8 and R9:

<table>
<thead>
<tr>
<th>Standard route:</th>
<th>S1 to LINK or S2, S3 or RWY end to SOUTH to LINK</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stands 114 thru 117B:</td>
<td>Standard route to NORTH to E to I6</td>
</tr>
<tr>
<td>Stands 118 and 118B:</td>
<td>Standard route to F</td>
</tr>
<tr>
<td>Stands 119 thru 122:</td>
<td>Standard route to G to I7</td>
</tr>
<tr>
<td>Stand 123:</td>
<td>Standard route to G</td>
</tr>
</tbody>
</table>

R2:

<table>
<thead>
<tr>
<th>Standard route:</th>
<th>S1 to LINK or S2, S3 or RWY end to SOUTH to LINK</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stands 26 thru 29:</td>
<td>Standard route to G to I7</td>
</tr>
<tr>
<td>Stands 30 thru 36:</td>
<td>Standard route to G to I7 and V1</td>
</tr>
<tr>
<td>Stands 38 thru 48:</td>
<td>Standard route to G to I7 to V1 and V2, or, if cleared, to G to I7 and V2</td>
</tr>
<tr>
<td>Stands 50 thru 58:</td>
<td>S1, S2, S3 or RWY end to SOUTH to K to I9 to I8</td>
</tr>
</tbody>
</table>
2. ARRIVAL

R3:

<table>
<thead>
<tr>
<th>Standard route:</th>
<th>S1, S2, S3 or RWY end to SOUTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stands 60 thru 68:</td>
<td>Standard route to M to T1</td>
</tr>
<tr>
<td>Stand 72:</td>
<td>Standard route to M to T1 or T2</td>
</tr>
<tr>
<td>Stands 80 thru 86:</td>
<td>Standard route to M to T2</td>
</tr>
<tr>
<td>Stands 88 thru 96:</td>
<td>Standard route to M to I11</td>
</tr>
<tr>
<td>Stands 98 thru 154:</td>
<td>S1, S2 or S3 to SOUTH to Q to I12 or RWY end to Q to I12</td>
</tr>
<tr>
<td>Stands 155 thru 159B:</td>
<td>S1, S2 or S3 to SOUTH to Q to I13 or RWY end to Q to I13</td>
</tr>
<tr>
<td>General Aviation:</td>
<td>S1, S2 or S3 to SOUTH to Q to I13 or RWY end to Q to I13</td>
</tr>
<tr>
<td>East and West Military Apron:</td>
<td>S1 to LINK to NORTH or S2, S3 or RWY end to SOUTH to LINK to NORTH</td>
</tr>
</tbody>
</table>

Taxi routes of type 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 I1.
To position on TWY I1 from RWY end (H4) via Gate Z and TWY I1.

2.6. OTHER INFORMATION

2.6.1. MINIMUM REDUCED SEPARATION ON THE SAME RWY

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

ACFT with 5670 kg weight or over

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

Light ACFT under 5670 kg weight

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

Such minima shall only be applied between sunrise and sunset and under following conditions:
- Wake turbulence separation minima shall be maintained.
- While visual meteorological conditions (VMC) prevail at the APT.
- When braking action is not adversely affected by RWY contaminants (slush, water, etc.).
- When the involved ACFT operate normally.

When issuing the landing clearance according to this procedure the following instructions shall be used:
“.... (ACFT call sign) BEHIND LANDING/DEPARTING (ACFT type) CLEAR TO LAND RUNWAY (number)”.

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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

<table>
<thead>
<tr>
<th>STAND</th>
<th>West Configuration</th>
<th>East Configuration</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Push-Back with Nose to</td>
<td>Push-Back with Nose to</td>
</tr>
<tr>
<td>1 thru 26</td>
<td>E</td>
<td>E</td>
</tr>
<tr>
<td>27 thru 29</td>
<td>N</td>
<td>S</td>
</tr>
<tr>
<td>38 thru 48</td>
<td>E</td>
<td>E</td>
</tr>
<tr>
<td>50</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>52 thru 58</td>
<td>N</td>
<td>S</td>
</tr>
<tr>
<td>60, 62</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>64 thru 82</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>84, 86</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>88 thru 98</td>
<td>E</td>
<td>W</td>
</tr>
<tr>
<td>100</td>
<td>W</td>
<td>W</td>
</tr>
<tr>
<td>120 thru 123</td>
<td>N</td>
<td>S</td>
</tr>
<tr>
<td>150 thru 154</td>
<td>E</td>
<td>W</td>
</tr>
<tr>
<td>155, 156, 157, 158, 159</td>
<td>E</td>
<td>E</td>
</tr>
<tr>
<td>306</td>
<td>E</td>
<td>E</td>
</tr>
<tr>
<td>307</td>
<td>E</td>
<td>E</td>
</tr>
<tr>
<td>308, 309, 310, 311 thru 315, 316, 317 and 318</td>
<td>E</td>
<td>E</td>
</tr>
</tbody>
</table>

Stand 48: Exit of ACFT higher than Code C must be executed nosing South via Twy I7.

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:

<table>
<thead>
<tr>
<th>R1, R6, R7 and R8:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Stands 1 thru 6:</td>
<td>14 until I6 to F to LINK to SOUTH to H7 or H8</td>
</tr>
<tr>
<td>Stands 8 thru 22:</td>
<td>15 to I6 to F to LINK to SOUTH to H7 or H8</td>
</tr>
<tr>
<td>Stands 23A thru 25:</td>
<td>I6 to F to LINK to SOUTH to H7 or H8</td>
</tr>
<tr>
<td>Stand 100:</td>
<td>C to NORTH to LINK to SOUTH to H7 or H8</td>
</tr>
<tr>
<td>Stands 101 thru 103B:</td>
<td>14 until I6 to F to LINK to SOUTH to H7 or H8</td>
</tr>
<tr>
<td>Stands 104 thru 109:</td>
<td>15 to I6 to F to LINK to SOUTH to H7 or H8</td>
</tr>
<tr>
<td>Stands 114 thru 118B:</td>
<td>16 to F to LINK to SOUTH to H7 or H8</td>
</tr>
<tr>
<td>Stands 303 (ACFT) and 306 thru 310:</td>
<td>11 until I6 to F to LINK to SOUTH to H7 or H8</td>
</tr>
<tr>
<td>Stands 311 thru 315:</td>
<td>12 until I6 to F to LINK to SOUTH to H7 or H8</td>
</tr>
<tr>
<td>Stands 316 thru 318:</td>
<td>13 until I6 to F to LINK to SOUTH to H7 or H8</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>R2 and R9:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Stand 26:</td>
<td>I6 to F to LINK to SOUTH to H7 or H8</td>
</tr>
<tr>
<td>Stands 27 thru 29:</td>
<td>17 to G to LINK to SOUTH to H7 or H8</td>
</tr>
<tr>
<td>Stands 30 thru 48:</td>
<td>V2 to I7 to G to LINK to SOUTH to H7 or H8</td>
</tr>
<tr>
<td>Stand 50:</td>
<td>18 to G to LINK to SOUTH to H7 or H8</td>
</tr>
<tr>
<td>Stands 52 thru 58:</td>
<td>18 to I9 to K to SOUTH to H7 or H8</td>
</tr>
<tr>
<td>Stand 119:</td>
<td>I6 to F to LINK to SOUTH to H7 or H8</td>
</tr>
<tr>
<td>Stands 120 thru 123:</td>
<td>I7 to G to LINK to SOUTH to H7 or H8</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>R3:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Stands 60 thru 62:</td>
<td>T1 to M to SOUTH to H7 or H8</td>
</tr>
<tr>
<td>Stands 64 thru 68:</td>
<td>T1 to T2 to M to SOUTH to H7 or H8</td>
</tr>
<tr>
<td>Stand 72:</td>
<td>T1 or T2 to M to SOUTH to H7 or H8</td>
</tr>
<tr>
<td>Stand 80, 82:</td>
<td>T2 to T1 to M to SOUTH to H7 or H8</td>
</tr>
<tr>
<td>Stand 84, 86:</td>
<td>T2 to M to SOUTH to H7 or H8</td>
</tr>
<tr>
<td>Stands 88 thru 96:</td>
<td>111 to P to SOUTH to H7 or H8</td>
</tr>
<tr>
<td>Stands 98 thru 154:</td>
<td>112 to Q to SOUTH to H7 or H8</td>
</tr>
<tr>
<td>Stands 155 thru 159:</td>
<td>113 to Q to SOUTH to H7 or H8</td>
</tr>
<tr>
<td>General Aviation:</td>
<td>113 to Q to SOUTH to H7 or H8</td>
</tr>
<tr>
<td>East and West Military Apron:</td>
<td>NORTH to LINK to SOUTH to H7 or H8</td>
</tr>
</tbody>
</table>

Taxi routes of type F ACFT:

From stand 118B via TWY I6, Gate F, TWY Link, TWY North and RWY holding position H4.

From stand 306 via TWY I1, Gate Z, TWY North and RWY holding position H4.

From position on TWY I1 via TWY I1, Gate A, TWY North and RWY holding position H4.
LEPA/PMI  PALMA DE MALLORCA  SPAIN

PALMA Approach (R)
118.95  119.15  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.

Changes:
Waypoints established & withdrawn.
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

HOLDINGS OVER JOA
Rwys 24L/R

WARNING
Do not proceed beyond IAF without ATC clearance.
LEPA/PMI
PALMA DE MALLORCA
27 APR 12

NOTES:

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

CHANGES:
Holding over MUROS revised.

SPM
Licensed to SMA. Printed on 09 Oct 2013.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 19-2013

JEPPESEN
JeppView 3.7.5.0

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WARNING
Do not proceed beyond IAF without ATC clearance.

SLP Speed Limit Point

HOLDINGS OVER
JOA
MJV

CHANGES: LAMPA STARs established; GATOS STARs withdrawn.

IBIZA ONE MIKE (IZA 1M) RWYS 06L/R ARRIVALS
IBIZA ONE PAPA (IZA 1P)
LAMPA ONE MIKE (LAMPA 1M) RWYS 24L/R ARRIVALS
LAMPA ONE PAPA (LAMP1P)

From LEIB only.
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

CHANGES: STAR TOLSO 1DCP revised; chart reindexed.
LEPA/PMI
PALMA DE MALLORCA, SPAIN

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

NOT TO SCALE
LEPA/PMI
PALMA DE MALLORCA, SPAIN

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

CHANGES:
Chart reindexed.
These SIDs require minimum climb gradients of:

- **BAVER 1S, EPAMA 1N**
  - 6% up to 4000
- **BAVER 1T, EPAMA 1R**
  - 6.5% up to 4000

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.5% V/V (rpm)</td>
<td>494</td>
<td>658</td>
<td>987</td>
<td>1317</td>
<td>1646</td>
<td>1975</td>
</tr>
<tr>
<td>6% V/V (rpm)</td>
<td>456</td>
<td>608</td>
<td>911</td>
<td>1215</td>
<td>1519</td>
<td>1823</td>
</tr>
</tbody>
</table>

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

- **BAVER 1S (BAVES)**
  - RWY 06L
  - Climb on runway heading, intercept JOA R-062 to D8.0 JOA, turn LEFT, along MJV 15.0 DME arc to PETAM - PINTO - BAVER.
- **BAVER 1T (BAVET)**
  - RWY 06R
  - Climb on runway heading to JOA 8.0 DME, turn LEFT, along MJV 15.0 DME arc to PETAM - PINTO - BAVER.
- **EPAMA 1N (EPAM1N)**
  - RWY 06L
  - Climb on runway heading, intercept JOA R-062 to D8.0 JOA, turn LEFT, along MJV 15.0 DME arc to PETAM - PINTO - EPAMA.
- **EPAMA 1R (EPAM1R)**
  - RWY 06R
  - Climb on runway heading to JOA 8.0 DME, turn LEFT, along MJV 15.0 DME arc to PETAM - PINTO - EPAMA.
### RNAV SID

#### DRAGO TWO NOVEMBER (DRAGO 2N)  
#### DRAGO TWO ROMEO (DRAGO 2R)  
#### ESPOR TWO NOVEMBER (ESPOR 2N)  
#### ESPOR TWO ROMEO (ESPOR 2R)  
#### GALAT TWO NOVEMBER (GALAT 2N)  
#### GALAT TWO ROMEO (GALAT 2R)  

**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% up to 4000'.

- **DRAGO 2R, ESPOR 2R, GALAT 2R**  
  6.5% up to 4000'.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.5% V/V (fpm)</td>
<td>494</td>
<td>658</td>
<td>987</td>
<td>1317</td>
<td>1646</td>
<td>1975</td>
</tr>
<tr>
<td>6% V/V (fpm)</td>
<td>456</td>
<td>608</td>
<td>911</td>
<td>1215</td>
<td>1519</td>
<td>1823</td>
</tr>
</tbody>
</table>

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

### CHANGES:
- None.

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Climb on JOA R-237 to D7 JOA, turn LEFT, 209° heading, at JOA 11 DME turn LEFT, intercept 136° bearing from ADX via PITUX to XURAL, turn LEFT, intercept MHN R-240 inbound via PTC to MHN, MHN R-010 to MEROS.

Climb on runway heading to JOA 3 DME, turn LEFT, intercept JOA R-207 to D11.3 JOA, turn LEFT, intercept 136° bearing from ADX to XURAL, turn LEFT, intercept MHN R-240 inbound via PTC to MHN, MHN R-010 to MEROS.

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

Expect close-in obstacles.

SID MEROS 1G initial climb instruction revised.
These SIDs require a minimum climb gradient of 304' per NM (5%) until leaving 4000'.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>304' per NM</td>
<td>380</td>
<td>506</td>
<td>760</td>
<td>1013</td>
<td>1266</td>
<td>1519</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>SIDs</th>
<th>RWY</th>
<th>INITIAL CLIMB/ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>MEROS 4B</td>
<td>06R</td>
<td>Climb on runway heading to JOA 8 DME, turn LEFT, intercept JOA R-062 to TONIS, turn LEFT, intercept MJV R-049 to MEROS.</td>
</tr>
<tr>
<td>MEROS 1L</td>
<td>06L</td>
<td>Climb on runway heading, intercept JOA R-062 to TONIS, turn LEFT, intercept MJV R-049 to MEROS.</td>
</tr>
</tbody>
</table>
Initial ATC clearance: MAINTAIN 5000' except ATC clearance

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>INITIAL CLIMB</th>
</tr>
</thead>
<tbody>
<tr>
<td>ISTER 2A, MORSS 2A</td>
<td>24R</td>
<td>Climb on JOA R-237 to D7.0 JOA, turn LEFT, 290° heading, at JOA 11.0 DME turn LEFT, intercept 136° bearing from ADX via PITUX to XURAL.</td>
</tr>
<tr>
<td>ISTER 1G, MORSS 1G</td>
<td>24L</td>
<td>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.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SID</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>ISTER 2A, 1G</td>
<td>At XURAL turn LEFT, intercept MHN R-240 inbound via PTC to MHN, MHN R-060 to ISTER.</td>
</tr>
<tr>
<td>MORSS 2A, 1G</td>
<td>At XURAL turn LEFT, intercept MHN R-240 inbound via PTC to MHN, MHN R-075 to MORSS.</td>
</tr>
<tr>
<td>PTC 1A, 1G</td>
<td>At XURAL turn LEFT, intercept MHN R-240 inbound to PTC.</td>
</tr>
</tbody>
</table>

Only destination LEMH.
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

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>ISTER 2B</td>
<td>06R</td>
<td>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.</td>
</tr>
<tr>
<td>ISTER 1L</td>
<td>06L</td>
<td>Climb on runway heading, intercept JOA R-062 to TONIS, turn RIGHT, intercept MHN R-263 inbound to MHN, MHN R-060 to ISTER.</td>
</tr>
<tr>
<td>MORSS 2E</td>
<td>06R</td>
<td>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.</td>
</tr>
<tr>
<td>MORSS 1L</td>
<td>06L</td>
<td>Climb on runway heading, intercept JOA R-062 to TONIS, turn RIGHT, intercept MHN R-263 inbound to MHN, MHN R-075 to MORSS.</td>
</tr>
<tr>
<td>TONIS 1E</td>
<td>06R</td>
<td>Climb on runway heading to JOA 8.0 DME, turn LEFT, intercept JOA R-062 to TONIS.</td>
</tr>
<tr>
<td>TONIS 1L</td>
<td>06L</td>
<td>Climb on runway heading, intercept JOA R-062 to TONIS.</td>
</tr>
</tbody>
</table>

1 Only destination LEMH.
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

NOT TO SCALE

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

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>INITIAL CLIMB/ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>MEBUT 2A</td>
<td>24R</td>
<td>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.</td>
</tr>
<tr>
<td>MEBUT 1G</td>
<td>24L</td>
<td>Climb on runway heading to JOA 3.0 DME, turn LEFT, intercept JOA R-206 via PITUX to MEBUT.</td>
</tr>
<tr>
<td>OSGAL 2A</td>
<td>24R</td>
<td>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.</td>
</tr>
<tr>
<td>OSGAL 1G</td>
<td>24L</td>
<td>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.</td>
</tr>
</tbody>
</table>

CHANGES: None.
1. SIDs are also noise abatement procedures (refer to 10-4).  
2. EXPECT close-in obstacles.

Climb on runway heading, intercept JOA R-072 to D9.0 JOA, turn RIGHT, along MJV 15.0 DME arc to CASOL.

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.

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.

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.

Climb on runway heading, intercept JOA R-072 to D9.0 JOA, turn RIGHT, along MJV 15.0 DME arc to CASOL.

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) 300 506 760 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

CASOL 1B: 06R  CASOL 1L: 06L  MEBUT 1B: 06R  MEBUT 1L: 06L  OSGAL 1B: 06R  OSGAL 1L: 06L

Only destination LEIB.
**Initial ATC clearance:** Maintain **4000’** except ATC clearance

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>INITIAL CLIMB/ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>BAKAX 2A</td>
<td>24L</td>
<td>Climb on runway heading to JOA 4.0 DME, turn RIGHT, intercept JOA R-237 to BAKAX.</td>
</tr>
<tr>
<td></td>
<td>24R</td>
<td>Climb on JOA R-237 to BAKAX.</td>
</tr>
<tr>
<td>BAYER 1A</td>
<td>24L</td>
<td>Climb on runway heading to JOA 4.0 DME, turn RIGHT, intercept JOA R-237 to BAKAX, then to EDULI, turn RIGHT, intercept CDP R-250 via OKITI to BAYER.</td>
</tr>
<tr>
<td></td>
<td>24R</td>
<td>Climb on JOA R-237 to BAKAX, then to EDULI, turn RIGHT, intercept CDP R-250 via OKITI to BAYER.</td>
</tr>
</tbody>
</table>

1. Only destination LEIB.

These SIDs require minimum climb gradients of:

**BAKAX 2A**

- Rwy 24L: 5% until leaving 4000’.
- Rwy 24R: 6.6% until leaving 4000’.

**BAVER 1A**

- Rwy 24L: 5% until leaving 4000’.
- Rwy 24R: 4.5% until leaving 200’.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.6% V/V (fpm)</td>
<td>501</td>
<td>668</td>
<td>1003</td>
<td>1337</td>
<td>1871</td>
<td>2005</td>
</tr>
<tr>
<td>4.5% V/V (fpm)</td>
<td>380</td>
<td>506</td>
<td>760</td>
<td>1013</td>
<td>1266</td>
<td>1519</td>
</tr>
<tr>
<td>5% V/V (fpm)</td>
<td>342</td>
<td>456</td>
<td>684</td>
<td>911</td>
<td>1139</td>
<td>1367</td>
</tr>
</tbody>
</table>

**FROM GLT**

- BAKAX 2A
- BAYER 1A
- EDULI

**TO GLT**

- BAKAX 2A
- BAYER 1A
- EDULI

**BAVER 1A**

- Initial ATC clearance: Maintain **4000’** except ATC clearance
- Climb on runway heading to JOA 4.0 DME, turn RIGHT, intercept JOA R-237 to BAKAX.
- Climb on JOA R-237 to BAKAX, then to EDULI, turn RIGHT, intercept CDP R-250 via OKITI to BAYER.
- Climb on JOA R-237 to BAKAX, then to EDULI, turn RIGHT, intercept CDP R-250 via OKITI to BAYER.

**CHANGES:**

- SID BAKAX 1A renumbered 2A.
- RWYS 24L/R DEPARTURES
  - These SIDs require minimum climb gradients of
  - BAKAX 2A
  - Rwy 24L: 5% until leaving 4000’.
  - Rwy 24R: 6.6% until leaving 4000’.
  - BAYER 1A
  - Rwy 24L: 5% until leaving 4000’.
  - Rwy 24R: 4.5% until leaving 200’.

- Initial ATC clearance: Maintain **4000’** except ATC clearance
- Climb on runway heading to JOA 4.0 DME, turn RIGHT, intercept JOA R-237 to BAKAX.
- Climb on JOA R-237 to BAKAX, then to EDULI, turn RIGHT, intercept CDP R-250 via OKITI to BAYER.
- Climb on JOA R-237 to BAKAX, then to EDULI, turn RIGHT, intercept CDP R-250 via OKITI to BAYER.

- Rwy 24R: These SIDs require minimum climb gradients of
  - BAKAX 2A
  - Rwy 24L: 5% until leaving 4000’.
  - Rwy 24R: 6.6% until leaving 4000’.
  - BAYER 1A
  - Rwy 24L: 5% until leaving 4000’.
  - Rwy 24R: 4.5% until leaving 200’.

- Initial ATC clearance: Maintain **4000’** except ATC clearance
- Climb on runway heading to JOA 4.0 DME, turn RIGHT, intercept JOA R-237 to BAKAX.
- Climb on JOA R-237 to BAKAX, then to EDULI, turn RIGHT, intercept CDP R-250 via OKITI to BAYER.
- Climb on JOA R-237 to BAKAX, then to EDULI, turn RIGHT, intercept CDP R-250 via OKITI to BAYER.
Initial ATC clearance:
Maintain 4000' except ATC clearance

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>INITIAL CLimb/Routing</th>
</tr>
</thead>
<tbody>
<tr>
<td>BAVER 1B</td>
<td>06R</td>
<td>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 BAVER.</td>
</tr>
<tr>
<td>BAVER 1G</td>
<td>06L</td>
<td></td>
</tr>
</tbody>
</table>

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

CHANGES:

Initial ATC clearance:
Maintain 4000' except ATC clearance

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>INITIAL CLimb/Routing</th>
</tr>
</thead>
<tbody>
<tr>
<td>BAVER 1B</td>
<td>06R</td>
<td>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 BAVER.</td>
</tr>
<tr>
<td>BAVER 1G</td>
<td>06L</td>
<td></td>
</tr>
</tbody>
</table>

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

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

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LEPA/PMI
PALMA DE MALLORCA, SPAIN
27 APR 12 (10-3K) Eff 3 May
SID

Apt Elev 27'

These SIDs require minimum climb gradients of
Rwy 24L: 5% until leaving 4000'
Rwy 24R: 4.5% until leaving 2000'

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>5% V/V (fpm)</td>
<td>380</td>
<td>506</td>
<td>760</td>
<td>1013</td>
<td>1266</td>
<td>1519</td>
</tr>
<tr>
<td>4.5% V/V (fpm)</td>
<td>342</td>
<td>456</td>
<td>684</td>
<td>911</td>
<td>1139</td>
<td>1367</td>
</tr>
</tbody>
</table>

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

**Rwy 24L**
Climb on runway heading to JOA 4.0 DME, turn RIGHT, intercept JOA R-237 to BAKAX.

**Rwy 24R**
Climb on JOA R-237 to BAKAX.

**SID**
**ROUTING**

<table>
<thead>
<tr>
<th>SID</th>
<th>INITIAL CLIMB</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>DRAGO 1A</td>
<td>At BAKAX turn RIGHT to ADX, then to DRAGO.</td>
<td></td>
</tr>
<tr>
<td>EPAMA 1A</td>
<td>At BAKAX turn RIGHT, intercept MJV R-279 to EPAMA.</td>
<td></td>
</tr>
<tr>
<td>ESPOR 1A</td>
<td>At BAKAX turn RIGHT to ADX, then to ESPOR.</td>
<td></td>
</tr>
<tr>
<td>GALAT 1A</td>
<td>At BAKAX turn RIGHT to ADX, then to GALAT.</td>
<td></td>
</tr>
</tbody>
</table>

**Changes:** SID TURIA 1A replaced by EPAMA 1A; chart reindexed.
LEPA/PMI
PALMA DE MALLORCA, SPAIN
27 APR 12  Eff 3 May

SID

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

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>INITIAL CLIMB</th>
</tr>
</thead>
<tbody>
<tr>
<td>DRAGO 2B, EPAMA 1B</td>
<td>06R</td>
<td>Climb on runway heading to JOA 8.0 DME, turn LEFT, along MJV 15.0 DME arc via PETAM, intercept JOA R-325.</td>
</tr>
<tr>
<td>ESPOR 2B, GALAT 2B</td>
<td>06R</td>
<td>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.</td>
</tr>
<tr>
<td>DRAGO 2L, EPAMA 1L, ESPOR 2L, GALAT 2L</td>
<td>06L</td>
<td>Climb on runway heading to JOA 8.0 DME, turn LEFT, along MJV 15.0 DME arc via PETAM, intercept JOA R-325.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SID</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>DRAGO 2B, 2L</td>
<td>On JOA R-325, intercept POS R-275 to DRAGO.</td>
</tr>
<tr>
<td>EPAMA 1B, 1L</td>
<td>On JOA R-325, intercept POS R-257 to EPAMA.</td>
</tr>
<tr>
<td>ESPOR 2B, 2L</td>
<td>On JOA R-325 to ESPOR.</td>
</tr>
<tr>
<td>GALAT 2B, 2L</td>
<td>On JOA R-325, intercept POS R-284 to GALAT.</td>
</tr>
</tbody>
</table>

Changes: TURIA SIDs replaced by EPAMA SIDs; chart reindexed. © JEPPESEN, 2012. ALL RIGHTS RESERVED.
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'.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.6% V/V (fpm)</td>
<td>501</td>
<td>668</td>
<td>1003</td>
<td>1337</td>
<td>1671</td>
<td>2005</td>
</tr>
<tr>
<td>5% V/V (fpm)</td>
<td>380</td>
<td>506</td>
<td>760</td>
<td>1013</td>
<td>1266</td>
<td>1519</td>
</tr>
</tbody>
</table>
LEPA/PMI
PALMA DE MALLORCA

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 19-2013

JEPPESEN
JeppView 3.7.5.0

NOISE ABATEMENT

For AIRPORT BRIEFING refer to 10-1P pages

Noise monitoring point

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

CHANGES: SID BAKAX 1A renumbered 2A.
For AIRPORT BRIEFING refer to 10-1P pages

HOT SPOTS
For information only, not to be construed as ATC instructions.

During East configuration:
- Taxiing on Twy North, entry to Twy N2 prohibited.
- Taxiing on Link, entry to Twy S1 prohibited.
- Zone of possible disorientation, special attention to markings and ATC instructions required.

During West configuration:
- Taxiing on Twy South, entry to Twy S1 prohibited.

Area not visible from Tower
Holding position during LVP conditions
### ADDITIONAL RUNWAY INFORMATION

#### PALMA DE MALLORCA

<table>
<thead>
<tr>
<th>RWY</th>
<th>TAKE-OFF RUN AVAILABLE</th>
<th>LANDING BEYOND USABLE LENGTHS</th>
<th>TAKE-OFF</th>
<th>WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>06L</td>
<td>06L: HIRL (50m); CL (15m); HIALS PAPI (3.0°)</td>
<td>RVR 9574' / 2918m</td>
<td>148'</td>
<td>45m</td>
</tr>
<tr>
<td>24R</td>
<td>24R: HIRL (50m); CL (15m); HIALS REIL PAPI (3.0°)</td>
<td>RVR 10,499' / 3200m</td>
<td>148'</td>
<td>45m</td>
</tr>
</tbody>
</table>

#### TAKE-OFF 1

<table>
<thead>
<tr>
<th>Approved Operators</th>
<th>LVP must be in Force</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIRL, CL &amp; multi. RVR req</td>
<td>RCLM (DAY only) or RL</td>
</tr>
<tr>
<td>RL, CL &amp; multi. RVR req</td>
<td>125m</td>
</tr>
<tr>
<td>RL &amp; CL</td>
<td>150m</td>
</tr>
</tbody>
</table>

**Standard**

- **Operators applying U.S. Ops Spec:** CL required below 300m; approved HUD required below 150m.

### AdditionalRunway Information

<table>
<thead>
<tr>
<th>RWY</th>
<th>TAKE-OFF RUN AVAILABLE</th>
<th>LANDING BEYOND USABLE LENGTHS</th>
<th>TAKE-OFF</th>
<th>WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>06L</td>
<td>06L: HIRL (50m); CL (15m); HIALS PAPI (3.0°)</td>
<td>RVR 9574' / 2918m</td>
<td>148'</td>
<td>45m</td>
</tr>
<tr>
<td>24R</td>
<td>24R: HIRL (50m); CL (15m); HIALS REIL PAPI (3.0°)</td>
<td>RVR 10,499' / 3200m</td>
<td>148'</td>
<td>45m</td>
</tr>
</tbody>
</table>

#### TAKE-OFF 1

<table>
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<tr>
<th>Approved Operators</th>
<th>LVP must be in Force</th>
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</thead>
<tbody>
<tr>
<td>HIRL, CL &amp; multi. RVR req</td>
<td>RCLM (DAY only) or RL</td>
</tr>
<tr>
<td>RL, CL &amp; multi. RVR req</td>
<td>125m</td>
</tr>
<tr>
<td>RL &amp; CL</td>
<td>150m</td>
</tr>
</tbody>
</table>

**Standard**

- **Operators applying U.S. Ops Spec:** CL required below 300m; approved HUD required below 150m.
## INS COORDINATES

<table>
<thead>
<tr>
<th>STAND No.</th>
<th>COORDINATES</th>
<th>STAND No.</th>
<th>COORDINATES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>N39 32.9 E002 43.3</td>
<td>115B</td>
<td>N39 33.3 E002 43.9</td>
</tr>
<tr>
<td>2, 3</td>
<td>N39 32.9 E002 43.4</td>
<td>116</td>
<td>N39 33.3 E002 44.0</td>
</tr>
<tr>
<td>4, 5</td>
<td>N39 32.9 E002 43.5</td>
<td>116B</td>
<td>N39 33.3 E002 43.9</td>
</tr>
<tr>
<td>6</td>
<td>N39 33.0 E002 43.5</td>
<td>117, 117B</td>
<td>N39 33.3 E002 44.0</td>
</tr>
<tr>
<td>8, 10</td>
<td>N39 33.0 E002 43.6</td>
<td>118</td>
<td>N39 33.3 E002 44.1</td>
</tr>
<tr>
<td>12 thru 18</td>
<td>N39 33.0 E002 43.7</td>
<td>118B</td>
<td>N39 33.3 E002 44.0</td>
</tr>
<tr>
<td>20, 22</td>
<td>N39 33.1 E002 43.8</td>
<td>119 thru 123</td>
<td>N39 33.2 E002 44.2</td>
</tr>
<tr>
<td>23A, 24</td>
<td>N39 33.2 E002 43.9</td>
<td>150, 151</td>
<td>N39 33.2 E002 43.8</td>
</tr>
<tr>
<td>25</td>
<td>N39 33.2 E002 44.0</td>
<td>152</td>
<td>N39 33.2 E002 43.8</td>
</tr>
<tr>
<td>26 thru 28</td>
<td>N39 33.2 E002 44.1</td>
<td>153 thru 155B</td>
<td>N39 33.2 E002 43.7</td>
</tr>
<tr>
<td>29</td>
<td>N39 33.1 E002 44.1</td>
<td>156 thru 158</td>
<td>N39 33.2 E002 43.6</td>
</tr>
<tr>
<td>30 thru 34</td>
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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
PALMA DE MALLORCA
4 MAY 12

ATIS
119.25

PALMA Approach (R)
119.4

PALMA Tower (ARR)
118.3

Ground
121.9

LOC
PLM
119.0

Final
PLM
Aph Crs
059°

GS
PLM
D4.0 PLM
1354°

ILS
PLM
DA(H)
27'

Apt Elev
PLM
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.

ILS: No obstacle free zone rwy 06L.

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.

CHANGES: Arrival route withdrawn.
LEPA/PMI
PALMA DE MALLORCA
22 MAR 13 (1-2) Eff 4 Apr
ILS Z or LOC Z Rwy 24L

ATIS
119.25
118.95
119.15
119.4
118.3

LOC
IPAL
Final
Apch Crs
GS
DA(H)
Apt Elev

GS
109.3
239°
1349' (1341')

ISL
DA(H)
Refer to
Minimums
RWY
8'

MISSED APCH: Climb on rwy heading to 420°. Intercept and follow R-207 JOA (MAX 185 KT). When passing 2000' turn LEFT direct to MJV VOR and enter holding at 3000'.

MISC: After LOC (GS out) apch: MDA(H) 880' (853').

Excel file: NA

JEPPESEN, 2000, 2013. ALL RIGHTS RESERVED.
MISSED APCH: Climbing on rwy heading to 420°. Intercept and follow R-207 JOA (MAX 185 KT). When passing 2000' turn LEFT direct to MJV VOR and enter holding at 3000'.

Alt Set: hPa  Rwy Elev: 0 hPa  Trans level: By ATC  Trans alt: 6000'  1. VOR and DME required.  2. ILS DME reads zero at rwy 24L threshold.  3. Special Aircrew & Aircraft Certification Required.
MISSED APCH: Climb on rwy heading to 420’. Intercept and follow R-207 JOA (MAX 185 KT). When passing 2000’ turn LEFT direct to MJV VOR and enter holding at 3000’.
**BRIEFING STRIP**

**ATIS**  
LEPA/PMI  
PALMA DE MALLORCA  
PALMA DE MALLORCA, SPAIN  
CAT II/III ILS Y Rwy 24L  

**Ground:**  
121.7

**Call: 119.25**  
PALMA Approach (R)  
119.15  
119.4  

**Palma Tower (ARR):**  
118.3

**Apt Elev:**  
27'

**GS**  
D4.0 IPAL  
1349' (1341')

**Final Approach Crs:**  
239°

**LOC IPAL:**  
109.3

**GS D4.0 IPAL:**  
1349' (1341')

**CAT II ILS: Refer to Minimums:**

**MISSED APCH:** Climb on rwy heading to 420'. Intercept and follow R-207 JOA (MAX 185 KT). When passing 2000' turn LEFT direct to MJV VOR and enter holding at 3000'.

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

**PANS OPERATIONS:**

**RA 101' DA(H) 108' (100')**  
**RA 107' DA(H) 115' (107')**  
**RA 119' DA(H) 127' (119')**  
**RA 132' DA(H) 141' (133')**

**PWR 200m**  
**PWR 300m**  
**PWR 400m**

**CHANGES:** DME fix designations. Minimums.
MISSED APCH: Climb on R-239 JOA to 4000', then turn LEFT to MJV VOR and join holding.

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

ILS: No obstacle free zone rwy 24R. Racetrack MAX 220 KT. CST NDB holding pattern protected with 3 NM buffer area to North.
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.

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

CHANGES: Arrival route withdrawn.
PALMA DE MALLORCA, SPAIN

VOR Rwy 06R

LEPA/PMI

4 MAY 12

119.25
118.95
119.15
119.4
118.3
121.7

VOR
JOA
Final
Apch Crs

117.7
042°

Minimum Alt
DA(H)

1600' (1575')
600' (575')

DA(H)
Apt Elev 27'

RWY 25'

MISSED APCH: Climb direct to JOA VOR, then turn RIGHT (MAX 185 KT) and follow R-025 inbound to MJV VOR climbing to 3000' and join holding.

Descent Angle: 3.15°

Gnd speed-Kts 70 90 100 120 140 160

Descent Angle 3.15° 3000' and join holding.

Arrival route withdrawn.
Ground 121.9

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

**BRIEFING STRIP**

- **ATIS** LEPA/PMI
- **VOR** JOA
- **Final Apch Crs** 239°
- **Minimum Alt** D4.2 JOA
- **DA(H)** 1600' (1592')
- **Apt Elev** 27'
- **RWY** 8'
- **RWY 24R**
- **VOR Rwy 24R**
- **Tower (ARR)**
- **Ground**

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

**Not to Scale**

- **PollenSaver** (IAF) 2400m
- **D4.2 JOA**
- **D9.0 JOA**
- **D8.0 JOA**
- **D3.0 JOA**

**MAP at JOA VOR**

- **D**
- **Pollensa** (IF) 1800m
- **Palma de Mallorca**
- **CostiX 351 CST**
- **D3.0 JOA**
- **D4.2 JOA**
- **D9.0 JOA**

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

**Descent Angle**

- **MAX 110 KT** 6°
- **MAX 120 KT** 6°
- **MAX 140 KT** 6°
- **MAX 160 KT** 6°
- **MAX 185 KT** 6°
- **MAX 220 KT** 6°

**DME Required**

- **JOA DME** 2.0
- **JOA DME** 3.0
- **ALTITUDE** 870' 1240'

**Minimums**

- **RVR** 1500m
- **CMV 2100m**
- **CMV 2400m**
- **ALS out**
- **DA(H)** 620' (612')

**Changes**: Minimums.
LEPA/PMI
PALMA DE MALLORCA, SPAIN
Lctr Rwy 24L

**BRIEFING STRIP**

**ATIS**
- 119.25

**PALMA Approach (R)**
- PA Lctr
  - 307.5
  - Final Apch Crs 223°

**PALMA Tower (ARR)**
- Minimum Alt PA Lctr 1400' (1392')
- DA(H) Apt Elev 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.

**CHANGES**: Circling minimums.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 19-2013

JEPPESEN
JeppView 3.7.5.0

PALMA DE MALLORCA
Balearic Islands, SPAIN

ATIS 119.25
GROUND 121.70 (South) 121.90 (North)

PALMA OPERATIONS 130.25 (Apron & Flight plan coordination)

NOTE: See also PALMA 10-1V/10-1VA.

RWYs 06 RH traffic circuit for ACFT arriving from south.
RWYs 24 RH traffic circuit for ACFT arriving from north.

Training flights PPR.

Preferential RWY-System
West configuration will be preferential whenever the tail-wind component does not exceed 10 KT and the RWY is dry, or wet with braking action good: ARRs RWY 24L, DEPs RWY 24R.
To accelerate ARR traffic, RWY 24R could be used on ATC request.
East configuration: ARRs RWY 06L, DEPs RWY 06R.
To accelerate DEP traffic, RWY 06L could be used on ATC request.

Arrivals
ACFT shall proceed via REPs N, E, S or W. ACFT shall contact PALMA TOWER 5 MIN before reaching NW, SE or SW maintaining MAX 1000’ SFC. In some cases, ACFT will be cleared to hold over this REPs.

Departures
Departing ACFT shall report to PALMA TOWER about the REP (NW, SE or SW) they wish to proceed and will be instructed about the outbound procedure before TKOF.

Radio Communication Failure
ACFT shall comply extremely with visual flight rules when entering the CTR.
Enter the CTR via NW, SE or SW. Hold and watch for the active RWY. ACFT shall proceed to NA or SA, executing 360° circles at MAX 500’ SFC in counterdirection to active RWY (the segment nearest to TWR must coincide with the ‘tail-wind’ direction and ‘abeam’ TWR) and await visual signals from PALMA TOWER.

NOTE:
Holdings on NW shall be carried out westward of this point.

The Final Approach Areas are not to be crossed without clearance from PALMA TOWER.