

1. GENERAL

1.1. ATIS

ATIS 119.25

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

The following procedures are applicable to all ACFT for landing and take-off, except for safety reasons, to avoid excessive noise in areas surrounding the APT. Non-compliance will cause sanctions to ACFT operators. If unable to comply submit alternative procedures to correspondent authority for approval. From May 1st until October 31st between 0730-0900LT and 1800-2030LT the use of the APT is restricted for ACFT with a cruising speed less than 220 KT, except for state ACFT, hospital and SAR ACFT. During these times ACFT with a cruising speed of less than 220 KT may experience delays, since non-restricted ACFT will always have priority. Departure and arrival paths will be radar monitored and noise level will be measured for each operation.

1.2.2. PREFERENTIAL RUNWAY SYSTEM

West configuration

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

Arrivals: RWY 24L

Departures: RWY 24R

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

East configuration

Arrivals: RWY 06L

Departures: RWY 06R

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

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

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

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

1.2.3. REVERSE THRUST

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

1.2.4. RUN-UP TESTS

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

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

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. Low Visibility Procedure will be in force when:

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

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

RVR values will be supplied directly by ATC services.

RVR Alpha corresponds to the touchdown zone.

RVR Bravo corresponds to the RWY midpoint.

1. GENERAL

RVR Charlie corresponds to the RWY end.

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

1.3.2. GROUND MOVEMENT

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

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

1.3.3. ARRIVAL

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

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

When leaving the RWY pilots will report:

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

1.3.4. DEPARTURE

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

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

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

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

1.3.5. COMMUNICATION FAILURE

1.3.5.1. ARRIVING ACFT

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

1.3.5.2. DEPARTING ACFT

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

1. GENERAL

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM (SMGCS)

1.4.1. OPERATION OF MODE S TRANSPONDER WHEN ACFT IS ON THE GROUND

ACFT operators intending to use PALMA DE MALLORCA APT shall ensure that the Mode S transponders are able to operate when the ACFT is on the ground.

Pilots shall:

- Select AUTO mode and the allocated Mode A code.
- if the AUTO mode is not available select ON (e.g. XPRD) and the allocated Mode A code:
 - from the request for push-back or taxi, whichever is earlier.
 - after landing and uninterruptedly till the ACFT is fully parked in its stand.
 - while the ACFT is fully parked, STBY will be selected.

As long as the ACFT is capable of reporting the ACFT Identification (i.e. callsign used in flight) this should also be entered from the request for push-back or taxi, whichever happens first, through the FMS or the transponder control panel. Aircrew shall use the specific format defined by ICAO to enter the ACFT identification (e.g. IBE123, DHL4567, etc.).

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

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

1.5. TAXI PROCEDURES

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

TWY P, OUTER TWY between stand 120 and TWY D and TWY T between stand 154 and TWY M MAX wingspan 118'/36m.

TWYs T1, T2, TWY T between TWYs K and M, INNER TWY between TWYs E and G and between TWYs K and M MAX wingspan 171'/52m.

OUTER TWY between stand 120 and TWY F, INNER TWY between TWYs 0A and E and between TWYs G and K MAX wingspan 213'/65m.

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

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

Entry/Exit General Aviation Apron via TWY SOUTH with Follow-me car.

1.6. PARKING INFORMATION

On stands 1 thru 103B, 121B, 122B, 123B,124B, 125B, 150 thru 155, 156, 157, 158, 159 and 306 thru 318 push-back required.

1.7. OTHER INFORMATION

RWYs 06L and 06R right-hand circuit for traffic arriving from the South;
RWYs 24L and 24R right-hand circuit for traffic arriving from the North.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

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

2.2. NOISE ABATEMENT PROCEDURES

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

Visual approach

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

- 1500' or above for ACFT class A and B,
 - 1700' or above for ACFT class C and D
- and at least a height of 1000' AGL until being on the final approach heading of the RWY in use.

2.3. CAT II/III OPERATIONS

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

2.4. RWY OPERATIONS

2.4.1. MINIMUM RWY OCCUPANCY TIME

2.4.1.1. GENERAL

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

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

2.4.1.2. West Configuration:

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

2.4.1.3. East Configuration:

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

2.5. TAXI PROCEDURES

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 general, taxiing between apron gate and parking will be carried out accompanied by Follow-me car.

Taxiing on OUTER TWY between TWYs D and E for ACFT entering stands 104 thru 111 only.

Taxiing on OUTER TWY between TWYs E and F for ACFT entering stands 113 thru 120 only.

LEPA/PMI **JEPPESEN PALMA DE MALLORCA, SPAIN**
PALMA DE MALLORCA 24 AUG 07 (10-1P4) **AIRPORT BRIEFING**

2. ARRIVAL

2.6. OTHER INFORMATION

2.6.1. MINIMUM REDUCED SEPARATION ON THE SAME RWY

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

- ACFT with 5670 kg weight or over.

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

- Light ACFT under 5670 kg weight.

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

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

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

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

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

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

LEPA/PMI **JEPPESEN PALMA DE MALLORCA, SPAIN**
PALMA DE MALLORCA 24 AUG 07 (10-1P5) **AIRPORT BRIEFING**

3. DEPARTURE

3.1. START-UP, PUSH-BACK & TAXI PROCEDURES

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

- Type of ACFT
- Parking stand
- ATIS message received

Pilots will be instructed to contact Tower (GND) for push-back and/or taxi clearance.

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

ACFT with exit of the apron via TWY P and hold short of SOUTH TWY, will stop aligned in the TWY T. For the taxiing start, ACFT will use the engine closer to SOUTH TWY.

Exit stand 125B via TWY G.

3.2. SPEED RESTRICTIONS

MAX 250 KT until leaving FL100.

3.3. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4.

3.3.1. GENERAL

- Take-off Take-off power.
Take-off flaps/slats.
Climb at $V_2 + 10$ KT to 1530'.
- At 1530' 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 FL60 Do not exceed 250 KT and continue SID in force, except ATC clearance.
Change of the procedures must not be asked for till reaching FL60, except for propeller ACFT.

3.3.2. AUXILIARY POWER UNITS (APUs)

At stands 50 thru 72 and 80 thru 98 the use of APU must not exceed 5 minutes after the block time.

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

3.4. RWY OPERATIONS

3.4.1. INTERSECTION TAKE-OFF

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

3.4.2. MINIMUM RWY OCCUPANCY TIME

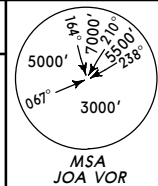
ATC will consider that every ACFT at the holding-position is able to commence the line-up on the RWY and the take-off roll immediately after take-off clearance is issued. Pilots unable to comply with this requirement shall notify ATC before reaching the holding position.

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

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

LEPA/PMI **JEPPESEN PALMA DE MALLORCA, SPAIN**
 PALMA DE MALLORCA 25 AUG 06 (10-2) **STAR**

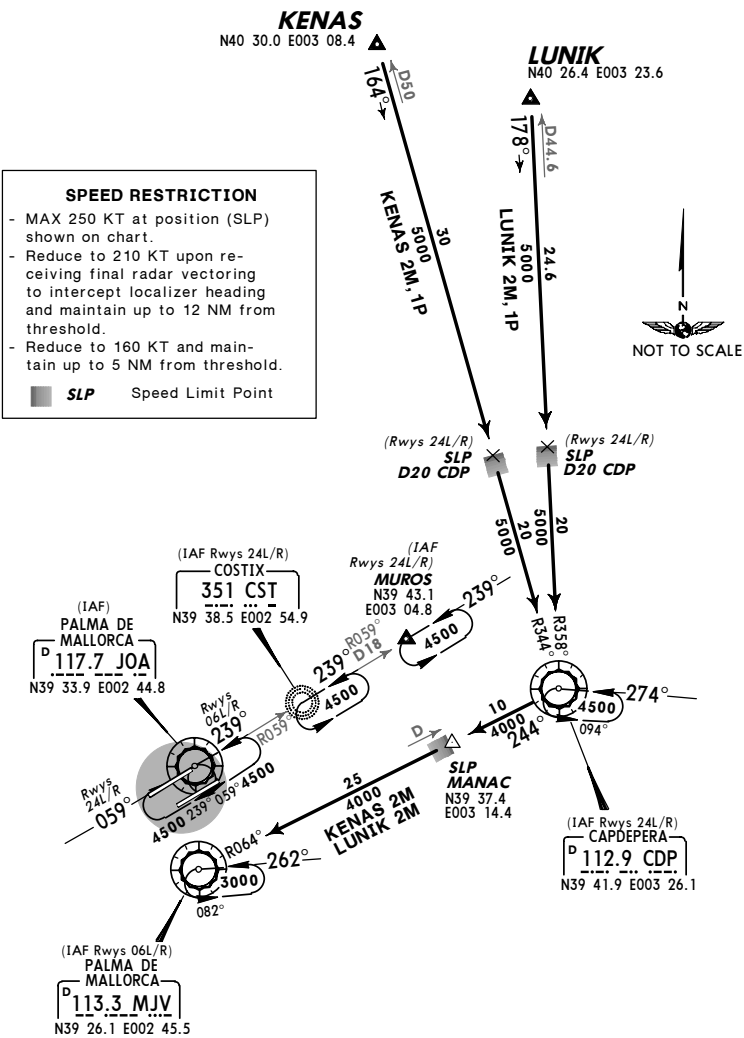
ATIS 119.25 Apt Elev 27' Alt Set: hPa
 Trans level: By ATC Trans alt: 6000'



KENAS TWO MIKE (KENAS 2M) [KENA2M]
LUNIK TWO MIKE (LUNIK 2M) [LUNI2M]
 RWYS 06L/R ARRIVALS

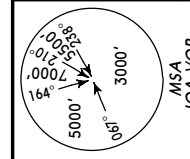
KENAS ONE PAPA (KENAS 1P) [KENA1P]
LUNIK ONE PAPA (LUNIK 1P) [LUNI1P]
 RWYS 24L/R ARRIVALS

FROM NORTH



LEPA/PMI **JEPPESEN PALMA DE MALLORCA, SPAIN**
 PALMA DE MALLORCA 25 AUG 06 (10-2A) **STAR**

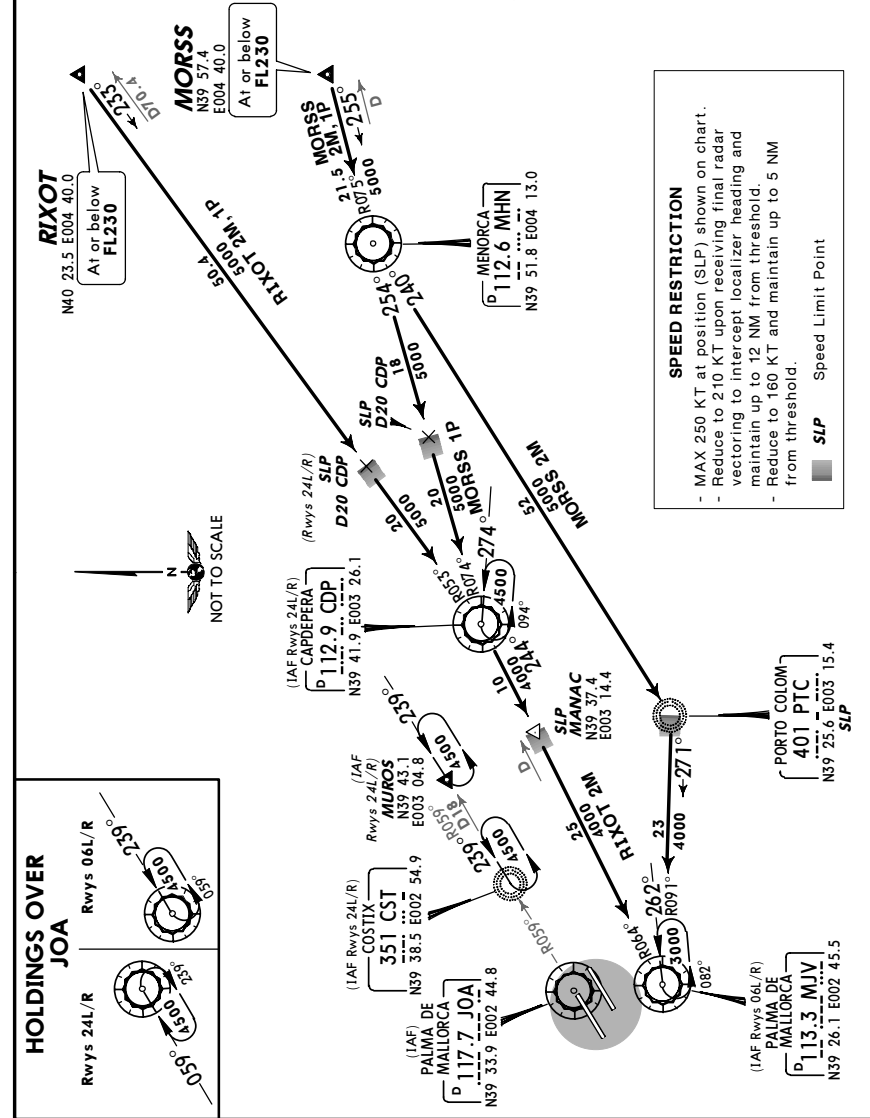
ATIS 119.25 Apt Elev 27' Alt Set: hPa
 Trans level: By ATC Trans alt: 6000'



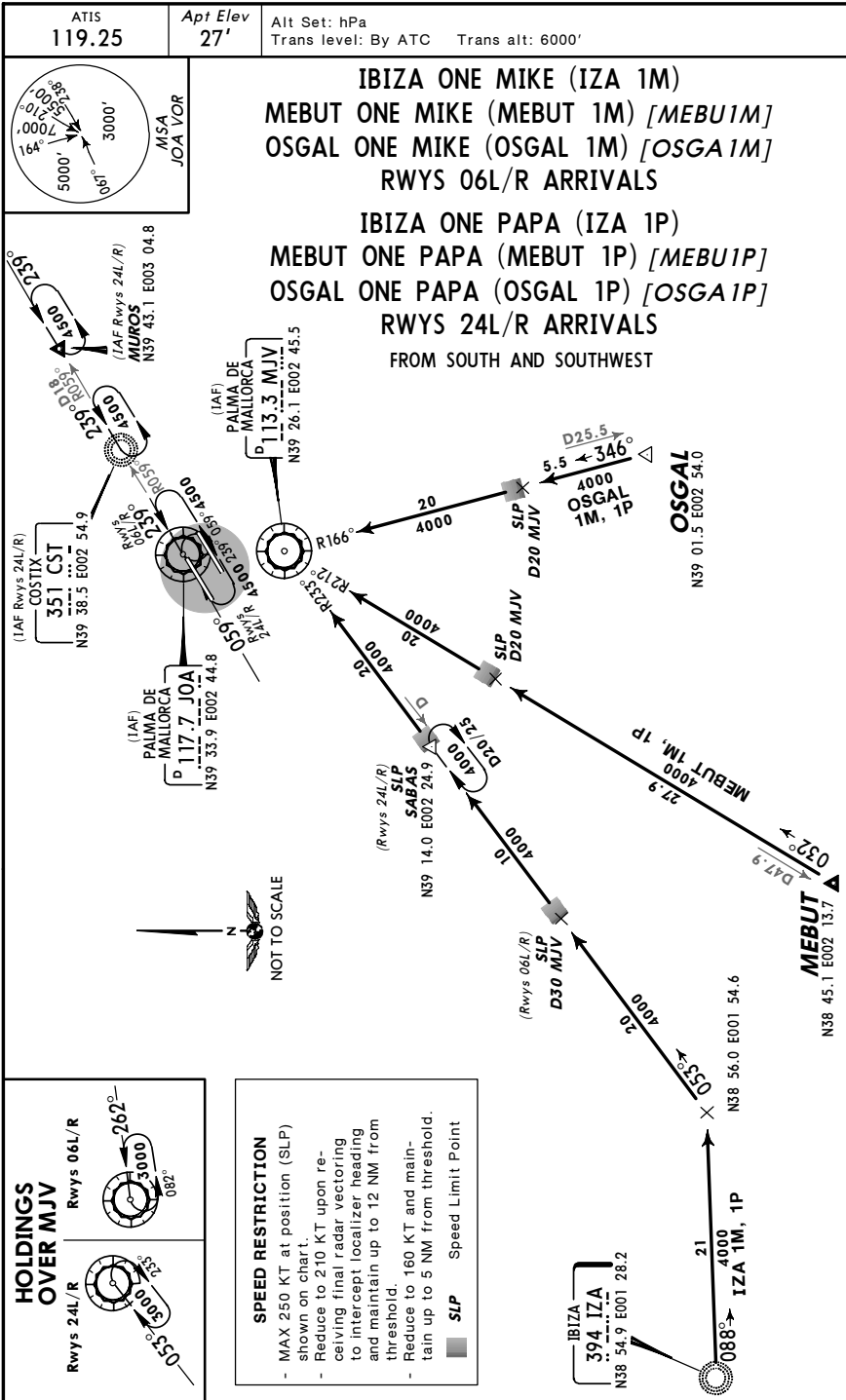
MORSS TWO MIKE (MORSS 2M) [MORS2M]
RIXOT TWO MIKE (RIXOT 2M) [RIXO2M]
 RWYS 06L/R ARRIVALS

MORSS ONE PAPA (MORSS 1P) [MORS1P]
RIXOT ONE PAPA (RIXOT 1P) [RIXO1P]
 RWYS 24L/R ARRIVALS

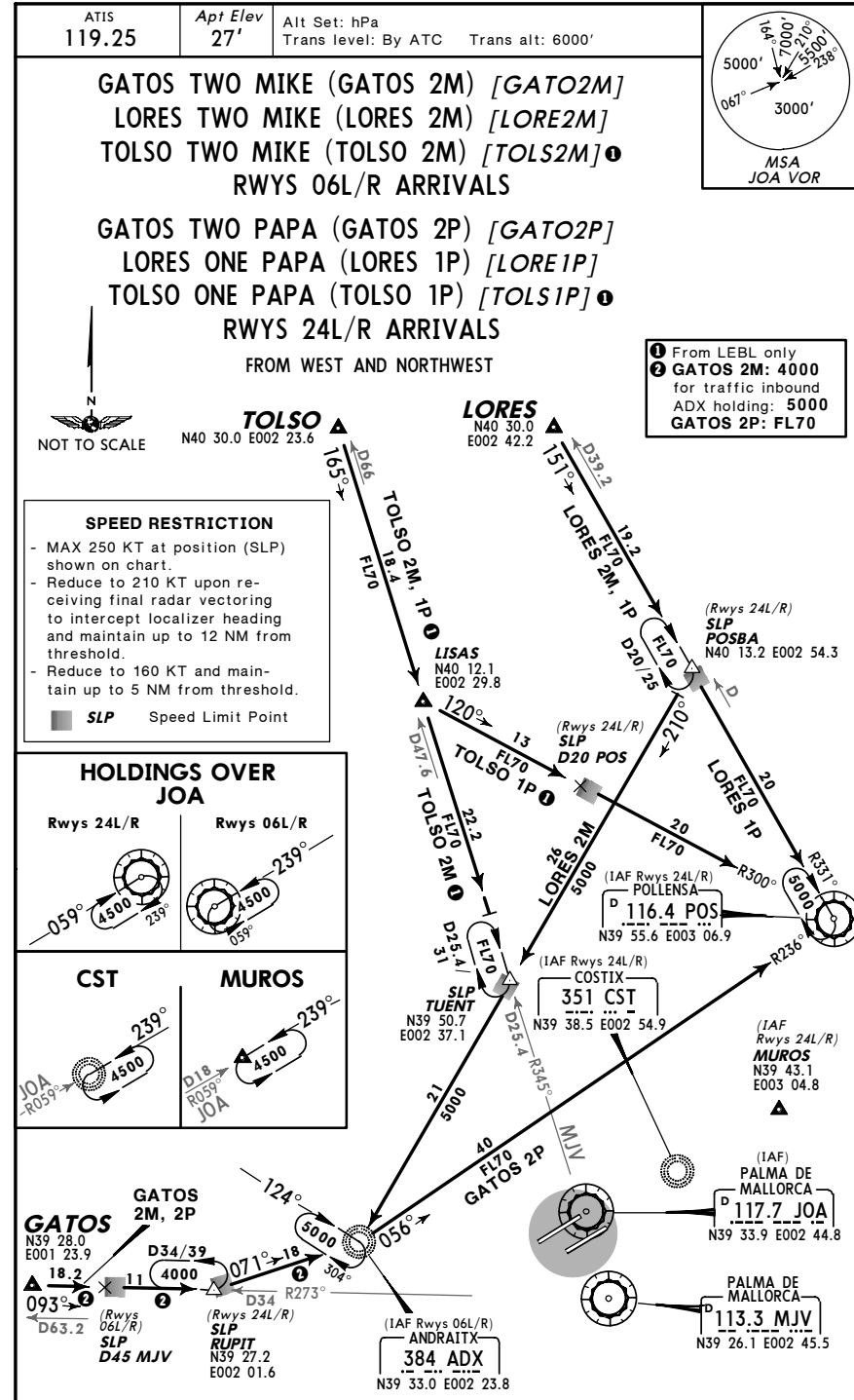
FROM NORTHEAST



LEPA/PMI PALMA DE MALLORCA, SPAIN
PALMA DE MALLORCA 15 SEP 06 (10-2B) Eff 28 Sep STAR

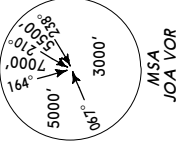


LEPA/PMI PALMA DE MALLORCA, SPAIN
PALMA DE MALLORCA 15 SEP 06 (10-2C) Eff 28 Sep STAR

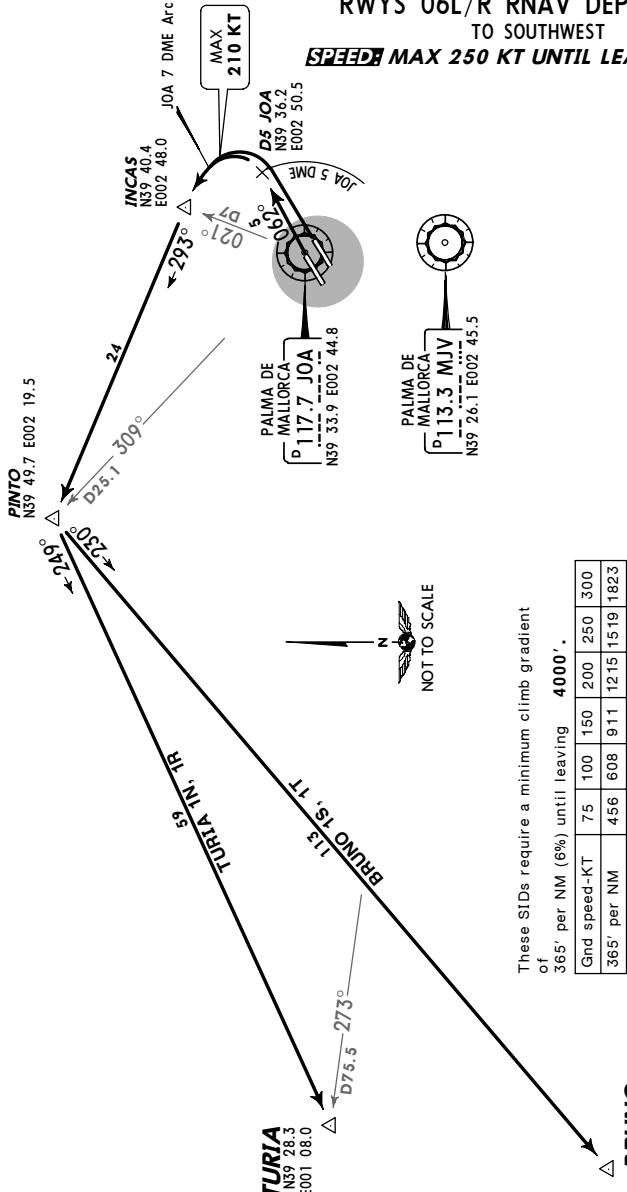


LEPA/PMI **JEPPESEN PALMA DE MALLORCA, SPAIN**
 PALMA DE MALLORCA 16 NOV 07 (10-3) Eff 22 Nov **RNAV SID**

Apt Elev 27' Trans level: By ATC Trans alt: 6000'
 SIDs are also noise abatement procedures (refer to 10-4).



BRUNO ONE SIERRA (BRUNO 1S) [BRUN1S]
BRUNO ONE TANGO (BRUNO 1T) [BRUN1T]
TURIA ONE NOVEMBER (TURIA 1N) [TUR11N]
TURIA ONE ROMEO (TURIA 1R) [TUR11R]
RWYS 06L/R RNAV DEPARTURES
TO SOUTHWEST
~~SPEED~~ MAX 250 KT UNTIL LEAVING FL100



These SIDs require a minimum climb gradient of 365' per NM (6%) until leaving 4000'.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823

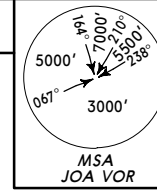
SID	RWY	INITIAL CLIMB/ROUTING	
		Initial ATC clearance: Maintain 6000' except ATC clearance	
BRUNO 1S	06L	Climb on runway heading, intercept JOA R-082 to D5 JOA, turn LEFT, along JOA 7 DME arc to INCAS, then to PINTO, then to BRUNO.	
BRUNO 1T	06R	Climb on runway heading to JOA 5 DME, turn LEFT, along JOA 7 DME arc to INCAS, then to PINTO, then to BRUNO.	
TURIA 1N	06L	Climb on runway heading, intercept JOA R-082 to D5 JOA, turn LEFT, along JOA 7 DME arc to INCAS, then to PINTO, then to TURIA.	
TURIA 1R	06R	Climb on runway heading to JOA 5 DME, turn LEFT, along JOA 7 DME arc to INCAS, then to PINTO, then to TURIA.	

BRUNO
 N38 36.5 E000 29.0
 (JOA R-242/D 120.5)

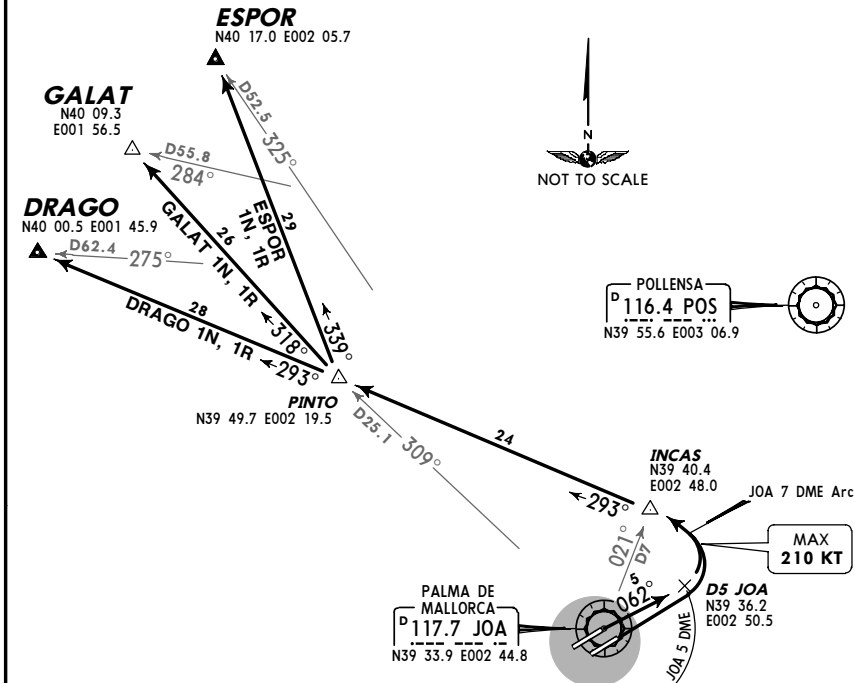
TURIA
 N39 28.3
 E001 08.0

LEPA/PMI **JEPPESEN PALMA DE MALLORCA, SPAIN**
 PALMA DE MALLORCA 16 NOV 07 (10-3A) Eff 22 Nov **RNAV SID**

Apt Elev 27' Trans level: By ATC Trans alt: 6000'
 SIDs are also noise abatement procedures (refer to 10-4).



DRAGO ONE NOVEMBER (DRAGO 1N) [DRAG1N]
DRAGO ONE ROMEO (DRAGO 1R) [DRAG1R]
ESPOR ONE NOVEMBER (ESPOR 1N) [ESPO1N]
ESPOR ONE ROMEO (ESPOR 1R) [ESPO1R]
GALAT ONE NOVEMBER (GALAT 1N) [GALA1N]
GALAT ONE ROMEO (GALAT 1R) [GALA1R]
RWYS 06L/R RNAV DEPARTURES
TO NORTHWEST
~~SPEED~~ MAX 250 KT UNTIL LEAVING FL100



These SIDs require a minimum climb gradient of 365' per NM (6%) until leaving 4000'.

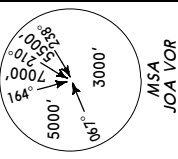
Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823

Initial ATC clearance: Maintain 6000' except ATC clearance		
SID	RWY	INITIAL CLIMB
DRAGO 1N, ESPOR 1N GALAT 1N	06L	Climb on runway heading, intercept JOA R-082 to D5 JOA, turn LEFT, along JOA 7 DME arc to INCAS, then to PINTO.
DRAGO 1R, ESPOR 1R GALAT 1R	06R	Climb on runway heading to JOA 5 DME, turn LEFT, along JOA 7 DME arc to INCAS, then to PINTO.
SID	ROUTING	
DRAGO 1N, 1R	At PINTO to DRAGO.	
ESPOR 1N, 1R	At PINTO to ESPOR.	
GALAT 1N, 1R	At PINTO to GALAT.	

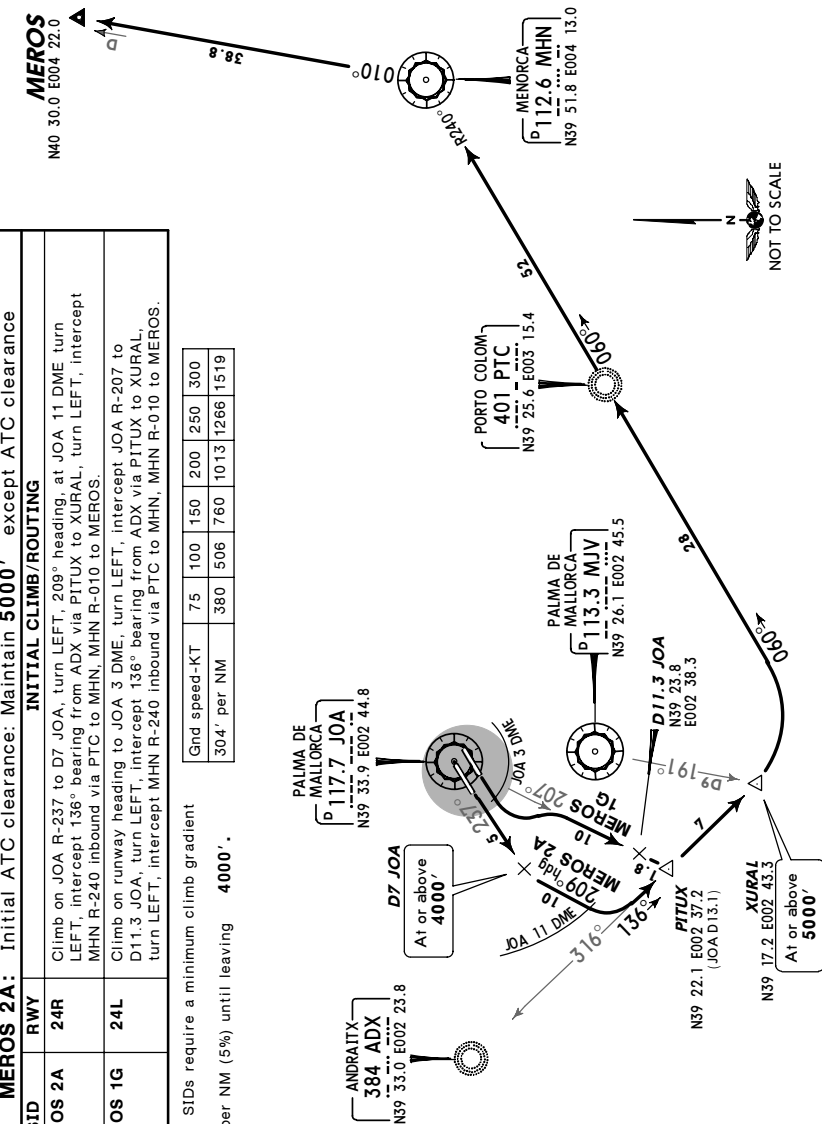
LEPA/PMI PALMA DE MALLORCA 6 APR 07 (10-3B) Eff 12 Apr SID

JEPPESEN PALMA DE MALLORCA, SPAIN

Apt Elev 27' Trans level: By ATC Trans alt: 6000'
 SIDs are also noise abatement procedures (refer to 10-4).



MEROS TWO ALFA (MEROS 2A) [MERO2A]
 MEROS ONE GOLF (MEROS 1G) [MERO1G]
 RWYS 24R/L DEPARTURES
 TO NORTHEAST
SPEEDS MAX 250 KT UNTIL LEAVING FL100



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

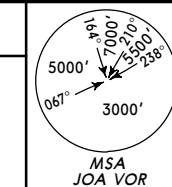
CHANGES: SIDs revised, established & transferred.

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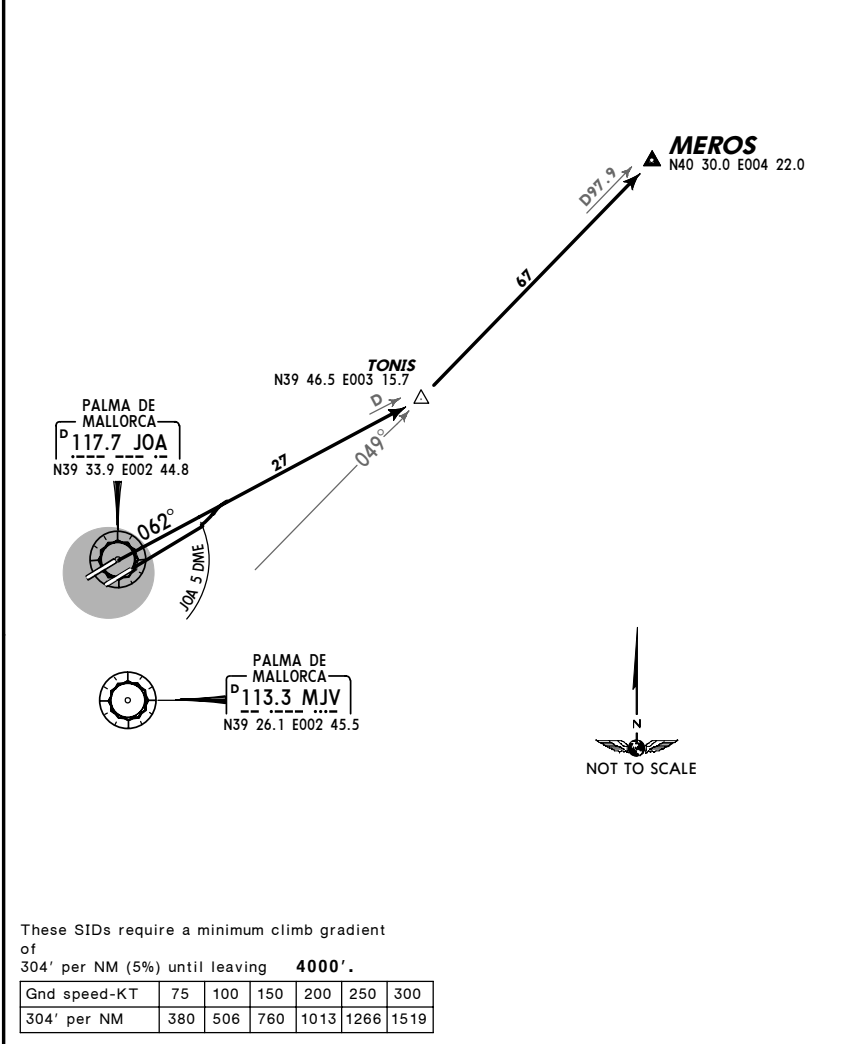
LEPA/PMI PALMA DE MALLORCA 6 APR 07 (10-3C) Eff 12 Apr SID

JEPPESEN PALMA DE MALLORCA, SPAIN

Apt Elev 27' Trans level: By ATC Trans alt: 6000'
 SIDs are also noise abatement procedures (refer to 10-4).



MEROS THREE BRAVO (MEROS 3B) [MERO3B]
 MEROS ONE LIMA (MEROS 1L) [MERO1L]
 RWYS 06R/L DEPARTURES
 TO NORTHEAST
SPEEDS MAX 250 KT UNTIL LEAVING FL100



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

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

Initial ATC clearance: Maintain 4000' except ATC clearance

SID	RWY	INITIAL CLIMB/ROUTING
MEROS 3B	06R	Climb on runway heading to JOA 5 DME, turn LEFT, intercept JOA R-062 to TONIS, turn LEFT, intercept MJV R-049 to MEROS.
MEROS 1L	06L	Climb on runway heading, intercept JOA R-062 to TONIS, turn LEFT, intercept MJV R-049 to MEROS.

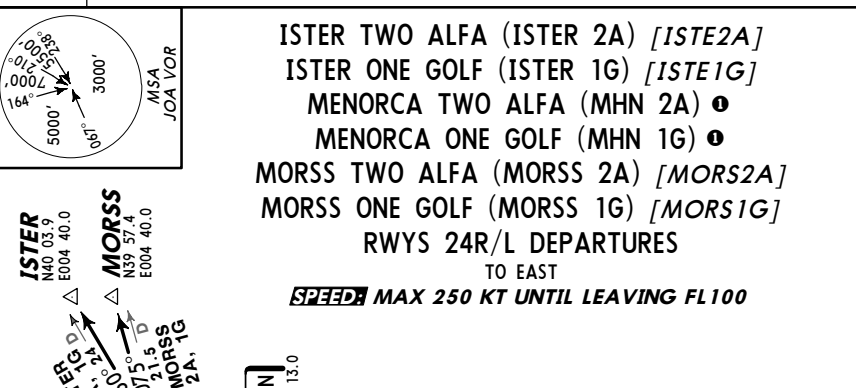
CHANGES: Runway layout; chart reindexed.

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LEPA/PMI PALMA DE MALLORCA 16 NOV 07 (10-3D) Eff 22 Nov SID

JEPPESEN PALMA DE MALLORCA, SPAIN

Apt Elev 27' Trans level: By ATC Trans alt: 6000'
 SIDs are also noise abatement procedures (refer to 10-4).



ISTER TWO ALFA (ISTER 2A) [ISTE2A]
 ISTER ONE GOLF (ISTER 1G) [ISTE1G]
 MENORCA TWO ALFA (MHN 2A) ①
 MENORCA ONE GOLF (MHN 1G) ①
 MORSS TWO ALFA (MORSS 2A) [MORS2A]
 MORSS ONE GOLF (MORSS 1G) [MORS1G]
 RWYS 24R/L DEPARTURES
 TO EAST
SPEED: MAX 250 KT UNTIL LEAVING FL100

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

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

ISTER 2A, MHN 2A, MORSS 2A:

Initial ATC clearance: Maintain 5000' except ATC clearance

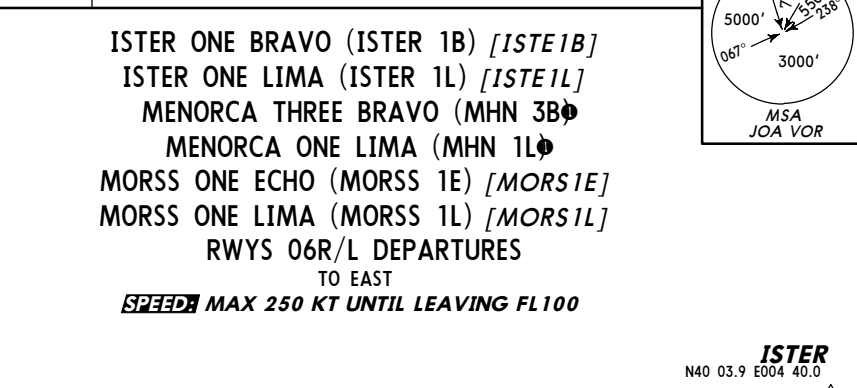
SID	RWY	INITIAL CLIMB
ISTER 2A, MHN 2A, MORSS 2A	24R	Climb on JOA R-237 to D7 JOA, turn LEFT, 209° heading, at JOA 11 DME turn LEFT, intercept 136° bearing from ADX via PITUX to XURAL.
ISTER 1G, MHN 1G, MORSS 1G	24L	Climb on runway heading to JOA 3 DME, turn LEFT, intercept JOA R-207 to D11.3 JOA, turn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

① Only destination LEMH.

LEPA/PMI PALMA DE MALLORCA 16 NOV 07 (10-3E) Eff 22 Nov SID

JEPPESEN PALMA DE MALLORCA, SPAIN

Apt Elev 27' Trans level: By ATC Trans alt: 6000'
 SIDs are also noise abatement procedures (refer to 10-4).



ISTER ONE BRAVO (ISTER 1B) [ISTE1B]
 ISTER ONE LIMA (ISTER 1L) [ISTE1L]
 MENORCA THREE BRAVO (MHN 3B) ①
 MENORCA ONE LIMA (MHN 1L) ①
 MORSS ONE ECHO (MORSS 1E) [MORS1E]
 MORSS ONE LIMA (MORSS 1L) [MORS1L]
 RWYS 06R/L DEPARTURES
 TO EAST
SPEED: MAX 250 KT UNTIL LEAVING FL100

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

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

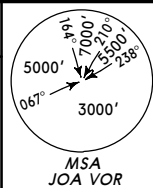
Initial ATC clearance: Maintain 4000' except ATC clearance

SID	RWY	INITIAL CLIMB
ISTER 1B, MHN 3B, MORSS 1E	06R	Climb on runway heading to JOA 5 DME, turn LEFT, intercept JOA R-062 to TONIS.
ISTER 1L, MHN 1L, MORSS 1L	06L	Climb on runway heading, intercept JOA R-062 to TONIS.
ROUTING		
ISTER 1B, 1L		At TONIS turn RIGHT, intercept MHN R-263 inbound to MHN, then to ISTER.
MHN 3B, 1L		At TONIS turn RIGHT, intercept MHN R-263 inbound to MHN.
MORSS 1E, 1L		At TONIS turn RIGHT, intercept MHN R-263 inbound to MHN, then to MORSS.

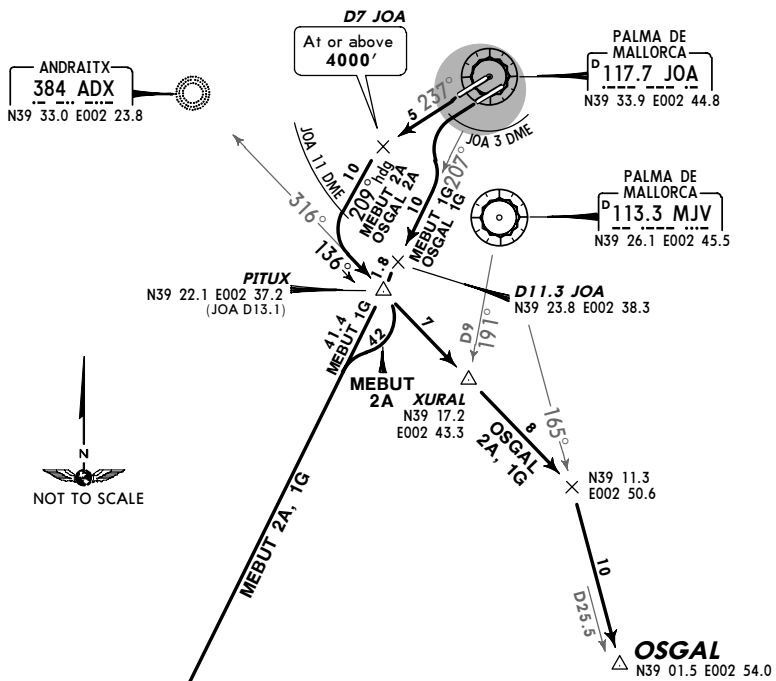
① Only destination LEMH.

LEPA/PMI **JEPPESEN PALMA DE MALLORCA, SPAIN**
 PALMA DE MALLORCA 6 APR 07 (10-3F) Eff 12 Apr SID

Apt Elev 27' Trans level: By ATC Trans alt: 6000'
 SIDs are also noise abatement procedures (refer to 10-4).



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



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

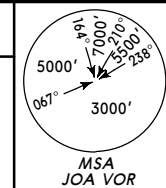
Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

Initial ATC clearance: Maintain 4000' except ATC clearance

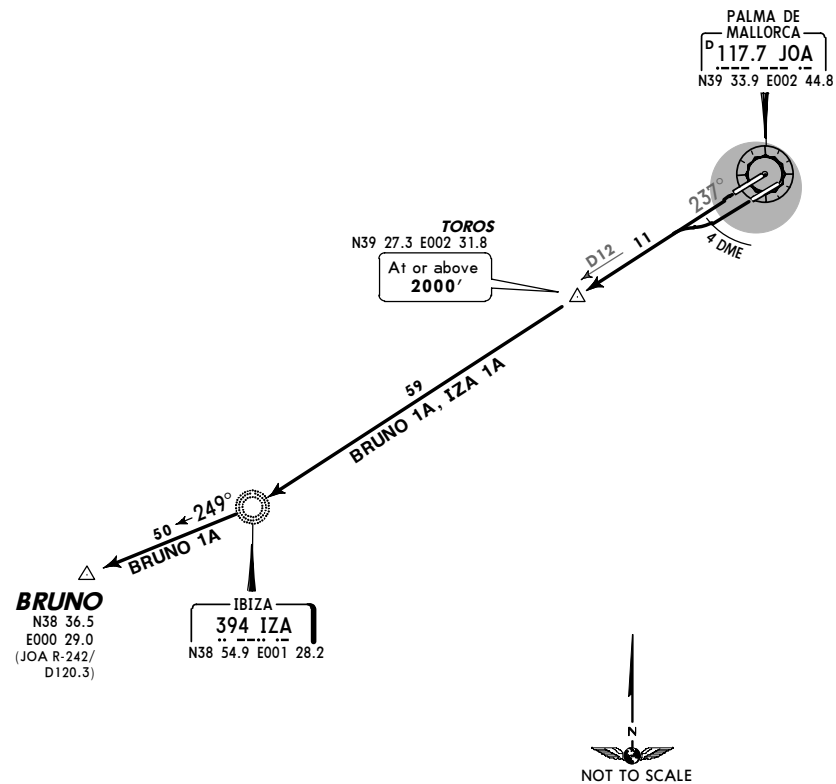
SID	RWY	INITIAL CLIMB
MEBUT 2A OSGAL 2A	24R	Climb on JOA R-237 to D7 JOA, turn LEFT, 209° heading, at JOA 11 DME turn LEFT, intercept 136° bearing from ADX to PITUX.
MEBUT 1G	24L	Climb on runway heading to JOA 3 DME, turn LEFT, intercept JOA R-207 to PITUX.
OSGAL 1G		Climb on runway heading to JOA 3 DME, turn LEFT, intercept JOA R-207 to D11.3 JOA, turn LEFT, intercept 136° bearing from ADX to PITUX.
SID	ROUTING	
MEBUT 2A	At PITUX turn RIGHT, intercept JOA R-207 to MEBUT.	
MEBUT 1G	At PITUX continue on JOA R-207 to MEBUT.	
OSGAL 2A, 1G	At PITUX continue on 136° bearing from ADX via XURAL, intercept MJV R-165 to OSGAL.	

LEPA/PMI **JEPPESEN PALMA DE MALLORCA, SPAIN**
 PALMA DE MALLORCA 6 APR 07 (10-3G) Eff 12 Apr SID

Apt Elev 27' Trans level: By ATC Trans alt: 6000'
 SIDs are also noise abatement procedures (refer to 10-4).



BRUNO ONE ALFA (BRUNO 1A) [BRUN1A]
IBIZA ONE ALFA (IZA 1A) ①
RWYS 24L/R DEPARTURES
TO SOUTHWEST
SPEEDS MAX 250 KT UNTIL LEAVING FL100



These SIDs require minimum climb gradients of

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

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

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

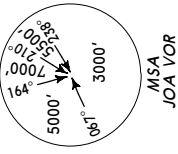
Initial ATC clearance: Maintain 4000' except ATC clearance

RWY	INITIAL CLIMB
24L	Climb on runway heading to JOA 4 DME, turn RIGHT, intercept JOA R-237 to TOROS.
24R	Climb on JOA R-237 to TOROS.
SID	ROUTING
BRUNO 1A	At TOROS continue on JOA R-237 to IZA, then to BRUNO.
IZA 1A ①	At TOROS continue on JOA R-237 to IZA.

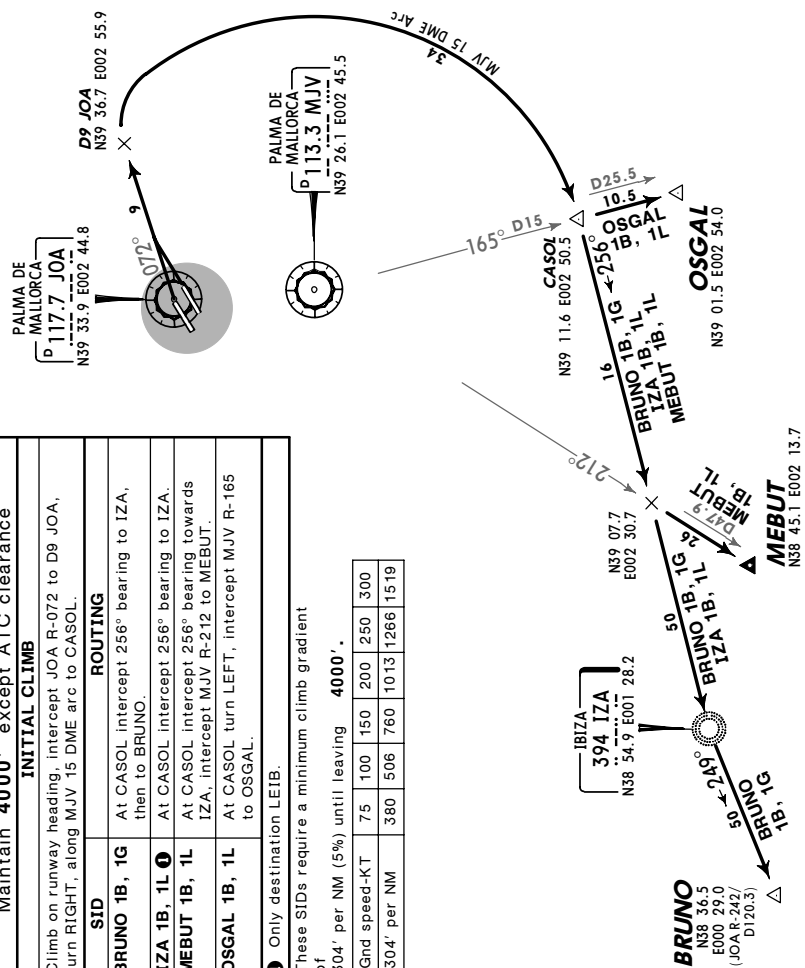
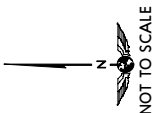
① Only destination LEIB.

LEPA/PMI **JEPPESEN PALMA DE MALLORCA, SPAIN**
 PALMA DE MALLORCA 6 APR 07 (10-3H) Eff 12 Apr SID

Apt Elev 27'
 Trans level: By ATC Trans alt: 6000'
 SIDs are also noise abatement procedures (refer to 10-4).



BRUNO ONE BRAVO (BRUNO 1B) [BRUN1B]
BRUNO ONE GOLF (BRUNO 1G) [BRUN1G]
IBIZA ONE BRAVO (IZA 1B) ●
IBIZA ONE LIMA (IZA 1L) ●
MEBUT ONE BRAVO (MEBUT 1B) [MEBU1B]
MEBUT ONE LIMA (MEBUT 1L) [MEBU1L]
OSGAL ONE BRAVO (OSGAL 1B) [OSGA1B]
OSGAL ONE LIMA (OSGAL 1L) [OSGA1L]
RWYS 06R/L DEPARTURES
TO SOUTH & SOUTHWEST
SPEEDS MAX 250 KT UNTIL LEAVING FL100



Initial ATC clearance: Maintain 4000' except ATC clearance

INITIAL CLIMB

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

ROUTING

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

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

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

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

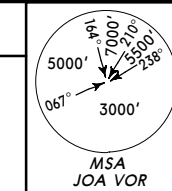
● Only destination LEIB.

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

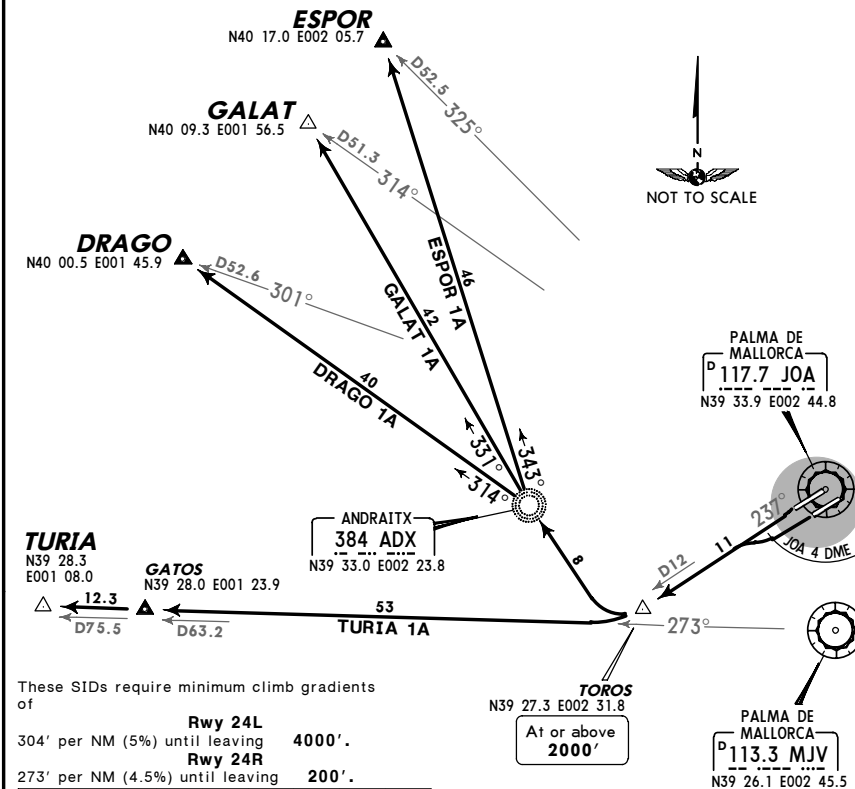
Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

LEPA/PMI **JEPPESEN PALMA DE MALLORCA, SPAIN**
 PALMA DE MALLORCA 6 APR 07 (10-3J) Eff 12 Apr SID

Apt Elev 27'
 Trans level: By ATC Trans alt: 6000'
 SIDs are also noise abatement procedures (refer to 10-4).



DRAGO ONE ALFA (DRAGO 1A) [DRAG1A]
ESPOR ONE ALFA (ESPOR 1A) [ESPO1A]
GALAT ONE ALFA (GALAT 1A) [GALA1A]
TURIA ONE ALFA (TURIA 1A) [TUR1A]
RWYS 24L/R DEPARTURES
TO NORTHWEST
SPEEDS MAX 250 KT UNTIL LEAVING FL100



These SIDs require minimum climb gradients of

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

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

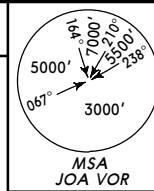
Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519
273' per NM	342	456	684	911	1139	1367

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

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

LEPA/PMI PALMA DE MALLORCA 6 APR 07 **10-3K** Eff 12 Apr **SID**

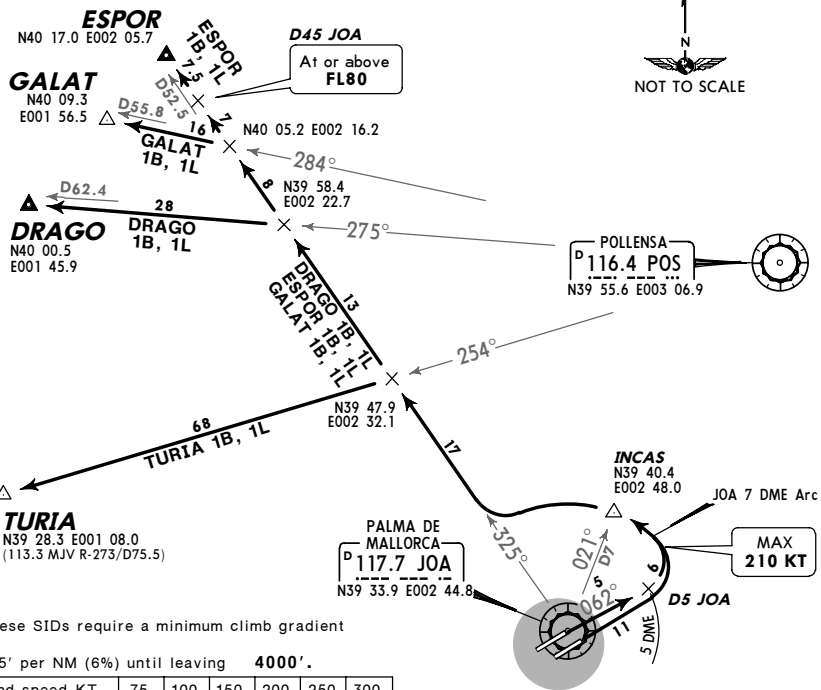
Apt Elev 27'
 Trans level: By ATC Trans alt: 6000'
 SIDs are also noise abatement procedures (refer to 10-4).



- DRAGO ONE BRAVO (DRAGO 1B) [DRAG1B]
- DRAGO ONE LIMA (DRAGO 1L) [DRAG1L]
- ESPOR ONE BRAVO (ESPOR 1B) [ESPO1B]
- ESPOR ONE LIMA (ESPOR 1L) [ESPO1L]
- GALAT ONE BRAVO (GALAT 1B) [GALA1B]
- GALAT ONE LIMA (GALAT 1L) [GALA1L]
- TURIA ONE BRAVO (TURIA 1B) [TURI1B]
- TURIA ONE LIMA (TURIA 1L) [TURI1L]

RWYS 06R/L DEPARTURES TO NORTHWEST

REEDS MAX 250 KT UNTIL LEAVING FL100



These SIDs require a minimum climb gradient of 365' per NM (6%) until leaving 4000'.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823

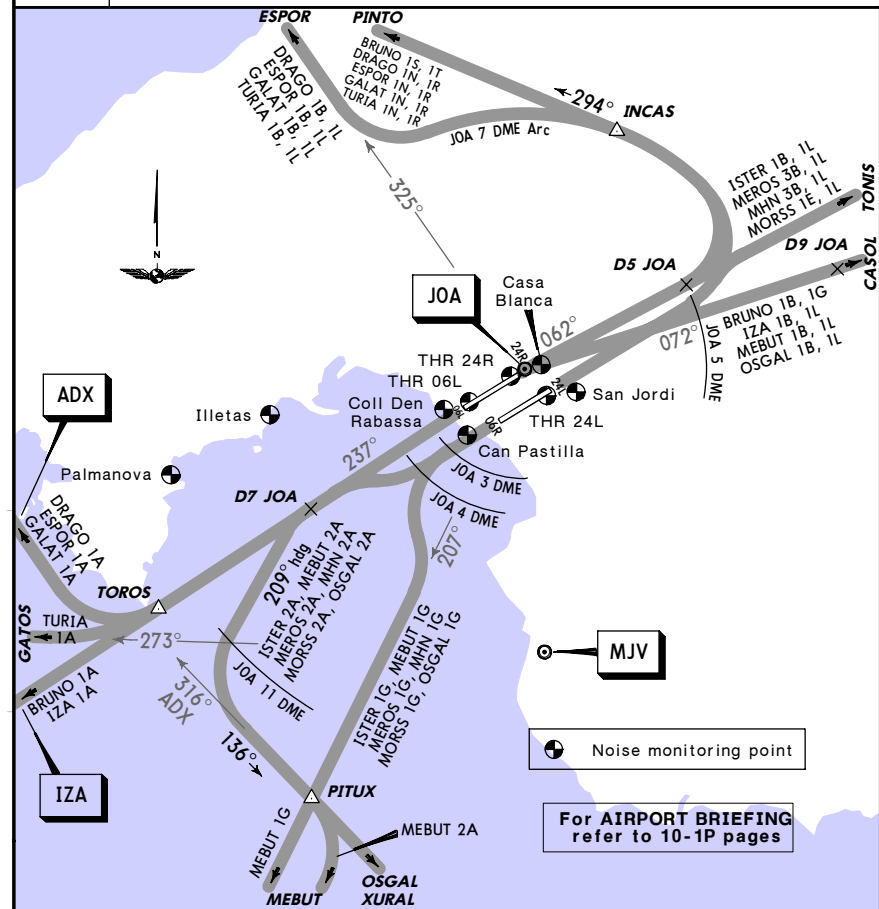
Initial ATC clearance: Maintain 6000' except ATC clearance

SID	RWY	INITIAL CLIMB
DRAGO 1B, ESPOR 1B GALAT 1B, TURIA 1B	06R	Climb on runway heading to JOA 5 DME, turn LEFT, along JOA 7 DME arc via INCAS, intercept JOA R-325.
DRAGO 1L, ESPOR 1L GALAT 1L, TURIA 1L	06L	Climb on runway heading, intercept JOA R-062 to D5 JOA, turn LEFT, along JOA 7 DME arc via INCAS, intercept JOA R-325.

SID	ROUTING
DRAGO 1B, 1L	On JOA R-325, intercept POS R-275 to DRAGO.
ESPOR 1B, 1L	On JOA R-325 to ESPOR.
GALAT 1B, 1L	On JOA R-325, intercept POS R-284 to GALAT.
TURIA 1B, 1L	On JOA R-325, intercept POS R-254 to TURIA.

LEPA/PMI PALMA DE MALLORCA 6 APR 07 **10-4** Eff 12 Apr **NOISE**

Apt Elev 27'
 NOISE ABATEMENT

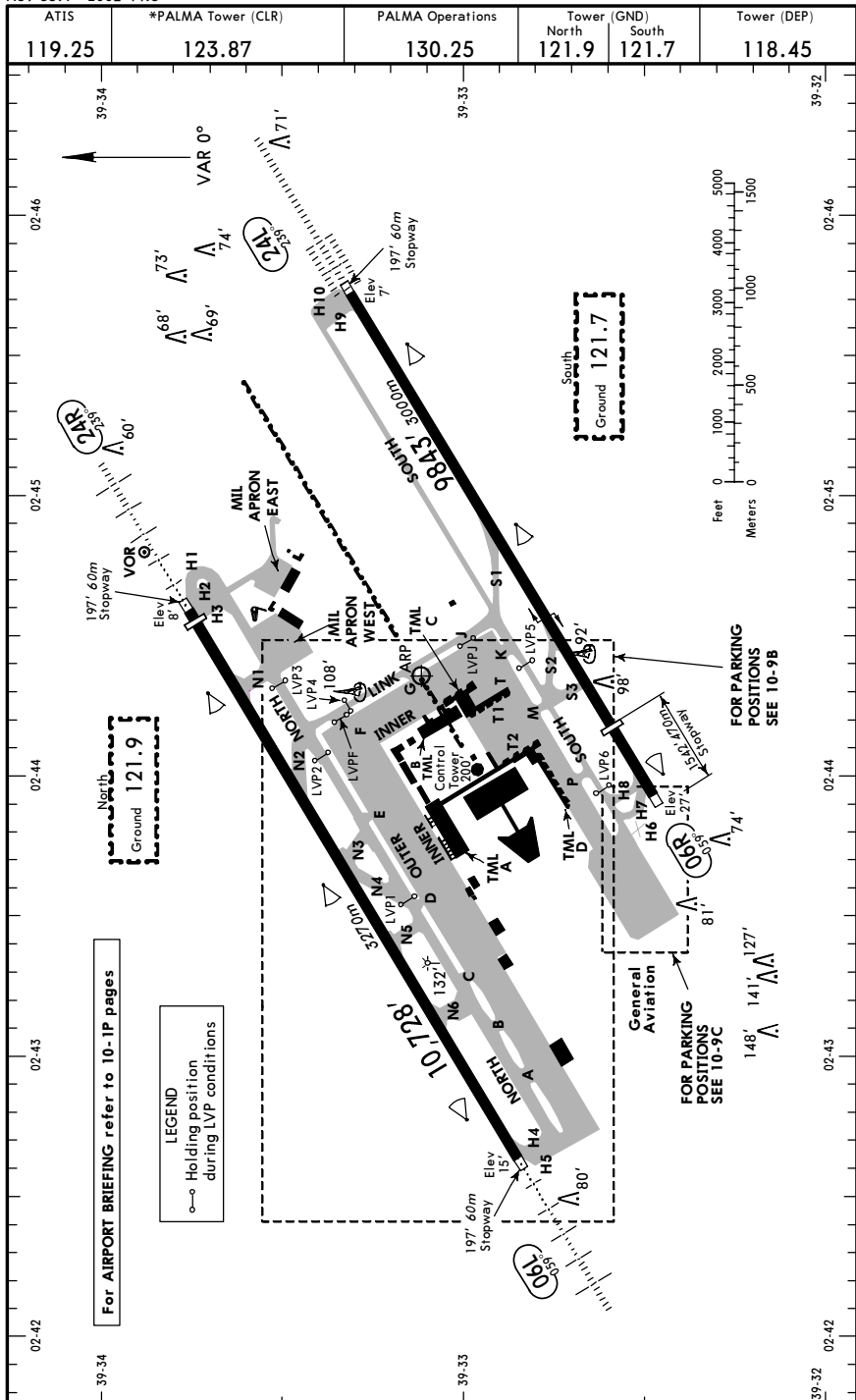


For AIRPORT BRIEFING refer to 10-1P pages

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

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

Apt Elev 27' 29 JUN 07 (10-9) PALMA DE MALLORCA



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

29 JUN 07 (10-9A) PALMA DE MALLORCA

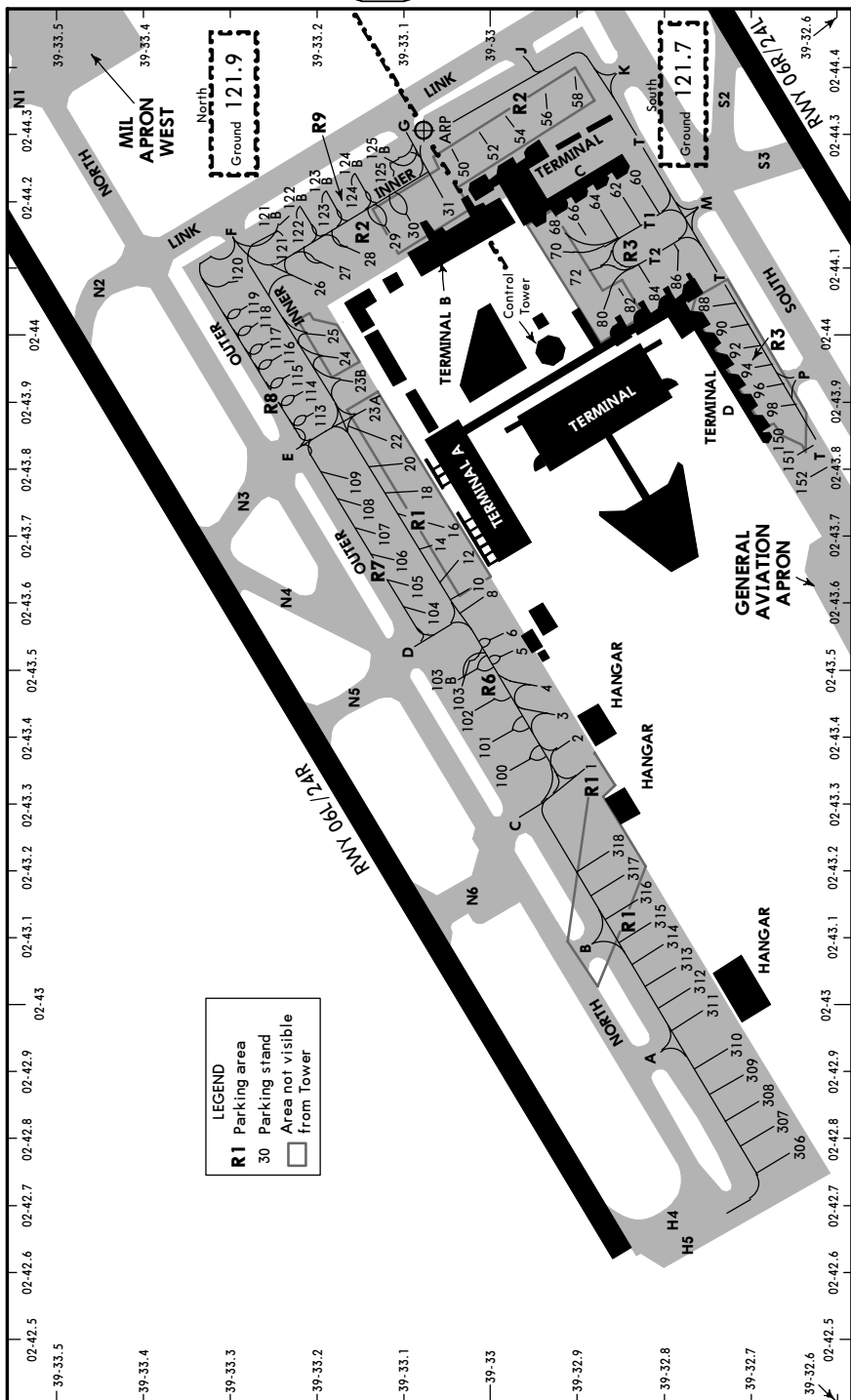
ADDITIONAL RUNWAY INFORMATION								
RWY					USABLE LENGTHS			
					LANDING BEYOND	TAKE-OFF	WIDTH	
					Threshold	Glide Slope		
06L	HIRL (50m) CL (15m) HIALS REIL PAPI (3.0°) ① RVR				9580' 2920m		②	148'
24R	HIRL (50m) CL (15m) HIALS PAPI (3.0°) HST-N4 RVR			10,499' 3200m	9345' 2848m			
<p>① HST-N2, HST-N3</p> <p>② TAKE-OFF RUN AVAILABLE</p> <p>RWY 06L: From rwy head 10,728' (3270m) twy N6 int 8071' (2460m)</p> <p>RWY 24R: From rwy head 10,728' (3270m) twy N1 int 9252' (2820m)</p>								
06R	HIRL (50m) CL (15m) ③ PAPI (3.4°) RVR			8497' 2590m		⑤	148'	
24L	HIRL (50m) CL (15m) HIALS-II TDZ PAPI (3.0°) ④ RVR			8867' 2703m	8497' 2590m			
<p>③ (13 R, 55 W, 20 R & W, 10 R)</p> <p>④ HST-S1, HST-S2</p> <p>⑤ TAKE-OFF RUN AVAILABLE</p> <p>RWY 06R: From rwy head 9843' (3000m) twy S3 int 7841' (2390m)</p>								
<p>FOR AIRPORT BRIEFING refer to 10-1P pages</p> <p>LEGEND ○ Holding position during LVP conditions</p> <p>FOR PARKING POSITIONS SEE 10-9B</p> <p>FOR PARKING POSITIONS SEE 10-9C</p> <p>FOR PARKING POSITIONS SEE 10-9B</p>								
JAR-OPS				TAKE-OFF ①				
All Rwys								
LVP must be in Force								
Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)			
A	125m	150m	200m	250m	400m	500m		
B								
C	150m	200m	250m	300m				
D								
<p>① Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.</p>								

LEPA/PMI

JEPPESEN PALMA DE MALLORCA, SPAIN

29 JUN 07 (10-9B)

PALMA DE MALLORCA

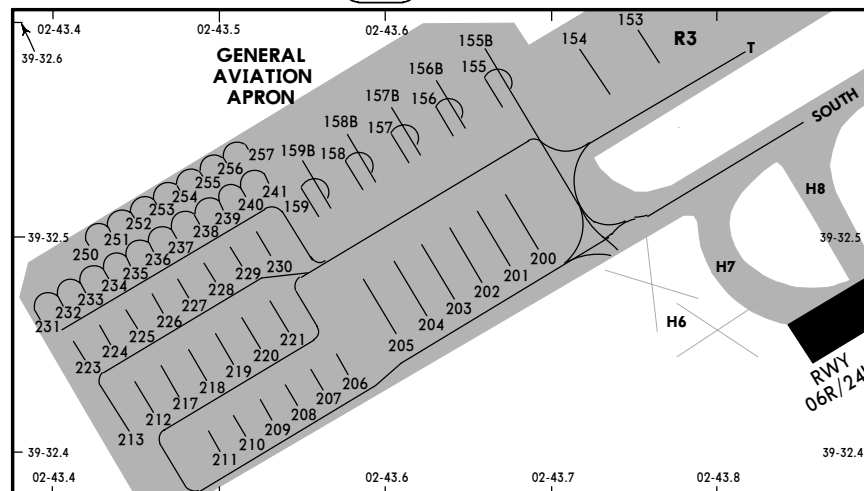


LEPA/PMI

JEPPESEN PALMA DE MALLORCA, SPAIN

29 JUN 07 (10-9C)

PALMA DE MALLORCA



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 3	N39 32.9 E002 43.4	120	N39 33.3 E002 44.1
4	N39 32.9 E002 43.5	121	N39 33.2 E002 44.1
5	N39 33.0 E002 43.5	121B	N39 33.3 E002 44.2
6, 8, 10	N39 33.0 E002 43.6	122 thru 124B	N39 33.2 E002 44.2
12, 14, 16	N39 33.0 E002 43.7	125	N39 33.1 E002 44.2
18, 20, 22	N39 33.1 E002 43.8	125B	N39 33.1 E002 44.3
23A, 23B	N39 33.2 E002 43.9	150	N39 32.7 E002 43.9
24, 25	N39 33.2 E002 44.0	151, 152	N39 32.6 E002 43.8
26, 27	N39 33.2 E002 44.1	153, 154	N39 32.6 E002 43.7
28, 29	N39 33.1 E002 44.1	155, 155B	N39 32.6 E002 43.7
30	N39 33.1 E002 44.2	156 thru 157B	N39 32.6 E002 43.6
31	N39 33.0 E002 44.2	158	N39 32.5 E002 43.6
50 thru 54	N39 33.0 E002 44.3	158B	N39 32.6 E002 43.6
56	N39 32.9 E002 44.3	159, 159B	N39 32.5 E002 43.6
58	N39 32.9 E002 44.4	200 thru 202	N39 32.5 E002 43.7
60, 62	N39 32.8 E002 44.2	203 thru 205	N39 32.5 E002 43.6
64 thru 68	N39 32.9 E002 44.2	206 thru 208	N39 32.4 E002 43.6
70, 72	N39 32.9 E002 44.1	209 thru 212	N39 32.4 E002 43.5
80	N39 32.9 E002 44.0	213	N39 32.4 E002 43.4
82 thru 86	N39 32.8 E002 44.1	217 thru 220	N39 32.4 E002 43.5
88	N39 32.8 E002 44.0	221	N39 32.5 E002 43.5
90, 92	N39 32.7 E002 44.0	223, 224	N39 32.4 E002 43.4
94 thru 98	N39 32.7 E002 43.9	225 thru 230	N39 32.5 E002 43.5
100	N39 33.0 E002 43.3	231 thru 235	N39 32.5 E002 43.4
101, 102	N39 33.0 E002 43.4	236 thru 241	N39 32.5 E002 43.5
103, 103B	N39 33.0 E002 43.5	250 thru 252	N39 32.5 E002 43.4
104, 105	N39 33.1 E002 43.6	253 thru 257	N39 32.5 E002 43.5
106 thru 108	N39 33.1 E002 43.8	306	N39 32.6 E002 42.8
109	N39 33.2 E002 43.9	307	N39 32.7 E002 42.8
113 thru 115	N39 33.2 E002 43.9	308 thru 310	N39 32.7 E002 42.9
116, 117	N39 33.2 E002 44.0	311	N39 32.7 E002 43.0
118, 119	N39 33.3 E002 44.0	312	N39 32.8 E002 43.0
		313 thru 315	N39 32.8 E002 43.1
		316, 317	N39 32.8 E002 43.2
		318	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

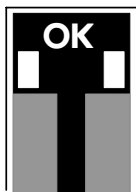
Consists of:

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.



LEPA/PMI

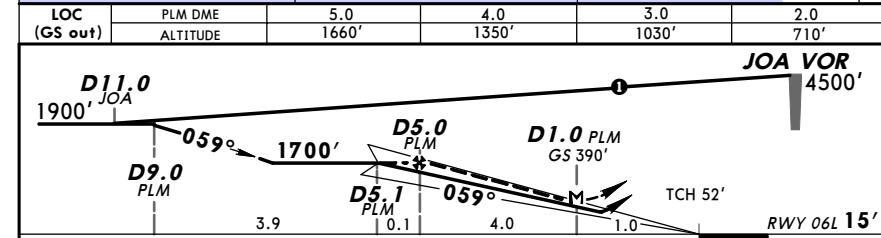
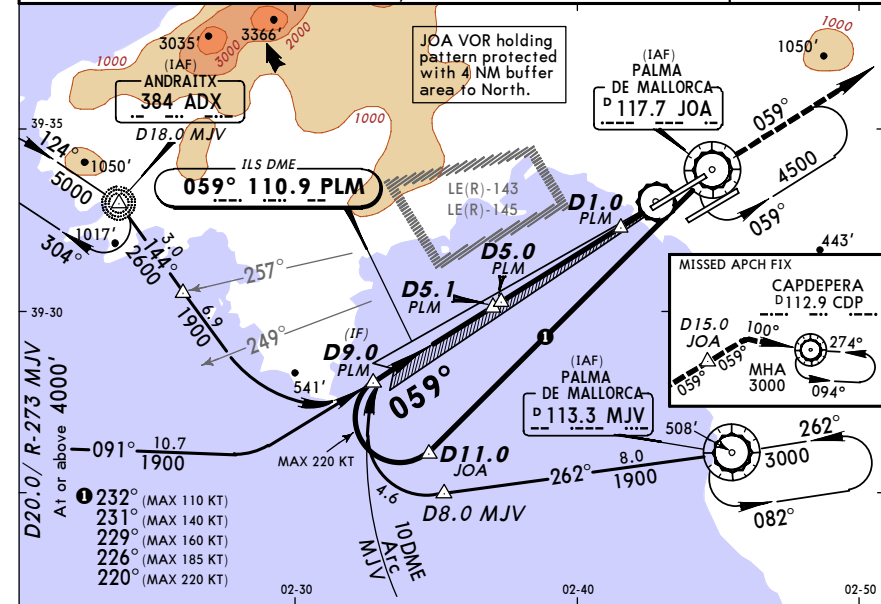
JEPPESEN PALMA DE MALLORCA, SPAIN
 PALMA DE MALLORCA 5 MAY 06 (11-1) Eff 11 May ILS Rwy 06L

ATIS		PALMA Approach(R)			PALMA Tower		Ground	
119.25		118.95	119.15	119.4	118.3	118.45	North 121.9	South 121.7
LOC PLM	Final Apch Crs	GS	ILS DA(H)	Apt Elev		27'		
110.9	059°	D5.1 PLM 1700' (1685')	Refer to Minimums	RWY 15'				

MISSED APCH: Climb via JOA VOR on R-059 JOA maintaining 2000' to D15.0 JOA. Continue on R-059 JOA to intercept and follow R-280 CDP inbound CDP VOR climbing to 3000' and join holding.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'

1. DME REQUIRED. 2. ILS DME reads zero at rwy 06L threshold.



Gnd speed-Kts	70	90	100	120	140	160				
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861				
MAP at D1.0 PLM										

JAR-OPS				STRAIGHT-IN LANDING RWY 06L				CIRCLE-TO-LAND			
Missed apch climb gradient min 3.0 %		ILS		Missed apch climb gradient min 2.5 %		LOC (GS out)		Not authorized Northwest of rwy 06L/24R			
DA(H) C:225'(210')		DA:300'(285')		C:320'(305')		MDA(H) 390'(375')					
AB:215'(200')		D:235'(220')		B:310'(295')		ALS out					
A	RVR 550m					RVR 900m	RVR 1500m	Max Kts 100	MDA(H) 610'	VIS 1500m	
B		RVR 1000m		RVR 650m	RVR 1200m	RVR 1000m	RVR 1800m	135	790'	(763')	1600m
C			RVR 800m			RVR 1400m	RVR 2000m	180	1210'	(1183')	2400m
D								205	1500'	(1473')	3600m

LEPA/PMI **JEPPESEN PALMA DE MALLORCA, SPAIN**
 PALMA DE MALLORCA 5 MAY 06 (11-2) Eff 11 May ILS Z Rwy 24L

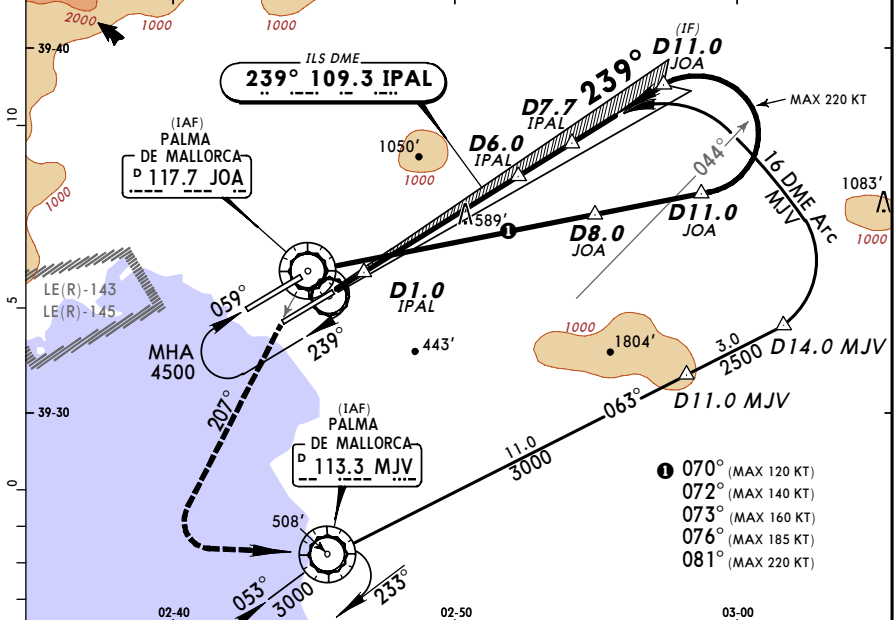
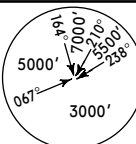
ATIS 119.25	PALMA Approach(R) 118.95 119.15 119.4			PALMA Tower 118.3 118.45		Ground North 121.9 South 121.7	
LOC IPAL 109.3	Final Aptch Crs 239°	GS D6.0 IPAL 1980' (1972')	ILS DA(H) Refer to Minimums	Apt Elev 27'		RWY 8'	

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

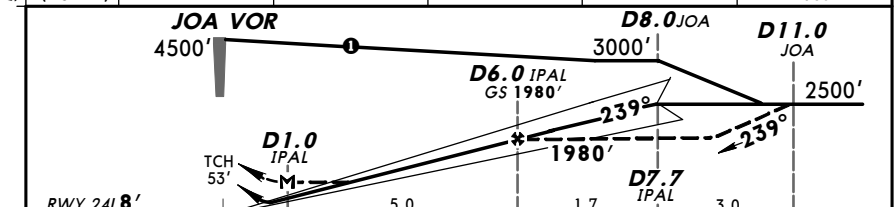
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'

1. DME REQUIRED. 2. ILS DME reads zero at rwy 24L threshold.

MSA JOA VOR



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



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or	377	484	538	646	753	861
LOC Descent Gradient	5.2%					
MAP at D1.0 IPAL	JAR-OPS					

JAR-OPS 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')		MDA(H) 850' (842')					
FULL		ALS out		Max Kts			
RVR 650m		RVR 1200m		100 850' (823') 1500m			
		RVR 1400m		135 850' (823') 1600m			
		RVR 1800m		180 1210' (1183') 2400m			
				205 1500' (1473') 3600m			

LEPA/PMI **JEPPESEN PALMA DE MALLORCA, SPAIN**
 PALMA DE MALLORCA 5 MAY 06 (11-2A) Eff 11 May CAT II ILS Z Rwy 24L

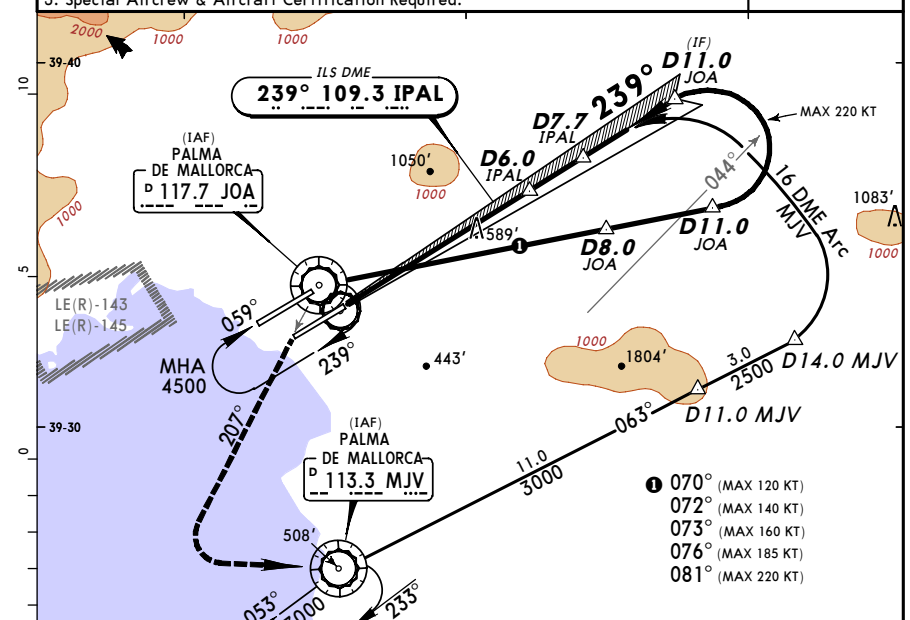
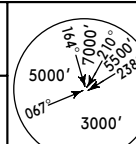
ATIS 119.25	PALMA Approach(R) 118.95 119.15 119.4			PALMA Tower 118.3 118.45		Ground North 121.9 South 121.7	
LOC IPAL 109.3	Final Aptch Crs 239°	GS D6.0 IPAL 1980' (1972')	CAT II ILS Refer to Minimums	Apt Elev 27'		RWY 8'	

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

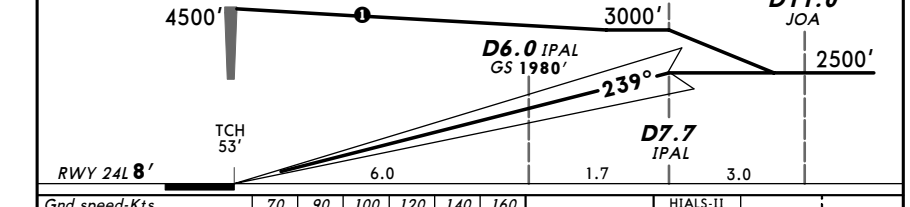
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'

1. DME REQUIRED. 2. ILS DME reads zero at rwy 24L threshold.
 3. Special Aircrew & Aircraft Certification Required.

MSA JOA VOR



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

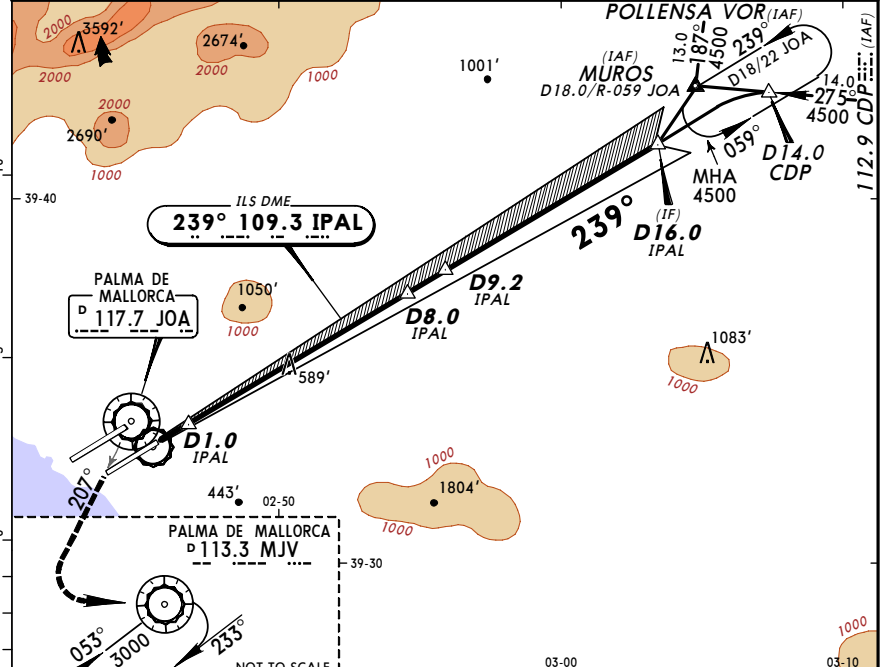


Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	377	484	538	646	753	861
LOC Descent Gradient	5.2%						
MAP at D1.0 IPAL	JAR-OPS						

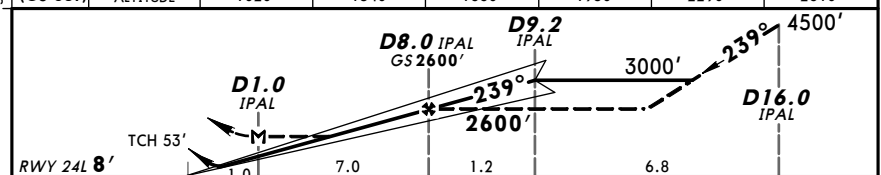
JAR-OPS STRAIGHT-IN LANDING RWY 24L				CAT II ILS			
ABC RA 101'		D RA 107'					
DA(H) 108' (100')		DA(H) 115' (107')					
RVR 300m							

LEPA/PMI
PALMA DE MALLORCA 5 MAY 06 (11-3) Eff 11 May
JEPPESEN PALMA DE MALLORCA, SPAIN
ILS Y Rwy 24L

ATIS 119.25	PALMA Approach(R) 118.95 119.15 119.4			PALMA Tower 118.3 118.45		Ground North 121.9 South 121.7	
LOC IPAL 109.3	Final Apch Crs 239°	GS D8.0 IPAL 2600' (2592')	ILS DA(H) Refer to Minimums	Apt Elev 27'		RWY 8'	
MISSED APCH: Climb on rwy heading to 420'. Intercept and follow R-207 JOA (MAX 185 KT). When passing 2000' turn LEFT direct to MJV VOR and enter holding at 3000'. Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000' 1. DME REQUIRED. 2. ILS DME reads zero at rwy 24L threshold.							
MSA JOA VOR							



LOC (GS out)	IPAL DME ALTITUDE	3.0	4.0	5.0	6.0	7.0	8.0
		1020'	1340'	1660'	1980'	2290'	2610'

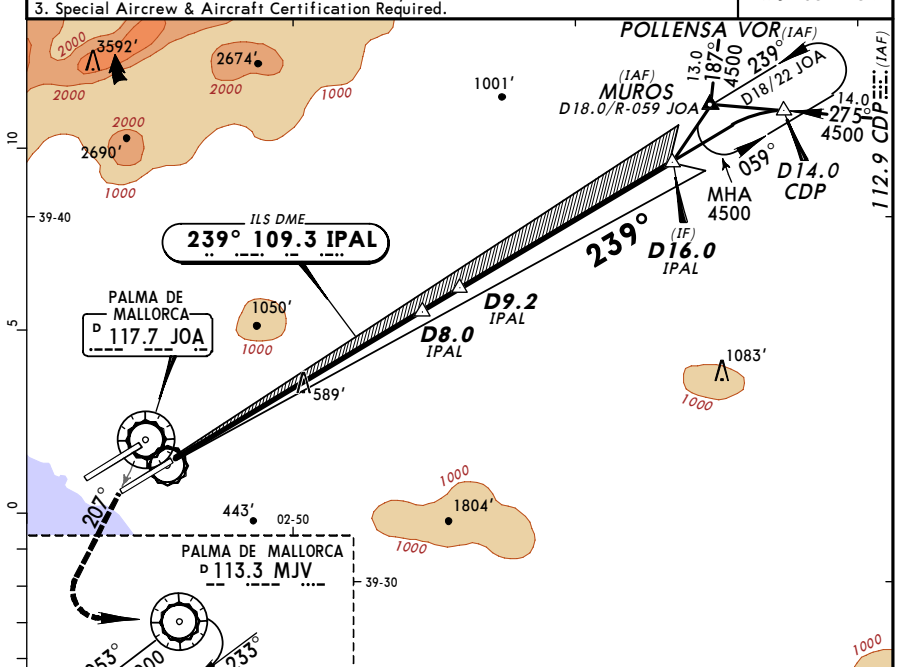


Gnd speed-Kts	70	90	100	120	140	160	
ILS GS 3.00° or	377	484	538	646	753	861	
LOC Descent Gradient 5.2%							
MAP at D1.0 IPAL							

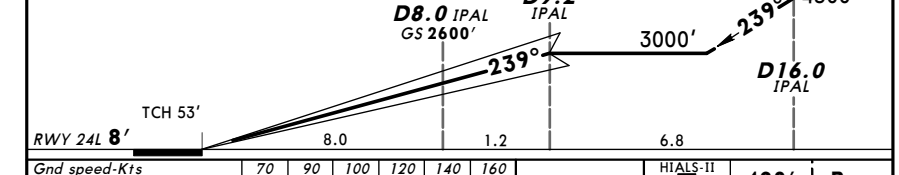
JAR-OPS STRAIGHT-IN LANDING RWY 24L				CIRCLE-TO-LAND			
ILS		LOC (GS out)		Not authorized Northwest of rwy 06R/24L			
DA(H) A: 266' (258') C: 286' (278') B: 276' (268') D: 296' (288')		MDA(H) 1000' (992')					
FULL		ALS out		Max Kts	MDA(H)	VIS	
A			RVR 1200m	100	1000' (973')	1500m	
B	RVR 650m	RVR 1200m	RVR 1400m	135	1000' (973')	1600m	
C			RVR 1800m	180	1210' (1183')	2400m	
D				205	1500' (1473')	3600m	

LEPA/PMI
PALMA DE MALLORCA 5 MAY 06 (11-3A) Eff 11 May
JEPPESEN PALMA DE MALLORCA, SPAIN
CAT II ILS Y Rwy 24L

ATIS 119.25	PALMA Approach(R) 118.95 119.15 119.4			PALMA Tower 118.3 118.45		Ground North 121.9 South 121.7	
LOC IPAL 109.3	Final Apch Crs 239°	GS D8.0 IPAL 2600' (2592')	CAT II ILS Refer to Minimums	Apt Elev 27'		RWY 8'	
MISSED APCH: Climb on rwy heading to 420'. Intercept and follow R-207 JOA (MAX 185 KT). When passing 2000' turn LEFT direct to MJV VOR and enter holding at 3000'. Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000' 1. DME REQUIRED. 2. ILS DME reads zero at rwy 24L threshold. 3. Special Aircrew & Aircraft Certification Required.							
MSA JOA VOR							



LOC (GS out)	IPAL DME ALTITUDE	3.0	4.0	5.0	6.0	7.0	8.0
		1020'	1340'	1660'	1980'	2290'	2610'



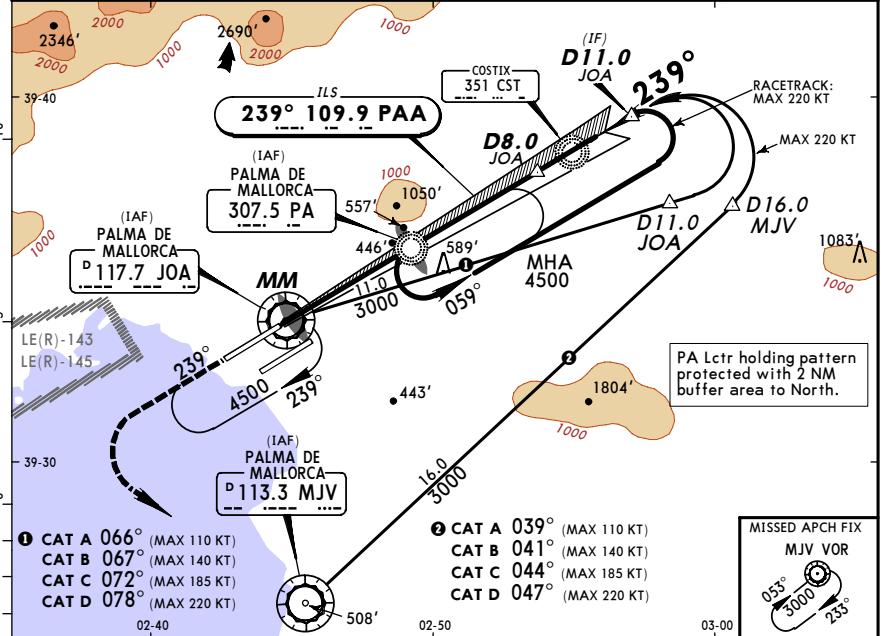
Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	377	484	538	646	753	861

JAR-OPS STRAIGHT-IN LANDING RWY 24L		CAT II ILS	
ABC		D	
RA 101'		RA 107'	
DA(H) 108' (100')		DA(H) 115' (107')	
RVR 300m			

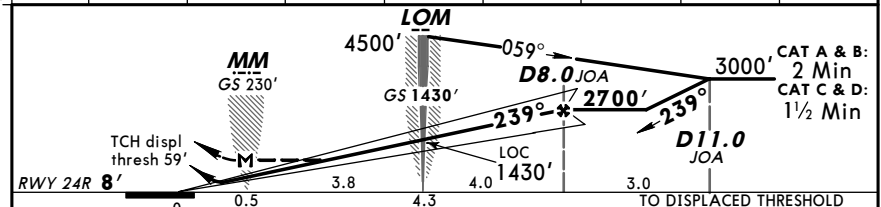
LEPA/PMI **JEPPESEN PALMA DE MALLORCA, SPAIN**
 PALMA DE MALLORCA 5 MAY 06 (11-4) Eff 11 May ILS Z Rwy 24R

ATIS 119.25	PALMA Approach(R) 118.95 119.15 119.4			PALMA Tower 118.3 118.45		Ground North 121.9 South 121.7	
LOC PAA 109.9	Final Aptch Crs 239°	GS LOM 1430' (1422')	ILS DA(H) 208' (200')	Apt Elev 27'		RWY 8'	

MISSED APCH: Climb on R-239 JOA to 4000', then turn LEFT to MJV VOR and join holding.
 Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'
 1. DME REQUIRED. 2. Racetrack pattern is not omnidirectional. 3. Entry into racetrack pattern is restricted to the approach track.
 MSA JOA VOR



LOC (GS out)	JOA DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE		780'	1100'	1420'	1740'	2060'	2380'	2700'



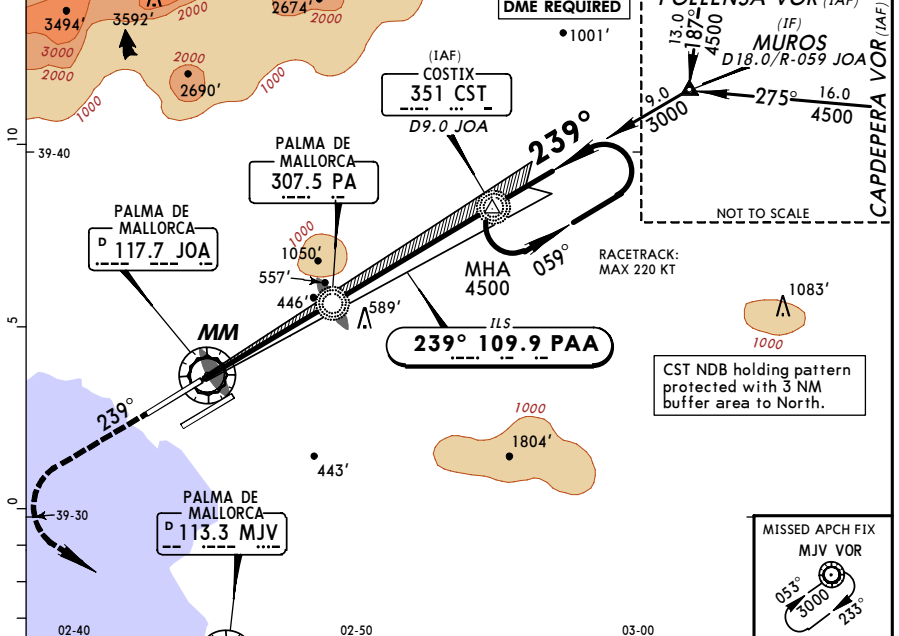
Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or	377	484	538	646	753	861
LOC Descent Gradient 5.2%						
MAP at MM						

JAR-OPS STRAIGHT-IN LANDING RWY 24R				CIRCLE-TO-LAND			
ILS		LOC (GS out)		Not authorized Northwest of rwy 06L/24R			
DA(H) 208' (200')		MDA(H) 500' (492')					
FULL	ALS out	MM out	ALS out	Max Kts	MDA(H)	VIS	
A		RVR 1000m		100	610' (583')	1500m	
B	RVR 550m	RVR 1000m	NOT AUTH	135	790' (763')	1600m	
C		RVR 1200m		180	1210' (1183')	2400m	
D		RVR 1600m		205	1500' (1473')	3600m	

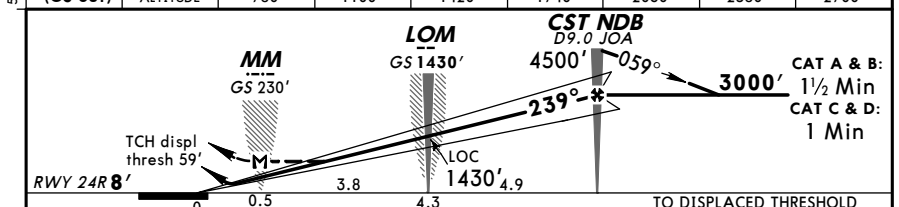
LEPA/PMI **JEPPESEN PALMA DE MALLORCA, SPAIN**
 PALMA DE MALLORCA 5 MAY 06 (11-5) Eff 11 May ILS Y Rwy 24R

ATIS 119.25	PALMA Approach(R) 118.95 119.15 119.4			PALMA Tower 118.3 118.45		Ground North 121.9 South 121.7	
LOC PAA 109.9	Final Aptch Crs 239°	GS LOM 1430' (1422')	ILS DA(H) 208' (200')	Apt Elev 27'		RWY 8'	

MISSED APCH: Climb on 239° from PA Lctr to 4000', then turn LEFT to MJV VOR and join holding.
 Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'
 MSA CST NDB



LOC (GS out)	JOA DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE		780'	1100'	1420'	1740'	2060'	2380'	2700'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or	377	484	538	646	753	861
LOC Descent Gradient 5.2%						
MAP at MM						

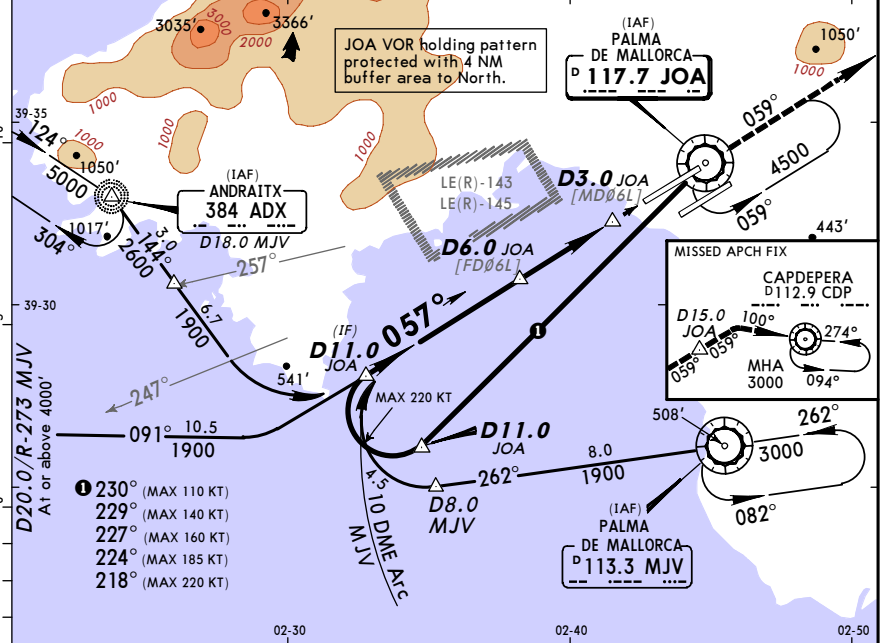
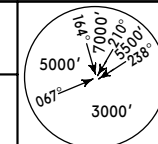
JAR-OPS STRAIGHT-IN LANDING RWY 24R				CIRCLE-TO-LAND			
ILS		LOC (GS out)		Not authorized Northwest of rwy 06L/24R			
DA(H) 208' (200')		MDA(H) 500' (492')					
FULL	ALS out	MM out	ALS out	Max Kts	MDA(H)	VIS	
A		RVR 1000m		100	610' (583')	1500m	
B	RVR 550m	RVR 1000m	NOT AUTH	135	790' (763')	1600m	
C		RVR 1200m		180	1210' (1183')	2400m	
D		RVR 1600m		205	1500' (1473')	3600m	

LEPA/PMI **JEPPESEN PALMA DE MALLORCA, SPAIN**
 PALMA DE MALLORCA 5 MAY 06 (13-1) Eff 11 May **VOR Rwy 06L**

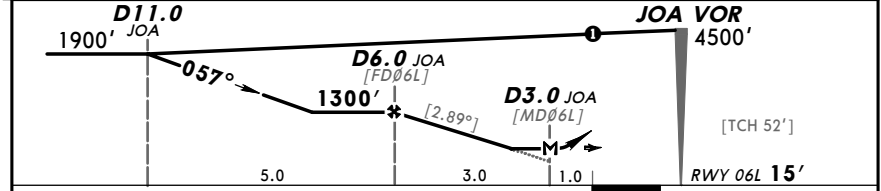
ATIS 119.25	PALMA Approach(R) 118.95 119.15 119.4			PALMA Tower 118.3 118.45		Ground North 121.9 South 121.7	
VOR JOA 117.7	Final ApcH Crs 057°	Minimum Alt D6.0 JOA 1300' (1285')	MDA(H) 500' (485')	Apt Elev 27'		RWY 15'	

MISSED APCH: Climb via JOA VOR on R-059 JOA maintaining 2000' to D15.0 JOA. Continue on R-059 JOA to intercept and follow R-280 CDP inbound CDP VOR climbing to 3000' and join holding.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'
 1. DME REQUIRED. 2. Final approach track offset 2° from rwy centerline.



JOA DME	5.0	4.0
ALTITUDE	1000'	690'



Gnd speed-Kts	70	90	100	120	140	160				
Descent Gradient	5.04% or [2.89°]									
Descent angle	[2.89°]									
MAP at D3.0 JOA										

JAR-OPS STRAIGHT-IN LANDING RWY 06L				CIRCLE-TO-LAND			
MDA(H) 500' (485')				Not authorized Northwest of rwy 06L/24R			
		ALS out	Max Kts	MDA(H)	VIS		
A	RVR 1000m	RVR 1500m	100	610' (583')	1500m		
B	RVR 1200m		135	790' (763')	1600m		
C	RVR 1600m	RVR 2000m	180	1210' (1183')	2400m		
D			205	1500' (1473')	3600m		

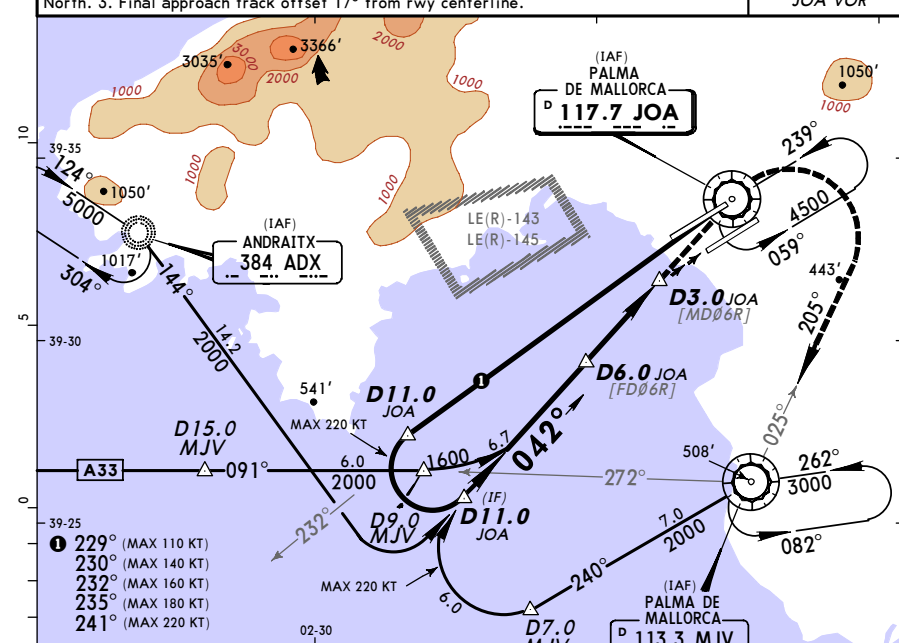
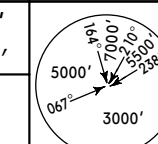
CHANGES: Procedure title. Apt elev. MSA. Bearings. Minimums. © JEPPESEN SANDERSON, INC., 2000, 2006. ALL RIGHTS RESERVED.

LEPA/PMI **JEPPESEN PALMA DE MALLORCA, SPAIN**
 PALMA DE MALLORCA 5 MAY 06 (13-2) Eff 11 May **VOR Rwy 06R**

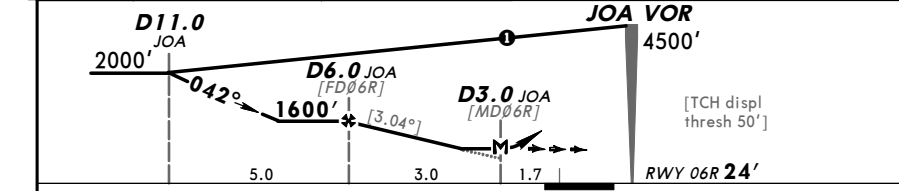
ATIS 119.25	PALMA Approach(R) 118.95 119.15 119.4			PALMA Tower 118.3 118.45		Ground North 121.9 South 121.7	
VOR JOA 117.7	Final ApcH Crs 042°	Minimum Alt D6.0 JOA 1600' (1576')	MDA(H) 600' (576')	Apt Elev 27'		RWY 24'	

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

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'
 1. DME REQUIRED. 2. JOA VOR holding pattern protected with 4 NM buffer area to North. 3. Final approach track offset 17° from rwy centerline.



JOA DME	5.0	4.0
ALTITUDE	1280'	960'



Gnd speed-Kts	70	90	100	120	140	160				
Descent Gradient	5.31% or [3.04°]									
Descent angle	[3.04°]									
MAP at D3.0 JOA										

JAR-OPS STRAIGHT-IN LANDING RWY 06R				CIRCLE-TO-LAND			
MDA(H) 600' (576')				Not authorized Northwest of rwy 06R/24L			
		ALS out	Max Kts	MDA(H)	VIS		
A	RVR 1500m	RVR 2000m	100	610' (583')	1500m		
B			135	790' (763')	1600m		
C	RVR 2000m	RVR 2000m	180	1210' (1183')	2400m		
D			205	1500' (1473')	3600m		

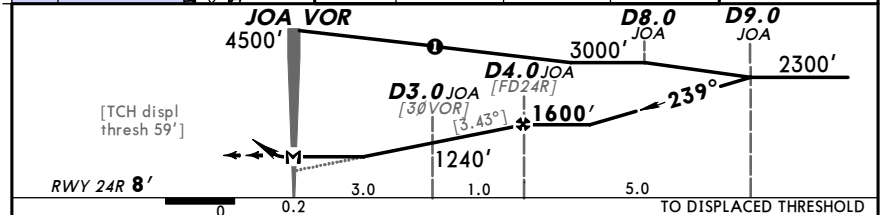
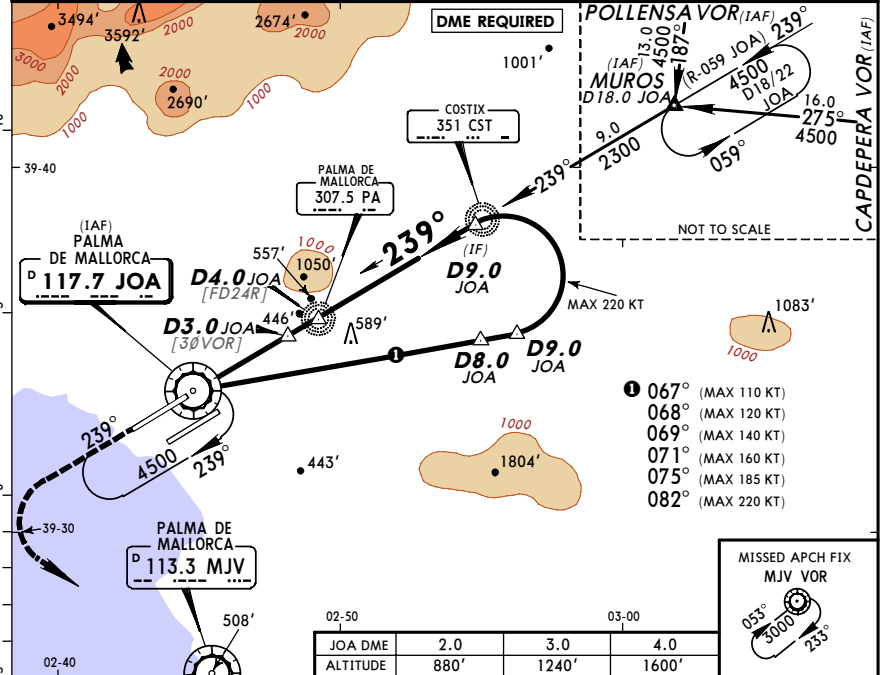
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LEPA/PMI **JEPPESEN PALMA DE MALLORCA, SPAIN**
 PALMA DE MALLORCA 5 MAY 06 (13-3) Eff 11 May **VOR Rwy 24R**

ATIS 119.25	PALMA Approach(R) 118.95 119.15 119.4		PALMA Tower 118.3 118.45		Ground North 121.9 South 121.7	
VOR JOA 117.7	Final Apch Crs 239°	Minimum Alt D4.0 JOA 1600' (1592')	MDA(H) 550' (542')	Apt Elev 27'	RWY 8'	

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

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS	4000'	JOA
Descent Gradient	5.99% or								
Descent angle	[3.43°]								
MAP at JOA VOR	425	546	607	728	850	971	PAPI		117.7

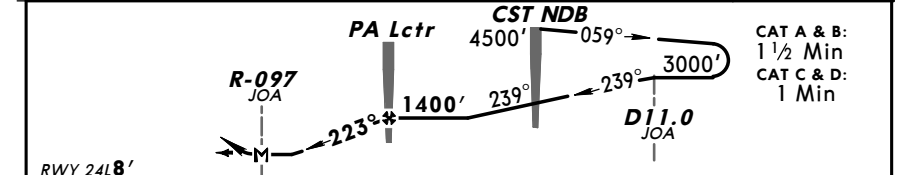
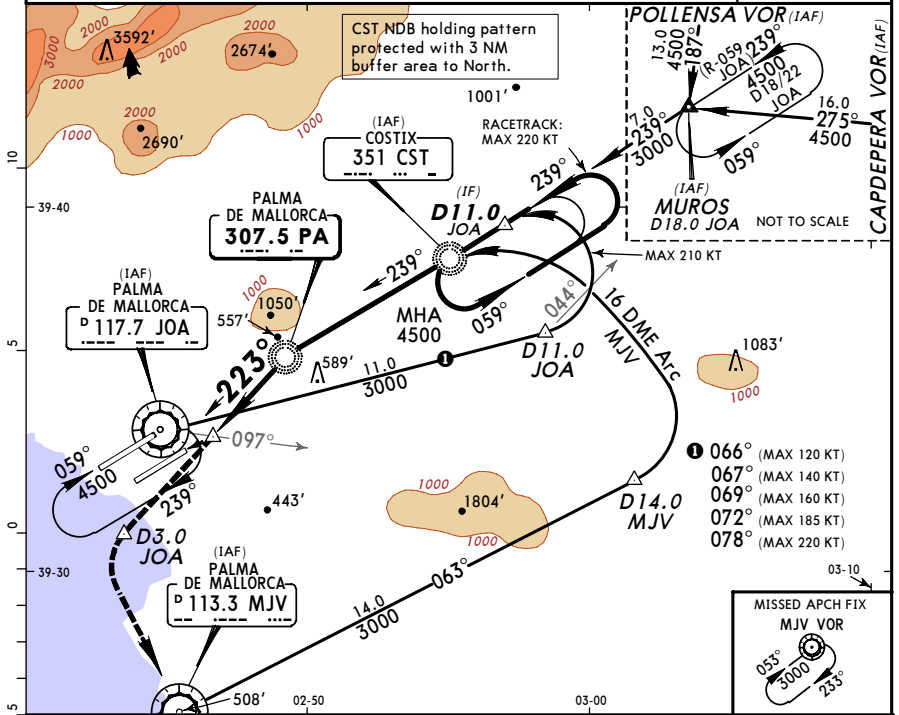
JAR-OPS		STRAIGHT-IN LANDING RWY 24R		CIRCLE-TO-LAND	
MDA(H) 550' (542')		ALS out		Not authorized Northwest of rwy 06L/24R	
A	RVR 1000m	RVR 1500m	Max Kts	MDA(H)	VIS
B	RVR 1200m			610' (583')	1500m
C	RVR 1400m	RVR 2000m	135	790' (763')	1600m
D	RVR 1600m		180	1210' (1183')	2400m
			205	1500' (1473')	3600m

LEPA/PMI **JEPPESEN PALMA DE MALLORCA, SPAIN**
 PALMA DE MALLORCA 5 MAY 06 (16-1) Eff 11 May **Lctr Rwy 24L**

ATIS 119.25	PALMA Approach(R) 118.95 119.15 119.4		PALMA Tower 118.3 118.45		Ground North 121.9 South 121.7	
Lctr PA 307.5	Final Apch Crs 223°	Minimum Alt PA Lctr 1400' (1392')	MDA(H) 720' (712')	Apt Elev 27'	RWY 8'	

MISSED APCH: Climb on 223° from PA Lctr to D3.0 JOA, then turn LEFT (MAX 185 KT) to MJV VOR climbing to 3000' and join holding.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'
 1. DME REQUIRED. 2. Final approach track offset 16° from rwy centerline. MSA CST NDB



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	D3.0	JOA	223°
Descent Gradient	5.8%									
MAP at R-097 JOA	411	529	587	705	822	940	PAPI			

JAR-OPS		STRAIGHT-IN LANDING RWY 24L		CIRCLE-TO-LAND	
MDA(H) 720' (712')		ALS out		Not authorized Northwest of rwy 06R/24L	
A	RVR 1200m	RVR 1500m	Max Kts	MDA(H)	VIS
B	RVR 1400m			720' (693')	1500m
C	RVR 1600m	RVR 2000m	135	790' (763')	1600m
D	RVR 1800m		180	1210' (1183')	2400m
			205	1500' (1473')	3600m