

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LEPA

Terminal Charts For LEPA

Revision Letter For Cycle 24-2019

Change Notices

Notebook

General Information

Location: PALMA DE MALLORCA ESP
ICAO/IATA: LEPA / PMI
Lat/Long: N39° 33.1', E002° 44.3'
Elevation: 27 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 1.0° E

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

Sunrise: 0649 Z
Sunset: 1626 Z

Runway Information

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

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

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

Runway: 24R
Length x Width: 10728 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 10 ft

Lighting: Edge, ALS, Centerline, REIL
Displaced Threshold: 229 ft

Communication Information

ATIS: 119.255
Palma Tower: 118.305
Palma Tower: 118.455
Palma Tower: 125.830 Secondary
Palma Tower: 122.100 Military
Palma Tower: 121.605 Secondary
Palma Tower: 25.780 Military
Palma Tower Ground: 121.705
Palma Tower Ground: 121.905
Palma Tower Clearance Delivery: 123.880
Palma Approach: 121.300
Palma Approach: 120.700
Palma Approach: 36.942 Military
Palma Approach: 24.065 Military
Palma Approach: 118.005
Palma Approach: 127.625
Palma Approach: 134.825
Palma Approach: 142.900 Military
Palma Approach: 119.405
Palma Approach: 119.155
Palma Approach: 118.955
Palma Approach: 118.125
Palma Operations: 130.250

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PALMA DE MALLORCA, SPAIN

PALMA DE MALLORCA 26 OCT 18

10-1P

Eff 8 Nov

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 119.255

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 shall be radar-monitored and noise level shall be measured for each operation.

1.2.2. PREFERENTIAL RWY SYSTEM

West Configuration

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

Arrivals: RWY 24L

Departures: RWY 24R

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

East Configuration

Arrivals: RWY 06L

Departures: RWY 06R

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

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

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

RWY 24L shall 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 shall be authorized only between 0700-2300LT. Outside these hours by the APT authority.

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

1.2.5. AUXILIARY POWER UNITS (APUs)

At stands with 400 Hz system

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

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

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10-1P1

Eff 8 Nov

AIRPORT BRIEFING

1. GENERAL

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

LVP will be in force in the maneuvering area when RVR is 650m or below.

LVP will be in force on the apron when RVR is lower than 400m.

Pilots will be informed via ATIS or via RTF when LVP are in force.

1.3.2. GROUND MOVEMENT

When an ACFT follows a Follow-me car, commander shall be responsible for maintaining their own separation.

1.3.3. ARRIVAL

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

LANDING RWY	EXIT
06L	N2, N3
24L (1)	S1, S2
24R	N4

(1) In case ACFT vacate RWY 24L at the end, they shall always do so via TWY H7 if possible.

When leaving the RWY pilots shall report:

- TWY used; and
- RWY FREE (CAT I); or
- SENSITIVE AREA FREE (determined by the TWY CL from green-yellow-green to all green).

ACFT leaving the sensitive area shall have priority over those that may be taxiing nearby.

After vacating the RWY, ACFT shall taxi following the TWY CL until they vacate the LSA, where they will receive instructions from PALMA Tower (GND), or else they shall halt.

When RVR values are below 400m, ACFT shall taxi with guidance assistance of a Follow-me car from the assigned apron entry gate to the stand.

1.3.4. DEPARTURE

Pilots shall request ATC to engines start-up when the meteorological minimum values are equal to or higher than its operation minima.

The clearance for push-back, towing and/or taxiing will be requested to PALMA Tower (GND).

When RVR values are below 400m, ACFT shall taxi with guidance assistance of a Follow-me car to the assigned apron exit gate.

The following RWY HP shall be used, except when they receive different clearance from ATC:

TAKE-OFF RWY	ENTRANCE HOLDING POSITION
06L	H4, H5
06R	H8
24L (1)	H9, H10
24R	H1, H2

(1) Subject to environmental limitations and only with prior clearance.

TAKE-OFF RWY	EXIT IN THE EVENT OF ABORTED TAKE-OFF
06L	H2/H1
06R	H9/H10
24L	S1/S2/S3/H8/H7/H6
24R	H4/H5

1. GENERAL

1.3.5. COMMUNICATION FAILURE

1.3.5.1. ARRIVING ACFT

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

1.3.5.2. DEPARTING ACFT

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

1.3.6. OPERATIONS OF CODE F ACFT

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

1.3.7. ABNORMAL SITUATIONS IN MANEUVERING AREA

Uncertainty about Position in the Maneuvering Area

Other than as provided for in the following paragraph, if a pilot is in doubt about the position of the ACFT in relation to the maneuvering area, they must immediately halt the ACFT and report this circumstance to ATC (including the last known position).

In situations in which a pilot is in doubt about the position of the ACFT in relation to the maneuvering area, but recognises that the aircraft is on a RWY, the pilot shall immediately report this to ATC (including the last known position), and vacate the RWY as soon as possible, if they can find an appropriate TWY nearby, unless ATC should indicate otherwise, and then, halt the ACFT.

Loss of Visual Contact between Traffic

In the event that one ACFT loses visual contact with another, or with a vehicle with which it is maintaining its own separation, ATC shall be informed immediately, and the ACFT halted. ATC shall take the measures that it shall deem fit (for instance, sending an assistance vehicle).

Breakdown of ACFT

ACFT shall report the situation to ATC and await the arrival of assistance. Should it find itself on a RWY, if possible and unless ATC should indicate otherwise, this shall be vacated.

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

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

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

Pilots shall select AUTO mode and assigned Mode A Code.

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

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

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

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

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

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

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11 MAY 18

10-1P3

Eff 24 May

AIRPORT BRIEFING

1. GENERAL

1.5. RWY OPERATIONS

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

1.6. TAXI PROCEDURES

1.6.1. GENERAL

TWY Y1 MAX wingspan 39'/12m.

TWY Y2 MAX wingspan 98'/30m.

TWY Y3 MAX wingspan 66'/20m.

TWYs H5, LP, V, V1, V2 and W5 restricted to MAX Code C ACFT.

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

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

TWYs H9 MAX wingspan 167'/51m.

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

TWYs H1, H2, H4, H6, H7 (except ACFT type B-747), H8, H10, LA thru LK and S3 restricted to MAX Code E ACFT.

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

GA Apron: Entry via GATE Q await Follow-me car for guidance to stand.

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

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

- for Code D ACFT (except MD-11):
TWYs A thru E, H4, H9, J, K, M, N1 thru N3, N5, N6, P, Q (to TWY LQ), S1, S3.
- for ACFT MD-11: TWYs A thru E, H4, H9, H10, J, K, M, N1 thru N6, P, S1 thru S3, Z.
- for ACFT Code E: TWYs A thru E, G (only A340-600), H4, H9, H10, J, K, M, N1 thru N6, P, S1 thru S3, Z.

Pay special attention at exit turns from TWYs N2, N4 and S2 due to curvature radius less than 1804'/550m, specially with wet RWY surface.

ACFT shall approach the RWY and intermediate holding positions as closely as possible as no free space is guaranteed behind them. It is the ACFT commander's responsibility to remain watchful of the surroundings and take measures to avoid collisions with other ACFT, as well as to inform ATC when any cleared maneuver cannot be carried out.

To optimize apron management at times of high traffic demand, a zone called Ground Center is defined, which will be managed at different times either by Ground North or Ground South.

1.6.2. OPERATIONS OF CODE F ACFT

Taxi with external engines in IDLE regime.

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

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

Taxiing ACFT shall be guided by Follow-me car.

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10-1P4

Eff 16 Aug

AIRPORT BRIEFING

1. GENERAL

1.7. PARKING INFORMATION

On stands 1, 2, 3, 4, 5 thru 34, 36 thru 100, 101 thru 103B, 114, 115 thru 118, 119 thru 154, 155, 156, 157, 158, 200 thru 247, 306, 307, 308, 309, 310, 311 thru 315, 316, 317 and 318 push-back required.

On stands 30 and 32 additional towing required.

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

Visual docking guidance system available for stands 8 thru 22, 30 thru 98 and 150 thru 154.

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

1.8. OTHER INFORMATION

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

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

Birds in vicinity of APT.

PAPI not to be used by Code F ACFT.

2. ARRIVAL

2.1. FINAL APPROACH FREQUENCY

In transfers of communications from PALMA Arrival to PALMA Final the initial call shall be limited to the CALL SIGN to avoid congestion on the frequency:

"Approach Palma + Aeroflot 321"

2.2. SPEED RESTRICTIONS

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

- MAX 250 KT at FL100 or at Speed Limit Point (SLP), whatever occurs first;
- 210 KT at 12.0 DME ILS;
- 190 KT at 9.0 DME ILS;
- 160 KT at 4.0 DME ILS;

or equivalent distance from threshold in case of ILS DME unserviceable.

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

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

2.3. 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 shall 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.

2.4. CAT II/III OPERATIONS

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

Code F ACFT shall not carry out CAT II/III APCH on RWY 06L/24R.

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PALMA DE MALLORCA 3 AUG 18

10-1P5

Eff 16 Aug

AIRPORT BRIEFING

2. ARRIVAL

2.5. RWY OPERATIONS

2.5.1. MINIMUM RWY OCCUPANCY TIME

To minimize the RWY occupancy time and the possibility of "go-around", pilots are reminded:

- Whenever the conditions of the RWY allow, they should use the following or earlier Rapid Exit TWY (RET), unless otherwise instructed by ATC.

Otherwise, they must notify ATC in the first communication with TWR:

ACFT CATEGORY DUE TO WAKE TURBULENCE	RWY 24L Dist THR - RET	RWY 24R Dist THR - RET	RWY 06L Dist THR - RET
HEAVY	S2	-	N2
MEDIUM (JET)	6398'/1950m		6988'/2130m
MEDIUM (PROP) + LIGHT	S1 5052'/1540m	N4 4856'/1480m	N3 5495'/1675m

- To vacate RWY expeditiously at the fastest speed commensurate with safety.
- To adjust taxi speed after touchdown when it is evident that the ACFT will miss the planned RET, avoiding low speeds on the RWY.
- To vacate the RWY completely before halting. Should they not be able to contact Tower (GND), after leaving the RWY free, hold until they establish that communication.

2.6. TAXI PROCEDURES

2.6.1. GENERAL

If no taxiing instructions are received, ACFT shall hold short position of the NORTH/SOUTH TWY after vacating the RWY and expect ATC taxiing instructions. When Ground North and Ground South are operational, if the ACFT does not manage to establish communication with the Ground Control to which it has been transferred, it shall hold at the first intermediate holding position along its taxiing route.

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

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

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

It is very important that before going to the apron ACFT pay special attention to the traffic on TWYs. ACFT taxiing on the apron shall do so at a speed that provides sufficient reaction time to prevent hard braking. The service roads next to gates F, G, K and M are specially critical areas where special attention must be paid to the traffic speed so that the ACFT can be stopped in a safe way for any circumstances that may occur.

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PALMA DE MALLORCA 8 JUN 18

10-1P6

Eff 21 Jun

AIRPORT BRIEFING

2. ARRIVAL**2.6.2. STANDARD TAXI ROUTES****2.6.2.1. EAST CONFIGURATION**

From RWY 06L to:	
R1 thru R6, R7 (stands 24, 25 and 114 thru 117):	
Standard route:	N3, N2, N1 or RWY end to NORTH.
Stands 1 thru 6:	Standard route to C to LD
Stands 8 thru 22:	Standard route to D to LE
Stands 23A thru 25:	Standard route to E to LF
Stands 100 thru 102:	Standard route to C to LD
Stand 103:	Standard route to D to LD
Stand 103B:	Standard route to C to LD
Stands 104 thru 109:	Standard route to E to W5
Stands 114 thru 117:	Standard route to E to LF
Stands 303 (ACFT), 306 (MAX Code E) and 307 thru 310:	Standard route to A to LA
Stands 311 thru 315:	Standard route to A to LB
Stands 316 thru 318:	Standard route to B to LC
R7:	
Stands 26, 118 (MAX Code E), 118B and 119:	N3, N2, N1 or RWY end to NORTH, to LINK, to F to LF
R8 thru R11:	
Standard route:	N3, N2, N1 or RWY end to NORTH to LINK
Stands 27 thru 29:	Standard route to F to LF to LG
Stands 30 thru 36:	Standard route to G to LG and V1
Stands 38 thru 48:	Standard route to G to LG to V1 and V2, or, if cleared, standard route to G to LG and V2
Stands 50 thru 54:	Standard route to G to LJ
Stands 56 thru 58:	Standard route to J to LK
Stands 120 and 121:	Standard route to F to LF to LG
Stand 123	Standard route to G to LG
R13 thru R17:	
Standard route:	N3, N2, N1 or RWY end to NORTH to LINK to SOUTH
Stands 60 thru 68:	Standard route to M to T1
Stand 72:	Standard route to M to T1 or T2
Stands 80 thru 86:	Standard route to M to T2
Stands 88 thru 96:	Standard route to M to LP
Stands 98 thru 154B:	Standard route to P to LQ
Stands 155 thru 159:	Standard route to Q to LY
General Aviation:	
Stands 200 thru 226:	Standard route to Q to Y3
Stands 227 thru 230:	Standard route to Q to LY
Stands 231 thru 241:	Standard route to Q to LY and Y2
Stands 242 thru 247:	Standard route to Q to LY and Y1
East and West Military Apron:	N3, N2, N1 or RWY end to NORTH

Taxi routes for Code F ACFT:

To stand 118 from RWY end (H2) via TWY North, TWY Link and Gate F.

To stand 306 from RWY end (H2) via TWY North, Gate A and TWY LA.

To stand on TWY LA from RWY end (H2) via TWY North, Gate Z and TWY LA.

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PALMA DE MALLORCA 8 JUN 18

10-1P7

Eff 21 Jun

AIRPORT BRIEFING

2. ARRIVAL**2.6.2.2. WEST CONFIGURATION**

From RWY 24L to:	
R1 thru R6 and R7 (stands 24 and 25):	
Standard route:	S1 to LINK to NORTH or S2, S3 or RWY end to SOUTH to LINK to NORTH
Stands 1 thru 6:	Standard route to C to LD
Stands 8 thru 22:	Standard route to D to LE
Stands 23A thru 25:	Standard route to E to LF
Stands 100 thru 102:	Standard route to C to LD
Stand 103:	Standard route to D to LD
Stand 103B:	Standard route to C to LD
Stands 104 thru 109:	Standard route to E to W5
Stands 303 (ACFT), 306 (MAX Code E) and 307 thru 310:	Standard route to A to LA
Stands 311 thru 315:	Standard route to A to LB
Stands 316 thru 318:	Standard route to B to LC
R7 (stands 114 thru 119), R8 (stands 120 thru 123):	
Standard route:	S1 to LINK or S2, S3 or RWY end to SOUTH to LINK
Stands 114 thru 117:	Standard route to NORTH to E to LF
Stands 118 (MAX Code E) and 118B:	Standard route to F
Stand 119:	Standard route to F to LF
Stands 120 and 121:	Standard route to G to LG
Stand 123:	Standard route to G
R7 (stand 26), R8 (stands 27 thru 29), R9 thru R11:	
Standard route:	S1 to LINK or S2, S3 or RWY end to SOUTH to LINK
Stand 26	Standard route to F to LF
Stands 27 thru 29:	Standard route to G to LG
Stands 30 thru 36:	Standard route to G to LG and VI
Stands 38 thru 48:	Standard route to G to LG to V1 and V2, or, if cleared, to G to LG and V2
Stands 50 thru 58:	S1, S2, S3 or RWY end to SOUTH to K to LK to LJ
R13 thru R17:	
Standard route:	S1, S2, S3 or RWY end to SOUTH
Stands 60 thru 68:	Standard route to M to T1
Stand 72:	Standard route to M to T1 or T2
Stands 80 thru 86:	Standard route to M to T2
Stands 88 thru 96:	Standard route to P to LP
Stands 98 thru 154B:	S1, S2 or S3 to SOUTH to Q to LQ or RWY end to Q to LQ
Stands 155 thru 159:	S1, S2 or S3 to SOUTH to Q to LY or RWY end to Q to LY

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PALMA DE MALLORCA 7 SEP 18

10-1P8

Eff 13 Sep

AIRPORT BRIEFING

2. ARRIVAL

From RWY 24L to: (cont'd)	
General Aviation:	
Stands 200 thru 226:	S1, S2 or S3 to SOUTH to Q to Y3 or RWY end, to Q to Y3
Stands 227 thru 230:	S1, S2 or S3 to SOUTH to Q to LY or RWY end to Q to LY
Stands 231 thru 241:	S1, S2 or S3 to SOUTH to Q to LY and Y2 or RWY end, to Q to LY and Y2
Stands 242 thru 247:	S1, S2 or S3 to SOUTH to Q to LY and Y1 or RWY end, to Q to LY and Y1
East and West Military Apron:	S1 to LINK to NORTH or S2, S3 or RWY end to SOUTH to LINK to NORTH

Taxi routes for Code F ACFT:

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

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

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

2.7. OTHER INFORMATION**2.7.1. UNINTENDED CROSSING FINAL APPROACH COURSE**

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

3. DEPARTURE

3.1. APT - COLLABORATIVE DECISION MAKING (A-CDM)

3.1.1. GENERAL

APT applies A-CDM processes in the ACFT departure sequence. The A-CDM processes start three hours prior to the estimated off-block time (EOBT) and end with ACFT take-off. Throughout the process, all flight-related information must be kept up-to-date. The information will be sent automatically to the Network Manager Operations Center (NMOC) at Eurocontrol and will be used to improve management in assigning calculated take-off times (CTOT).

APT applies the FAM (Flight Activation Monitoring) system managed by Eurocontrol.

To prevent flight plans from being suspended automatically, the EOBT and TOBT must be kept up-to-date until the request for start-up, following the TSAT, so that the traffic flow enables departure to occur as close to TTOT as possible.

Three hours prior to EOBT, the Flight Plan (FPL) information filed in the A-CDM system will be validated with respect to the APT slot, and the flight destination and the type of ACFT must coincide with the EOBT of the FPL initially filed in both the SOBT (Scheduled Off-Block Time). If the information does not match, the system will generate an alarm and an automatic message sent to the airline and ground handling agent, who will have to update the information.

3.1.2. TARGET OFF-BLOCK TIME (TOBT)

TOBT represents the time at which an ACFT is estimated to be ready to start and push back within 5 minutes after reception of start-up clearance from TWR.

As soon as the air carrier or the ground handling agent has the information on the target off-block time, the TOBT shall be allocated in the A-CDM system. Throughout the process, the TOBT must be updated based on the flight information available to the airline or the ground handling agent.

The pilots must guarantee that the flight is ready to leave at TOBT with a tolerance of ± 5 minutes.

The EOBT must be in line with the TOBT at all times. If there is more than a 10-minute difference between the two, the system will generate an alarm and an automatic message will be sent to the air carrier and ground handling agent, who must update the TOBT and/or EOBT with a DLA message.

If the time required for the ACFT to prepare to vacate the parking position undergoes a change of ± 5 minutes or more, TOBT must be updated through the usual channels.

TOBT earlier than 10 minutes before the APT Slot and/or previous to the current time will not be accepted.

Flight Plan information must be updated with TOBT with a tolerance of ± 10 minutes.

3.1.3. TARGET START-UP APPROVAL TIME (TSAT)

30 minutes prior to the TOBT, the system will generate a TSAT. This time will be updated (automatically) successively based on the actual start-up sequence, the operational situation and the volume of regulated flights in the sequence.

TSAT is allocated by ATC and represents the time at which an ACFT expects to be cleared to start-up, taking into consideration ATFM regulations and the local restrictions. It is calculated based on the TOBT, taxi time from the stand, the CTOT (if subject to regulation) and the APT operational capacity.

The confirmed TOBT shall be taken as the basic time of the flight.

Through allocation of TSAT, an optimized pre-departure sequence is obtained.

Pilots will receive their TSAT and subsequent modifications through the operator or handling agent from PALMA DE MALLORCA Clearance Delivery (CLR) or from the Docking Guidance System in the parking positions where they are available.

3. DEPARTURE

3.1.4. TARGET TAKE-OFF TIME (TTOT)

TTOT represents the time at which an ACFT will be ready to take off, considering the TOBT/TSAT and the variable taxi time which depends on the stand and RWY assigned.

The TTOT for departing ACFT shall be updated automatically and is available at the CDM platform.

3.1.5. START-UP

The pilot may request start-up clearance from the Clearance Delivery Position (CLR) within an interval of ± 5 minutes with respect to the TOBT. The Clearance Delivery Position may, according to the flight's TSAT, clear start-up or communicate the TSAT to the pilot.

If the flight is ready and this is reported to Clearance Delivery (CLR) but there are start-up delays, it is not necessary to update the TOBT on the basis of this TSAT.

If Clearance Delivery (CLR) has not received the start-up request within 5 minutes after TOBT, the flight will miss its TSAT and a new updated TOBT will be required. Once the new TOBT has been received, the flight will be sequenced again and receive a new TSAT. ACFT may not be cleared to start-up until a valid TOBT and a new TSAT have been received.

3.1.6. PUSH-BACK

Push-back request must be made on the corresponding GMC/CLR frequency and start within 5 minutes from receipt of the start-up clearance.

If this limit is not observed, the ACFT might receive a revocation of its start-up clearance, in which case it will be necessary to wait for a new updated TOBT.

Once the new TOBT has been received, the flight will be sequenced again and receive a new TSAT. An ACFT may not receive start-up clearance until a valid TOBT and a new TSAT have been received.

3.1.7. REGULATED FLIGHTS

For regulated flights, the TSAT will be generated based on the CTOT as soon as it is published. The TSAT will be assigned from the moment of reception of the CTOT, although the regulated flights must communicate a valid TOBT based on the departure intentions of the ACFT operator and not on the regulation itself. They must keep the TOBT and EOBT updated, until start-up clearance is requested from ATC.

At TOBT -5 minutes start-up clearance (ASRT) may be requested, and reception of the ASRT shall replace the REA request for CTOT improvement.

Regulated flights must keep their TOBTs updated with a precision of ± 5 minutes based on the time when the ACFT could vacate the stands if the CTOTs are cancelled, as they will be allocated new TSATs based on those TOBTs. TSAT shall always be greater than the actual time, so as to ensure a minimum time margin for pilots to undertake the preparations needed for start-up.

Regulated flights must keep their current flight plan in line with the TOBT, with a tolerance of ± 10 minutes.

3.1.8. ATC AUTHORIZATION REQUEST AND START-UP VIA DATALINK

At Palma de Mallorca APT, procedures for departure are applied via Datalink Departure Clearance (DCL) for ATC authorization services and start-up.

In case of discrepancies, voice communications will always prevail over datalink.

The pilot may request ATC authorization by DCL in accordance with the start-up procedures with a maximum of 30 minutes before the TOBT (CDM mode) or EOBT (without CDM).

3. DEPARTURE

- The pilot must request ATC and S/U authorization together via RCD. The RCD message (Departure Clearance Request) must contain the following information:
 1. ACFT callsign in accordance with the filed flight plan (FPL).
 2. Aerodrome of origin.
 3. ACFT stand.
 4. Destination aerodrome.
 5. Letter corresponding to the ATIS information received.
 6. ICAO ACFT type designator.

Any free text sent via the RCD by the pilot will not be considered by the ATC. Special requests will always be made via voice command.
- The pilot will receive a message acceptance "RCD RECEIVED" or cancellation "RCD REJECTED".
- When communicating approval, PALMA Clearance will issue a CLD message with the following fields:
 1. ACFT callsign.
 2. Destination aerodrome.
 3. Assigned RWY for departure.
 4. Take-off procedure (SID).

Note: The initial altitude will correspond to the published SID.
 5. SSR code mode A (SQUAWK).
 6. ADT (Approved Departure Time).

Note: ADT = CTOT of the flight, if applicable.
 7. Next frequency.
 8. Current ATIS information letter.
 9. Additional information, which will include start-up authorization or instructions to request it in case of failure to comply with the start-up approval parameters.
- When a CLD message is sent in the valid range of TOBT and TSAT, ATC clearance and start-up will be received. If not ready for start-up, the pilot must not accept the authorization and will either send a new message or contact via voice communications to the controller when ready.
- When an FSM message of the type "REVERT TO VOICE PROCEDURES" is received, communication via datalink will be terminated and must be reverted to voice procedures.
- When a CLD message is received, the pilot:
 - a. If any inconsistencies in the received message are detected, the pilot must revert to voice procedures and request a new authorization.
 - b. If the pilot considers the authorization CLD message to be correct, he/she must respond via datalink with a CDA message (Departure Clearance Echoback).
- If a CDA message is not received by the pilot within the waiting time, or a CDA that is inconsistent with the previous CLD message is received, communication via datalink will be terminated and a "CDA REJECTED" message will be received in the FMS.
- When the correct CDA message is received, the ATC system will send the ACFT a "CLEARANCE CONFIRMED" message in the FMS and will terminate the communication via datalink.

The request for push-back must be requested on the corresponding GMC frequency and initiated within 5 minutes from the reception of the start-up clearance.

Authorization for push-back can only be given by GMC.

3. DEPARTURE

3.1.9. REVERT TO VOICE PROCEDURES

Upon receiving a message of the type "REVERT TO VOICE PROCEDURES", or in the event of any inconsistency in the authorization received, the pilot will contact via voice command with the controller and request a new authorization.

3.2. START-UP, PUSH-BACK AND TAXI PROCEDURES

3.2.1. GENERAL

ACFT may request ATC Authorization from 30 minutes prior to their TOBT, and may request start-up from 5 minutes prior to their TOBT until 5 minutes after.

ACFT on first call must provide the following information:

- Report the ACFT type, series and stand and ATIS message received;
- Communicate the need to perform a cross-bleed start if required;
- Report any possible restrictions in complying with local regulations (RNAV equipment, take-off performance, etc.).

ATC Authorization will only be issued between 30 minutes and 5 minutes prior to TOBT. If possible, PALMA Clearance will issue the start-up authorization within ± 5 minutes of TOBT. If this is not possible, a start-up request will be recorded in the A-CDM system and TSAT information will be provided. The start-up request log is equivalent to the REA message request for flights regulated with CTOT.

In case of non-compliance with A-CDM parameters, ATC will not record the request for start-up and the pilot should contact his flight coordinator to correct A-CDM parameters. PALMA Clearance will not provide information about non-compliance of the A-CDM process to avoid frequency overload.

Once the start-up request has been recorded and TSAT information has been provided, in order to avoid saturating the CLR frequency, pilots will refrain from making successive calls before receiving the call from PALMA Clearance to approve their start-up in accordance with the updated TSAT.

If PALMA Clearance does not receive a start-up request within 5 minutes after TOBT has been given, the flight will lose its TSAT and its start-up will not be authorized. It will be required to receive a new updated TOBT and EOBT so that the flight can be sequenced again and receive a new TSAT. The TOBT and/or EOBT update can only be done by the airline or its ground handling agent, so pilots will refrain from making requests to ATC in this regard.

The push-back request should be made on the corresponding GMC frequency, and should start within 5 minutes from receipt of the start-up clearance. Authorization for push-back can only be given by GMC.

For start-up maneuvers with GPU or external APU, the ACFT should request authorization for cross-bleed start in addition to push-back authorization at ground control radio frequency and subsequently start up one engine, perform the push-back maneuver (or autonomous output) maintaining idle engine power until positioned on the TWY on the apron, and then the power can be increased in order to start up the rest of the engines, strictly as necessary.

LEPA/PMI

JEPPESSEN

PALMA DE MALLORCA, SPAIN

PALMA DE MALLORCA 24 MAY 19

(10-1P13)

AIRPORT BRIEFING

3. DEPARTURE**3.2.2. PUSH-BACK DIRECTIONS**

STAND	West Configuration	East Configuration
	Push-Back with Nose to	Push-Back with Nose to
1	S	S
2, 3, 4, 5 thru 26	E	E
27 thru 29	N	S
38 thru 48	E	E
50	N	N
52 thru 58	N	S
60, 62	S	S
64 thru 82	N	N
84, 86	S	S
88 thru 98	E	W
100	W	W
101 thru 103B, 114B, 115 thru 118, 119	E	E
120 thru 122	N	S
123	E	E
150 thru 154	E	W
155, 156, 157, 158	E	E
200 thru 226	W	W
227 thru 235	E	E
236	N	N
237 thru 247	E	E
306, 307, 308, 309, 310, 311 thru 315, 316, 317 and 318	E	E

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

Stand 64: Taxiing shall be executed via TWY T1 and T2.

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

LEPA/PMI

JEPPesen

PALMA DE MALLORCA, SPAIN

PALMA DE MALLORCA

24 MAY 19

(10-1P14)

AIRPORT BRIEFING

3. DEPARTURE**3.2.3. STANDARD TAXI ROUTES****3.2.3.1. EAST CONFIGURATION**

To RWY 06R from:	
R1 thru R7:	
Stands 1 thru 6:	LD until LF to F to LINK to SOUTH to H6, H7 or H8
Stands 8 thru 22:	LE to LF to F to LINK to SOUTH to H6, H7 or H8
Stands 23A thru 26:	LF to F to LINK to SOUTH to H6, H7 or H8
Stand 100:	C to NORTH to LINK to SOUTH to H6, H7 or H8
Stands 100B, 101 thru 103B:	LD until LF to F to LINK to SOUTH to H6, H7 or H8
Stands 104 thru 109:	LE to LF to F to LINK to SOUTH to H6, H7 or H8
Stands 114 thru 117, 118 (MAX Code E), 118B and 119:	LF to F to LINK to SOUTH to H6, H7 or H8
Stands 303 (ACFT), 306 (MAX Code E) and 307 thru 310:	LA until LF to F to LINK to SOUTH to H6, H7 or H8
Stands 311 thru 315:	LB until LF to F to LINK to SOUTH to H6, H7 or H8
Stands 316 thru 318:	LC until LF to F to LINK to SOUTH to H6, H7 or H8
R8 thru R11:	
Stands 27 thru 29:	LG to G to LINK to SOUTH to H6, H7 or H8
Stands 30 thru 48:	V2 to LG to G to LINK to SOUTH to H6, H7 or H8
Stand 50:	LJ to G to LINK to SOUTH to H6, H7 or H8
Stands 52 thru 58:	LJ to LK to K to SOUTH to H6, H7 or H8
Stands 120 thru 123:	LG to G to LINK to SOUTH to H6, H7 or H8
R13 thru R17:	
Stands 60 thru 62:	T1 to M to SOUTH to H6, H7 or H8
Stands 64 thru 68:	T1 to T2 to M to SOUTH to H6, H7 or H8
Stand 72:	T1 or T2 to M to SOUTH to H6, H7 or H8
Stands 80, 82:	T2 to T1 to M to SOUTH to H6, H7 or H8
Stands 84, 86:	T2 to M to SOUTH to H6, H7 or H8
Stands 88 thru 96:	LP to P to SOUTH to H6, H7 or H8
Stands 98 thru 154B:	LQ to Q to SOUTH to H6, H7 or H8
Stands 155 thru 159:	LY to Q to SOUTH to H6, H7 or H8
General Aviation:	
Stands 200 thru 226:	Y3 to Y2 to LY to Q to SOUTH to H6, H7 or H8
Stands 227 thru 230:	LY to Q to SOUTH to H6, H7 or H8
Stands 231 thru 241:	Y2 to LY to Q to SOUTH to H6, H7 or H8
Stands 242 thru 247:	Y1 to LY to Q SOUTH to H6, H7 or H8
East and West Military Apron:	NORTH to LINK to SOUTH to H6, H7 or H8

Taxi Routes for Code F ACFT:

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

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

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

When an ACFT is landing on RWY, departing Code F ACFT must hold on TWY North. This requirement is not necessary if take-offs are the sole maneuvers carried out on the RWY; in that case Code F ACFT may use the RWY holding positions.

LEPA/PMI

JEPPESEN

PALMA DE MALLORCA, SPAIN

PALMA DE MALLORCA

24 MAY 19

10-1P15

AIRPORT BRIEFING

3. DEPARTURE**3.2.3.2. WEST CONFIGURATION**

To RWY 24R from:	
R1 thru R7:	
Stands 1 thru 6:	LD until LF to F to LINK to NORTH to H1 or H2
Stands 8 thru 22:	LE to LF to F to LINK to NORTH to H1 or H2
Stands 23A thru 26:	LF to F to LINK to NORTH to H1 or H2
Stand 100:	C to NORTH to H1 or H2
Stands 100B, 101 thru 103B:	LD until LF to F to LINK to NORTH to H1 or H2
Stands 104 thru 109:	LE to LF to F to LINK to NORTH to H1 or H2
Stands 114 thru 117, 118 (MAX Code E), 118B and 119:	LF to F to LINK to NORTH to H1 or H2
Stands 303 (ACFT), 306 (MAX Code E) and 307 thru 310:	LA until LF to F to LINK to NORTH to H1 or H2
Stands 311 thru 315:	LB until LF to F to LINK to NORTH to H1 or H2
Stands 316 thru 318:	LC until LF to F to LINK to NORTH to H1 or H2
R8 thru R11:	
Stands 27 thru 29:	LG to LF to F to LINK to NORTH to H1 or H2
Stands 30 thru 48:	V2 to LG to LF to F to LINK to NORTH to H1 or H2
Stands 50 thru 54:	LJ to G to LINK to NORTH to H1 or H2
Stands 56 thru 58:	LK to LJ to G to LINK to NORTH to H1 or H2
Stands 120 and 121:	LG to LF to F to LINK to NORTH to H1 or H2
Stand 123:	LG to G to LINK to NORTH to H1 or H2
R13 thru R17:	
Stands 60, 62:	T1 to LM to LK to J to LINK to NORTH to H1 or H2
Stands 64 thru 68:	T1 to T2 to LM to LK to J to LINK to NORTH to H1 or H2
Stand 72:	T1 or T2 to LM to LK to J to LINK to NORTH to H1 or H2
Stands 80, 82:	T2 to T1 to LM to LK to J to LINK to NORTH to H1 or H2
Stands 84, 86:	T2 to LM to LK to J to LINK to NORTH to H1 or H2
Stands 88 thru 96:	LP until LK to J to LINK to NORTH to H1 or H2
Stands 98 thru 154B (MAX wingspan 118'/36m):	LQ until LK to J to LINK to NORTH to H1 or H2
Stands 98 thru 154 (wingspan more than 118'/36m):	LQ to P to SOUTH to LINK to NORTH to H1 or H2
Stands 155 thru 159 (MAX wingspan 118'/36m):	LY until LK to J to LINK to NORTH to H1 or H2
Stands 155 thru 159 (wingspan more than 118'/36m):	LY to LQ to P to SOUTH to LINK to NORTH to H1 or H2
General Aviation:	
Stands 200 thru 226:	Y3 to Y2 to LY to LQ until LK to J to LINK to NORTH to H1 or H2
Stands 227 thru 230:	LY until LK to J to LINK to NORTH to H1 or H2
Stands 231 thru 241:	Y2 to LY until LK to J to LINK to NORTH to H1 or H2
Stands 242 thru 247:	Y1 to LY until LK to J to LINK to NORTH to H1 or H2
East and West Military Apron:	NORTH to H1 or H2

Taxi Routes for Code F ACFT:

From stand 118 via TWY LF, Gate F, TWY Link, TWY North and RWY holding position H2.

From stand 306 via TWY LA, Gate Z, TWY North and RWY holding position H2.

From stand on TWY LA via TWY LA, Gate A, TWY North and RWY holding position H2.

When an ACFT is landing on RWY, departing Code F ACFT must hold on TWY North. This requirement is not necessary if take-offs are the sole maneuvers carried out on the RWY; in that case Code F ACFT may use the RWY holding positions.

LEPA/PMI

JEPPESEN

PALMA DE MALLORCA, SPAIN

PALMA DE MALLORCA

24 MAY 19

10-1P16

AIRPORT BRIEFING

3. DEPARTURE

3.3. SPEED RESTRICTIONS

MAX 250 KT until leaving FL 100.

3.4. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4.

3.4.1. 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 maneuvering speed.

(VZF) + 10 KT maintaining minimum rate of climb 500'/min.

Retract flaps/slats as needed.

Up to FL 60: Do not exceed 250 KT and continue SID in force, except ATC clearance.

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

3.5. RWY OPERATIONS

3.5.1. INTERSECTION TAKE-OFF

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

3.5.2. MINIMUM RWY OCCUPANCY TIME

Pilots should be ready for departure when reaching the RWY holding position.

On receipt of line-up clearance, pilots should ensure that they are able to taxi and line up on the RWY as soon as the preceding ACFT has commenced either its take-off roll or landing run.

Pilots who require additional separations due to wake turbulence or other reason, shall notify ATC as soon as possible and before crossing the RWY holding position.

Pilots should be able to commence the take-off roll immediately when take-off clearance is issued.

Pilots unable to comply with this requirement shall notify ATC as soon as possible and await instructions. When appropriate, ATC could cancel the clearance and instruct the ACFT to vacate RWY.

3.5.3. OPERATIONS OF CODE F ACFT

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

AREA

PALMA

10-1VA 20 SEP 19

JEPPESEN

Balearic Islands, SPAIN

VFR Procedures within Palma TMA

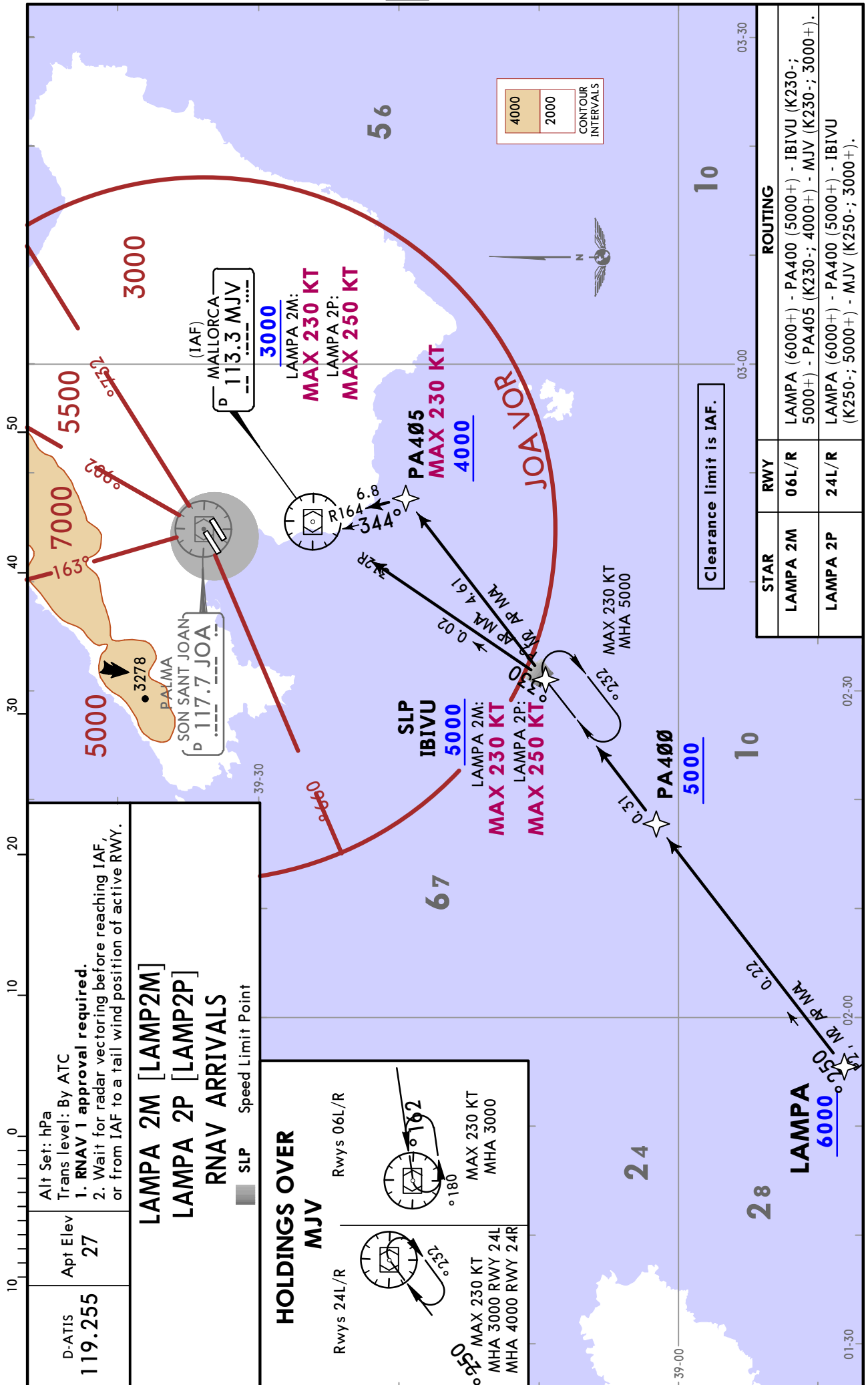
Note: See also the corresponding APCH charts of Ibiza, Menorca, Palma de Mallorca and Mallorca (Son Bonet) for the according CTR entry and exit procedures.

Use of Transponder

The use of SSR transponder is compulsory for all ACFT operating within Palma TMA.

ACFT shall contact or monitor on frequencies as depicted in boxes on Palma 10-1V.

LEPA/PMI **JEPPESEN** **PALMA DE MALLORCA, SPAIN**
 PALMA DE MALLORCA 22 MAR 19 **(10-2A)** Eff 28 Mar **RNAV STAR**



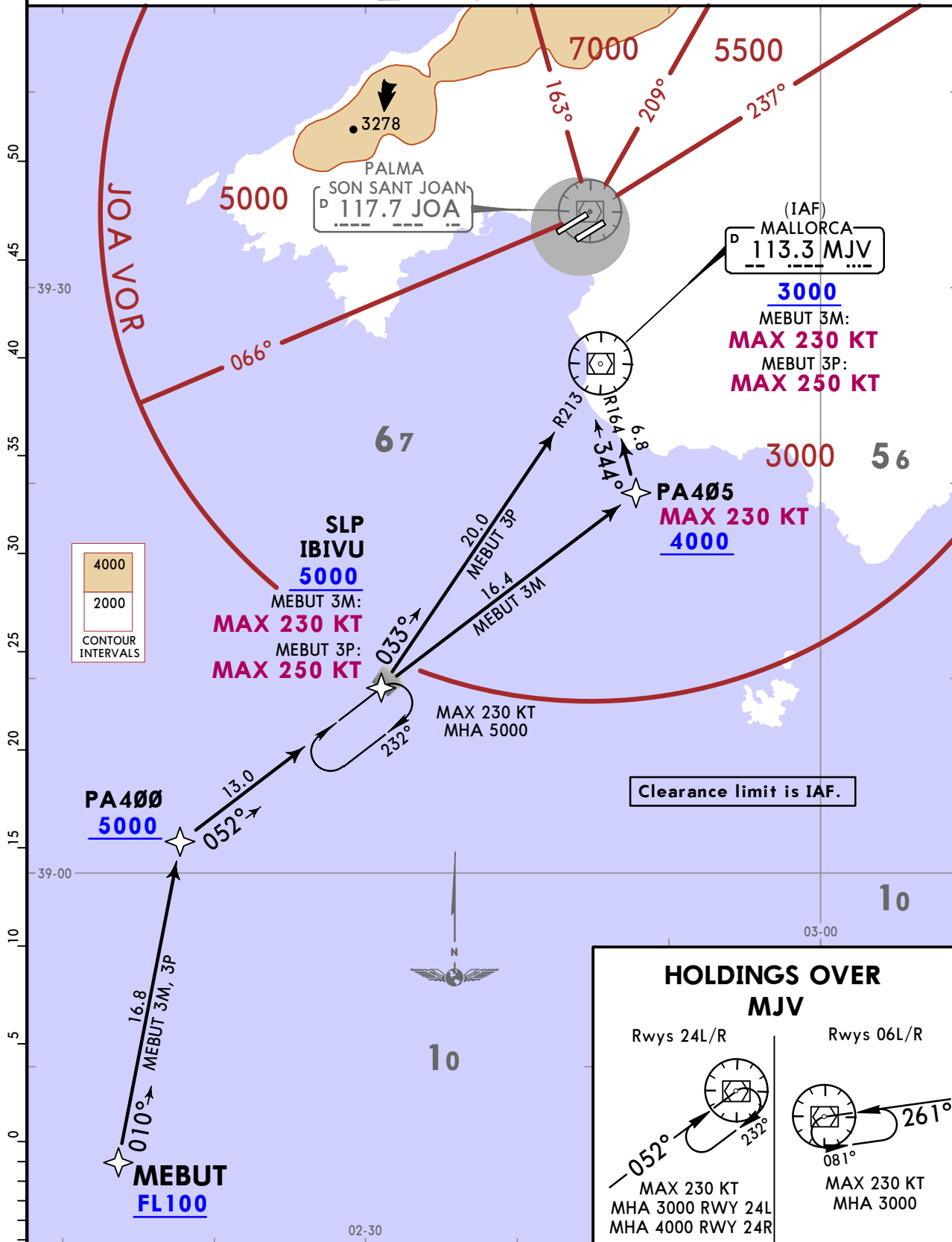
CHANGES: None.

LEPA/PMI **JEPPESEN PALMA DE MALLORCA, SPAIN**
 PALMA DE MALLORCA 22 MAR 19 (10-2B) Eff 28 Mar **RNAV STAR**

D-ATIS 119.255	Apt Elev 27	Alt Set: hPa Trans level: By ATC 1. RNAV 1 approval required. 2. Wait for radar vectoring before reaching IAF, or from IAF to a tail wind position of active RWY.
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MEBUT 3M [MEBU3M], MEBUT 3P [MEBU3P]
RNAV ARRIVALS

■ SLP Speed Limit Point



STAR	RWY	ROUTING
MEBUT 3M	06L/R	MEBUT (FL100+) - PA400 (5000+) - IBIVU (K230-; 5000+) - PA405 (K230-; 4000+) - MJV (K230-; 3000+)
MEBUT 3P	24L/R	MEBUT (FL100+) - PA400 (5000+) - IBIVU (K250-; 5000+) - MJV (K250-; 3000+)

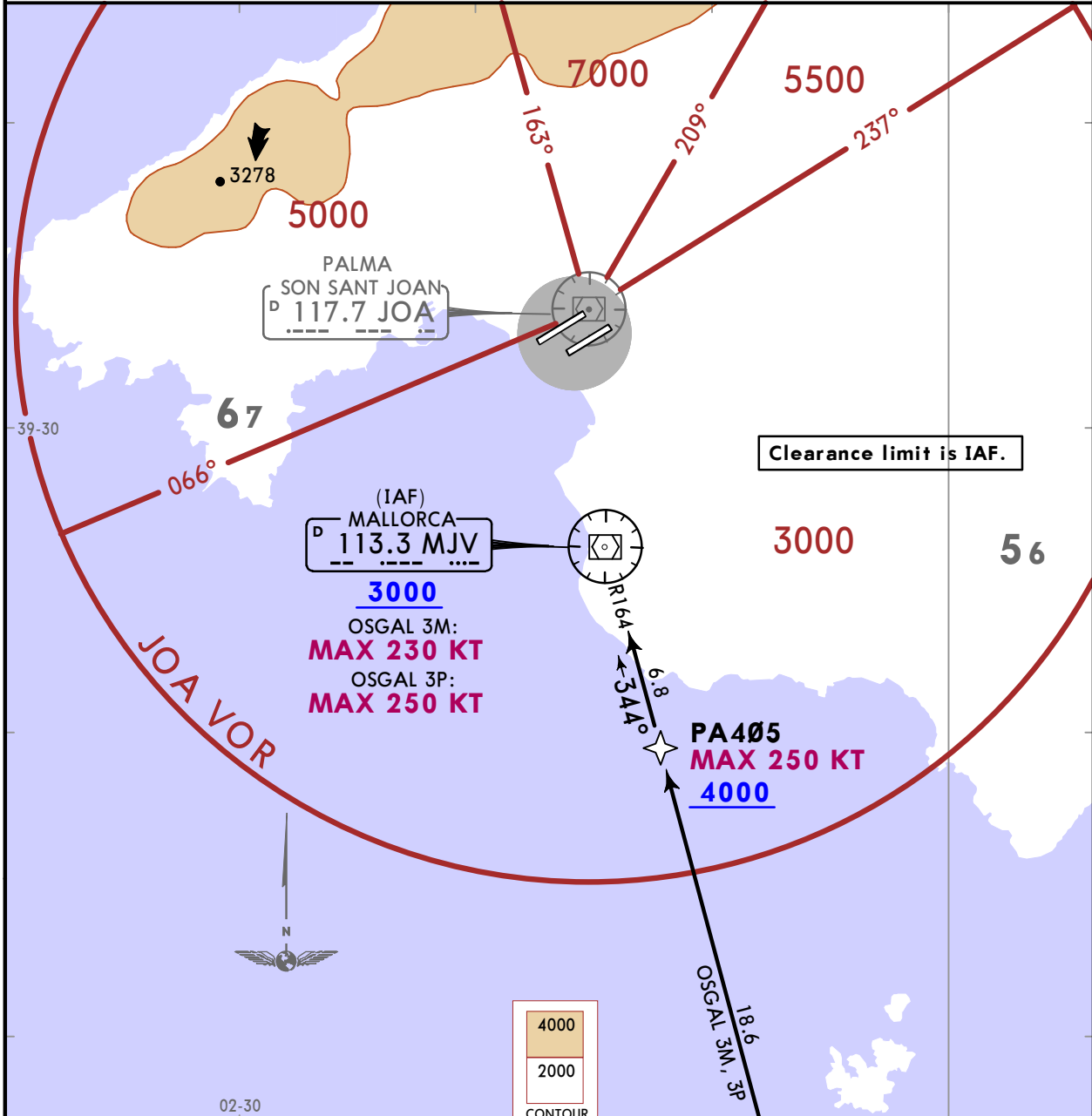
CHANGES: RNAV STARs renumbered; crossing at MEBUT established.

LEPA/PMI **JEPPESEN PALMA DE MALLORCA, SPAIN**
PALMA DE MALLORCA 22 MAR 19 **(10-2C)** **Eff 28 Mar** **RNAV STAR**

D-ATIS 119.255	Apt Elev 27	Alt Set: hPa Trans level: By ATC 1. RNAV 1 approval required. 2. Wait for radar vectoring before reaching IAF, or from IAF to a tail wind position of active RWY.
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OSGAL 3M [OSGA3M], OSGAL 3P [OSGA3P]
RNAV ARRIVALS

■ SLP Speed Limit Point



HOLDINGS OVER MJV

Rwys 24L/R	Rwys 06L/R
MAX 230 KT MHA 3000 RWY 24L MHA 4000 RWY 24R	MAX 230 KT MHA 3000

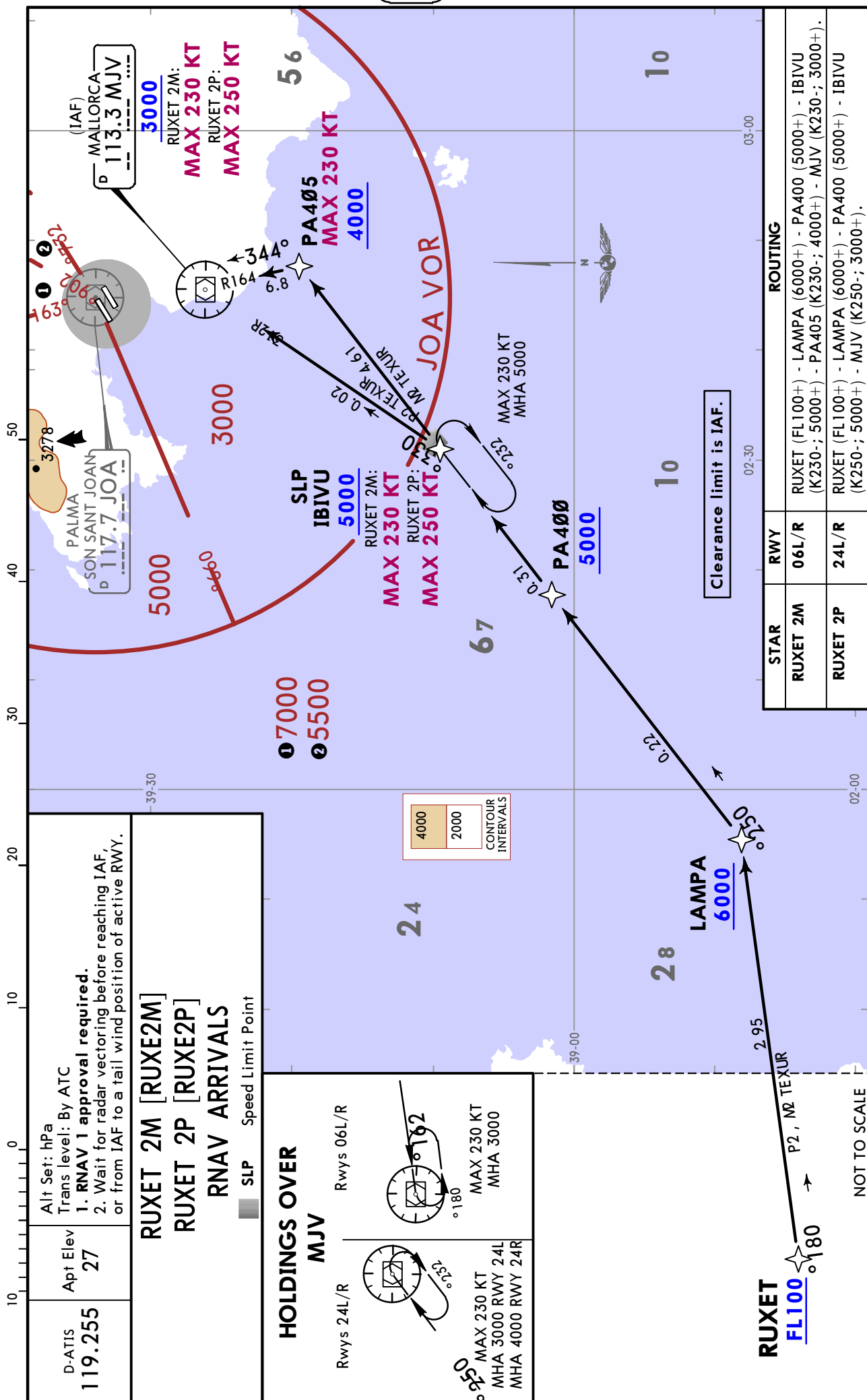
STAR	RWY	ROUTING
OSGAL 3M	06L/R	OSGAL (K250-; FL100+) - PA405 (K250-; 4000+) - MJV (K230-; 3000+).
OSGAL 3P	24L/R	OSGAL (K250-; FL100+) - PA405 (K250-; 4000+) - MJV (K250-; 3000+).

CHANGES: RNAV STARs renumbered; crossing at OSGAL established.

LEPA/PMI PALMA DE MALLORCA, SPAIN

22 MAR 19 10-2D Eff 28 Mar

RNAV STAR



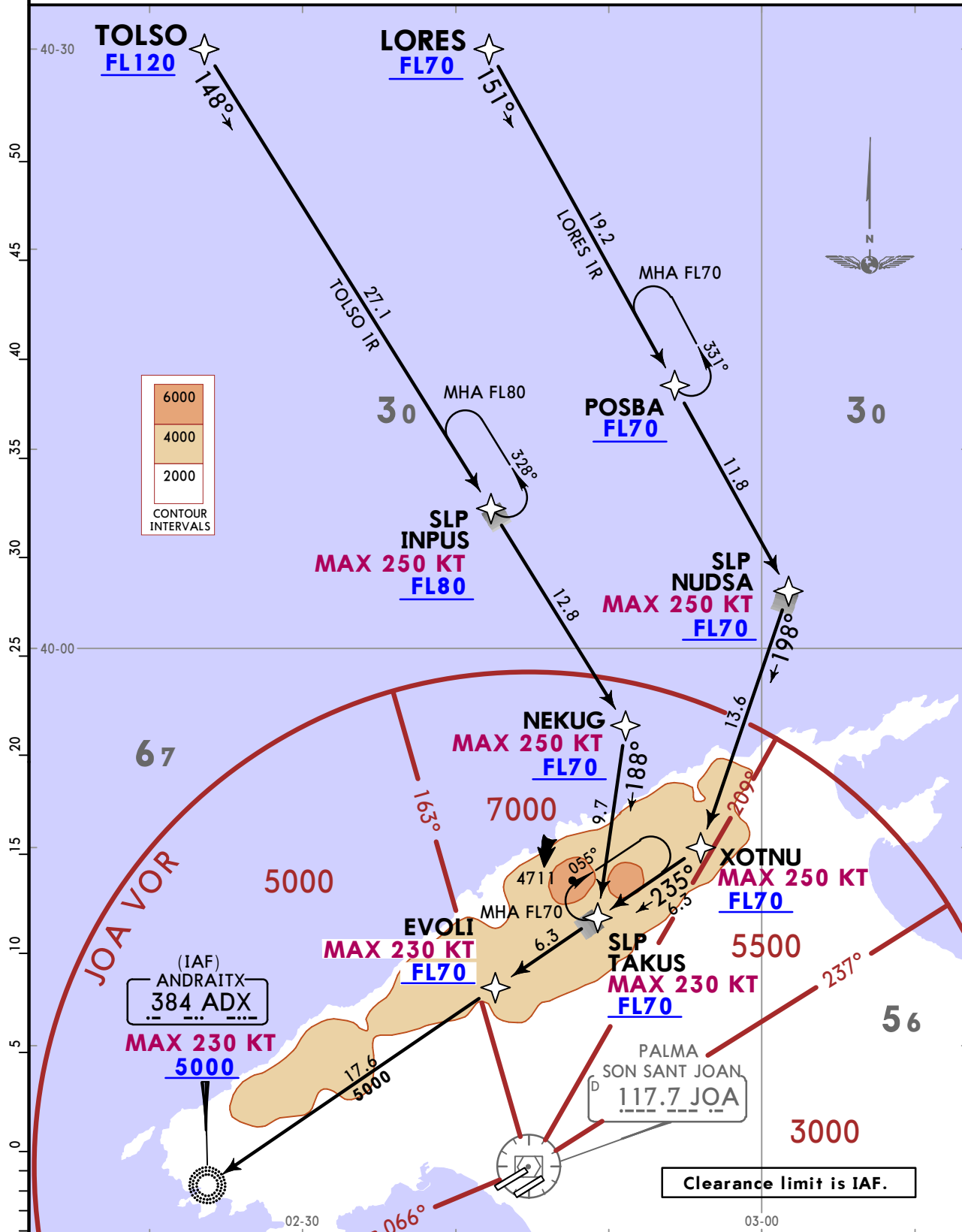
CHANGES: RNAV STARs renumbered; crossing at RUXET established.

LEPA/PMI PALMA DE MALLORCA 22 MAR 19 10-2E Eff 28 Mar RNAV STAR

D-ATIS 119.255	Apt Elev 27	Alt Set: hPa Trans level: By ATC 1. RNAV 1 approval required. 2. Wait for radar vectoring before reaching IAF, or from IAF to a tail wind position of active RWY.
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LORES 1R [LORE1R], TOLSO 1R [TOLS1R] RWYS 06L/R RNAV ARRIVALS

■ SLP Speed Limit Point



STAR	ROUTING
LORES 1R	LORES (FL70+) - POSBA (FL70+) - NUDSA (K250-; FL70+) - XOTNU (K250-; FL70+) - TAKUS (K230-; FL70+) - EVOLI (K230-; FL70+) - ADX (K230-; 5000+).
TOLSO 1R	TOLSO (FL120+) - INPUS (K250-; FL80+) - NEKUG (K250-; FL70-) - TAKUS (K230-; FL70+) - EVOLI (K230-; FL70+) - ADX (K230-; 5000+).

CHANGES: Crossing at LORES established.

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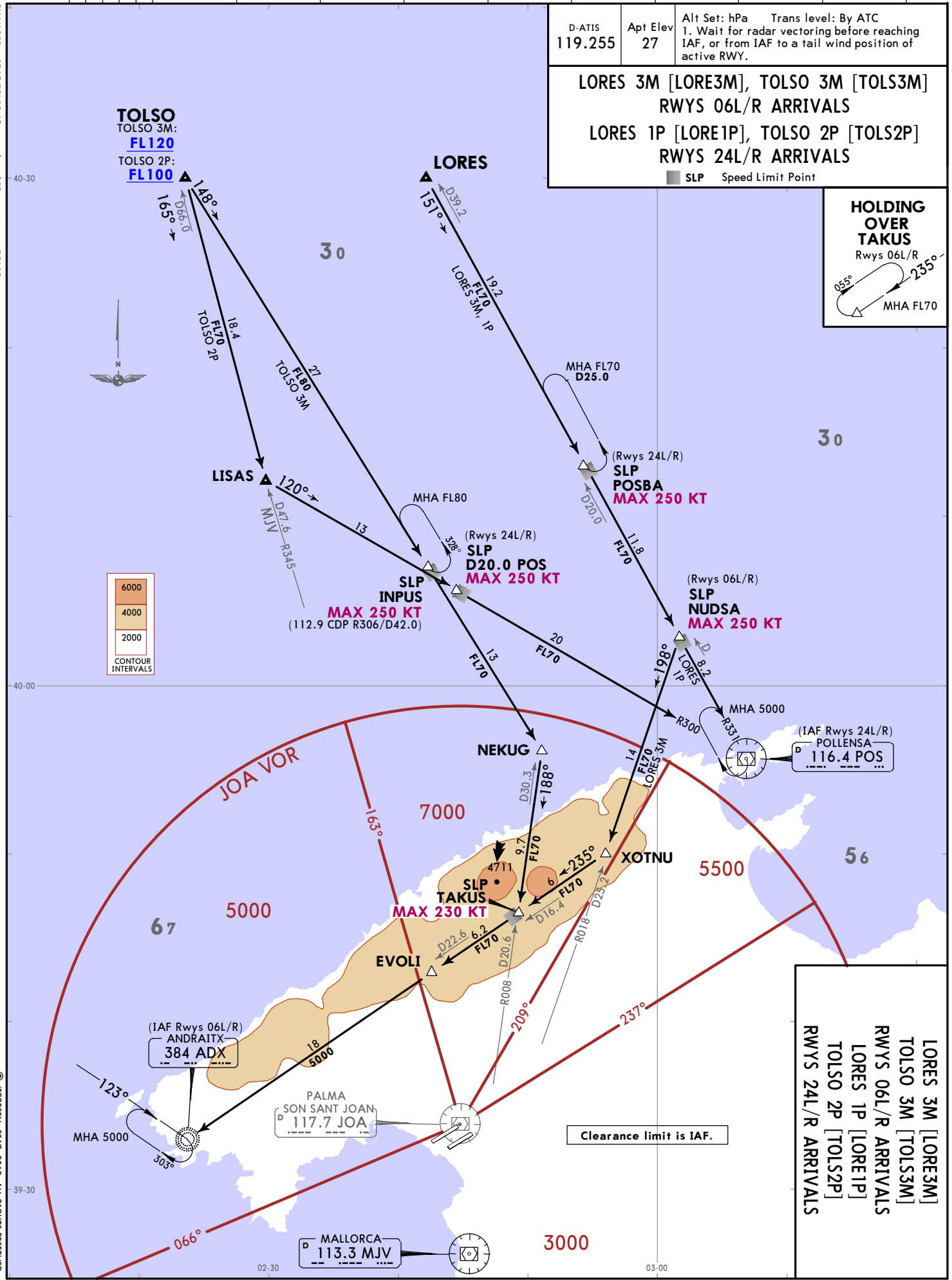
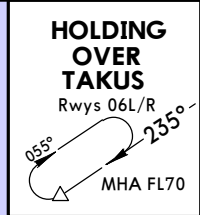
LEPA/PMI
PALMA DE MALLORCA

D-ATIS 119.255	Apt Elev 27	Alt Set: hPa Trans level: By ATC 1. Wait for radar vectoring before reaching IAF, or from IAF to a tail wind position of active RWY.
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**LORES 3M [LORES3M], TOLSO 3M [TOLS3M]
RWYS 06L/R ARRIVALS**

**LORES 1P [LORES1P], TOLSO 2P [TOLS2P]
RWYS 24L/R ARRIVALS**

■ SLP Speed Limit Point



**LORES 3M [LORES3M]
TOLSO 3M [TOLS3M]
RWYS 06L/R ARRIVALS**

**LORES 1P [LORES1P]
TOLSO 2P [TOLS2P]
RWYS 24L/R ARRIVALS**

22 MAR 19 (10-2P) EFT 28 Mar

JEPPESEN

PALMA DE MALLORCA, SPAIN

STAR

CHANGES: STAR TOLSO 1P renumbered 2P, crossing at TOLSO.

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22 MAR 19 (10-2H) EFF 28 Mar

MAMEB 1M [MAME1M]
MORSS 4M [MORS4M]
RIXOT 2M [RIXO2M]
RWYS 06L/R ARRIVALS
MAMEB 1P [MAME1P]
MORSS 2P [MORS2P]
RIXOT 1P [RIXO1P]
RWYS 24L/R ARRIVALS

SLP Speed Limit Point

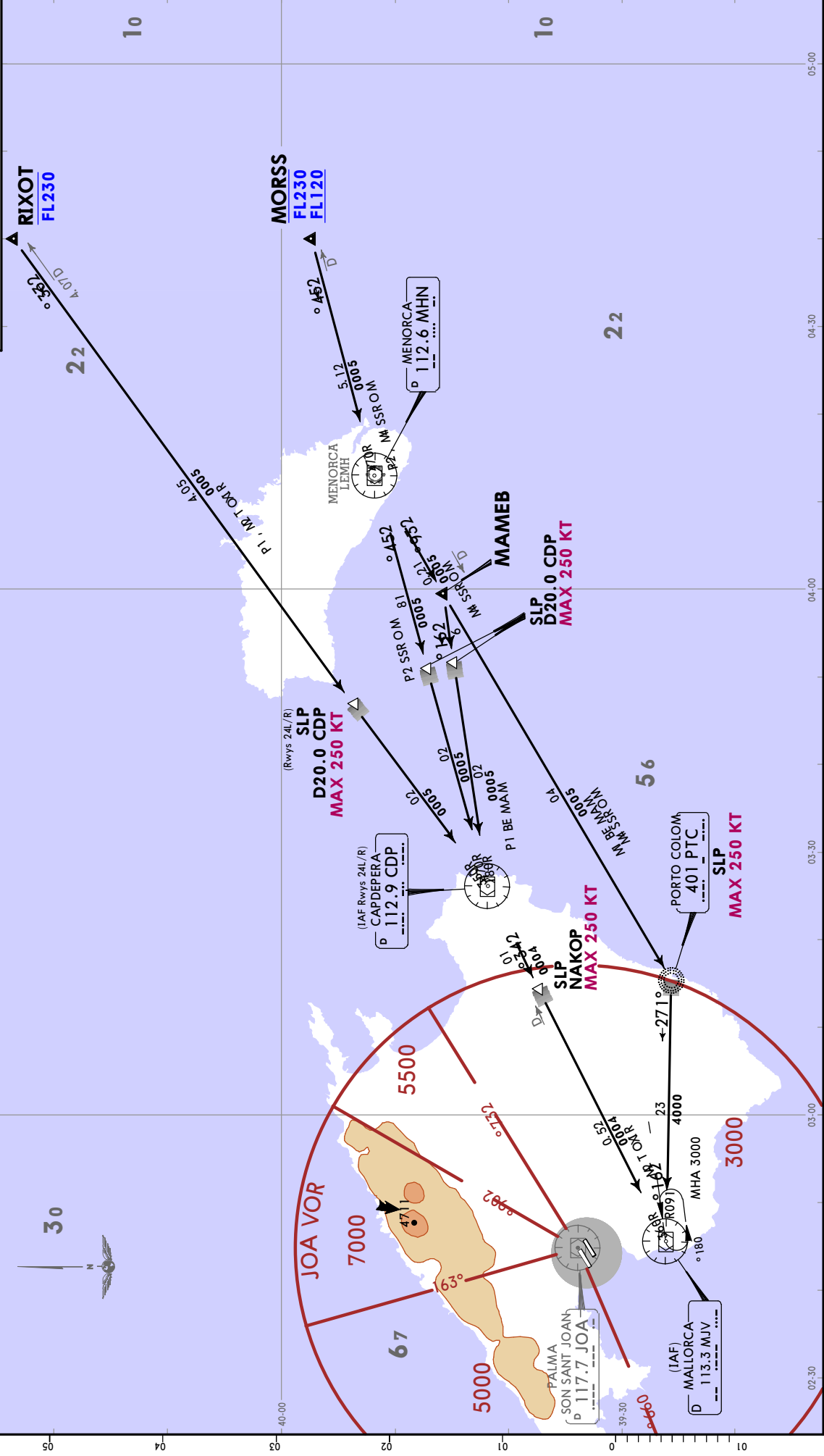
D-ATIS 119.255 Apt Elev 27 Trans level: By ATC
Wait for radar vectoring before reaching IAF, or from IAF to a tail wind position of active RWY.

HOLDING OVER CDP

093° MHA 4500
273°

6000
4000
2000
CONTOUR INTERVALS

Clearance limit is IAF.



LEPA/PMI
PALMA DE MALLORCA

JEPPESSEN PALMA DE MALLORCA, SPAIN

22 MAR 19

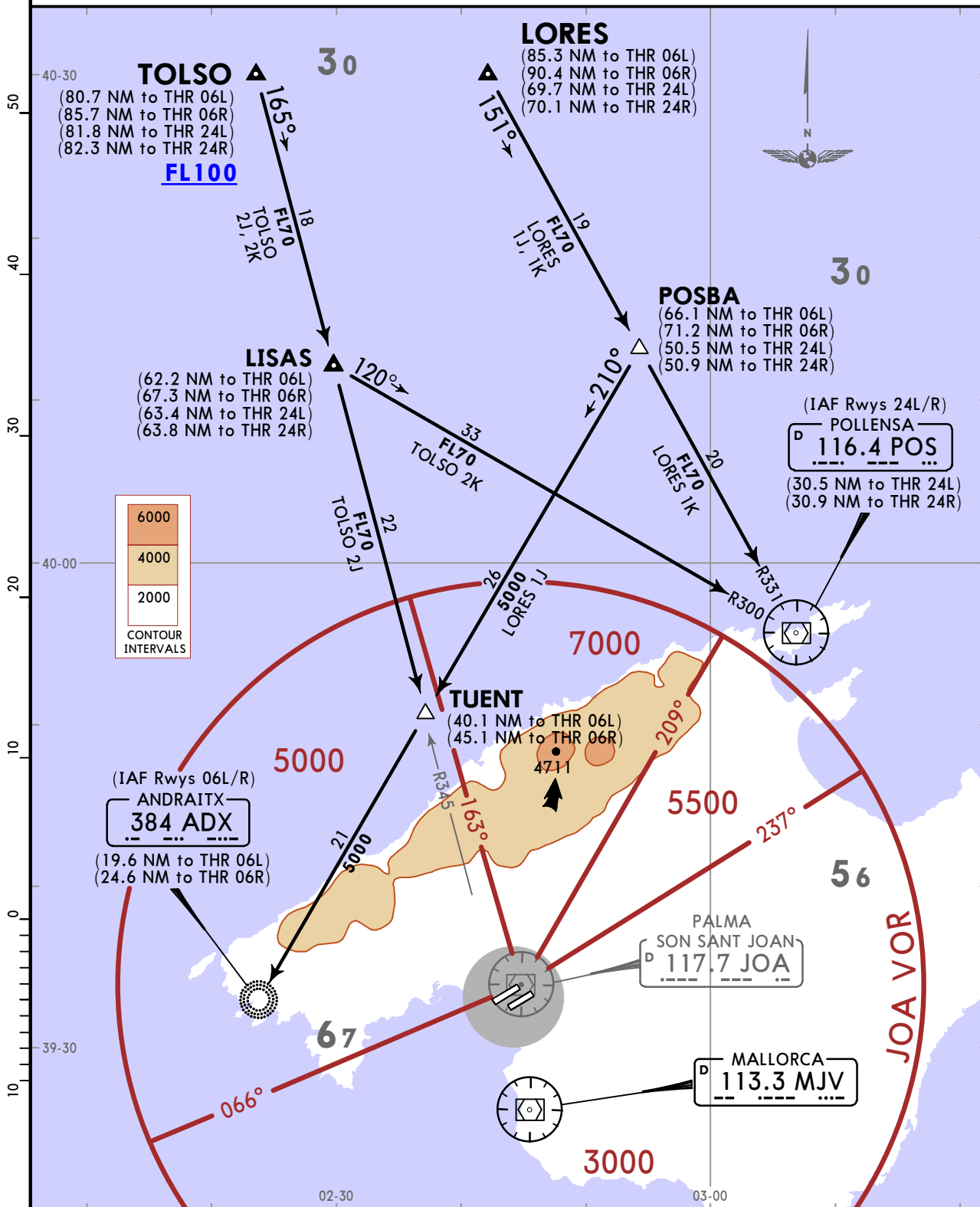
10-2J

Eff 28 Mar

STAR

D-ATIS 119.255	Apt Elev 27	Alt Set: hPa Trans level: By ATC
--------------------------	-----------------------	-------------------------------------

LORES 1J [LORE1J]
TOLSO 2J [TOLS2J]
RWYS 06L/R CONTINUOUS DESCENT ARRIVALS (CDA)
LORES 1K [LORE1K]
TOLSO 2K [TOLS2K]
RWYS 24L/R CONTINUOUS DESCENT ARRIVALS (CDA)
 BY ATC
 USABLE BETWEEN 2300-0700LT

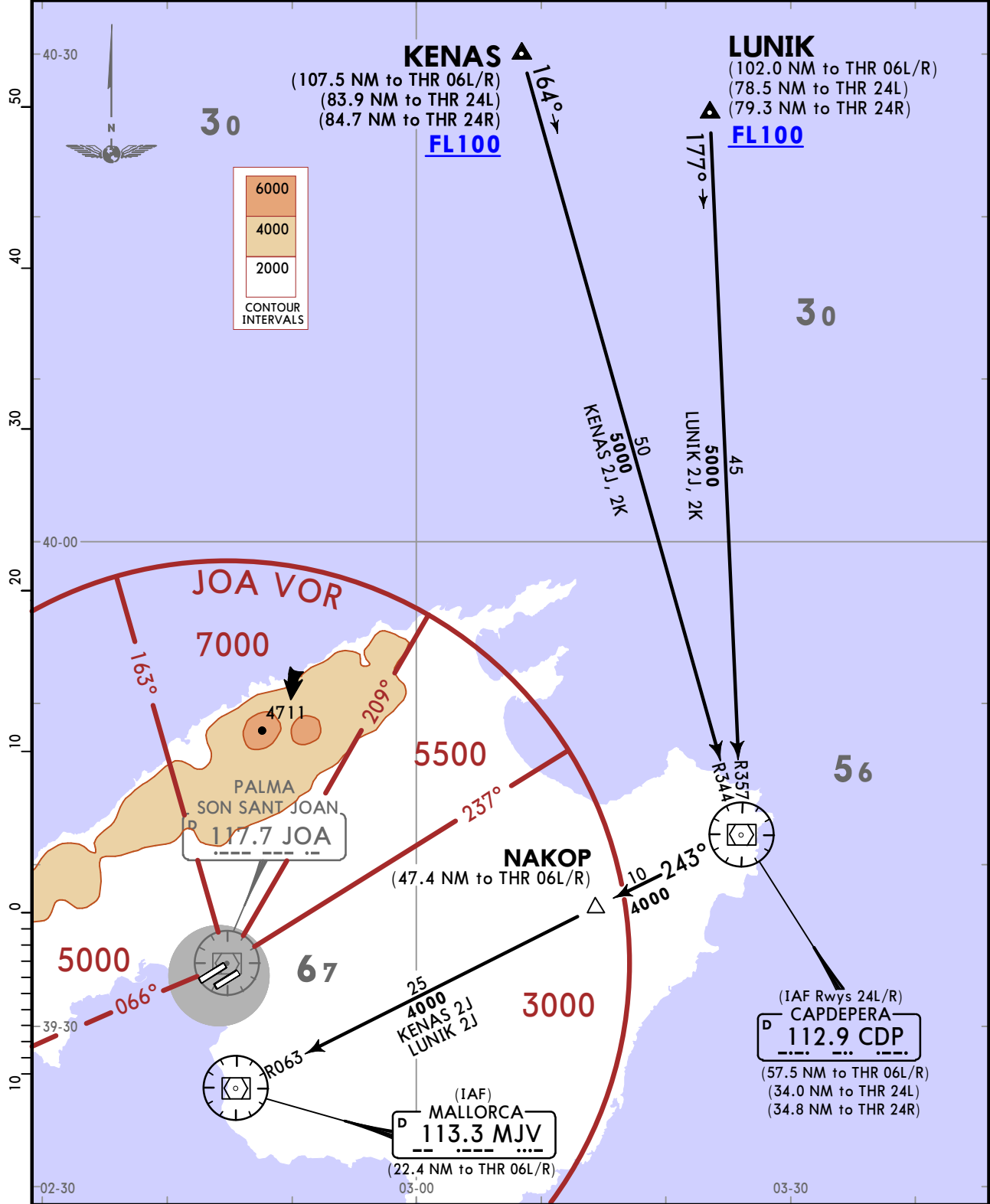


LEPA/PMI
PALMA DE MALLORCA

JEPPESEN PALMA DE MALLORCA, SPAIN
22 MAR 19 **10-2K** Eff 28 Mar **STAR**

D-ATIS 119.255	Apt Elev 27	Alt Set: hPa Trans level: By ATC
--------------------------	-----------------------	-------------------------------------

KENAS 2J [KENA2J]
LUNIK 2J [LUNI2J]
RWYS 06L/R CONTINUOUS DESCENT ARRIVALS (CDA)
KENAS 2K [KENA2K]
LUNIK 2K [LUNI2K]
RWYS 24L/R CONTINUOUS DESCENT ARRIVALS (CDA)
 BY ATC
 USABLE BETWEEN 2300-0700LT

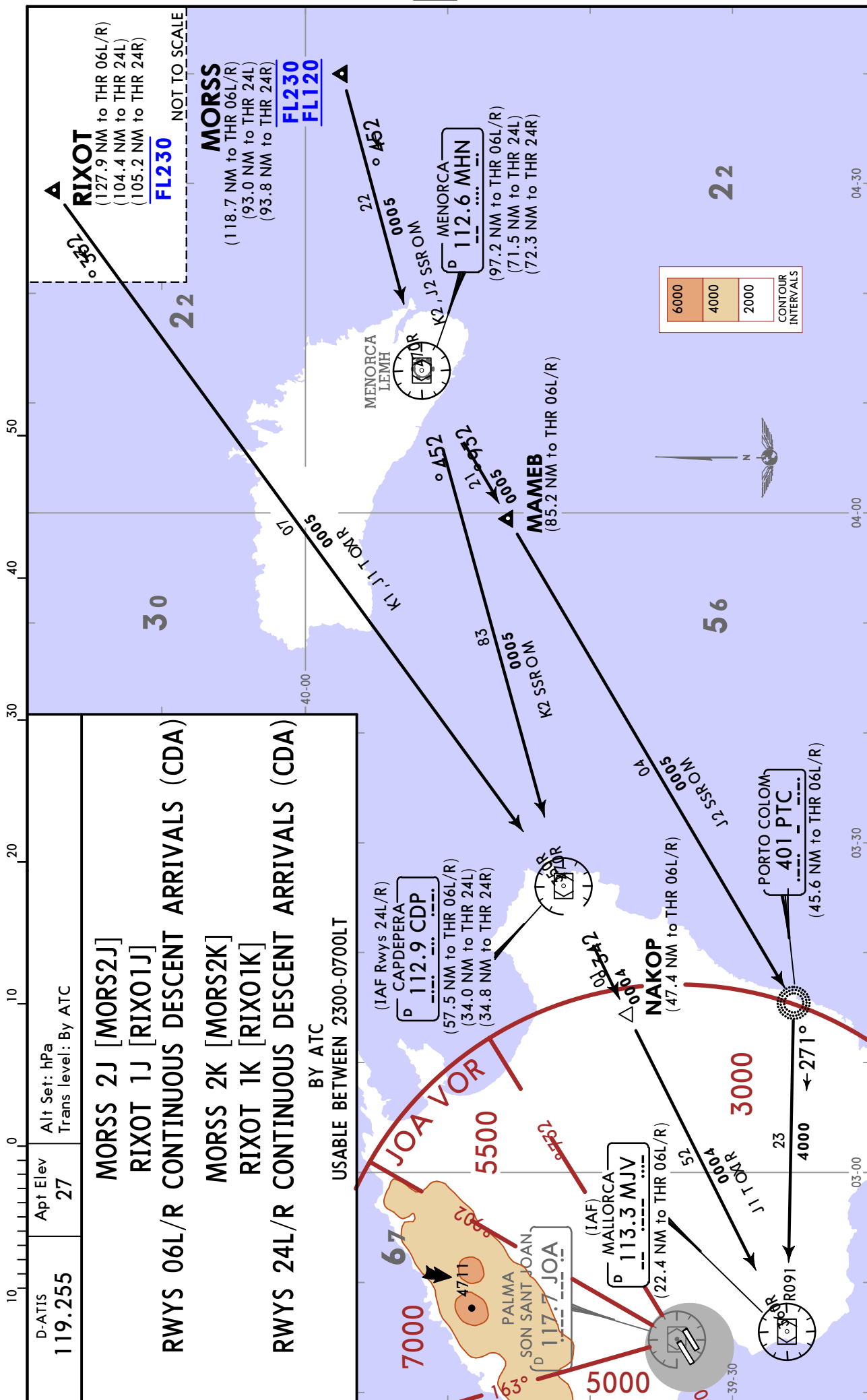


LEPA/PMI PALMA DE MALLORCA

JEPPESEN PALMA DE MALLORCA, SPAIN

22 MAR 19 10-2L Eff 28 Mar

STAR



CHANGES: MORSS STARS renumbered; crossing at MORSS.

LEPA/PMI
PALMA DE MALLORCA

JEPPESSEN PALMA DE MALLORCA, SPAIN

22 MAR 19 10-2M Eff 28 Mar

STAR

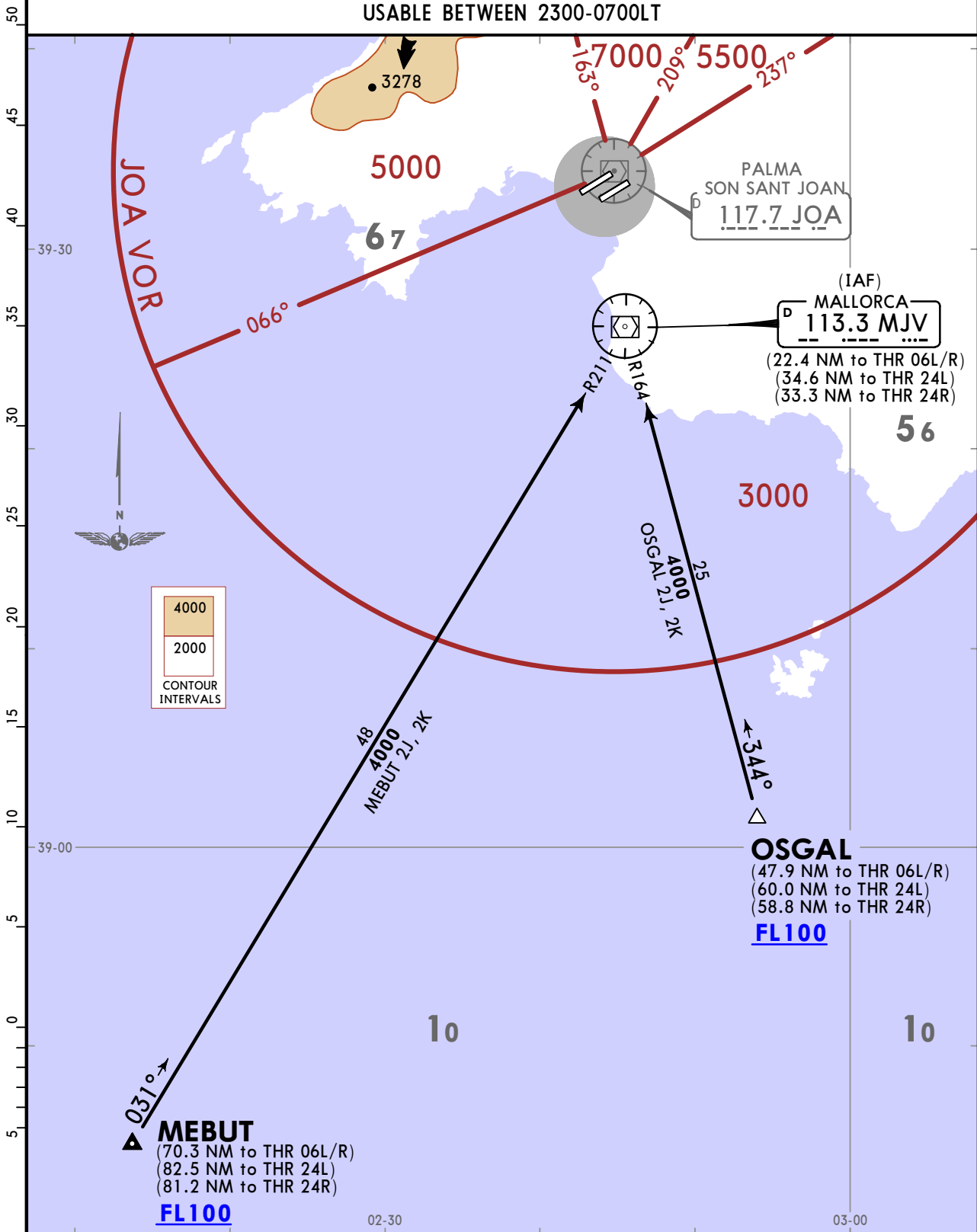
D-ATIS
119.255

Apt Elev
27

Alt Set: hPa
Trans level: By ATC

MEBUT 2J [MEBU2J]
OSGAL 2J [OSGA2J]
RWYS 06L/R CONTINUOUS DESCENT ARRIVALS (CDA)
MEBUT 2K [MEBU2K]
OSGAL 2K [OSGA2K]
RWYS 24L/R CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC
USABLE BETWEEN 2300-0700LT



LEPA/PMI
PALMA DE MALLORCA

JEPPESSEN PALMA DE MALLORCA, SPAIN
22 MAR 19 **10-2N** Eff 28 Mar **STAR**

D-ATIS
119.255

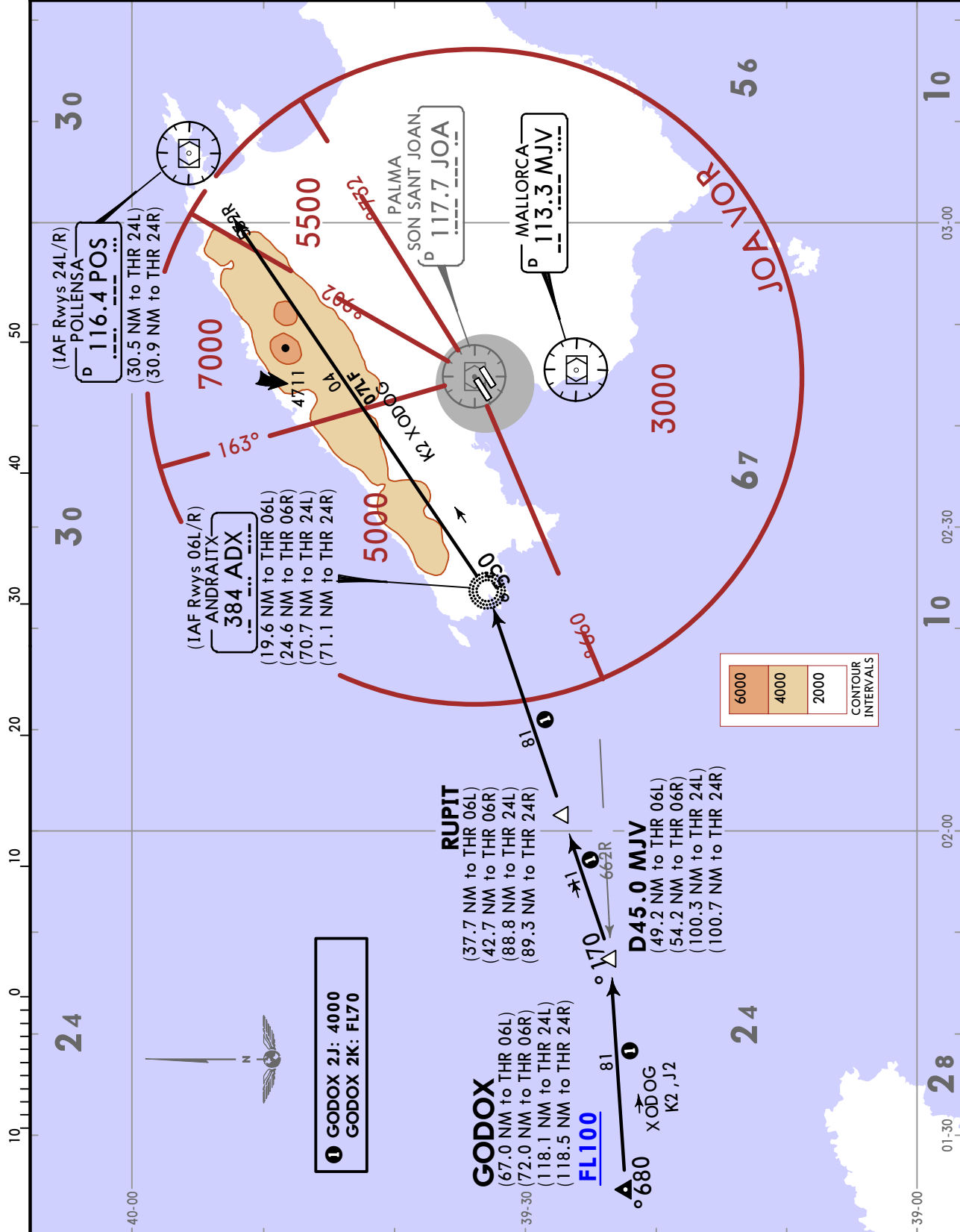
Apt Elev
27

Alt Set: hPa
Trans level: By ATC

GODOX 2J [GODO2J]
RWYS 06L/R CONTINUOUS DESCENT ARRIVAL (CDA)

GODOX 2K [GODO2K]
RWYS 24L/R CONTINUOUS DESCENT ARRIVAL (CDA)

BY ATC
USABLE BETWEEN 2300-0700LT

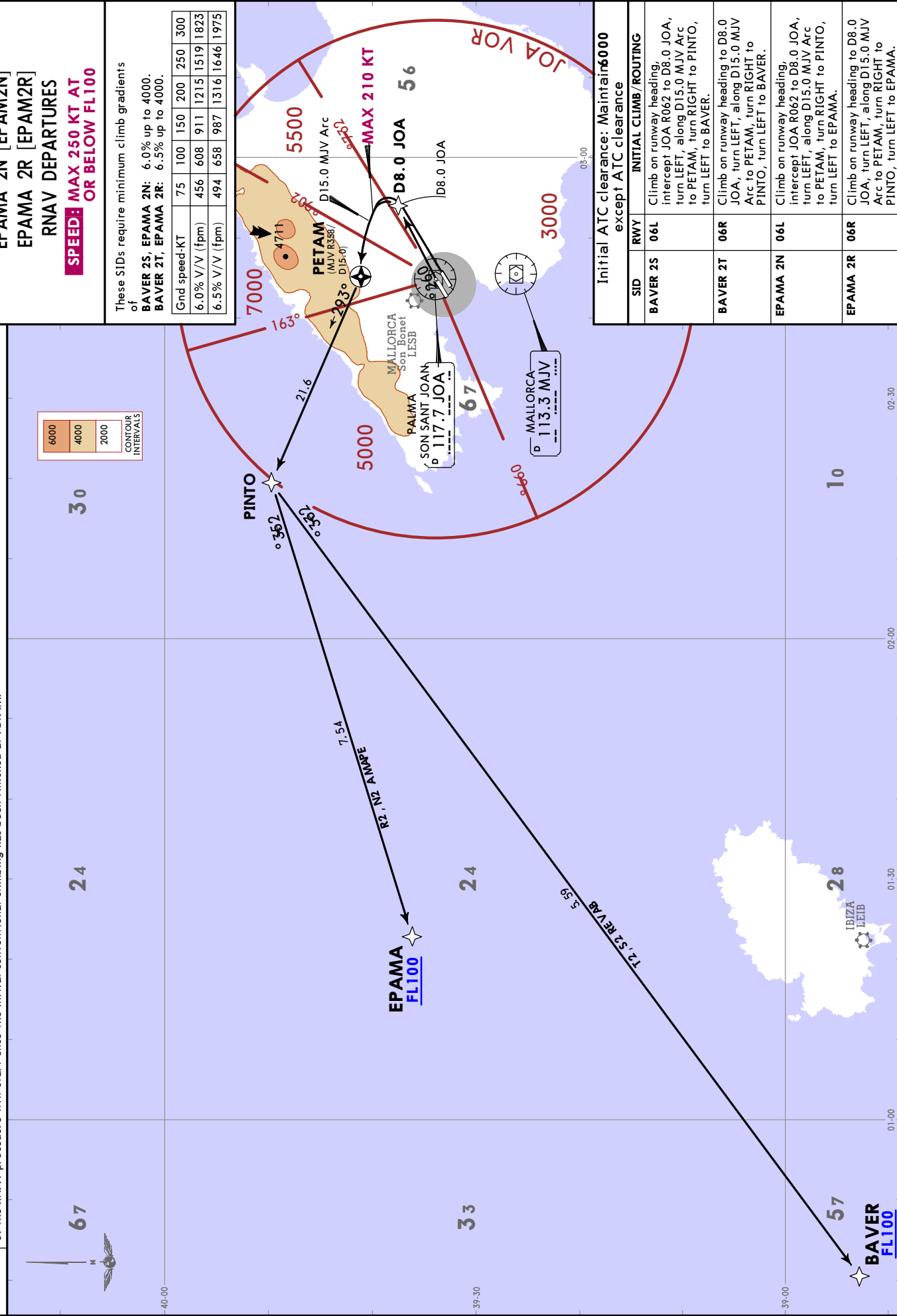
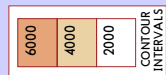


Trans alt: 6000
 1. RNAV1 (DME/DME).
 2. RNAV1 approval required.
 3. DME/DME required.
 4. SIDs are also noise abatement procedures (refer to 10-4).
 5. The RNAV procedure will start once the initial conventional climbing has been finished at PETAM.

BAVER 2S [BAVE2S]
BAVER 2T [BAVE2T]
EPAMA 2N [EPAM2N]
EPAMA 2R [EPAM2R]
RNAV DEPARTURES
SPEED: MAX 250 KT AT OR BELOW FL100

These SIDs require minimum climb gradients of
BAVER 2S, EPAMA 2N: 6.0% up to 4000.
BAVER 2T, EPAMA 2R: 6.5% up to 4000.

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



Initial ATC clearance: Maintain 6000 except ATC clearance

SID	RWY	INITIAL CLIMB/ROUTING
BAVER 2S	06L	Climb on runway heading; intercept JOA R062 to D8.0 JOA, turn LEFT, along D15.0 MJV Arc to PETAM, turn RIGHT to PINTO, turn LEFT to BAVER.
BAVER 2T	06R	Climb on runway heading to D8.0 JOA, turn LEFT, along D15.0 MJV Arc to PETAM, turn RIGHT to PINTO, turn LEFT to BAVER.
EPAMA 2N	06L	Climb on runway heading; intercept JOA R062 to D8.0 JOA, turn LEFT, along D15.0 MJV Arc to PETAM, turn RIGHT to PINTO, turn LEFT to EPAMA.
EPAMA 2R	06R	Climb on runway heading to D8.0 JOA, turn LEFT, along D15.0 MJV Arc to PETAM, turn RIGHT to PINTO, turn LEFT to EPAMA.

LEPA/PMI PALMA DE MALLORCA

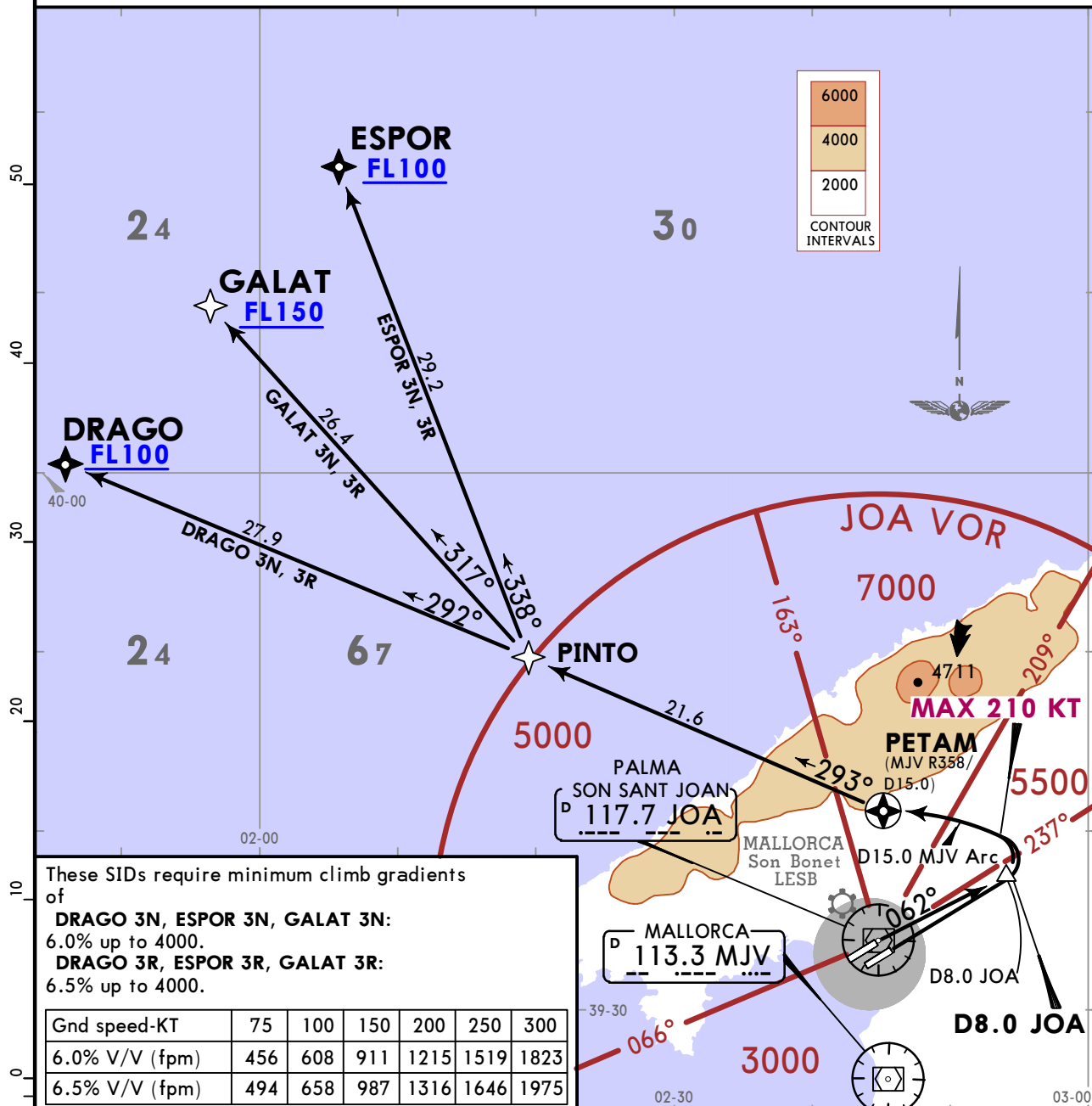
22 MAR 19 **10-3A** Eff 28 Mar

RNAV SID

Apt Elev 27
 Trans alt: 6000
 1. RNAV1 (DME/DME).
 2. RNAV1 approval required.
 3. DME/DME required.
 4. SIDs are also noise abatement procedures (refer to 10-4).
 5. The RNAV procedure will start once the initial conventional climbing has been finished at PETAM.

**DRAGO 3N [DRAG3N], DRAGO 3R [DRAG3R]
 ESPOR 3N [ESPO3N], ESPOR 3R [ESPO3R]
 GALAT 3N [GALA3N], GALAT 3R [GALA3R]
 RNAV DEPARTURES**

SPEED: MAX 250 KT AT OR BELOW FL100



These SIDs require minimum climb gradients of

DRAGO 3N, ESPOR 3N, GALAT 3N:
 6.0% up to 4000.

DRAGO 3R, ESPOR 3R, GALAT 3R:
 6.5% up to 4000.

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

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

SID	RWY	INITIAL CLIMB
DRAGO 3N, ESPOR 3N GALAT 3N	06L	Climb on runway heading, intercept JOA R062 to D8.0 JOA, turn LEFT, along D15.0 MJV Arc to PETAM.
DRAGO 3R, ESPOR 3R GALAT 3R	06R	Climb on runway heading to D8.0 JOA, turn LEFT, along D15.0 MJV Arc to PETAM.

SID	ROUTING
DRAGO 3N, 3R	PETAM, turn RIGHT to PINTO - DRAGO.
ESPOR 3N, 3R	PETAM, turn RIGHT to PINTO, turn RIGHT to ESPOR.
GALAT 3N, 3R	PETAM, turn RIGHT to PINTO, turn RIGHT to GALAT.

Apt Elev 27
Trans alt: 6000
1. SIDs are also noise abatement procedures (refer to 10-4).
2. EXPECT close-in obstacles.

MEROS FL145



These SIDs require a minimum climb gradient of 5.0% up to 4000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

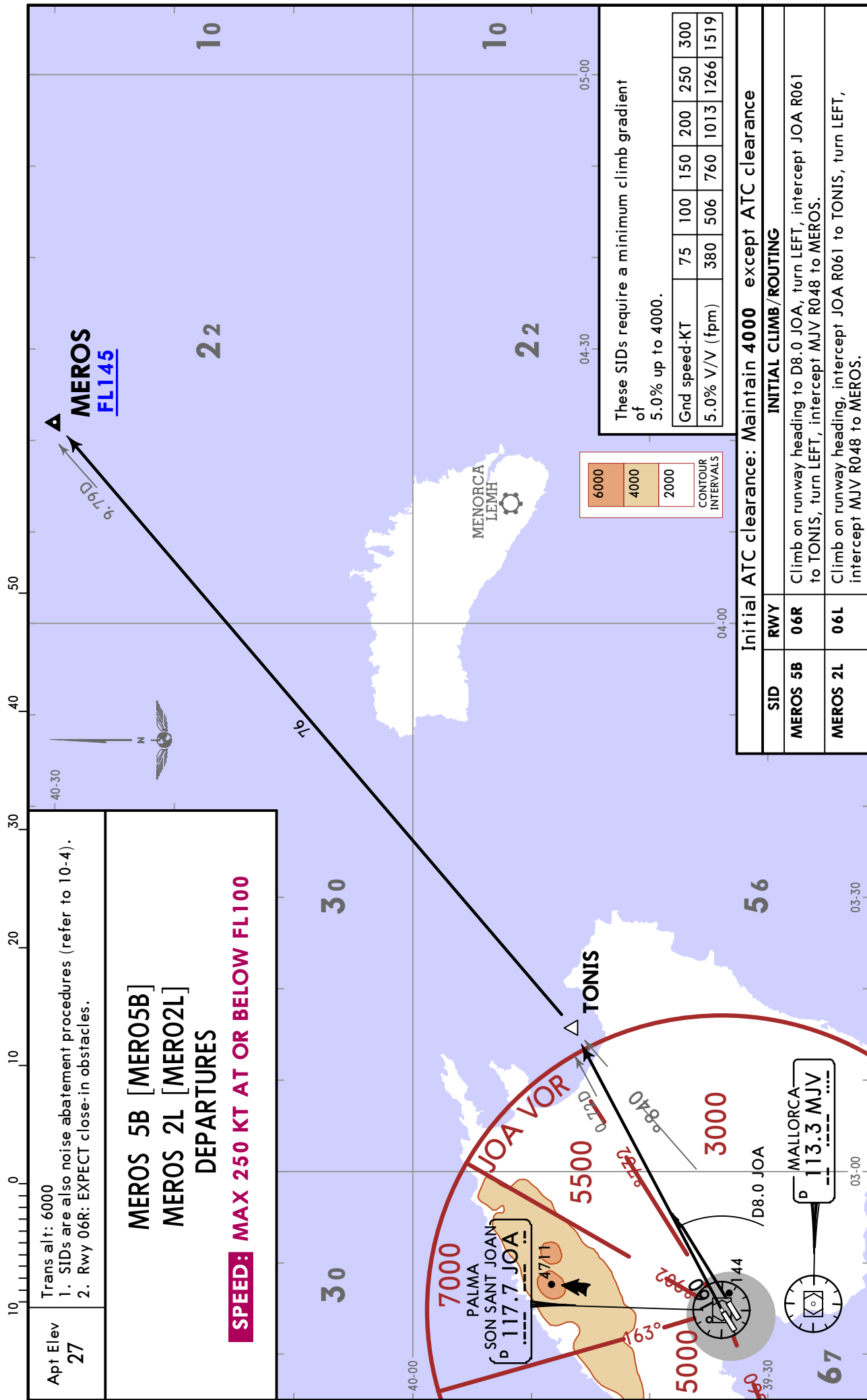
Initial ATC clearance:
Maintain 5000 except ATC clearance

SID	RWY	INITIAL CLIMB/ROUTING
MEROS 3A	24R	Climb on JOA R236 to D7.0 JOA, turn LEFT, 209° heading, at D11.0 JOA turn LEFT, intercept 136° bearing from ADX via PITUX to XURAL, turn LEFT, intercept MHN R239 inbound via PTC to MHN, MHN R010 to MEROS.
MEROS 2G	24L	Climb on runway heading to D3.0 JOA, turn LEFT, intercept JOA R206 to D11.3 JOA, turn LEFT, intercept 136° bearing from ADX to XURAL, turn LEFT, intercept MHN R239 inbound via PTC to MHN, MHN R010 to MEROS.

LEPA/PMI
PALMA DE MALLORCA

JEPPESEN PALMA DE MALLORCA, SPAIN
22 MAR 19 10-3C Eff 28 Mar

SID



LEPA/PMI
PALMA DE MALLORCA



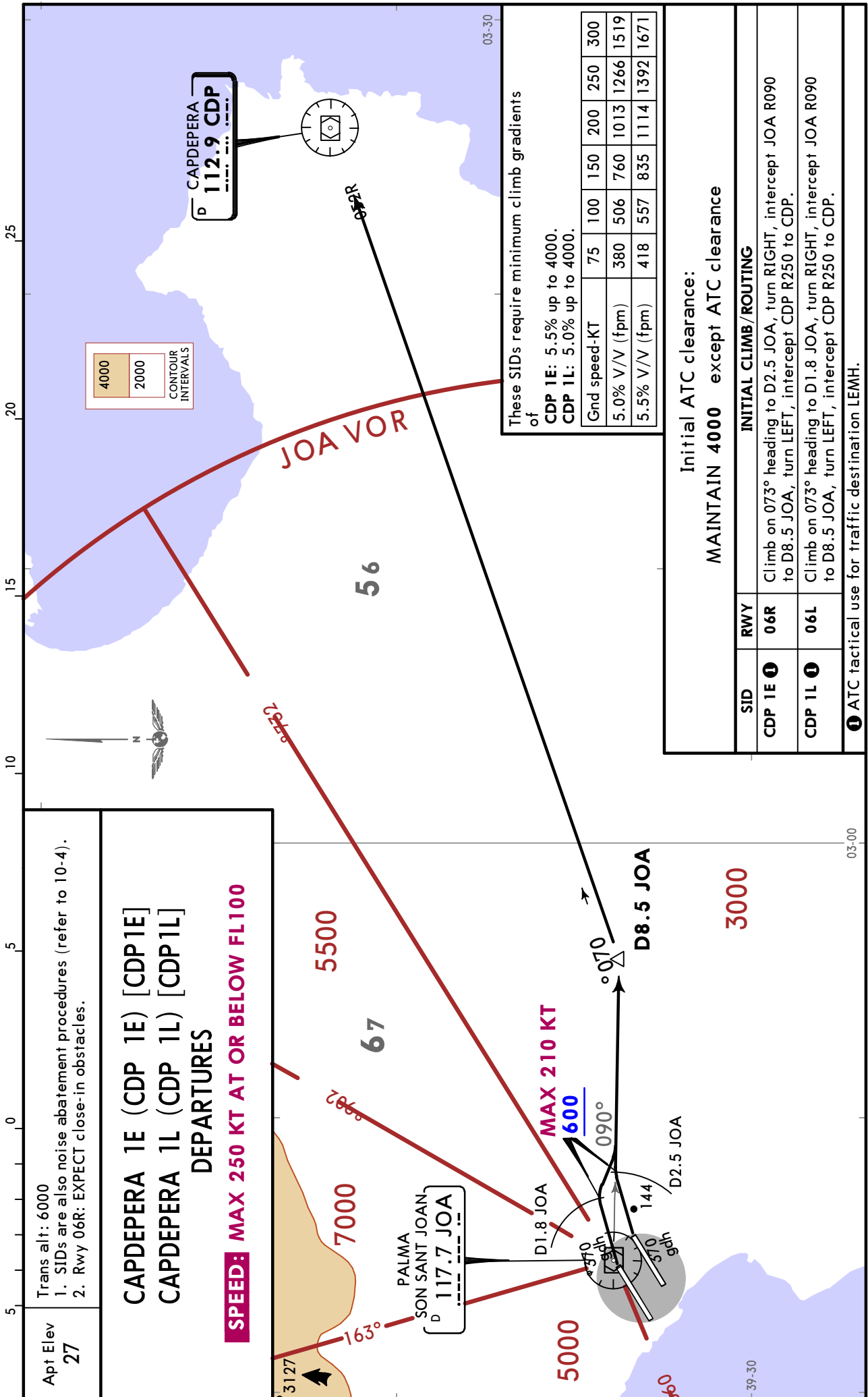
PALMA DE MALLORCA, SPAIN

16 JUN 17

10-3C1

Eff 22 Jun

SID



Apt Elev 27
Trans alt: 6000
1. SIDs are also noise abatement procedures (refer to 10-4).
2. Rwy 06R: EXPECT close-in obstacles.

CAPDEPERA 1E (CDP 1E) [CDP 1E]
CAPDEPERA 1L (CDP 1L) [CDP 1L]
DEPARTURES
SPEED: MAX 250 KT AT OR BELOW FL100

These SIDs require minimum climb gradients of
CDP 1E: 5.5% up to 4000.
CDP 1L: 5.0% up to 4000.

Grnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.5% V/V (fpm)	418	557	835	1114	1392	1671

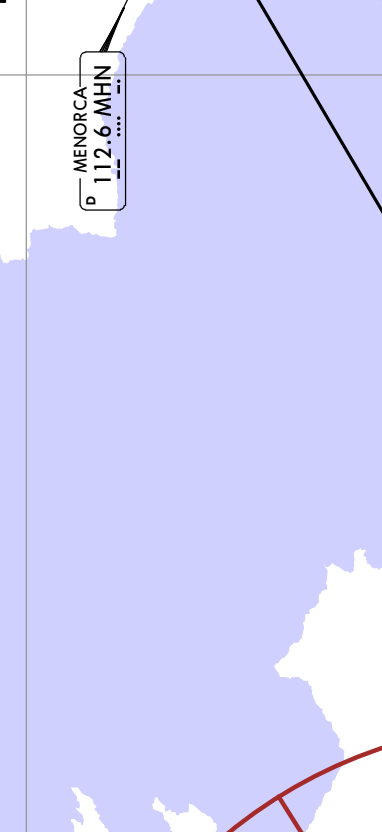
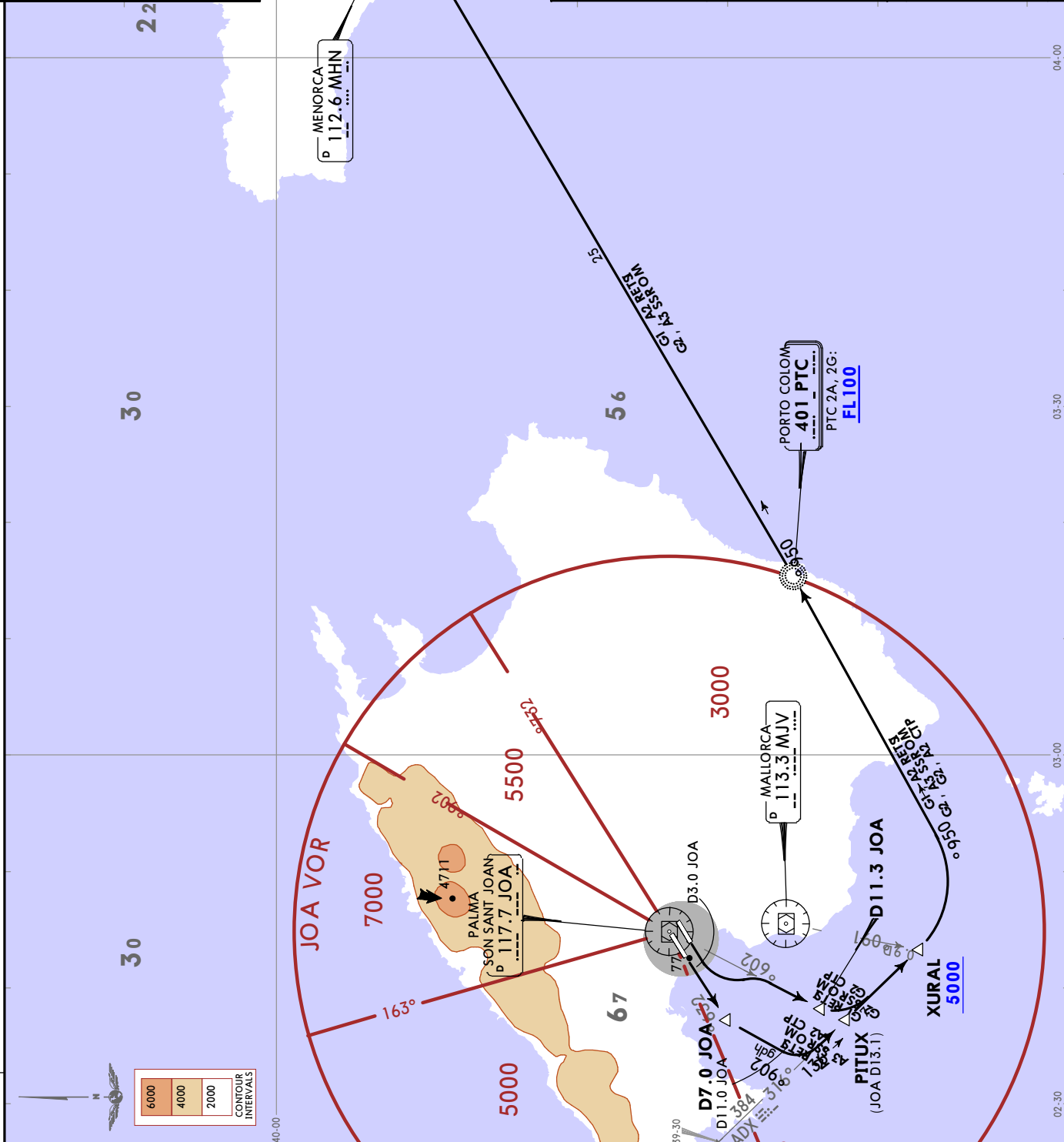
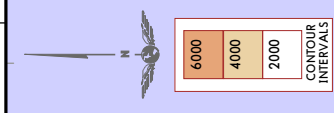
Initial ATC clearance:	
MAINTAIN 4000 except ATC clearance	
SID	RWY
CDP 1E ①	06R
CDP 1L ①	06L
① ATC tactical use for traffic destination LEMH.	

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

Apt Elev
27

ISTER 2A [ISTE2A]
ISTER 1G [ISTE1G]
MORSS 3A [MORS3A]
MORSS 2G [MORS2G]
PORTO COLOM 2A
(PTC 2A) [PTC2A] ①
PORTO COLOM 2G
(PTC 2G) [PTC2G] ①

DEPARTURES
SPEED: MAX 250 KT AT
OR BELOW FL100



Initial ATC clearance: **MAINTAIN 5000** except ATC clearance

SID	RWY	INITIAL CLIMB
ISTER 2A MORSS 3A PTC 2A ①	24R	Climb on JOA R236 to D7.0 JOA, turn LEFT, 209° heading, at D11.0 JOA turn LEFT, intercept 136° bearing from ADX via PITUX to XURAL.
ISTER 1G MORSS 2G PTC 2G ①	24L	Climb on runway heading to D3.0 JOA, turn LEFT, intercept JOA R206 to D11.3 JOA, turn LEFT, intercept 136° bearing from ADX to XURAL.

SID	ROUTING
ISTER 2A, 1G	At XURAL turn LEFT, intercept MHN R239 inbound via PTC to MHN, MHN R059 to ISTER.
MORSS 3A, 2G	At XURAL turn LEFT, intercept MHN R239 inbound via PTC to MHN, MHN R074 to MORSS.
PTC 2A, 2G ①	At XURAL turn LEFT, intercept MHN R239 inbound to PTC.

① ATC tactical use for traffic destination LEMH.
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LEPA/PMI

JEPPESSEN

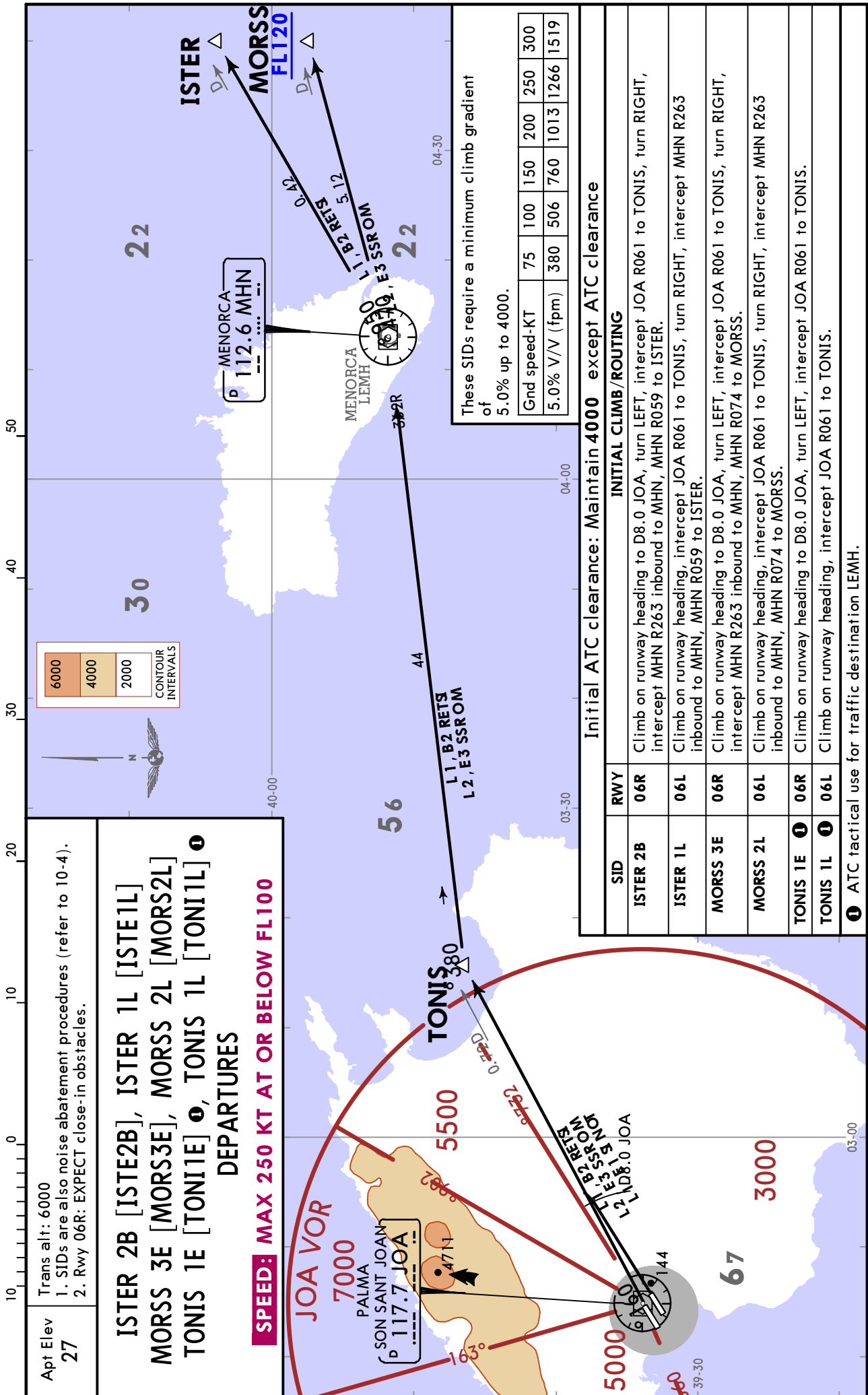
PALMA DE MALLORCA, SPAIN

PALMA DE MALLORCA 22 MAR 19

10-3E

Eff 28 Mar

SID



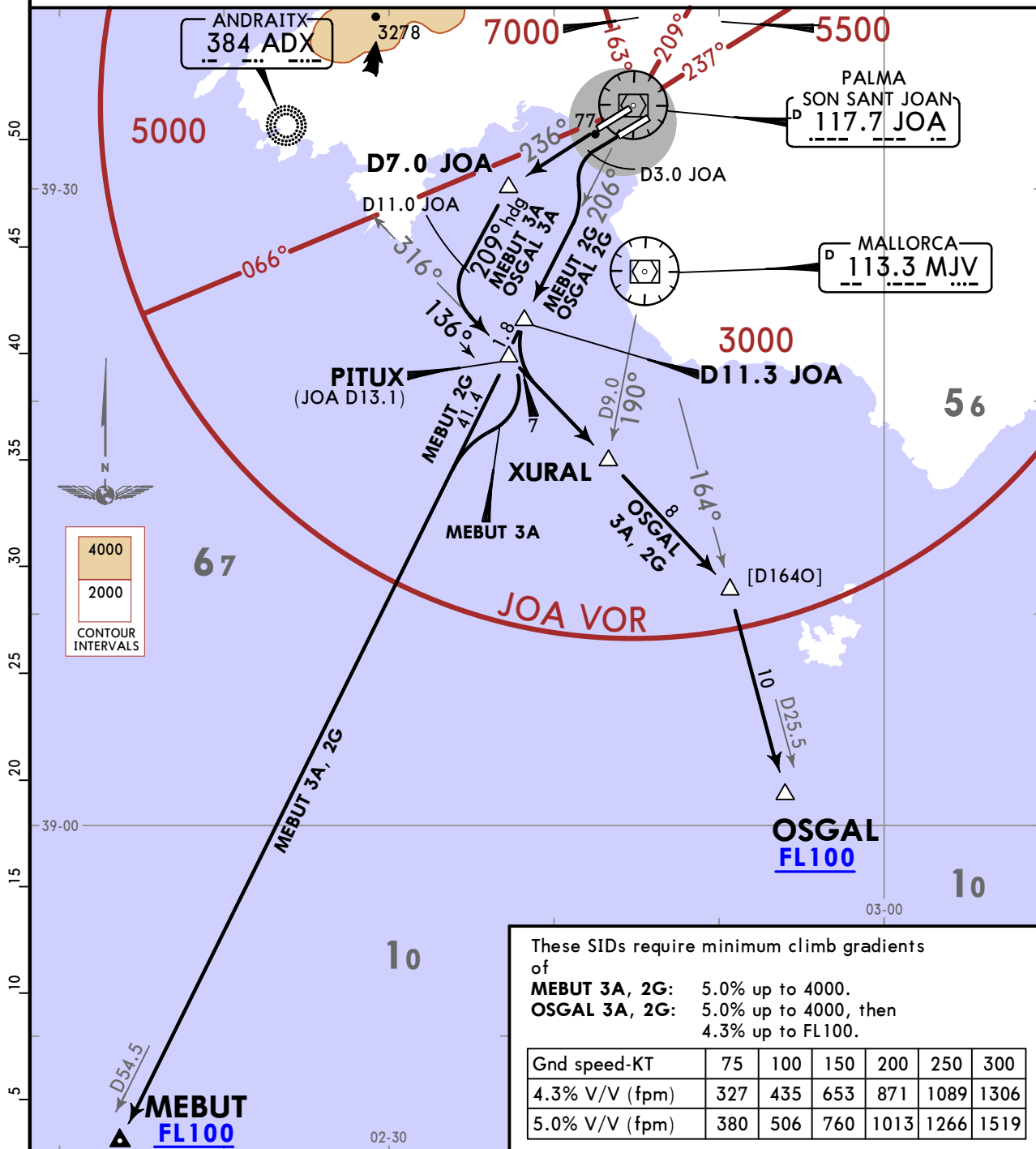
LEPA/PMI **JEPPESEN** **PALMA DE MALLORCA, SPAIN**
PALMA DE MALLORCA 22 MAR 19 **(10-3F)** **Eff 28 Mar** **SID**

Apt Elev 27 Trans alt: 6000
 1. SIDs are also noise abatement procedures (refer to 10-4).
 2. EXPECT close-in obstacles.

MEBUT 3A [MEBU3A], MEBUT 2G [MEBU2G]
OSGAL 3A [OSGA3A], OSGAL 2G [OSGA2G]

DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100



These SIDs require minimum climb gradients of

MEBUT 3A, 2G: 5.0% up to 4000.
OSGAL 3A, 2G: 5.0% up to 4000, then 4.3% up to FL100.

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306
5.0% V/V (fpm)	380	506	760	1013	1266	1519

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

SID	RWY	INITIAL CLIMB/ROUTING
MEBUT 3A	24R	Climb on JOA R236 to D7.0 JOA, turn LEFT, 209° heading, at D11.0 JOA turn LEFT, intercept 136° bearing from ADX to PITUX, turn RIGHT, intercept JOA R206 to MEBUT.
MEBUT 2G	24L	Climb on runway heading to D3.0 JOA, turn LEFT, intercept JOA R206 via PITUX to MEBUT.
OSGAL 3A	24R	Climb on JOA R236 to D7.0 JOA, turn LEFT, 209° heading, at D11.0 JOA turn LEFT, intercept 136° bearing from ADX via PITUX and XURAL, intercept MJV R164 to OSGAL.
OSGAL 2G	24L	Climb on runway heading to D3.0 JOA, turn LEFT, intercept JOA R206 to D11.3 JOA, turn LEFT, intercept 136° bearing from ADX via XURAL, intercept MJV R164 to OSGAL.

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JEPPESSEN PALMA DE MALLORCA, SPAIN

PALMA DE MALLORCA

22 MAR 19

(10-3G)

Eff 28 Mar

SID

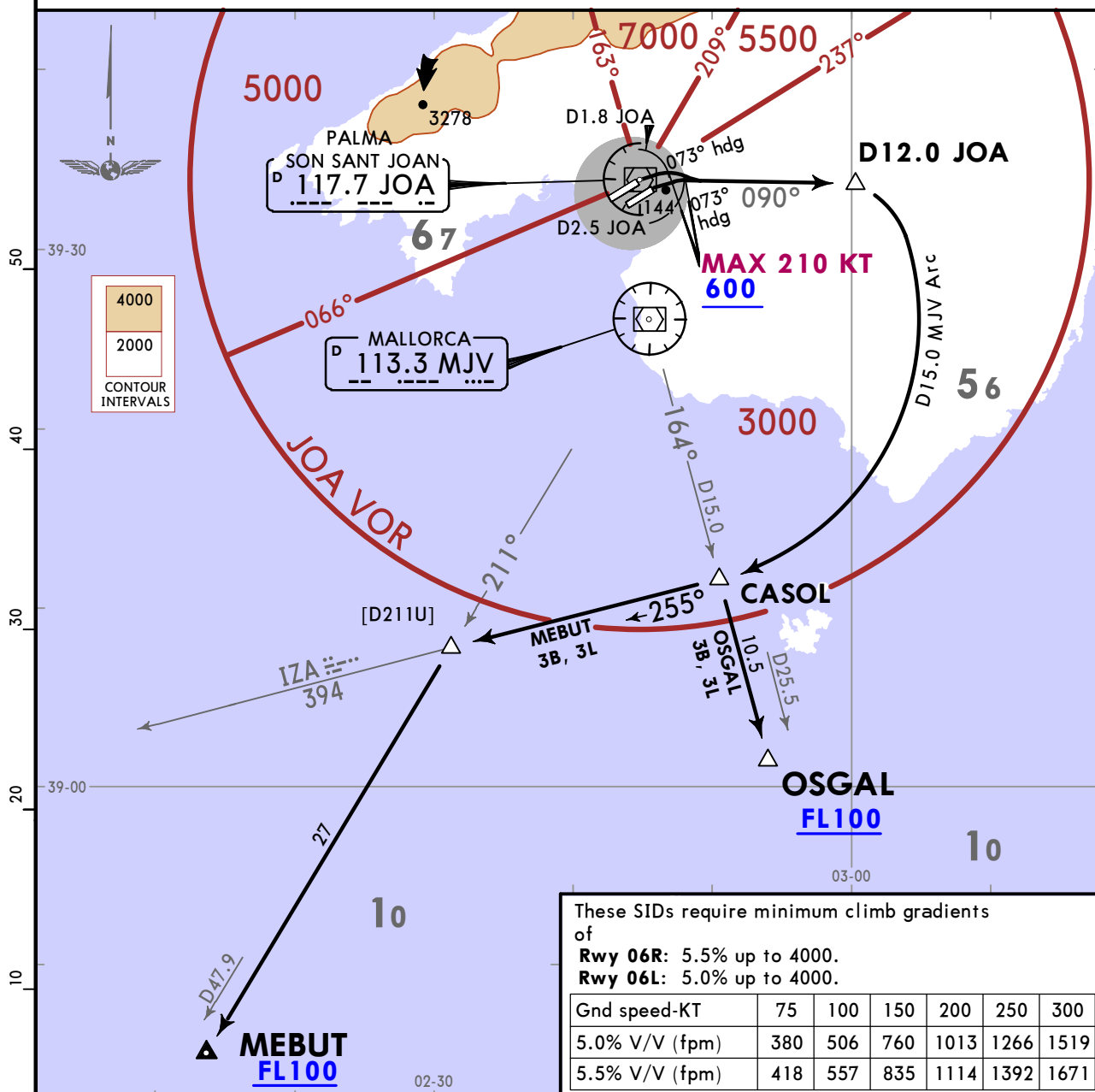
Apt Elev
27

Trans alt: 6000

1. SIDs are also noise abatement procedures (refer to 10-4).
2. Rwy 06R: EXPECT close-in obstacles.

MEBUT 3B [MEBU3B], MEBUT 3L [MEBU3L]
OSGAL 3B [OSGA3B], OSGAL 3L [OSGA3L]
DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100



Initial ATC clearance:
MAINTAIN 4000 except ATC clearance

SID	RWY	INITIAL CLIMB/ROUTING
MEBUT 3B	06R	Climb on 073° heading to D2.5 JOA, turn RIGHT, intercept JOA R090 to D12.0 JOA, turn RIGHT, along D15.0 MJV Arc to CASOL, intercept 255° bearing towards IZA, intercept MJV R211 to MEBUT.
MEBUT 3L	06L	Climb on 073° heading to D1.8 JOA, turn RIGHT, intercept JOA R090 to D12.0 JOA, turn RIGHT, along D15.0 MJV Arc to CASOL, intercept 255° bearing towards IZA, intercept MJV R211 to MEBUT.
OSGAL 3B	06R	Climb on 073° heading to D2.5 JOA, turn RIGHT, intercept JOA R090 to D12.0 JOA, turn RIGHT, along D15.0 MJV Arc to CASOL, turn LEFT, intercept MJV R164 to OSGAL.
OSGAL 3L	06L	Climb on 073° heading to D1.8 JOA, turn RIGHT, intercept JOA R090 to D12.0 JOA, turn RIGHT, along D15.0 MJV Arc to CASOL, turn LEFT, intercept MJV R164 to OSGAL.

LEPA/PMI
PALMA DE MALLORCA

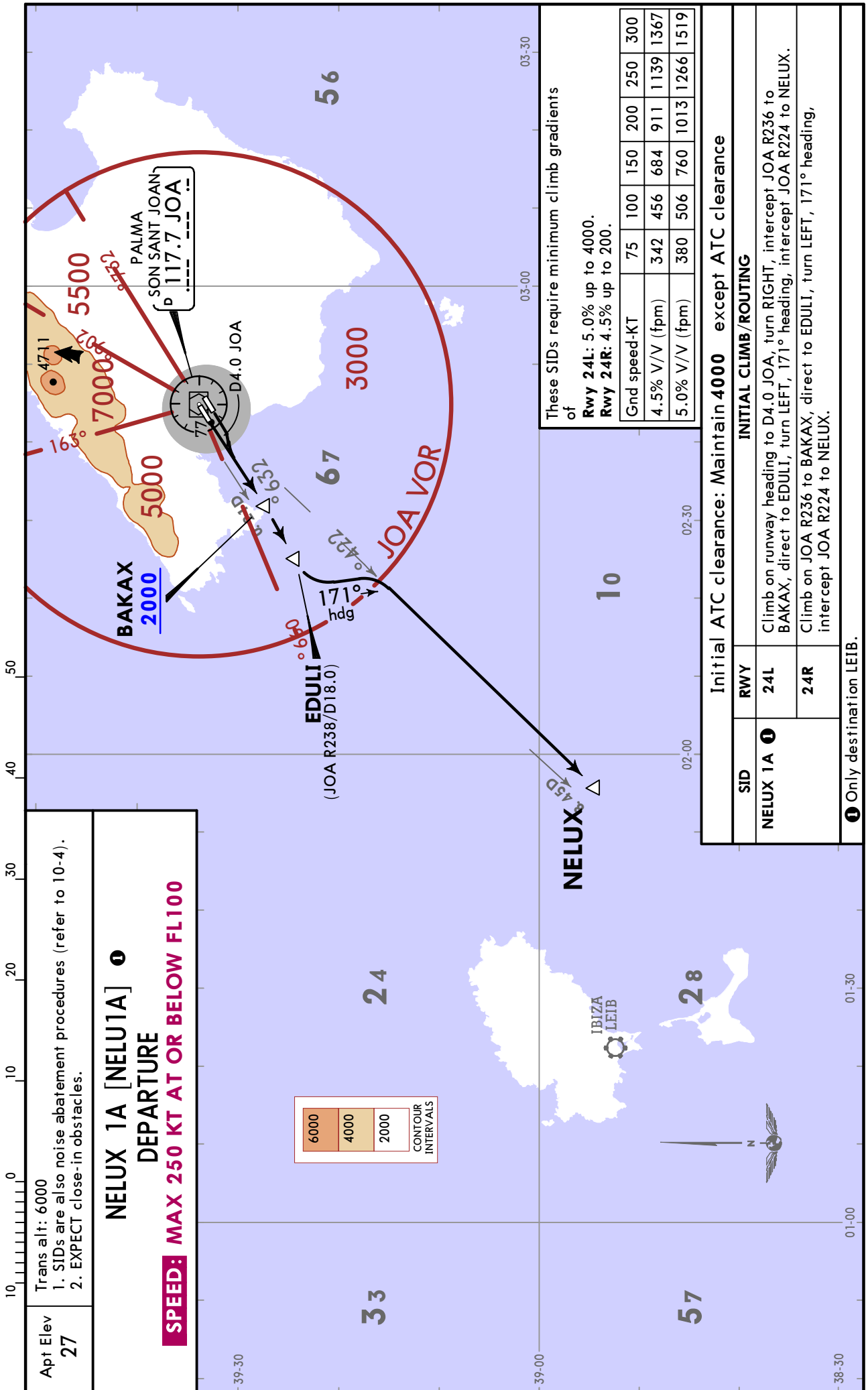
JEPPESEN PALMA DE MALLORCA, SPAIN

16 JUN 17

10-3H

Eff 22 Jun

SID



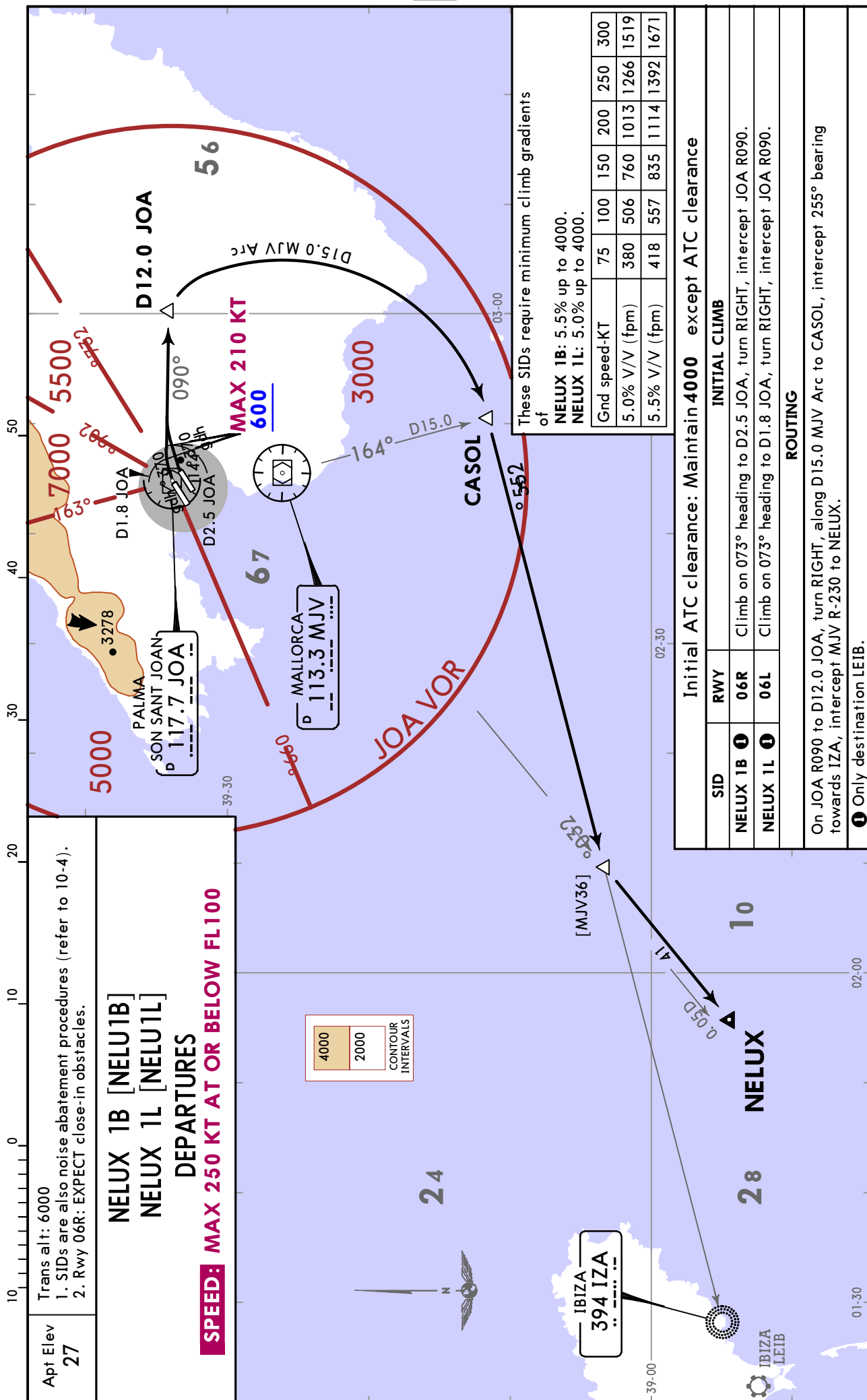
CHANGES: SIDs transferred. SID NELUX 1A established.

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LEPA/PMI
PALMA DE MALLORCA

JEPPESEN PALMA DE MALLORCA, SPAIN
16 JUN 17 10-3J

SID



Apt Elev
27

Trans alt: 6000
 1. SIDs are also noise abatement procedures (refer to 10-4).
 2. Rwy 06R: EXPECT close-in obstacles.

NELUX 1B [NELU1B]
 NELUX 1L [NELU1L]
 DEPARTURES
SPEED: MAX 250 KT AT OR BELOW FL100

4000
2000
CONTOUR INTERVALS

LEPA/PMI
PALMA DE MALLORCA

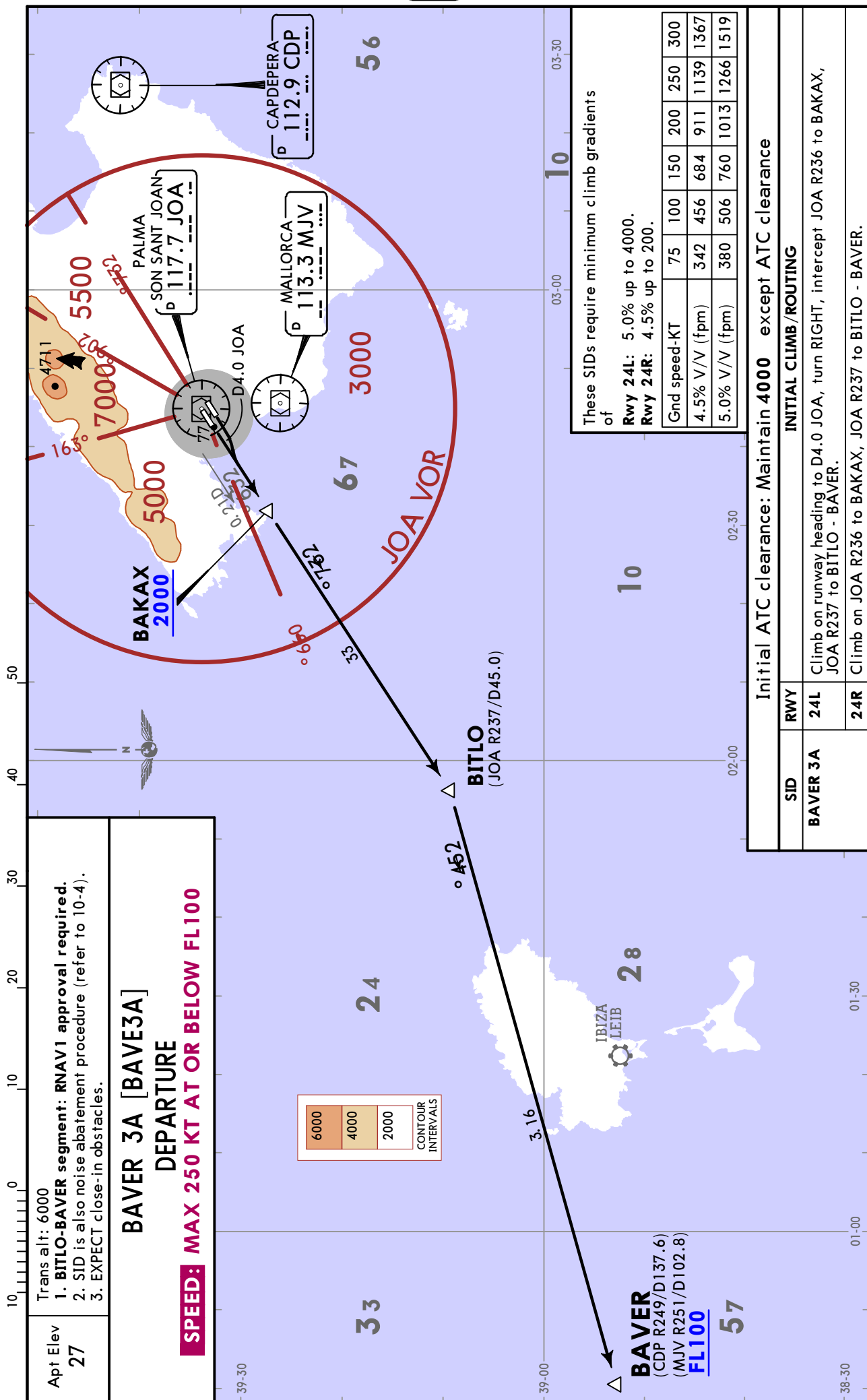
JEPPESEN PALMA DE MALLORCA, SPAIN

22 MAR 19

10-3K

Eff 28 Mar

SID



These SIDs require minimum climb gradients of

Rwy 24L: 5.0% up to 4000.

Rwy 24R: 4.5% up to 200.

Grnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial ATC clearance: Maintain 4000 except ATC clearance	
SID	RWY
BAVER 3A	24L
Initial CLIMB/ROUTING	
Climb on runway heading to D4.0 JOA, turn RIGHT, intercept JOA R236 to BAKAX, JOA R237 to BITLO - BAVER.	
24R	Climb on JOA R236 to BAKAX, JOA R237 to BITLO - BAVER.

LEPA/PMI PALMA DE MALLORCA, SPAIN

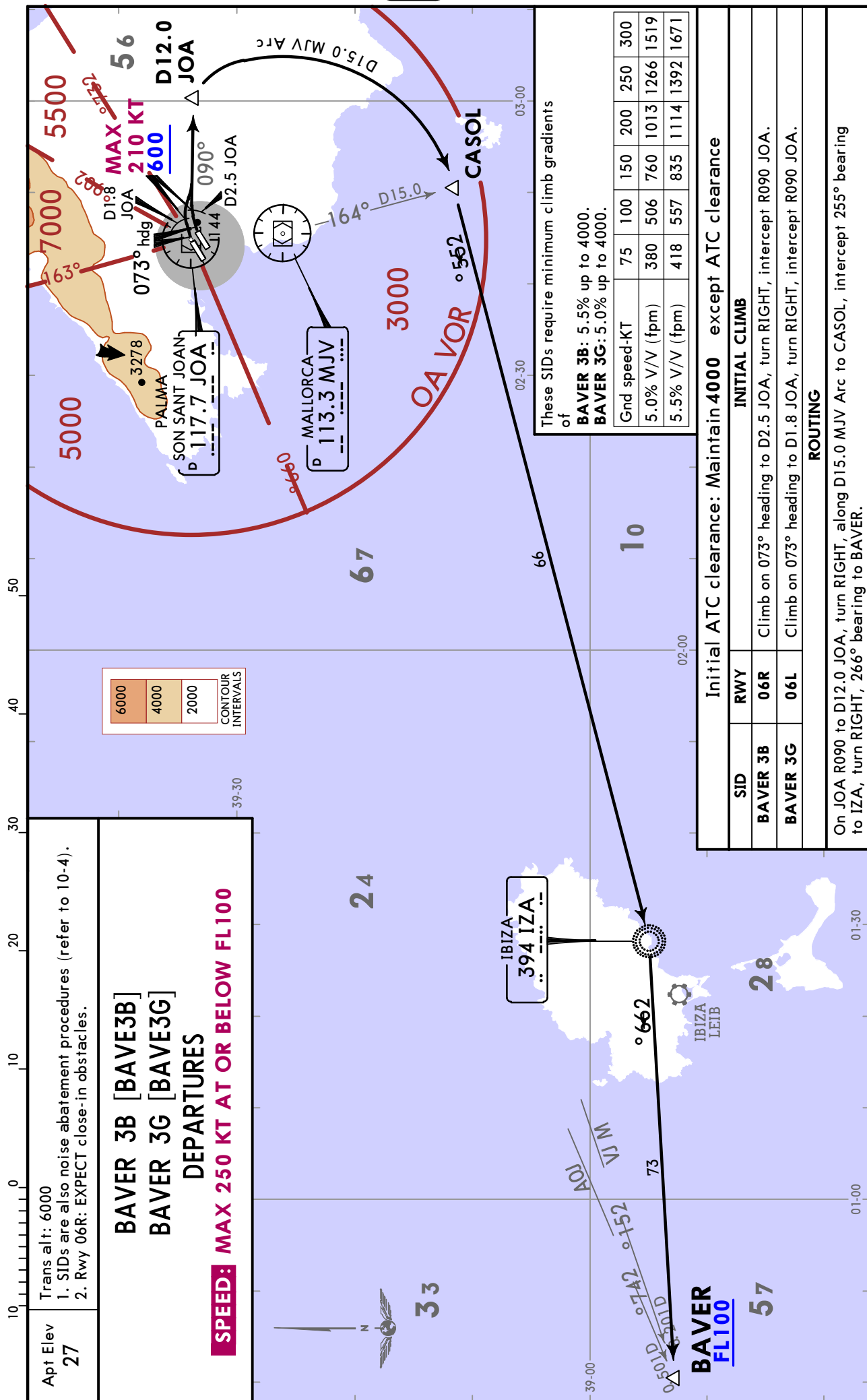


22 MAR 19

10-3L

Eff 28 Mar

SID



Apt Elev
27

Trans alt: 6000

1. SIDs are also noise abatement procedures (refer to 10-4).
2. Rwy 06R: EXPECT close-in obstacles.

BAVER 3B [BAVE3B]
BAVER 3G [BAVE3G]

DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100

These SIDs require minimum climb gradients of

BAVER 3B: 5.5% up to 4000.
BAVER 3G: 5.0% up to 4000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.5% V/V (fpm)	418	557	835	1114	1392	1671

Initial ATC clearance: Maintain 4000 except ATC clearance	
SID	RWY
BAVER 3B	06R
BAVER 3G	06L

INITIAL CLIMB

BAVER 3B	Climb on 073° heading to D2.5 JOA, turn RIGHT, intercept R090 JOA.
BAVER 3G	Climb on 073° heading to D1.8 JOA, turn RIGHT, intercept R090 JOA.

ROUTING

On JOA R090 to D12.0 JOA, turn RIGHT, along D15.0 MJV Arc to CASOL, intercept 255° bearing to IZA, turn RIGHT, 266° bearing to BAVER.

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JEPPESEN PALMA DE MALLORCA, SPAIN

PALMA DE MALLORCA

22 MAR 19

(10-3M)

Eff 28 Mar

SID

Apt Elev
27

Trans alt: 6000

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

DRAGO 2A [DRAG2A]

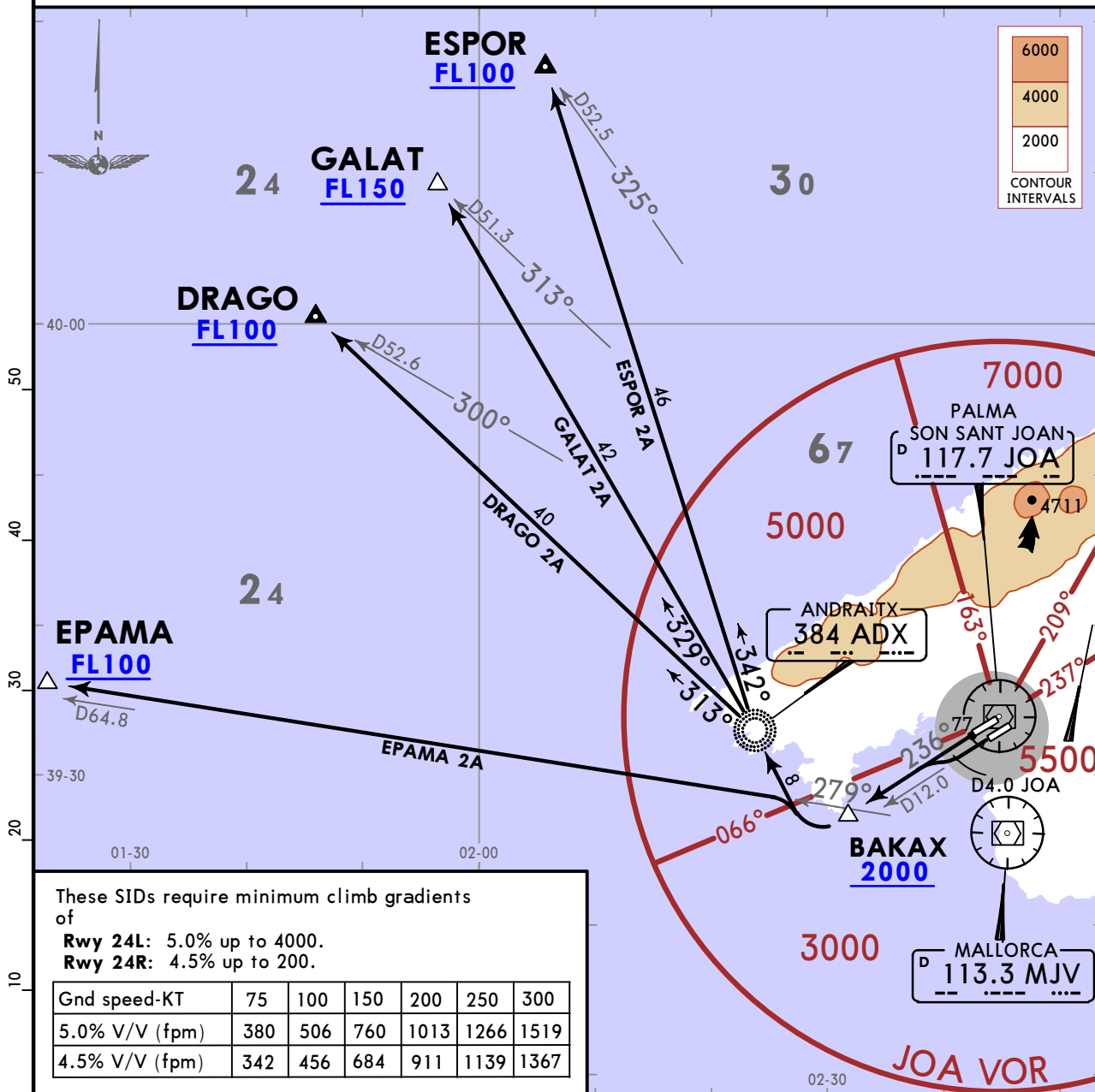
EPAMA 2A [EPAM2A]

ESPOR 2A [ESPO2A]

GALAT 2A [GALA2A]

DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100



These SIDs require minimum climb gradients of

- Rwy 24L: 5.0% up to 4000.
- Rwy 24R: 4.5% up to 200.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
4.5% V/V (fpm)	342	456	684	911	1139	1367

Initial ATC clearance:
DRAGO 2A, ESPOR 2A, GALAT 2A: Maintain 6000 except ATC clearance
EPAMA 2A: Maintain 4000 except ATC clearance

RWY	INITIAL CLIMB
24L	Climb on runway heading to D4.0 JOA, turn RIGHT, intercept JOA R236 to BAKAX.
24R	Climb on JOA R236 to BAKAX.

SID	ROUTING
DRAGO 2A	At BAKAX turn RIGHT to ADX, then to DRAGO.
EPAMA 2A	At BAKAX turn RIGHT, intercept MJV R279 to EPAMA.
ESPOR 2A	At BAKAX turn RIGHT to ADX, turn RIGHT, 342° track to ESPOR.
GALAT 2A	At BAKAX turn RIGHT to ADX, turn RIGHT, 329° track to GALAT.

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

PALMA DE MALLORCA 22 MAR 19

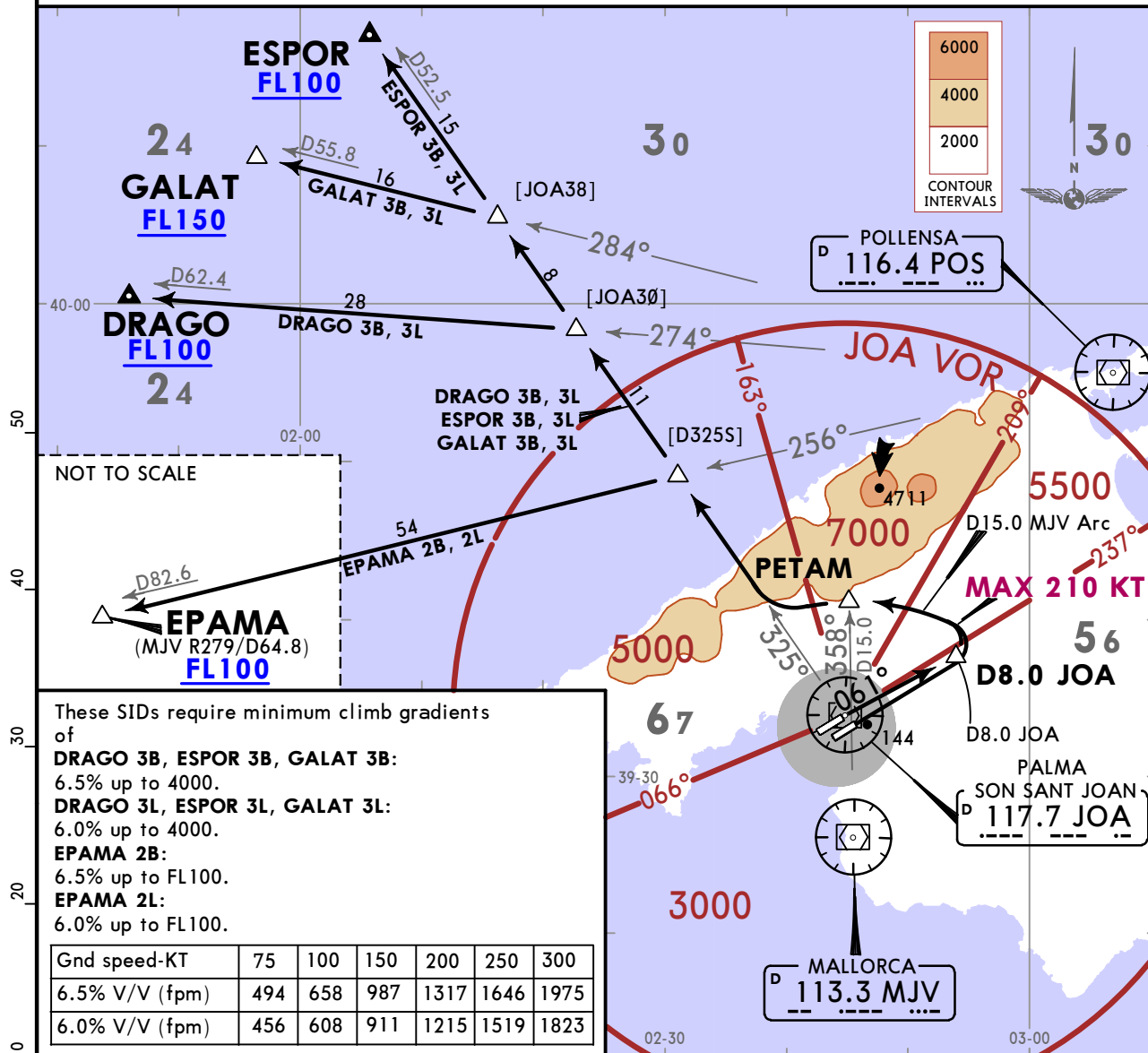
10-3N Eff 28 Mar

SID

Apt Elev 27 Trans alt: 6000
 1. SIDs are also noise abatement procedures (refer to 10-4).
 2. Rwy 06R: EXPECT close-in obstacles.

DRAGO 3B [DRAG3B], DRAGO 3L [DRAG3L]
EPAMA 2B [EPAM2B], EPAMA 2L [EPAM2L]
ESPOR 3B [ESPO3B], ESPOR 3L [ESPO3L]
GALAT 3B [GALA3B], GALAT 3L [GALA3L]
DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100



Initial ATC clearance:
DRAGO 3B, 3L, ESPOR 3B, 3L, GALAT 3B, 3L:
 MAINTAIN 6000 except ATC clearance
EPAMA 2B, 2L: MAINTAIN FL100 except ATC clearance

SID	RWY	INITIAL CLIMB
DRAGO 3B, EPAMA 2B, ESPOR 3B, GALAT 3B	06R	Climb on runway heading to D8.0 JOA, turn LEFT, along D15.0 MJV Arc via PETAM, intercept JOA R325.
DRAGO 3L, EPAMA 2L, ESPOR 3L, GALAT 3L	06L	Climb on runway heading, intercept JOA R061 to D8.0 JOA, turn LEFT, along D15.0 MJV Arc via PETAM, intercept JOA R325.

SID	ROUTING
DRAGO 3B, 3L	On JOA R325, intercept POS R274 to DRAGO.
EPAMA 2B, 2L	On JOA R325, intercept POS R256 to EPAMA.
ESPOR 3B, 3L	On JOA R325 to ESPOR.
GALAT 3B, 3L	On JOA R325, intercept POS R284 to GALAT.

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PALMA DE MALLORCA

 **JEPPESEN** PALMA DE MALLORCA, SPAIN
30 JUN 17 (10-3P) **SID**

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 following the ATC instructions between runway heading and 223° 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: 5.0% up to 3300.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

LEPA/PMI

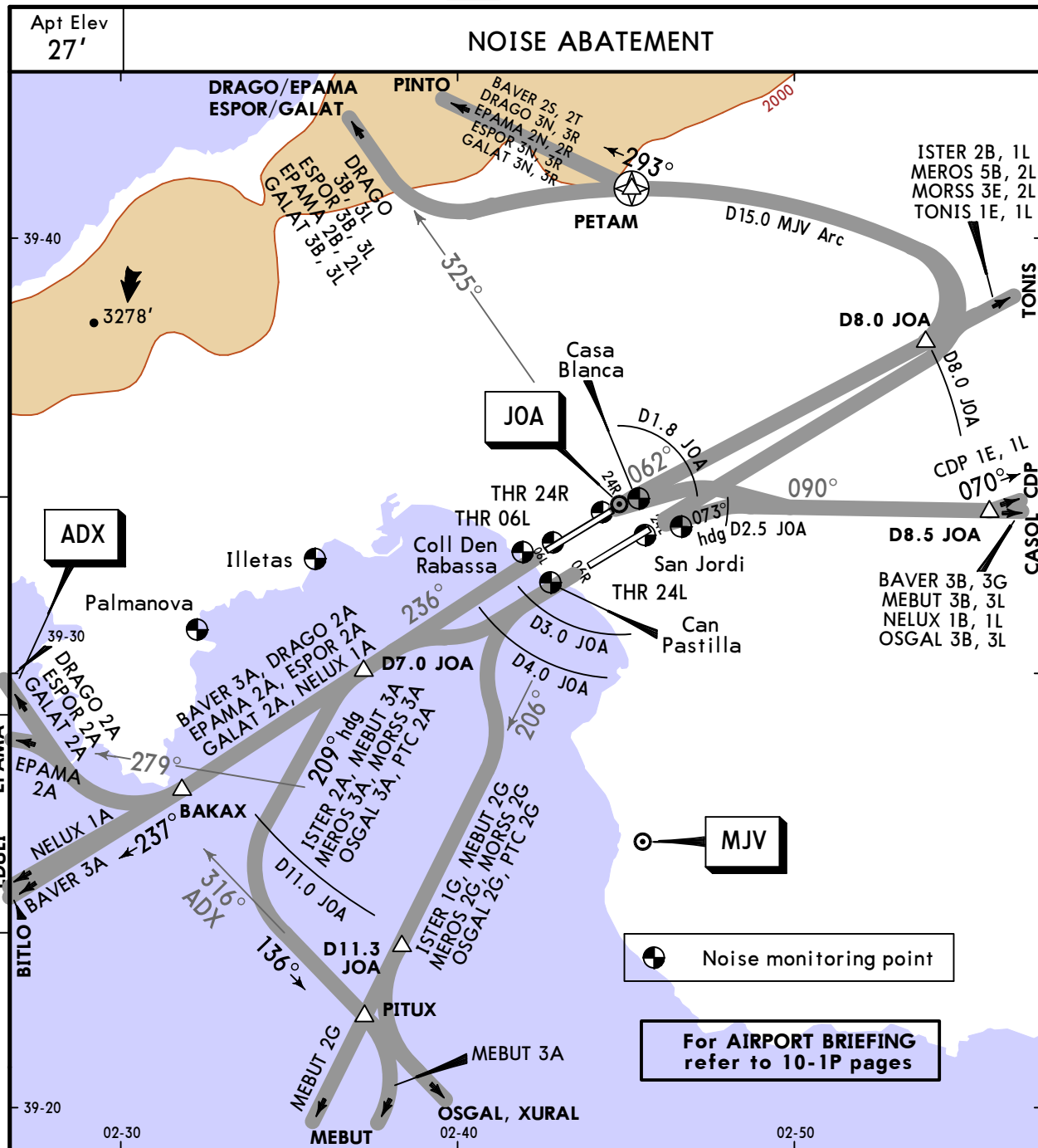
PALMA DE MALLORCA 22 MAR 19

10-4

Eff 28 Mar

NOISE

JEPPESSEN PALMA DE MALLORCA, SPAIN



NOISE MONITORING POINT/NAME/LOCATION	
☉ San Jordi	N39 33.4 E002 46.7
☉ 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
 27 SEP 19 **10-8** **Eff 10 Oct**
PALMA DE MALLORCA

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

PHASE 1: CURVES AND INTERSECTIONS**SUBPHASE 1.1: WORKS ON GATE A**

Operational restrictions:

- GATE A closed.
- TWY LA closed between stand 308 and GATE A.
- Stands 308 thru 311 closed.
- Exit from stand 312 nose to the West and long push-back until surpassing GATE B.
- Restrictions to code letter F ACFT operations.

SUBPHASE 1.2: WORKS ON GATE B

Operational restrictions:

- GATE B closed.
- TWY LC closed between GATE B and intermediate holding position LC.
- Stands 315 thru 318B closed.
- Restrictions to code letter F ACFT operations.

SUBPHASE 1.3: WORKS ON GATE D

Operational restrictions:

- GATE D closed.
- TWY NORTH closed between intermediate holding positions NORTH 8 and NORTH 6.
- TWY N5 closed.
- TWY W5 closed between intermediate holding position W5-1 and GATE D.
- Stand 104 closed.
- Restrictions to code letter F ACFT operations.

SUBPHASE 1.4: WORKS ON GATE E

Operational restrictions:

- GATE E closed.
- TWY NORTH closed between intermediate holding positions NORTH 9 and NORTH 11.
- TWY N3 closed.
- Restrictions to code letter F ACFT operations.

SUBPHASE 1.5: WORKS ON GATE G

Operational restrictions:

- GATE G closed.
- TWY LINK closed between intermediate holding positions LINK 2 and LINK 5.

SUBPHASE 1.6: WORKS ON GATE J (GATE J ZONE WITH IMPACT ON LK AND LJ)

Operational restrictions:

- TWY LK closed.
- TWY LJ closed between intermediate holding position LJ-2 and GATE J.
- Stands 54, 56 and 58 closed.
- Exit from stand 50 and 52 nose to the North.
- Possible taxiing wingspan restrictions will be published by NOTAM.

SUBPHASE 1.7: WORKS ON GATE J (GATE J ZONE WITH IMPACT ON LINK)

Operational restrictions:

- GATE J closed.
- TWY LINK closed between TWY SOUTH and intermediate holding position LINK 4.
- Possible taxiing wingspan restrictions will be published by NOTAM.

SUBPHASE 1.8: WORKS ON TWY LINK

Operational restrictions:

- TWY S1 closed.
- TWY SOUTH closed between intermediate holding position SOUTH 6 and TWY H9.
- TWY LINK closed between intermediate holding position LINK 6 and TWY SOUTH.
- Run-up tests of engine not available.

SUBPHASE 1.9: WORKS ON GATE K (GATE K ZONE WITH IMPACT ON LK AND LM)

Operational restrictions:

- TWY LM closed.
- TWY LK closed.
- GATE K closed.
- Stand 58 closed.
- Exit from stand 56 nose to the South only.
- Possible taxiing wingspan restrictions will be published by NOTAM.

SUBPHASE 1.10: WORKS ON GATE K (GATE K ZONE WITH IMPACT ON TWY SOUTH)

Operational restrictions:

- Code letter E ACFT operations not allowed on RWY 06R/24L.
- TWY SOUTH closed between intermediate holding positions SOUTH 4 and SOUTH 6.
- GATE K closed.
- Possible taxiing wingspan restrictions will be published by NOTAM.

WORKS ON AIRFIELD (CONTD)
EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY
REFER ALSO TO LATEST NOTAMS

PHASE 2: AIRCRAFT STANDS

SUBPHASE 2.1:

Operational restrictions:

- Throughout the phase stand 306 thru 310, 312, 313, 314, 315B, 316, 317, 317B, 318, 318B, 2 thru 5, 101 and 103 will be gradually out of service.
- After the conclusion of this phase changes will occur to stands, which will be amended as follows:

INS COORDINATES	
STAND No.	COORDINATES
2 thru 4	N39 32.9 E002 43.4
5	N39 32.8 E002 43.4
103	N39 33.0 E002 43.4
315B, 317B	N39 32.8 E002 43.1
318	N39 32.8 E002 43.2
318B	N39 33.0 E002 43.2

- Exit from stands 2 thru 5, 103 and 318 nose to East only.
- Stands 317B and 318B autonomous exit. Stands 2 thru 5, 103, 315B, 318 towed exit.
- Stands 03B and 04B withdrawn.

SUBPHASE 2.2:

Operational restrictions:

- Throughout the phase stand 10 thru 28 and 117 will be gradually out of service.
- After the conclusion of this phase changes will occur to stands, which will be amended as follows:

INS COORDINATES	
STAND No.	COORDINATES
14, 16	N39 33.0 E002 43.7
22	N39 32.1 E002 43.8

- Exit from stands 14, 16 and 22 nose to East only.
- Stands 14, 16 and 22 towed exit.

SUBPHASE 2.3:

Operational restrictions:

- Throughout the phase stand 42 thru 72 will be gradually out of service.

SUBPHASE 2.4:

Operational restrictions:

- Throughout the phase stand 80 thru 98, 151, 152 and 153 will be gradually out of service.

PHASE 3: OBSTACLES

Operational restrictions:

- Works on the arresting barrier and the multilateration enclosure will be accomplished during closure of RWY 06R/24L.

LEPA/PMI

 **JEPPESEN PALMA DE MALLORCA, SPAIN**
 15 FEB 19 **10-8B** **Eff 28 Feb** PALMA DE MALLORCA

WORKS ON APRONS AND TWYS
EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY
REFER ALSO TO LATEST NOTAMS

General:

The works will be carried out by daytime and/or night-time hours.
 Works shall not take place when the Low Visibility Procedures are in force.

PHASE 1:

Operational restrictions:
 - TWY N5 closed.

PHASE 2:

Operational restrictions:
 - TWY W5 closed between intermediate holding position W5-1 and gate D.

PHASE 3:

Operational restrictions:
 - TWY N4 closed.

PHASE 4:

Operational restrictions:
 - TWY W5 closed.
 - Stands 104 thru 109 closed.

PHASE 5:

Operational restrictions:
 - TWY N3 closed.

PHASE 6:

Operational restrictions:
 - Stands 114B and 104 thru 109 closed.
 - TWY W5 closed.

PHASE 7:

No Operational restrictions.

PHASE 8:

Subphase 8.1:

Operational restrictions:
 - Stands 114B and 118B closed.

Subphase 8.2:

Operational restrictions:
 - Stands 118 and 118B closed.
 - Restriction of operation of code letter F aircraft for stand 118.

PHASE 9:

Operational restrictions:
 - Stand 118B closed.

PHASE 10 & 11:

Operational restrictions:
 - Stands 118 and 118B closed.
 - Restriction of operation of code letter F aircraft for stand 118.

PHASE 12:

Operational restrictions:
 - Stands 118 and 118B closed.

LEPA/PMI

JEPPESEN PALMA DE MALLORCA, SPAIN
 27 SEP 19 **10-8C** Eff 10 Oct
 PALMA DE MALLORCA

WORKS ON TWYS AND APRONS
 EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY
 REFER ALSO TO LATEST NOTAMS

PHASE 1: WORKS ON RWY 06R/24L AND ITS ACCESSES

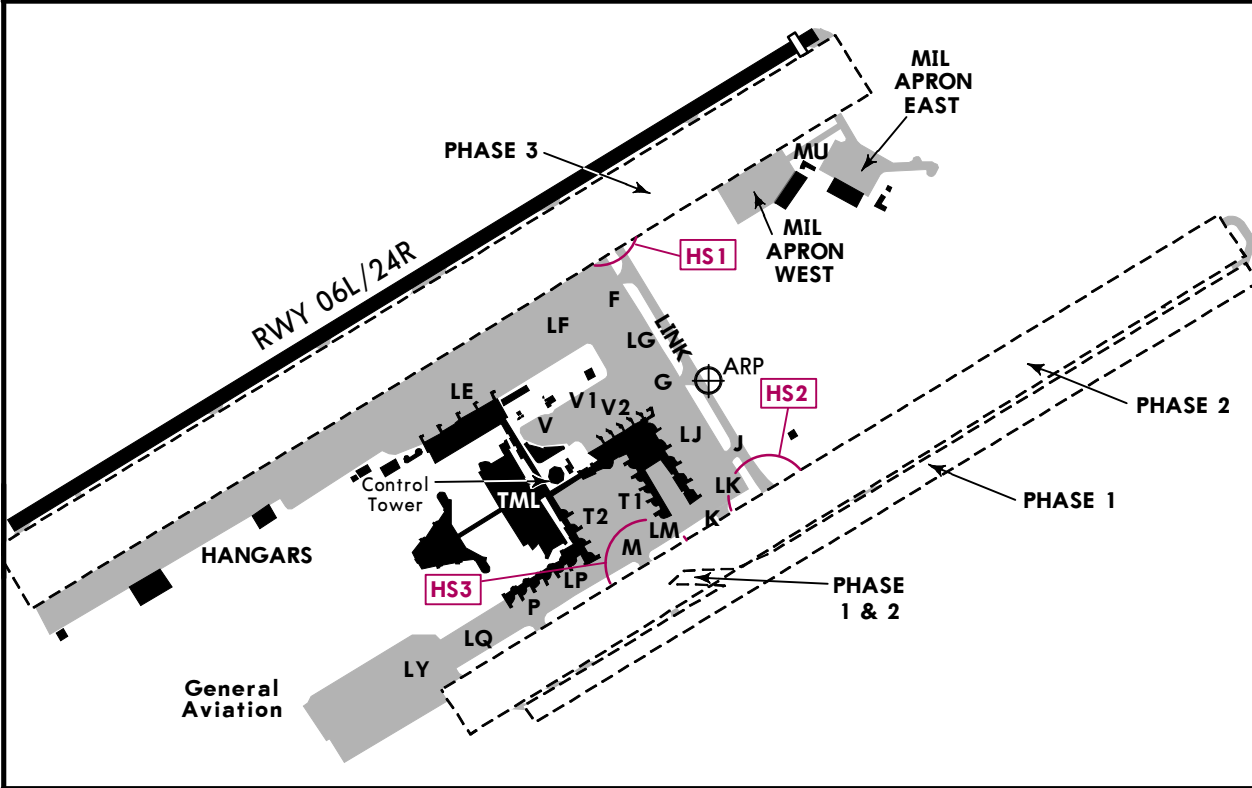
Operational restrictions:
 - Works will be conducted during RWY 06R/24L closure and/or operational windows coordinated with the airport.

PHASE 2: WORKS ON TWY SOUTH AND ITS ACCESSES

Operational restrictions:
 - Works will entail one or more of the following operational restrictions, which will be announced by NOTAM:
 - Closure of TWY SOUTH between LINK and H10.
 - Closure of TWY SOUTH between LINK and H6 (closure will take place by sections, refer to NOTAMs).
 - Works will be conducted during RWY 06R/24L closure and/or operational windows coordinated with the airport.

PHASE 3: WORKS ON TWY NORTH AND ITS ACCESSES

Operational restrictions:
 - Works will entail one or more of the following operational restrictions, which will be announced by NOTAM:
 - Works on TWY NORTH will take place by sections coordinated with the airport.
 - Works will be conducted during RWY 06L/24R closure and/or operational windows coordinated with the airport.



LEGEND

R1 Parking area	LE Taxiway
HS1 HOT SPOT - Refer to chart 10-9	

LEPA/PMI

JEPPesen PALMA DE MALLORCA, SPAIN
 27 SEP 19 **10-8D** Eff 10 Oct
 PALMA DE MALLORCA

WORKS ON TWYS AND APRONS (CONTD)
 EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY
 REFER ALSO TO LATEST NOTAMS

PHASE 4: WORKS ON LINK AREA

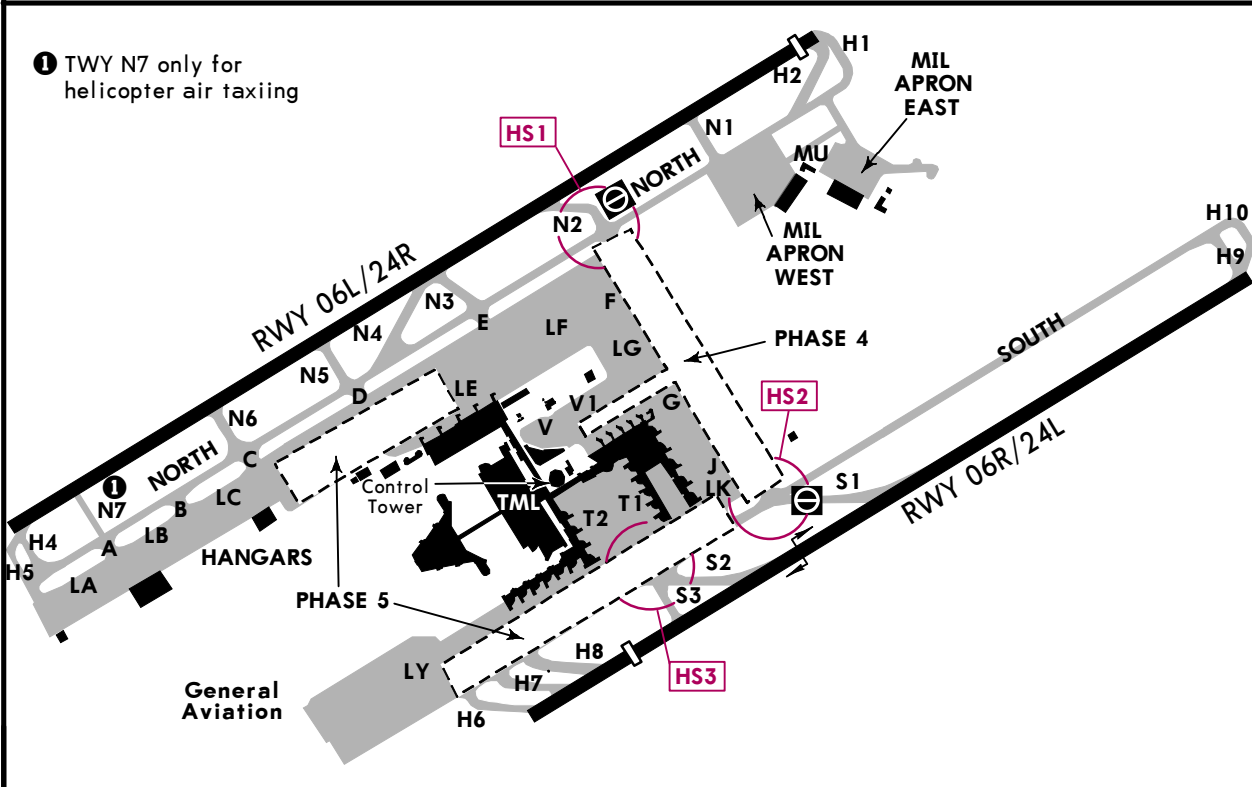
Operational restrictions:

- Works will entail one or more of the following operational restrictions, which will be announced by NOTAM:
- Closure of TWY LINK between GATE J and TWY SOUTH.
- Closure of TWY V2.
- Closure of TWY LJ between LJ1 and LJ2, so that therefore GATE J will remain operational.

PHASE 5: WORKS ON APRON AREA

Operational restrictions:

- Works will entail one or more of the following operational restrictions, which will be announced by NOTAM:
- Closure of inner TWY W5.
- Closure of inner TWY LD.
- Closure of inner TWY LM.
- Closure of inner TWY LQ.



LEGEND

- R1** Parking area
- LE** Taxiway
- HS1** HOT SPOT - Refer to chart 10-9

WORKS ON HEAD OF RWY 24R
EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY
REFER ALSO TO LATEST NOTAMS

PHASE 1: PRIOR WORKS ON HEAD OF RWY 24R

Operational restrictions:
 - RWY 06L/24R inoperative during time windows established by the airport.

PHASE 2: WORKS ON HEAD OF RWY 24R

Operational restrictions:
 - The displaced THR RWY 06L is applicable with following distances:

RWY	TORA	LDA
06L	9022'/2750m	9022'/2750m
24R	9022'/2750m	-

The displacement of the RWY end means that it is possible to land on RWY 06L, although it will be downgraded to a non-precision RWY because the LOC 06L signal will be affected by the works. Landing on RWY 24R is not permitted. Take-offs in West Configuration shall be accomplished from the N1 intersection. Code letter F ACFT operations will not be cleared. Access to the East military apron shall be accomplished via the West military apron. TWY H1, H2 and TWY NORTH from N1 up to the head of RWY 24R closed.

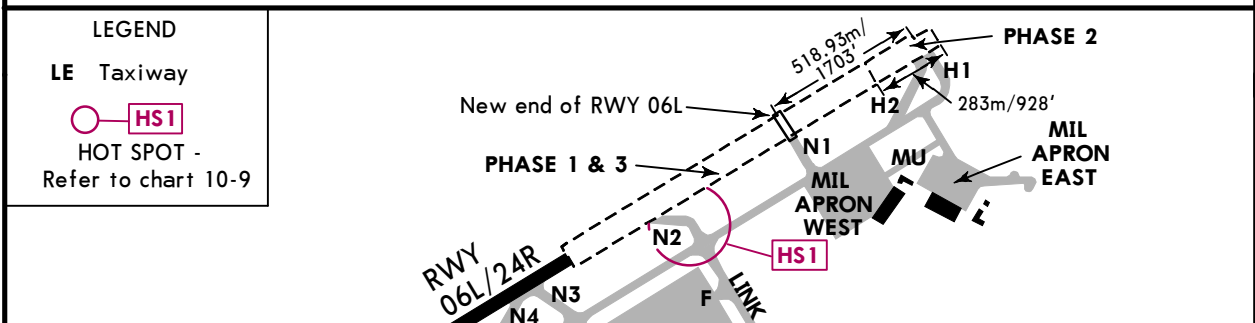
Following procedures will therefore not be available:

- ILS Z RWY 24R
- ILS Y RWY 24R
- LOC RWY 24R
- VOR RWY 24R
- RNP Z RWY 24R (LPV)
- RNP Y RWY 24R
- Hi-TACAN RWY 24R

East Configuration:
 Arrivals by RWY 06L: Vacating the RWY will be reduced to TWY N3, N2 and N1.
 Departures from RWY 06R: No changes.

West Configuration:
 Landings by RWY 24L: No changes.
 Take-off from RWY 24R: Take-off from TWY N1 intersection.

RWY 06L/24R only:
 For reasons of maintenance or an incident on RWY 06R/24L, it could become necessary to operate solely with RWY 06L/24R. If East Configuration is established, approaches and take-offs shall be accomplished by RWY 06L. In West Configuration, it will only be possible to take-off by RWY 24R, because landings by that THR shall be prohibited.



PHASE 3: RETURN TO THE INITIAL SITUATION

Operational restrictions:
 - RWY 06L/24R inoperative during time windows established by the airport.

PHASE 4: FINISHING TOUCHES

Operational restrictions:
 - RWY 06L/24R inoperative during time windows established by the airport.

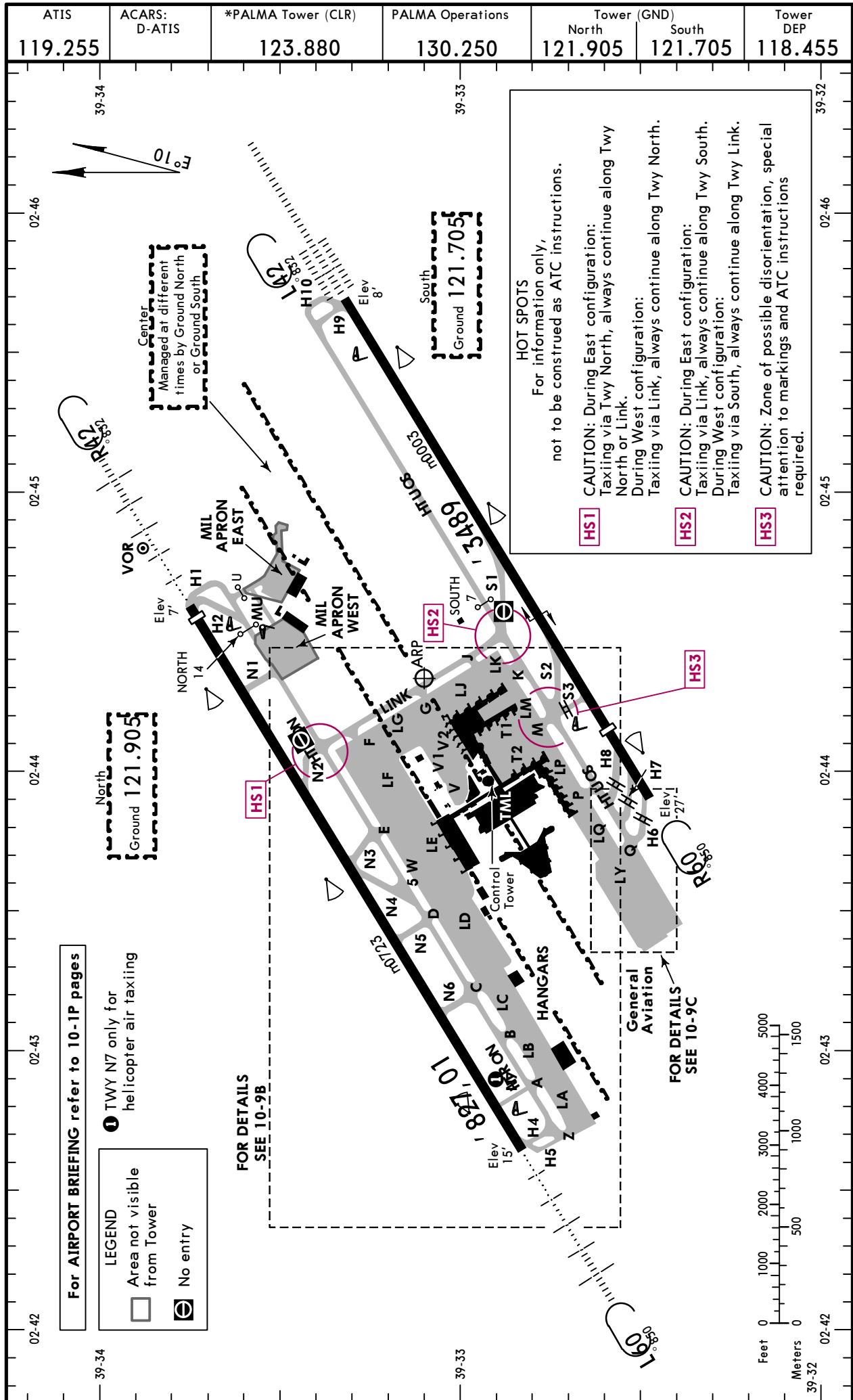
LEPA/PMI

Apt Elev 27'
N39 33.1 E002 44.3

JEPPESEN
39 NOV 18 (10-9)

PALMA DE MALLORCA, SPAIN

PALMA DE MALLORCA



LEPA/PMI



JEPPESEN PALMA DE MALLORCA, SPAIN

9 NOV 18 (10-9A)

PALMA DE MALLORCA

ADDITIONAL RUNWAY INFORMATION									
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH	
					LANDING	BEYOND			
	HIRL (50m)	CL (15m)	HIALS	PAPI (3.0°)	RVR	Threshold	Glide Slope		
06L	HIRL (50m)	CL (15m)	HIALS	PAPI (3.0°) ❶	RVR		9574' 2918m		148'
24R	HIRL (50m)	CL (15m)	HIALS REIL	PAPI (3.0°) ❷	RVR	10,499' 3200m	9345' 2848m	❸	45m
❶ HST-N2 & N3 ❷ HST-N4 ❸ TAKE-OFF RUN AVAILABLE <u>RWY 06L:</u> From rwy head 10,728' (3270m) twy N6 int 8071' (2460m)									
<u>RWY 24R:</u> From rwy head 10,728' (3270m) twy N1 int 9022' (2750m)									
06R	HIRL (50m)	CL (15m)	REIL	PAPI-R (3.4°)	RVR	8497' 2590m		❹	148'
24L	HIRL (50m)	CL (15m)	HIALS-II	TDZ PAPI (3.0°) ❺	RVR		8871' 2704m	8497' 2590m	45m
❹ CAUTION: Due to arresting gear cable 1558'/475m from threshold RWY 06R a segment of 935'/285m of CL might not be visible during take-off and landing. HSTIL S2 might also be affected. ❺ HSTIL-S1 & S2 ❻ TAKE-OFF RUN AVAILABLE <u>RWY 06R:</u> From rwy head 9843' (3000m) twy H7 int 9226' (2812m) twy H8 int 8793' (2680m) twy S3 int 7841' (2390m)									

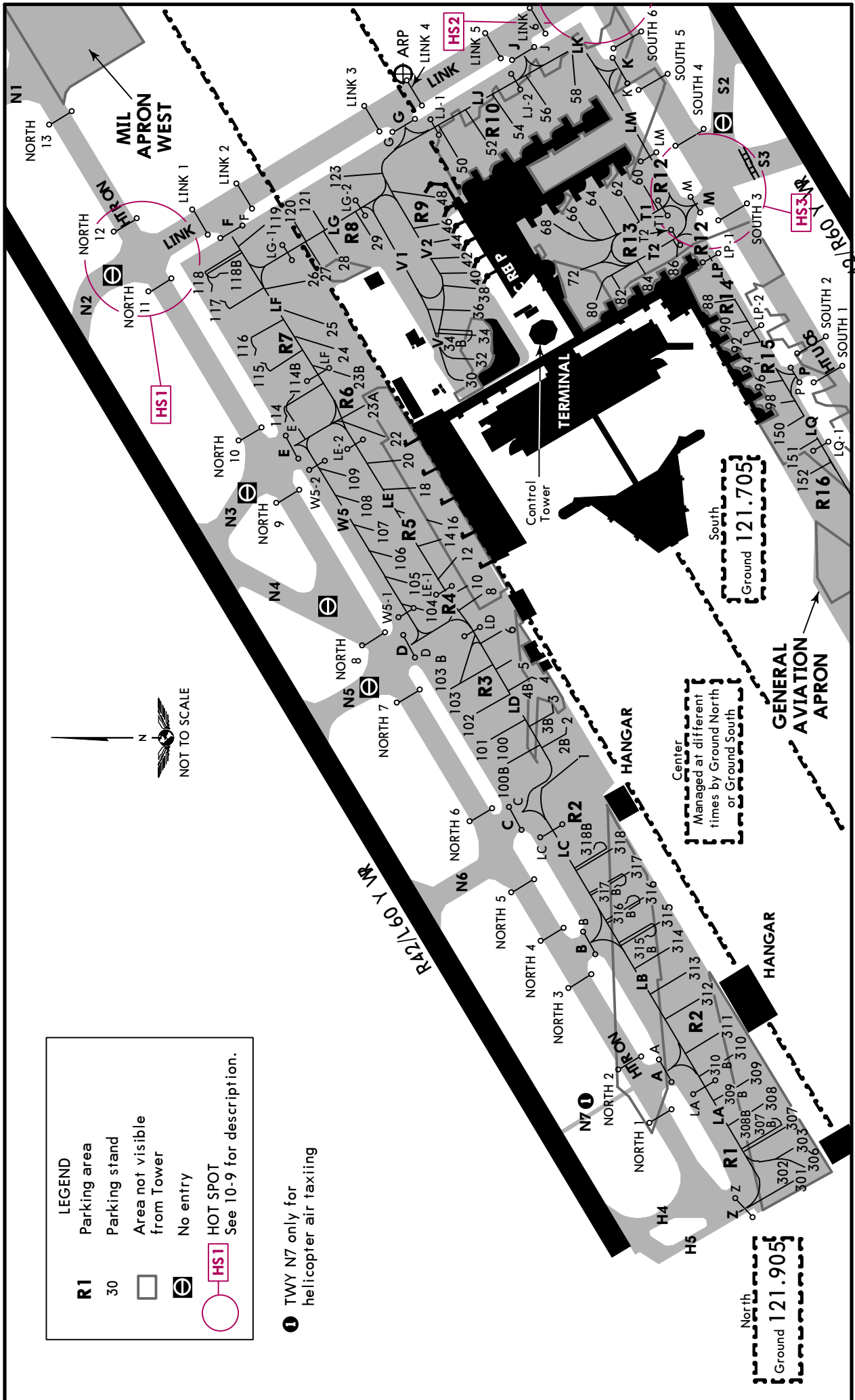
Standard TAKE-OFF						
Low Visibility Take-off						
	❶ HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A						
B	TDZ, MID, RO	TDZ, MID, RO				
C	RVR 125m	RVR 150m	RVR 200m	RVR 300m	400m	500m
D						
❶ RWY 24L: RVR 75m with approved guidance system or HUD/HUDLS.						

LEPA/PMI

JEPPESSEN PALMA DE MALLORCA, SPAIN

9 NOV 18 10-9B

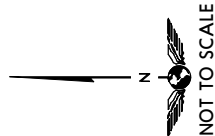
PALMA DE MALLORCA



LEGEND

- R1** Parking area
- 30** Parking stand
- Area not visible from Tower
- No entry
- HS1** HOT SPOT See 10-9 for description.

1 TWY N7 only for helicopter air taxiing



North
Ground 121.905

Center Managed at different times by Ground North or Ground South

GENERAL AVIATION APRON

TERMINAL

Control Tower

HANGAR

HANGAR

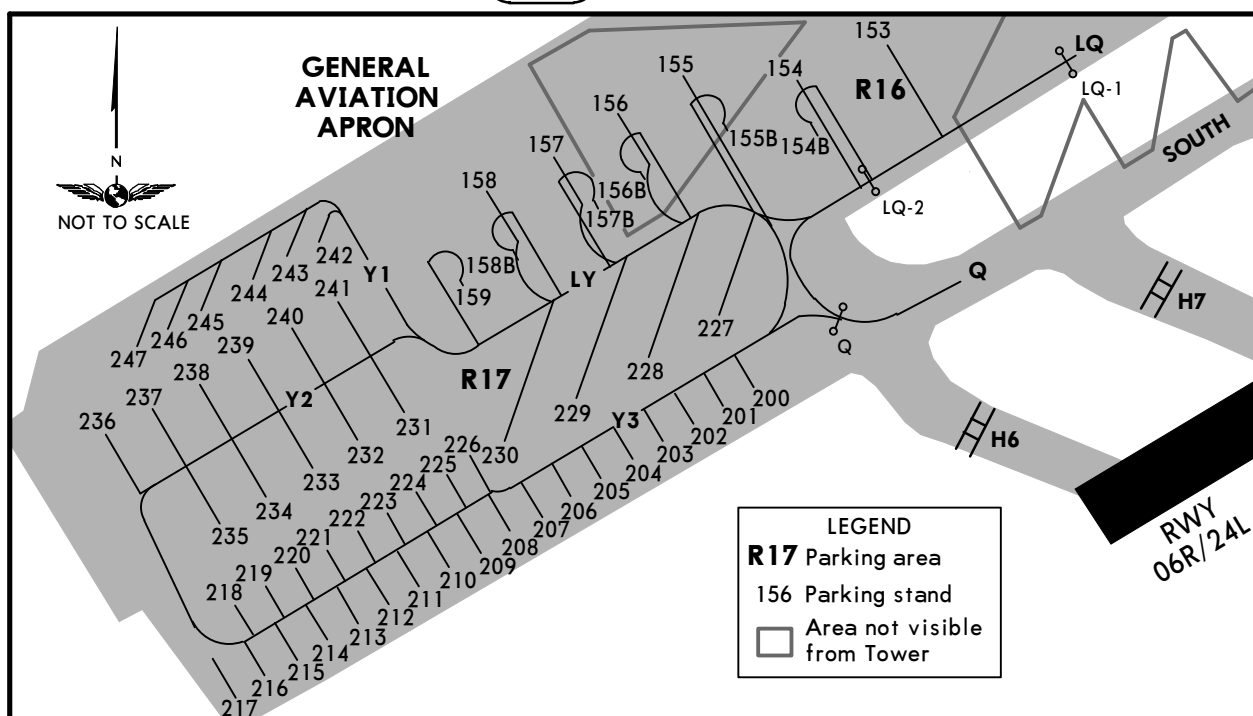
HANGAR

LEPA/PMI

JEPPESEN PALMA DE MALLORCA, SPAIN

9 NOV 18 (10-9C)

PALMA DE MALLORCA



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N39 32.9 E002 43.3	117, 118	N39 33.3 E002 44.0
2 thru 3B, 4B	N39 32.9 E002 43.4	118B	N39 33.3 E002 44.1
4, 5	N39 32.9 E002 43.5	119 thru 123	N39 33.2 E002 44.2
6	N39 33.0 E002 43.5	150, 151	N39 32.7 E002 43.8
8, 10	N39 33.0 E002 43.6	152	N39 32.6 E002 43.8
12 thru 18	N39 33.0 E002 43.7	153 thru 155B	N39 32.6 E002 43.7
20, 22	N39 33.1 E002 43.8	156 thru 158	N39 32.6 E002 43.6
23A	N39 33.2 E002 43.9	158B, 159	N39 32.5 E002 43.6
23B, 24	N39 33.1 E002 43.9	200 thru 203	N39 32.5 E002 43.7
25, 26	N39 33.2 E002 44.0	204 thru 207	N39 32.5 E002 43.6
27, 28	N39 33.2 E002 44.1	208 thru 210	N39 32.4 E002 43.6
29	N39 33.1 E002 44.1	211 thru 221	N39 32.4 E002 43.5
30 thru 34	N39 33.1 E002 44.0	222 thru 225	N39 32.5 E002 43.5
34B, 36	N39 33.0 E002 44.0	226	N39 32.5 E002 43.6
38	N39 33.0 E002 44.0	227	N39 32.5 E002 43.7
40 thru 44	N39 33.0 E002 44.1	228 thru 230	N39 32.5 E002 43.6
46 thru 52	N39 33.0 E002 44.2	231 thru 234	N39 32.5 E002 43.5
54	N39 33.0 E002 44.3	235	N39 32.4 E002 43.5
56, 58	N39 32.9 E002 44.3	236 thru 238	N39 32.5 E002 43.4
60	N39 32.8 E002 44.2	239 thru 241	N39 32.5 E002 43.5
62, 64	N39 32.9 E002 44.2	242	N39 32.6 E002 43.5
66 thru 72	N39 32.9 E002 44.1	243, 244	N39 32.5 E002 43.5
80	N39 32.9 E002 44.0	245 thru 247	N39 32.5 E002 43.4
82, 84	N39 32.8 E002 44.0	301	N39 32.7 E002 42.7
86	N39 32.8 E002 44.1	302 thru 308B	N39 32.7 E002 42.8
88 thru 92	N39 32.7 E002 44.0	309 thru 311	N39 32.7 E002 42.9
94 thru 98	N39 32.7 E002 43.9	312, 313	N39 32.8 E002 43.0
100, 100B	N39 33.0 E002 43.3	314 thru 316B	N39 32.8 E002 43.1
101 thru 103B	N39 33.0 E002 43.4	317	N39 32.8 E002 43.2
104 thru 106	N39 33.1 E002 43.6	317B	N39 32.8 E002 43.1
107, 108	N39 33.1 E002 43.7	318	N39 32.8 E002 43.2
109	N39 33.2 E002 43.8	318B	N39 32.9 E002 43.2
114	N39 33.2 E002 43.8		
114B	N39 33.2 E002 43.9		
115, 116	N39 33.3 E002 43.9		

VISUAL DOCKING GUIDANCE SYSTEM

GENERAL

This system contains information about azimuth guidance (shows the aircraft position in relation to the centerline of the parking area) and distance to the stop position (based on a laser radar measurement), that is provided by a display unit in front of the cockpit.

DISPLAY UNIT

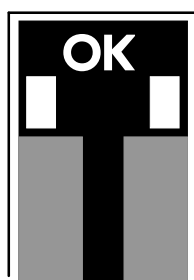
Consists of:

1. One alphanumeric presentation line of 4 characters, composed by yellow indicators, which can indicate the following information: Aircraft type, stand position ("STND"), stop position ("STOP"), aircraft parked in the exact position ("OK"), surpassed stop position ("TOO FAR") and speed exceeding in the approach ("SLOW DOWN").
2. Azimuth guidance display with centerline indicator (centered guidance and design of yellow and red deviation arrows), as well as red lights when stop aircraft is indicated.
3. Distance indicator to the stop position composed by yellow and black lines located in a centered vertical column.

PILOT INSTRUCTIONS

1. Check that the indicated aircraft type is the appropriate.
2. Taxi in-line watching centerline guidance.
3. Check that the distance indicator is completely yellow.
It means that the system is identifying the aircraft.
4. Observe the yellow arrow located in the centerline guidance indicator to follow the correct position and direction. A flashing red arrow indicates the direction to turn.
5. If the acft speed exceeds the programmed one, the unit display indicates "SLOW DOWN"; the taxi speed must be reduced.
6. The distance indicator is activated at 52'/16m before the stop position changing gradually from yellow to black lights and shows the rest distances to the stop position when yellow lines go out (each line indicates 2'/0.66m run).
7. At the stop position the distance indicator shows completely black and "STOP" will appear in the upper presentation line.
8. If the parking is correct, it shows "OK". If the acft exceeds the stop position the indicator will show "TOO FAR".

When the aircraft identification is not achieved by the system or when any obstacle is detected during the entrance into the parking position, the display will show "STOP". In this case, the ending of aircraft manoeuvre until the stop position, previous contact with PALMA Tower, will be carried out under the guidance of FOLLOW ME vehicle.

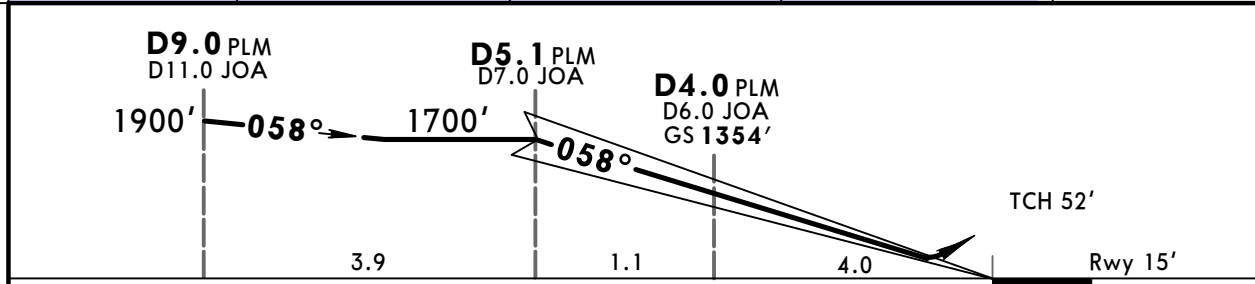
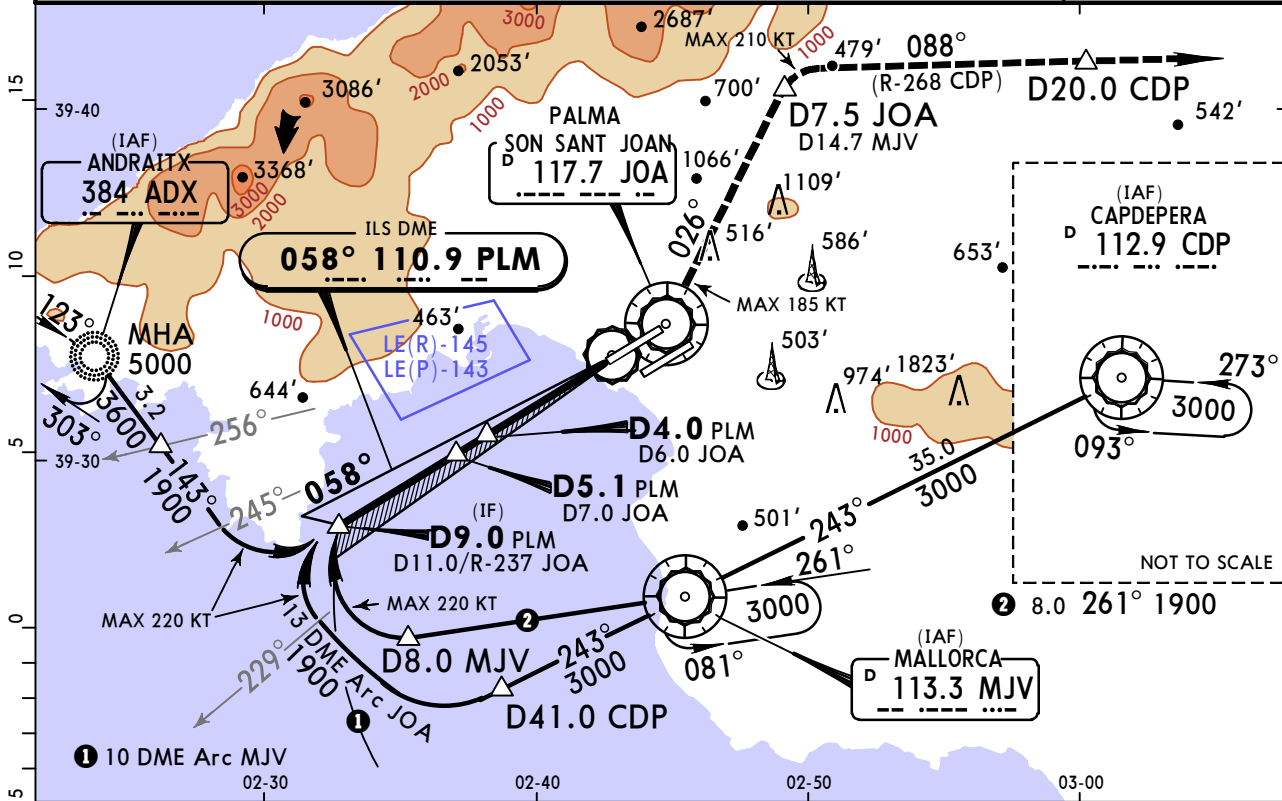


LEPA/PMI PALMA DE MALLORCA

JEPPESSEN PALMA DE MALLORCA, SPAIN ILS Rwy 06L

9 NOV 18 (11-1)

D-ATIS 119.255	PALMA Approach(R) 118.955 119.155 119.405			PALMA Tower (ARR) 118.305	Ground 121.905
LOC PLM 110.9	Final Apch Crs 058°	GS D4.0 PLM 1354' (1339')	ILS DA(H) Refer to Minimums	Apt Elev 27' Rwy 15'	
<p>MISSED APCH: Climb direct to JOA VOR. Turn LEFT (MAX 185 KT) and follow R-026 JOA to D7.5 JOA (D14.7 MJV). Turn RIGHT (MAX 210 KT) to intercept and follow R-268 inbound CDP VOR. Maintain MAX 2000' until D20.0 CDP. Then continue climb to 3000' and wait for ATC instructions.</p> <p>MISSED APCH WITH LOST COMM: Climb direct to JOA VOR. Turn LEFT (MAX 185 KT) and follow R-026 JOA to D7.5 JOA (D14.7 MJV). Turn RIGHT (MAX 210 KT) to intercept and follow R-268 inbound CDP VOR. Maintain MAX 2000' until D20.0 CDP. Then continue climb to 3000' and proceed to CDP VOR and hold.</p>					<p>MSA JOA VOR</p>
<p>Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'</p> <p>1. VOR, DME and ADF required. 2. ILS DME reads zero at rwy 06L threshold.</p>					



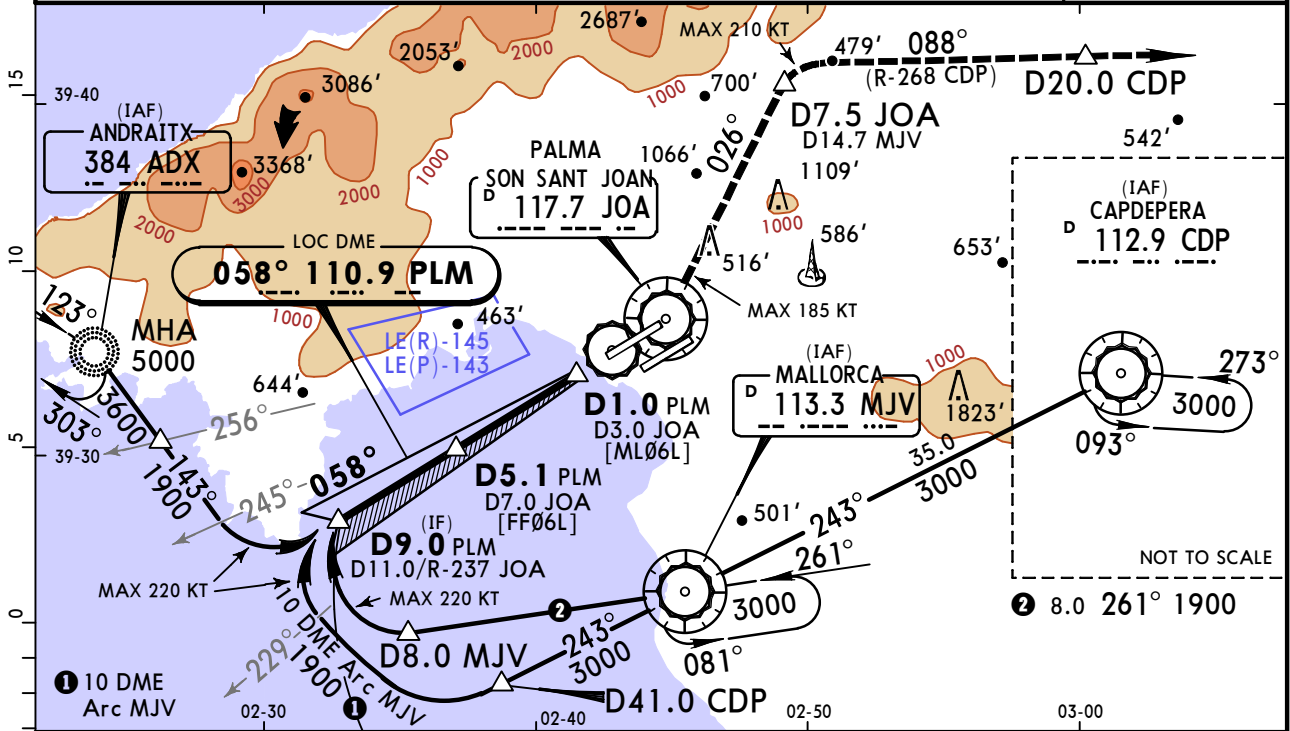
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI JOA 117.7 ↑ LT JOA 117.7 R-026
GS	3.00°	372	478	531	637	849	

Standard STRAIGHT-IN LANDING RWY 06L				CIRCLE-TO-LAND	
MACG mim 3.0 %		MACG mim 2.5 %		Not authorized Northwest of rwy 06L/24R	
DA(H) A: 254' (239') C: 274' (259') B: 266' (251') D: 285' (270')		DA(H) A: 349' (334') C: 369' (354') B: 361' (346') D: 380' (365')			
FULL		ALS out			
A	RVR 550m I	RVR 1300m	RVR 800m	RVR 1500m	Max Kts
B	RVR 600m I		RVR 900m	RVR 1600m	100
C			RVR 1000m	RVR 1700m	135
D					180
					205
					MDA(H)
					620' (593')
					820' (793')
					1210' (1183')
					1510' (1483')
					1500m
					1600m
					2400m
					3600m

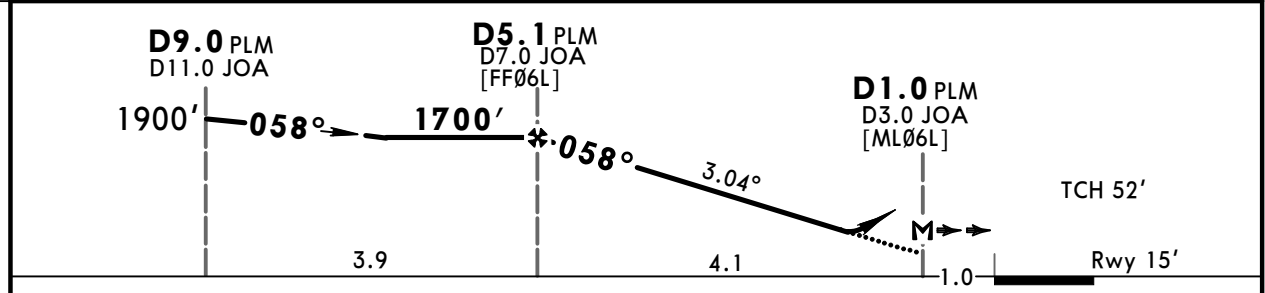
LEPA/PMI
PALMA DE MALLORCA

JEPPESSEN PALMA DE MALLORCA, SPAIN
9 NOV 18 **(11-2)**
LOC Rwy 06L

D-ATIS 119.255		PALMA Approach(R) 118.955 119.155 119.405			PALMA Tower (ARR) 118.305	Ground 121.905
LOC PLM 110.9	Final Apch Crs 058°	Minimum Alt D5.1 PLM 1700' (1685')	DA/MDA(H) 450' (435')	Apt Elev 27' Rwy 15'		
<p>MISSED APCH: Climb direct to JOA VOR. Turn LEFT (MAX 185 KT) and follow R-026 JOA to D7.5 JOA (D14.7 MJV). Turn RIGHT (MAX 210 KT) to intercept and follow R-268 inbound CDP VOR. Maintain MAX 2000' until D20.0 CDP. Then continue climb to 3000' and wait for ATC instructions.</p> <p>MISSED APCH WITH LOST COMM: Climb direct to JOA VOR. Turn LEFT (MAX 185 KT) and follow R-026 JOA to D7.5 JOA (D14.7 MJV). Turn RIGHT (MAX 210 KT) to intercept and follow R-268 inbound CDP VOR. Maintain MAX 2000' until D20.0 CDP. Then continue climb to 3000' and proceed to CDP VOR and hold.</p>						<p>MSA JOA VOR</p>
<p>Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'</p> <p>1. VOR, DME and ADF required. 2. LOC DME reads zero at rwy 06L threshold.</p>						



PLM DME	5.0	4.0	3.0	2.0
ALTITUDE	1690'	1360'	1040'	720'



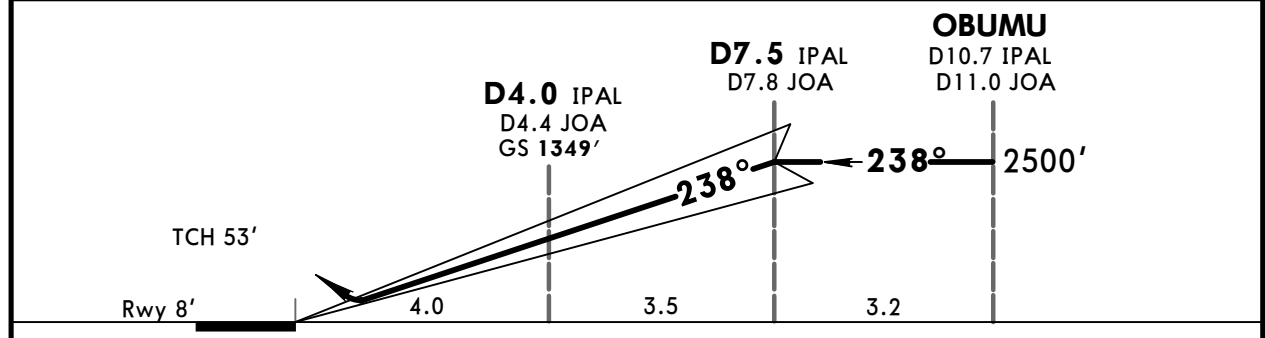
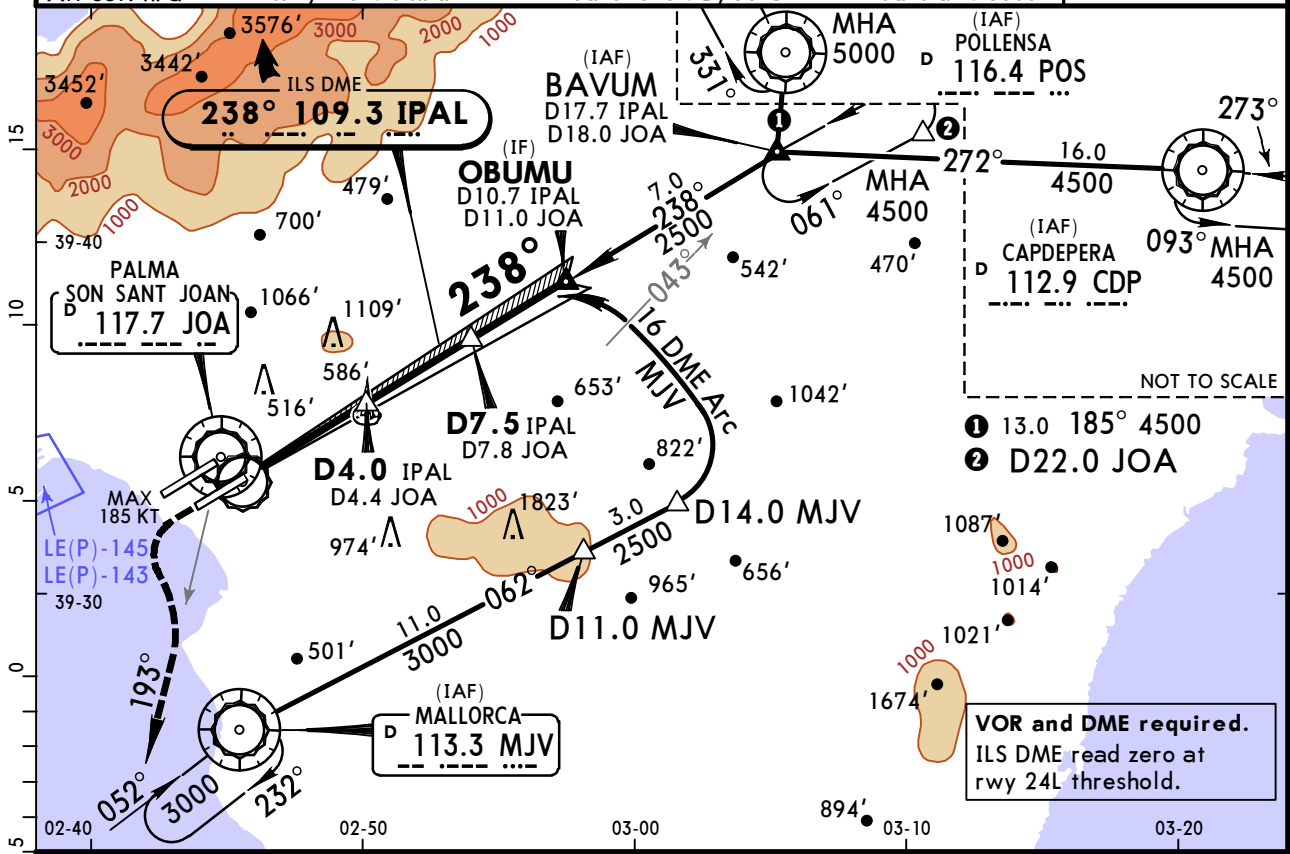
Gnd speed-Kts	70	90	100	120	140	160		JOA 117.7 ↑		JOA 117.7 R-026
Descent Angle	3.04°	376	484	538	645	753				

Standard				STRAIGHT-IN LANDING RWY 06L				CIRCLE-TO-LAND Not authorized Northwest of rwy 06L/24R			
CDFA DA/MDA(H) 450' (435')								ALS out			
PANS OPS	A	RVR 1300m	RVR 1500m	RVR 2000m	Max Kts	MDA(H)		VIS			
	100				620' (593')		1500m				
	135				820' (793')		1600m				
	180				1210' (1183')		2400m				
D					205	1510' (1483')		3600m			

LEPA/PMI PALMA DE MALLORCA

JEPPESEN PALMA DE MALLORCA, SPAIN 9 NOV 18 (11-3) ILS Z Rwy 24L

D-ATIS 119.255	PALMA Approach(R) 118.955 119.155 119.405			PALMA Tower (ARR) 118.305	Ground 121.705
LOC IPAL 109.3	Final Apch Crs 238°	GS D4.0 IPAL 1349' (1341')	ILS DA(H) Refer to Minimums	Apt Elev 27' Rwy 8'	<p>MSA JOA VOR</p>
<p>MISSED APCH: Climb on runway heading to 420'. Turn LEFT (not before R-193 JOA, MAX 185KT) and follow R-193 JOA climbing to 3000'. Contact ATC. MISSED APCH WITH LOST COMM: Climb on runway heading to 420'. Turn LEFT (not before R-193 JOA, MAX 185KT) and follow R-193 JOA climbing to 3000' Turn LEFT (MAX 185KT) and hold at MJV VOR.</p>					
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: By ATC		Trans alt: 6000'



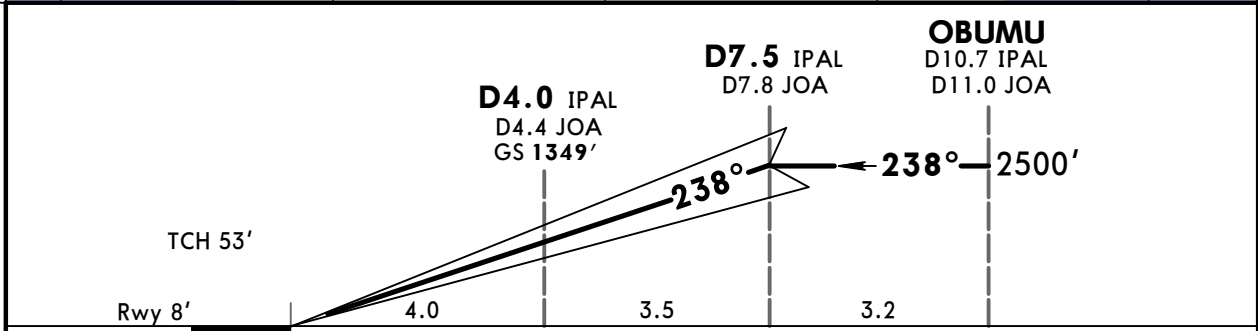
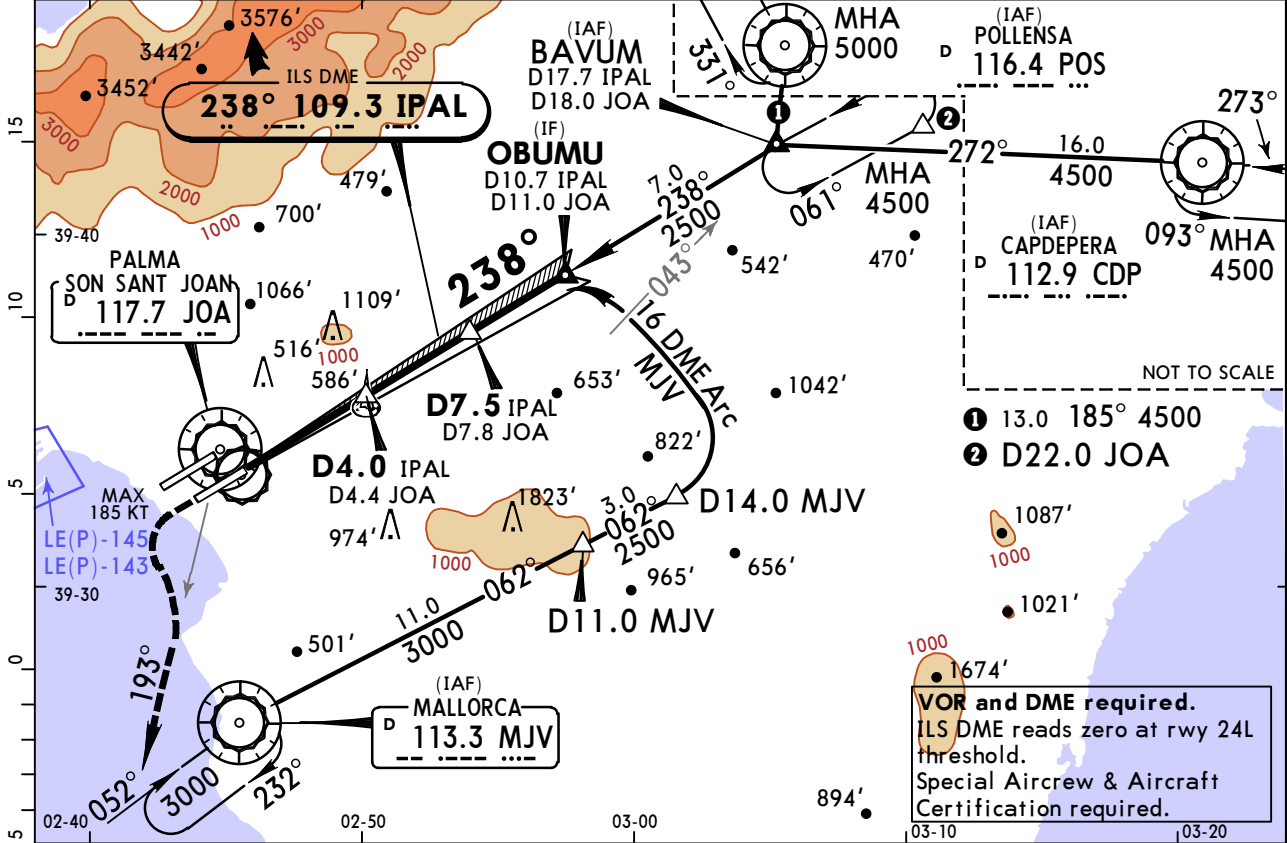
Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above
GS	3.00°	372	478	531	637	743		

Standard STRAIGHT-IN LANDING RWY 24L			CIRCLE-TO-LAND Not authorized Northwest of rwy 06R/24L		
DA(H) A: 219' (211') B: 231' (223') C: 239' (231') D: 250' (242')					
FULL		TDZ or CL out	ALS out	Max Kts	MDA(H) VIS
A	RVR 550m	RVR 550m I	RVR 1200m	100	620' (593') 1500m
B				135	820' (793') 1600m
C				180	1060' (1033') 2400m
D				205	1390' (1363') 3600m

I W/o HUD/AP/FD: RVR 750m.
 CHANGES: Communications. © JEPPESEN, 2000, 2018. ALL RIGHTS RESERVED.

LEPA/PMI PALMA DE MALLORCA 9 NOV 18 **11-3A** CAT II/III ILS Z Rwy 24L

D-ATIS 119.255	PALMA Approach(R) 118.955 119.155 119.405			PALMA Tower (ARR) 118.305	Ground 121.705
LOC IPAL 109.3	Final Apch Crs 238°	GS D4.0 IPAL 1349' (1341')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 27' Rwy 8'	<p>MSA JOA VOR</p>
<p>MISSED APCH: Climb on runway heading to 420'. Turn LEFT (not before R-193 JOA, MAX 185KT) and follow R-193 JOA climbing to 3000'. Contact ATC. MISSED APCH WITH LOST COMM: Climb on runway heading to 420'. Turn LEFT (not before R-193 JOA, MAX 185KT) and follow R-193 JOA climbing to 3000'. Turn LEFT (MAX 185KT) and hold at MJV VOR.</p>					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'					



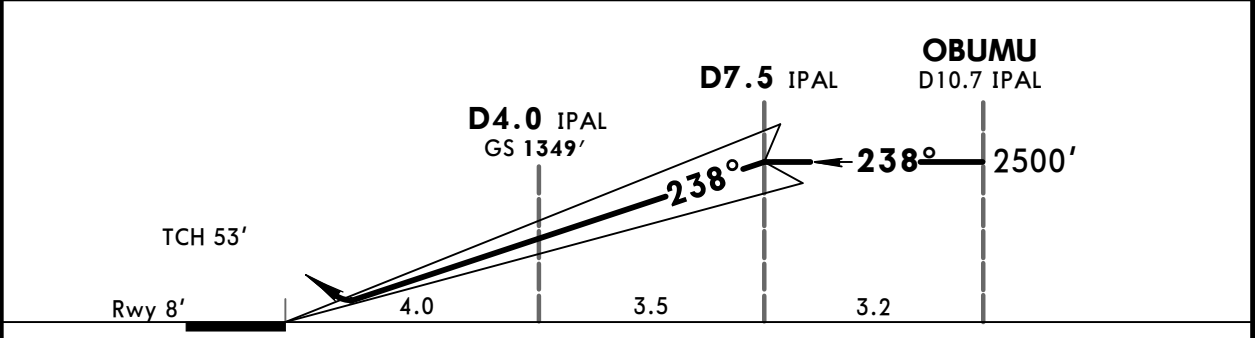
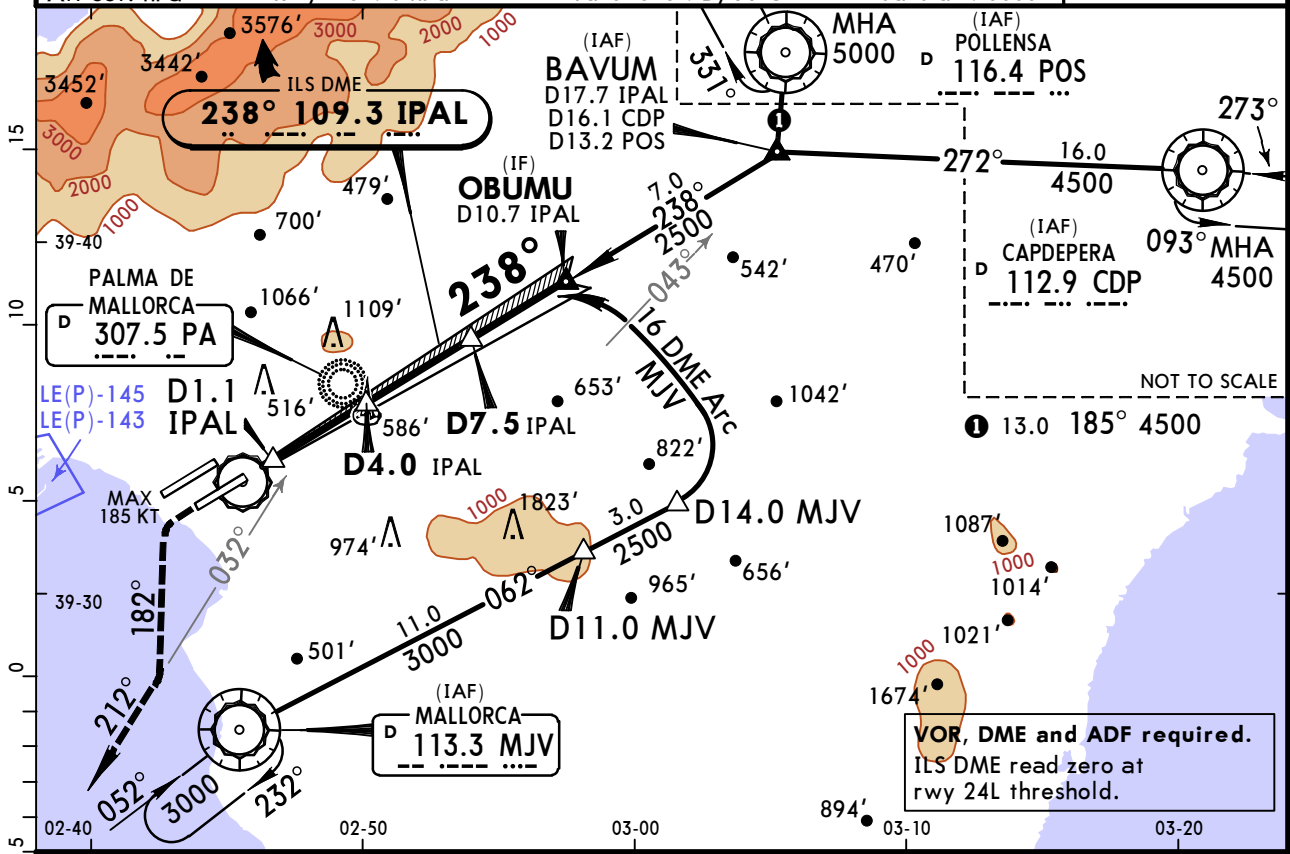
Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above
GS	3.00°	372	478	531	637	849		

Standard					STRAIGHT-IN LANDING RWY 24L				
CAT IIIA I		CAT II			CAT II			CAT II	
DH 50'		A RA 101' DA(H) 108' (100')	B RA 107' DA(H) 115' (107')	C RA 119' DA(H) 127' (119')	D RA 132' DA(H) 141' (133')				
RVR 200m		RVR 300m			RVR 400m				
<p>I CAT IIIB: Mim RVR 75m.</p>									

LEPA/PMI PALMA DE MALLORCA

JEPPESEN PALMA DE MALLORCA, SPAIN 9 NOV 18 (11-4) ILS Y Rwy 24L

D-ATIS	PALMA Approach(R)			PALMA Tower (ARR)	Ground
119.255	118.955	119.155	119.405	118.305	121.705
LOC IPAL	Final Apch Crs	GS D4.0 IPAL	ILS DA(H) Refer to Minimums	Apt Elev 27'	<p>MSA MJV VOR</p>
109.3	238°	1349' (1341')		Rwy 8'	
<p>MISSED APCH: Climb on runway heading to 420'. Turn LEFT (not before D1.1 IPAL, MAX 185KT) onto 182° to intercept and follow 212° from NDB. Climb to 3000' and contact ATC.</p> <p>MISSED APCH WITH LOST COMM: Climb on runway heading to 420'. Turn LEFT (not before D1.1 IPAL, MAX 185KT) onto 182° to intercept and follow 212° from NDB. Climb to 3000', then turn LEFT to CDP VOR. Aft crossing D15.0 CDP climb to 4500' and hold.</p>					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'					



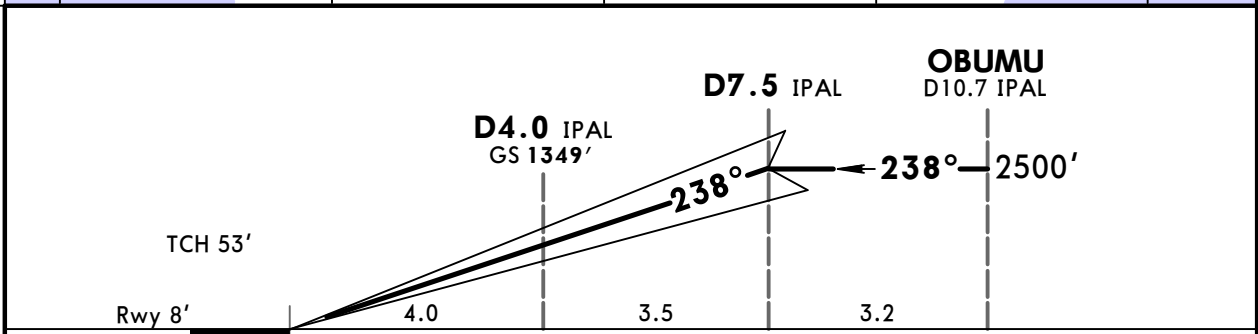
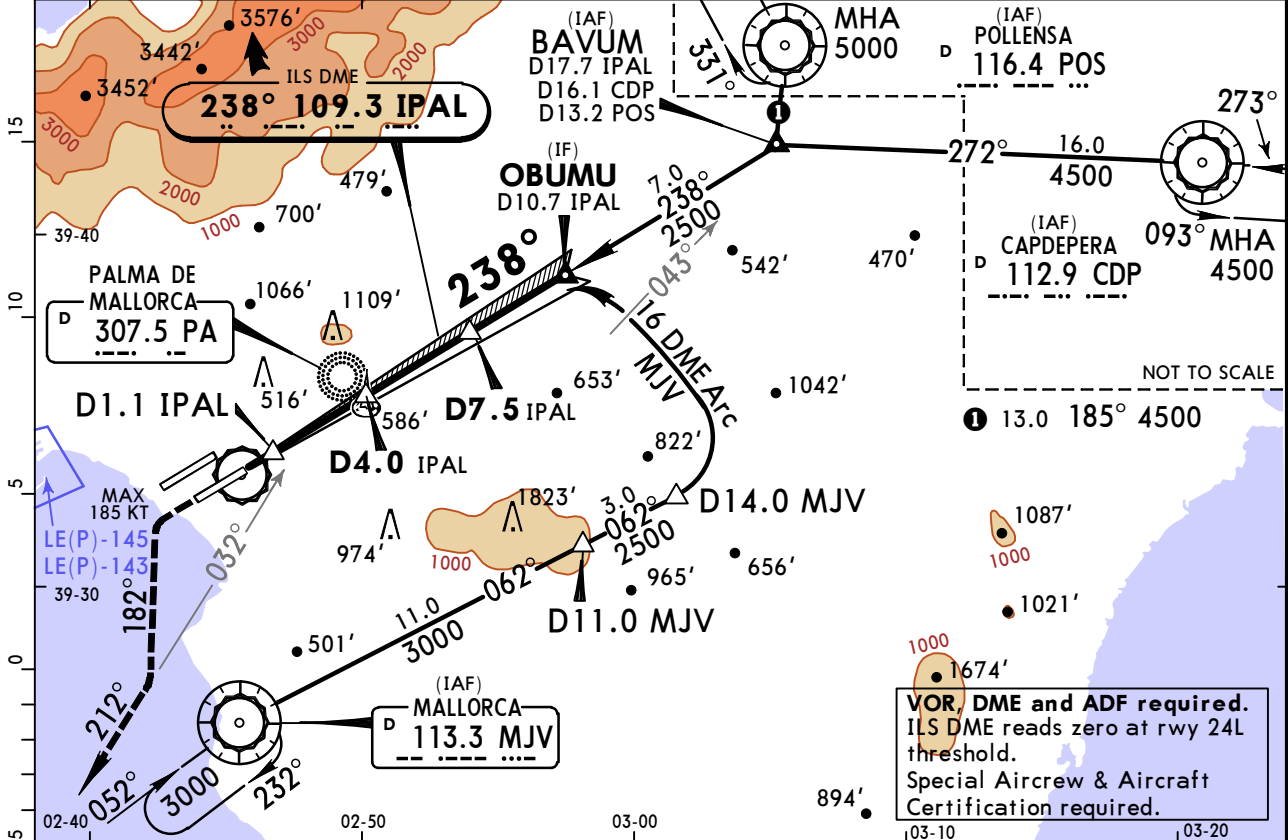
Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above
GS	3.00°	372	478	531	637	743		

PANS OPS	Standard STRAIGHT-IN LANDING RWY 24L			CIRCLE-TO-LAND Not authorized Northwest of rwy 06R/24L		
	DA(H) A: 219' (211') B: 231' (223') C: 239' (231') D: 250' (242')			Max Kts	MDA(H) _____ VIS _____	
	FULL	TDZ or CL out	ALS out		100	620' (593') 1500m
	A	RVR 550m	RVR 550m I	RVR 1200m	135	820' (793') 1600m
	B				180	1060' (1033') 2400m
C	205				1390' (1363') 3600m	
D						RVR 1300m

LEPA/PMI
PALMA DE MALLORCA

JEPPESEN PALMA DE MALLORCA, SPAIN
9 NOV 18 (11-4A)
CAT II/III ILS Y Rwy 24L

BRIEFING STRIP™	D-ATIS	PALMA Approach(R)			PALMA Tower (ARR)	Ground
	119.255	118.955	119.155	119.405	118.305	121.705
LOC IPAL	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums		Apt Elev 27'	<p>MSA MJV VOR</p>
109.3	238°	D4.0 IPAL 1349' (1341')			Rwy 8'	
<p>MISSED APCH: Climb on runway heading to 420'. Turn LEFT (not before D1.1 IPAL, MAX 185KT) onto 182° to intercept and follow 212° from NDB. Climb to 3000' and contact ATC.</p> <p>MISSED APCH WITH LOST COMM: Climb on runway heading to 420'. Turn LEFT (not before D1.1 IPAL, MAX 185KT) onto 182° to intercept and follow 212° from NDB. Climb to 3000', then turn LEFT to CDP VOR. Aft crossing D15.0 CDP climb to 4500' and hold.</p>						
<p>Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'</p>						



Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above
GS	3.00°	372	478	531	637	849		

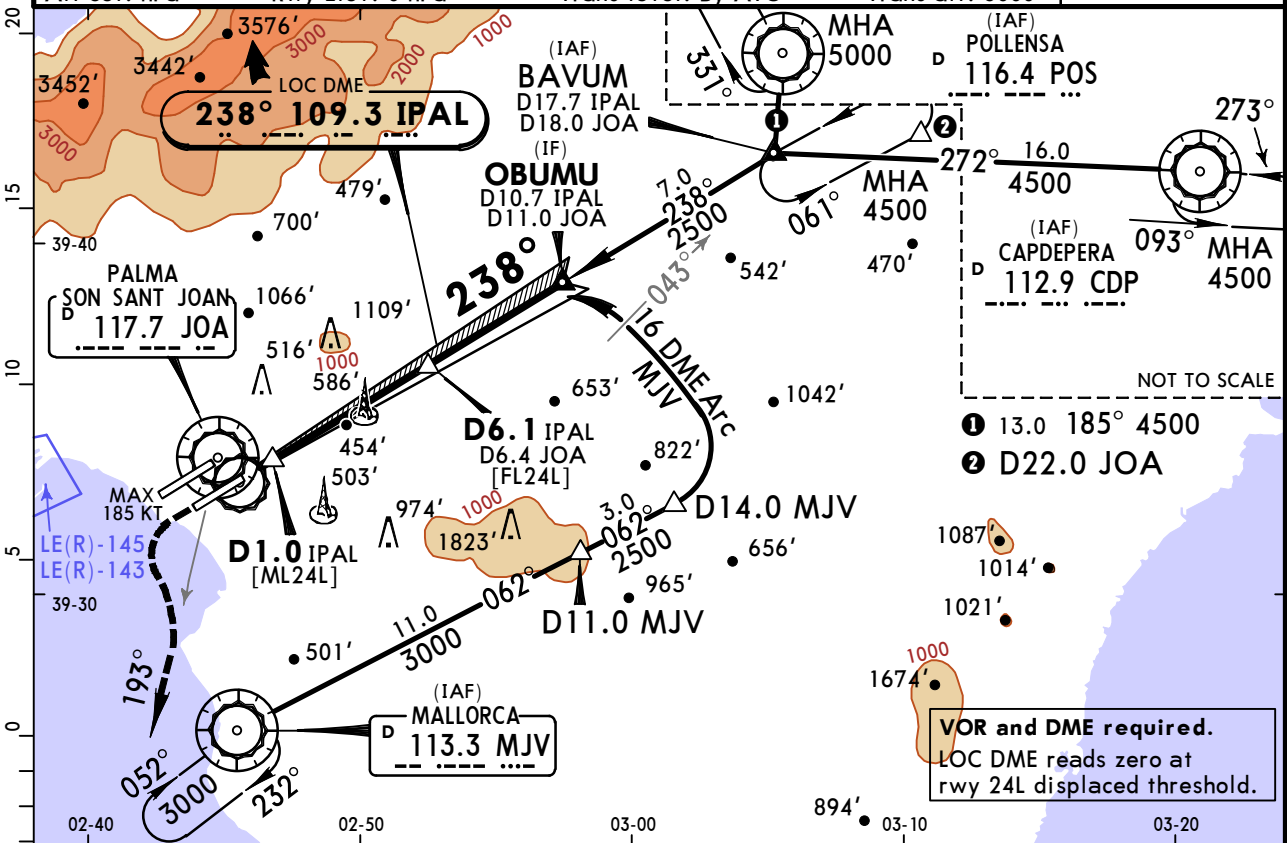
Standard					STRAIGHT-IN LANDING RWY 24L				
CAT IIIA I		CAT II			CAT II				
DH 50'		A RA 101' DA(H) 108' (100')	B RA 107' DA(H) 115' (107')	C RA 119' DA(H) 127' (119')	D RA 132' DA(H) 141' (133')				
RVR 200m		RVR 300m			RVR 400m				

LEPA/PMI PALMA DE MALLORCA

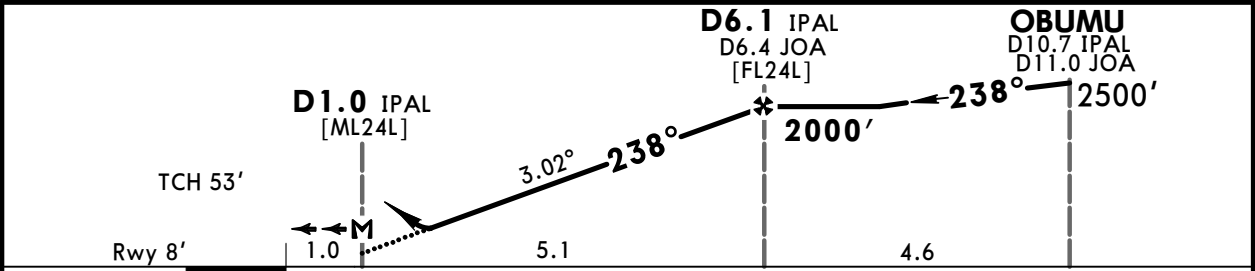
JEPPESEN PALMA DE MALLORCA, SPAIN LOC Rwy 24L

9 NOV 18 (11-5)

BRIEFING STRIP™	D-ATIS	PALMA Approach(R)			PALMA Tower (ARR)	Ground
	119.255	118.955	119.155	119.405	118.305	121.705
	LOC IPAL	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 27'	
109.3	238°	D6.1 IPAL 2000' (1992')	880' (872')	Rwy 8'		
<p>MISSED APCH: Turn LEFT (not before R-193 JOA, MAX 185 KT) and follow R-193 JOA climbing to 3000'. Contact ATC.</p> <p>MISSED APCH WITH LOST COMM: Turn LEFT (not before R-193 JOA, MAX 185 KT) and follow R-193 JOA climbing to 3000'. Turn LEFT (MAX 185 KT) and hold at MJV VOR.</p>						MSA JOA VOR
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC		Trans alt: 6000'



IPAL DME	3.0	4.0	5.0	6.0
ALTITUDE	1020'	1340'	1670'	1990'



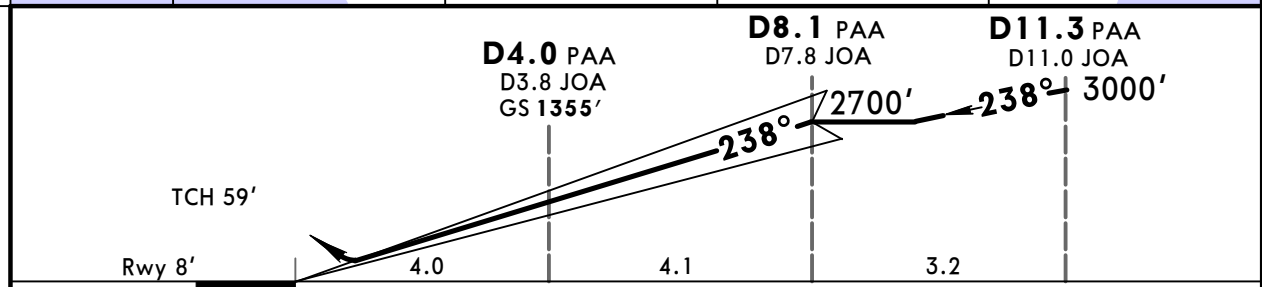
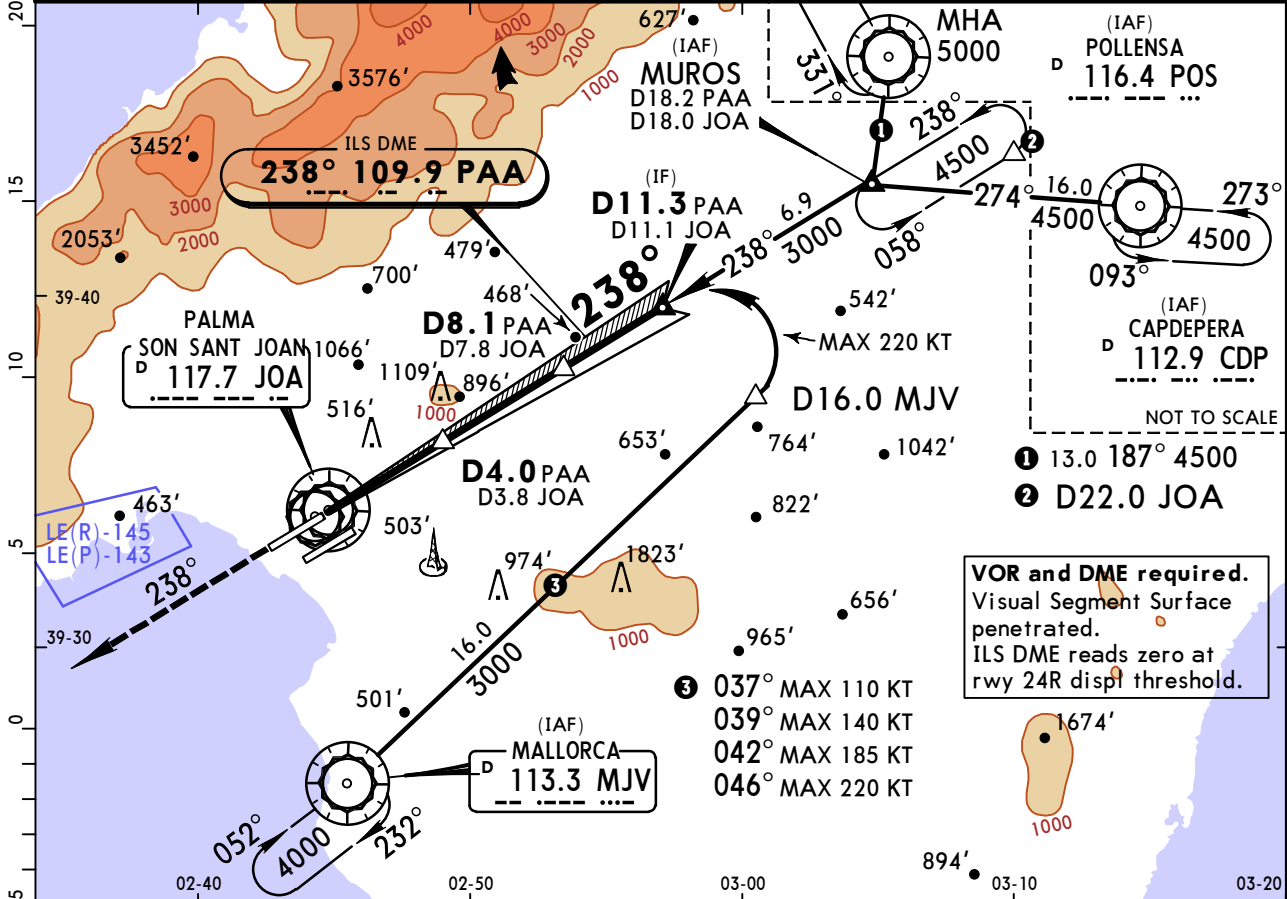
Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above	
Descent Angle	3.02°	374	481	534	641	748			855
MAP at D1.0 IPAL									

PANS OPS	Standard				STRAIGHT-IN LANDING RWY 24L			CIRCLE-TO-LAND		
					CDFA			Not authorized		
					DA/MDA(H) 880' (872')			Northwest of rwy 06R/24L		
					ALS out			Max Kts	MDA(H)	VIS
	A	RVR 1500m			100	880' (853')		1500m		
B	RVR 1500m			135	880' (853')		1600m			
C	RVR 2400m			180	1060' (1033')		2400m			
D	RVR 2400m			205	1390' (1363')		3600m			

LEPA/PMI
PALMA DE MALLORCA

JEPPESSEN PALMA DE MALLORCA, SPAIN
9 NOV 18 **(11-6)**
ILS Z Rwy 24R

D-ATIS 119.255	PALMA Approach(R) 118.955 119.155 119.405			PALMA Tower (ARR) 118.305	Ground 121.905
LOC PAA 109.9	Final Apch Crs 238°	GS D4.0 PAA 1355' (1347')	ILS DA(H) Refer to Minimums	Apt Elev 27' Rwy 8'	<p>MSA JOA VOR</p>
<p>MISSED APCH: Climb on R-238 JOA to 4000' and wait for ATC instructions.</p> <p>MISSED APCH WITH LOST COMM: Climb on R-238 JOA to 4000'. Turn LEFT and hold at MJV VOR.</p>					
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: By ATC		Trans alt: 6000'

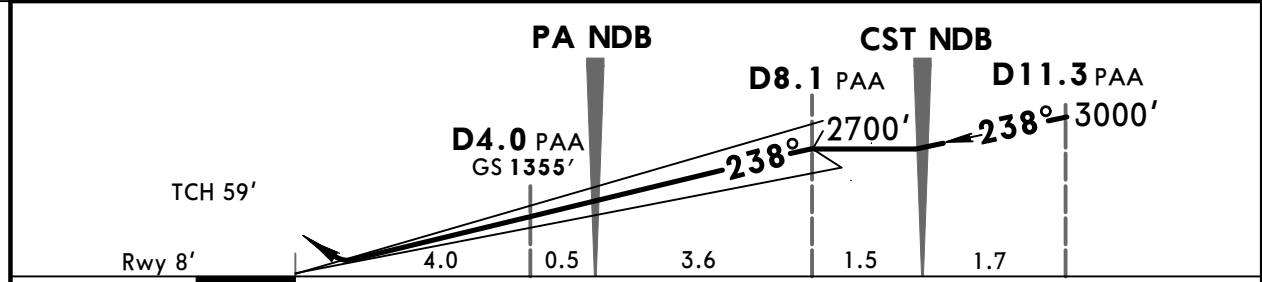
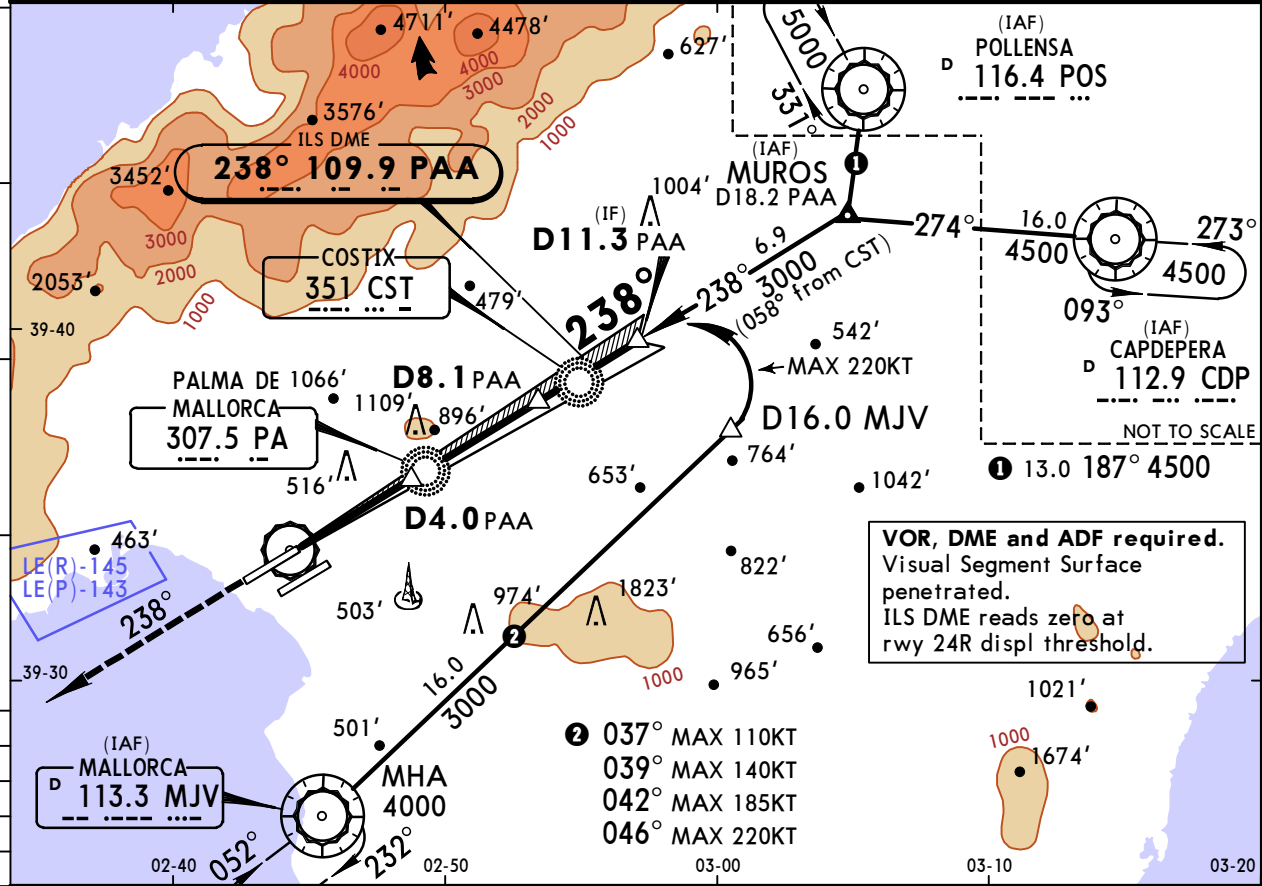


Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI JOA 4000' 117.7 R-238 ↑
GS	3.00°	372	478	531	637	743	

PANS OPS	Standard STRAIGHT-IN LANDING RWY 24R		CIRCLE-TO-LAND Not authorized Northwest of rwy 06L/24R	
	DA(H) ABC: 208' (200')		D: 218' (210')	
	FULL		ALS out	
	A			Max Kts
	B			100
C	RVR 550m I	RVR 1200m	135	620' (593')
D			180	820' (793')
			205	1060' (1033')
				1390' (1363')
I W/o HUD/AP/FD: RVR 750m.				

LEPA/PMI PALMA DE MALLORCA 9 NOV 18 (11-7) JEPPESEN PALMA DE MALLORCA, SPAIN ILS Y Rwy 24R

D-ATIS 119.255	PALMA Approach(R) 118.955 119.155 119.405			PALMA Tower (ARR) 118.305	Ground 121.905
LOC PAA 109.9	Final Apch Crs 238°	GS D4.0 PAA 1355' (1347')	ILS DA(H) Refer to Minimums	Apt Elev 27' Rwy 8'	<p>MSA MJV VOR</p>
<p>MISSED APCH: Climb on track 238° to 4000' and as directed by ATC.</p> <p>MISSED APCH WITH LOST COMM: Climb on track 238° to 4000'. Turn LEFT to CDP VOR and cross D15.0 CDP at MAX 4000'. Climb to 4500' and join holding.</p>					



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI JOA 4000' 117.7 R-238
GS	3.00°	372	478	531	637	849	

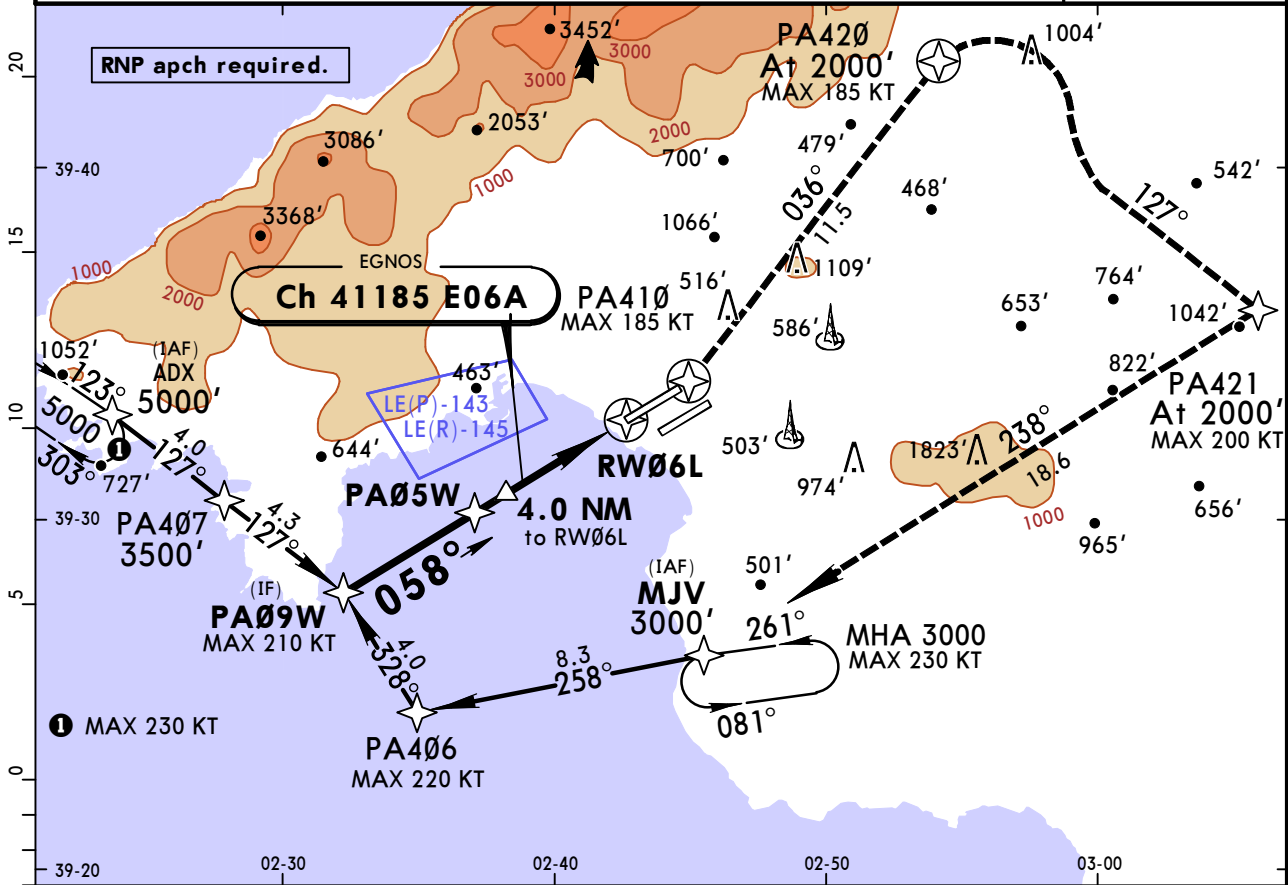
Standard		STRAIGHT-IN LANDING RWY 24R		CIRCLE-TO-LAND	
DA(H) ABC: 208' (200')		D: 218' (210')		Not authorized Northwest of rwy 06L/24R	
FULL		ALS out		Max Kts	MDA(H) VIS
A	RVR 550m I	RVR 1200m		100	620' (593') 1500m
B				135	820' (793') 1600m
C				180	1060' (1033') 2400m
D				205	1390' (1363') 3600m
I W/o HUD/AP/FD: RVR 750m.					

LEPA/PMI PALMA DE MALLORCA

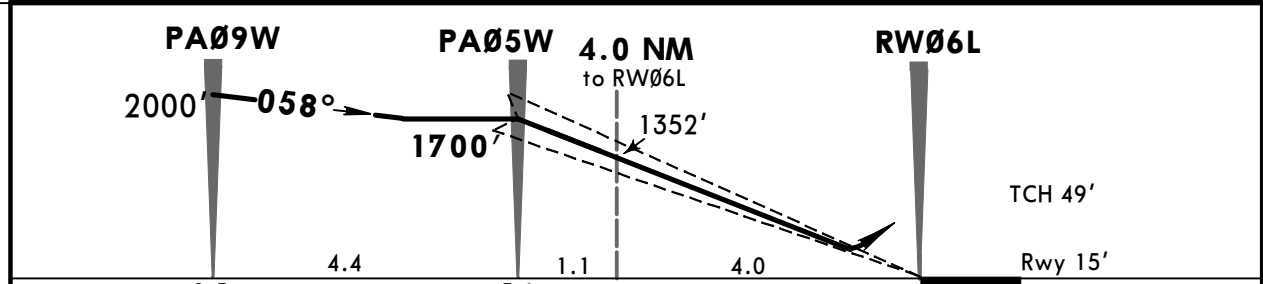
13 SEP 19 (12-1)

JEPPESEN PALMA DE MALLORCA, SPAIN RNP Rwy 06L (LPV)

D-ATIS	PALMA Approach(R)			PALMA Tower (ARR)	Ground
119.255	118.955	119.155	119.405	118.305	121.905
EGNOS Ch 41185 E06A	Final Apch Crs 058°	Minimum Alt PA05W 1700' (1685')	LPV DA(H) Refer to Minimums	Apt Elev 27'	Rwy 15'
MISSED APCH: Climb STRAIGHT to PA410, then turn LEFT (MAX 185 KT) to PA420 at 2000' on heading 036°, then turn RIGHT (MAX 185 KT) to PA421 at 2000', then turn RIGHT (MAX 200 KT) to MJV climbing up to 3000' and hold.					
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000'	MSA ARP	



DIST to RW06L	5.0	4.0	3.0	2.0
ALTITUDE	1680'	1360'	1030'	710'



Gnd speed-Kts	70	90	100	120	140	160		PA410 ↑ LT	185 KT MAX
Glide Path Angle	3.00°	372	478	531	637	849			

Standard				STRAIGHT-IN LANDING RWY 06L LPV		CIRCLE-TO-LAND Not authorized Northwest of rwy 06L/24R	
DA(H) A: 447' (432) B: 459' (444') C: 467' (452') D: 478' (463')				ALS out		Max Kts	
A	RVR 1300m	RVR 1500m		100	610'	(583')	1500m
B	RVR 1400m	RVR 2100m		135	830'	(803')	1600m
C	RVR 1500m	RVR 2200m		180	1230'	(1203')	2400m
D	RVR 1500m	RVR 2200m		205	1520'	(1493')	3600m

PANS OPS

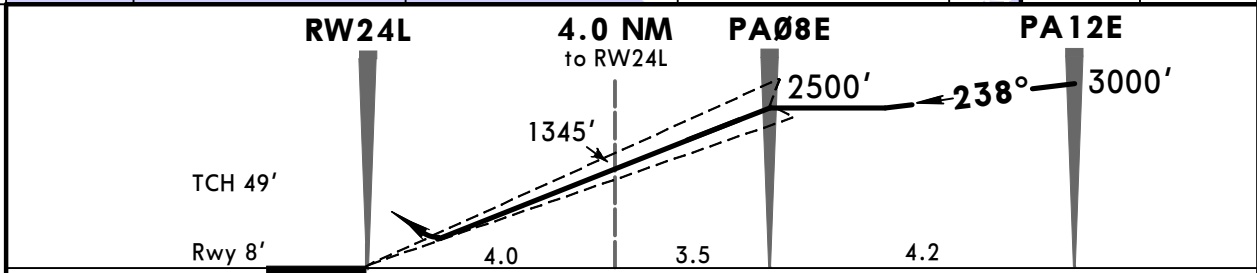
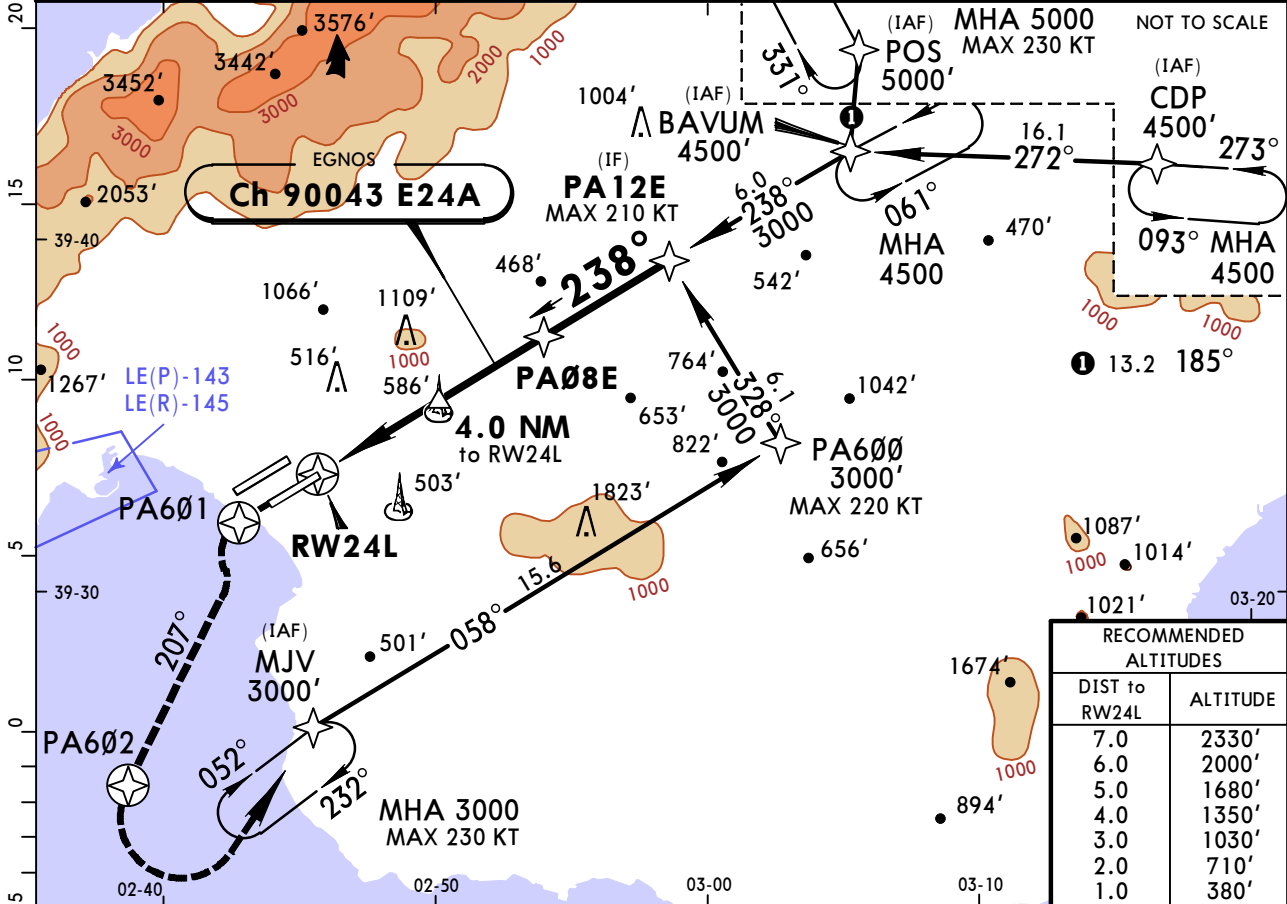
LEPA/PMI PALMA DE MALLORCA

JEPPESEN PALMA DE MALLORCA, SPAIN

RNP Z Rwy 24L (LPV)

13 SEP 19 (12-2)

D-ATIS	PALMA Approach(R)			PALMA Tower (ARR)	Ground
119.255	118.955	119.155	119.405	118.305	121.705
EGNOS Ch 90043 E24A	Final Apch Crs 238°	Minimum Alt PA08E 2500' (2492')	LPV DA(H) Refer to Minimums	Apt Elev 27' Rwy 8'	7000 MSA ARP
MISSED APCH: Climb direct to PA601. Turn LEFT (MAX 185 KT), 207° track to PA602. Turn LEFT (MAX 185 KT) direct to MJV climbing to 3000' to join holding. If unable to reach 3000' at MJV, contact ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000' 1. RNP apch required. 2. RNAV1 required between CDP and BAVUM.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	Refer to Missed Apch above	
Glide Path Angle	3.00°	372	478	531	637	743			849
MAP at DA									

Standard				STRAIGHT-IN LANDING RWY 24L				CIRCLE-TO-LAND			
				LPV				Not authorized Northwest of rwy 06R/24L			
DA(H) A: 258' (250') B: 261' (253') C: 269' (261') D: 280' (272')				ALS out				Max Kts			
A	RVR 750m			RVR 1300m			100	610' (583')		1500m	
B							135	820' (793')		1600m	
C							180	1060' (1033')		2400m	
D							205	1390' (1363')		3600m	

I With TDZ & CL & HUD: CAT A: RVR 550m; CAT B, C & D: RVR 600m.

CHANGES: Procedure designation.

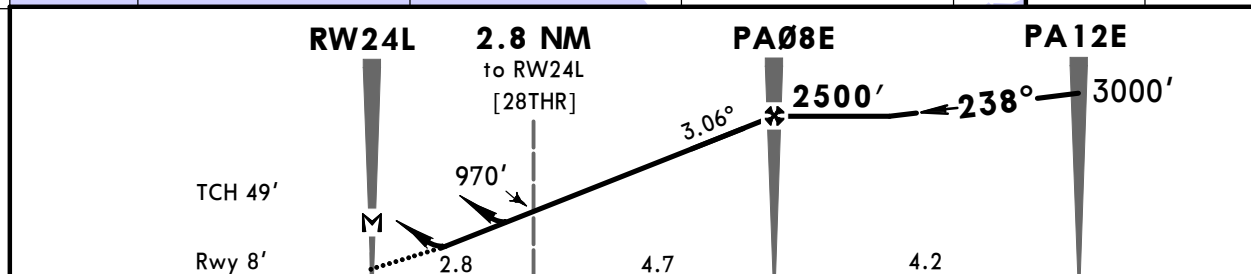
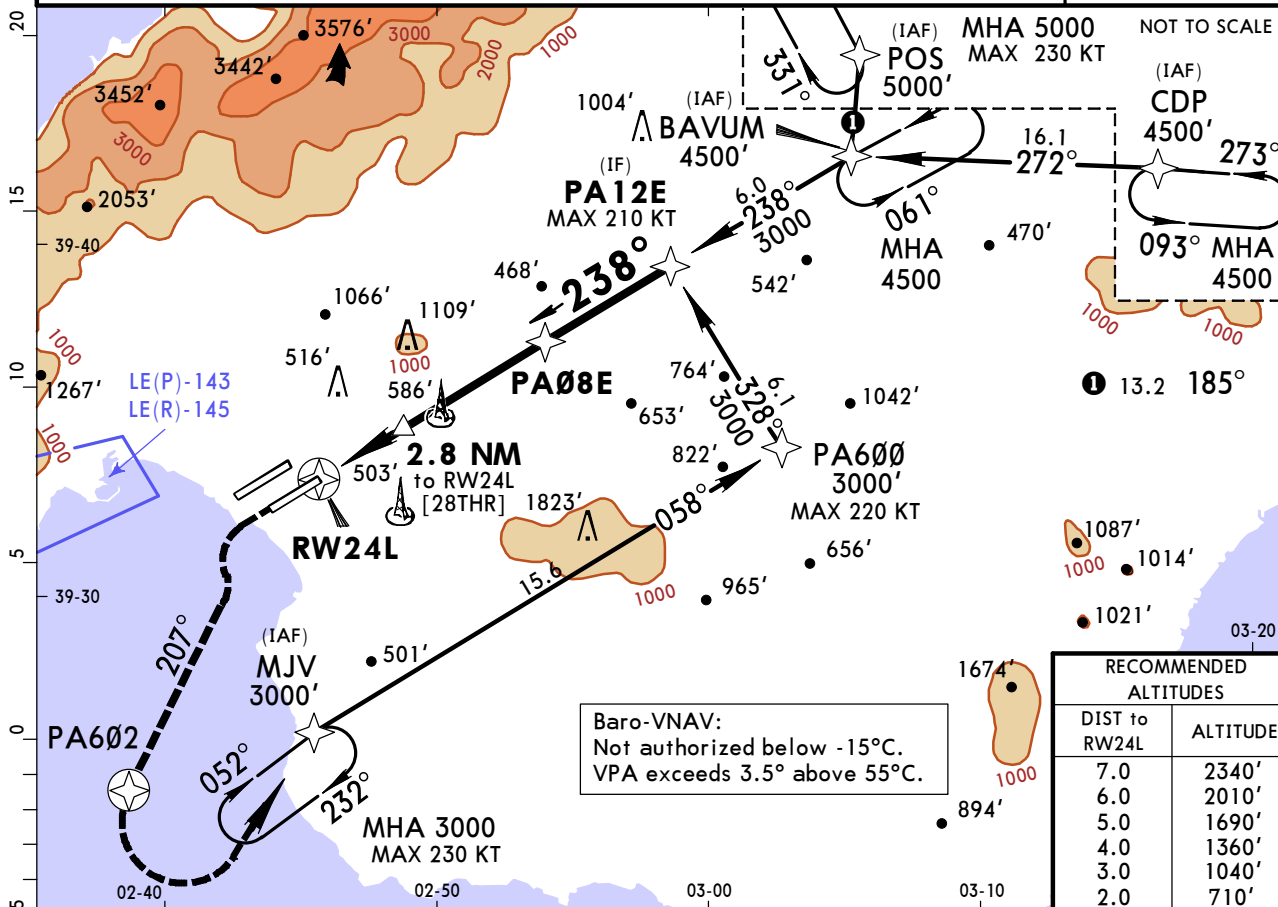
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LEPA/PMI PALMA DE MALLORCA

JEPPESSEN PALMA DE MALLORCA, SPAIN RNP Y Rwy 24L

13 SEP 19 (12-3)

D-ATIS	PALMA Approach(R)			PALMA Tower (ARR)	Ground
119.255	118.955	119.155	119.405	118.305	121.705
RNAV	Final Apch Crs 238°	Minimum Alt PA08E 2500' (2492')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 27' Rwy 8'	7000
MISSED APCH: Climb on 238° to 600'. Turn LEFT (MAX 185 KT), 207° track to PA602. Turn LEFT (MAX 185 KT) direct to MJV climbing to 3000' to join holding. Do not turn before passing MAP.					
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000'	MSA ARP	
1. RNP apch required. 2. RNAV1 required between CDP and BAVUM.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	Refer to Missed Apch above
Descent Angle	3.06°	487	541	650	758	866		
LNAV/VNAV: MAP at DA								
LNAV: MAP at RW24L								

Standard STRAIGHT-IN LANDING RWY 24L				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV		Not authorized Northwest of rwy 06R/24L	
DA(H) A: 328' (320')	C: 348' (340')	DA/MDA(H) 510' (502')	ALS out	Max Kts	MDA(H) VIS
B: 338' (330')	D: 358' (350')	ALS out	ALS out	100	610' (583') 1500m
A	RVR 750m I	RVR 1400m	RVR 1500m	135	820' (793') 1600m
B	RVR 800m	RVR 1500m	RVR 1600m	180	1060' (1033') 2400m
C	RVR 800m	RVR 1500m	RVR 2400m	205	1390' (1363') 3600m
D	RVR 900m	RVR 1600m			

I With TDZ & CL & HUD: RVR 700m.

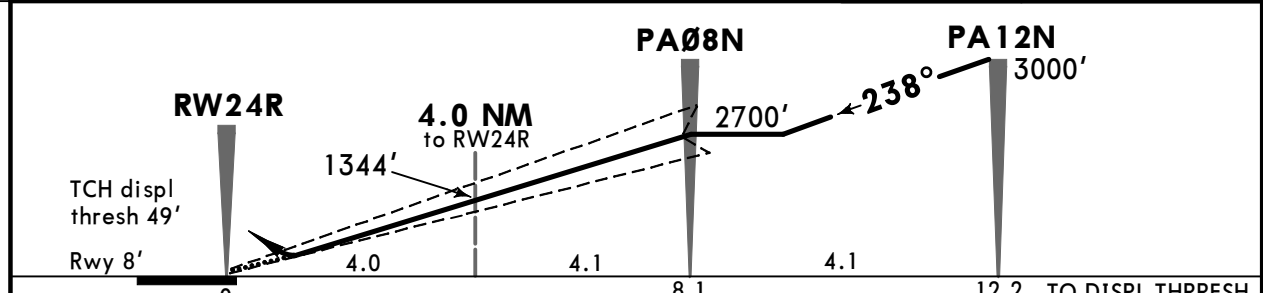
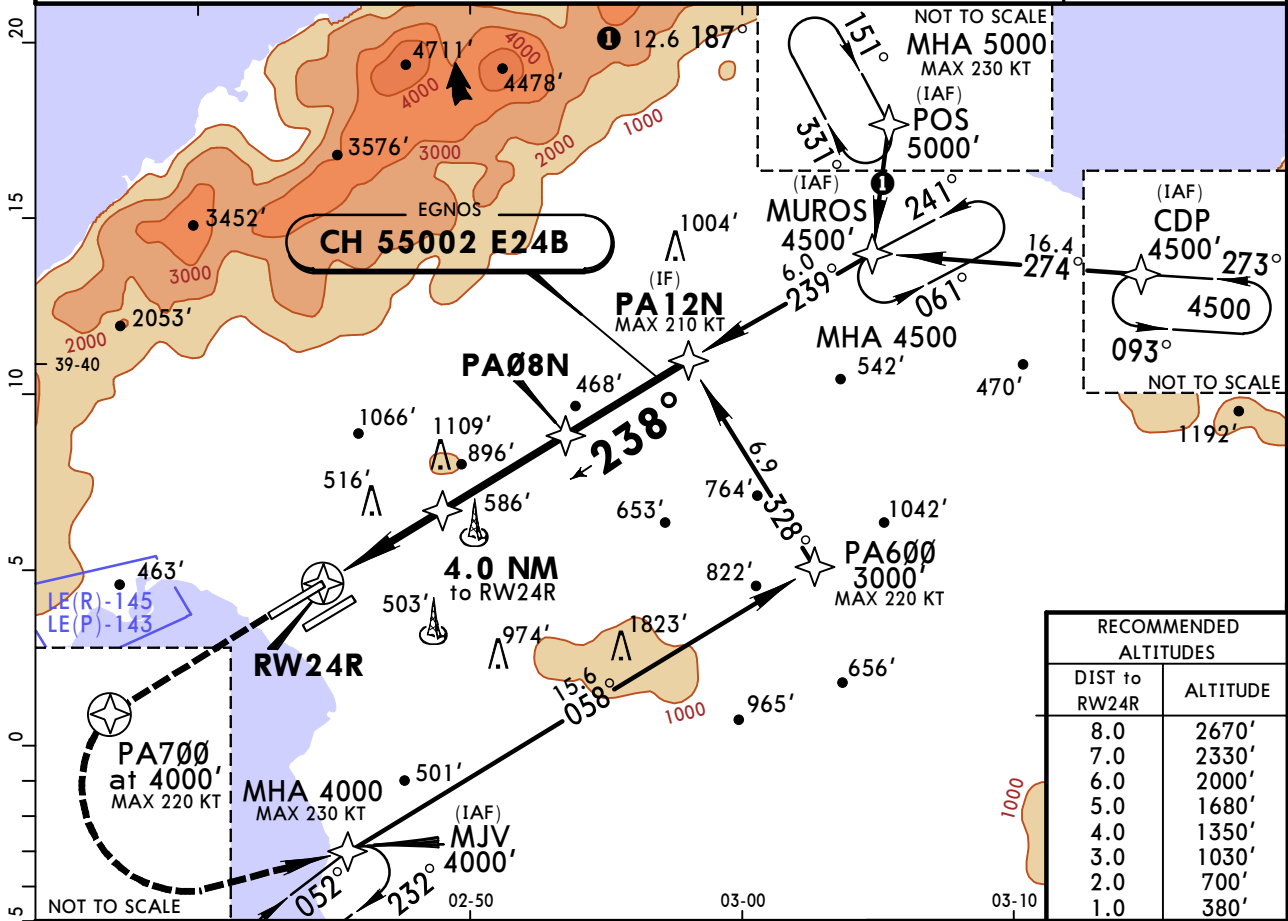
CHANGES: None.

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LEPA/PMI PALMA DE MALLORCA, SPAIN

13 SEP 19 (12-4) RNP Z Rwy 24R (LPV)

D-ATIS	PALMA Approach(R)			PALMA Tower (ARR)	Ground
119.255	118.955	119.155	119.405	118.305	121.905
EGNOS Ch 55002 E24B	Final Apch Crs 238°	Minimum Alt PA08N 2700' (2692')	LPV DA(H) Refer to Minimums	Apt Elev 27'	7000
MISSED APCH: Climb direct to PA700 at 4000', then turn LEFT (MAX 220 KT) direct to MJV at 4000' to join holding.					
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000'	MSA ARP
1. RNP apch required. 2. RNAV1 required between CDP and MUROS.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI PA700
Glide path Angle 3.00°	372	478	531	637	743	849	
MAP at DA							

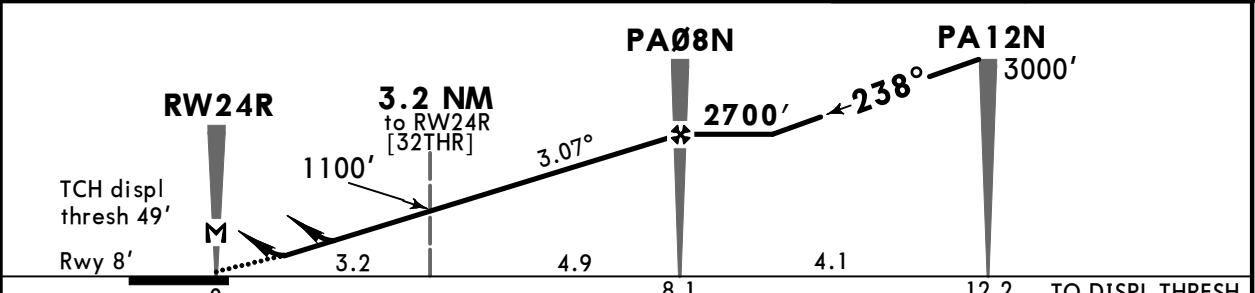
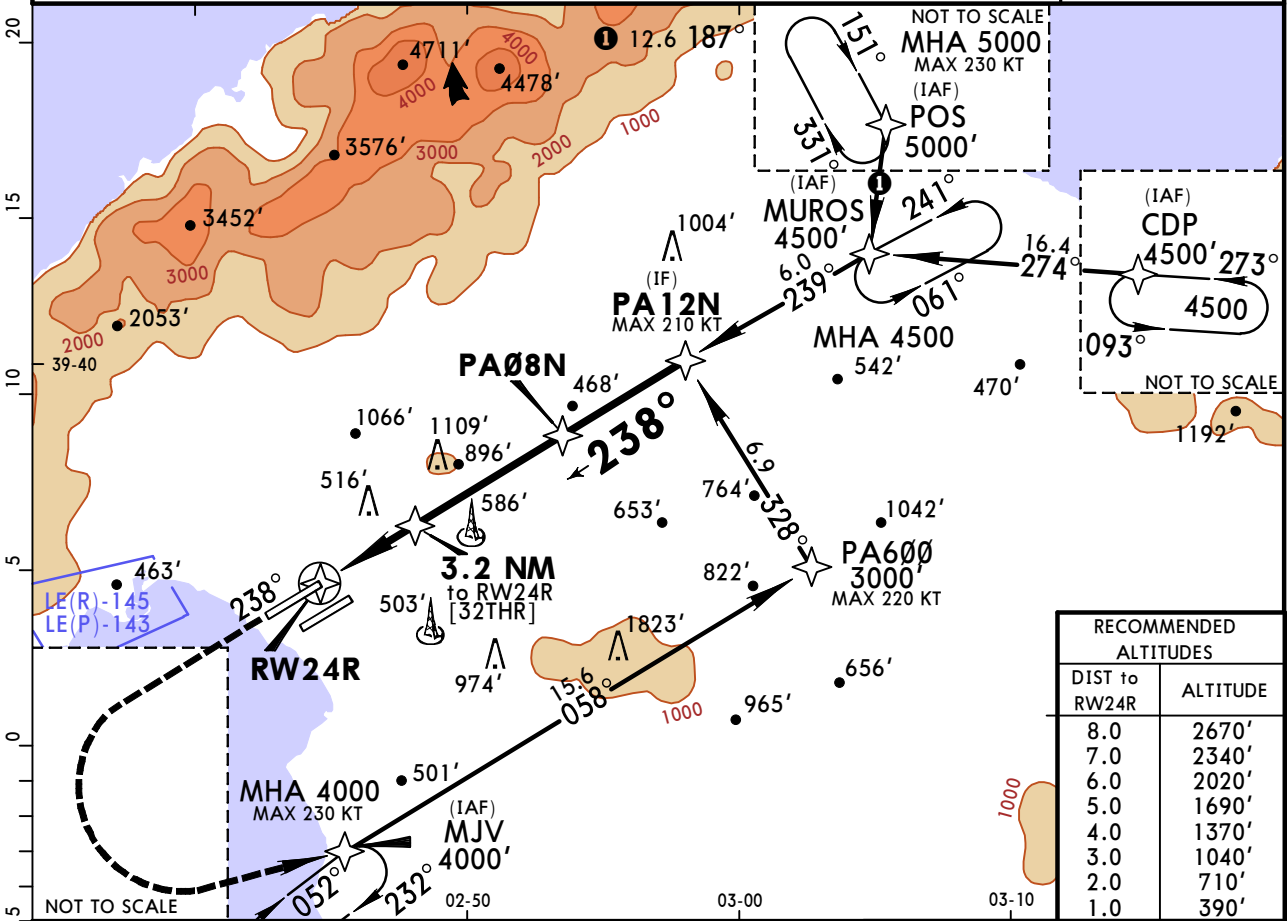
Standard				STRAIGHT-IN LANDING RWY 24R LPV		CIRCLE-TO-LAND Not authorized Northwest of rwy 06L/24R	
DA(H) A: 275' (267') B: 287' (279') C: 295' (287') D: 306' (298')				ALS out		Max Kts	
A	RVR 750m		RVR 1300m		100	610' (583')	1500m
B					135	820' (793')	1600m
C					180	1120' (1093')	2400m
D					205	1460' (1433')	3600m

LEPA/PMI
PALMA DE MALLORCA

JEPPESEN PALMA DE MALLORCA, SPAIN
RNP Y Rwy 24R

13 SEP 19 (12-5)

BRIEFING STRIP™	D-ATIS	PALMA Approach(R)			PALMA Tower (ARR)	Ground
	119.255	118.955	119.155	119.405	118.305	121.905
RNAV	Final Apch Crs 238°	Minimum Alt PA08N 2700' (2692')	LNAV/VNAV DA(H) Refer to Minimums		Apt Elev 27' Rwy 8'	7000 MSA ARP
MISSED APCH: Climb on 238° to 4000', then turn LEFT (MAX 220 KT) at 4000' direct to MJV to join holding.						
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000' 1. RNP apch required. 2. RNAV1 required between CDP and MUROS. 3. Baro-VNAV not authorized below -15°C. VPA exceeds 3.5° at 50°C.						



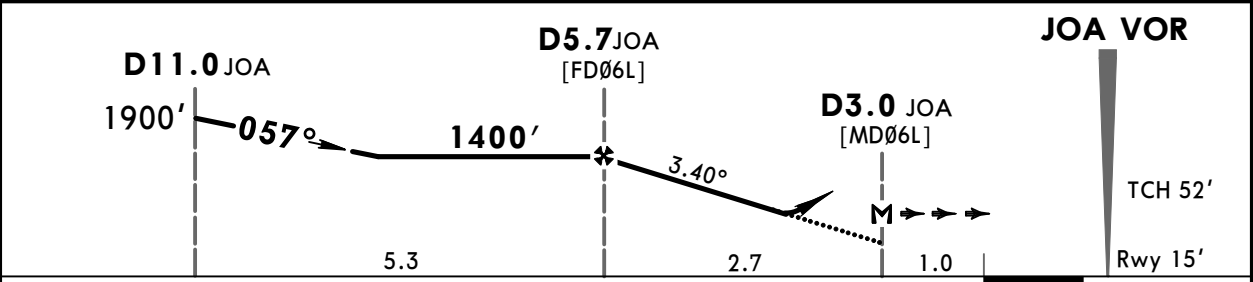
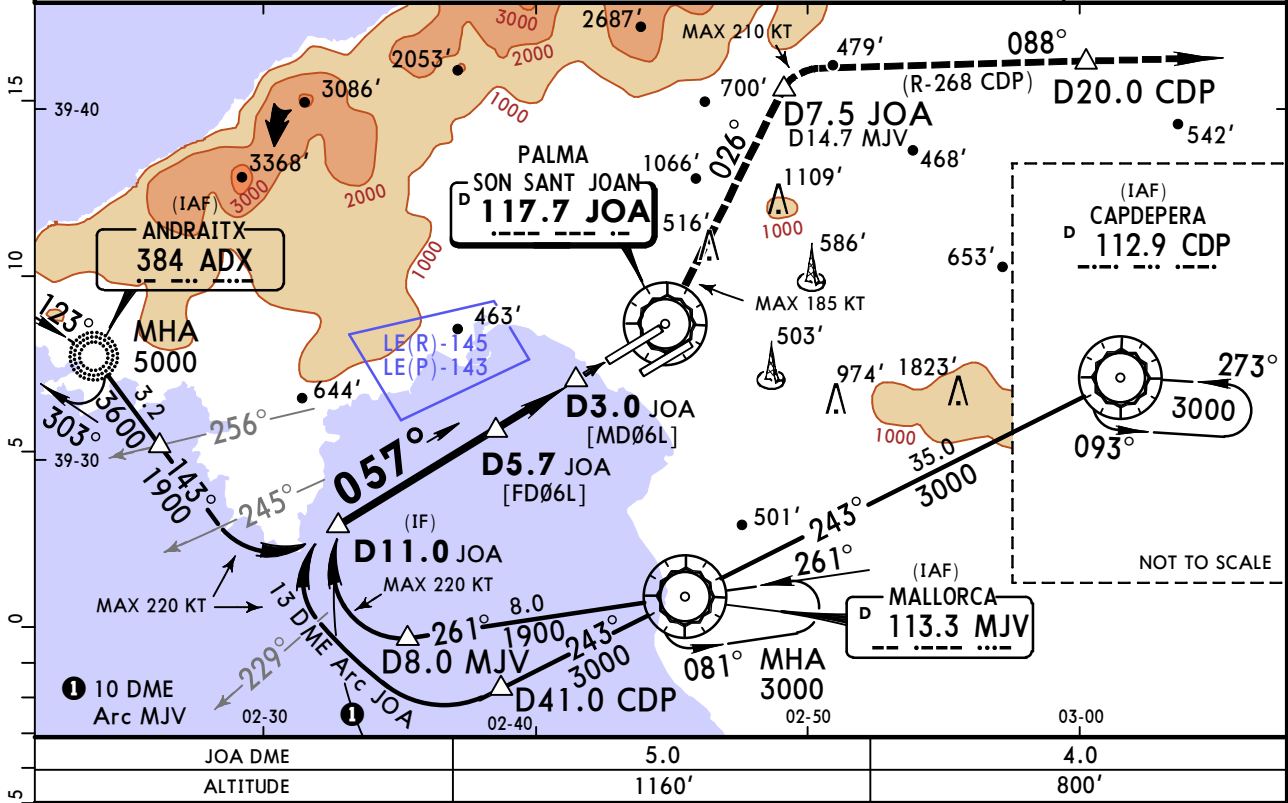
Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI 4000' on 238°
Descent Angle	3.07°	380	489	543	652	869	
LNAV/VNAV: MAP at DA							
LNAV: MAP at RW24R							

Standard				STRAIGHT-IN LANDING RWY 24R		CIRCLE-TO-LAND	
LNAV/VNAV		LNAV CDFEA		Not authorized Northwest of rwy 06L/24R			
DA(H) A: 288' (280') B: 298' (290') C: 308' (300') D: 318' (310')		DA/MDA(H) 510' (502')					
ALS out		ALS out		Max Kts			
A	RVR 1300m			100	610' (583')	1500m	
B				135	820' (793')	1600m	
C	RVR 750m	RVR 1400m		180	1120' (1093')	2400m	
D		RVR 1600m	RVR 2400m	205	1460' (1433')	3600m	

PANS OPS

LEPA/PMI PALMA DE MALLORCA 9 NOV 18 (13-1) VOR Rwy 06L

D-ATIS	PALMA Approach(R)			PALMA Tower (ARR)	Ground
119.255	118.955	119.155	119.405	118.305	121.905
VOR JOA 117.7	Final Apch Crs 057°	Minimum Alt D5.7 JOA 1400' (1385')	DA/MDA(H) 500' (485')	Apt Elev 27' Rwy 15'	
<p>MISSED APCH: Climb direct to JOA VOR. Turn LEFT (MAX 185 KT) to intercept and follow R-026 JOA to D7.5 JOA (D14.7 MJV). Turn RIGHT (MAX 210 KT) to intercept and follow R-268 inbound CDP VOR. Maintain MAX 2000' until D20.0 CDP. Then climb to 3000' and wait for ATC instructions.</p> <p>MISSED APCH WITH LOST COMM: Climb direct to JOA VOR. Turn LEFT (MAX 185 KT) and follow R-026 JOA to D7.5 JOA (D14.7 MJV). Turn RIGHT (MAX 210 KT) to intercept and follow R-268 inbound CDP VOR. Maintain MAX 2000' until D20.0 CDP. Then continue climb to 3000' and proceed to CDP VOR and hold.</p>					<p>MSA JOA VOR</p>
<p>Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'</p> <p>1. DME and ADF required. 2. Final approach track offset 1° from rwy centerline.</p>					



Gnd speed-Kts	70	90	100	120	140	160		JOA 117.7 ↑ LT	JOA 117.7 R-026
Descent Angle	3.40°	421	541	602	722	842			
MAP at D3.0 JOA									

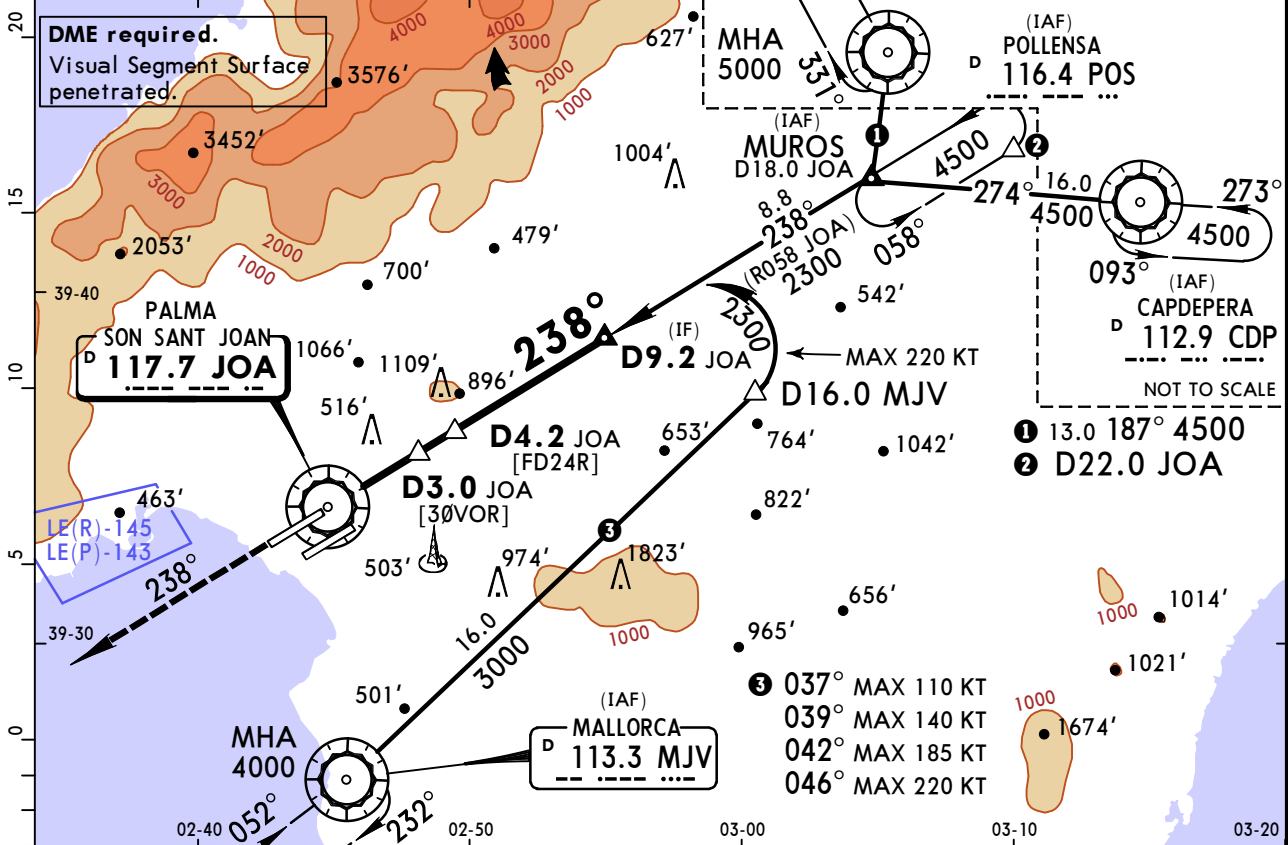
PANS OPS	Standard STRAIGHT-IN LANDING RWY 06L		CIRCLE-TO-LAND	
	CDFA		Not authorized	
	DA/MDA(H) 500' (485')		Northwest of rwy 06L/24R	
	ALS out		Max Kts	MDA(H)
	A		100	620' (593')
B		135	820' (793')	
C	RVR 1500m	RVR 2300m	180	1210' (1183')
D			205	1510' (1483')

LEPA/PMI PALMA DE MALLORCA

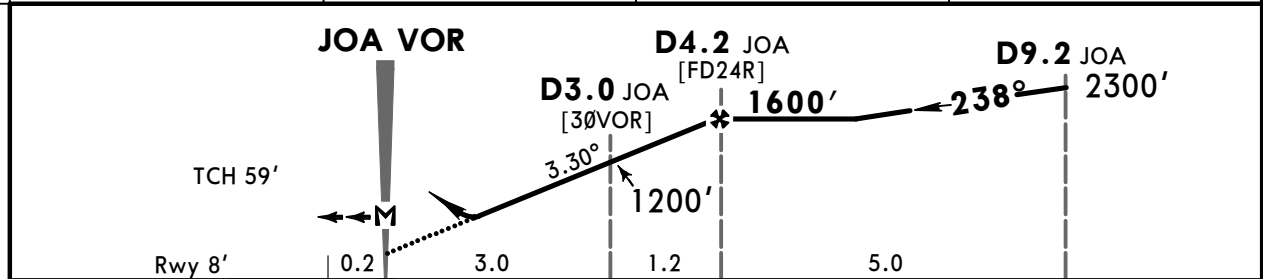
JEPPESSEN PALMA DE MALLORCA, SPAIN VOR Rwy 24R

9 NOV 18 (13-3)

D-ATIS	PALMA Approach(R)			PALMA Tower (ARR)	Ground
119.255	118.955	119.155	119.405	118.305	121.905
VOR JOA 117.7	Final Apch Crs 238°	Minimum Alt D4.2 JOA 1600' (1592')	DA/MDA(H) 630' (622')	Apt Elev 27'	Rwy 8'
MISSED APCH: Climb on R-238 JOA to 4000' and as directed by ATC. MISSED APCH WITH LOST COMM: Climb on R-238 JOA to 4000'. Turn LEFT and join hold at MJV VOR.					
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000'	



JOA DME	2.0	3.0	4.0
ALTITUDE	850'	1200'	1550'

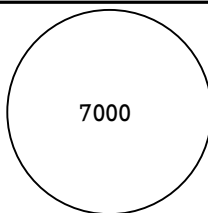


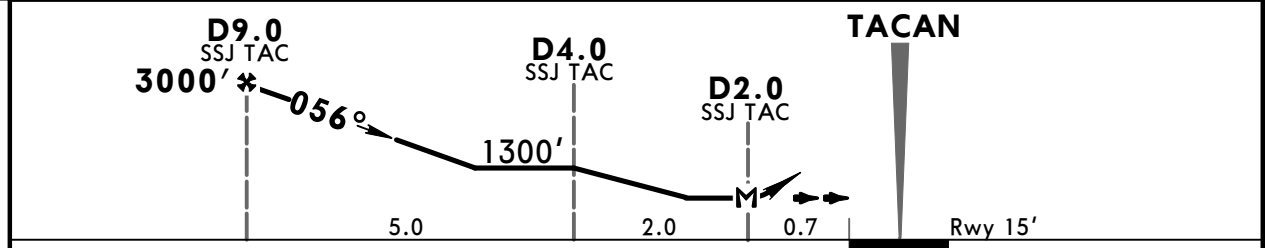
Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI JOA 4000' 117.7 to R-238 ↑
Descent Angle	3.30°	409	526	584	701	817	
MAP at JOA VOR							

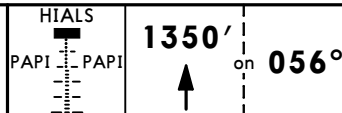
PANS OPS	Standard STRAIGHT-IN LANDING RWY 24R		CIRCLE-TO-LAND		
	CDFA DA/MDA(H) 630' (622')		Not authorized Northwest of rwy 06L/24R		
	ALS out		Max Kts	MDA(H)	VIS
	A	RVR 1500m	100	630' (603')	1500m
	B	RVR 1500m	135	830' (803')	1600m
C	RVR 2200m	180	1230' (1203')	2400m	
D	RVR 2400m	205	1520' (1493')	3600m	

LEPA/PMI
PALMA DE MALLORCA

JEPPESEN PALMA DE MALLORCA, SPAIN
9 NOV 18 **(14-1)** **CAT D** **HI-TACAN Rwy 06L**

D-ATIS 119.255	118.955	PALMA Approach(R) 119.155 119.405		PALMA Tower (ARR) 118.305	Ground 121.905
For UHF see MIL-101 listing					
TACAN SSJ CH 21	Final Apch Crs 056°	Minimum Alt D9.0 SSJ TAC 3000' (2985')	MDA(H) 920' (905')	Apt Elev 27' Rwy 15'	
MISSED APCH: Climb on 056° to 1350', then turn RIGHT and proceed direct to MJV VOR climbing to 3000'.					
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000'	MSA SSJ TAC	



MAP at 2.0 SSJ TAC	
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Standard		STRAIGHT-IN LANDING RWY 06L		CEILING REQUIRED		CIRCLE-TO-LAND	
MDA(H) 920' (905')				ALS out		Max Kts	
A	NOT APPLICABLE				A	MDA(H)	CEIL-VIS
B					B	NOT APPLICABLE	
C					C	NOT APPLICABLE	
D	1000' - 4000m	1000' - 4800m	205	920' (893') 1000' - 4800m			

LEPA/PMI PALMA DE MALLORCA

JEPPESEN PALMA DE MALLORCA, SPAIN HI-TACAN Rwy 24R

9 NOV 18

14-2

CAT D

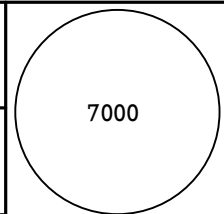
HI-TACAN Rwy 24R

D-ATIS 119.255	118.955	PALMA Approach(R) 119.155	119.405	PALMA Tower (ARR) 118.305	Ground 121.905
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For UHF see MIL-101 listing

BRIEFING STRIP™

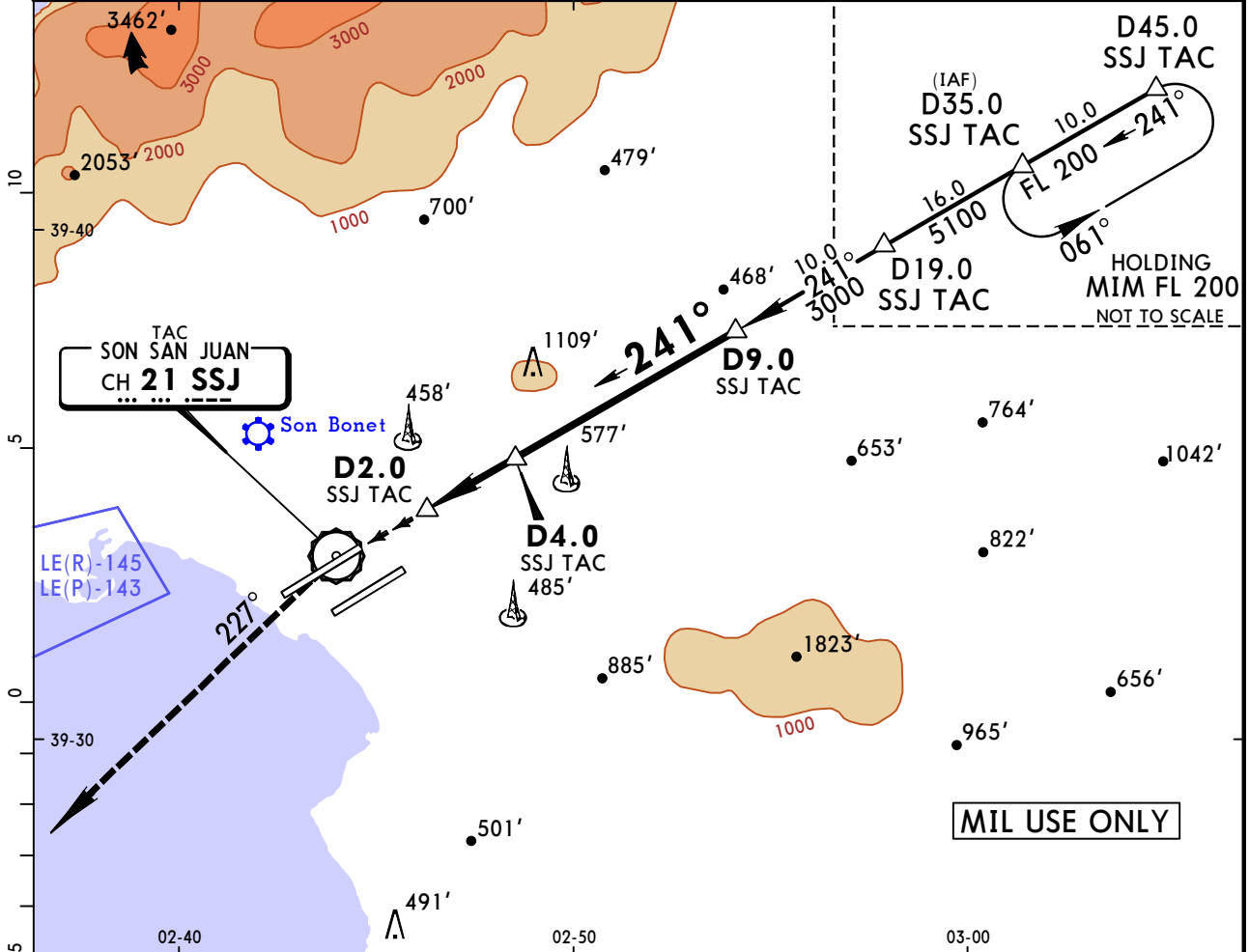
TACAN SSJ CH 21	Final Apch Crs 241°	Minimum Alt D9.0 SSJ TAC 3000' (2992')	MDA(H) 920' (912')	Apt Elev 27' Rwy 8'
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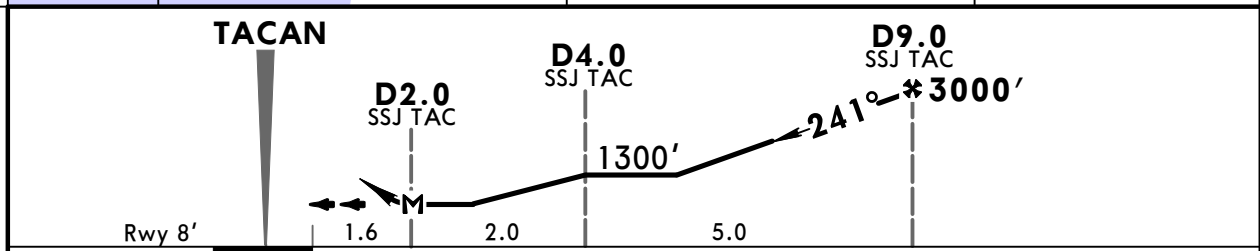
MISSED APCH: Climb on R-227 SSJ TAC to 3000', then as directed.

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

MSA SSJ TAC



MIL USE ONLY



MAP at 2.0 SSJ TAC				HIALS REIL PAPI PAPI LT	3000' SSJ on CH 21 R-227
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Standard STRAIGHT-IN LANDING RWY 24R **CEILING REQUIRED** CIRCLE-TO-LAND

MDA(H) 920' (912')		ALS out		Max Kts	MDA(H)	CEIL-VIS
A	NOT APPLICABLE				A	NOT APPLICABLE
B	NOT APPLICABLE				B	NOT APPLICABLE
C	NOT APPLICABLE				C	NOT APPLICABLE
D	1000' - 4000m	1000' - 4800m	205	920' (893')	1000' - 4800m	

MIPS

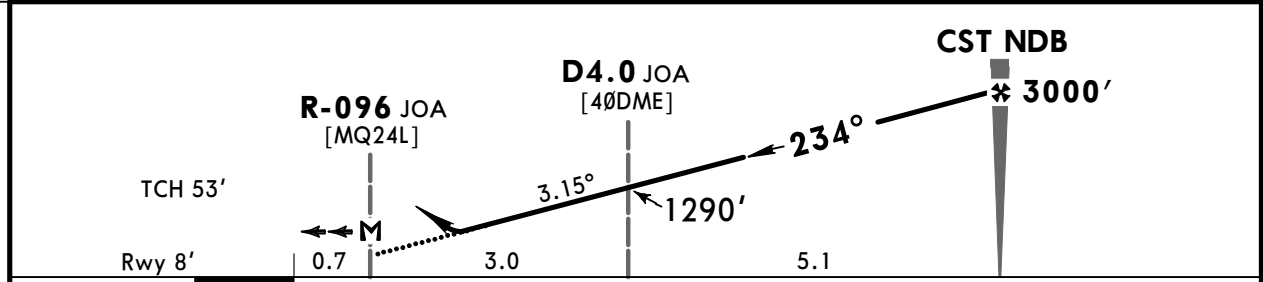
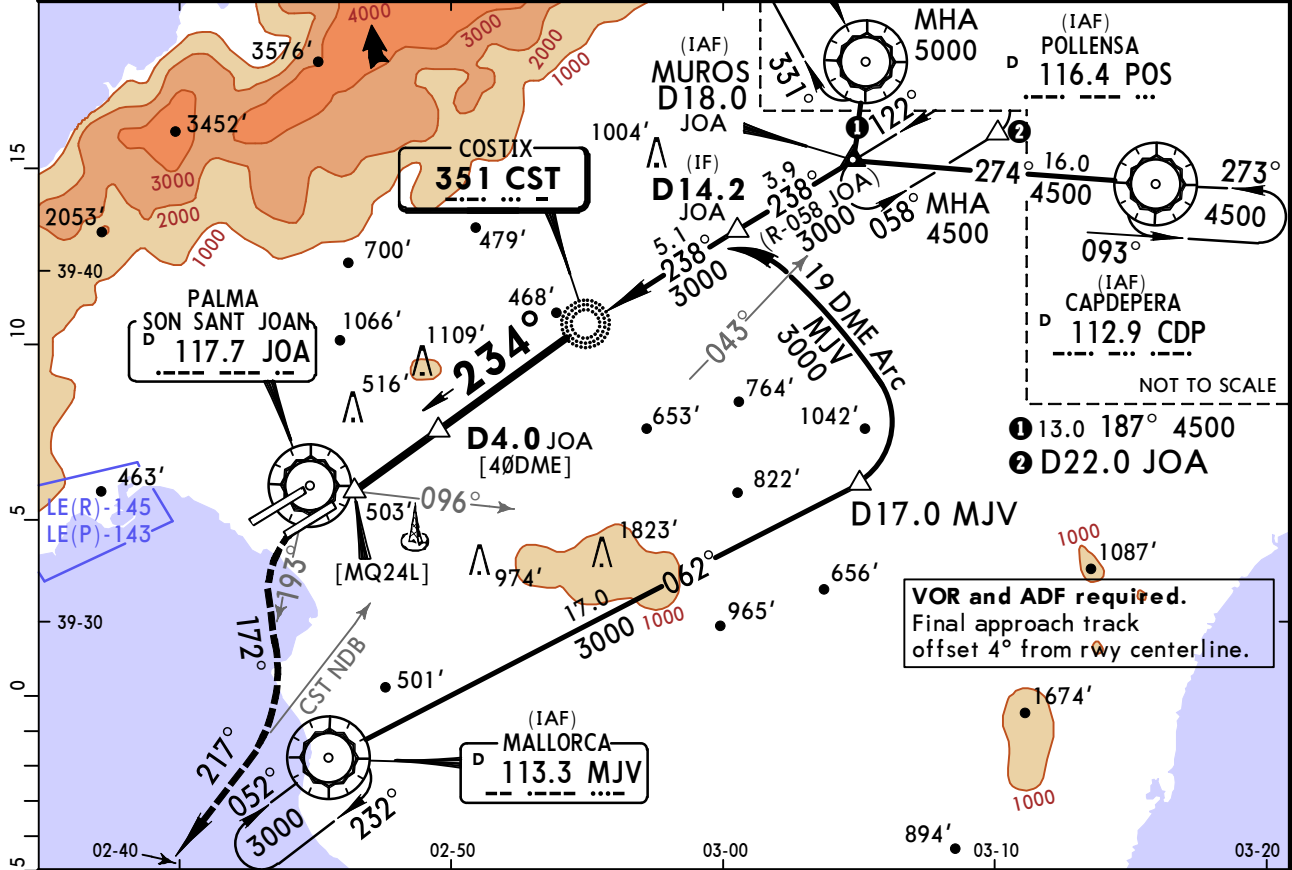
LEPA/PMI PALMA DE MALLORCA

JEPPesen PALMA DE MALLORCA, SPAIN

NDB Rwy 24L

9 NOV 18 (16-1)

BRIEFING STRIP™	D-ATIS	PALMA Approach(R)			PALMA Tower (ARR)	Ground
	119.255	118.955	119.155	119.405	118.305	121.705
	Lctr CST 351	Final Apch Crs 234°	Minimum Alt CST NDB 3000' (2992')	DA/MDA(H) 1000' (992')	Apt Elev 27'	Rwy 8'
<p>MISSED APCH: Turn LEFT (MAX 185 KT) not before R-193 JOA, onto 172°. Intercept and track outbound on 217° from CST NDB, climb to 3000'. Contact ATC.</p> <p>MISSED APCH WITH LOST COMM: Turn LEFT (MAX 185 KT) not before R-193 JOA, onto track 172°. Intercept and track outbound on 217° from CST NDB and climb to 3000'. Then turn LEFT to MJV VOR and join holding.</p>						<p>MSA CST NDB</p>
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC		



Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above
Descent Angle	3.15°	390	502	557	669	780		
MAP at R-096 JOA								

PANS OPS	Standard STRAIGHT-IN LANDING RWY 24L				CIRCLE-TO-LAND		
	CDFA				Not authorized Northwest of rwy 06R/24L		
	DA/MDA(H) 1000' (992')				ALS out		
	A	RVR 1500m			Max Kts	MDA(H)	VIS
	B	RVR 1500m			100	1000' (973')	1500m
C	RVR 2400m			135	1000' (973')	1600m	
D	RVR 2400m			180	1230' (1203')	2400m	
	RVR 2400m			205	1520' (1493')	3600m	



PALMA DE MALLORCA
 PALMA DE MALLORCA
 Balearic Islands
 SPAIN
 4.3 NM E Palma de Mallorca

ATIS	119.255		
*ILS/DME freq paired. DME reads zero at THR.			
RWY	ILS	RWY	ILS
06L*	110.90 PLM 058°	24R*	109.90 PAA 238°
	24L*		109.30 IPAL 238°

LEPA
 Elev 27'/8m
 N39 33.1
 E002 44.3

(APP)	PALMA APPROACH	119.405 (sp, en)
(TWR)	PALMA TOWER (sp, en)	118.305 (ARR) 118.455 (DEP)
	PALMA TOWER	121.705 (Ground South) 121.905 (Ground North)

TMA (A)* Palma FL 195 MAX ALT VFR Sectors	ATZ (A) Palma 3000' SFC 1000' SFC	CTR (D) 1000' SFC SFC	307.50 PA NDB	117.70 UO VOR/DME	113.30 MJV VOR/DME	108.40 SSJ TACAN
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384 ADX NDB	351 CST NDB	307.50 PA NDB	117.70 UO VOR/DME	113.30 MJV VOR/DME	108.40 SSJ TACAN
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384 ADX NDB	351 CST NDB	307.50 PA NDB	117.70 UO VOR/DME	113.30 MJV VOR/DME	108.40 SSJ TACAN
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Altitudes in ft.
Distances in NM

PALMA DE MALLORCA

19-2 14 DEC 18



PALMA DE MALLORCA

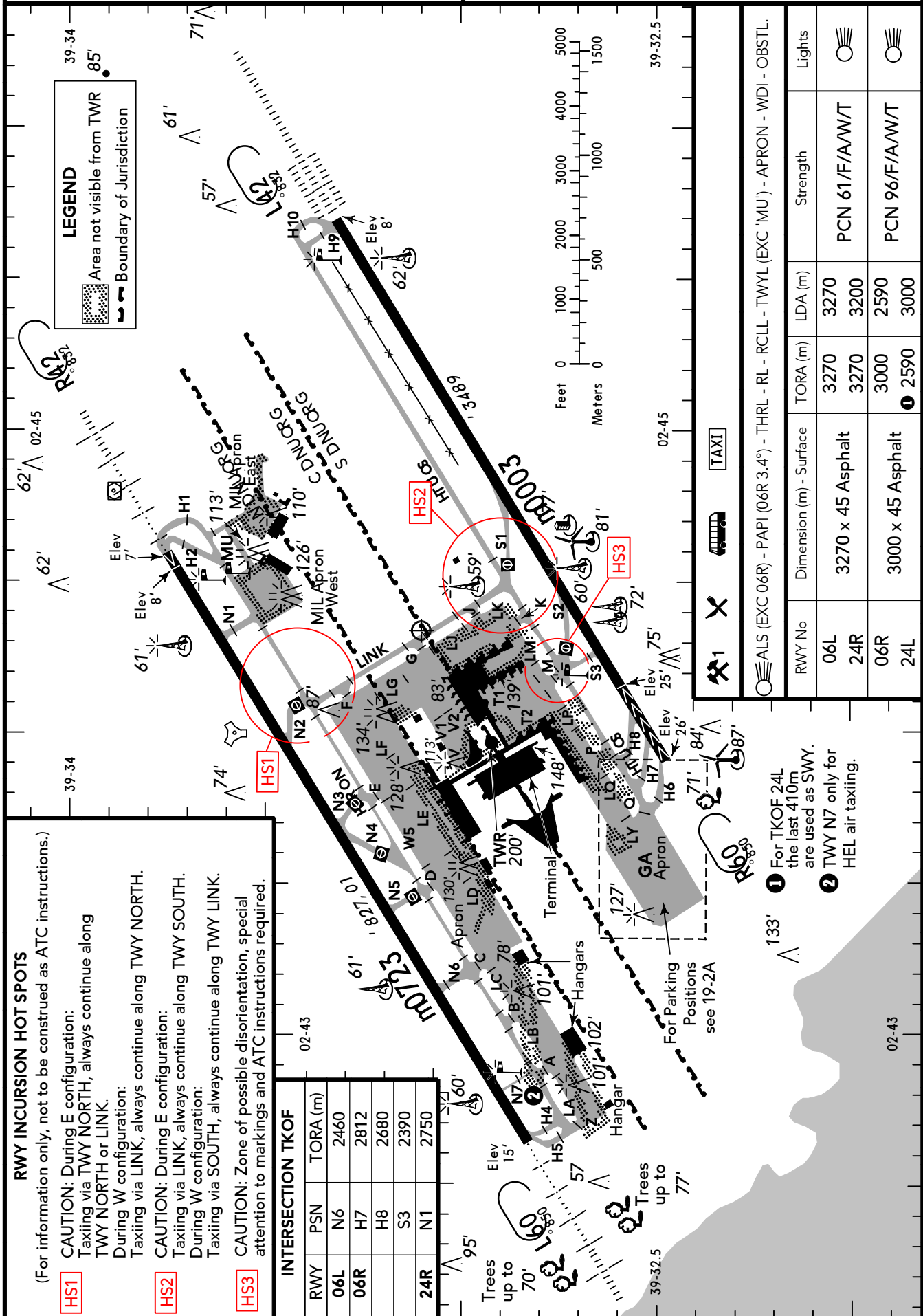
SPAIN, Balearic Islands

PALMA TOWER

ATIS 119.255

121.705 (Ground South)

121.905 (Ground North)



RWY INCURSION HOT SPOTS
(For information only, not to be construed as ATC instructions.)

HS1 CAUTION: During E configuration:
Taxiing via TWY NORTH, always continue along TWY NORTH or LINK.
During W configuration:
Taxiing via LINK, always continue along TWY NORTH.

HS2 CAUTION: During E configuration:
Taxiing via LINK, always continue along TWY SOUTH.
During W configuration:
Taxiing via SOUTH, always continue along TWY LINK.

HS3 CAUTION: Zone of possible disorientation, special attention to markings and ATC instructions required.

INTERSECTION TKOF

RWY	PSN	TORA (m)
06L	N6	2460
06R	H7	2812
	H8	2680
	S3	2390
24R	N1	2750

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
06L	3270 x 45 Asphalt	3270	3270	PCN 61/F/A/W/T	○
24R		3270	3200		
06R	3000 x 45 Asphalt	3000	2590	PCN 96/F/A/W/T	○
24L		2590	3000		

- 1 For TKOF 24L the last 410m are used as SWY.
- 2 TWY N7 only for HEL air taxiing.

Chart changes since cycle 23-2019

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
PALMA DE MALLORCA, (PALMA DE MALLORCA - LEPA)				
REV	AIRPORT BRIEFING (GEN CON...	10-1P2	22 Nov 2019	05 Dec 2019
REV	AIRPORT BRIEFING (GEN CON...	10-1P3	22 Nov 2019	05 Dec 2019
REV	AIRPORT BRIEFING (GEN CON...	10-1P4	22 Nov 2019	05 Dec 2019
REV	AIRPORT BRIEFING (ARR CON...	10-1P5	22 Nov 2019	05 Dec 2019

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LEPA

Type: Terminal
Effectivity: Temporary
Begin Date: 20191010
End Date: 20200228

For construction works information refer to chart 10-8E and latest NOTAMs (based on SUP 093-19).

Type: Terminal
Effectivity: Temporary
Begin Date: 20190228
End Date: 20191231

Works on Aprons and Taxiways (based on SUP 008-19, with eff 10 OCT 19 based on SUP 107/19). Refer to temporary chart 10-8B and latest NOTAM's.

Type: Terminal
Effectivity: Temporary
Begin Date: 20181206
End Date: Until Further Notice

Runway guards lights in TWY H6 out of service (based on SUP 150-18, with eff 23 May 19 based on SUP 45-19).

Type: Terminal
Effectivity: Temporary
Begin Date: 20191010
End Date: 20200531

For construction works information refer to 10-8/10-8A chart and latest NOTAMs (based on SUP 087-19).

Type: Terminal
Effectivity: Temporary
Begin Date: 20191010
End Date: 20201010

For construction works information refer to temporary charts 10-8C/10-8D and latest NOTAMs (based on SUP 089-19, with eff date 7 NOV 19 based on SUP 125/19)

Type: Terminal (VFR)
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Until 31 DEC 19 Construction works will take place at AD in several phases. RWY 06R/24L or 06L/24R may be CLSD. Caution is recommended due to the presence of personnel and machinery. Pls check current NOTAMs.

Type: Terminal (VFR)
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

EFF 10 OCT 19 until APRX 10 OCT 20 Compliance works on aeronautical lighting and vertical markings will take place in 6 phases. The start and end dates of each phase and any operational incident will be published by NOTAM. Caution is advised due to the presence of personnel and machinery.

Type: Terminal (VFR)
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

EFF 10 OCT 19 until APRX 31 MAY 20 Drainage works in islets S of TWY LINK will take place in several phases. The start and

end dates of each phase and any operational incident will be published by NOTAM. Caution is advised due to the presence of personnel and machinery.

Type: Terminal (VFR)
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

EFF 10 OCT 19 until APRX 31 DEC 19 Improvement works will be carried out on the islets D-E and E-F between the apron and the TWYs NORTH and LINK. In this area during 11 phases following TWYs, gates & intersections are temporarily and partly closed: TWY NORTH, gate D, TWY N5, TWY W5, gate E, TWY N3, intersection of TWY NORTH and LINK, TWY LINK between gate F and TWY NORTH. The start and end dates of each phase, as well as any operational incident will be announced by NOTAM. Caution is recommended due to the presence of personnel and machinery.

Type: Terminal (VFR)
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

EFF 10 OCT 19 until APRX 28 FEB 20 Resurfacing works of the head of RWY 24R will take place in 5 phases. The start and end dates of each phase and any operational incident will be published by NOTAM. Caution is advised due to the presence of personnel and machinery.

Type: Terminal (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Restricted area LE-R115 enlarged to NE by APRX 15 NM and 10 NM to S.

Type: Terminal (VFR)
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

EFF 10 OCT 19 until APRX 10 OCT 20 Works for levelling islets and refurbishment of existing markings will take place. The present work seeks to improve the conditions of islets Z-A, A-B, B-C and C-D, located between the apron and TWY NORTH, and islet F-G and the segment to the East side of islet E-F, between the apron and TWY LINK. The start and end dates of each phase and any operational incident will be published by NOTAM. Caution is advised due to the presence of personnel and machinery.

Type: Terminal (VFR)
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

EFF 10 OCT 19 until APRX 31 MAY 20 Appropriate actions will take place in 5 phases to comply with European regulations as far as over-widths, ACFT stand markings and obstacles are concerned. The start and end dates of each phase and any operational incident will be published by NOTAM. Caution is advised due to the presence of personnel and machinery.

Chart Change Notices for Country ESP

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Information regarding aerodrome Gibraltar is now to be found under country name GIBRALTAR.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Information regarding aerodrome Melilla is now to be found under country name MELILLA.

Type: Gen Tmnl (VFR)

Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Information regarding aerodromes El Berriel, Fuerteventura, Gran Canaria, Hierro, La Gomera, Lanzarote, La Palma, Tenerife North and Tenerife South are now to be found under country name CANARY IS.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 28 MAR 19 Upper limit of TMA (D) Galicia chgd to FL 145.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 28 MAR 19 Upper limit of TMA (D) Barcelona chgd to FL 145 (EXC sector 3).

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Seville TMA Area 5 airspace Class chgd to (D) airspace.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 19 JUL 18 RMZ (G) established within TMA Palma VFR sectors (with same lateral and vertical limits).

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Zaragoza TMA: Unless otherwise authorized by the Direcciyn General de Aviacyon Civil, the use of SSR transponder is compulsory for all aircraft flying within Zaragoza TMA at any level.