

GENERAL**Operational Hours**

ATS Hours / AD Hours: H24

Airport Information

RFF: CAT 9

PCN: RWY 06L/24R: 61/F/A/W/T, RWY 06R/24L: 96/F/A/W/T

Operation**Traffic Note**

From MAY 01 - OCT 31 daily from 0530-0700 and 1600-1830; AD not AVBL for ACFT with cruising speed below 220KT.

AD PPR for code letter F ACFT.

Preferential RWY

West: Whenever tailwind component does not exceed 10KT, dry RWY or wet with braking action good:

LDG: RWY 24L.

TKOF: RWY 24R.

East:

LDG: RWY 06L.

TKOF: RWY 06R.

Transponder Mode S

Select assigned transponder Mode A and activate S, set to AUTO if technically AVBL.

- from push-back or taxi whichever comes earlier
- after LDG, continuously until fully parked on stand.

Select ACFT identification feature if AVBL, before activating transponder.

Low Visibility Procedures

Preferential RWY:

RWY 24L for CAT II/III

Manoeuvring area: LVP in force when RVR 650m or below and in APN when RVR is lower than 400m.

Follow-me mandatory, when RVR below 400m and A-SMGCS inoperative, or RVR below 400m and SMR operative (MLAT inoperative).

ARR:

Vacate RWY 06L via N2 and N3.

Vacate RWY 24R via N4.

Vacate RWY 24L via S1, S2. In cases where RWY is vacated at RWY end, use H7 if possible.

Report:

- TWY used
- RWY free (CAT I), or
- Sensitive area free (CAT II/III)

Follow TWY CLL until the ILS sensitive area is vacated, thereafter await taxi instructions from ground movement control.

GENERAL

DEP:

REQ ATC to engines start-up when meteorological MNM values are equal to or higher than its OPS minima.

Following RWY HLDG positions shall be used, except when different CLR is issued by ATC:

RWY 06R: H8

RWY 06L: H4, H5

RWY 24R: H1, H2

RWY 24L: H9, H10, restrictions apply.

Intersection TKOFs prohibited during LVP.

In the event of aborted TKOF maneuver, immediately inform ATC and vacate RWY via:

RWY 06L: H2, H1

RWY 24R: H4, H5

RWY 06R: H9, H10

RWY 24L: S1, S2, S3, H8, H7, H6

Once activated the LVP, preferentially, operations shall be carried out on West configuration.

TWY Restrictions

TWY MU width 18m / 59ft.

TWY LA, LB, LC, LD, LE, LF, LG, LJ, LK, H1, H2, H4, H6, H7, H8, H10, S3 MAX wingspan below 65m / 213ft.

TWY LM, H7, T1, T2 MAX wingspan below 52m / 171ft.

TWY H9 MAX wingspan 51m / 167ft.

TWY N1, N6 MAX wingspan 45m / 148ft.

TWY LQ, LY MAX wingspan 42m / 138ft.

TWY W5, LP, V, V1, V2, H5 MAX wingspan below 36m / 118ft.

TWY Y2 MAX wingspan 30m / 98ft.

TWY Y3 MAX wingspan 20m / 66ft.

TWY Y5 MAX wingspan 18m / 59ft.

TWY Y1 MAX wingspan 12m / 39ft.

TWY Y4: from stand 200 to stand 205 MAX wingspan below 36m / 118ft.

from stand 206 to stand 211 MAX wingspan 20m / 66ft.

TWY W5 only usable to access stand 104-109.

TWY C forbidden for ACFT to be parked or coming from stand 311-318.

Taxi/Parking

R9: ACFT higher than CAT C must exit ramp nosing south via TWY LG.

Use oversteering maneuver in the following areas:

- Code letter E ACFT: TWY H4, H9, H10, N1-N6, S1-S3, Z, A-E, G (A346 only), J, K, M, P.
- MD-11 ACFT: TWY H4, H9, H10, N1-N6, S1-S3, Z, A-E, J, K, M, P.
- Code letter D ACFT (except MD-11): TWY H4, H9, N1-N3, N5, N6, S1, S3, A-E, J, K, M, P, Q (to TWY LQ).

GENERAL

Configuration East:

ARR ACFT that, when being transferred from GND NORTE to GND SUR is not able to establish COM with GND SUR, will hold PSN before Gate J.

Configuration West:

ARR ACFT that, when being transferred from GND SUR to GND NORTE is not able to establish COM with GND NORTE, will hold PSN before Gate F.

Guidance by follow-me only for stands 38-48 and O/R in exceptional cases.

Taxi to stands 30-48 via TWY V-1, hold short of the intermediate HLDG PSN.

Stands 155-156B, 200, 227, 228 can be affected by engine jet blast with a speed less than 56km/h.

Stands equipped with Safedock Visual Docking Guidance System (VDGS): 08, 10, 12, 14, 16, 18, 20, 22, 30, 32, 34, 34B, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 72, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98.

Stand identification signs not AVBL at any stand.

Standard Taxi Routes

East Configuration

ARRIVAL RWY 06L

R1-R6, R7 (stands 24, 25 and 114-117): Standard route: N3, N2, N1 or RWY end, TWY NORTH.

- Stands 303 and 306-310: Standard route, gate A and TWY LA.
- Stands 311-315: Standard route, gate A and TWY LB.
- Stands 316-318: Standard route, gate B and TWY LC.
- Stands 1-6, 100-103B: Standard route, gate C and TWY LD.
- exc stand 103: Standard route, gate D and TWY LD.
- Stands 8-22: Standard route, gate D and TWY LE.
- Stands 104-109: Standard route, gate E and TWY W5.
- Stands 23A-25 and 114-117: Standard route, gate E and TWY LF.

R7 (stands 118-118B, 26, 119): N3, N2, N1 or RWY end, TWY NORTH, LINK, gate F and TWY LF.

R8-R11: Standard route: N3, N2, N1 or RWY end, TWY NORTH and LINK.

- Stands 27-29, 120-121: Standard route, gate F and TWY LF and LG.
- Stands 30-36: Standard route, gate G and TWY LG and V1.
- Stands 38-48: Standard route, gate G and TWY LG, V1 and V2, as well as, previous ATC CLR, Standard route, gate G, TWY LG and V2.
- Stands 50-54: Standard route, gate G and TWY LJ.
- Stands 56-58: Standard route, gate J and TWY LK.
- Stands 123: Standard route, gate G and TWY LG.

R13-R17: Standard route: N3, N2, N1 or RWY end, TWY NORTH, LINK and SOUTH.

- Stands 60-68: Standard route, gate M and TWY T1.
- Stand 72: Standard route, gate M and TWY T1 or T2.
- Stands 80-86: Standard route, gate M and TWY T2.
- Stands 88-96: Standard route, gate M and TWY LP.
- Stands 98-154B: Standard route, gate P and TWY LQ.
- Stands 155-159: Standard route, gate Q and TWY LY.

GENERAL

DEPARTURES RWY 06R**R1-R7**

- Stands 303 and 306-310: TWYs LA, ..., LF, gate F, TWYs LINK and SOUTH, RWY HLDG PSN H6, H7 or H8.
- Stands 311-315: TWYs LB, ..., LF, gate F, TWYs LINK and SOUTH, RWY HLDG PSN H6, H7 or H8.
- Stands 316-318: TWYs LC, ..., LF, gate F, TWYs LINK and SOUTH, RWY HLDG PSN H6, H7 or H8.
- Stands 100: Gate C, TWYs NORTH, LINK and SOUTH, RWY HLDG PSN H6, H7 or H8.
- Stands 1-6, 100B, 101-103B: TWYs LD, ..., LF, gate F, TWYs LINK and SOUTH, RWY HLDG PSN H6, H7 or H8.
- Stands 8-22, 104-109: TWYs LE, LF gate F, TWYs LINK and SOUTH, RWY HLDG PSN H6, H7 or H8.
- Stands 23A-26, 114-118B, 119: TWYs LF, gate F, TWYs LINK and SOUTH, RWY HLDG PSN H6, H7 or H8.

R8-R11

- Stands 27-29, 120-123: TWY LG, gate G, TWYs LINK and SOUTH, RWY HLDG PSN H6, H7 or H8.
- Stands 30-48: TWYs V2, LG, gate G, TWYs LINK and SOUTH, RWY HLDG PSN H6, H7 or H8.
- Stand 50: TWYs LJ, gate G, TWYs LINK and SOUTH, RWY HLDG PSN H6, H7 or H8.
- Stands 52-58: TWYs LJ, LK, gate K, TWYs LINK and SOUTH, RWY HLDG PSN H6, H7 or H8.

R13-R17

- Stands 60-62: TWYs T1, gate M, TWY SOUTH, RWY HLDG PSN H6, H7 or H8.
- Stands 64-68: TWYs T1, T2 gate M, TWY SOUTH, RWY HLDG PSN H6, H7 or H8.
- Stand 72: TWYs T1 or T2, gate M, TWY SOUTH, RWY HLDG PSN H6, H7 or H8.
- Stands 80, 82: TWY T2, T1, gate M, TWY SOUTH, RWY HLDG PSN H6, H7 or H8.
- Stands 84, 86: TWY T2, gate M, TWY SOUTH, RWY HLDG PSN H6, H7 or H8.
- Stands 88-96: TWY LP, gate P, TWY SOUTH, RWY HLDG PSN H6, H7 or H8.
- Stands 98-154B: TWY LQ, gate Q, TWY SOUTH, RWY HLDG PSN H6, H7 or H8.
- Stands 155-159: TWY LY, gate Q, TWY SOUTH, RWY HLDG PSN H6, H7 or H8.

West Configuration**ARRIVAL RWY 24L**

R1-R6, R7 (stands 24, 25): Standard route: S1, TWY LINK and NORTH or S2, S3 or RWY end, TWYs SOUTH, LINK and NORTH.

- Stands 303 and 306-310: Standard route, gate A and TWY LA.
- Stands 311-315: Standard route, gate A and TWY LB.
- Stands 316-318: Standard route, gate B and TWY LC.
- Stands 16, 100-103B: Standard route, gate C and TWY LD.
exc stand 103: Standard route, gate D and TWY LD.
- Stands 8-22: Standard route, gate D and TWY LE.
- Stands 104-109: Standard route, gate E and TWY W5.
- Stands 23A-25: Standard route, gate E and TWY LF.

R7 (stands 114-118B, 119), **R8** (stands 120-123): Standard route: S1, TWY LINK or S2, S3 or RWY end, TWY SOUTH, LINK.

- Stands 114-117: Standard route, TWY NORTH, gate E and TWY LF.
- Stands 118-118B: Standard route, gate F.
- Stands 119: Standard route, gate F and TWY LF.
- Stands 120-121: Standard route, gate G and TWY LG.
- Stand 123: Standard route and gate G.

GENERAL

R7 (stand 26), **R8** (stands 27-29), **R9-R11**: Standard route: S1, TWY LINK or S2, S3 or RWY end, TWY SOUTH, LINK.

- Stands 26: Standard route, gate F and TWY LF.
- Stands 27-29: Standard route, gate G and TWY LG.
- Stands 30-36: Standard route, gate G and TWYs LG and V1.
- Stands 38-48: Standard route, gate G and TWY LG, V1 and V2, as well as, previous ATC CLR, Standard route, gate G, TWY LG and V2.
- Stands 50-58: S1, S2, S3 or RWY end, TWY SOUTH, gate K and TWY LK, LJ.

R13-R17: Standard route: S1, S2, S3 or RWY end, TWY SOUTH.

- Stands 60-68: Standard route, gate M and TWY T1.
- Stand 72: Standard route, gate M and TWY T1 or T2.
- Stands 80-86: Standard route, gate M and TWY T2.
- Stands 88-96: Standard route, gate P and TWY LP.
- Stands 98-154B: S1, S2 or S3, TWY SOUTH, gate Q and TWY LQ or RWY end, gate Q and TWY LQ.
- Stands 155-159: S1, S2 or S3, TWY SOUTH, gate Q and TWY LY or RWY end, gate Q and TWY LY.

DEPARTURES RWY 24R

R1-R7

- Stands 303 and 306-310: TWYs LA, ..., LF, gate F, TWYs LINK and NORTH, RWY HLDG PSN H1 or H2.
- Stands 311-315: TWYs LB, ..., LF, gate F, TWYs LINK and NORTH, RWY HLDG PSN H1 or H2.
- Stands 316-318: TWYs LC, ..., LF, gate F, TWYs LINK and NORTH, RWY HLDG PSN H1 or H2.
- Stand 100: Gate C, TWYs NORTH, RWY HLDG PSN H1 or H2.
- Stands 1-6, 100B, 101-103B: TWYs LD, ..., LF, gate F, TWYs LINK and NORTH, RWY HLDG PSN H1 or H2.
- Stands 8-22, 104-109: TWYs LE, LF, gate F, TWYs LINK and NORTH, RWY HLDG PSN H1 or H2.
- Stands 23A-26, 114-118B: TWYs LF, gate F, TWYs LINK and NORTH, RWY HLDG PSN H1 or H2.

R8-R11:

- Stands 27-29 and 120-121: TWYs LG, LF, gate F, TWYs LINK and NORTH, RWY HLDG PSN H1 or H2.
- Stands 123: TWY LG, gate G, TWYs LINK and NORTH, RWY HLDG PSN H1 or H2.
- Stands 30-48: TWYs V2 and LG, LF, gate F, TWYs LINK and NORTH, RWY HLDG PSN H1 or H2.
- Stands 50-54: TWYs LJ, gate G, TWYs LINK and NORTH, RWY HLDG PSN H1 or H2.
- Stands 56-58: TWYs LK, LJ, gate G, TWYs LINK and NORTH, RWY HLDG PSN H1 or H2.

R13-R17:

- Stands 60-62: TWY T1, LM, LK, gate J, TWYs LINK and NORTH, RWY HLDG PSN H1 or H2.
- Stands 64-68: TWY T1, T2, LM, LK, gate J, TWYs LINK and NORTH, RWY HLDG PSN H1 or H2.
- Stand 72: TWY T1 or T2, LM, LK, gate J, TWYs LINK and NORTH, RWY HLDG PSN H1 or H2.
- Stands 80, 82: TWY T2, T1, LM, LK gate J, TWYs LINK and NORTH, RWY HLDG PSN H1 or H2.
- Stands 84, 86: TWY T2, LM, LK gate J, TWYs LINK and NORTH, RWY HLDG PSN H1 or H2.
- Stands 88-96: TWY LP, ..., LK, gate J, TWYs LINK and NORTH, RWY HLDG PSN H1 or H2.
- Stands 98-154B (MAX wingspan 36m / 118ft): TWY LQ, ..., LK, gate J, TWYs LINK and NORTH, RWY HLDG PSN H1 or H2.
- Stands 98-154 (above wingspan 36m / 118ft): TWY LQ, gate P, TWY SOUTH, LINK and NORTH, RWY HLDG PSN H1 or H2.
- Stands 155-159 (MAX wingspan 36m / 118ft): TWY LY, ..., LK, gate J, TWYs LINK and NORTH, RWY HLDG PSN H1 or H2.
- Stands 155-159 (above wingspan 36m / 118ft): TWY LY, LQ gate P, TWYs SOUTH, LINK and NORTH RWY HLDG PSN H1 or H2.

GENERAL

For Temporary Standard Taxi Routes see last page.

APU

Use of APU restricted to 2min after on-block and 5min before off-block time.

Exceptions:

- if stand is not equipped with AC power (400Hz) and mobile GPU not AVBL.
- if air condition is required and no ACU AVBL.
- Stands without 400Hz system, use of APU is forbidden during the night hours, except for ACFT cleared for start-up and taxi.

Warnings

JOA VOR/DME unusable between R329-R009 below 5000ft.

CDP VOR signal fluctuations $\pm 5^\circ$ in sector R249 between 8-11NM possible.

CST NDB signal fluctuations $\pm 10^\circ$ in sector between 319°-349°.

ADX NDB signal fluctuations more than 10° in sector between 359°-099° possible.

PA LO RWY 24R signal fluctuations more than $\pm 10^\circ$:

- between 269°-289°, 011°-014° and 339°.
- between 320°-350° below 3000ft within 7NM.

ILS LOC RWY 06L AVBL at 17NM 35° from RCL at 3000ft AMSL or above.

ILS LOC RWY 24R AVBL:

- at 17NM 35° both sides RCL at 6000ft AMSL or above.
- at 25NM 10° both sides RCL at 4000ft AMSL or above.

ILS LOC RWY 24L not AVBL at 17NM 35° both sides RCL at 5000ft AMSL or above and at 25NM 10° both sides RCL at 3000ft AMSL or above.

Arresting Systems

RWY 06R: located at 650m / 2133ft from displaced THR

RWY 24L: located at 1940m / 6365ft from THR

Due to the presence of a arresting cable, starting at 475m / 1476ft from THR 06R there is a segment of 285m / 935ft of inset RWY CLL (full-flush type) which might NOT be visible during TKOF and/or LDG OPS from distances greater than or close to 100m / 328ft from the same, so that extra caution should be taken. The rapid exit TWY CLL to the taxiing segment S2 are affected in the same way.

INT of TWYs LINK, SOUTH, S1 and INT of TWYs T1 and T2 with TWY M not fully visible by TWR.

Rapid exit lights on TWY S1 and S2 not AVBL.

Birds in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT at FL100 or at SLP.
 IAS 210KT at D12 ILS.
 IAS 190KT at D9 ILS.
 IAS 160KT at D4 ILS
 or equivalent DIST from THR in case of DME ILS U/S.

Communication**Short COM on PROC**

In transfers of communications from Palma ARR to Palma Final (118.950), the initial call shall be limited to the call sign to avoid congestion on FREQ.

Example: "Approach + Call sign"

COM Failure**During LVP**

LDG ACFT hold PSN on vacating RWY (or sensitive area) and wait for follow-me.

If ATC taxi CLR is issued, continue on assigned route to CLR limit, hold PSN and wait for follow-me.

During MISAP**RWY 06L ILS, LOC, VOR**

Direct climb to JOA VOR/DME, turn left (MAX IAS 185KT) to intercept and follow R026 JOA D7.5 JOA (D14.7 MJV). Turn right (MAX IAS 210KT) to continue R268 CDP (ALT MAX 2000ft until D20 CDP) direct to CDP DVOR/DME climb to 3000ft to enter HLDG.

RWY 24L ILS Z

Climb on course track until reaching 420ft, turn left (not before crossing R193 JOA, MAX IAS 185KT) to intercept and follow R193 JOA, up to 3000ft. Turn left (MAX IAS 185KT) direct MJV DVOR/DME to enter HLDG.

RWY 24L ILS Y

Climb on course track until reaching 420ft, turn left (not before crossing D1.1 IPAL, MAX IAS 185KT) 182° to intercept QDR 212 PA NDB, climb 3000ft. Turn left direct CDP DVOR/DME (maintain 3000ft until crossing D15 CDP DVOR/DME) to enter HLDG at 4500ft.

RWY 24L LOC

Turn left (not before crossing R193 JOA, MAX IAS 185KT) to intercept and follow R193 JOA until reaching 3000ft. Turn left (MAX IAS 185KT) direct MJV DVOR/DME to enter HLDG.

RWY 24L NDB

Turn left (not before crossing R193 JOA, MAX IAS 185KT) to MAG bearing 172° to intercept and follow route 217° CST NDB until reaching 3000ft. Turn left direct MJV DVOR/DME to enter HLDG.

RWY 24R ILS Z, LOC, VOR

Climb on R238 JOA to 4000ft. Turn left direct MJV DVOR/DME to enter HLDG.

RWY 24R ILS Y

Climb on R238 PA to 4000ft. Turn left to CDP DVOR/DME (hold 4000ft to cross D15 CDP) climb to 4500ft to enter HLDG.in Manoeuvring Area

In Manoeuvring Area

When GMC-N and GMC-S are operational, if the ACFT does not manage to establish COM with the GMC to which it has been transferred, it shall hold at the first intermediate HLDG position along its taxiing route.

ARRIVAL

Arrival Procedure

Unintended Crossing of Final Approach Course

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

Minimum Runway Occupancy Time (MROT)

Ensure standard MROT procedure and in addition:

Whenever possible use the following or earlier RET, unless otherwise instructed by ATC.

Inform ATC if unable to comply at first contact with TWR.

ACFT Category	RWY 24L DIST THR-RET	RWY 24R DIST THR-RET	RWY 06L DIST THR-RET
HEAVY/MEDIUM ACFT	S2 1950m / 6398ft	—	N2 2130m / 6988ft
MEDIUM(PROP)/LIGHT ACFT	S1 1540m / 5052ft	N4 1480m / 4855ft	N3 1675m / 5495ft

Noise Abatement Procedure: RWY 06R PROP and day only.

VFR Traffic Pattern: RWY 06L/06R right-hand circuit (South), RWY 24R/24L right-hand circuit (North).

Visual APCH: Maintain 1700ft or above (at least 1000ft AGL) until established for final APCH.

Reverse: During night HR, do not use more than idle reverse except for safety reasons.

Non-standard GP intercept Position on**RWY 24L**

GP intercept RWY 24L at 308m / 1011ft after landing threshold.

Remaining DIST beyond GP is 2692m / 8832ft.

RWY 24R

GP intercept RWY 24R at 343m / 1126ft after landing threshold.

Remaining DIST beyond GP is 2857m / 9373ft.

Warnings

TCAS prior to version 7: 1NM N of THR RWY 24R; overflying at low ALT may receive TCAS advisories. Such identifications do not identify real TFC and should be disregarded.

DEPARTURE**Take-off Minima**

RWY		24L	
All ACFT	ft - m/km	0 - 75R	-
RWY		06L/24R, 06R	
All ACFT	ft - m/km	0 - 125R	-

Communication**COM Failure during LVP**

Continue by assigned taxi route to CLR limit, hold PSN and wait for follow-me in order to be guided to stand or HLDG bay.

In Manoeuvring Area

When GMC-N and GMC-S are operational, if the ACFT does not manage to establish COM with the GMC to which it has been transferred, it shall hold at the first intermediate HLDG position along its taxiing route.

Departure Procedure**Departure Notes**

NELUX 1L/1B/1A: DEST LEIB only.

TONIS 1L/1E, CDP 1L/1E, PTC 1A/1G: ATC tactical use fro TFC DEST LEMH.

Minimum Runway Occupancy Time (MROT)

Ensure standard MROT procedures and in addition:

Pilots should be ready for TKOF when reaching the runway holding position.

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

Noise Abatement Procedure

TKOF-PROC: At 1500ft (450m) AAL reduce to climb PWR. Do not exceed 250KT up to FL60 and continue SID in force; except ATC CLR.

Start-up/Push-back

CLR request shall be made with a single call within ± 5 min of the TOBT with the ACFT completely ready for start-up prior to CLR request. Upon contacting CLR FREQ indicate:

- need for cross start-up
- ACFT type and series, stand and ATIS message received
- possible restrictions in complying with local regulations (RNAV equipment, TKOF performance, etc.)

Refrain from making successive calls prior to receiving the call from Palma CLR to approve start-up in accordance with the updated TSAT.

Request push-back on GMC FREQ within 5min after receipt of start-up CLR.

Start-up with with external GPU or APU:

REQ start-up CLR together with push-back CLR on taxi FREQ and then start-up one ENG. They must complete push-back (or autonomous exit) manoeuvre at idle PWR and once positioned on TWY on APN, they may increase power as strictly necessary to start-up the rest of ENG.

DEPARTURE**ATC Slot, Clearance**

REQ start-up CLR on DLV when fully ready. ACFT should be ready to leave stand 15min before CTOT. Any ATC CLR carried out later of CTOT minus 15min may be rejected.

Airport Collaborative Decision Making (CDM)

CDM concept in use at this airport. See General Part/RAR/RAR In-Flight.

De-Icing

AVBL.

Code Letter F ACFT OPS**RWY Restriction**

LDG/TKOF on RWY 06L/24R only.

Taxi/Parking

Taxi with outer ENG in idle regime only.

Follow-me mandatory.

Standard Taxi Routes

ARR RWY 06L:

- Stand 118: RWY end (H2), TWY NORTH, TWY LINK and gate F.
- Stand 306: RWY end (H2), TWY NORTH, gate A and TWY LA.
- Stand in TWY LA: RWY end (H2), TWY NORTH, gate Z and TWY LA.

DEP RWY 06L:

- Stand 118: TWY LF, gate F, TWY LINK, TWY NORTH and RWY HLDG POS H4.
- Stand 306: TWY LA, gate Z, TWY NORTH and RWY HLDG POS H4.
- Stand in TWY LA: TWY LA, gate A, TWY NORTH and RWY HLDG POS H4.

ARR RWY 24R:

- Stand 118: RWY end (H4), TWY NORTH, TWY LINK and gate F.
- Stand 306: RWY end (H4), TWY NORTH, gate A and TWY LA.
- Stand in TWY LA: RWY end (H4), gate Z and TWY LA.

DEP RWY 24R:

- Stand 118: TWY LF, gate F, TWY LINK, TWY NORTH and RWY HLDG POS H2.
- Stand 306: TWY LA, gate Z, TWY NORTH and RWY HLDG POS H2.
- Stand in TWY LA: TWY LA, gate A, TWY NORTH and RWY HLDG POS H2.

DEP Note

Whenever possible, carry out TKOF with reduced ENG PWR.

Warning

PAPI not suitable to be used by code F ACFT.

TEMPORARY STANDARD TAXI ROUTES**REF AIP SUP 118/2017****Phase 1****West Configuration****DEP RWY 24R**

- Stand 58: TWY LK, gate J, LINK.

Phase 2**East Configuration****ARR RWY 06L**

- Stands 27-29, 120-122: TWY LINK, F, LF, LG.
- Stands 30-42: TWY LINK, F, LF, LG, V1, V2. Signalman guidance mandatory if LVP is in force.

DEP RWY 06R

- Stands 27-29, 120-122: TWY LG, LF, F, LINK.
- Stands 30-42: TWY V2, V1, LG, LF, F, LINK. Signalman guidance mandatory if LVP is in force.

West Configuration**ARR RWY 24L**

- Stands 26-29, 119-122: TWY LINK, F, LF, LG.
- Stands 30-42: TWY LINK, F, LF, LG, V1, V2. Signalman guidance mandatory if LVP is in force.

DEP RWY 24R

- Stands 30-42: TWY V2, V1, LG, LF, F, LINK. Signalman guidance mandatory if LVP is in force.
- Stands 60-86: TWY T1/T2, LM, K, SOUTH, LINK. Signalman guidance mandatory if LVP is in force.
- Stands 88-96: TWY LP, LM, K, SOUTH, LINK. Signalman guidance mandatory if LVP is in force.
- Stands 98-154B: TWY LQ, LP, LM, K, SOUTH, LINK. Signalman guidance mandatory if LVP is in force.
- Stand R17: TWY LQ, LP, LM, K, SOUTH, LINK. Signalman guidance mandatory if LVP is in force.

Phase 7**East Configuration****ARR RWY 06L**

- Stands 30-48: TWY LINK, G, LG, V2. Signalman guidance mandatory if LVP is in force.

DEP RWY 06R

- Stands 30-48: TWY V2, LG, G, LINK. Signalman guidance mandatory if LVP is in force.

West Configuration**ARR RWY 24L**

- Stands 26, 119: TWY LINK, F, LF, LG.
- Stands 30-48: TWY LINK, G, LG, V2. Signalman guidance mandatory if LVP is in force.

DEP RWY 24R

- Stands 30-48: TWY V2, LG, G, LINK. Signalman guidance mandatory if LVP is in force.

Phase 8.2**East Configuration****DEP RWY 06R**

- Stands 52-56: TWY LJ, J, LINK, SOUTH.
- Stand 58: TWY LK, J, LINK, SOUTH.

West Configuration**ARR RWY 24L**

- Stands 50-56: TWY LINK, J, LJ.
- Stand 58: TWY LINK, J, LK.

TEMPORARY STANDARD TAXI ROUTES**DEP RWY 24R**

- Stands 60-86: TWY T1/T2, M, SOUTH, LINK. Signalman guidance mandatory if LVP is in force.
- Stands 88-96: TWY LP, M, SOUTH, LINK. Signalman guidance mandatory if LVP is in force.
- Stands 98-154B: TWY LQ, LP, M, SOUTH, LINK. Signalman guidance mandatory if LVP is in force.
- Stand R17: TWY LQ, LP,M, SOUTH, LINK. Signalman guidance mandatory if LVP is in force.

Phase 8.3 / Phase 9**West Configuration****DEP RWY 24R**

- Stands 60-86: TWY T1/T2, M, SOUTH, LINK. Signalman guidance mandatory if LVP is in force.
- Stands 88-96: TWY LP, M, SOUTH, LINK. Signalman guidance mandatory if LVP is in force.
- Stands 98-154B: TWY LQ, LP, M, SOUTH, LINK. Signalman guidance mandatory if LVP is in force.
- Stand R17: TWY LQ, LP,M, SOUTH, LINK. Signalman guidance mandatory if LVP is in force.

PMI-LEPA

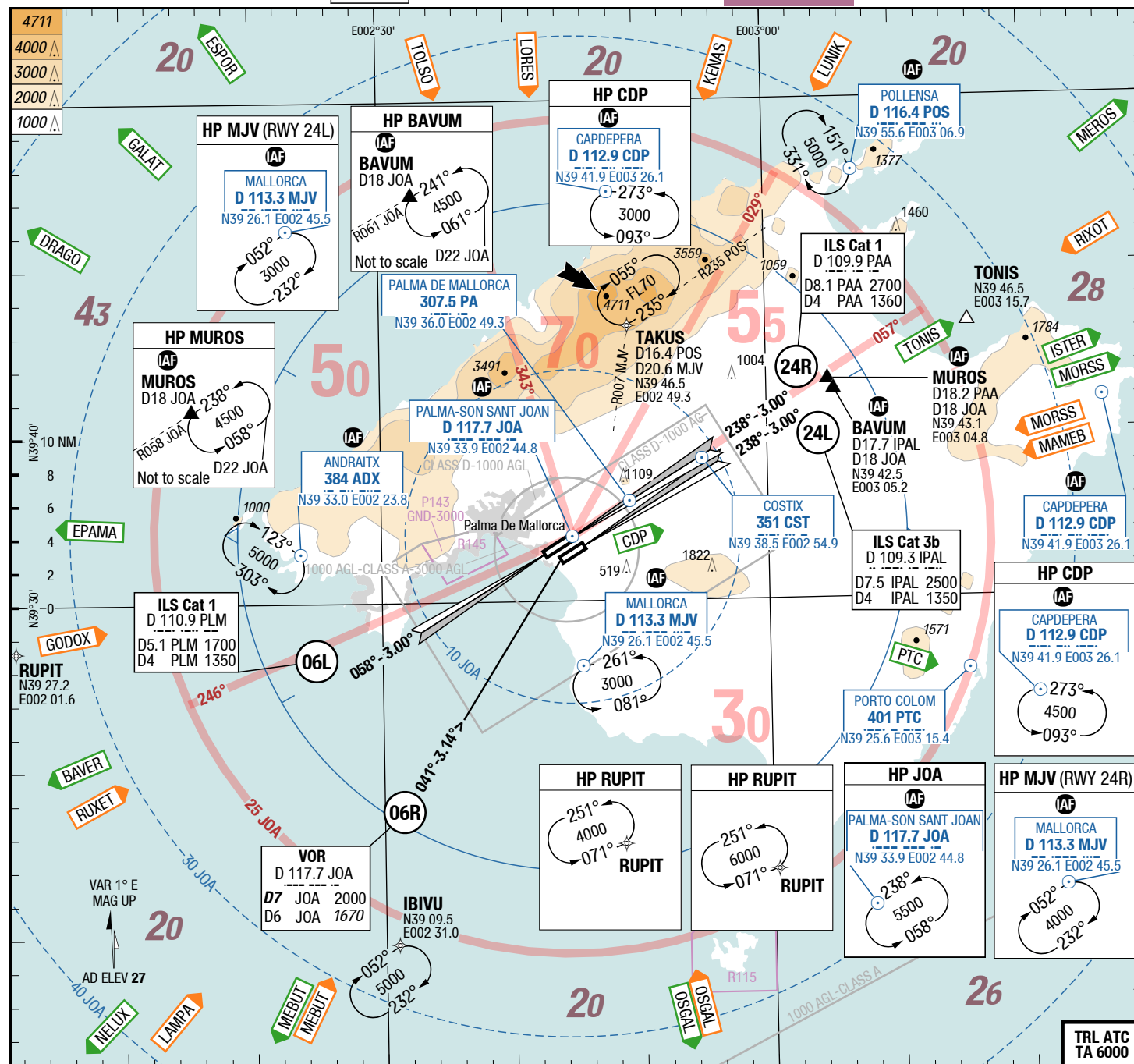
AFC

AFC

AFC

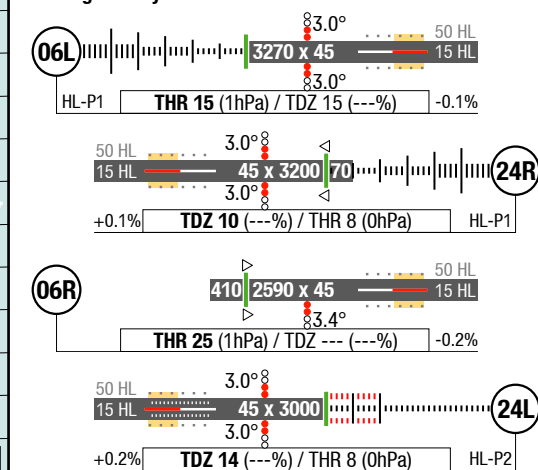
AFC

2-10

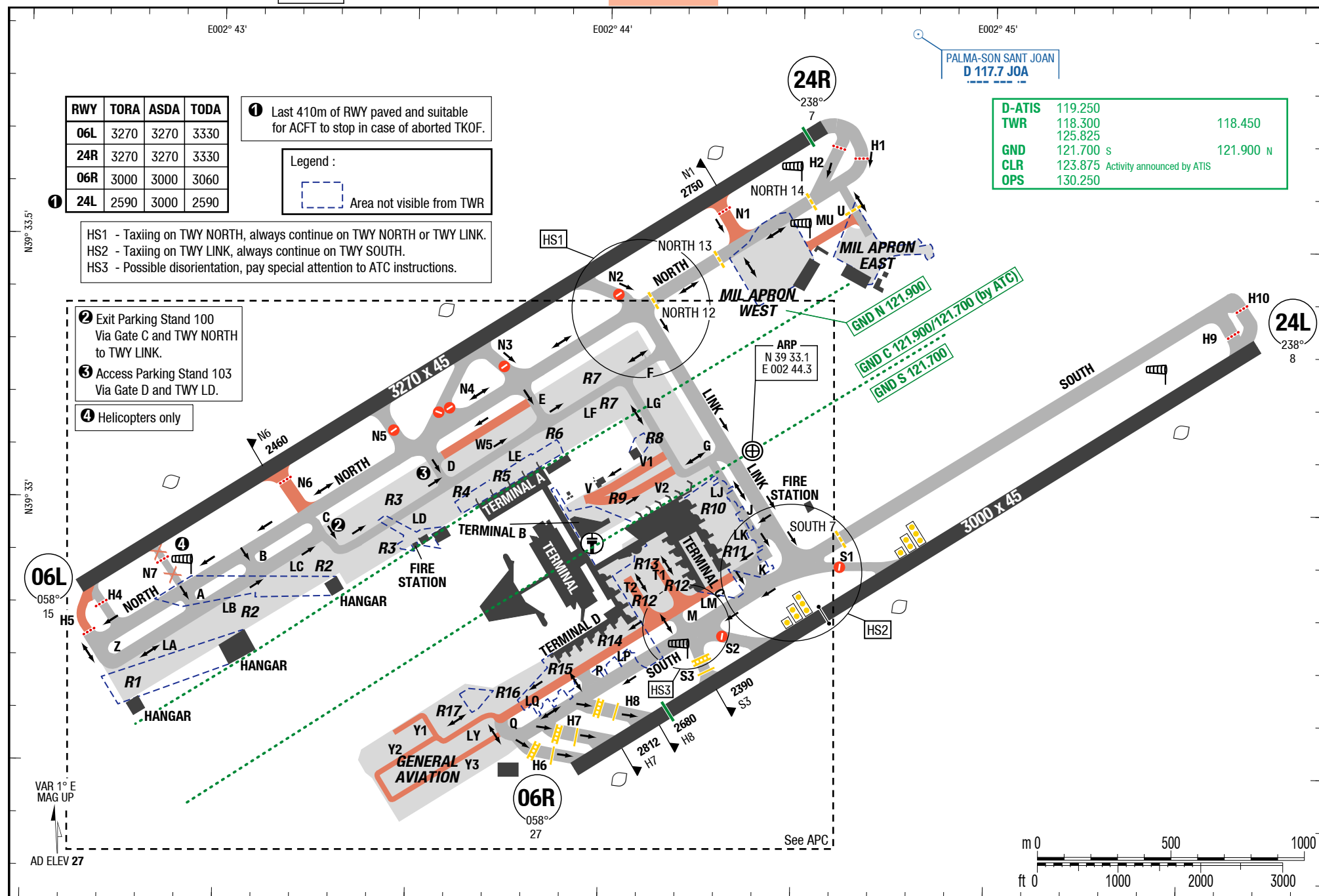


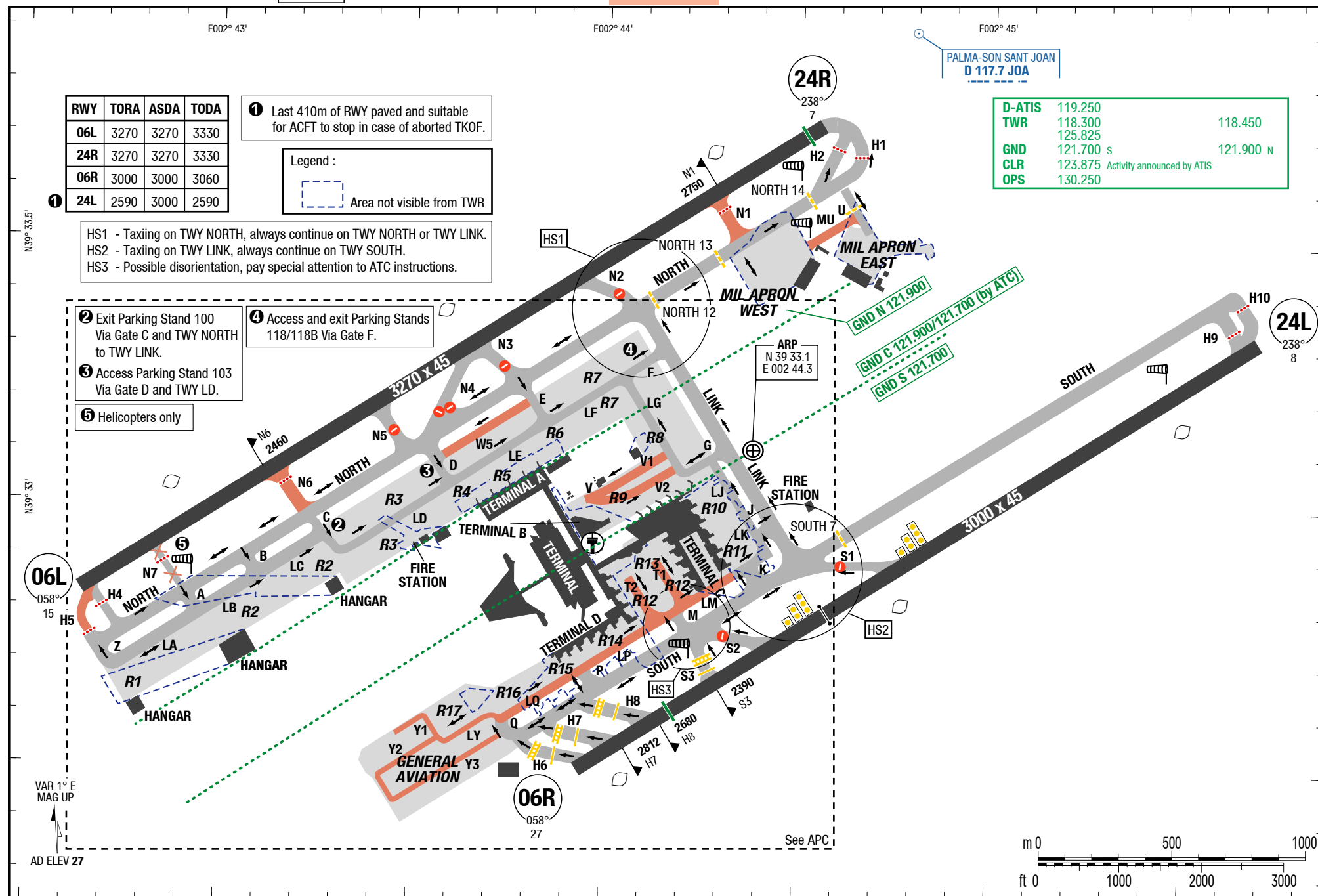
D-ATIS	119.250	
APP/DEP	119.400	119.150
	118.950	
TWR	118.300	118.450
	125.825	
GND	121.700 S	121.900 N
CLR	123.875	Activity announced by ATIS
OPS	130.250	

Landing RWY system:



Changes: Nil





06-SEP-2018
PMI-LEPA

Spain Palma De Mallorca

APC

APC

APC

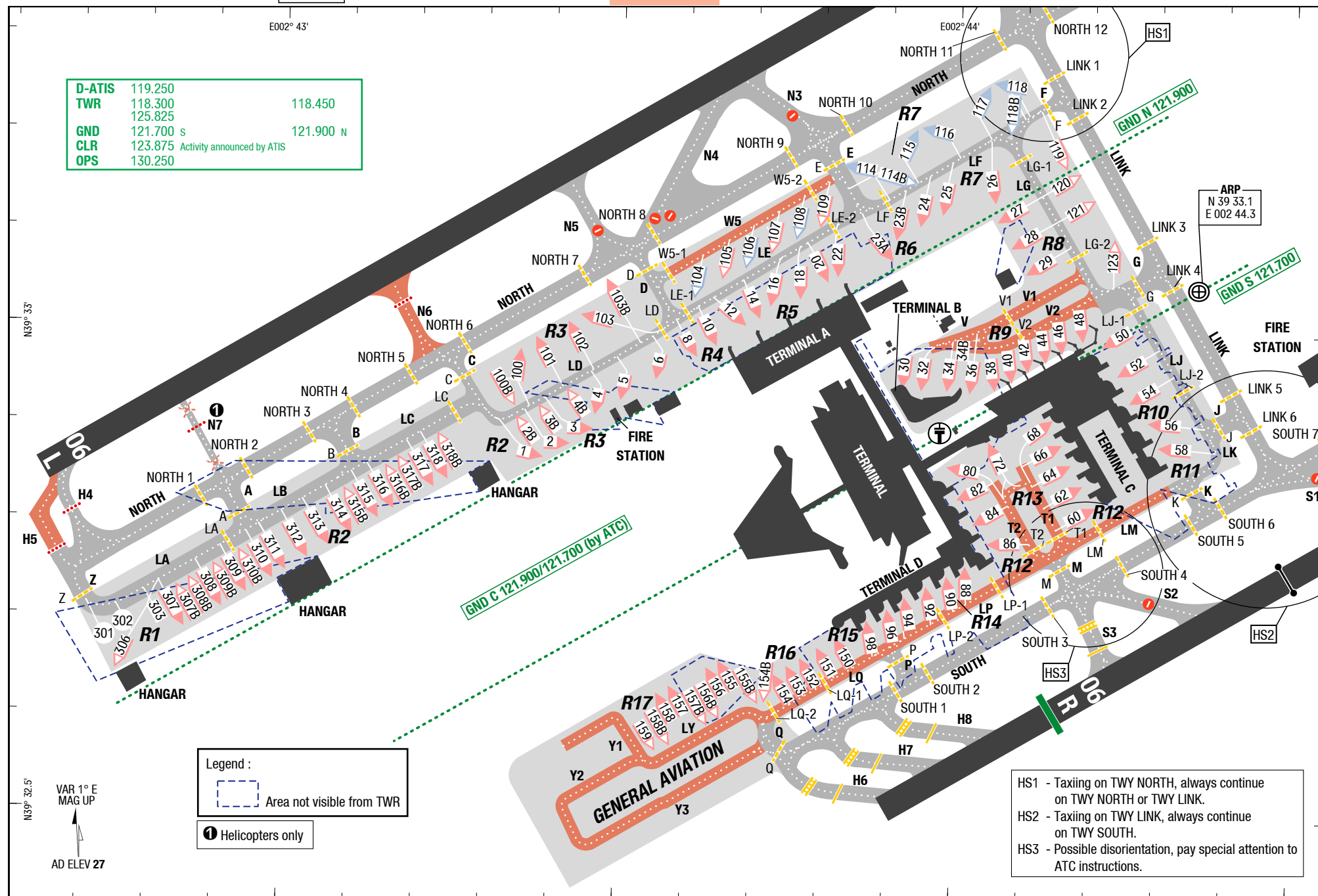
Palma De Mallorca Spain

APC

3-40

E002° 43'

D-ATIS	119.250	
TWR	118.300	118.450
	125.825	
GND	121.700 S	121.900 N
CLR	123.875	Activity announced by ATIS
OPS	130.250	



HS1 - Taxiing on TWY NORTH, always continue on TWY NORTH or TWY LINK.
HS2 - Taxiing on TWY LINK, always continue on TWY SOUTH.
HS3 - Possible disorientation, pay special attention to ATC instructions.

Stand Coordinates

1	N39 32.9 E002 43.3	119-123	N39 33.2 E002 44.2
2-3B	N39 32.9 E002 43.4	150, 151	N39 32.7 E002 43.8
4B	N39 32.9 E002 43.4	152	N39 32.6 E002 43.8
4, 5	N39 32.9 E002 43.5	153-155B	N39 32.6 E002 43.7
6	N39 33.0 E002 43.5	156-158	N39 32.6 E002 43.6
8,10	N39 33.0 E002 43.6	158B, 159	N39 32.5 E002 43.6
12-18	N39 33.0 E002 43.7	303-308B	N39 32.7 E002 42.8
20, 22	N39 33.1 E002 43.8	309-311	N39 32.7 E002 42.9
23A	N39 33.2 E002 43.9	312, 313	N39 32.8 E002 43.0
23B, 24	N39 33.1 E002 43.9	314-316B	N39 32.8 E002 43.1
25, 26	N39 33.2 E002 44.0	317	N39 32.8 E002 43.2
27, 28	N39 33.2 E002 44.1	317B	N39 32.8 E002 43.1
29	N39 33.1 E002 44.1	318	N39 32.8 E002 43.2
30-34	N39 33.1 E002 44.0	318B	N39 32.9 E002 43.2
34B	N39 33.0 E002 44.0		
36	N39 33.0 E002 44.0		
38	N39 33.0 E002 44.0		
40-44	N39 33.0 E002 44.1		
46-52	N39 33.0 E002 44.2		
54	N39 33.0 E002 44.3		
56, 58	N39 32.9 E002 44.3		
60	N39 32.8 E002 44.2		
62, 64	N39 32.9 E002 44.2		
66-72	N39 32.9 E002 44.1		
80	N39 32.9 E002 44.0		
82, 84	N39 32.8 E002 44.0		
86	N39 32.8 E002 44.1		
88-92	N39 32.7 E002 44.0		
94-98	N39 32.7 E002 43.9		
100	N39 33.0 E002 43.3		
100B	N39 32.9 E002 43.3		
101-103B	N39 33.0 E002 43.4		
104-106	N39 33.1 E002 43.6		
107, 108	N39 33.1 E002 43.7		
109	N39 33.2 E002 43.8		
114-115	N39 33.2 E002 43.9		
115B, 116B	N39 33.3 E002 43.9		
116-117B	N39 33.3 E002 44.0		
118	N39 33.3 E002 44.1		
118B	N39 33.3 E002 44.0		

PMI-LEPA

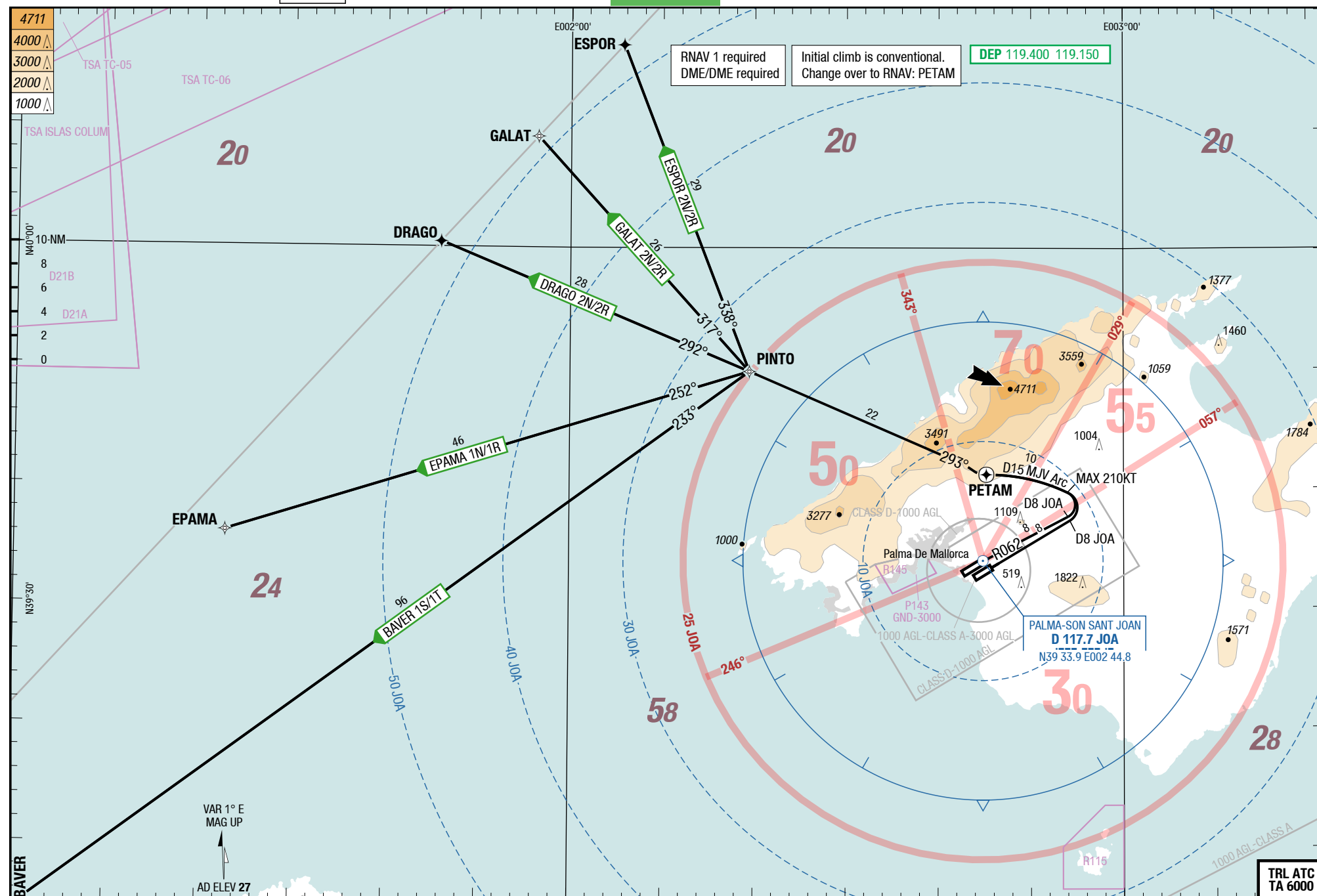
RNAV SIDs RWYs 06L/R

SID

SID

RNAV SIDs RWYs 06L/R

4-10



Changes: new

TRL ATC
TA 6000

© Lido 2017

Effective 22-JUN-2017

15-JUN-2017

PMI-LEPA

Spain Palma De Mallorca

4-20

SIDs/RNAV SID RWYs 24L/R

SID

SID

Palma De Mallorca Spain

SIDs/RNAV SID RWYs 24L/R



Changes: Completely revised

Effective 22-JUN-2017

15-JUN-2017

PMI-LEPA

4-30

Spain Palma De Mallorca

NIL

SIDs RWYs 06L/R

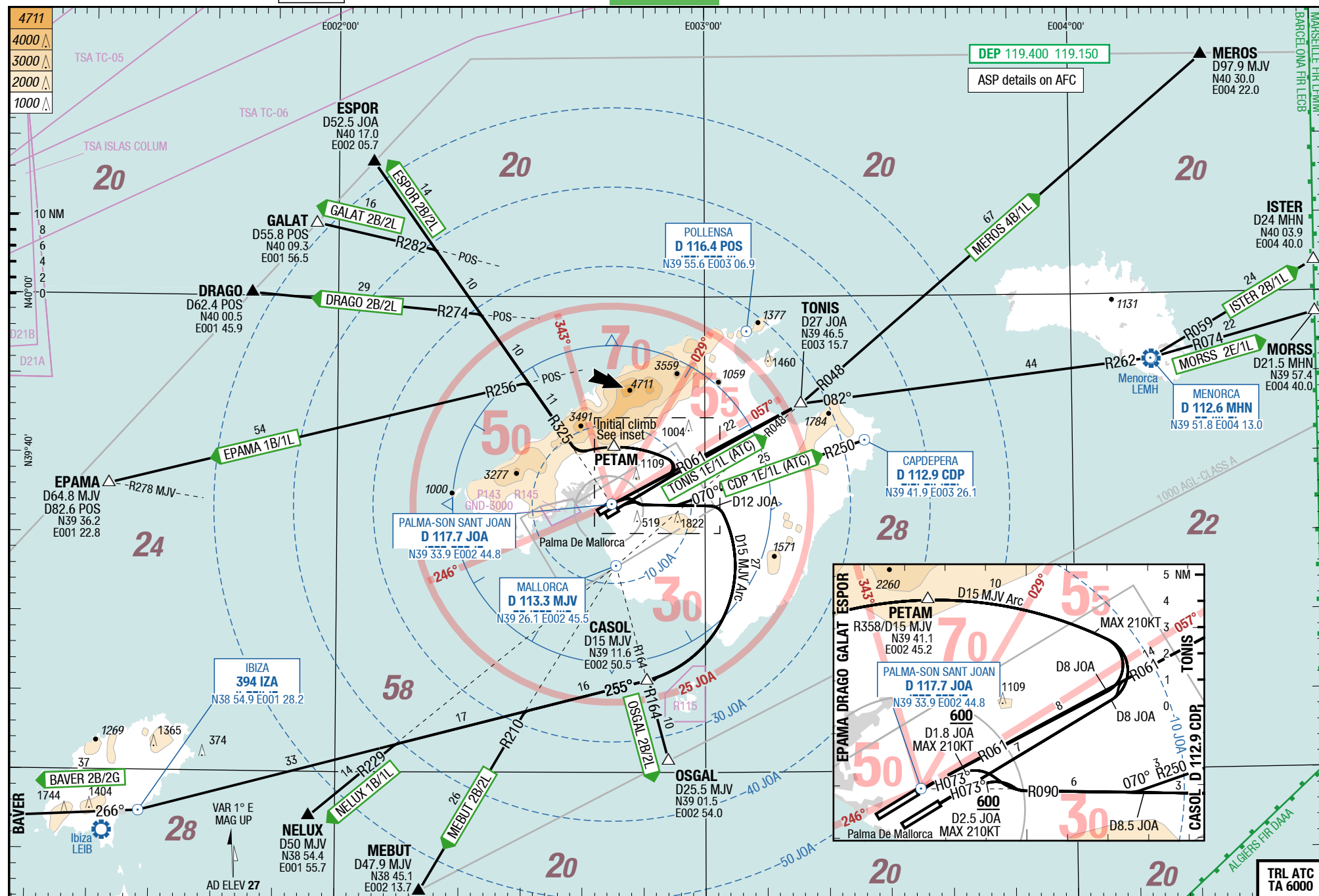
SID

SID

Palma De Mallorca Spain

NIL

SIDs RWYs 06L/R



15-JUN-2017

PMI-LEPA

5-10

RNAV SIDs RWYs 06L/R

BAVER 1S / DRAGO 2N / EPAMA 1N / ESPOR 2N / GALAT 2N / BAVR 1T / DRAGO 2R
 RWYs 06L (058°) / 06R (058°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
6.5%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06L	
BAVER 1S 6.0% to 4000 119.400	intercept R062 JOA - at D8 JOA LT (MAX 210KT) follow D15 MJV arc to PETAM, then continue RNAV with FMS route FMS <u>PETAM</u> - PINTO - BAVR	initial climb 6000
DRAGO 2N 6.0% to 4000 119.400	intercept R062 JOA - at D8 JOA LT (MAX 210KT) follow D15 MJV arc to PETAM, then continue RNAV with FMS route FMS <u>PETAM</u> - PINTO - DRAGO	initial climb 6000
EPAMA 1N 6.0% to 4000 119.400	intercept R062 JOA - at D8 JOA LT (MAX 210KT) follow D15 MJV arc to PETAM, then continue RNAV with FMS route FMS <u>PETAM</u> - PINTO - EPAMA	initial climb 6000
ESPOR 2N 6.0% to 4000 119.400	intercept R062 JOA - at D8 JOA LT (MAX 210KT) follow D15 MJV arc to PETAM, then continue RNAV with FMS route FMS <u>PETAM</u> - PINTO - ESPOR	initial climb 6000
GALAT 2N 6.0% to 4000 119.400	intercept R062 JOA - at D8 JOA LT (MAX 210KT) follow D15 MJV arc to PETAM, then continue RNAV with FMS route FMS <u>PETAM</u> - PINTO - GALAT	initial climb 6000
	Runway 06R	
BAVER 1T 6.5% to 4000 119.400	at D8 JOA LT (MAX 210KT) follow D15 MJV arc to PETAM, then continue RNAV with FMS route FMS <u>PETAM</u> - PINTO - BAVR	initial climb 6000
DRAGO 2R 6.5% to 4000 119.400	at D8 JOA LT (MAX 210KT) follow D15 MJV arc to PETAM, then continue RNAV with FMS route FMS <u>PETAM</u> - PINTO - DRAGO	initial climb 6000

Changes: New

EPAMA 1R / ESPOR 2R / GALAT 2R

RWY 06R (058°)

	GS	120	150	180	210	240	270
6.5%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06R	
EPAMA 1R 6.5% to 4000 119.400	at D8 JOA LT (MAX 210KT) follow D15 MJV arc to PETAM, then continue RNAV with FMS route FMS <u>PETAM</u> - PINTO - EPAMA	initial climb 6000
ESPOR 2R 6.5% to 4000 119.400	at D8 JOA LT (MAX 210KT) follow D15 MJV arc to PETAM, then continue RNAV with FMS route FMS <u>PETAM</u> - PINTO - ESPOR	initial climb 6000
GALAT 2R 6.5% to 4000 119.400	at D8 JOA LT (MAX 210KT) follow D15 MJV arc to PETAM, then continue RNAV with FMS route FMS <u>PETAM</u> - PINTO - GALAT	initial climb 6000

13-JUL-2017

PMI-LEPA

5-30

SIDs/RNAV SID RWYs 24L/R

ISTER 1G / MEBUT 1G / MEROS 1G / MORSS 1G / OSGAL 1G / PORTO COLOM
RWY 24L (238°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24L	
ISTER 1G 5.0% to 4000 119.400 ①	at D3 JOA LT intercept R206 JOA - at D11.3 JOA LT intercept QDR 136 ADX to XURAL - LT intercept R238 MHN via PTC to MHN - R059 MHN to ISTER	XURAL MNM 5000 initial climb 5000
MEBUT 1G 5.0% to 4000 119.400 ①	at D3 JOA LT intercept R206 JOA to PITUX - MEBUT	 initial climb 4000
MEROS 1G 5.0% to 4000 119.400 ①	at D3 JOA LT intercept R206 JOA - at D11.3 JOA LT intercept QDR 136 ADX to XURAL - LT intercept R238 MHN via PTC to MHN - R009 MHN to MEROS	XURAL MNM 5000 initial climb 5000
MORSS 1G 5.0% to 4000 119.400 ①	at D3 JOA LT intercept R206 JOA - at D11.3 JOA LT intercept QDR 136 ADX to XURAL - LT intercept R238 MHN via PTC to MHN - R074 MHN to MORSS	XURAL MNM 5000 initial climb 5000
OSGAL 1G 5.0% to 4000 119.400 ①	at D3 JOA LT intercept R206 JOA - at D11.3 JOA LT intercept QDR 136 ADX to XURAL - intercept R164 MJV to OSGAL	 initial climb 4000
PORTO COLOM PTC 1G (ATC) 5.0% to 4000 119.400 ①	at D3 JOA LT intercept R206 JOA - at D11.3 JOA LT intercept QDR 136 ADX to XURAL - LT intercept R238 MHN inbound to PTC	XURAL MNM 5000 initial climb 5000

① Caution: close in OBST exist up to 77ft and are not considered for climb gradient

Changes: Reprint

13-JUL-2017

PMI-LEPA

5-40

SIDs/RNAV SID RWYs 24L/R

BAVER 2A RNAV / CONTINGENCY DEP / DRAGO 1A / EPAMA 1A

RWYs 24L/R (238°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24L/24R	
BAVER 2A RNAV 4.5% to 200 (RWY 24R) 5.0% to 4000 (RWY 24L) 119.400 ①	RWY 24L at D4 JOA RT intercept R236 JOA to BAKAX RWY 24R R236 JOA to BAKAX COMMON at BAKAX direct BITLO, then continue RNAV with FMS route FMS BITLO - BAVER	BAKAX MNM 2000 initial climb 4000
CONTINGENCY DEP 5.0% to 3300 119.400 ①	climb BTN RWY HDG and HDG 223° to 3300 - turn following ATC instructions	
DRAGO 1A 4.5% to 200 (RWY 24R) 5.0% to 4000 (RWY 24L) 119.400 ①	RWY 24L at D4 JOA RT intercept R236 JOA to BAKAX RWY 24R R236 JOA to BAKAX COMMON at BAKAX RT direct ADX - LT direct DRAGO	BAKAX MNM 2000 initial climb 6000
EPAMA 1A 4.5% to 200 (RWY 24R) 5.0% to 4000 (RWY 24L) 119.400 ①	RWY 24L at D4 JOA RT intercept R236 JOA to BAKAX RWY 24R R236 JOA to BAKAX COMMON at BAKAX RT intercept R279 MJV to EPAMA	BAKAX MNM 2000 initial climb 4000

① Caution: close in OBST exist up to 77ft and are not considered for climb gradient

Changes: Routing

13-JUL-2017

PMI-LEPA

5-50

SIDs/RNAV SID RWYs 24L/R

ESPOR 1A / GALAT 1A / NELUX 1A / ISTER 2A / MEBUT 2A

RWYs 24L/R (238°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24L/24R	
ESPOR 1A 4.5% to 200 (RWY 24R) 5.0% to 4000 (RWY 24L) 119.400 ①	RWY 24L at D4 JOA RT intercept R236 JOA to BAKAX RWY 24R R236 JOA to BAKAX COMMON at BAKAX RT direct ADX - QDR 342 ADX to ESPOR	BAKAX MNM 2000 initial climb 6000
GALAT 1A 4.5% to 200 (RWY 24R) 5.0% to 4000 (RWY 24L) 119.400 ①	RWY 24L at D4 JOA RT intercept R236 JOA to BAKAX RWY 24R R236 JOA to BAKAX COMMON at BAKAX RT direct ADX - QDR 329 ADX to GALAT	BAKAX MNM 2000 initial climb 6000
NELUX 1A 4.5% to 200 (RWY 24R) 5.0% to 4000 (RWY 24L) 119.400 ①	RWY 24L at D4 JOA RT intercept R236 JOA to BAKAX - EDULI RWY 24R R236 JOA to BAKAX - EDULI COMMON at EDULI LT HDG 171° intercept R223 JOA to NELUX	BAKAX MNM 2000 initial climb 4000
	Runway 24R	
ISTER 2A 5.0% to 4000 119.400 ①	R236 JOA - at D7 JOA LT HDG 209° - at D11 JOA LT intercept QDR 136 ADX to PITUX - XURAL - LT intercept R238 MHN via PTC to MHN - R059 MHN to ISTER	XURAL MNM 5000 initial climb 5000
MEBUT 2A 5.0% to 4000 119.400 ①	R236 JOA - at D7 JOA LT HDG 209° - at D11 JOA LT intercept QDR 136 ADX to PITUX - RT intercept R206 JOA to MEBUT	initial climb 4000

① Caution: close in OBST exist up to 77ft and are not considered for climb gradient

Changes: Reprint

13-JUL-2017

PMI-LEPA

5-60

SIDs/RNAV SID RWYs 24L/R

MEROS 2A / MORSS 2A / OSGAL 2A / PORTO COLOM 1A

RWY 24R (238°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24R	
MEROS 2A 5.0% to 4000 119.400 ①	R236 JOA - at D7 JOA LT HDG 209° - at D11 JOA LT intercept QDR 136 ADX to PITUX - XURAL - LT intercept R238 MHN via PTC to MHN - R009 MHN to MEROS	XURAL MNM 5000 initial climb 5000
MORSS 2A 5.0% to 4000 119.400 ①	R236 JOA - at D7 JOA LT HDG 209° - at D11 JOA LT intercept QDR 136 ADX to PITUX - XURAL - LT intercept R238 MHN via PTC to MHN - R074 MHN to MORSS	XURAL MNM 5000 initial climb 5000
OSGAL 2A 5.0% to 4000 119.400 ①	R236 JOA - at D7 JOA LT HDG 209° - at D11 JOA LT intercept QDR 136 ADX to PITUX - XURAL - intercept R164 MJV to OSGAL	 initial climb 4000
PORTO COLOM 1A PTC 1A (ATC) 5.0% 119.400 ①	R236 JOA - at D7 JOA LT HDG 209° - at D11 JOA LT intercept QDR 136 ADX to PITUX - XURAL - LT intercept R238 MHN inbound to PTC	XURAL MNM 5000 initial climb 5000

① Caution: close in OBST exist up to 77ft and are not considered for climb gradient

Changes: Reprint

15-JUN-2017

PMI-LEPA

5-70

SIDs RWYs 06L/R

**BAVER 2G / CAPDEPERA / DRAGO 2L / EPAMA 1L / ESPOR 2L / GALAT 2L / ISTER 1L /
MEBUT 2L / MEROS 1L / MORSS 1L**

RWY 06L (058°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06L	
BAVER 2G 5.0% to 4000 119.400	H073° - at D1.8 JOA RT (MAX 210KT) intercept R090 JOA - at D12 JOA RT follow D15 MJV arc - at CASOL intercept QDM 255 IZA to IZA - QDR 266 IZA to BAVER	D1.8 JOA MNM 600 initial climb 4000
CAPDEPERA CDP 1L (ATC) 5.0% to 4000 119.400	H073° - at D1.8 JOA RT (MAX 210KT) intercept R090 JOA - at D8.5 JOA LT intercept R250 CDP to CDP	D1.8 JOA MNM 600 initial climb 4000
DRAGO 2L 6.0% to 4000 119.400	intercept R061 JOA - at D8 JOA LT (MAX 210KT) follow D15 MJV arc via PETAM - intercept R325 JOA - LT intercept R274 POS to DRAGO	initial climb 6000
EPAMA 1L 6.0% to FL100 119.400	intercept R061 JOA - at D8 JOA LT (MAX 210KT) follow D15 MJV arc via PETAM - intercept R325 JOA - LT intercept R256 POS to EPAMA	initial climb FL100
ESPOR 2L 6.0% to 4000 119.400	intercept R061 JOA - at D8 JOA LT (MAX 210KT) follow D15 MJV arc via PETAM - intercept R325 JOA to ESPOR	initial climb 6000
GALAT 2L 6.0% to 4000 119.400	intercept R061 JOA - at D8 JOA LT (MAX 210KT) follow D15 MJV arc via PETAM - intercept R325 JOA - LT intercept R282 POS to GALAT	initial climb 6000
ISTER 1L 5.0% to 4000 119.400	intercept R061 JOA - at TONIS RT intercept R262 MHN to MHN - R059 MHN to ISTER	initial climb 4000
MEBUT 2L 5.0% to 4000 119.400	H073° - at D1.8 JOA RT (MAX 210KT) intercept R090 JOA - at D12 JOA RT follow D15 MJV arc - at CASOL intercept QDM 255 IZA - LT intercept R210 MJV to MEBUT	D1.8 JOA MNM 600 initial climb 4000
MEROS 1L 5.0% to 4000 119.400	intercept R061 JOA - at TONIS LT intercept R048 MJV to MEROS	initial climb 4000
MORSS 1L 5.0% to 4000 119.400	intercept R061 JOA - at TONIS RT intercept R262 MHN to MHN - R074 MHN to MORSS	initial climb 4000

Changes: Completely revised

15-JUN-2017

PMI-LEPA

5-80

SIDs RWYs 06L/R

NELUX 1L / OSGAL 2L / TONIS 1L / CONTINGENCY DEP / BAVER 2B / CAPDEPERA 1E / DRAGO 2B / EPAMA 1B

RWYs 06L/R (058°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.5%	ft/MIN	700	900	1100	1200	1400	1600
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06L	
NELUX 1L 5.0% to 4000 119.400	H073° - at D1.8 JOA RT (MAX 210KT) intercept R090 JOA - at D12 JOA RT follow D15 MJV arc - at CASOL intercept QDM 255 IZA - LT intercept R229 MJV to NELUX	D1.8 JOA MNM 600 initial climb 4000
OSGAL 2L 5.0% to 4000 119.400	H073° - at D1.8 JOA RT (MAX 210KT) intercept R090 JOA - at D12 JOA RT follow D15 MJV arc - at CASOL LT intercept R164 MJV to OSGAL	D1.8 JOA MNM 600 initial climb 4000
TONIS 1L (ATC) 5.0% to 4000 119.400	intercept R061 JOA to TONIS	initial climb 4000
	Runway 06L/06R	
CONTINGENCY DEP 6.6% to 4300 119.400	climb on RWY track to 4300 - turn following ATC instructions	
	Runway 06R	
BAVER 2B 5.5% to 4000 119.400	H073° - at D2.5 JOA RT (MAX 210KT) intercept R090 JOA - at D12 JOA RT follow D15 MJV arc - at CASOL intercept QDM 255 IZA to IZA - QDR 266 IZA to BAVER	D2.5 JOA MNM 600 initial climb 4000
CAPDEPERA 1E CDP 1E (ATC) 5.5% to 4000 119.400	H073° - at D2.5 JOA RT (MAX 210KT) intercept R090 JOA - at D8.5 JOA LT intercept R250 CDP to CDP	D2.5 JOA MNM 600 initial climb 4000
DRAGO 2B 6.5% to 4000 119.400	at D8 JOA LT (MAX 210KT) follow D15 MJV arc via PETAM - intercept R325 JOA - LT intercept R274 POS to DRAGO	initial climb 6000
EPAMA 1B 6.5% to FL100 119.400	at D8 JOA LT (MAX 210KT) follow D15 MJV arc via PETAM - intercept R325 JOA - LT intercept R256 POS to EPAMA	initial climb FL100

Changes: Completely revised

15-JUN-2017

PMI-LEPA

5-90

SIDs RWYs 06L/R

ESPOR 2B / GALAT 2B / ISTER 2B / MEBUT 2B / MEROS 4B / MORSS 2E / NELUX 1B / OSGAL 2B / TONIS 1E

RWY 06R (058°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.5%	ft/MIN	700	900	1100	1200	1400	1600
6.5%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06R	
ESPOR 2B 6.5% to 4000 119.400	at D8 JOA LT (MAX 210KT) follow D15 MJV arc via PETAM - intercept R325 JOA to ESPOR	initial climb 6000
GALAT 2B 6.5% to 4000 119.400	at D8 JOA LT (MAX 210KT) follow D15 MJV arc via PETAM - intercept R325 JOA - LT intercept R282 POS to GALAT	initial climb 6000
ISTER 2B 5.0% to 4000 119.400	at D8 JOA LT intercept R061 JOA - at TONIS RT intercept R262 MHN to MHN - R059 MHN to ISTER	initial climb 4000
MEBUT 2B 5.5% to 4000 119.400	H073° - at D2.5 JOA RT (MAX 210KT) intercept R090 JOA - at D12 JOA RT follow D15 MJV arc - at CASOL intercept QDM 255 IZA - LT intercept R210 MJV to MEBUT	D2.5 JOA MNM 600 initial climb 4000
MEROS 4B 5.0% to 4000 119.400	at D8 JOA LT intercept R061 JOA - at TONIS LT intercept R048 MJV to MEROS	initial climb 4000
MORSS 2E 5.0% to 4000 119.400	at D8 JOA LT intercept R061 JOA - at TONIS RT intercept R262 MHN to MHN - R074 MHN to MORSS	initial climb 4000
NELUX 1B 5.5% to 4000 119.400	H073° - at D2.5 JOA RT (MAX 210KT) intercept R090 JOA - at D12 JOA RT follow D15 MJV arc - at CASOL intercept QDM 255 IZA - LT intercept R229 MJV to NELUX	D2.5 JOA MNM 600 initial climb 4000
OSGAL 2B 5.5% to 4000 119.400	H073° - at D2.5 JOA RT (MAX 210KT) intercept R090 JOA - at D12 JOA RT follow D15 MJV arc - at CASOL LT intercept R164 MJV to OSGAL	D2.5 JOA MNM 600 initial climb 4000
TONIS 1E (ATC) 5.0% to 4000 119.400	at D8 JOA LT intercept R061 JOA to TONIS	initial climb 4000

15-JUN-2017

PMI-LEPASpain **Palma De Mallorca**

RNAV STARs RWYs 24L/R

6-10

RNAV STARs RWYs 06L/R

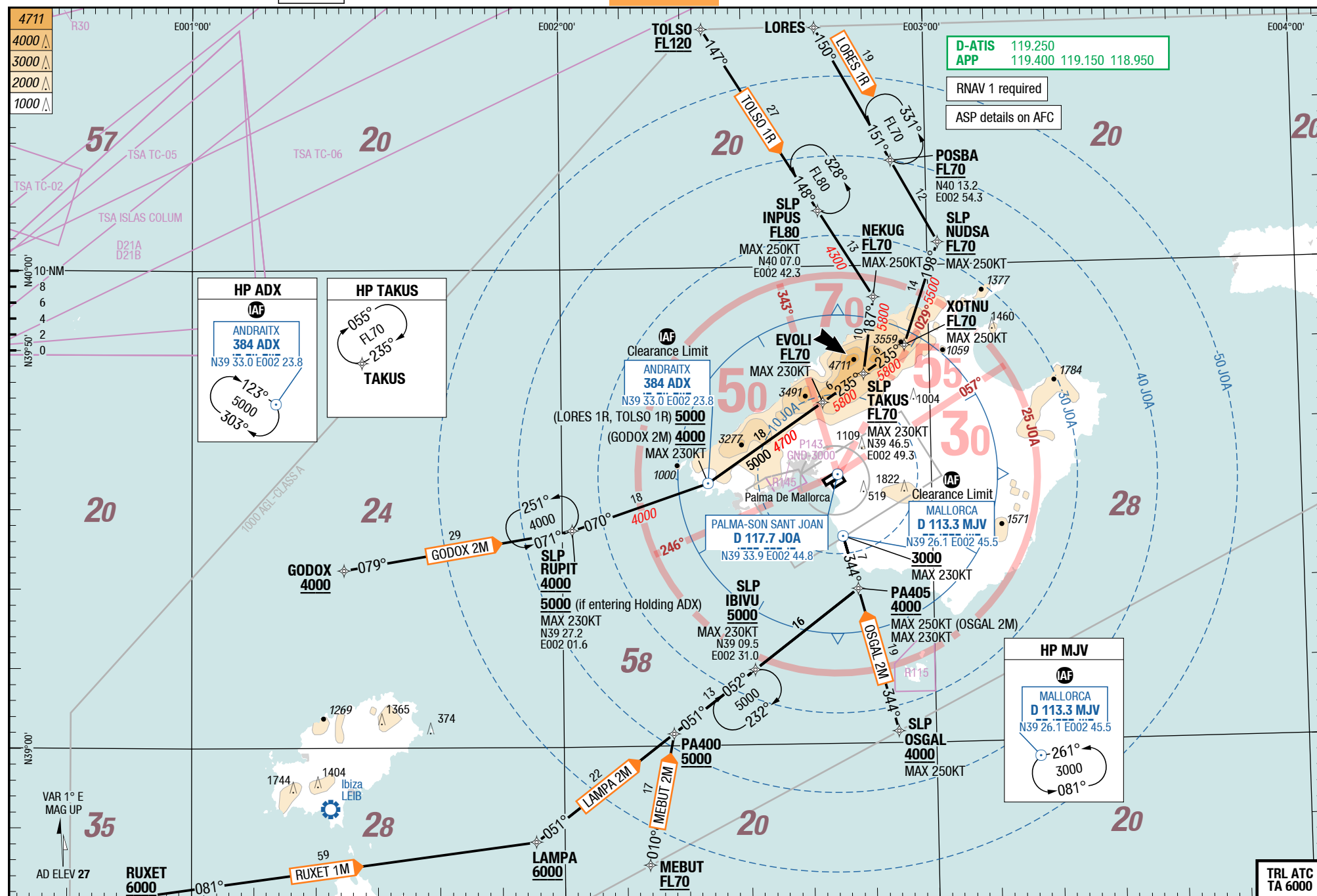
STAR

STAR

Palma De Mallorca Spain

RNAV STARs RWYs 24L/R

RNAV STARs RWYs 06L/R



Changes: Completely revised

TRL ATC
TA 6000

© Lido 2017

15-JUN-2017

PMI-LEPASpain **Palma De Mallorca**

6-20

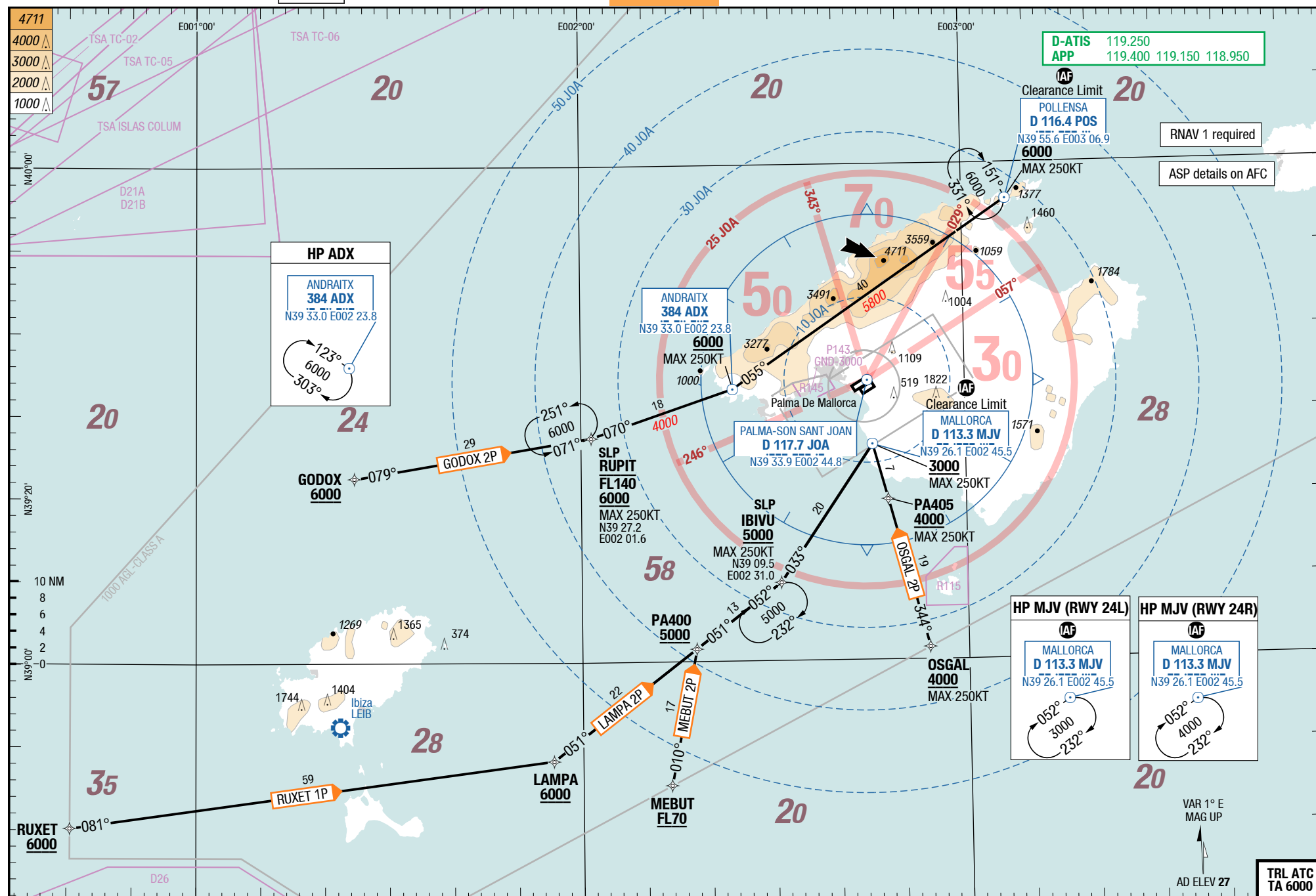
RNAV STARs RWYs 24L/R

STAR

STAR

Palma De Mallorca Spain

RNAV STARs RWYs 24L/R



Changes: new

TRL ATC
TA 6000

© Lido 2017

PMI-LEPA

STARs RWYs 24L/R

STARs RWYs 06L/R

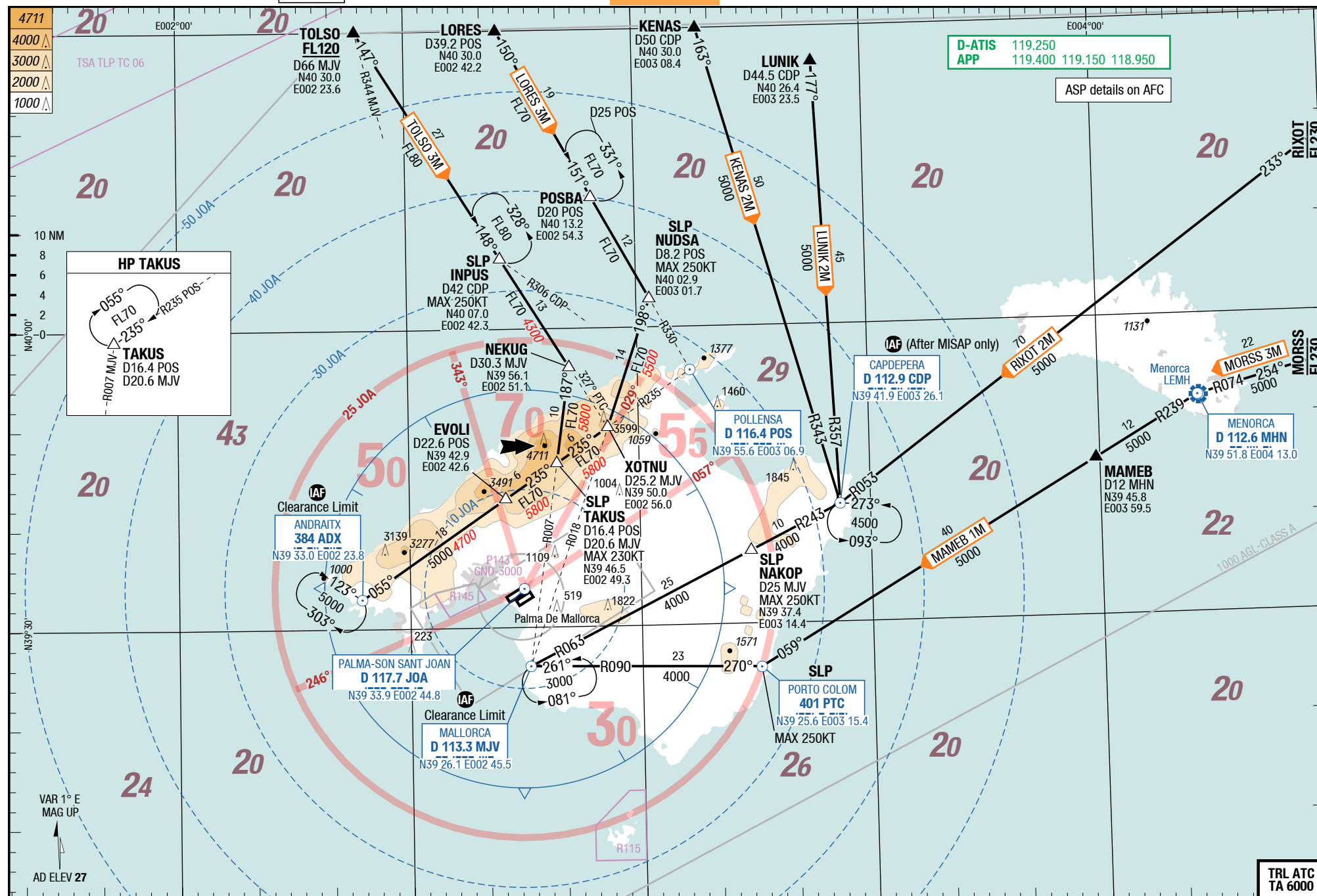
STAR

STAR

STARs RWYs 24L/R

STARs RWYs 06L/R

6-30



Changes: IAF, MGA, SUAs

TRL ATC
TA 6000

© Lido 2018

PMI-LEPA

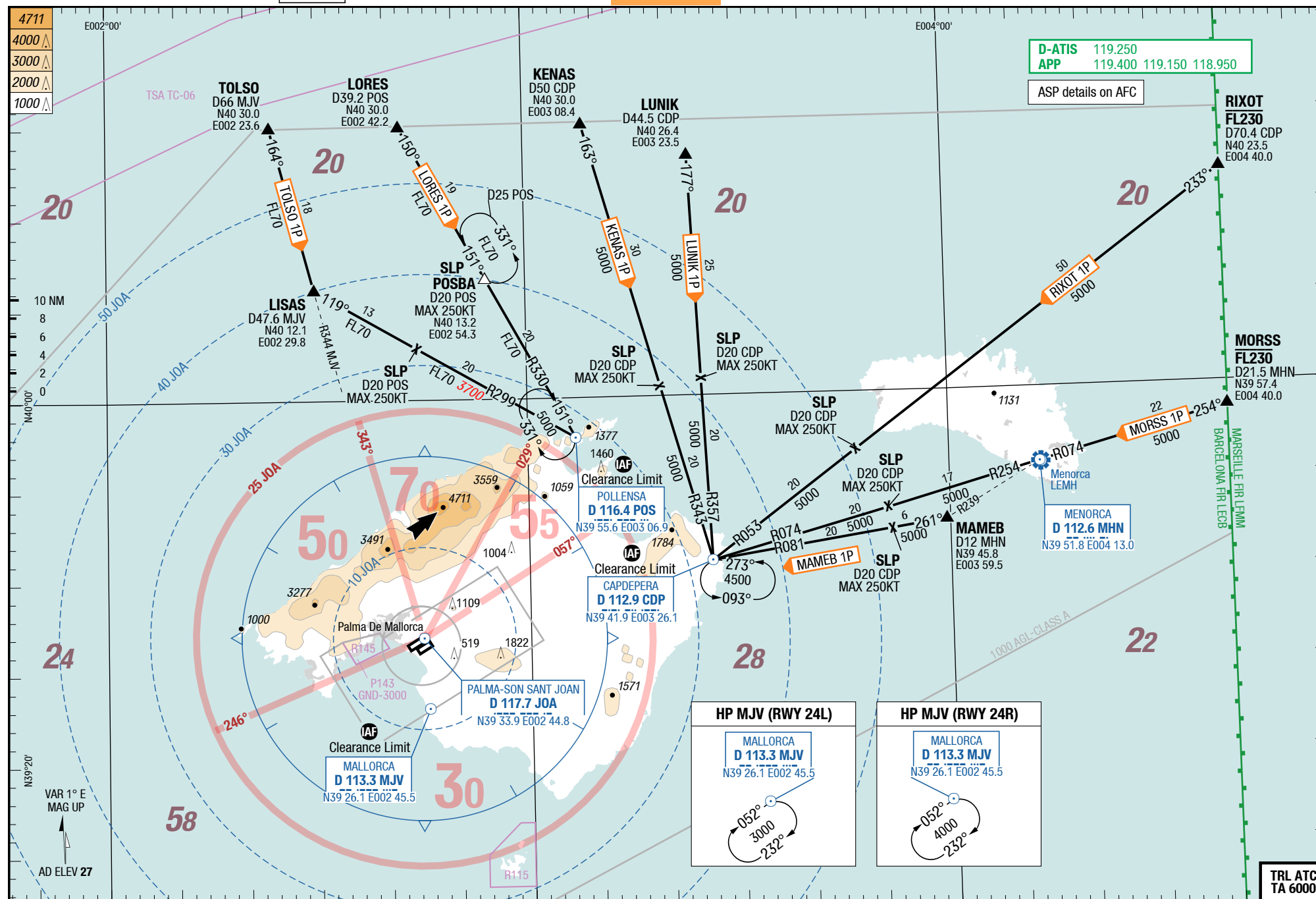
STARs RWYs 24L/R

STAR

STAR

STARs RWYs 24L/R

6-40



Changes: Nil

TRL ATC
TA 6000

© Lido 2018

15-JUN-2017

PMI-LEPASpain **Palma De Mallorca**

CDA STARs RWYs 24L/R (ATC)

6-50

CDA STARs RWYs 06L/R (ATC)

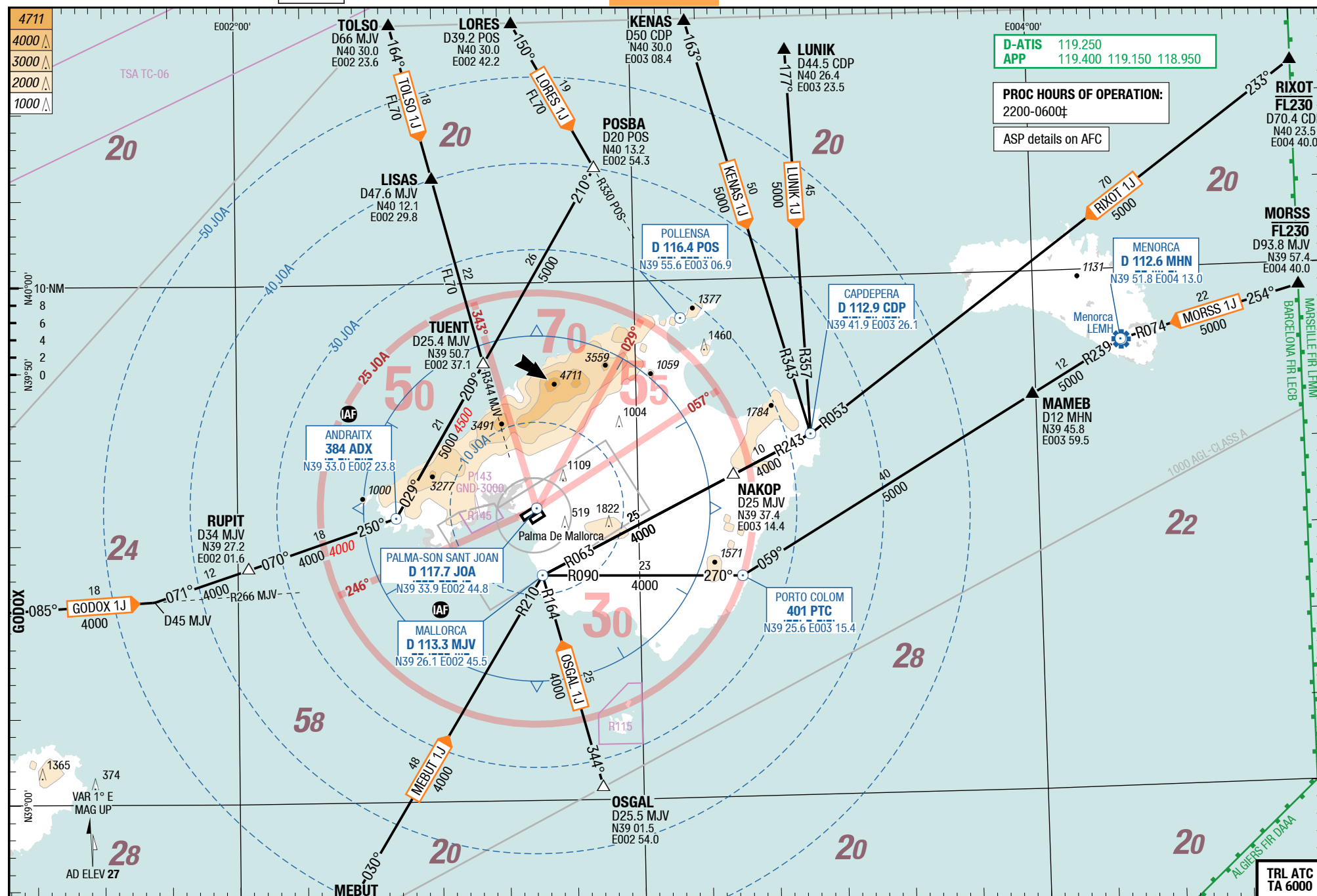
STAR

STAR

Palma De Mallorca Spain

CDA STARs RWYs 24L/R (ATC)

CDA STARs RWYs 06L/R (ATC)



Changes: Completely revised

15-JUN-2017

PMI-LEPASpain **Palma De Mallorca**

6-60

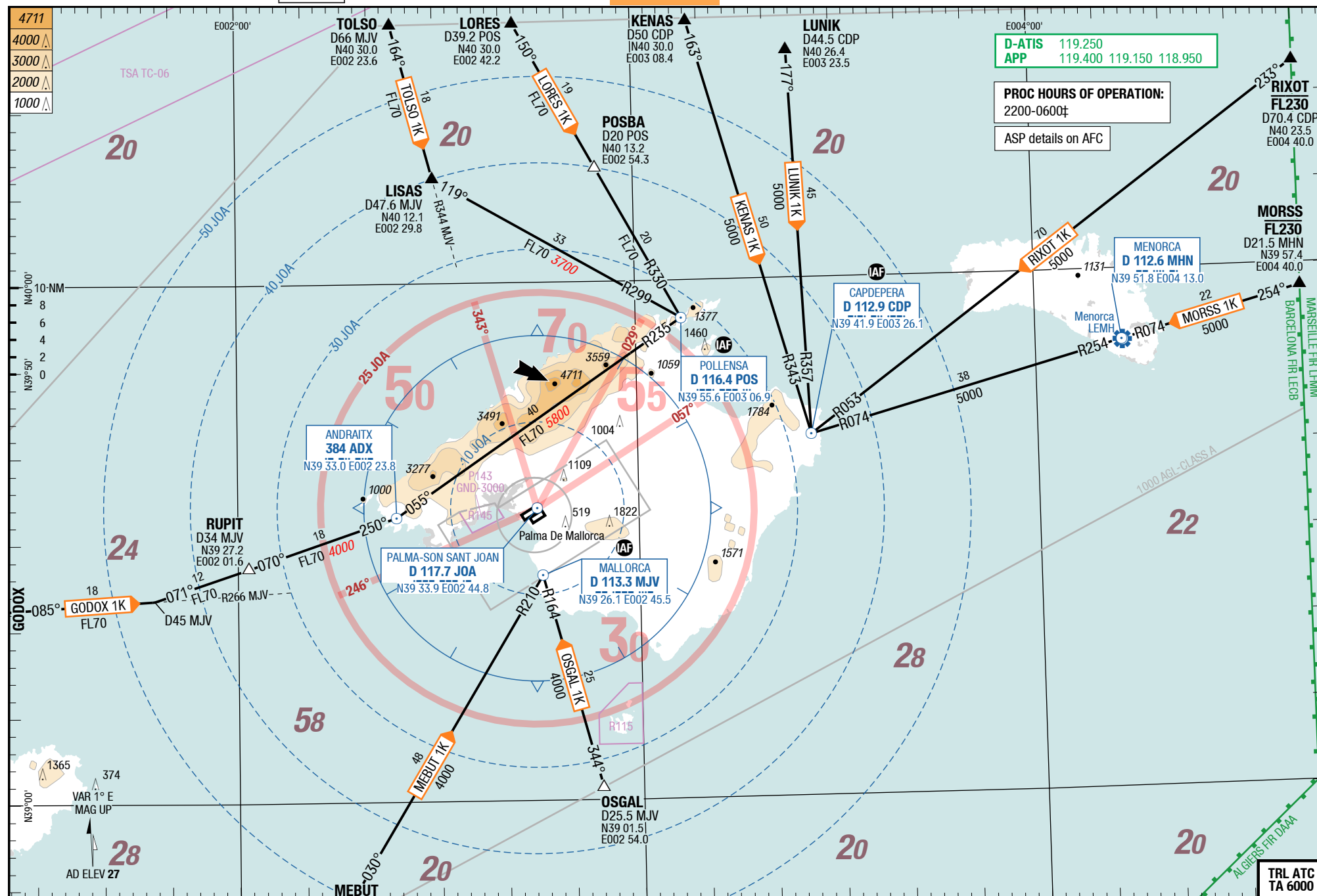
CDA STARs RWYs 24L/R (ATC)

STAR

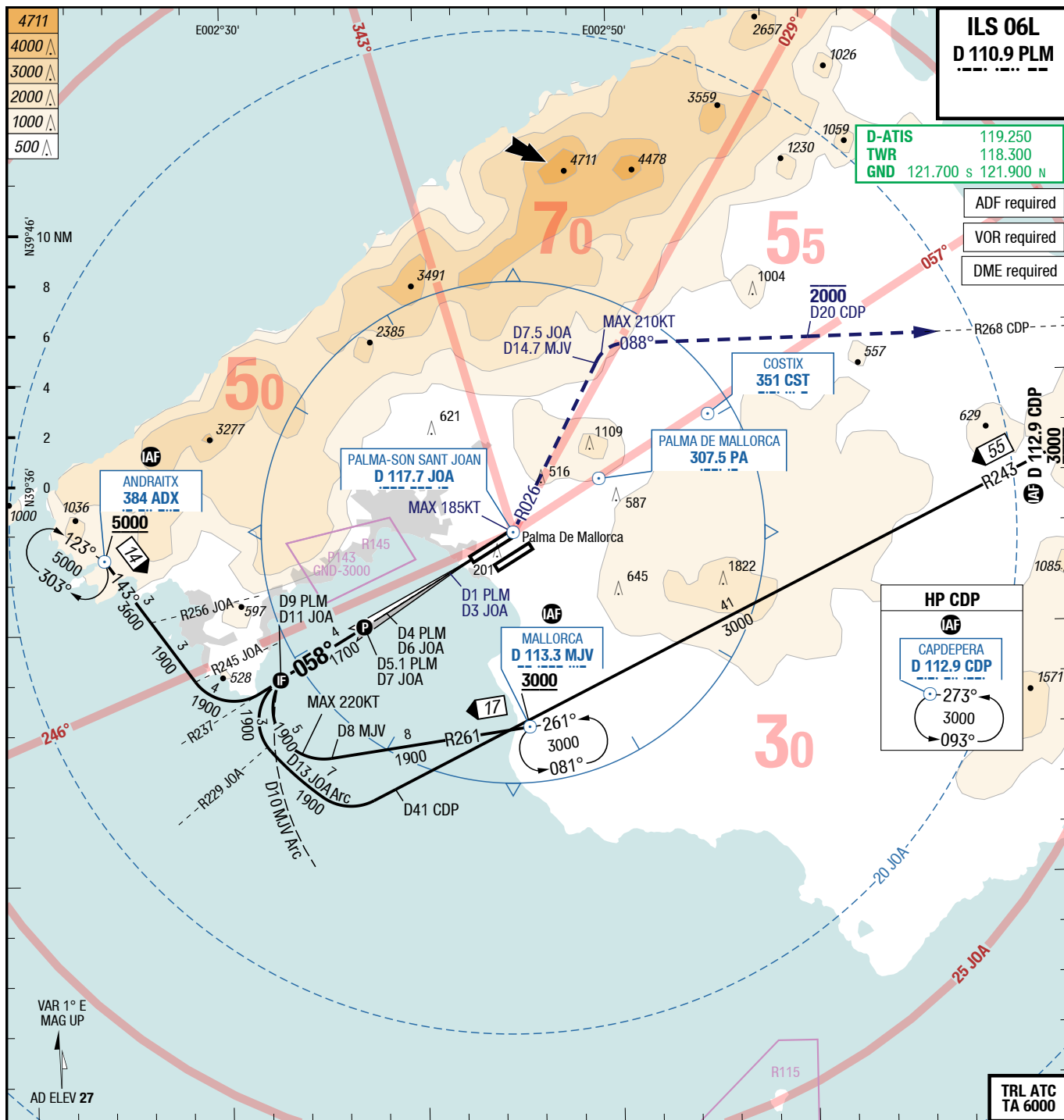
STAR

Palma De Mallorca Spain

CDA STARs RWYs 24L/R (ATC)



Changes: New



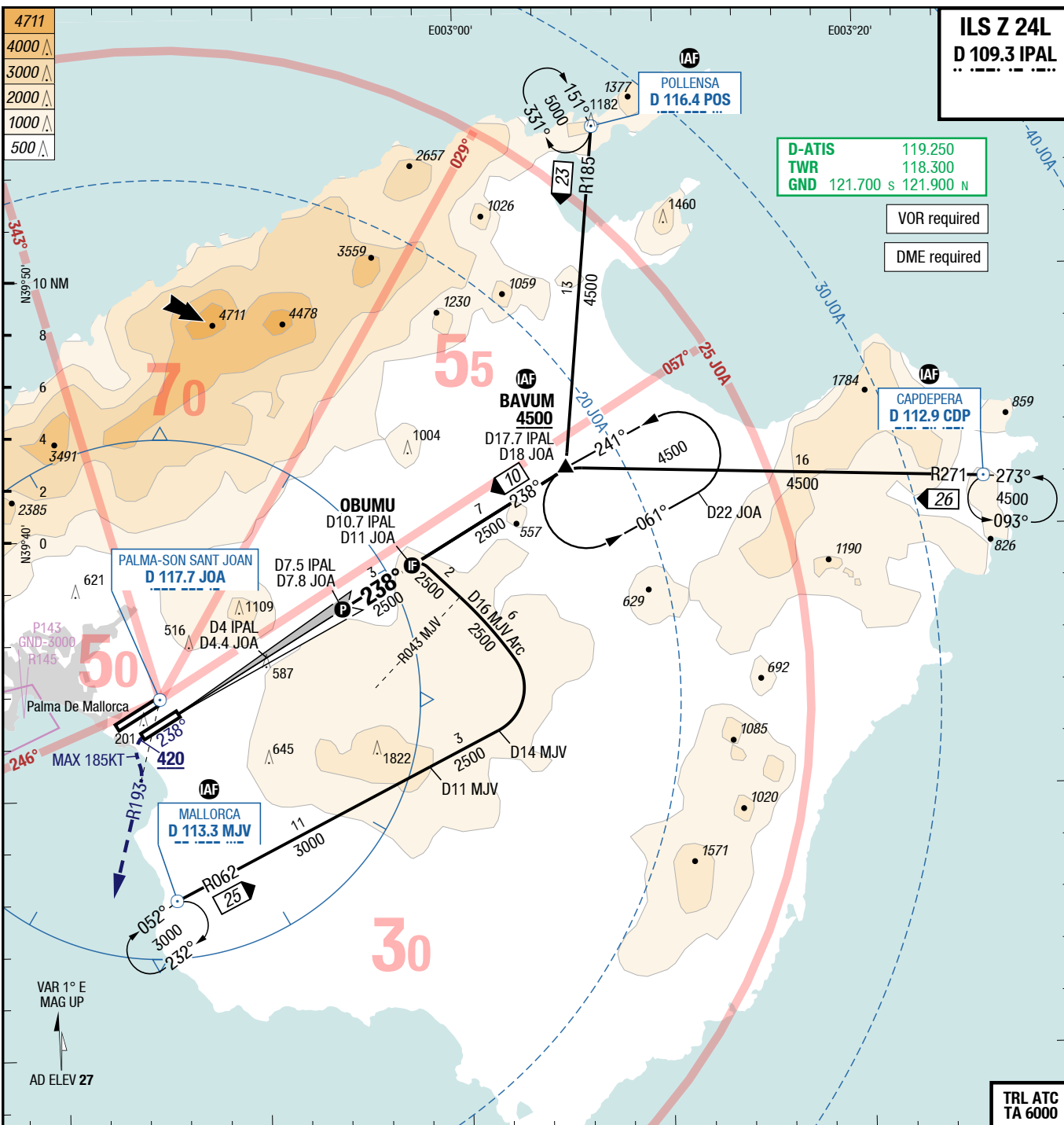
LOC 3.04°				5.7	5	3	2	06L		83.0°		50 HL		
D PLM										3270 x 45	15 HL			
				1900	1680	1040	710			83.0°				
		D11 JOA D9 PLM		D7.7 D5.7		D7 D5.1	D6 D4	D3 D1	PLM	THR 15 (1hPa) / TDZ 15 (---%)		-0.1%		
										JOA direct JOA				
										R026 JOA (MAX 185KT) -				
										at D7.5 JOA (D14.7 MJV) RT				
										(MAX 210KT) -				
										intercept R268 CDP -				
										cross D20 CDP MAX 2000 -				
										climb 3000				
										RCF: See A01				
										DME PLM reads zero at THR				
										GS				
										120		140	160	
										D4 PLM		650	750	860
										-MAPt		NA	NA	NA

ILS Z 24L
D 109.3 IPAL

D-ATIS 119.250
TWR 118.300
GND 121.700 S 121.900 N

VOR required

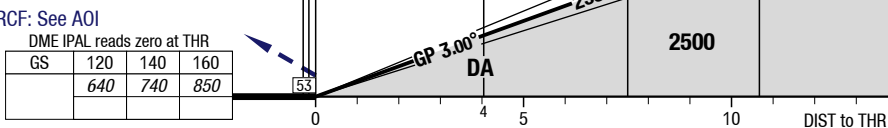
DME required



TRL ATC
TA 6000

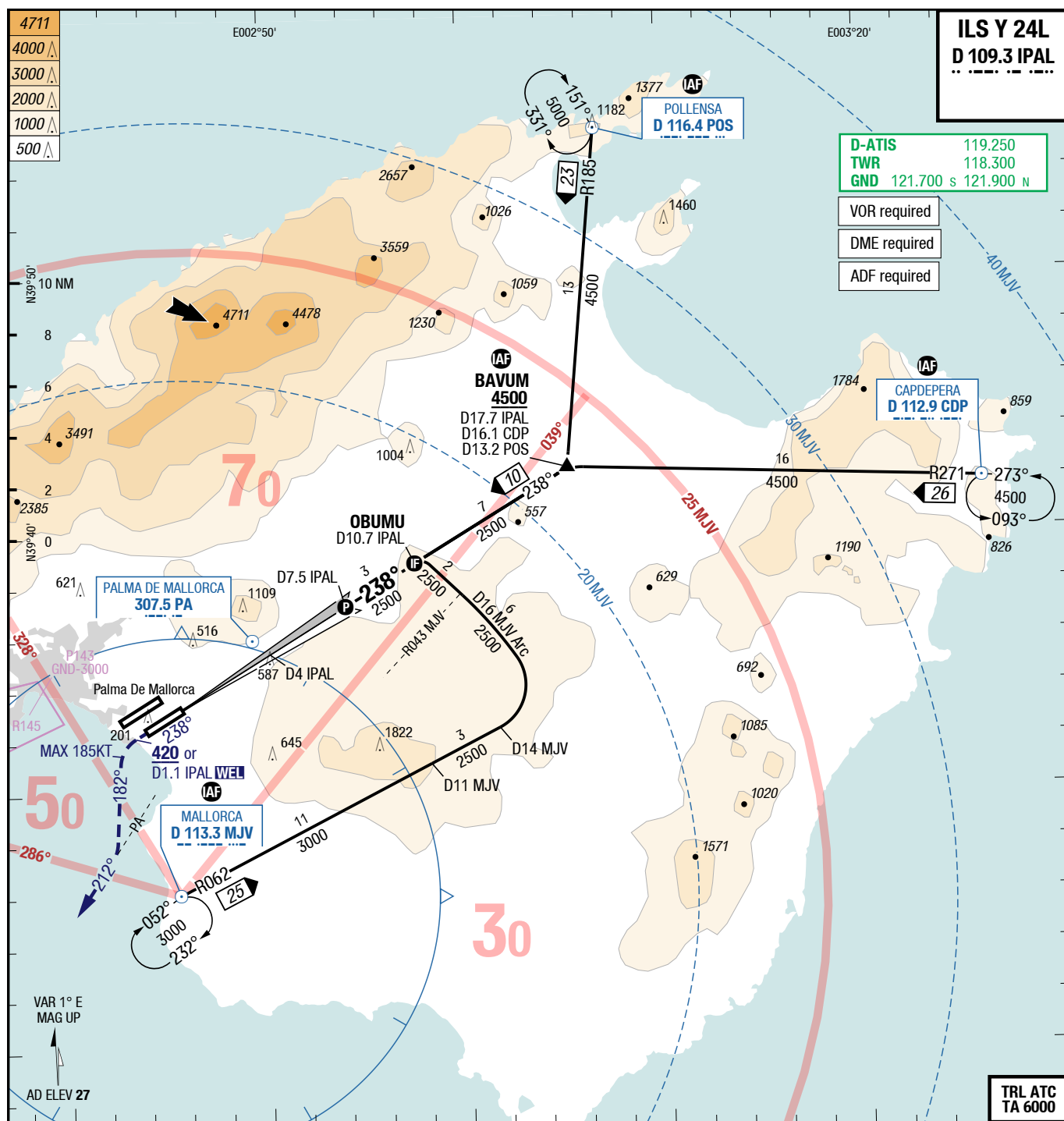
50 HL	3.0°	15 HL	3.0°	45 x 3000	24L	1	2	3	5	6	7.5	D IPAL
						400	720	1040	1690	2020	2500	
+0.2% TDZ 14 (---%) / THR 8 (0hPa) HL-P2												

238° at MNM 420 or crossing R193 JOA, whichever is later, LT (MAX 185KT) intercept R193 JOA climb 3000
RCF: See AOI
DME IPAL reads zero at THR



24L		Cat 3b DME	Cat 2 DME	Cat 1 DME 1)		Circling 2)
C	ft - m/km ft	0 - 75R Company	120 - 300R 119 RA	230 - 550 240		1040 - 2.4V 1060
D	ft - m/km ft	0 - 75R Company	140 - 400R 133 RA	240 - 550 250		1370 - 3.6V 1390

1) With EVS 350m
2) BTN 048°-246° of RWY only



24L

3.0°

15 HL

45 x 3000

3.0°

+0.2% TDZ 14 (---%) / THR 8 (0hPa) HL-P2

IPAL

RW24L

D4

D7.5

D10.7 IPAL

OBUMU

238°

at MNM 420 or D1.1 IPAL, whichever is later, LT (MAX 185KT)

182° intercept QDR 212 PA

climb 3000

RCF: See AOI

DME IPAL reads zero at THR

GS	120	140	160
	640	740	850

53

0

4

5

10

DIST to THR

GP 3.00°

DA

238°

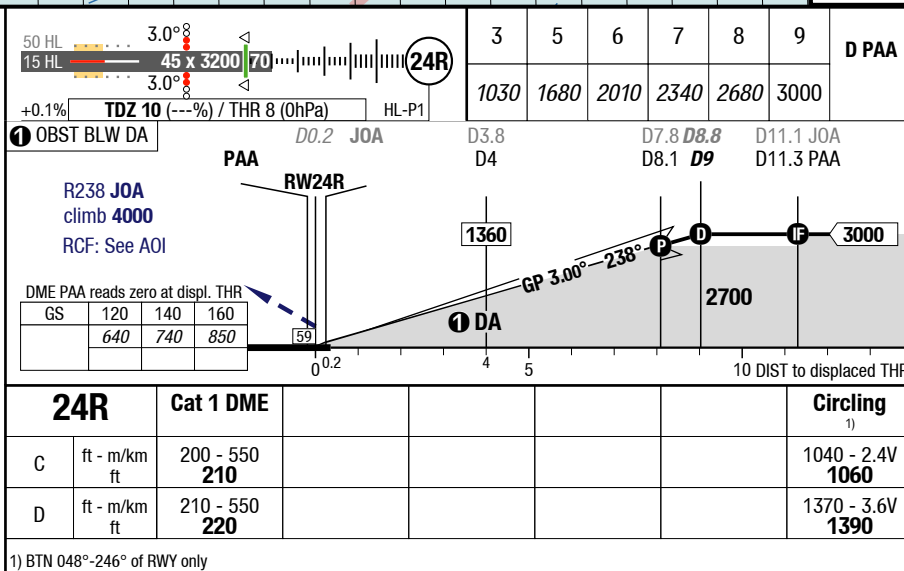
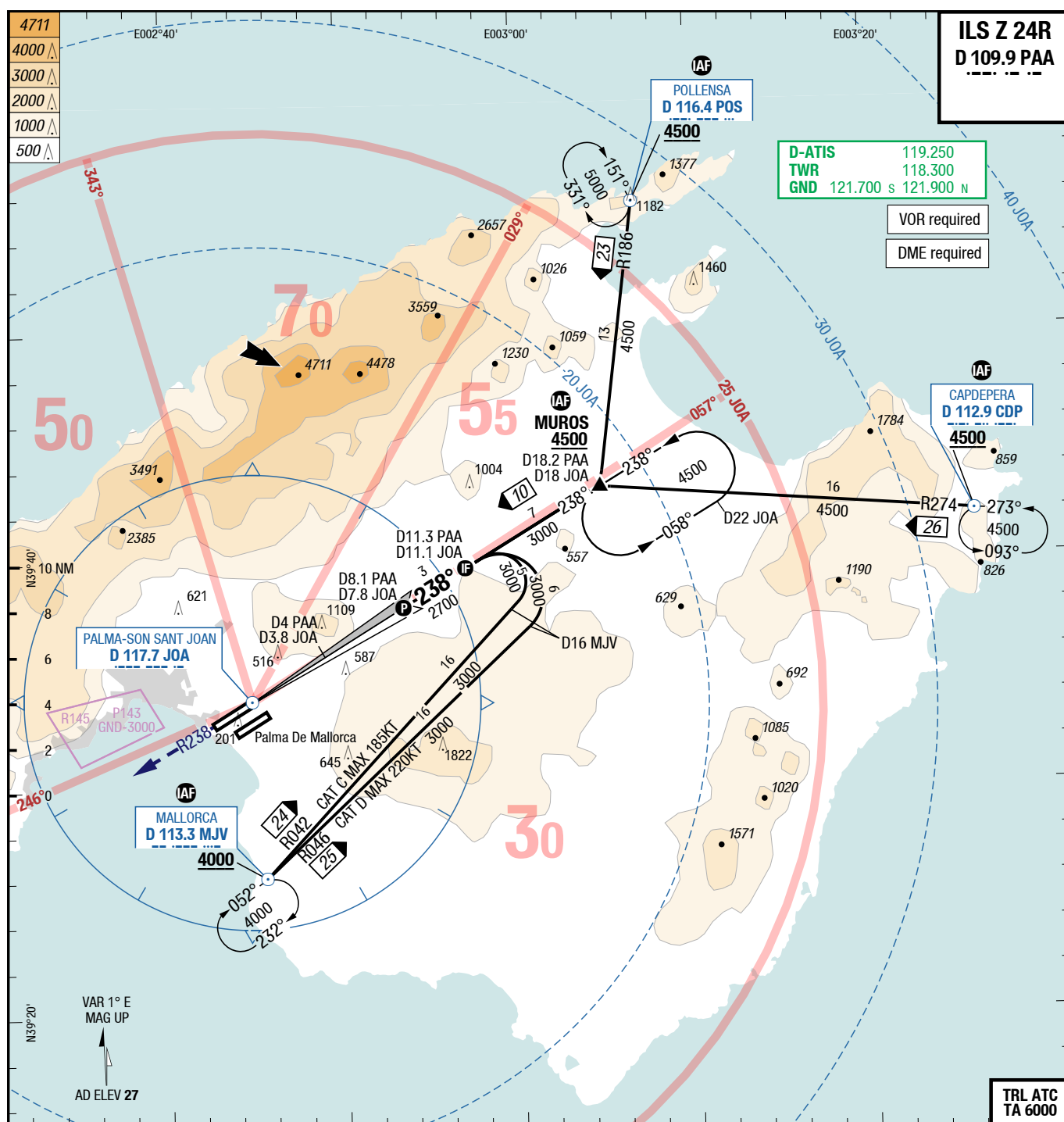
2500

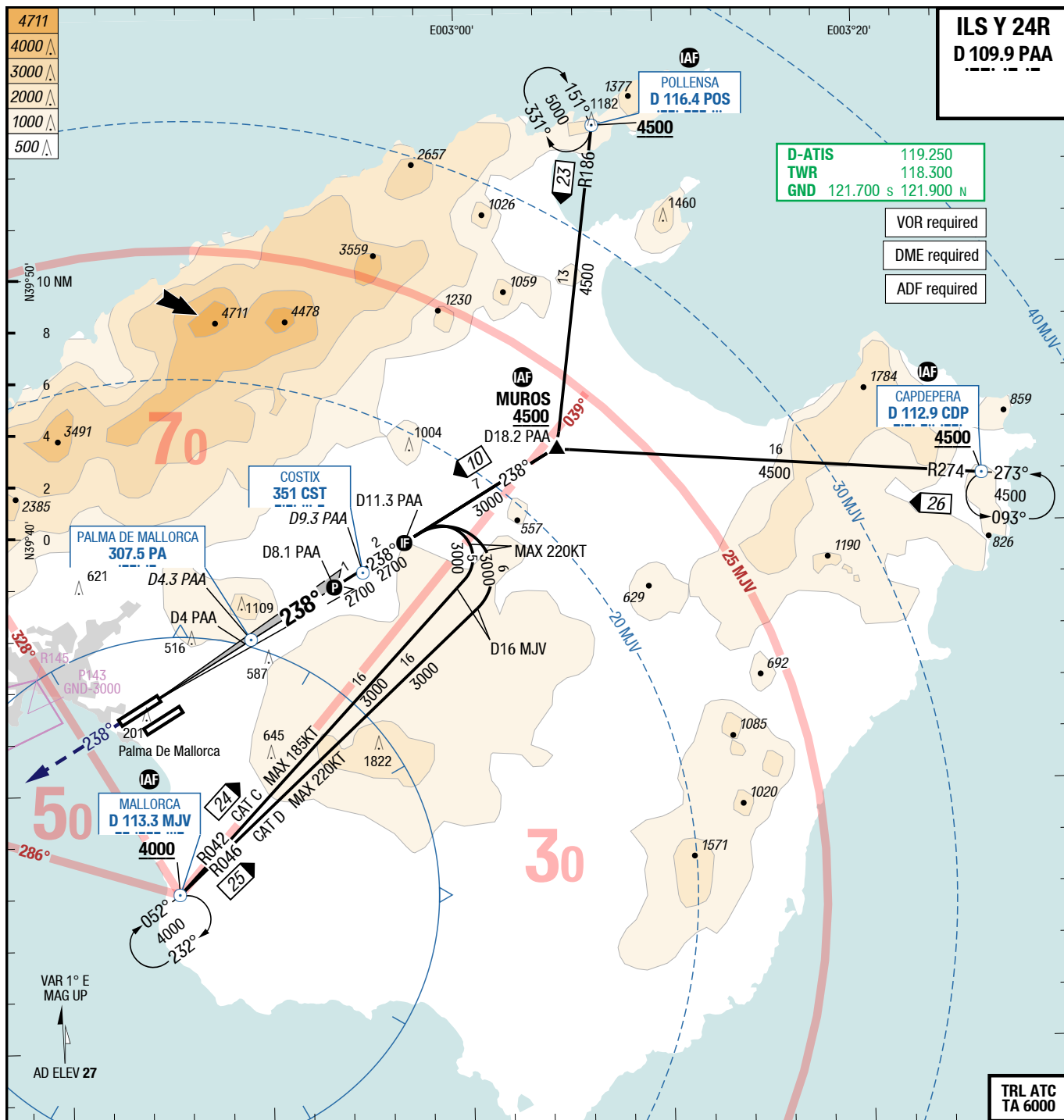
2500

24L	Cat 3b DME	Cat 2 DME	Cat 1 DME			Circling
			1)			2)
C	ft - m/km ft	0 - 75R Company	120 - 300R 119 RA	230 - 550 240		1040 - 2.4V 1060
D	ft - m/km ft	0 - 75R Company	140 - 400R 133 RA	240 - 550 250		1370 - 3.6V 1390

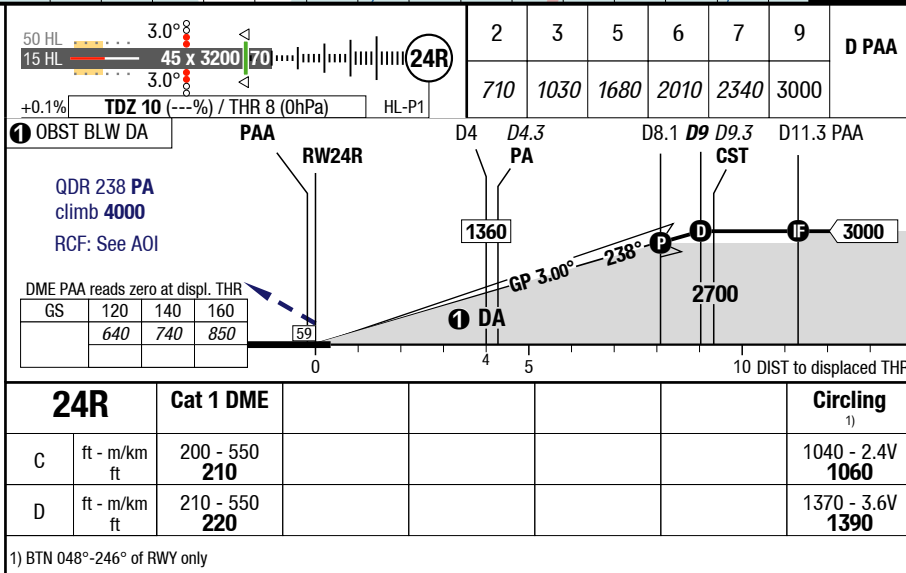
1) With EVS 350m

2) BTN 048°-246° of RWY only

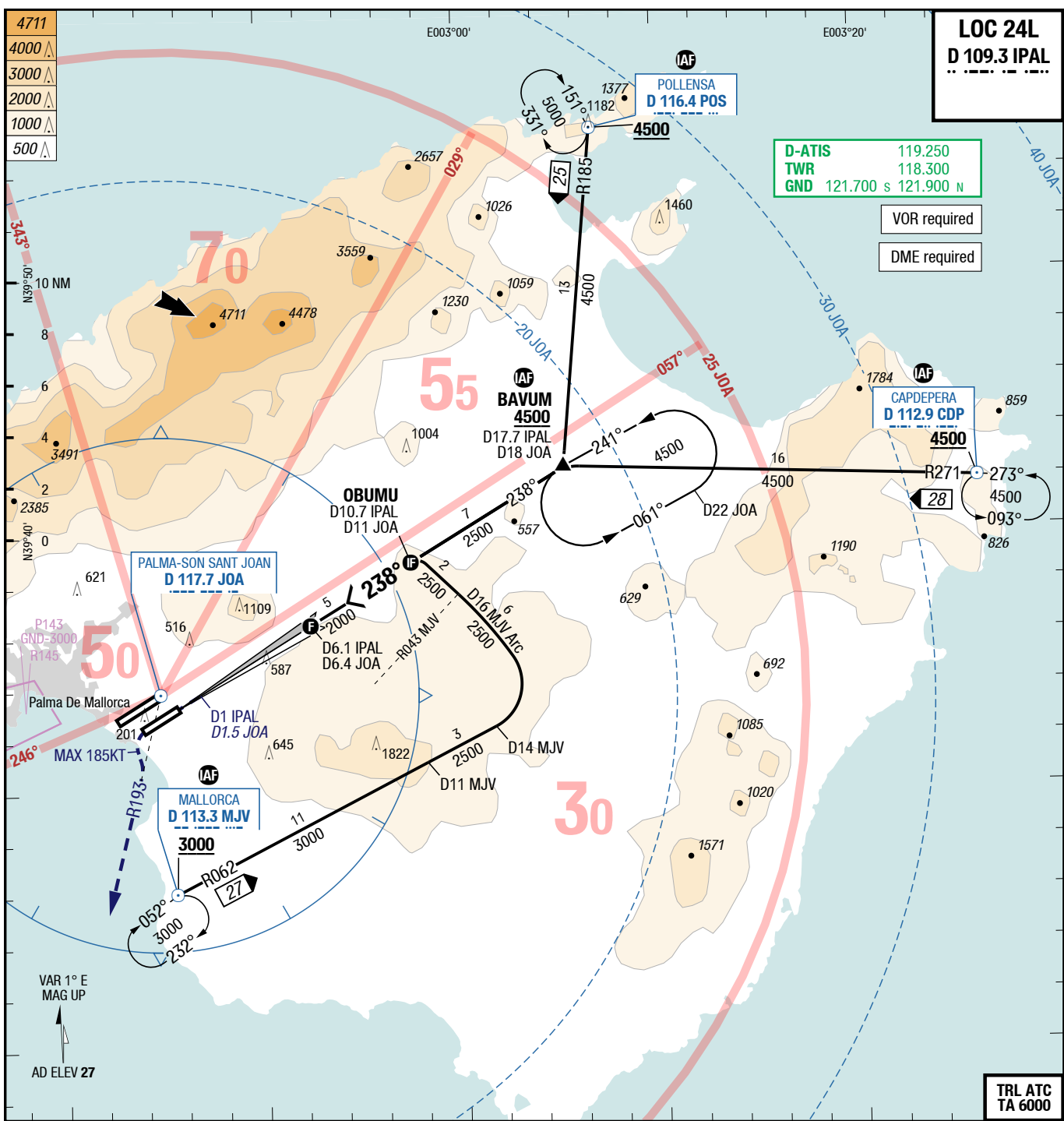


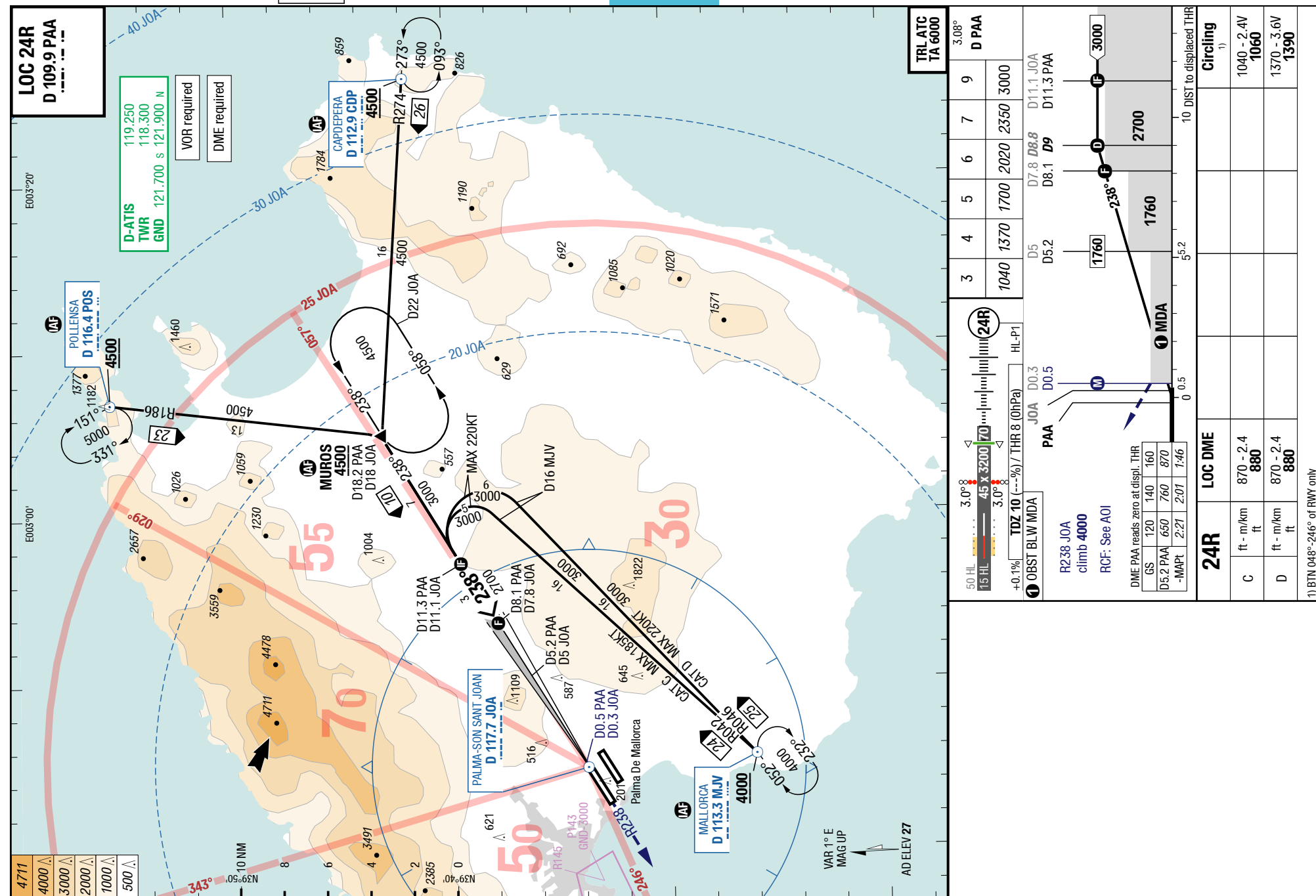


30-NOV-2017
PMI-LEPA
Spain Palma De Mallorca
LOC 24L
IAC
IAC
Palma De Mallorca Spain
LOC 24L
ILS Y 24R



1) BTN 048°-246° of RWY only

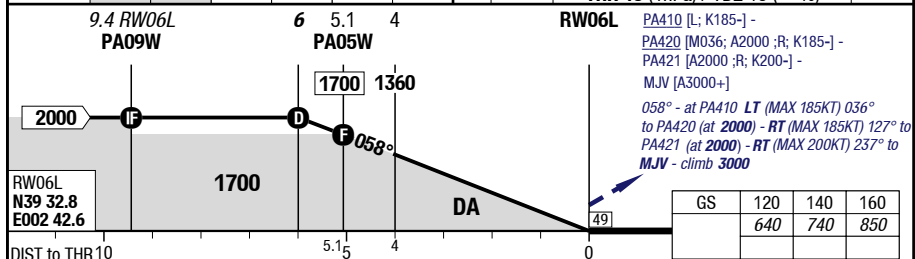
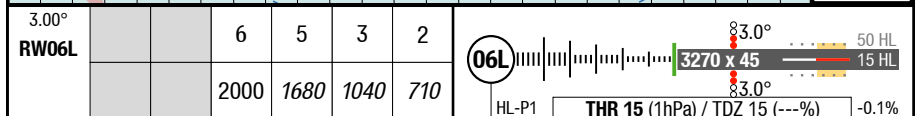
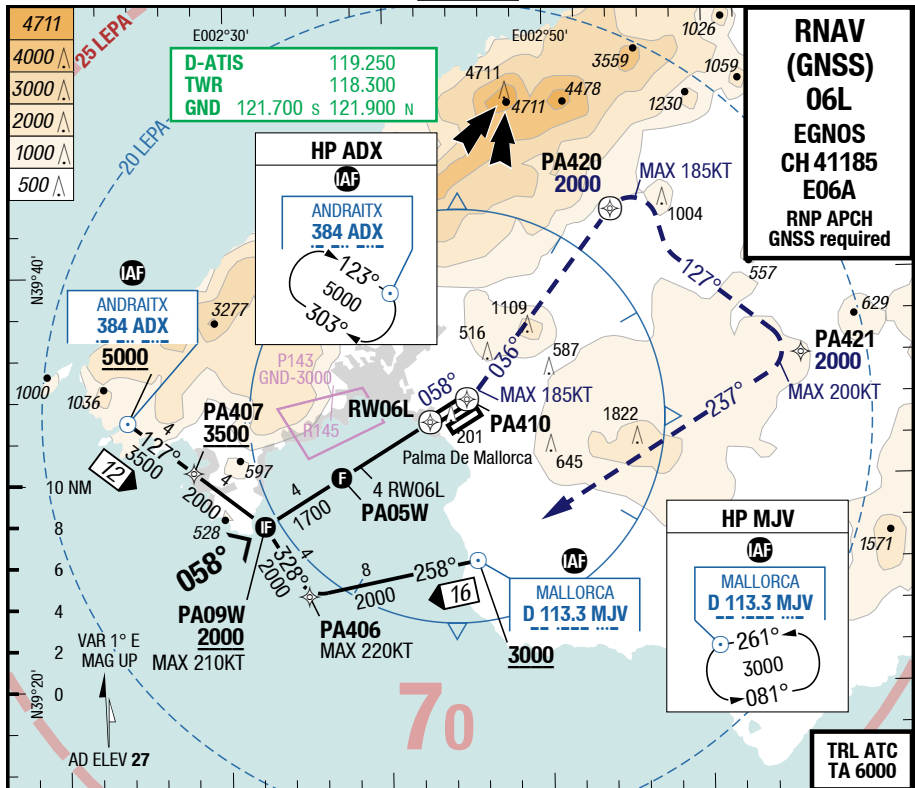




PMI-LEPA

7-90

RNAV (GNSS) 06L



06L	RNAV GNSS LPV				Circling ¹⁾
C	ft - m/km ft	460 - 1.4 470 ²⁾			1210 - 2.4V 1230
D	ft - m/km ft	470 - 1.5 480 ³⁾			1500 - 3.6V 1520

1) BTN 049°-246° of RWY only

3) With EVS 1.0km

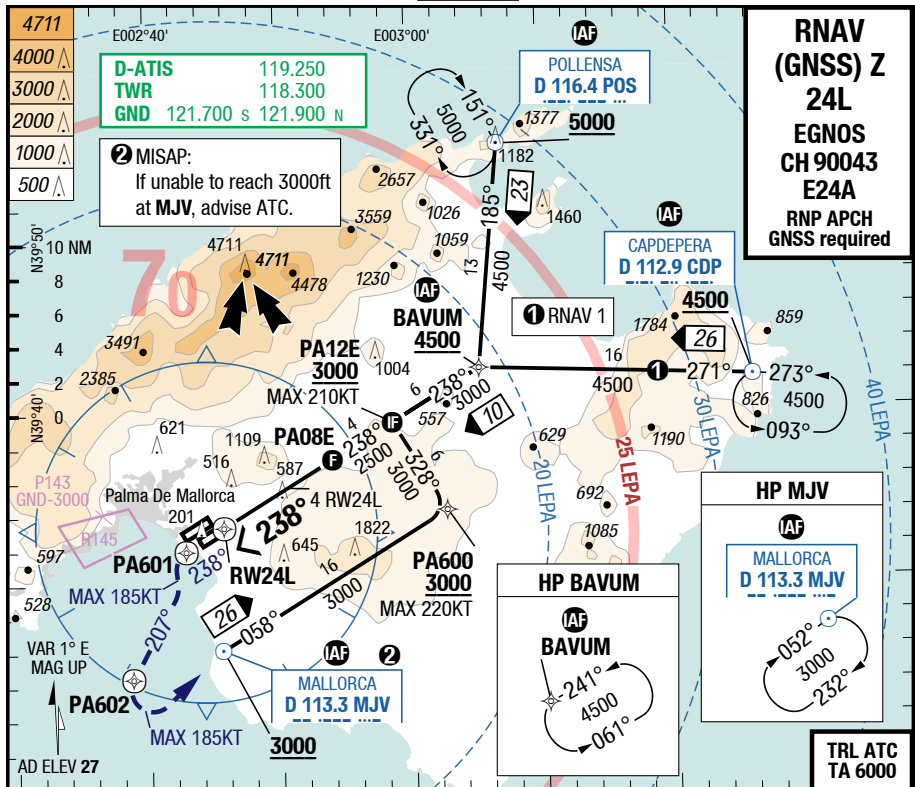
2) With EVS 900m

Changes: new

PMI-LEPA

7-100

RNAV (GNSS) Z 24L



Spain Palma De Mallorca

RNAV (GNSS) Z 24R

RNAV (GNSS) Y 24L

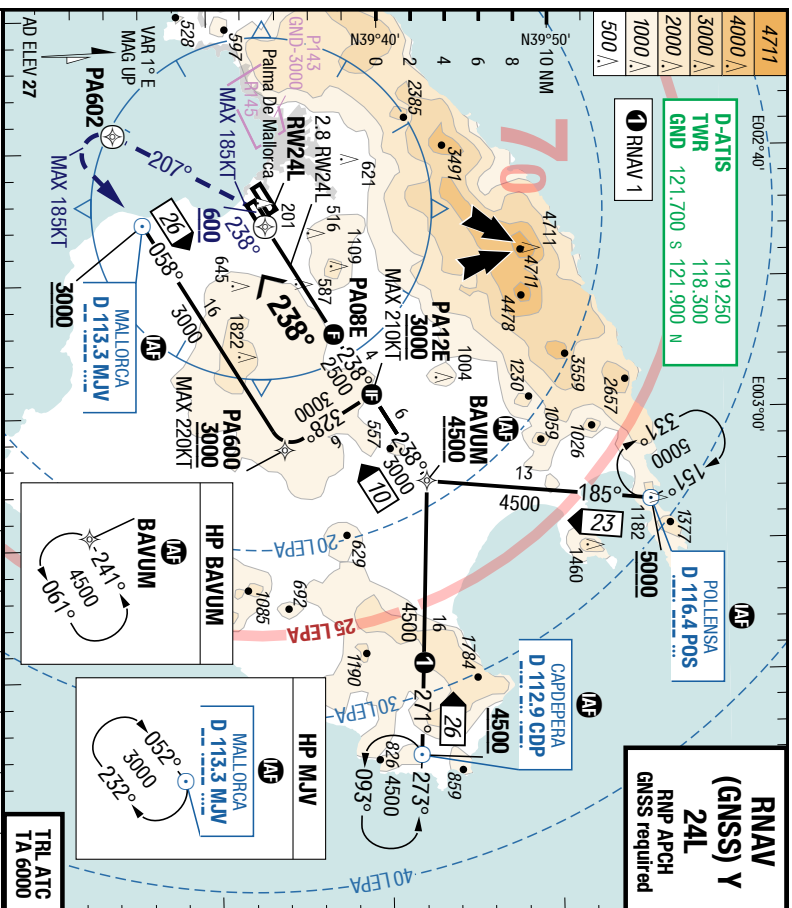
IAC

IAC

Palma De Mallorca Spain

RNAV (GNSS) Z 24R

RNAV (GNSS) Y 24L



Flight Profile Data:

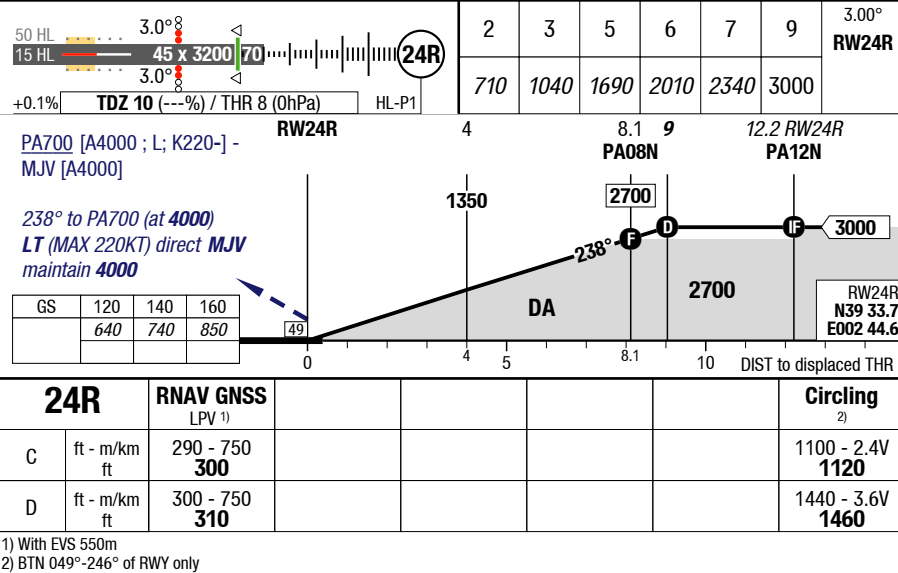
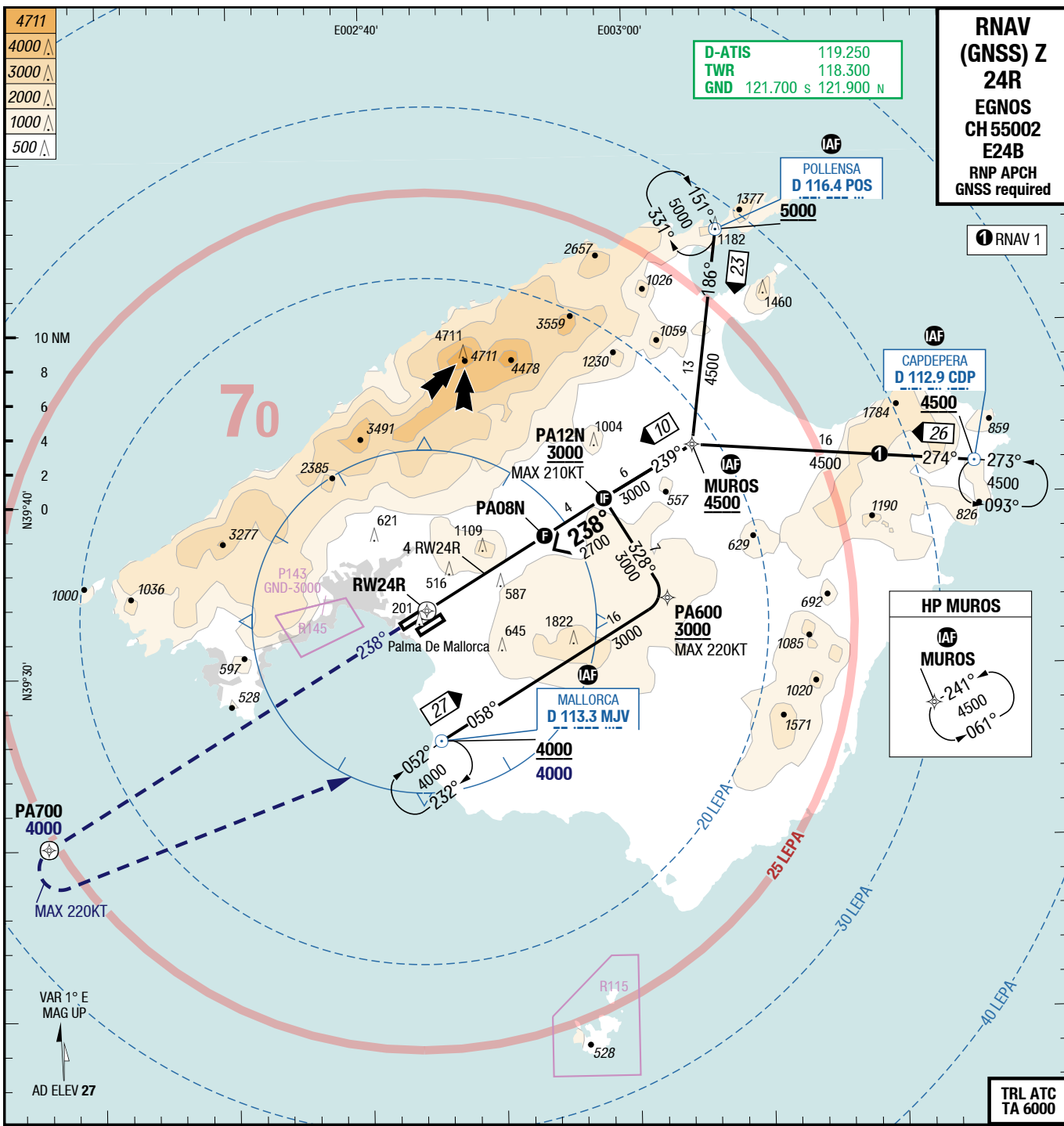
Altitude (ft)	Distance to THR (NM)	Notes
50	-	Initial Altitude
15	-	HL (Height Limit)
30°8'	-	Climb Angle
49.3	-	Speed Indicator
3000	-	Altitude Marker
30°8'	-	Descent Angle
TDZ 1% (->%) / THH 8 (OhPa)	-	Terrain Clearance
HL-P2	-	Height Point
RWZ4L	2.8	Runway End
PA08E	7.5	Point A
9.1	-	Point B
11.7	-	Point C
RWZ4L	-	Runway End
PA1ZE	-	Point D
3060	-	Altitude Marker
3.06	-	Point E
24L	-	Runway End
2	-	Point F
4	-	Point G
5	-	Point H
6	-	Point I
8	-	Point J
9.1	-	Point K
710	-	Altitude Marker
1360	-	Altitude Marker
1690	-	Altitude Marker
2010	-	Altitude Marker
2660	-	Altitude Marker
3000	-	Altitude Marker

24L		RNAV GNSS VNAV ¹⁾	RNAV GNSS LNAV			Circling ²⁾
C	ft - m/km ft	340 - 800 350 ³⁾	500 - 1.5 510			1040 - 2.4V 1060
D	ft - m/km ft	350 - 900 360 ⁴⁾	500 - 1.5 510			1370 - 3.6V 1390

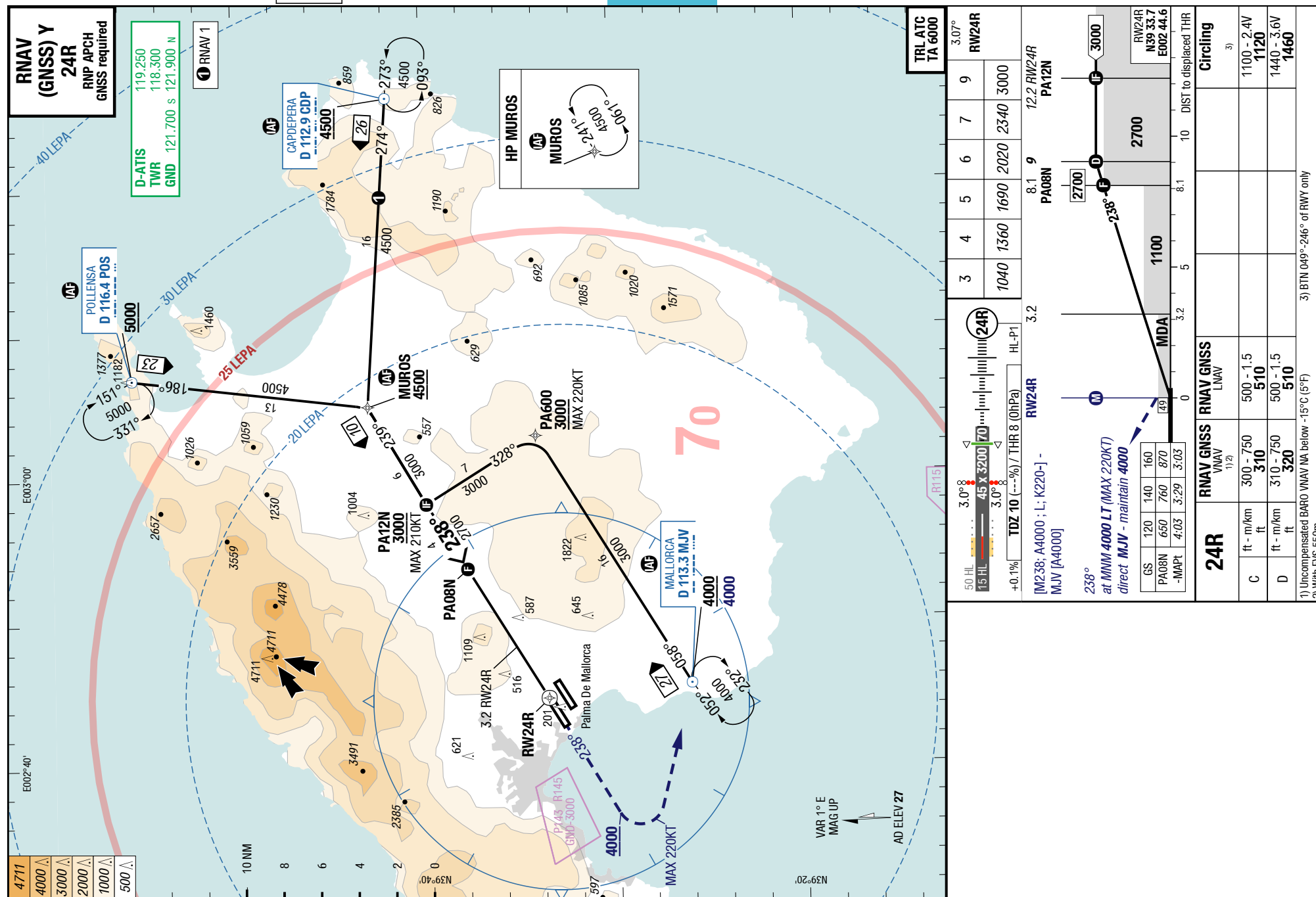
1) Uncompensated BARO VNAV NA below -15°C (5°F)
2) BTN 049°-246° of RWY only

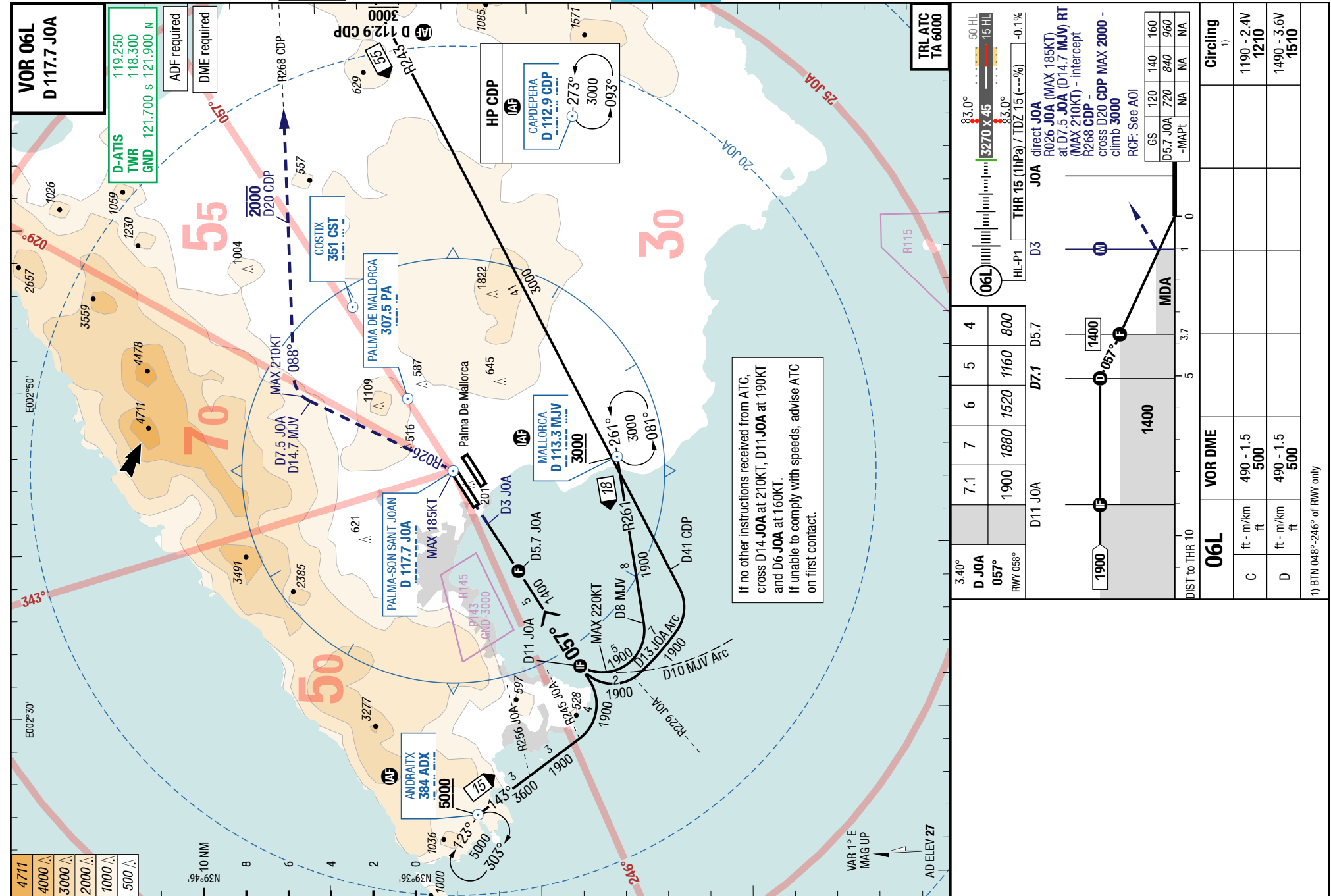
3) With EVS 550m
4) With EVS 600m

© Lido 2018



7-130

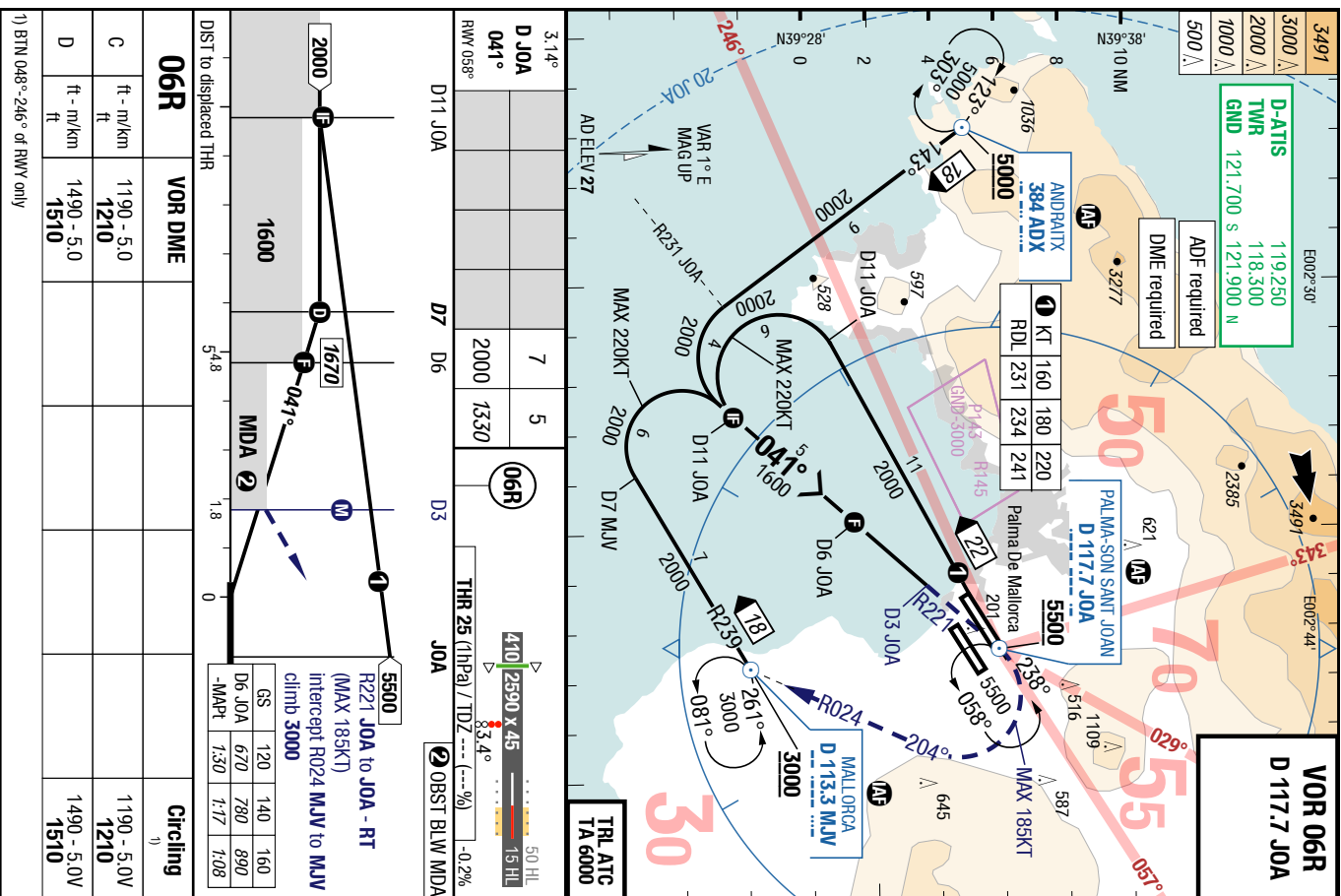


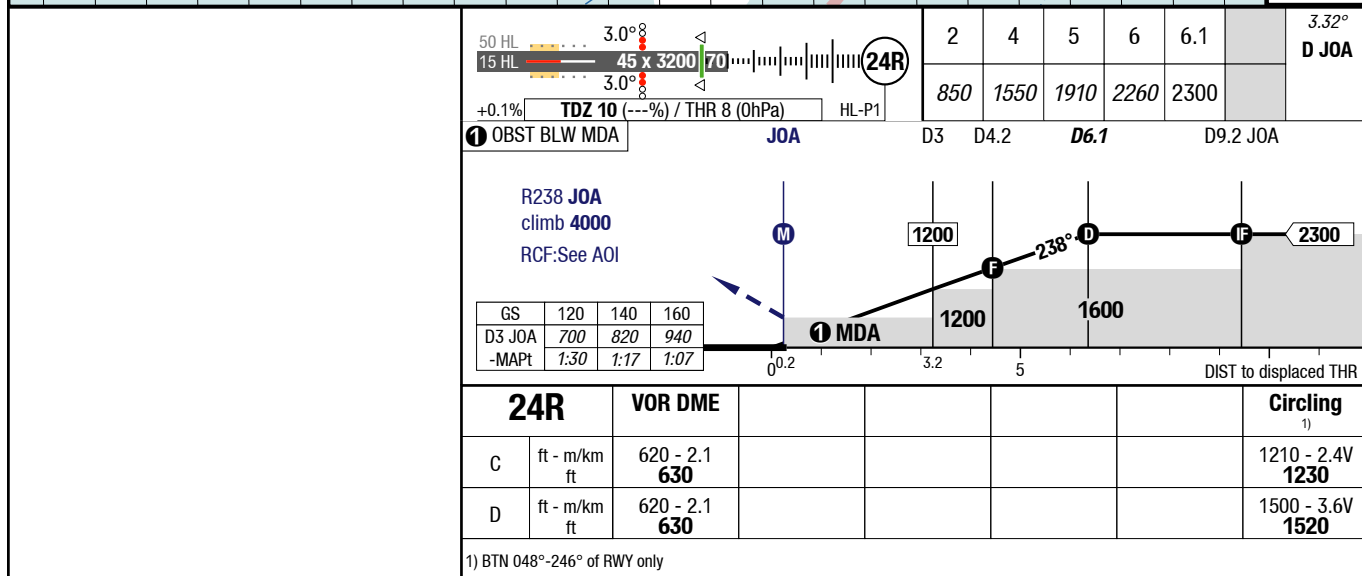


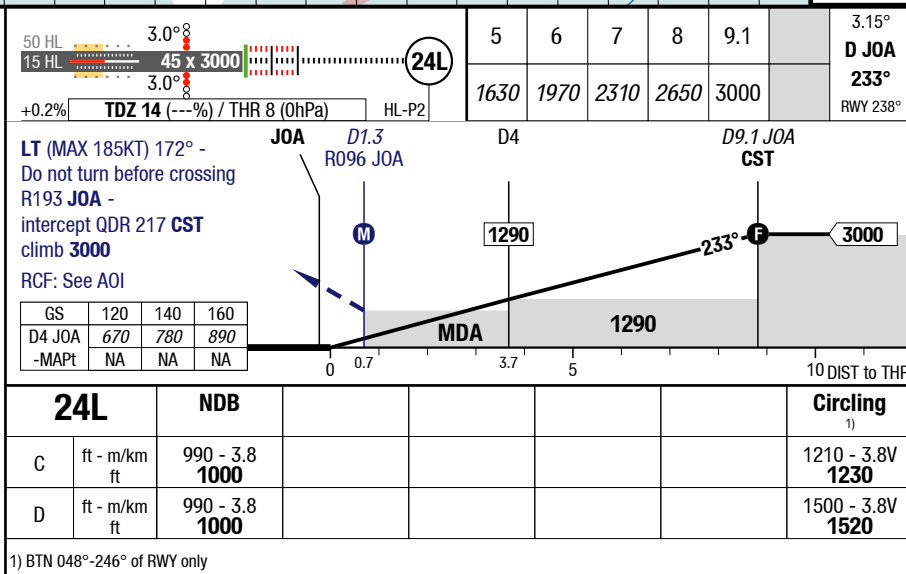
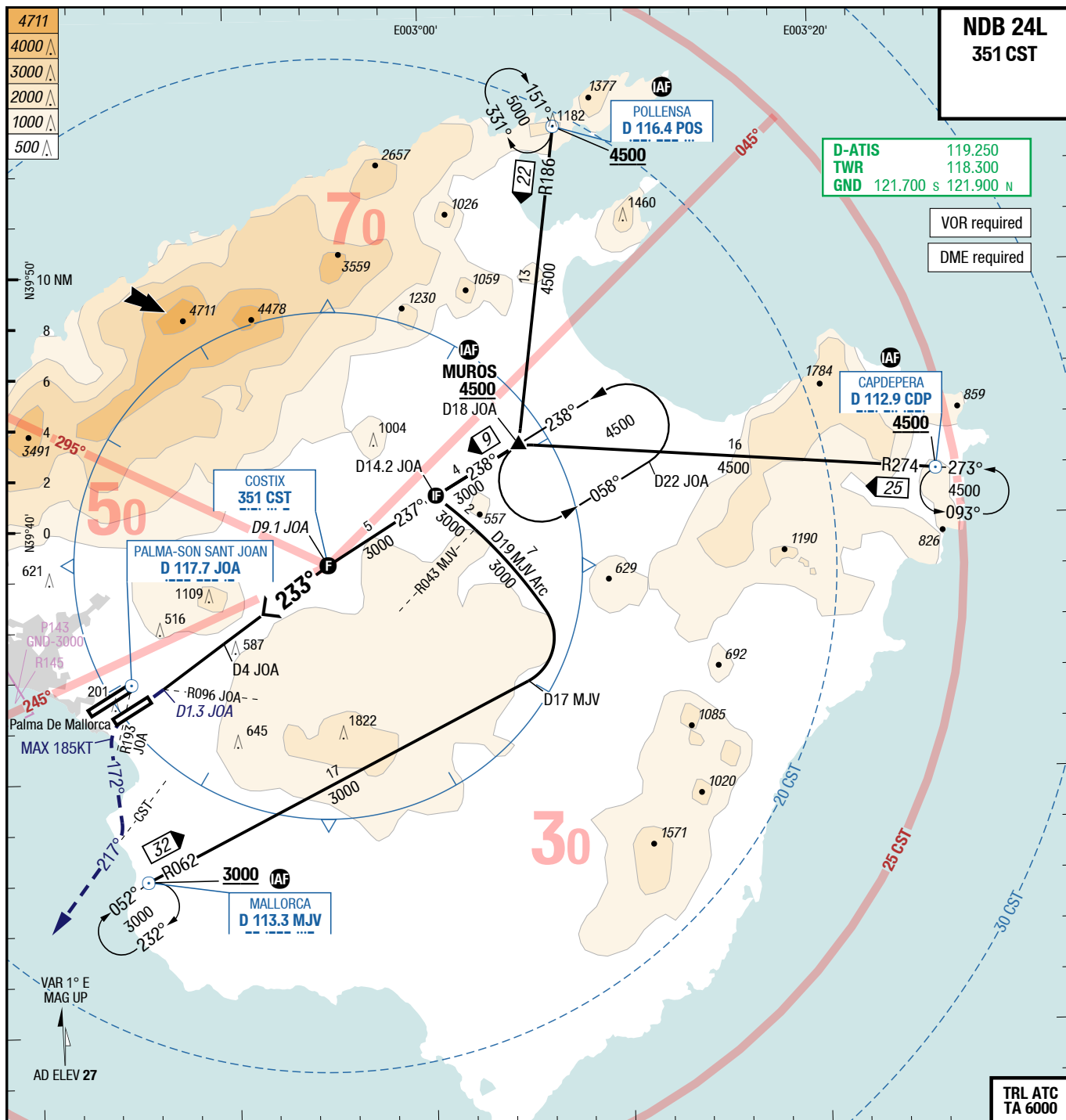
Palma De Mallorca Spain

100

Palma De Mallorca Spain
VOR 06R







PMI-LEPASpain **Palma De Mallorca**

NIL
MRC

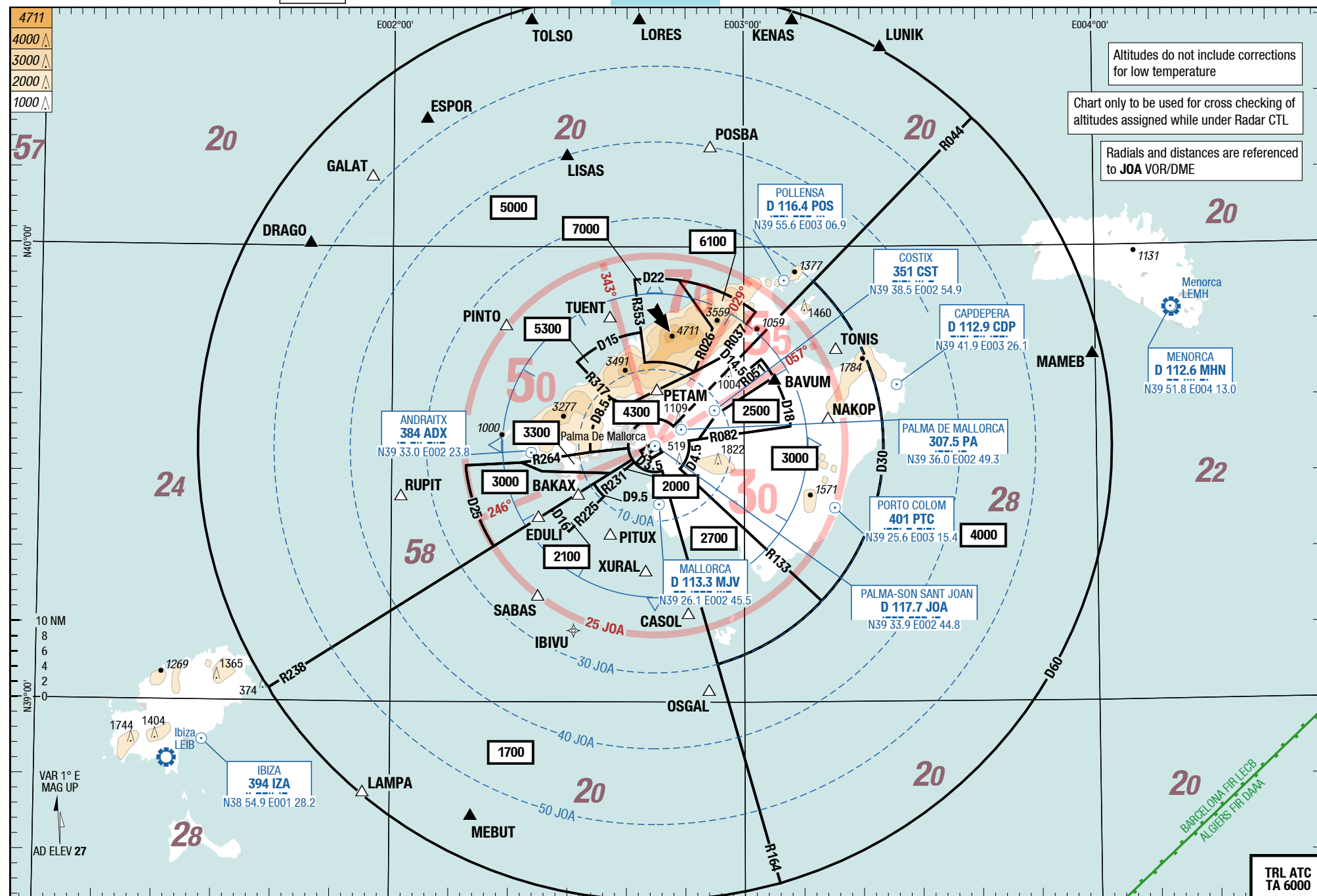
MRC

MRC

Palma De Mallorca Spain

NIL
MRC

8-10



Changes: WPT , Navaid , OBST, Note, Editorial

TRL ATC
TA 6000

© Lido 2017