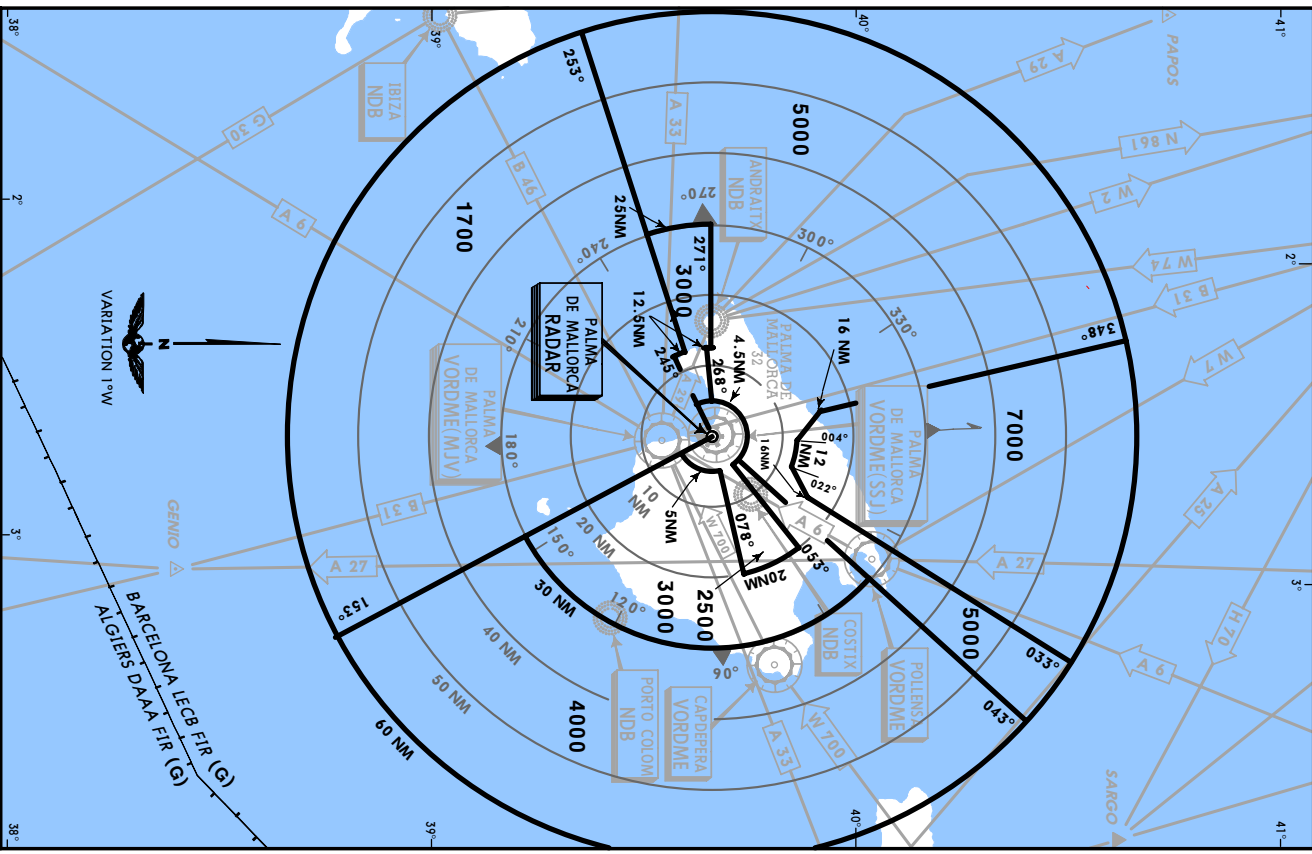


JEPPESSEN

12 JUL 02

RADAR
10-IR PALMA DE MALLORCA, SPAIN

RADAR VECTORING AREA

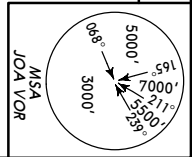


LEPA/PMI
PALMA DE MALLORCA 5 NOV 04 **10-2**
JEPPESSEN PALMA DE MALLORCA, SPAIN

ATIS 119.25	Apt Elev 24'	Air Sct: PPA	Trans level: BY ATC	Trans alt: 6000'
----------------	-----------------	--------------	---------------------	------------------

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

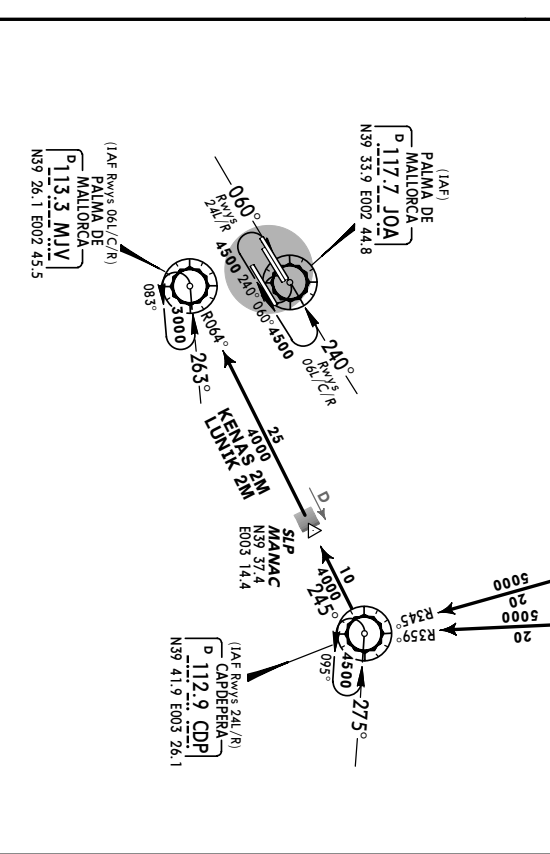
KENAS ONE PAPA
(KENAS 1P) [KENA1P]
LUNIK ONE PAPA
(LUNIK 1P) [LUNI1P]
RWYS 24L/R
ARRIVALS
FROM NORTH



KENAS
M40 30.0 E003 08.4
At or below
FL220

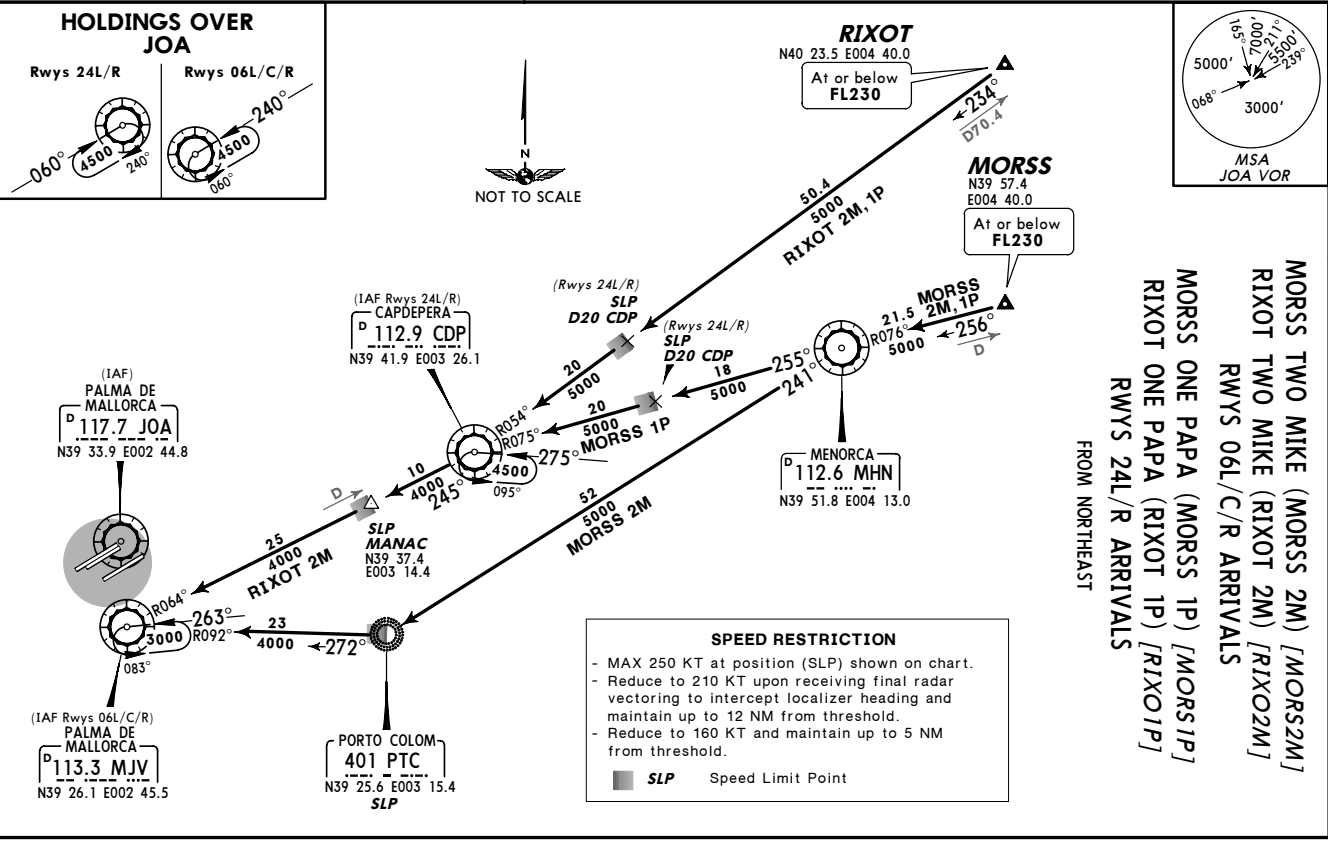
LUNIK
M40 26.4 E003 23.6
At or below
FL220

SPEED RESTRICTION
- MAX 250 KT at position (SLP) shown on chart.
- Reduce to 210 KT upon receiving final radar vectoring and maintain up to 12 NM from threshold.
- Reduce to 160 KT and maintain up to 5 NM from threshold.
■ SLP Speed Limit Point



CHANGES: STARS, MORSS 1P & RIXOT 1P revised.

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LEPA/PMI PALMA DE MALLORCA	5 NOV 04	(10-2A)	STAR
ATIS 119.25	Alt Elev 24'	Alt Set: hPa	Trans level: By ATC
Trans alt: 6000'			

JEPPESEN PALMA DE MALLORCA, SPAIN

MORSS TWO MIKE (MORSS 2M) [MORSS2M]
 RIXOT TWO MIKE (RIXOT 2M) [RIXO2M]
 RWYS 06L/C/R ARRIVALS

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

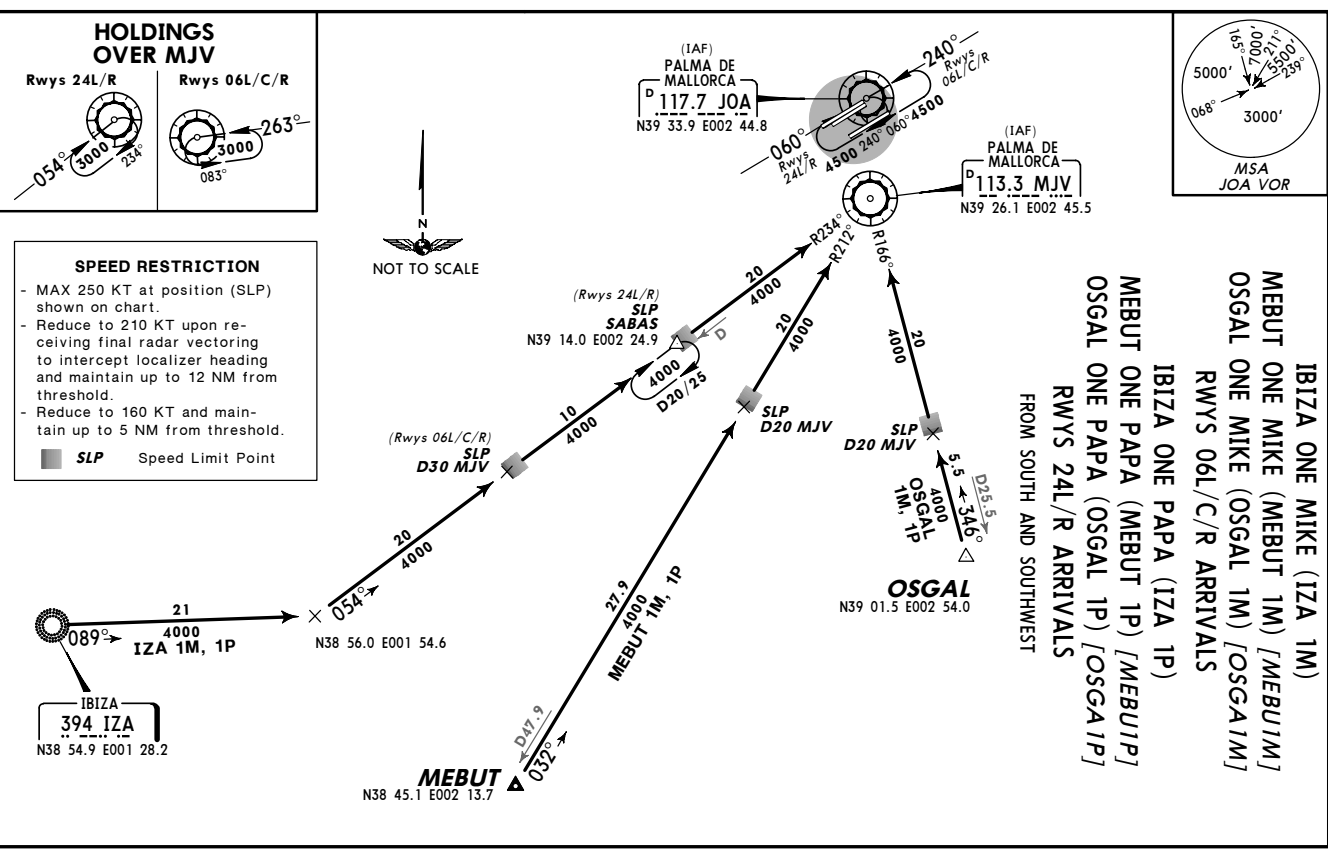
FROM NORTHEAST

Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMS.

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CHANGES: None.

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LEPA/PMI PALMA DE MALLORCA	5 NOV 04	(10-2B)	STAR
ATIS 119.25	Alt Elev 24'	Alt Set: hPa	Trans level: By ATC
Trans alt: 6000'			

JEPPESEN PALMA DE MALLORCA, SPAIN

IBIZA ONE MIKE (IZA 1M)
 MEBUT ONE MIKE (MEBUT 1M) [MEBU1M]
 OSGAL ONE MIKE (OSGAL 1M) [OSGA1M]
 RWYS 06L/C/R ARRIVALS

IBIZA ONE PAPA (IZA 1P)
 MEBUT ONE PAPA (MEBUT 1P) [MEBU1P]
 OSGAL ONE PAPA (OSGAL 1P) [OSGA1P]
 RWYS 24L/R ARRIVALS

FROM SOUTH AND SOUTHWEST

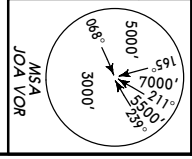
Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMS.

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LEPA/PMI
STAR
JEPPesen PALMA DE MALLORCA, SPAIN
 PALMA DE MALLORCA 5 NOV 04 (10-20)

ATIS 119.25	Apt Elev 24'	Alt Set: NPA	Trans level: By ATC	Trans alt: 6000'
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- GATOS TWO MIKE (GATOS 2M) [GATO2M]
- LORES TWO MIKE (LORES 2M) [LORE2M]
- TOLSO TWO MIKE (TOLSO 2M) [TOLS2M]
- RWYS 06L/C/R ARRIVALS
- GATOS ONE PAPA (GATOS 1P) [GATO1P]
- LORES ONE PAPA (LORES 1P) [LORE1P]
- TOLSO ONE PAPA (TOLSO 1P) [TOLS1P]
- RWYS 24L/R ARRIVALS
- FROM WEST AND NORTHWEST

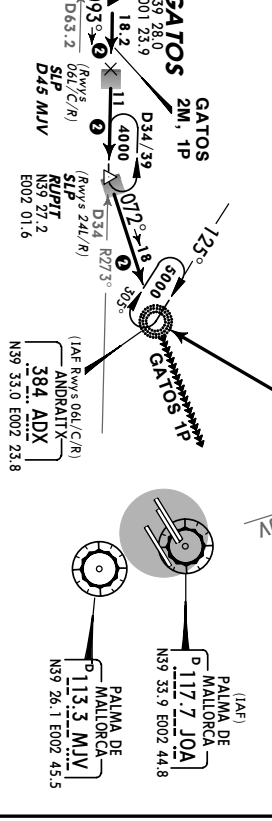
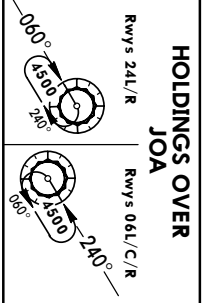


NOT TO SCALE

SPEED RESTRICTION

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

■ SLP Speed Limit Point

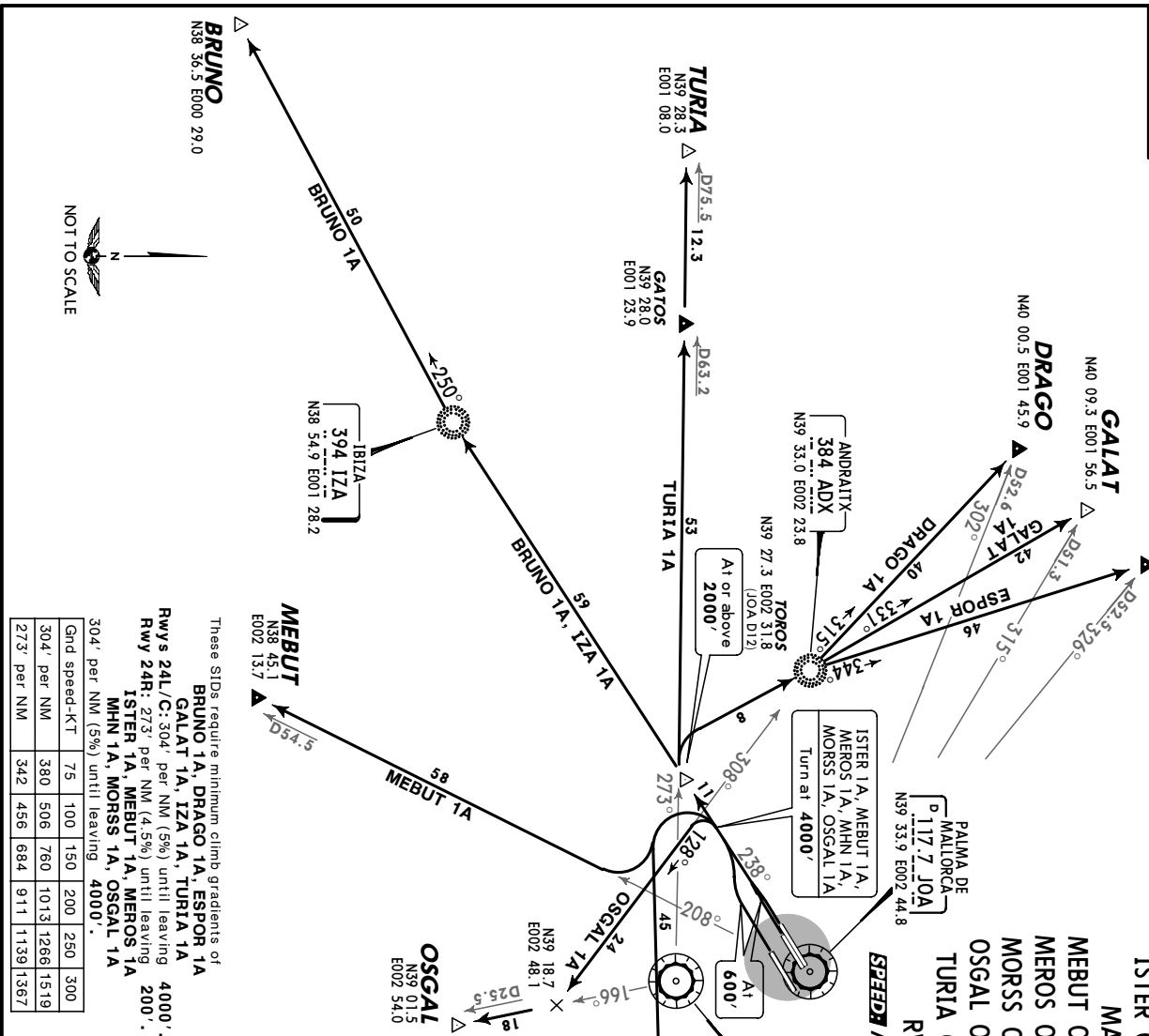


- ① From LEBL only
- ② GATOS 2M: 4000
- ③ GATOS 1P: 5000
- ④ GATOS 2M: 4000
- ⑤ GATOS 1P: 5000
- ⑥ GATOS 2M: 4000
- ⑦ GATOS 1P: 5000

MS4
JOA VOR

5000'
3000'

Ap't Elev 24'
Trans level: By ATC
Trans alt: 6000'



SID	INITIAL CLIMB	ROUTING
BRUNO 1A	At TOROS continue on JOA R-238 to IZA, then to BRUNO.	
DRAGO 1A	At TOROS turn RIGHT to ADX, then to DRAGO.	
ESPOR 1A	At TOROS turn RIGHT to ADX, then to ESPOR.	
GALAT 1A	At TOROS turn RIGHT to ADX, then to GALAT.	
ISTER 1A	To PTC, turn LEFT, intercept MHN R-241 inbound to MHN, then to ISTER.	
IZA 1A	At TOROS continue on JOA R-238 to IZA.	
MEBUT 1A	Intercept JOA R-208 to MEBUT.	
MEROS 1A	To PTC, turn LEFT, intercept MHN R-241 inbound to MHN, then to MEROS.	
MHN 1A	To PTC, turn LEFT, intercept MHN R-241 inbound to MHN.	
MORSS 1A	To PTC, turn LEFT, intercept MHN R-241 inbound to MHN, then to MORSS.	
OSGAL 1A	Intercept 128° bearing from ADX, intercept MUV B-166 to OSGAL.	
TURIA 1A	At TOROS turn RIGHT, intercept MUV R-273 via GATOS to TURIA.	

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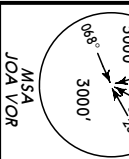
Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMS.

PALMA DE MALLORCA, SPAIN

SID

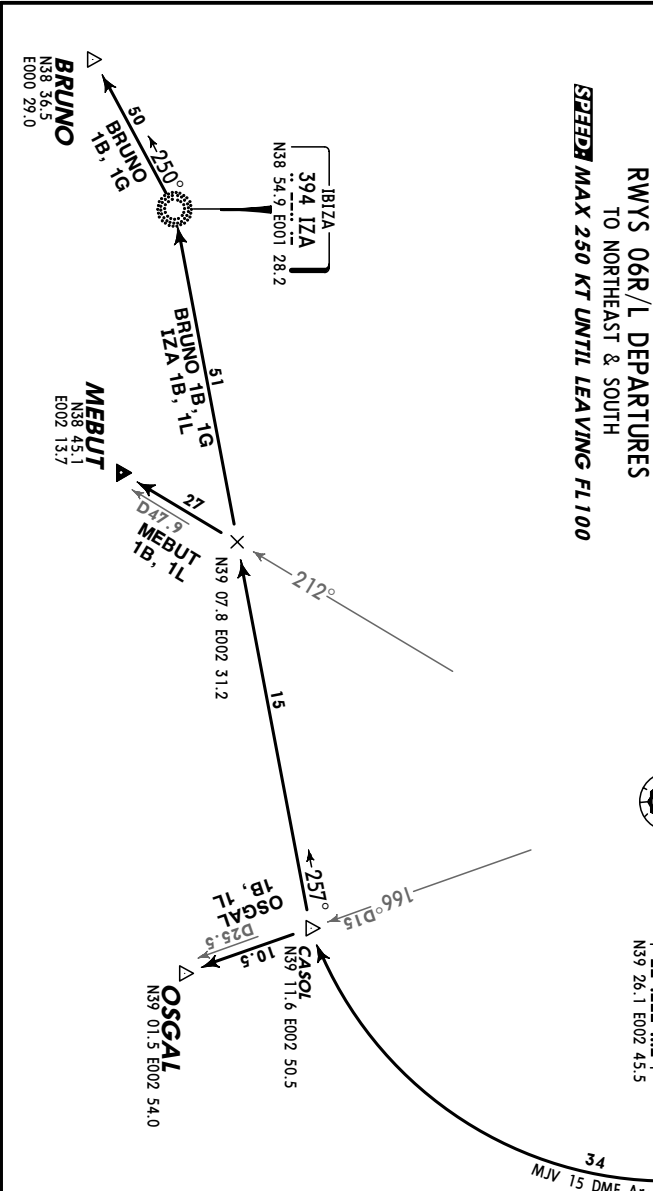
JEPPesen 20 AUG 04
LEPA/PMI
 10-3A PALMA DE MALLORCA
 EFF 2 SEP

Apt Elev 24' Trans level: By ATC Trans alt: 6000'



BRUNO ONE BRAVO (BRUNO 1B) [BRUN1B]
 BRUNO ONE GOLF (BRUNO 1G) [BRUN1G]
 IBIZA ONE BRAVO (IZA 1B) ①
 IBIZA ONE LIMA (IZA 1L) ①
 ISTER ONE BRAVO (ISTER 1B) [ISTE1B]
 ISTER ONE LIMA (ISTER 1L) [ISTE1L]
 MAHON THREE BRAVO (MHN 3B) ②
 MAHON ONE LIMA (MHN 1L) ②
 MEBUT ONE BRAVO (MEBUT 1B) [MEBUIB]
 MEBUT ONE LIMA (MEBUT 1L) [MEBUI L]
 MEROS THREE BRAVO (MEROS 3B) [MERO3B]
 MEROS ONE LIMA (MEROS 1L) [MERO1L]
 MORSS ONE ECHO (MORSS 1E) [MORS1E]
 MORSS ONE LIMA (MORSS 1L) [MORS1L]
 OSGAL ONE BRAVO (OSGAL 1B) [OSGAI B]
 OSGAL ONE LIMA (OSGAL 1L) [OSGAI L]
 RWYS 06R/L DEPARTURES
 TO NORTHEAST & SOUTH

SPEED MAX 250 KT UNTIL LEAVING FL100



Initial ATC clearance: Maintain **4000'** except ATC clearance of 304' per NM (5%) until leaving **4000'**.
 Gnd speed-KT 75 100 150 200 250 300
 304' per NM 380 506 760 1013 1266 1519

SID	RMW	INITIAL CLIMB
BRUNO 1B, IZA 1B ①	06R	On runway heading, intercept JOA R-073 to D9 JOA, turn RIGHT, along MJV 15 DME arc to CASOL.
BRUNO 1G, IZA 1L ①	06L	
MEBUT 1L, OSGAL 1L	06R	On runway heading to JOA 5 DME, turn LEFT, intercept JOA R-063 to TONIS.
ISTER 1B, MEROS 3B	06R	On runway heading, intercept JOA R-063 to TONIS.
MHN 3B ②, MORSS 1E	06L	On runway heading, intercept JOA R-063 to TONIS.
ISTER 1L, MEROS 1L	06L	On runway heading, intercept JOA R-063 to TONIS.
ROUTING		
BRUNO 1B, 1G		At CASOL intercept 257° bearing to IZA, then to BRUNO.
IZA 1B, 1L ①		At CASOL intercept 257° bearing to IZA.
ISTER 1B, 1L		At TONIS turn RIGHT, intercept MHN R-264 inbound to MHN, then to ISTER.
MEBUT 1B, 1L		At CASOL intercept 257° bearing towards IZA, intercept MJV R-212 to MEBUT.
MEROS 3B, 1L		At TONIS turn LEFT, intercept MJV R-056 to MEROS.
MHN 3B, 1L		At TONIS turn RIGHT, intercept MHN R-264 inbound to MHN.
MORSS 1E, 1L		At TONIS turn RIGHT, intercept MHN R-264 inbound to MHN, then to MORSS.
OSGAL 1B, 1L		At CASOL turn LEFT, intercept MJV R-166 to OSGAL.

① Only destination LEIB. ② Only destination LEMH.



CHANGES: SSI reviewed JOA.

Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMS.

LEPA/PMI
PALMA
DE MALLORCA

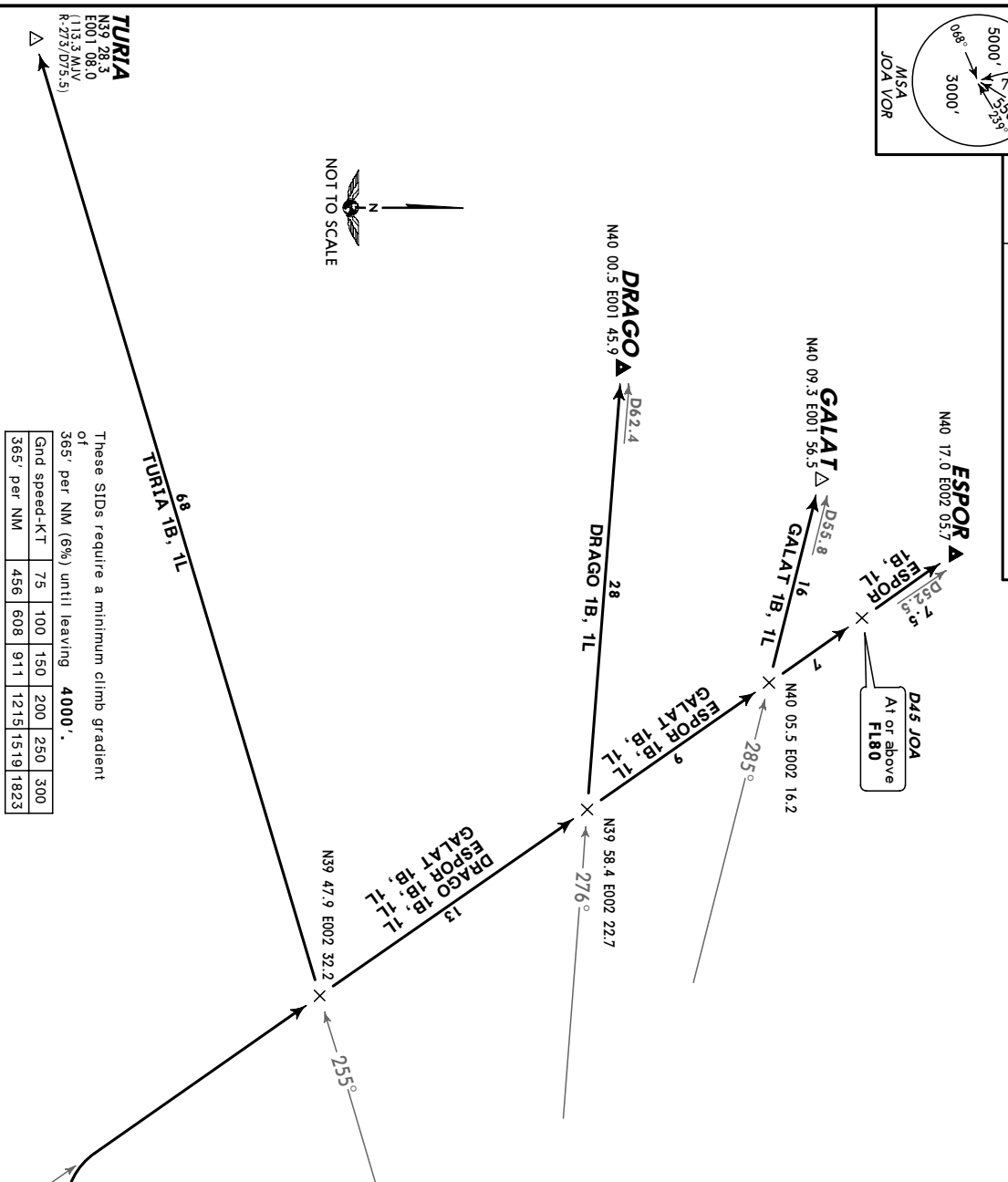
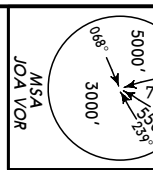
3 JUN 05

JEPPESSEN
(10-3B)

PALMA DE MALLORCA, SPAIN

SID

Apt Elev **24'** Trans level: By ATC Trans alt: 6000'



DRAGO ONE BRAVO (DRAGO 1B) [DRAG1B]
DRAGO ONE LIMA (DRAGO 1L) [DRAG1L]
ESPOR ONE BRAVO (ESPOR 1B) [ESPO1B]
ESPOR ONE LIMA (ESPOR 1L) [ESPO1L]
GALAT ONE BRAVO (GALAT 1B) [GALAT1B]
GALAT ONE LIMA (GALAT 1L) [GALAT1L]
TURIA ONE BRAVO (TURIA 1B) [TUR11B]
TURIA ONE LIMA (TURIA 1L) [TUR11L]
RWYS 06R/L DEPARTURES TO NORTHWEST
SPEEDS MAX 250 KT UNTIL LEAVING FL100

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

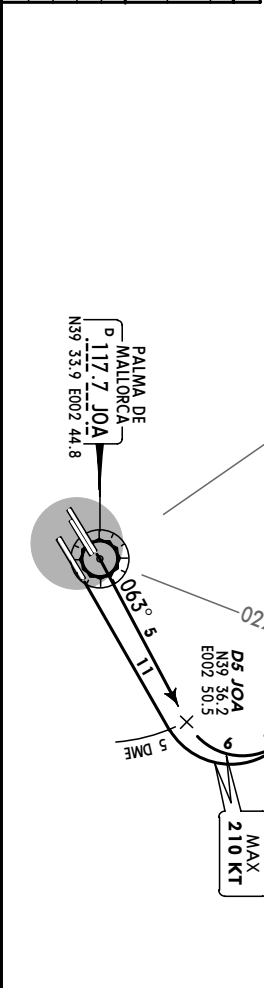
Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823

Initial ATC clearance: Maintain 6000' except ATC clearance

SID	RWY	INITIAL CLIMB
DRAGO 1B, ESPOR 1B	06R	On runway heading to JOA 5 DME, turn LEFT, along JOA
GALAT 1B, TURIA 1B	06L	7 DME arc via INCAS, intercept JOA R-326.
DRAGO 1L, ESPOR 1L	06L	On runway heading, intercept JOA R-063 to D5 JOA, turn LEFT, along JOA 7 DME arc via INCAS, intercept JOA R-326.
GALAT 1L, TURIA 1L		On runway heading, intercept JOA R-063 to D5 JOA, turn LEFT, along JOA 7 DME arc via INCAS, intercept JOA R-326.

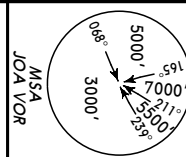
ROUTING

DRAGO 1B, 1L	On JOA R-326 intercept POS R-276 to DRAGO
ESPOR 1B, 1L	On JOA R-326 to ESPOR
GALAT 1B, 1L	On JOA R-326 intercept POS R-285 to GALAT
TURIA 1B, 1L	On JOA R-326 intercept POS R-285 to TURIA

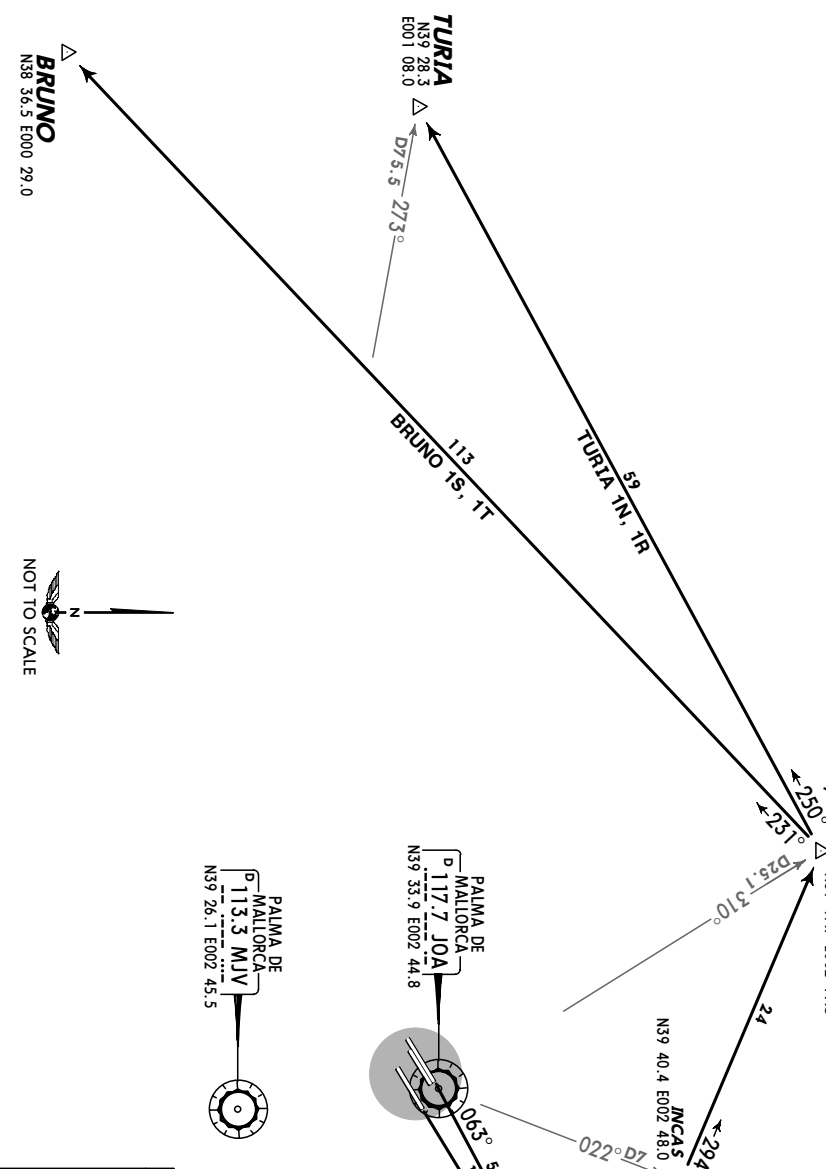


PALMA DE MALLORCA, SPAIN
RNAV SID

Apt Elev 24' Trans level: By ATC Trans alt: 6000'



BRUNO ONE SIERRA (BRUNO 1S) [BRUN1S]
BRUNO ONE TANGO (BRUNO 1T) [BRUN1T]
DRAGO ONE NOVEMBER (DRAGO 1N) [DRAG1N]
DRAGO ONE ROMEO (DRAGO 1R) [DRAG1R]
ESPOR ONE NOVEMBER (ESPOR 1N) [ESPO1N]
ESPOR ONE ROMEO (ESPOR 1R) [ESPO1R]
GALAT ONE NOVEMBER (GALAT 1N) [GALA1N]
GALAT ONE ROMEO (GALAT 1R) [GALA1R]
TURIA ONE NOVEMBER (TURIA 1N) [TUR11N]
TURIA ONE ROMEO (TURIA 1R) [TUR11R]
RWYS 06L/R RNAV DEPARTURES
SPEED MAX 250 KT UNTIL LEAVING FL 100



These SIDs require a minimum climb gradient of 365' per NM (6%) until leaving 4000'.
Gnd speed-KT 75 100 150 200 250 300
365' per NM 456 608 911 1215 1519 1823

SID	INITIAL CLIMB	ROUTING
BRUNO 1S, 1T	Initial ATC clearance: Maintain 6000' except ATC clearance	At PINTO to BRUNO.
DRAGO 1N, 1R		At PINTO to DRAGO.
ESPOR 1N, 1R		At PINTO to ESPOR.
GALAT 1N, 1R		At PINTO to GALAT.
TURIA 1N, 1R		At PINTO to TURIA.

CHANGES: RNAV SIDS RWYS 24L/C/R transferred.

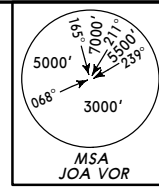
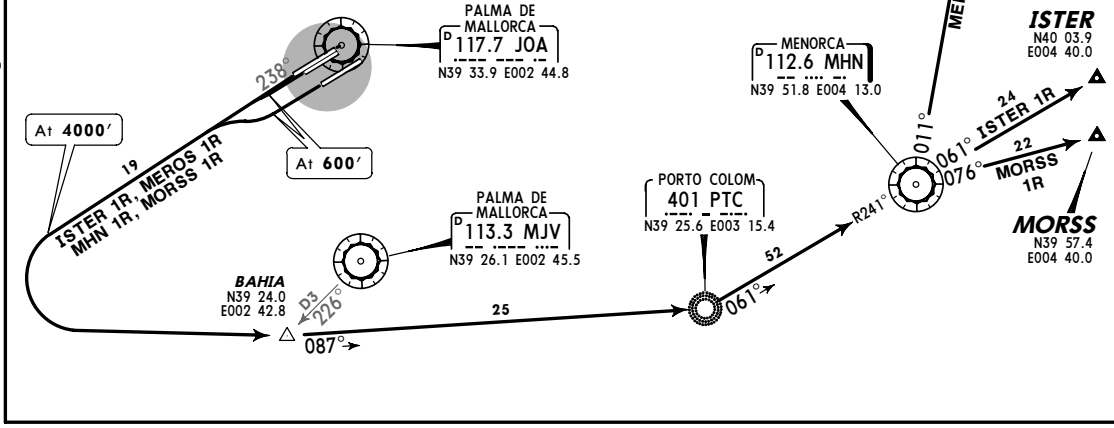
Initial ATC clearance: Maintain 4000' except ATC clearance

RWY	INITIAL CLIMB
24L/C	Climb on runway heading to 600', turn RIGHT, intercept JOA R-238 to 4000', turn LEFT to BAHIA.
24R	Climb on JOA R-238 to 4000', turn LEFT to BAHIA.
SID	ROUTING
ISTER 1R	At BAHIA to PTC, then to MHN, then to ISTER.
MEROS 1R	At BAHIA to PTC, then to MHN, then to MEROS.
MHN 1R	At BAHIA to PTC, then to MHN.
MORSS 1R	At BAHIA to PTC, then to MHN, then to MORSS.

① Only destination LEMH.

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

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



LEPA/PMI
PALMA DE MALLORCA 3 JUN 05 (10-3D)
JEPPesen PALMA DE MALLORCA, SPAIN
RNAV SID
Apri Elev 24'
Trans level: By ATC Trans alt: 6000'

ISTER ONE ROMEO (ISTER 1R) [ISTE1R]
MAHON ONE ROMEO (MHN 1R) ①
MEROS ONE ROMEO (MEROS 1R) [MERO1R]
MORSS ONE ROMEO (MORSS 1R) [MORS1R]
RWYS 24L/C/R RNAV DEPARTURES
SPEED MAX 250 KT UNTIL LEAVING FL100

LEPA/PMI
PALMA DE MALLORCA 17 JUN 05 **(10-4)**

JEPPESPALMA DE MALLORCA, SPAIN
PALMA DE MALLORCA 17 JUN 05 **(10-4A)**

NOISE ABATEMENT

Apr Elev
24'

NOISE ABATEMENT

SUMMER: LT minus 2 HOURS = UTC (Z)
WINTER: LT minus 1 HOUR = UTC (Z)

GENERAL

The following procedures are applicable to all aircraft for landing and take-off, except for safety reasons, to avoid excessive noise in areas surrounding the airport. Non-compliance will cause sanctions to aircraft 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 airport is restricted for aircraft with a cruising speed less than 220 KT, except for state aircraft, hospital and SAR aircraft. During these times aircraft with a cruising speed of less than 220 KT may experience delays, since non-restricted aircraft will always have priority. Departure and arrival paths will be measured for each operation.

PREFERENTIAL RUNWAY SYSTEM

West configuration

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

Arrivals: RWY 24L

Departures: RWY 24R

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

East configuration

Arrivals: RWY 06L

Departures: RWY 06R

To accelerate departure traffic the runway 06L could be used on ATC request. Pilots asking for the use of a runway other than the described system shall assume possible delays.

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

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

ARRIVALS

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

Visual approach

In case of visual approach aircraft will maintain an altitude of:
- 1500' or above for aircraft class A and B,
- 1700' or above for aircraft class C and D
and at least a height of 1000' AGL until being on the final approach heading of the runway in use.

DEPARTURES

Take-off

Take-off flaps/slats.

Climb at V2 + 10 KT to 1530'.

Reduce to power of ascent.

Accelerate to zero flap minimum safe manoeuvring speed (VZF) + 10 KT maintaining minimum rate of climb 500'/min.

Retract flaps/slats as needed.

Do not exceed 250 KT and continue SID in force, except ATC clearance.

Up to FL80

Change of the procedures must not be asked for till reaching FL60, except for propeller aircraft.

REVERSE THRUST

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

RUN-UP TESTS

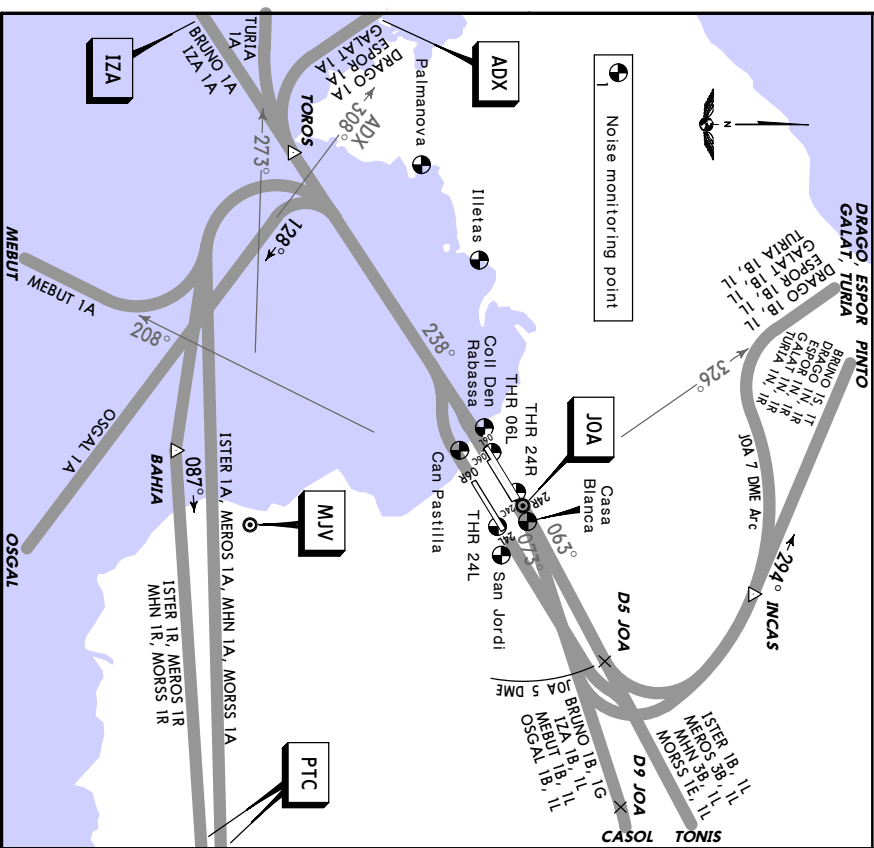
Run-up tests will be authorized only between 0700-2300LT. Outside these hours by the airport authority.

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

AUXILIARY POWER UNITS (APUs)

At stands 40 thru 51 and 60 thru 69 the use of APU must not exceed 5 minutes after the block time.

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



LEPA/PMI
PALMA DE MALLORCA 17 JUN 05 **(10-4A)**

NOISE

NOISE ABATEMENT

Apr Elev
24'

LEP/PMI **JEPPESSEN** **PALMA DE MALLORCA, SPAIN**
 7 NOV 03 **10-8** PALMA DE MALLORCA

MINIMUM RUNWAY OCCUPANCY TIME

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

Unless ATC advises otherwise and without prejudice to the noise abatement procedures, aircraft will vacate the corresponding runway by the following rapid exit taxiways:

West Configuration:

Rwy	Rapid Exit	Act	Dist from thr ft./m
24L	S1	Light propeller	5052 / 1540m
24L	S2	All	6398 / 1950m
24R	N4	Light propeller	4856 / 1480m

East Configuration:

Rwy	Rapid Exit	Act	Dist from thr ft./m
06L	N3	Light propeller	5577 / 1700m
06L	N2	all	6988 / 2130m

DEPARTURES

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

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

Departures from runway 06L, 24R and 06R intersections with taxiways are allowed. For TORA refer to 10-9A.

MINIMUM REDUCED SEPARATION ON THE SAME RUNWAY

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

- A) Aircraft with 5670 kg weight or over:
 Landing following departure: The preceding departing aircraft has taken-off and is, at least, at 2000m from the threshold.
- B) Light aircraft under 5670 kg weight:
 a) Landing following landing: The preceding aircraft has just landed and is, at least, at 1500m from the threshold and in motion.
 b) Landing following departure: The preceding departing aircraft has taken-off and is, at least, at 1500m from the threshold.

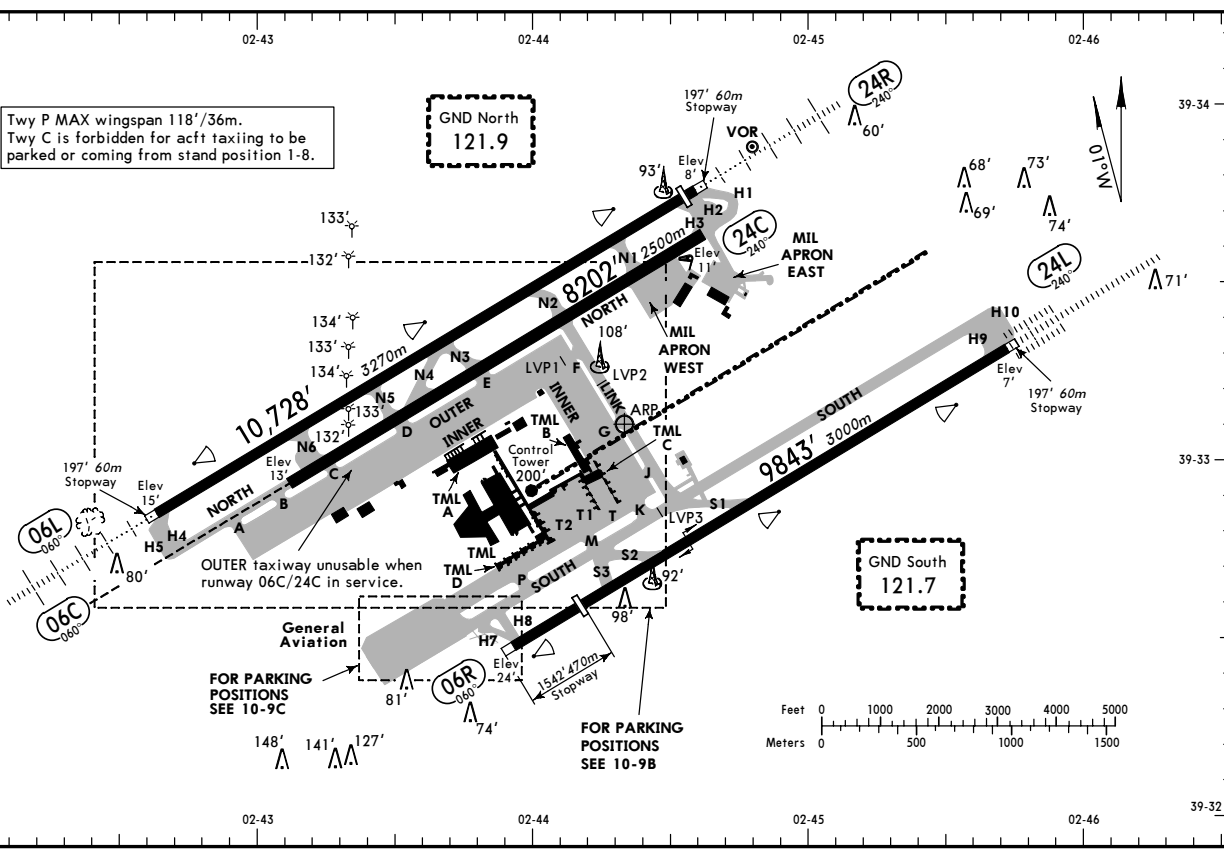
Such minima shall only be applied between sunrise and sunset and under following conditions:

- a) Wake turbulence separation minima shall be maintained.
- b) While visual meteorological conditions (VMC) prevail in the aerodrome.
- c) When braking action is not adversely affected by runway contaminants (slush, water, etc.).
- d) When the involved aircraft operate normally.

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

LEPA/PMI **JEPPESSEN** **PALMA DE MALLORCA, SPAIN**
 17 JUN 05 **10-9** PALMA DE MALLORCA

API Elev **24'** PALMA Operations PALMA Tower (GND) Tower
 N39 53.1 E002 44.3 North North South
 ATIS 119.25 130.25 121.9 121.7 118.3 118.45
 *PALMA Clearance Delivery 121.6



Twy P MAX wingspan 118'/36m.
 Twy C is forbidden for acft taxiing to be parked or coming from stand position 1-8.

OUTER taxiway unusable when runway 06C/24C in service.

FOR PARKING POSITIONS SEE 10-9C

FOR PARKING POSITIONS SEE 10-9B

GENERAL
 Rwy 24L approved for CAT II/III operations, special aircrew and actt certification required.
 Rwy 06C/24C will only be brought into service when rwy 06L/24R is out of service.
 Due to short distance between rwy 06C/24C and 06L/24R it is not allowed to use them simultaneously.
 Pilots who request or accept intersection T/O will inform ATC accordingly on initial contact with GND.
 Rwy 06L, 06C and 06R right-hand circuit for traffic arriving from the South: rwy 24L, 24C and 24R
 right-hand circuit for traffic arriving from the North.

ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS			WIDTH
	LANDING BEYOND Threshold	Grise Slope	TAKE-OFF	
06L	HIRL (50m) REIL CL (15m) HIALS PAPI (3.0°) ① RVR	9580/2920m	②	148'
24R	HIRL (50m) CL (15m) HIALS PAPI (3.0°) HST-N4 RVR 10.499' 3200m 9345' 2940m			148'
① HST-N2, HST-N3				
② TAKE-OFF RUN AVAILABLE				
RWY 06L:		RWY 24R:		
From rwy head 10.728' (3270m)		From rwy head 10.728' (3270m)		
twy N6 Int 8071' (2460m)		twy N1 Int 9252' (2820m)		
③ Rwy 06C/24C usable by prior NOTAM only.				
④ TAKE-OFF RUN AVAILABLE				
RWY 06R:				
From twy head 9843' (3000m)		From twy head 7841' (2390m)		

06R	HIRL (50m) CL (15m) (13 R, 55 W, 20 R & W, 10 R) PAPI (3.4°)	8497' 2590m	①	148'
24L	HIRL (50m) TDZ CL (15m) HIALS-11 PAPI (3.0°) HST-S1, HST-S2	RVR 8867' 2703m 8497' 2590m		148'

TAXI PROCEDURES

- 1. Departing Aircraft**
 - Request clearance to start up engines from PALMA CLEARANCE DELIVERY and report:
 - Type of aircraft
 - Parking stand
 - ATIS message received
 - Pilots will be instructed to contact PALMA TOWER (Ground) for push back and/or taxi clearance.
 - The start-up request will be carried out considering that aircraft should be ready to leave the stand 15 minutes before the assigned CTOI.
- 1.1. Push Back Maneuvering and Taxiing**
 Aircraft must be ready for push back or taxiing within 5 minutes after the approved start up time.
- 2. Arriving Aircraft**
 If no taxiing instructions are received, aircraft will hold short position of the NORTH/SOUTH taxiway after vacating the runway and will expect ATC taxiing instructions.
 In general, taxiing between apron gate and parking will be carried out accompanied by "FOLLOW ME" vehicle.

TAKE-OFF ①

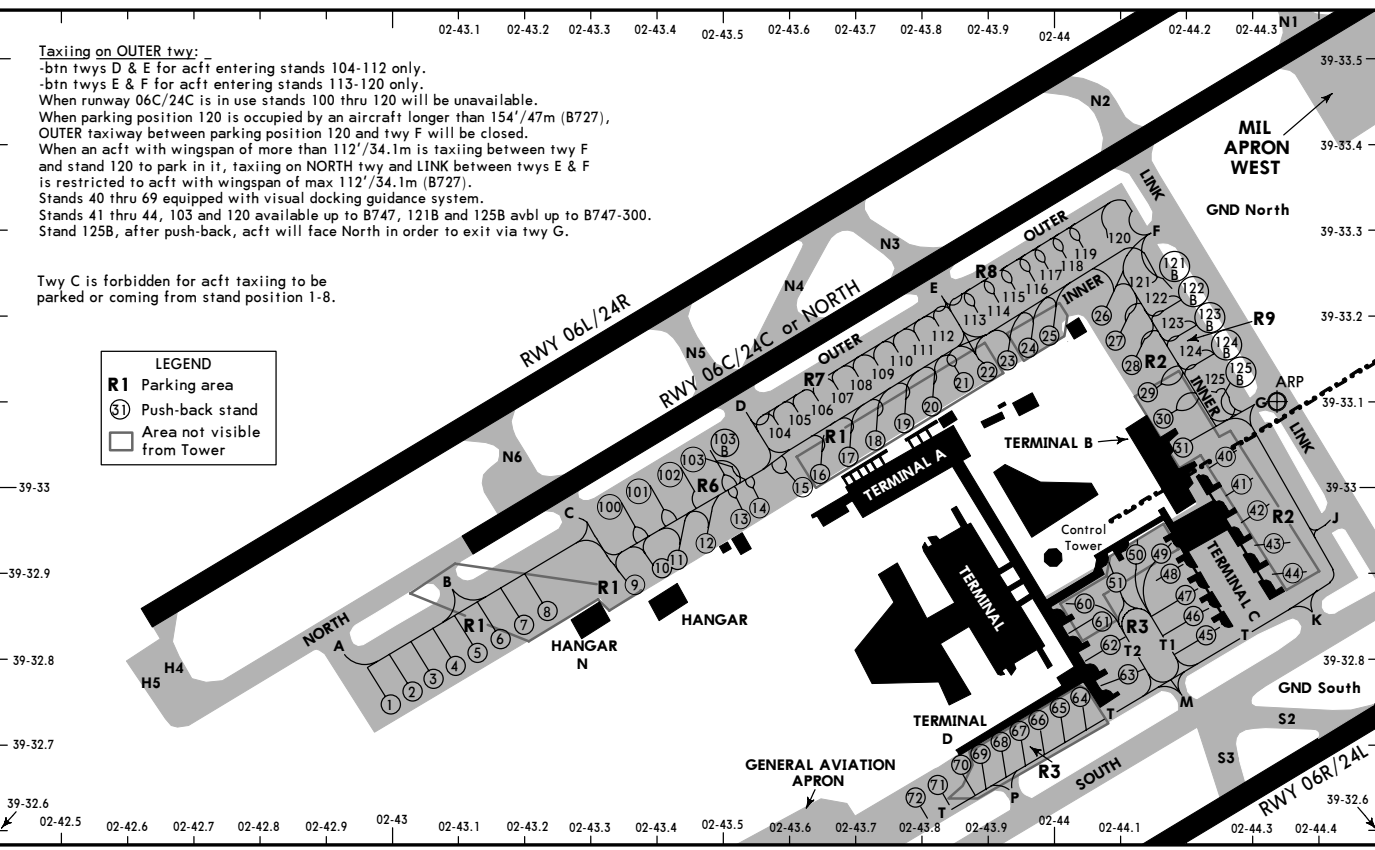
RWY	All RWYs		
	LVP must be in Force	RCLM (DAY only) or RL	RCLM (DAY only) (DAY only)
A	Rwys 06L/24R	24L, 24R	24L, 24R
B	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RCLM (DAY only) or RL
C	125m	150m	200m
D	150m	200m	250m
E	150m	200m	300m

① Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

Taxiing on OUTER twy:
 -btn twys D & E for acft entering stands 104-112 only.
 -btn twys E & F for acft entering stands 113-120 only.
 When runway 06C/24C is in use stands 100 thru 120 will be unavailable.
 When parking position 120 is occupied by an aircraft longer than 154'/47m (B727), OUTER taxiway between parking position 120 and twy F will be closed.
 When an acft with wingspan of more than 112'/34.1m is taxiing between twy F and stand 120 to park in it, taxiing on NORTH twy and LINK between twys E & F is restricted to acft with wingspan of max 112'/34.1m (B727).
 Stands 40 thru 69 equipped with visual docking guidance system.
 Stands 41 thru 44, 103 and 120 available up to B747, 121B and 125B avbl up to B747-300.
 Stand 125B, after push-back, acft will face North in order to exit via twy G.

Twy C is forbidden for acft taxiing to be parked or coming from stand position 1-8.

LEGEND
 R1 Parking area
 (S1) Push-back stand
 □ Area not visible from Tower

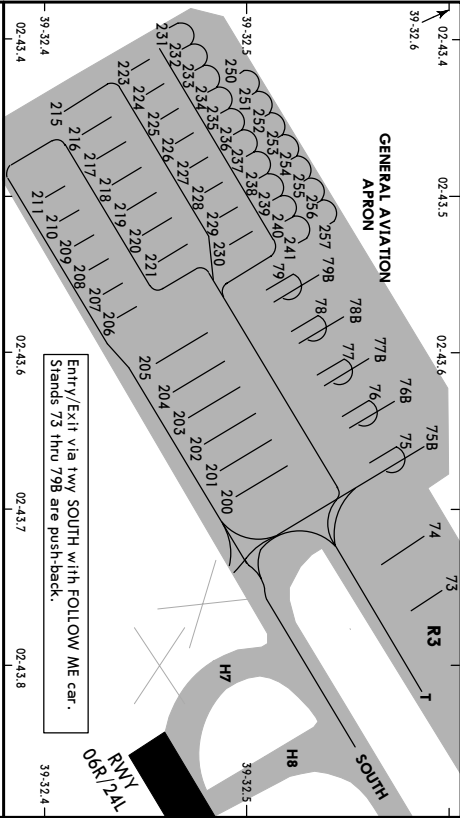


CHANGES: Aprons: Notes.
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LEPA/PMI

JEPPesen PALMA DE MALLORCA, SPAIN
 PALMA DE MALLORCA

30 JUL 04 (10-9C) EFF 5 AUG



STAND No.	COORDINATES	STAND No.	COORDINATES
1	N59 32.7 E002 43.0	79, 79B	N39 32.5 E002 45.6
2	N59 32.8 E002 43.0	107 thru 109	N39 33.1 E002 43.7
3 thru 5	N59 32.8 E002 43.1	110	N39 33.1 E002 43.8
6, 7	N59 32.8 E002 43.2	111, 112	N39 33.2 E002 43.8
8	N59 32.9 E002 43.2	113 thru 115	N39 33.2 E002 43.9
9 thru 11	N59 32.9 E002 43.4	116, 117	N39 33.2 E002 44.0
12	N59 32.9 E002 43.5	118, 119	N39 33.3 E002 44.0
13	N59 33.0 E002 43.5	120	N39 33.3 E002 44.1
14 thru 16	N59 33.0 E002 43.6	121	N39 33.2 E002 44.1
17	N59 33.0 E002 43.7	121B	N39 33.3 E002 44.2
18	N59 33.1 E002 43.7	122 thru 124B	N39 33.2 E002 44.2
19, 20	N59 33.1 E002 43.8	125	N39 33.1 E002 44.2
21 thru 23	N59 33.1 E002 43.9	125B	N39 33.1 E002 44.3
24, 25	N59 33.2 E002 44.0	200 thru 202	N39 32.5 E002 43.7
26, 27	N59 33.2 E002 44.1	203 thru 205	N39 32.5 E002 43.6
28, 29	N59 33.1 E002 44.1	206 thru 208	N39 32.4 E002 43.6
30	N59 33.1 E002 44.2	209 thru 211	N39 32.4 E002 43.5
31	N59 33.0 E002 44.2	215	N39 32.4 E002 43.4
40 thru 42	N59 33.0 E002 44.3	216 thru 220	N39 32.4 E002 43.5
43	N59 32.9 E002 44.3	221	N39 32.5 E002 43.5
44	N59 32.9 E002 44.4	223, 224	N39 32.4 E002 43.4
45, 46	N59 32.8 E002 44.2	225 thru 230	N39 32.5 E002 43.5
47 thru 49	N59 32.9 E002 44.2	231 thru 235	N39 32.5 E002 43.4
67 thru 70	N59 32.7 E002 43.9	236 thru 241	N39 32.5 E002 43.5
71, 72	N59 32.6 E002 43.8	250 thru 252	N39 32.5 E002 43.4
61 thru 63	N59 32.8 E002 44.1	253 thru 257	N39 32.5 E002 43.5
64	N59 32.8 E002 44.0		
65, 66	N59 32.7 E002 44.0		
73, 74	N59 32.6 E002 43.7		
75, 75B	N59 32.6 E002 43.7		
76 thru 77B	N59 32.5 E002 43.6		
78	N59 32.5 E002 43.6		
78B	N59 32.6 E002 43.6		

LEPA/PMI

JEPPesen PALMA DE MALLORCA, SPAIN
 PALMA DE MALLORCA

19 NOV 04 (10-9D)

LOW VISIBILITY PROCEDURE

GENERAL

- A. Low Visibility Procedure will be in force when:
 1. RVR is 600m or below. In case RVR become out of service, equivalent VIS measurement must be reported.
 2. Ceiling is 250' or below.
 3. Rapid deterioration in weather conditions recommends so.
- B. Pilots will be informed via ATIS when Low Visibility Procedures are in force.

GROUND MOVEMENT

Pilots will proceed to verify in every moment the aircraft position, especially in intersections, making sure that the taxiing is being executed under total safety conditions. In case of being disoriented or in doubt, pilots will stop the aircraft, notify to ATC immediately and request the assistance of a FOLLOW ME vehicle. Pilots will be responsible for maintaining the appropriate separation between aircraft and FOLLOW ME vehicle.

ARRIVAL

- A. After landing act must leave the runway in use by some of the taxiways specified below, except otherwise authorized by ATC:

LANDING RWY	EXIT
06L	N1, END OF RWY
06R	END OF RWY
24L	S2, S3, END OF RWY
24R	N6, END OF RWY

- B. When leaving the runway pilots will report:
 - RUNWAY VACATED
 - SENSITIVE AREA VACATED (determined by the twy Cl. from green-yellow-green to all green)
 - TWY USED.

DEPARTURE

- A. Contact GND to request clearance to push-back instructions.
- B. Due to the absence of apron twy centerline lights, when RVR or VIS values are below 400m, and twr or crew requires so, act will taxi with guidance assistance of a "FOLLOW ME" vehicle to the apron exit gate.

GROUND COMMUNICATION FAILURE

Arriving act: Hold position once the ILS sensitive area is vacated, and wait for the arrival of a "FOLLOW ME" vehicle in order to be guided to the parking position. If the act has an ATC taxiing authorization, it will continue by the assigned route to the ATC authorization limit with extreme caution, where it will hold position and wait the arrival of a "FOLLOW ME" vehicle in order to be guided to the parking stand or holding position.

Departing act: 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" vehicle in order to be guided to the assigned parking stand or holding bay.

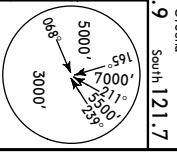
LEPA/PMI **JEPPESEN PALMA DE MALLORCA, SPAIN**
 PALMA DE MALLORCA **20 AUG 04** **ET 2 SEP** **(11-3A) VOR DME ILS DME-Bravo Rwy 24L**

ATIS	119.25	PALMA Approach(R)	118.95	119.15	119.4	PALMA Tower	118.3	118.45	North 121.9	South 121.7	Ground
LOC	109.3	Final	240°	GS	D8.0 IPAL	DA(H)	Refer to	Ap'l Elev	24'	Minimums	Rwy 8'
IPAL	109.3	Apch Crs	240°	GS	2600' (2592')	Minimums	Refer to	Rwy	8'		

MISSED APCH: Climb on rwy heading to 420'. Intercept and follow R-208 JOA (MAX IAS 185 KT). When passing 2000' turn LEFT direct to MJV VOR and enter holding at 3000'.

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

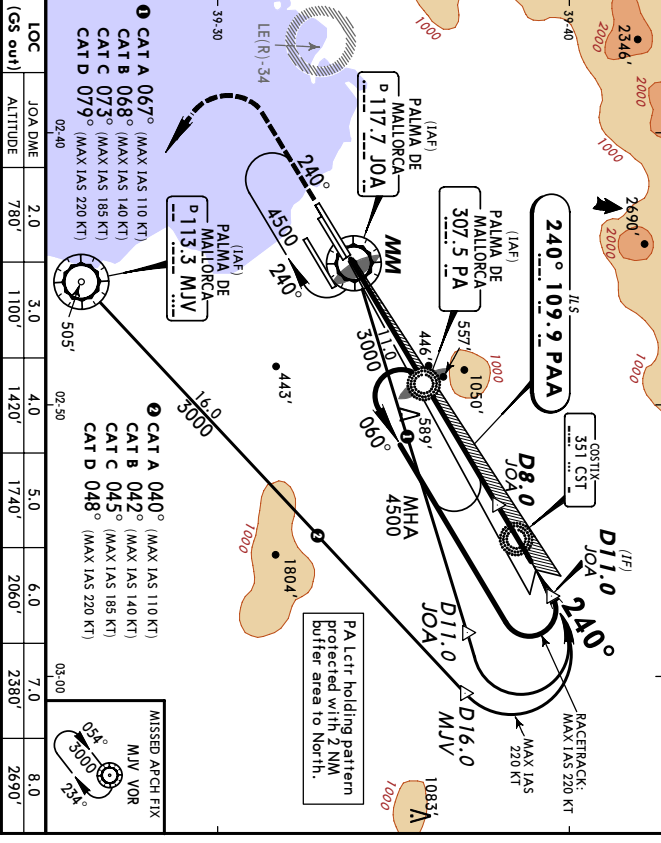
MSA JOA VOR



LEPA/PMI
PALMA DE MALLORCA
JEPPERSEN PALMA DE MALLORCA, SPAIN
 20 AUG 04
EF 2 SSR (11-4) VOR DME ILS-Alpha Rwy 24R

ATIS	119.25	PALMA Approach(R)	118.3	PALMA Tower	118.45	Ground	121.9	South 121.7
LOC	PAA	Final	GS	DA(H)	Appt Elev	24'		
109.9	240°	1430' (1422')	208' (200')	RWY 8'				

MISSED APCH: Climb on R-240 JOA to 4000', then turn LEFT to MJV VOR and join holding.
 VOR and join holding.
 Alt Set: HPA Rwy Elev: 0 HPA Trans level: By ATC Trans alt: 6000'
 1. Race-track pattern is not omnidirectional.
 2. Entry into race-track pattern is restricted to the approach track.



LOC	JOA DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
(GS out)	ALTITUDE	780'	1100'	1420'	1740'	2060'	2380'	2690'

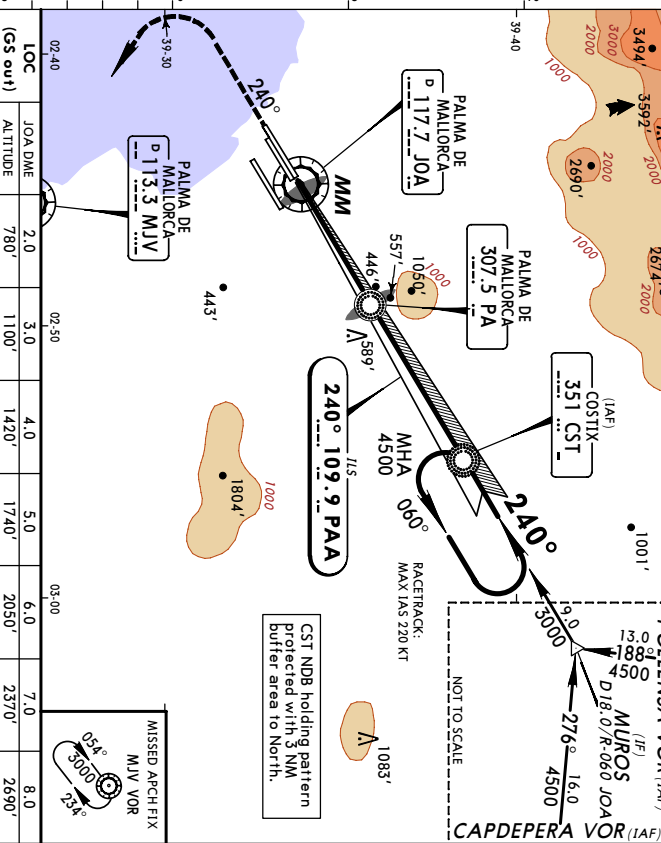
Gnd speed-Kts		70	90	100	120	140	160	HIAS	4000'	JOA
ILS GS 3.00° or		377	484	538	646	753	861	PAR 1, PAR 1	on 117.7	117.7
LOC Descent Gradient 5.2%										
MAP at MM										
JAR-OPS		STRAIGHT-IN LANDING RWY 24R				CIRCLE-TO-LAND				
ILS		LOC (GS out)				Not authorized Northwest of rwy 06L/24R				
DA(H) 208' (200')		MM out		MHA out		ALS out		Max MDA(H) 500' (492')		
FULL		ALS out		MM out		ALS out		Max MDA(H) 610' (586')		
A	RVR 550m	RVR 1000m		RVR 1500m		RVR 1500m		VIS 1500m		
B	RVR 550m	RVR 1000m		RVR 1200m		RVR 1500m		VIS 1600m		
C	RVR 550m	RVR 1000m		RVR 1200m		RVR 2000m		VIS 2400m		
D	RVR 550m	RVR 1000m		RVR 1600m		RVR 2000m		VIS 3600m		

CHANGES: Apr & rwy elev. VOR identifier. Minimums. © JEPPERSEN SANDERSON, INC., 2000, 2004. ALL RIGHTS RESERVED.

LEPA/PMI
PALMA DE MALLORCA
JEPPERSEN PALMA DE MALLORCA, SPAIN
 20 AUG 04
EF 2 SSR (11-5) VOR DME NDB ILS-Bravo Rwy 24R

ATIS	119.25	PALMA Approach(R)	118.3	PALMA Tower	118.45	Ground	121.9	South 121.7
LOC	PAA	Final	GS	DA(H)	Appt Elev	24'		
109.9	240°	1430' (1422')	208' (200')	RWY 8'				

MISSED APCH: Climb on 240° from PA Lctr to 4000', then turn LEFT to MJV VOR and join holding.
 VOR and join holding.
 Alt Set: HPA Rwy Elev: 0 HPA Trans level: By ATC Trans alt: 6000'
 1. Race-track pattern is not omnidirectional.
 2. Entry into race-track pattern is restricted to the approach track.



LOC	JOA DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
(GS out)	ALTITUDE	780'	1100'	1420'	1740'	2050'	2370'	2690'

Gnd speed-Kts		70	90	100	120	140	160	HIAS	4000'	240°
ILS GS 3.00° or		377	484	538	646	753	861	PAR 1, PAR 1	on 117.7	117.7
LOC Descent Gradient 5.2%										
MAP at MM										
JAR-OPS		STRAIGHT-IN LANDING RWY 24R				CIRCLE-TO-LAND				
ILS		LOC (GS out)				Not authorized Northwest of rwy 06L/24R				
DA(H) 208' (200')		MM out		MHA out		ALS out		Max MDA(H) 500' (492')		
FULL		ALS out		MM out		ALS out		Max MDA(H) 610' (586')		
A	RVR 550m	RVR 1000m		RVR 1500m		RVR 1500m		VIS 1500m		
B	RVR 550m	RVR 1000m		RVR 1200m		RVR 1500m		VIS 1600m		
C	RVR 550m	RVR 1000m		RVR 1200m		RVR 2000m		VIS 2400m		
D	RVR 550m	RVR 1000m		RVR 1600m		RVR 2000m		VIS 3600m		

CHANGES: Apr & rwy elev. VOR identifier. Minimums. © JEPPERSEN SANDERSON, INC., 2000, 2004. ALL RIGHTS RESERVED.

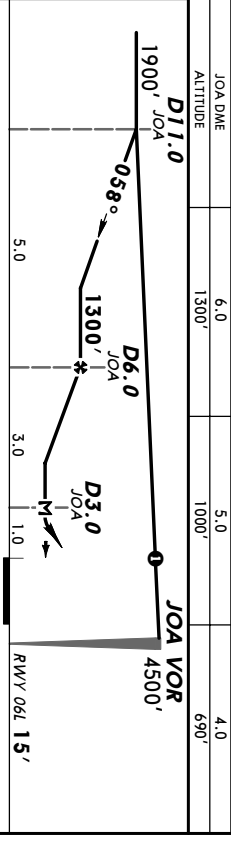
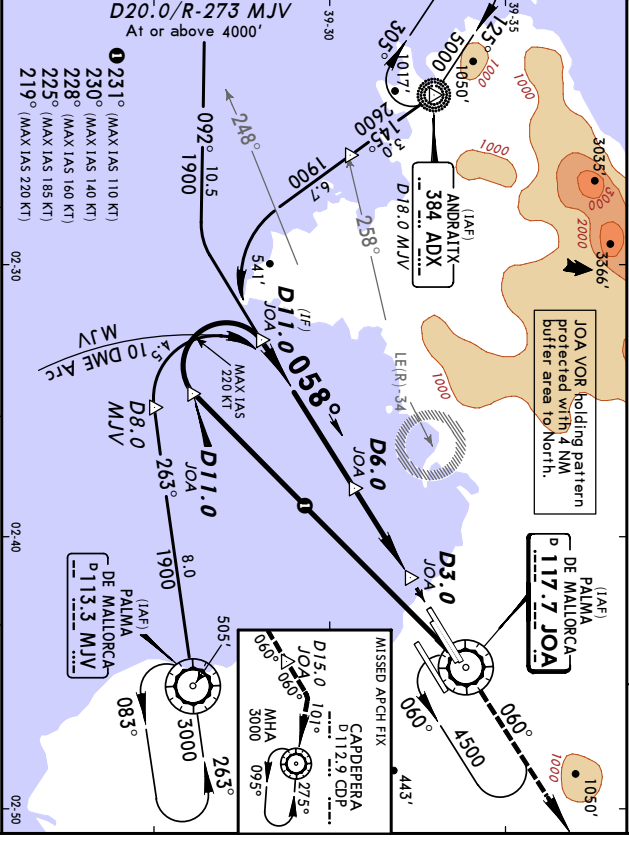
LEPA/PMI **JEPPERSEN PALMA DE MALLORCA, SPAIN**
PALMA DE MALLORCA 20 AUG 04 (13-1) **ETD 2 SEP**
VOR DME Rwy 06L

ATIS	119.25	PALMA Approach (R)	118.95	119.15	119.4	PALMA Tower	118.3	118.45	North 121.9	South 121.7
VOR	JOA	Final	Apch Crs	Minimum Alt'	MDA(H)	Appt Elev	24'			
JOA	117.7	058°	1300' (1285')	060 JOA	500' (485')	RWY	15'			

MISSED APCH: Climb via JOA VOR on R-060 JOA maintaining 2000' to D15.0 JOA. Continue on R-060 JOA to intercept and follow R-281 CDP inbound CDP VOR climbing to 3000' and join holding.

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

MSA JOA VOR



Descend Gradient	5.0%	354	456	506	608	709	810	REL PART 1	JOA	JOA
MAP at D3.0 JOA								REL PART 1	117.7	117.7
									2000'	

JAR-OPS STRAIGHT-IN LANDING RWY 06L

Circle-to-land: Not authorized Northwest of rwy 06L/24R

MDA(H)	500' (485')	Max Kts	100
MDA(H)	610' (586')	Max Kts	100
MDA(H)	790' (766')	Max Kts	135
MDA(H)	1210' (1186')	Max Kts	180
MDA(H)	1500' (1476')	Max Kts	205

JAR-OPS CIRCLE-TO-LAND

Circle-to-land: Not authorized Northwest of rwy 06C/24C

MDA(H)	500' (487')	Max Kts	100
MDA(H)	610' (586')	Max Kts	100
MDA(H)	790' (766')	Max Kts	135
MDA(H)	1210' (1186')	Max Kts	180
MDA(H)	1500' (1476')	Max Kts	205

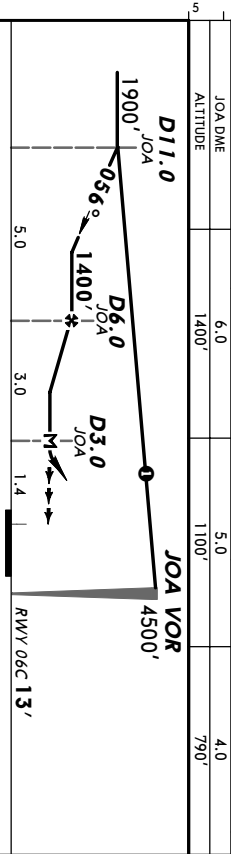
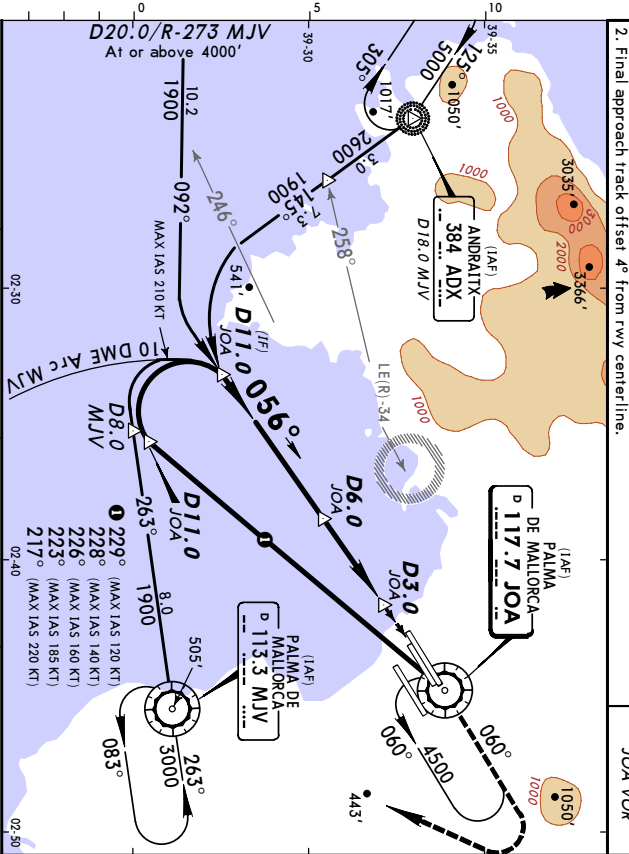
LEPA/PMI **JEPPERSEN PALMA DE MALLORCA, SPAIN**
PALMA DE MALLORCA 20 AUG 04 (13-2) **ETD 2 SEP**
VOR DME Rwy 06C

ATIS	119.25	PALMA Approach (R)	118.95	119.15	119.4	PALMA Tower	118.3	118.45	North 121.9	South 121.7
VOR	JOA	Final	Apch Crs	Minimum Alt'	MDA(H)	Appt Elev	24'			
JOA	117.7	056°	1400' (1387')	060 JOA	500' (487')	RWY	13'			

MISSED APCH: Climb direct to JOA VOR. Continue climb on R-060 JOA to 1500', then turn RIGHT direct to MJV VOR climbing to 3000' and join holding.

Alt Set: HPA Rwy Elev: 0 HPA Trans level: By ATC Trans alt: 6000'
 1. JOA VOR holding pattern protected with 4 NM buffer area to North.
 2. Final approach track offset 4° from rwy centerline.

MSA JOA VOR



Descend Gradient	5.0%	354	456	506	608	709	810	REL PART 1	JOA	JOA
MAP at D3.0 JOA								REL PART 1	117.7	117.7
									2000'	

JAR-OPS STRAIGHT-IN LANDING RWY 06C

Circle-to-land: Not authorized Northwest of rwy 06C/24C

MDA(H)	500' (487')	Max Kts	100
MDA(H)	610' (586')	Max Kts	100
MDA(H)	790' (766')	Max Kts	135
MDA(H)	1210' (1186')	Max Kts	180
MDA(H)	1500' (1476')	Max Kts	205

JAR-OPS CIRCLE-TO-LAND

Circle-to-land: Not authorized Northwest of rwy 06C/24C

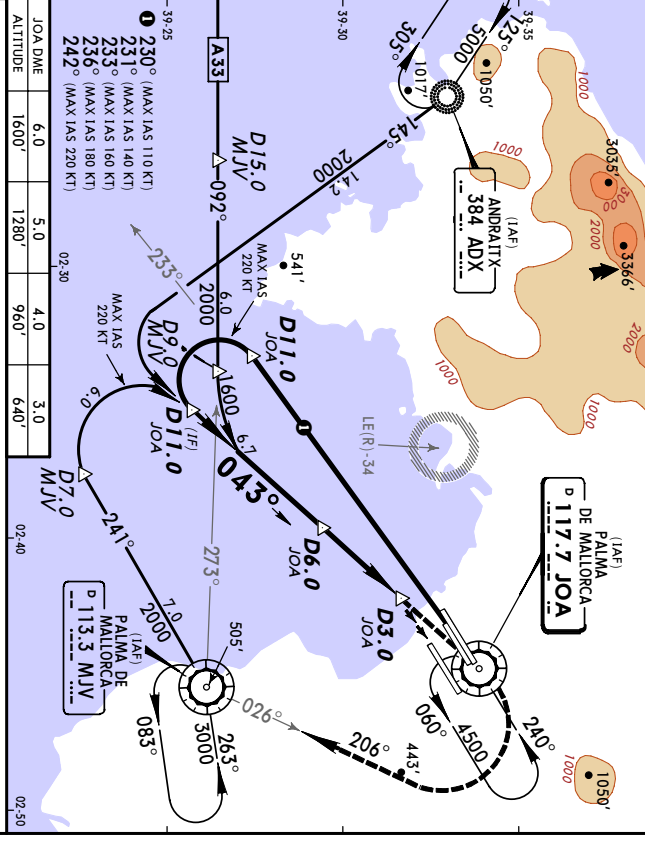
MDA(H)	500' (487')	Max Kts	100
MDA(H)	610' (586')	Max Kts	100
MDA(H)	790' (766')	Max Kts	135
MDA(H)	1210' (1186')	Max Kts	180
MDA(H)	1500' (1476')	Max Kts	205

LEPA/PMI **JEPPERSEN PALMA DE MALLORCA, SPAIN**
PALMA DE MALLORCA 20 AUG 04 (3-4) **EFF 2 Sep**
VOR DME Rwy 06R

ATIS	119.25	PALMA Approach (R)	118.95	119.15	119.4	PALMA Tower	118.3	118.45	Ground	121.9	121.7
VOR	117.7	Final	117.7	Minimum Alt	600' (578')	Appt Elev	24'				
JOA	043°	Apch Crs	1600' (1578')	MDA(H)	600' (578')	Rwy	22'				

MISSED APCH: Climb direct to JOA VOR, then turn RIGHT (MAX IAS 185 KT) and follow R-026 inbound to MJV VOR climbing to 3000' and join holding.

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



JOA DME	6.0	5.0	4.0	3.0	
ALTITUDE	1600'	1280'	960'	640'	

GRD SPD: 70, 90, 100, 120, 140, 160 Kts
 DESCENT GRADIENT: 5.3%
 MAF at D3.0 JOA

JAR-OPS	STRAIGHT-IN LANDING Rwy 06R	CIRCLE-TO-LAND
	Not authorized Northwest of rwy 06R/24L	

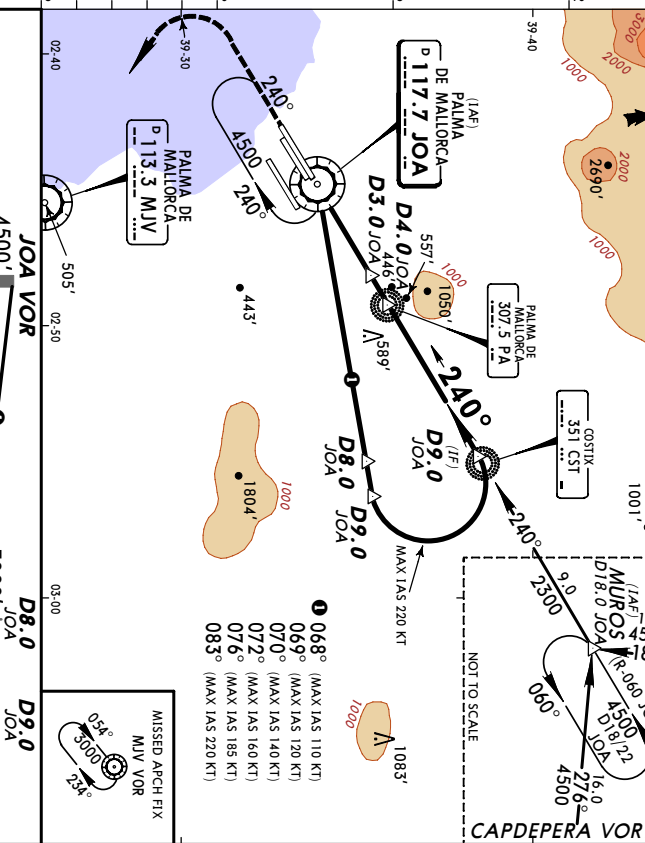
Max Kts	MDA(H)	MDA(H)	VIS
100	610' (586')	100	1500m
135	790' (766')	135	1600m
180	1210' (1186')	180	2400m
205	1500' (1476')	205	3600m

LEPA/PMI **JEPPERSEN PALMA DE MALLORCA, SPAIN**
PALMA DE MALLORCA 20 AUG 04 (3-4) **EFF 2 Sep**
VOR DME Rwy 24R

ATIS	119.25	PALMA Approach (R)	118.95	119.15	119.4	PALMA Tower	118.3	118.45	Ground	121.9	121.7
VOR	117.7	Final	117.7	Minimum Alt	550' (542')	Appt Elev	24'				
JOA	240°	Apch Crs	1600' (1592')	MDA(H)	550' (542')	Rwy	8'				

MISSED APCH: Climb on R-240 JOA to 4000', then turn LEFT to MJV VOR and join holding.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC
 1. JOA VOR holding pattern protected with 4 NM buffer area to North.
 2. Final approach track offset 17° from rwy centerline.



JOA DME	6.0	5.0	4.0	3.0	
ALTITUDE	1600'	1280'	960'	640'	

GRD SPD: 70, 90, 100, 120, 140, 160 Kts
 DESCENT GRADIENT: 6.0%
 MAF at JOA VOR

JAR-OPS	STRAIGHT-IN LANDING Rwy 24R	CIRCLE-TO-LAND
	Not authorized Northwest of rwy 06L/24R	

Max Kts	MDA(H)	MDA(H)	VIS
100	610' (586')	100	1500m
135	790' (766')	135	1600m
180	1210' (1186')	180	2400m
205	1500' (1476')	205	3600m

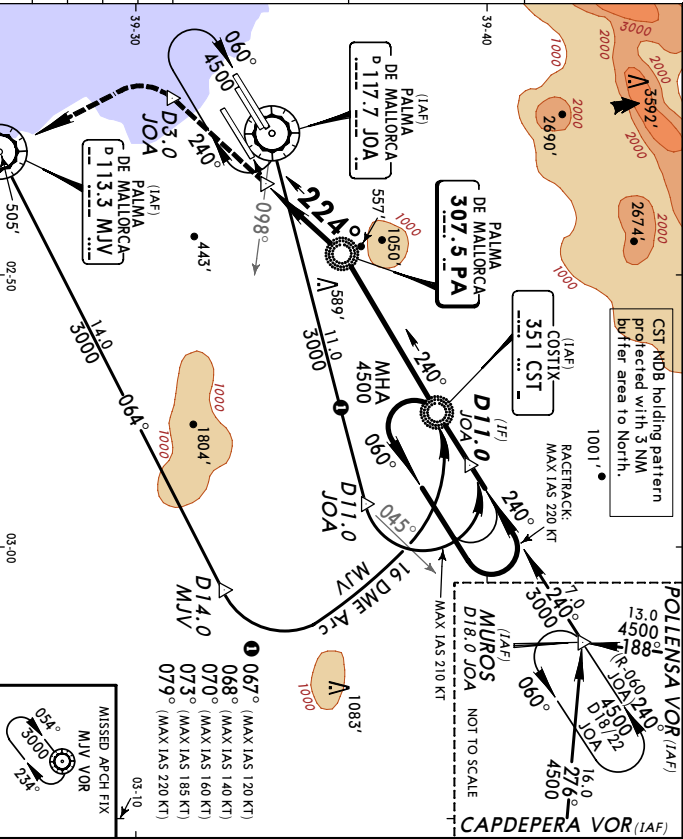
LEPA/PMI PALMA DE MALLORCA 20 AUG 04 (16-1) **ETZ2 Sep** VOR DME Lctr Rwy 24L

ATIS	119.25	PALMA Approach (R)	118.95	119.15	119.4	PALMA Tower	118.3	118.45	North 121.9	South 121.7	Ground
Lctr PA	307.5	Final PA Lctr	224°	Minimum PA Lctr	1400 (1392')	MDA(H)	720' (712')	Appt Elev	24'	Rwy	8'

MISSED APCH: Climb STRAIGHT AHEAD to D3.0 JOA, then turn LEFT (MAX IAS 185 KT) to MJV VOR climbing to 3000' and join holding.

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

Final approach track offset 16° from rwy centerline.



GRD SPD	70	90	100	120	140	160
DESCENT GRADIENT	5.8%	4.1%	5.2%	5.8%	7.0%	8.2%
MAP AT R-098 JOA						

JAR-OPS STRAIGHT-IN LANDING Rwy 24L

MDA(H) **720' (712')**

Not authorized Northwest of rwy 06R/24L

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	720' (696')	1500m
135	790' (766')	1600m
180	1210' (1186')	2400m
205	1500' (1476')	3600m

A	RVR 1200m					
B	RVR 1400m					
C	RVR 1800m					
D	RVR 2000m					

CHANGES: Apr & rwy elev. VOR identifier.

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