1. GENERAL

1.1. ATIS

ATIS 119.25

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

The following procedures are applicable to all ACFT for landing and take-off, except for safety reasons, to avoid excessive noise in areas surrounding the APT.

Non-compliance will cause sanctions to ACFT operators. If unable to comply submit alternative procedures to correspondent authority for approval.

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

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

1.2.2. PREFERENTIAL RUNWAY SYSTEM

West configuration

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

Arrivals: RWY 24L

Departures: RWY 24R

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

East configuration

Arrivals: RWY 06L

Departures: RWY 06R

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

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

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

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

1.2.3. REVERSE THRUST

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

1.2.4. RUN-UP TESTS

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

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

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. Low Visibility Procedure will be in force when:

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

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

RVR values will be supplied directly by ATC services.

RVR Alpha corresponds to the touchdown zone.

RVR Bravo corresponds to the RWY midpoint.

1.3.2. GROUND MOVEMENT

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

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

1.3.3. ARRIVAL

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

<table>
<thead>
<tr>
<th>LANDING RWY</th>
<th>EXIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>06L N1, END OF RWY</td>
<td>N1, END OF RWY</td>
</tr>
<tr>
<td>06R END OF RWY</td>
<td>06R</td>
</tr>
<tr>
<td>24L END OF RWY</td>
<td>24L</td>
</tr>
<tr>
<td>24R N6, END OF RWY</td>
<td>24R</td>
</tr>
</tbody>
</table>

When leaving the RWY pilots will report:

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

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

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

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

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

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

<table>
<thead>
<tr>
<th>TAKE-OFF RWY</th>
<th>ENTRANCE POINT</th>
</tr>
</thead>
<tbody>
<tr>
<td>06L</td>
<td>H4, H5</td>
</tr>
<tr>
<td>06R</td>
<td>H7, H8</td>
</tr>
<tr>
<td>24R</td>
<td>H1, H2, H3</td>
</tr>
</tbody>
</table>

1.3.4. DEPARTURE

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

1.3.5. COMMUNICATION FAILURE

1.3.5.1. ARRIVING ACFT

Hold position once the ILS sensitive area is vacated, and wait for the arrival of a Follow-me car in order to be guided to the parking position. If the ACFT has an ATC taxing authorization, it will continue by the assigned route to the APT authority.

Arriving ACFT will vacate the TWY in use by TWY Centerline lights.

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

<table>
<thead>
<tr>
<th>TAKE-OFF RWY</th>
<th>ENTRANCE POINT</th>
</tr>
</thead>
<tbody>
<tr>
<td>06L</td>
<td>H4, H5</td>
</tr>
<tr>
<td>06R</td>
<td>H7, H8</td>
</tr>
<tr>
<td>24R</td>
<td>H1, H2, H3</td>
</tr>
</tbody>
</table>

1.3.5.2. DEPARTING ACFT

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

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM (SMGCS)

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

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

Pilots shall:
- Select AUTO mode and the allocated Mode A code.
- If the AUTO mode is not available select ON (e.g. XPDR) and the allocated Mode A code.
- From the request for push-back or taxi, whichever is earlier.
- After landing and uninterruptedly till the ACFT is fully parked in its stand.
- While the ACFT is fully parked, STBY will be selected.

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

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

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

1.5. TAXI PROCEDURES

TWY C is forbidden for ACFT taxiing to be parked or coming from stands 311 thru 318. TWY P, OUTER TWY between stand 120 and TWY D and TWY T between stand 154 and TWY M. MAX wingspan 118'/36m.

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

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

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

入口/出口 General Aviation Apron via TWY SOUTH with Follow-me car.

1.6. PARKING INFORMATION

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

1.7. OTHER INFORMATION

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

2. ARRIVAL

2.1. SPEED RESTRICTIONS

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

2.2. NOISE ABATEMENT PROCEDURES

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

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

2.3. CAT II/III OPERATIONS

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

2.4. RWY OPERATIONS

2.4.1. MINIMUM RWY OCCUPANCY TIME

2.4.1.1. GENERAL

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

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

2.4.1.2. West Configuration:

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

2.4.1.3. East Configuration:

<table>
<thead>
<tr>
<th>RWY</th>
<th>Rapid Exit</th>
<th>ACFT</th>
<th>Dist from THR ft/m</th>
</tr>
</thead>
<tbody>
<tr>
<td>06L</td>
<td>N3</td>
<td>Light propeller</td>
<td>5577' / 1700m</td>
</tr>
<tr>
<td>06L</td>
<td>N2</td>
<td>All</td>
<td>6968' / 2130m</td>
</tr>
</tbody>
</table>

2.5. TAXI PROCEDURES

If no taxiing instructions are received, ACFT will hold short position of the NORTH/SOUTH TWY after vacating the RWY and will expect ATC taxiing instructions.

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

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

Taxiing on OUTER TWY between TWYS E and F for ACFT entering stands 113 thru 120 only.
2.6. OTHER INFORMATION

2.6.1. MINIMUM REDUCED SEPARATION ON THE SAME RWY

A landing ACFT will not be permitted to cross the beginning of the RWY on its final approach until the following minimum reduced separation exists:
- ACFT with 5670 kg weight or over.
- Landing following departure: The preceding departing ACFT has taken-off and is, at least, at 2000m from the threshold.
- ACFT under 5670 kg weight.
- Landing following landing: The preceding ACFT has just landed and is, at least, at 1500m from the THR.
- Landing following departure: The preceding departing ACFT has taken-off and is, at least, at 1500m from the THR.

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

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

2. ARRIVAL

3. DEPARTURE

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

Request clearance to start-up engines from Tower (CLR) and report:
- Type of ACFT
- Parking stand
- ATIS message received

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

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

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

Exit stand 125B via TWY G.

3.2. SPEED RESTRICTIONS

MAX 250 KT until leaving FL100.

3.3. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4.

3.3.1. GENERAL
- Take-off power.
- Take-off flaps/slats.
- Climb at V2 + 10 KT to 1530'.
- At 1530' Reduce to power of ascent.
- Accelerate to zero flap minimum safety manoeuvring speed (VZF) + 10 KT maintaining minimum rate of climb 500'/min.
- Retract flaps/slats as needed.
- Up to FL60 Do not exceed 250 KT and continue SID in force, except ATC clearance.
- Change of the procedures must not be asked for till reaching FL60, except for propeller ACFT.

3.3.2. AUXILIARY POWER UNITS (APUs)

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

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

3.4. RWY OPERATIONS

3.4.1. INTERSECTION TAKE-OFF

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

3.4.2. MINIMUM RWY OCCUPANCY TIME

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

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

Departures from RWY 06L, 24R and 06R intersections with TWYs are allowed.
KENAS TWO MIKE (KENAS 2M) [KENA2M]  
LUNIK TWO MIKE (LUNIK 2M) [LUNI2M]  
RWYS 06L/R ARRIVALS  
KENAS ONE PAPA (KENAS 1P) [KENA1P]  
LUNIK ONE PAPA (LUNIK 1P) [LUNI1P]  
RWYS 24L/R ARRIVALS  
FROM NORTH

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

Speed Limit Point
**CHANGES:** Radials updated; runway layout.

**INITIAL CLIMB ROUTING**

**SPEED MAX 250 KT UNTIL LEAVING FL100**

- **RWY 06L/R RNAV DEPARTURES**
  - MAX 250 KT UNTIL LEAVING FL100

- **INITIAL CLIMB ROUTING**
  - DRAGO ONE NOVEMBER (DRAGO 1N) [DRAG1N]
  - DRAGO ONE ROMEO (DRAGO 1R) [DRAG1R]
  - ESPOR ONE NOVEMBER (ESPOR 1N) [ESPO1N]
  - ESPOR ONE ROMEO (ESPOR 1R) [ESPO1R]
  - GALAT ONE NOVEMBER (GALAT 1N) [GALA1N]
  - GALAT ONE ROMEO (GALAT 1R) [GALA1R]

- **RWYS 06L/R RNAV DEPARTURES**
  - TO NORTHWEST

**INITIAL CLIMB CLEARANCE**

- Maintain FL6000' except ATC clearance

**RADIALS**

- 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]

**GND SPEED KT**

- **365' per NM (6%) until leaving:** 4000'
- 365' per NM: 75 100 150 200 250 300
- 365' per NM (6%): 400 608 911 1215 1519 1823

**NOT TO SCALE**

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

**SID**

**MEROS TWO ALFA (MERO2A)**
MEROS ONE GOLF (MERO1G) (MERO1G)
RWYS 24R/L DEPARTURES
TO NORTHEAST

**SPEED:** MAX 250 KT UNTIL LEAVING FL100

- **MEROS 2A:** Initial ATC clearance: Maintain 5000', except ATC clearance

- **MEROS 1G:** Initial ATC clearance: Maintain 5000', except ATC clearance

**INITIAL CLIMB/Routing**

<table>
<thead>
<tr>
<th>Speed (KT)</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gnd Speed</td>
<td>304</td>
<td>380</td>
<td>506</td>
<td>760</td>
<td>1013</td>
<td>1266</td>
</tr>
</tbody>
</table>

**CHANGES:** SIDs revised, established & transferred.

**MEROS 3B**
**MEROS 1L**

**RWYS 06R/L DEPARTURES**
TO NORTHEAST

**SPEED:** MAX 250 KT UNTIL LEAVING FL100

- **MEROS 3B:** Initial ATC clearance: Maintain 4000', except ATC clearance

- **MEROS 1L:** Initial ATC clearance: Maintain 4000', except ATC clearance

**INITIAL CLIMB/Routing**

<table>
<thead>
<tr>
<th>Speed (KT)</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gnd Speed</td>
<td>304</td>
<td>380</td>
<td>506</td>
<td>760</td>
<td>1013</td>
<td>1266</td>
</tr>
</tbody>
</table>

**CHANGES:** Runway layout, chart reindexed.

**NOTES:**
- These SIDs require a minimum climb gradient of 304' per NM (5%) until leaving 4000'.
- Trans alt: 6000'.
- Trans level: By ATC.

**SIDs are also noise abatement procedures (refer to 10-4).**
At PITUX continue on JOA R-207 to MEBUT.

At PITUX turn RIGHT, intercept JOA R-207 to MEBUT.

Clinb on JOA R-237 to D7 JOA, turn LEFT, 209° heading, at JOA 11 DME turn LEFT, intercept 136° bearing from ADX to PITUX.

Climb on runway heading to JOA 3 DME, turn LEFT, intercept JOA R-207 to D11.3 JOA, turn LEFT, intercept 136° bearing from ADX to PITUX.

Climb on runway heading to JOA 3 DME, turn LEFT, intercept JOA R-207 to PITUX.

Climb on runway heading to JOA 3 DME, turn LEFT, intercept JOA R-207 to D11.3 JOA, turn LEFT, intercept 136° bearing from ADX to PITUX.

At PITUX continue on 136° bearing from ADX via XURAL, intercept MJV R-165 to OSGAL.

These SIDs require minimum climb gradients of:

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>INITIAL CLIMB</th>
</tr>
</thead>
<tbody>
<tr>
<td>MEBUT 2A</td>
<td>24R</td>
<td>Climb on JOA R-237 to D7 JOA, turn LEFT, 209° heading, at JOA 11 DME turn LEFT, intercept 136° bearing from ADX to PITUX.</td>
</tr>
<tr>
<td>MEBUT 1G</td>
<td>24L</td>
<td>Climb on runway heading to JOA 3 DME, turn LEFT, intercept JOA R-207 to PITUX.</td>
</tr>
<tr>
<td>OSGAL 2A</td>
<td>24R</td>
<td>Climb on runway heading to JOA 3 DME, turn LEFT, intercept JOA R-207 to D11.3 JOA, turn LEFT, intercept 136° bearing from ADX to PITUX.</td>
</tr>
</tbody>
</table>

These SIDs require minimum climb gradients of:

<table>
<thead>
<tr>
<th>RWY</th>
<th>INITIAL CLIMB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rwy 24L:</td>
<td>273' per NM (4.5%) until leaving 2000'.</td>
</tr>
<tr>
<td>Gnd speed-KT</td>
<td>75 100 150 200 250 300</td>
</tr>
<tr>
<td>304' per NM</td>
<td>380 506 760 1013 1266 1519</td>
</tr>
</tbody>
</table>

Initial ATC clearance: Maintain 4000' except ATC clearance.

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>MEBUT 2A</td>
<td>24R</td>
<td>A1 PITUX turn RIGHT, intercept JOA R-207 to MEBUT.</td>
</tr>
<tr>
<td>MEBUT 1G</td>
<td>24L</td>
<td>A1 PITUX continue on JOA R-207 to MEBUT.</td>
</tr>
<tr>
<td>OSGAL 2A, 1G</td>
<td>24R</td>
<td>A1 PITUX continue on 136° bearing from ADX via XURAL, intercept MJV R-165 to OSGAL.</td>
</tr>
</tbody>
</table>
**LEPA/PMI**

**PALMA DE MALLORCA, SPAIN**

**SID**

Apt Elev

**Trans level:** By ATC

**Trans alt:** 6000'

**SIDs**

- **BRUNO ONE BRAVO (BRUNO 1B)** [BRUN1B]
- **BRUNO ONE GOLF (BRUNO 1G)** [BRUN1G]
- **IBIZA ONE BRAVO (IZA 1B)** [IZA1B]
- **IBIZA ONE LIMA (IZA 1L)** [IZA1L]
- **MEBUT ONE BRAVO (MEBUT 1B)** [MEBU1B]
- **MEBUT ONE LIMA (MEBUT 1L)** [MEBU1L]
- **OSGAL ONE BRAVO (OSGAL 1B)** [OSGA1B]
- **OSGAL ONE LIMA (OSGAL 1L)** [OSGA1L]

**RWYS 06R/L DEPARTURES**

**SWY 24L/R DEPARTURES**

**INITIAL CLIMB**

- **Rwy 24L**
  - Climb on runway heading to JOA 4 DME, turn RIGHT, intercept JOA R-237 to TOROS.
  - Climb on JDA R-237 to TOROS.

**Rwy 24R**

- Climb on JDA R-237 to TOROS.

**INITIAL CLIMB**

- **Drago 1A, Esper 1A, Galat 1A:** Maintain 6000' except ATC clearance
- **Turia 1A:** Maintain 4000' except ATC clearance

**SPEED**

- **Max 250 KT until leaving FL100**

**CHANGES:**

Chart reindexed.

**NOTES:**

- SIDs are also noise abatement procedures (refer to 10-4).

**27'**

**NOT TO SCALE**

**5000'**

**3000'**

**117.7 JOA**

**TOROS**

**ANDRAITX**

**GATOS**

**113.3 M.V.**

**384 ADX**

**304 ADX**

**127.7 JOA**

**IV. DEPARTURES TO SOUTH & SOUTHWEST**

**MAX 250 KT UNTIL LEAVING FL100**

**Speed:**

- **N40 17.0 E002 05.7**
- **N40 09.3 E001 56.3**
- **N40 00.5 E001 45.9**
- **N39 36.7 E002 55.9**
- **N39 00.5 E001 45.9**

**Gnd speed-KT**

- 75 100 150 200 250 300
- 380 506 780 1013 1266 1519
- 342 456 684 911 1130 1367

**Initial ATC clearance:**

- **Rwy 24L**
  - Maintain 4000' except ATC clearance

**SID ROUTING**

- **Drago 1A, Esper 1A, Galat 1A:**
- **Turia 1A:**

**Initial ATC clearance:**

- **Rwy 24L**
  - Climb on runway heading to JOA 4 DME, turn RIGHT, intercept JOA R-237 to TOROS.
  - Climb on JDA R-237 to TOROS.

**CHANGES:**

Chart reindexed.

**NOT TO SCALE**

**5000'**

**3000'**

**117.7 JOA**

**TOROS**

**ANDRAITX**

**GATOS**

**113.3 M.V.**

**384 ADX**

**304 ADX**

**127.7 JOA**

**IV. DEPARTURES TO SOUTH & SOUTHWEST**

**MAX 250 KT UNTIL LEAVING FL100**

**Speed:**

- **N40 17.0 E002 05.7**
- **N40 09.3 E001 56.3**
- **N40 00.5 E001 45.9**
- **N39 36.7 E002 55.9**
- **N39 00.5 E001 45.9**

**Gnd speed-KT**

- 75 100 150 200 250 300
- 380 506 780 1013 1266 1519
- 342 456 684 911 1130 1367

**Initial ATC clearance:**

- **Rwy 24L**
  - Maintain 4000' except ATC clearance

**SID ROUTING**

- **Drago 1A, Esper 1A, Galat 1A:**
- **Turia 1A:**

**Initial ATC clearance:**

- **Rwy 24L**
  - Climb on runway heading to JOA 4 DME, turn RIGHT, intercept JOA R-237 to TOROS.
  - Climb on JDA R-237 to TOROS.
On JOA R-325, intercept POS R-254 to TURIA.

On JOA R-325, intercept POS R-284 to GALAT.

On JOA R-325, intercept POS R-275 to DRAGO.

On JOA R-325 to ESPOR.
**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 actf 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'/16 m before the stop position changing gradually from yellow to black lights and shows the red 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 actf 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.
**PALMA DE MALLORCA, SPAIN**

**ILS Z Rwy 24L**

**ATIS**

- **Location:** PALMA Approach (R)
- **Time:** 5 MAY 06
- **Frequency:** 119.25 MHz

**JEPPESEN**

**CAT II ILS Rwy 24L**

- **Apch Crs:** D6.0 IPAL
- **Apt Elev:** 27' GS
- **Loc:** 39-40 D11.0 MJV (MAX 220 KT)
- **gnd speed-Kts:** 70, 90, 100, 120, 140, 160

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

**Hold**: Trans altitude: By ATC

**Notes:**

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

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

1. Altimeter setting: 1013.2 hPa
2. Runway elevation: 0 hPa
3. Transponder level: By ATC

DME REQUIRED.

Alt Set: 1013.2 hPa
Runway elevation: 0 hPa
Transponder level: By ATC
Trans alt: 6000'

Entry into racetrack pattern is restricted to the approach track.

ILS


