LEPA/LESJ AD 2 AERODROME DATA

LEPA/LESJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LEPA/LESJ - PALMA DE MALLORCA

LEPA/LESJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	393306N 0024420E. See AD 2-LEPA/LESJ ADC.
2	Distance and direction from the city	8 km E.
3	Elevation	8 m/27 ft.
4	Geoid undulation	48.98 m ± 0.10 m (1).
5	Reference temperature	31°C.
6	Low average temperature	9°C.
7	Magnetic variation	1° E (2020).
8	Annual change	7.0' E.
9	AD administration	CIV: Aena. MIL: Ejército del Aire y del Espacio.
10	Address	CIV: Aeropuerto de Palma de Mallorca, 07611 Palma. MIL: Base Aérea de Son San Juan. Crta de Manacor s/n 07071 Palma
11	TEL	CIV: +34-971 789 000 MIL: +34-971 497 504
12	FAX	CIV: +34-971 789 010/1/2 MIL: +34-971 497 605
13	AFTN	CIV: LEPA MIL: LESJ
14	E-mail	CIV: pmi.sita@aena.es MIL: baseopsala49@mde.es
15	SITA	CIV: PMISITA
16	Approved traffic	IFR/VFR (2).
17	Remarks	(1) For all AD points. (2) VFR traffic is not accepted except for hospital, military, search and rescue and State flights from MAY 1st to OCT 31st from Friday to Sunday, HR: H24. AD closed for helicopter operations, with the exception of: ambulance, emergency and State flights, or flights servicing Autonomous Communities and other Local Bodies, provided these are non-commercial public services.

LEPA/LESJ AD 2.3 OPERATIONAL HOURS

1	Airport	H24 (1).
2	Customs and Immigration	H24.
3		

	Health and Sanitation	See GEN 1.4.
4	AIS/ARO	H24 (2).
5	OPV	H24
6	Apron Management Service (SDP)	H24, provided by ATS.
7	MET briefing	H24.
8	ATS	H24.
9	Fuelling	H24.
10	Handling	H24.
11	Security	H24.
12	De-icing	H24.
13	Remarks	(1) It is compulsory for foreign state/military aircraft to request PPR at least 72 hours in advance to: • email: baseopsala49@mde.es • AFTN: LESJ • FAX: +34-971 497 605 (2) Centralised AIO Office - International NOTAM Office • TEL: +34-913 213 137/138 • E-mail: unof@enaire.es Centralised ARO office geographical area 7 • TEL: +34-918 603 562 y +34-672 344 445 (only for communications contingency) • E-mail: arocentralizada@enaire.es • LEPA AFTN address for Flight Plan Management: LEPAZPZX

LEPA/LESJ AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo facilities	CIV: No limitations. MIL: 1 forklift (claw) up to 8000 Kg; 2 forklifts (claws) up to 4500 Kg.
2	Fuel types	CIV: JET A-1. MIL: F-34.
3	Oil types	MIL: G-354, G-395, H-573, H-542, O-156, O-1236, S-750, S-753.
4	Refuelling capacity	CIV: No limitations. MIL: Trucks: 40000 L; 22.5 L/s. Trucks: 20000 L; 16.66 L/s.
5	De-Icing facilities	Service provided by handling operator. Aircraft de-icing area on PRKG 104 to 109 and 114 to 118B.
6	Hangar space	No.
7	Repair facilities	CIV: Minor repairs by operating companies.
8	Remarks	MIL: GPU: AC (up to 100 KVA) and DC (up to 2500 A) units. Ramp agents:

8		GROUNDFORCE • TEL: +34-971 789 505; +34-971 787 957; +34-610 196 151 • FAX: +34-971 789 364 • E-mail: pmijturno@groundforce.aero • SITA: MADWMXH PMIGFXH MENZIES AVIATION IBERICA • TEL: +34-971 789 932; +34-659 501 213 • E-mail:ops.pmi@menziesaviation.com • SITA: PMIMA7X SWISSPORT HANDLING • TEL: +34-971 787 906; +34-971 789 441; +34-678 421 674; +34-692 398 396 • FAX: +34-971 787 903 • E-mail: pmi.operations@swissport.com • SITA: PMIAPXH Ramp agents may attend both commercial aviation and general aviation. General and Business Aviation Managers (FBO). For passengers and crew who opt to access through the General Aviation terminal, the General and Business Aviation Managers (FBO) authorised by the airport are: AVIAPARTNER PALMA DE MALLORCA FBO S.A. • TEL: +34-674 348 723 (H24) • E-mail: pmi.executive@aviapartner.aero MALLORCAIR • TEL: +34-971 789 522; +34-609 734 727 • FAX: +34-971 787 932 • E-mail: :handling@mallorcair.es • SITA: PMIZJXH Ramp agents for General and Business Aviation: AVIAPARTNER PALMA DE MALLORCA FBO S.A. • TEL: +34-674 348 723 (H24) • E-mail: pmi.executive@aviapartner.aero GENERAL AVIATION SERVICE GAS • TEL: +34-913 936 906; +34-685 938 716 • FAX: +34-913 936 671 • E-mail: palmamallorca@generalaviation.es • SITA: PMIGAXH GESTAIR • TEL: +34-916 782 648; +34-609 001 137 • FAX: +34-971 789 674 • E-mail: fbolepa@gestair.com • SITA: MADOOG5 JETLAND EXECUTIVE SERVICES • TEL: +34-669 922 395 • E-mail: ops@jetland.es MALLORCAIR • TEL: +34-971 789 522; +34-609 734 727 • FAX: +34-971 787 932 • E-mail: handling@mallorcair.es • SITA: PMIZJXH

8		MELENDEZ • TEL: +34-971 268 276; +34-659 949 916 • FAX: +34-971 789 897 • E-mail: pmihandling@gmelendez.com • SITA: PMIGMXH SKY VALET SPAIN • TEL:+34-916 782 648; +34-609 001 137 • FAX: +34-971 789 674 • E-mail: occ@gestair.com • SITA: MADOOG5

LEPA/LESJ AD 2.5 PASSENGER FACILITIES

1	Hotels	MIL: Yes.
2	Restaurant	Yes.
3	Transportation	CIV: Buses and taxis. MIL: Vehicle subject to availability, on request (PPR).
4	Medical facilities	CIV: Ambulance service. MIL: First aid and ambulance. (1)
5	Bank/Post Office	Yes.
6	Tourist information	Yes.
7	Remarks	(1) HR 0730-1430 LT.

LEPA/LESJ AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1	Fire category	CIV: 9. (1) MIL: 4. (2)
2	Rescue equipment	MIL and CIV: In accordance with the fire category published.
3	Removal of disabled aircraft	CIV: Available upon prior signing of the declaration of aircraft operator's inability to remove them by its own means and exemption from liability for the airport management. (3) Capacities of the available equipment: • Air-cushion lifting systems of various capacities. • Aircraft rescue platforms: 2 of up to 10 TM, 2 of up to 30 TM and 2 of up to 100 TM. • Slings for lifting aircraft fuselages, of various capacities. • Hydraulic jack with a capacity of up to 90 TM. • Transport cradle (40 TM) with nose adapter (12 TM). • Mats and accessories. • Truck-mounted crane with a maximum capacity of 2.4 TM. • External equipment: Cranes with capacities of 40 to 250 TM and truck-mounted cranes with capacities of 40 to 180 TM. MIL: Towing tractor and aircraft rescue crane up to 30 TM.
4	Remarks	(1) The response time up to the furthest away point of the runways is less than 3 MIN, with an operational objective of 2 MIN. (2) Guaranteed attended service between 0730-1500 LT and out of HR for scheduled flights.

4		• SR/SS service with SAR alarm guaranteed. Other cases, activation of 1 hour, upon request. • Level 5 will be provided upon PPR request 48 hours in advance. (3) Contact phone number for removal of disabled aircraft: Service Executive: +34-971 789 595.

LEPA/LESJ AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	Types of clearing equipment	Urea spreader, snowplough.
2	Clearance priorities	Runways, rapid exit taxiways and runway access taxiways, taxiways, apron accesses and aprons.
3	Use of material for movement area surface treatment	Urea (UREA).
4	Specially prepared winter runways	Not applicable.
5	Remarks	Period of application of snow plan: 15-NOV to 31-MAR. Runway surface condition assessment and reporting in accordance with the Global Reporting Format (GRF) methodology described in AD 1.2.2. Aerodrome in service during all seasons of the year.

LEPA/LESJ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron	Surface: Concrete and asphalt. Strength: • TWY LA: PCN 95/R/A/W/T; • LB, LC, LQ, LY, Q, Y2, Y3: PCN 59/R/A/W/T; • LD, LF: PCN 101/F/A/W/T; • LE: PCN 121/F/A/W/T; • LG: PCN 131/F/A/W/T; • LJ: PCN 129/F/A/W/T; • LK, LM: PCN 124/F/A/W/T; • LP, T1, T2: PCN 96/R/A/W/T; • V1, V2: PCN 135/F/A/W/T; • W5: PCN 53/R/A/W/T; • Y1: PCN 44/F/C/W/T. PRKG: • 02 to 05, 24, 25, 100 to 103B, 114 to 118B: PCN 84/R/A/W/T; • 06 to 23B, 104 to 109: PCN 53/R/A/W/T; • 26 to 29, 48 to 58, 119 to 123B: PCN 145/R/A/W/T; • 30 to 46: PCN 81/R/A/W/T; • 60 to 86: PCN 96/R/A/W/T; • 88 to 98: PCN 122/R/A/W/T; • 150 to 241, 311 to 318B: PCN 59/R/A/W/T; • 242 to 247: PCN 44/F/C/W/T; • 301 to 310B: PCN 95/R/A/W/T. East MIL apron: PCN 85/R/A/W/T. West MIL apron: PCN 71/R/A/W/T.
2	Taxiways	Width: 23 m, EXC: • H10: 30 m;

2		• MU: 18 m; • N1, N4 to N6: 29 m; • N7 (exclusively for helicopters): 8.6 m; • S2: 25 m; • U (access to East MIL apron): 24 m. Surface: Asphalt and concrete. Strength: • H1, H2: PCN 108/F/A/W/T; • H4, H5: PCN 100/F/C/W/T; • H6 to H8: PCN 62/F/A/W/T; • H9, H10, SOUTH: PCN 74/F/A/W/T; • LINK: PCN 115/F/A/W/T, EXC section between J and SOUTH: PCN 83/F/C/W/T; • MU: PCN 114/F/A/W/T; • N1: PCN 104/F/A/W/T; • N2: PCN 95/F/A/W/T; • N3: PCN 93/F/A/W/T; • N4: PCN 125/F/A/W/T; • N5: PCN 135/F/A/W/T; • N6: PCN 145/F/A/W/T; • N7: PCN 26/F/A/W/T; • NORTH: PCN 49/F/B/W/T; • S1 to S3: PCN 101/F/A/W/T; • U: PCN 44/R/A/W/T.
3	Check locations	Altimeter: Apron: 4 m/14 ft. EXC PRKG 58, 60 and 62: 7m/24 ft. VOR: No. INS: See AD 2-LEPA/LESJ PDC.
4	Remarks	The geographical coordinates of the aircraft stands are available at AD 2-LEPA/LESJ PDC. TWY centre line: see INSIGNIA and Data Set.

LEPA/LESJ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Taxiing guidance system	Runway-holding positions, intermediate holding position, stopbars, intermediate holding positions lights, lighted position indicators, NO ENTRY signs, arresting gear marking, runway guard lights, LGTD information and aircraft stands identification markings. (1) (2)
2	RWY markings	Designators, threshold, threshold displaced (RWY 24R and RWY 06R), centre line, side stripe, aiming point and touchdown zone with distance code and rapid exit taxiway guidance signs for RWY 06L at TWY N2 and N3, for RWY 24L at TWY S1 and S2, and for RWY 24R at TWY N4.
3	TWY markings	Centre line, side stripe and reflective markers on edge, EXC N7: None.
4	Remarks	LED Lights: Intermediate holding positions, rapid exit taxiway lights, runway guard lights of H1, H2, H4, H6, H7 (Cat. II/III), H8 (Cat. II/III). (1) Exemption to the requirement related to taxiway centre line lights: In the TWY S2, the segment lights connecting the taxiing S2 and runway, are inset lights (full-flusht type) NOT visible during take-off and/or landing operations from distances greater than or close to100 m from them. (2) Types of visual docking guidance system in each stand are published in AD 2-LEPA/LESJ PDC.

LEPA/LESJ AD 2.10 AERODROME OBSTACLES

1	Obstacles which penetrate Approach, Take-Off Climb, Conical, Inner Horizontal, Transitional, Inner Transitional and Balked Landing Surfaces established in ICAO Annex 14; and the areas 2A and 3 established in ICAO Annex 15. Those penetrating these surfaces are identified in the CSV file as "Relevante_Relevant = Si/Yes".	See Item 10 and Data Set.
2	Remarks	See AD 2-LEPA/LESJ AOC. Obstacles marked with red LED lights. There is the possibility that they are not visible with night vision glasses.

LEPA/LESJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	MET office	Palma de Mallorca EMAe.
2	HR	H24.
3	METAR	Half-hourly.
4	TAF	24 HR.
5	TREND	Yes.
6	Briefing	In person and by telephone.
7	Flight documentation/Language	Charts and plain language / Spanish.
8	Charts	Significant forecasted and wind and temperature in altitude maps.
9	Supplementary equipment	-
10	ATS unit served	TWR, APP.
11	Additional information	Valencia OMAe (LEVA): H24 • TEL: +34-963 690 750 Palma de Mallorca EMAe: H24 • TEL: +34-971 789 319 • E-mail: omalepa@aemet.es
12	Remarks	Aerodrome climatological summary available. Aerodrome warnings available. There is, within the aerodrome vicinity, a meteorological station sited at 3936N 00242E. See ENR 5.3.

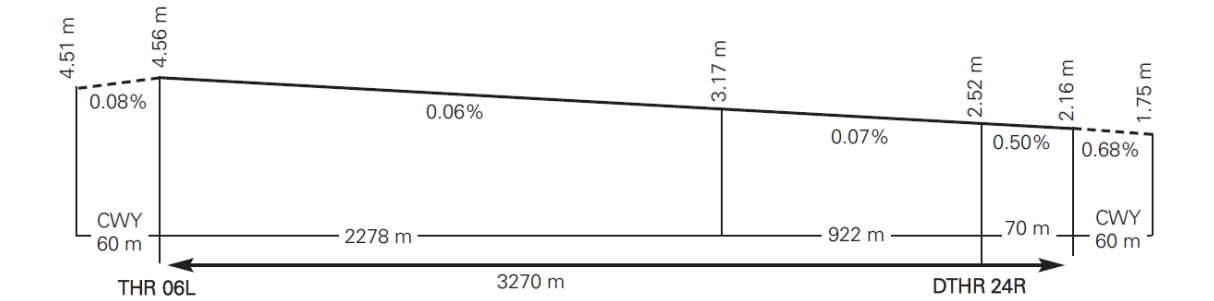
LEPA/LESJ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

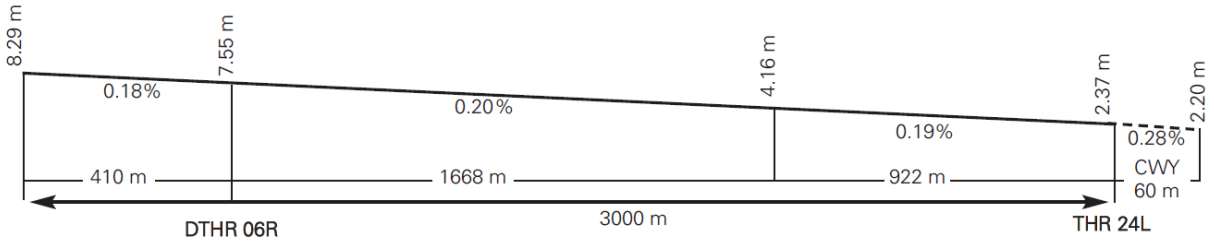
RWY	Direction	DIM (m)	THR PSN	THR ELEV TDZ ELEV	SWY (m)	CWY (m)	Strip (m)	OFZ	RESA (m)	RWY/SWY SFC PCN
06L (1)	058.56°GEO 057°MAG	3270 x 45	393249.75N 0024238.65E	THR: 4.6 m / 15 ft TDZ: 4.6 m / 15 ft	No	60 x 150	3390 x 300 (6)	No	240 x 150 (6)	RWY: ASPH PCN 80/F/A/W/T SWY: No
24R (2)	238.58°GEO 237°MAG	3270 x 45	393343.85N 0024433.03E	THR: 2.5 m / 8 ft TDZ: 2.5 m / 8 ft	No	60 x 150	3390 x 300 (6)	No	240 x 150 (6)	RWY: ASPH PCN 80/F/A/W/T SWY: No
06R (3)	058.58°GEO 057°MAG	3000 x 45	393235.47N 00024408.94E	THR: 8 m / 25 ft TDZ: No	No	60 x 150	3120 x 300 (6)	No	240 x 150 (6)	RWY: ASPH PCN 82/F/A/W/T SWY: No

RWY	Direction	DIM (m)	THR PSN	THR ELEV TDZ ELEV	SWY (m)	CWY (m)	Strip (m)	OFZ	RESA (m)	RWY/SWY SFC PCN
24L (4)	238.60°GEO 237°MAG	3000 x 45 (5)	393319.24N 0024541.52E	THR: 2.4 m / 8 ft TDZ: 2.4 m / 8 ft	No	No	3120 x 300 (6)	Yes	240 x 150 (6)	RWY: ASPH PCN 82/F/A/W/T SWY: No

Remarks:
(1) RWY 06L end coordinates: 393345.02N 0024435.52E.
(2) THR RWY 24R displaced 70 m.
(3) THR RWY 06R displaced 410 m.
(4) RWY 24L end coordinates: 393228.51N 0024354.25E.
(5) RWY 24L: Last 410 m of runway paved and suitable for aircraft to stop in case of an abandoned take-off.
(6) Grass soil.

12.1 PROFILE





LEPA/LESJ AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
06L	3270	3330	3270	3270
24R	3270	3330	3270	3200
06R	3000	3060	3000	2590
24L	2590 (1)	2590 (1)	3000 (1)	3000
06L INT N6	2460	2520	2460	–
24R INT N1	2750	2810	2750	–
06R INT H7	2812	2872	2812	–
06R INT H8	2680	2740	2680	–
06R INT S3	2390	2450	2390	–

Remarks:
(1) Last 410 m of runway paved and suitable for aircraft to stop in case of an abandoned take-off.

LEPA/LESJ AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	06L
2		

	Approach	Precision CAT I, 900 m. LIH.
3	PAPI (MEHT)	3° (16.19 m / 53 ft) (1).
4	Threshold	Green with wing bars (1).
5	Touchdown zone	No.
6	Runway centre line	3270 m: 2370 m white+600 m red and white+300 m red. LIH. Distance between lights: 15 m (1).
7	Runway edge	3270 m: 2670 m white + 600 m yellow. LIH. Distance between lights: 60 m (1).
8	Runway end	Red (1).
9	Stopway	No.
10	Remarks	(1) LED lightling.

1	Runway	24R
2	Approach	Precision CAT I, 900 m. LIH. Threshold identification lights (1).
3	PAPI (MEHT)	3° (18.52 m / 61 ft) (1).
4	Threshold	Green with wing bars (1).
5	Touchdown zone	No.
6	Runway centre line	3270 m: 2370 m white+600 m red and white+300 m red. LIH. Distance between lights: 15 m (1).
7	Runway edge	3270 m: 70 m red + 2600 m white + 600 m yellow. LIH. Distance between lights: 60 m (1).
8	Runway end	Red (1).
9	Stopway	No.
10	Remarks	(1) LED lightling.

1	Runway	06R
2	Approach	Threshold identification lights.
3	PAPI (MEHT)	3.4° (16.52 m / 54 ft) (1).
4	Threshold	Green with wing bars (2).
5	Touchdown zone	No.
6	Runway centre line	3000 m: 2100 m white+600 m red and white+300 m red. LIH. Distance between lights: 15 m (2) (3).
7	Runway edge	3000 m: 410 m red + 1990 m white + 600 m yellow. LIH. Distance between lights: 50 m.
8		

	Runway end	Red (2).
9	Stopway	No.
10	Remarks	(1) PAPI bar situated on the right side of the runway. (2) LED lightling. (3) Exemption to the requirement related to runway centre line lights: On RWY 06R, starting at 475 m from threshold, there is a segment of 285 m of inset runway centre line lights (full-flush type) NOT visible during take-off and/or landing operations from distances greater than or close to 100 m from them.

1	Runway	24L
2	Approach	Precision CAT II/III, 900 m, LIH.
3	PAPI (MEHT)	3° (16.95 m / 56 ft).
4	Threshold	Green with wing bars (1).
5	Touchdown zone	900 m white (1).
6	Runway centre line	3000 m: 2100 m white+600 m red and white+300 m red. LIH. Distance between lights: 15 m (1).
7	Runway edge	3000 m: 2400 m white + 600 m yellow. LIH. Distance between lights: 50 m.
8	Runway end	Red (1).
9	Stopway	No.
10	Remarks	Rapid exit taxiway indicator lights (S1 and S2) (1). (1) LED lightling.

LEPA/LESJ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN	No.
2	WDI	1 near THR 06L, 1 near THR 06R, 1 near THR 24L, 1 near THR 24R. LGTD. 1 near West military apron not LGTD.
3	TWY lighting	Centre line (1). MU without lighting.
4	Apron lighting	CIV: Floodlighting poles. MIL: Blue lights of apron limit. Floodlighting poles. Available on request (PPR).
5	Secondary power supply	Generators that provide a maximum switch-over (light) time of 1 second for the following systems: runway centre line, runway end and stop bars, and a maximum of 15 seconds for the rest of the lighting systems, according to Annex 14.
6	Remarks	(1) LED lighting.

LEPA/LESJ AD 2.16 HELICOPTER LANDING AREA

1	Position	• Geoid undulation: see item 2. • FATO: RWY 06L/24R & RWY 06R/24L. Coordinates THR 06L, THR 24R, THR 06R & THR 24L: see item 12.

1		• Air taxiing: TLOF same as PRKG 301, 308, 309 & 310: see PDC.
2	Elevation	• FATO: RWY 06L/24R & RWY 06R/24L. Elevation THR 06L, THR 24R, THR 06R & THR 24L: see item 12. • Air taxiing: TLOF same as PRKG 301, 308, 309 & 310. • (*) See table.
3	Dimensions, surface, maximum weight, marking	• FATO: RWY 06L/24R & RWY 06R/24L • Air taxiing: TLOF same as PRKG 301, 308, 309 & 310. • PRKG: 301, 308, 309 & 310. Dimensions of MAX ACFT: see PDC. Strength: see item 8.
4	Direction	No.
5	Declared distances	(**) See table.
6	Lighting	See item 14.
7	Remarks	See item 20, local regulations, helicopter operations.

(*)

PRKG	ELEV (m)
301	3.7
308	3.7
309	3.7
310	3.6

(**)

	TORA (m)	TODAH (m)	RTODAH (m)	LDAH (m)
06L INT N7 (1)	2945	3005	2945	–
24R INT N7 (1)	250	310	250	–
(1) TWY N7 for take-off from intersection exclusively for helicopters in air taxiing.				

LEPA/LESJ AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	CTR PALMA DE MALLORCA.
2	Lateral limits	393207.0N 0022956.0E; 393335.0N 0023307.0E; 393433.0N 0023827.0E; 393359.0N 0023853.0E; 393645.0N 0024450.0E; 393755.9N 0024355.9E; 394254.0N 0024626.4E; 394534.8N 0025212.0E; 393119.1N 0030322.6E; 392002.1N 0023914.5E; 393207.0N 0022956.0E.
3	Vertical limits	SFC - 4500 ft AMSL (1).
4	Airspace class	D (1).
5	Unit Language	PALMA APP. ES/EN.
6	Transition altitude	1850 m / 6000 ft.
7	Hours of applicability	H24
8	Remarks	(1) Except VFR corridors.

1	Designation	ATZ PALMA.
2		

	Lateral limits	Area defined by 393358N 0023851E, CW arc of 8 KM radius centred on ARP LEPA/LESJ up to 393715N 0024554E, 393358N 0023851E (_<_ 1).
3	Vertical limits	1500 ft AMSL - 2500 ft AMSL (2) (3).
4	Airspace class	D (_<_).
5	Unit Language	PALMA TWR. ES/EN.
6	Transition altitude	-
7	Hours of applicability	H24
8	Remarks	_<_ (1 _<_) Or the ground visibility, whichever is lower. (2 _<_) Or up to the cloud ceiling, whichever is lower. (3) Except VFR corridors NE-E-1 and BINISSALEM – E-2.

1	Designation	ATZ PALMA 2.
2	Lateral limits	Area defined by 393358N 0023851E, CCW arc of 8 KM radius centred on ARP LEPA/LESJ up to 393715N 0024554E, 393358N 0023851E.
3	Vertical limits	SFC - 2500 ft AMSL (2).
4	Airspace class	D
5	Unit Language	PALMA TWR. ES/EN.
6	Transition altitude	-
7	Hours of applicability	H24
8	Remarks	_<_ (1 _<_) Or the ground visibility, whichever is lower. (2 _<_) Or up to the cloud ceiling, whichever is lower.

1	Designation	VFR CORRIDOR NE-E-1
2	Lateral limits	393950N 0024453E, 394436N 0025406E, 394256N 0025532E, 393712N 0024429E, 393756N 0024356E, 393950N 0024453E.
3	Vertical limits	SFC - 1400 ft AMSL
4	Airspace class	-
5	Unit Language	-
6	Transition altitude	-
7	Hours of applicability	-
8	Remarks	-

1	Designation	VFR CORRIDOR BINISSALEM – E-2

2	Lateral limits	394150N 0025207E, 394307N 0025509E, 394122N 0025624E, 393949N 0025245E, 394043N 0025115E, 394150N 0025207E.
3	Vertical limits	SFC - 1400 ft AMS
4	Airspace class	G
5	Unit Language	- -
6	Transition altitude	-
7	Hours of applicability	-
8	Remarks	-

LEPA/LESJ AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service	Call sign	FREQ	HR	Remarks
APP	Palma Control	118.955 C	H24	APP/I
		118.005 C	HX	APP/I
TAR	Palma Control	119.155 C	H24	APP/L
SSR/SRE	Palma Control	119.405 C	H24	APP/L
		355.400 MHz	O/R	APP/MIL
TWR	Palma TWR	118.305 C	H24	LOCAL ARR
		118.455 C	H24	LOCAL DEP
		121.500 MHz	H24	EMERG
		121.605 C	H24	BACK-UP
		121.705 C	H24	GMC South
		121.905 C	H24	GMC North
		122.100 MHz	H24	MIL
		123.880 C	(1)	CLR. (1) Activity announced by ATIS.
		125.830 C	H24	BACK-UP
		243.000 MHz	H24	EMERG
		257.800 MHz	H24	MIL
ATIS	Palma de Mallorca Information	119.255 C	H24	ARR
		121.780 C	H24	DEP
D-ATIS	Palma de Mallorca Information	NIL	H24	Provision of ATIS information via data link.
OPS	Palma operaciones	130.250 MHz	H24	Coordination of airport services. This frequency coordinates the apron services, provides information about slots and flight plans and conducts monitoring of arriving and departing flights at Son Bonet AD.
INFO (MIL)	Palma (MIL)	165.275 MHz	H24	Coordination of military airport services. This frequency coordinates military apron services, provides information and flight plans.

LEPA/LESJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility (VAR)	ID	FREQ	HR	Coordinates	ELEV DME	Remarks
Facility (VAR)	ID	FREQ	HR	Coordinates	ELEV DME	Remarks
DVOR (1°E)	MJV	113.300 MHz	H24	392606.7N 0024529.9E	-	COV 40 NM AVBL BTN: • R-300/R-030 at 8000 ft AMSL or ABV; • R-030/R-300 at 5000 ft AMSL or ABV.
DME	MJV	CH 80X	H24	392606.7N 0024529.2E	150 m	COV 40 NM AVBL BTN: • R-300/R-030 at 8000 ft AMSL or ABV; • R-030/R-300 at 5000 ft AMSL or ABV. R-344 at: • FL070 COV 42 NM; • FL090 COV 47.6 NM (point LISAS); • FL100 COV 58 NM; • FL120 COV 66.1 NM (point TOLSO). R-048 at: • FL100 COV 72 NM; • FL120 COV 90 NM; • FL130 COV 97.9 NM (point MEROS).
DVOR (2°E)	CDP	112.900 MHz	H24	394151.7N 0032603.7E	-	R-248 COV AVBL: • FL100 70 NM; • FL120 80 NM; • FL140 99 NM; • U/S FM 99 NM.
DME	CDP	CH 76X	H24	394151.2N 0032602.6E	240 m	R-248 COV AVBL: • FL100 70 NM; • FL120 80 NM; • FL140 99 NM; • -U/S FM 99 NM.
DVOR (1°E)	POS	116.400 MHz	H24	395538.8N 0030652.5E	-	R-256 at: • FL100 AVBL TIL 74 NM; • FL120 ABVL TIL 82.6 NM (EPAMA). COV 40 NM AVBL BTN: • R-050/R-070 at FL80 or ABV; • R-070/R-230 at 4000 ft AMSL or ABV; • R-230/R-270 at FL90 or ABV; • R-270/R-050 at 4000 ft AMSL or ABV.
DME	POS	CH 111X	H24	395539.7N 0030653.5E	360 m	R-256 at: • FL100 AVBL TIL 74 NM; • FL120 ABVL TIL 82.6 NM (EPAMA). COV 40 NM AVBL BTN: • R-050/R-070 at FL80 or ABV; • R-070/R-230 at 4000 ft AMSL or ABV; • R-230/R-270 at FL90 or ABV; • R-270/R-050 at 4000 ft AMSL or ABV.
DVOR (1°E)	JOA	117.700 MHz	H24	393352.9N 0024447.9E	-	COV 40 NM AVBL BTN: • R-050/R-120 at 8000 ft AMSL or ABV; • R-120/R-260 at 5000 ft AMSL or ABV; • R-260/R-300 at FL100 or ABV; • R-300/R-050 at FL120 or ABV.
DME	JOA	CH 124X	H24	393353.4N 0024447.9E	0 m	COV 40 NM AVBL BTN: • R-050/R-120 at 8000 ft AMSL or ABV; • R-120/R-260 at 5000 ft AMSL or ABV;

Facility (VAR)	ID	FREQ	HR	Coordinates	ELEV DME	Remarks
						• R-260/R-300 at FL100 or ABV; • R-300/R-050 at FL120 or ABV.
NDB (1°E)	ADX	384.000 kHz	H24	393258.0N 0022345.1E	-	COV 30 NM. COV 7 NM: possible oscillations of more than 10° BTN 360°/100° at 4500 ft AMSL.
NDB (1°E)	CST	351.000 kHz	H24	393829.0N 0025456.3E	-	At 10 NM, possible oscillations greater than ±10° BTN 319°/349° at 7000 ft AMSL. At 25 NM, possible oscillations greater than ±10° BTN 072°/092° and 330°/352° at 6000 ft AMSL.
NDB (2°E)	PTC	401.000 kHz	H24	392538.4N 0031524.2E	-	COV 30 NM.
LOC 06L (1°E) ILS CAT I	PLM	110.900 MHz	H24	393350.3N 0024446.6E	-	057° MAG / 379 m FM THR 24R. COV 17 NM at 3000 ft AVBL BTN 33° to the left & 35° to the right FM RCL.
GP 06L		330.800 MHz	H24	393259.7N 0024247.6E	-	3°; RDH 15.7 m; at 342 m FM THR 06L & 151 m FM RCL to the left in direction APCH. COV 10NM at 1900 ft AVBL BTN 6° to the left & 8° to the right FM RCL.
ILS/DME 06L	PLM	CH 46X	H24	393259.7N 0024247.6E	9 m	REF DME THR 06L.
LOC 24L (1°E) ILS CAT II/III	IPAL	109.300 MHz	H24	393223.3N 0024343.3E	-	237° MAG / 718 m FM THR 06R. COV 17 NM LOC (15.4 DME) AVBL BTN -35° & +26° FM RCL at 2100 ft AMSL or ABV. COV 25 NM LOC (23.4 DME) AVBL BTN ±10° RCL at 3500 ft AMSL or ABV.
GP 24L		332.000 MHz	H24	393310.0N 0024534.2E	-	3°; RDH 16.30 m; at 298 m FM THR 24L & 153 m FM RCL to the left in direction APCH.
ILS/DME 24L	IPAL	CH 30X	H24	393309.8N 0024534.3E	15 m	REF DME THR 24L. COV 17 NM LOC (15.4 DME) AVBL BTN -29° & +18° FM RCL at 2100 ft AMSL or ABV.
LOC 24R (1°E) ILS CAT I	PAA	109.900 MHz	H24	393244.5N 0024227.5E	-	237° MAG / 310 M FM DTHR 06L. COV 17 NM LOC (15.5 DME) AVBL BTN ±35° RCL at 6000 ft AMSL or ABV. COV 25 NM LOC (23.4 DME) AVBL BTN ±10° RCL at 4500 ft AMSL or ABV.
GP 24R		333.800 MHz	H24	393342.2N 0024417.2E	-	3°; RDH 18 m; at 350 m FM DTHR 24R & 152 m FM RCL to the right in direction APCH. Full fly-up indications may not be received BLW GP beyond 5° to the right FM RCL.
ILS/DME 24R	PAA	CH36X	H24	393342.2N 0024417.2E	9 m	REF DME DTHR 24R.
NDB (1°E)	PA	307.500 kHz	H24	393557.7N 0024916.2E	-	057° MAG / 7917 m FM DTHR 24R. At 15 NM, signal oscillations greater than ±10° BTN 269°/289°, 011°/014° and on 339°. At 7 NM, oscillations greater than ±10° BTN 320°/005°. 212° & 238° possible signal loss.
TACAN (1°E)	SSJ	CH 21X	H24	393334.9N 0024359.7E	-	U/S FM 40 NM at: • 5000 ft BTN 028° / 088°. • 6000 ft BTN 088° / 118°. • 4000 ft BTN 118° / 258°. • 5000 ft BTN 258° / 288°. • 7000 ft BTN 288° / 338°.

Facility (VAR)	ID	FREQ	HR	Coordinates	ELEV DME	Remarks
						• 11000 ft BTN 338° / 028°.

LEPA/LESJ AD 2.20 LOCAL AERODROME REGULATIONS

20.1 AIRPORT REGULATION

20.1.1 RESTRICTIONS TO OPERATIONS

From May 1st until October 31st, the use of the airport will be restricted for aircraft with a cruising speed lower than 220 kt (except State, hospital and search and rescue aircraft), daily from 0530 to 1930.

If any affected aircraft requires the use of the airport during these periods, it shall assume the possible delays, as not restricted aircraft will always have priority.

Due to General Aviation apron limited capacity, from April 1st until September 30th, all the General Aviation and Corporative Aviation traffics which want to operate in the airport, must include in their messages or request for slot the data corresponding to the arrival and the departure flights. The slot request shall be understood as not authorized until the reception of the confirmed coordination. The coordination request must include: aircraft registration number, ICAO code, length and wingspan.

From 01 June until 30 September, the maximum parking time on the general aviation apron for an aircraft over 20 m in length shall be 7 days, unless expressly authorised by the airport.

In case of lack of capacity in the apron, it should may coordinate flights with a maximum stay of three hours, in order to unload passengers and refuelling of the aircraft, but at least one member of the crew shall stay inside the aircraft.

Flights without previous coordination requested, shall be coordinated on arrival, subject in every case to the capacity available.

Any General Aviation operator whose aircraft is parked on the commercial apron shall, upon request by the airport, conveyed through the handling agent providing services to the aircraft, be prepared to reposition the aircraft either within the same apron or to another apron at the airport within a period not exceeding three hours. In the event of apron capacity constraints, flights may be coordinated with a maximum ground time of three hours for passenger disembarkation and aircraft refuelling, provided that at least one crew member shall remain on board the aircraft at all times.

In the event of apron capacity problems, if, upon the arrival of a General and Business Aviation flight, there are discrepancies (time, aircraft type, date of operation) with respect to the slot cleared, Palma de Mallorca airport reserves the right to deny the stay coordinated and authorise only three hours. In this case, the crew will not be able to leave the aircraft until it departs.

Changes to coordination required by a change of airline designator shall be requested directly from the operations centre of the airport, and prior to the arrival of the flight in question.

See section 1.3.1.7 of AD 1.1 regarding coordination with airlines for emergency management.

20.1.2 DIVERTING

All flights which, by any cause, deviate to the airport, shall notify the cause of this matter to the Air Navigation Services whom, in turn, will transmit it to CEOPS of the airport.

20.1.3 GENERAL AVIATION AND BUSINESS

It is mandatory to contract handling agent for all operation to General and Business Aviation, by virtue of provisions in item 3.1.6 of AD 1.1 of the AIP-Spain.

20.1.4 FOREIGN STATE AIRCRAFT

PPR must be requested at least 72 hours in advance in all cases.

20.1.5 TRANSPORT OF LIVE ANIMALS

To guarantee compliance with the Regulation (EU) No 576/2013 of the European Parliament and of the Council of 12 June 2013 on the non-commercial movement of pet animals and repealing Regulation (EC) No 998/2003, any Air Carrier wishing to operate at the Airport and transport the animals (pets) set out in part A of Annex I to the cited Regulation (dogs, cats and ferrets) in the cabin, as part of passenger hand baggage, must have engaged a handling agent who is to be responsible for handling the same in those

cases where, during the checks undertaken by the Resguardo Fiscal of the Guardia Civil or Customs Personnel of the Passenger Terminals of Palma de Mallorca Airport, some breach of the health requirements established in the cited regulations is detected, prompting the animal's rejection at the point of entry.

The management for animals rejected at the border shall include, at least, transport to the facilities of the Border Inspection Service at the appropriate cargo terminal, their subsistence, veterinary care and animal welfare, and even their return to origin within the periods stipulated by the public health authorities.

20.2 GROUND MOVEMENT

Collision avoidance with other aircraft or obstacles is a responsibility of:

- Pilots taxiing in the apron and in the area not visible from TWR.
- Handling companies during push-back manoeuvring or exiting the stand.

20.2.1 APRON

a. It is forbidden to cross the taxiways in the apron on foot. Access to the aircraft on foot will only be possible if parked in a stand next to the terminal building. Access to the rest of stands shall be made by vehicle.

b. On every stand equipped with 400 Hz system supply:

- It is mandatory the use of the 400 Hz system.
- Terminal contact stands:

  The use of aircraft APU (Auxiliary Power Unit) is forbidden for the period with 2 minutes after blocks-on for arrivals and 6 minutes before the departure TOBT, except for wide-body aircraft, which are allowed to use it 5 minutes after in-block upon arrival and until 10 minutes before TOBT. The aircraft APU (Auxiliary Power Unit) will only be used when neither the 400 Hz system nor the mobile units are operative, or when the air conditioning service is required and it is not available.
- The use of a harness hook is recommended for fastening of the 400 Hz hosepipe of the system to the aircraft. Otherwise, the airport authority will not accept responsibility for any damages the aircraft could suffer.
- Remote stands:

  Use of the aircraft APU is prohibited during the period between 10 minutes after in-block upon arrival and 10 minutes before the departure TOBT, except for wide-body aircraft, which are allowed to use it from 15 minutes after in-block upon arrival until 50 minutes before departure. The APU (Auxiliary Power Unit) of the aircraft may only be used when the mobile units are not available.

c. When it is necessary to connect the 400 Hz system before an aircraft turn off the engines, either due to the aircraft APU (Auxiliary Power Unit) is not operational or a company procedure with prior permission of the airport authority:

- The flight coordinator shall ascertain that the aircraft is totally stopped and confirm it by means of signals with the pilot in charge of the aircraft (RCA, Appendix C, Adjunct 5) before the blocks will be on.
- Any operation shall not be carried out until the blocks will be on.

d. On the remote stands without 400 Hz system, the use of APU (Auxiliary Power Unit) is forbidden during the night hours, (see item 21), except for aircraft cleared to start-up engines and taxiing.

20.2.2 START-UP PROCEDURE

Aircraft may request ATC authorization from 30 minutes prior to their TOBT, and may request start-up:

- from 5 minutes prior to TOBT up to TOBT for flights regulated with CTOT,
- from 5 minutes prior to TOBT up to 5 minutes after for other flights.

The aircraft on first call must provide the following information:

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

ATC Authorization will only be issued between TOBT -30 minutes and TOBT -5 minutes.

If possible, Palma Clearance will transfer traffic to GMC in order to request start-up and push-back / taxiing on the same frequency between TOBT -5 and TOBT +5. If this is not possible, a start-up request will be recorded in the A-CDM system and TSAT information will be provided. The start-up request log is equivalent to the REA message request for flights regulated with CTOT.

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

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

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

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

The push-back maneuver may not be performed without the express authorization of GMC.

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

When starting engines at idling speed, the boarding bridge must always be disconnected.

20.2.2.1 ATC AUTHORIZATION REQUEST AND START-UP VIA DATA LINK

At Palma de Mallorca Airport, procedures for departure are applied via Data Link (DCL) for ATC authorization services.

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

The pilot may request ATC authorization by DCL in accordance with the start-up procedures (See AD2 item 20, 2.2) with a maximum of 30 minutes before the TOBT (CDM mode) or EOBT (without CDM).

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

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

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

Note: ADT = CTOT of the flight, if applicable.

7. Next frequency.
8. Current ATIS information letter.
9. Additional information, including instructions on contacting GMC for start-up clearance or instructions to request it in case of failure to comply with the start-up approval parameters indicated in AD 2, Item 20, 2.2.

- When a CLD message is sent in the valid range of TOBT and TSAT, ATC clearance and and instructions on contacting GMC will be received. If not ready for start-up, the pilot must not accept the frequency change and will either send a new message or contact via voice communications to the CLR controller when ready.
- When an FSM message of the type "REVERT TO VOICE PROCEDURES" is received, communication via data link will be terminated and must be reverted to voice procedures.
- When a CLD message is received, the pilot:

A. If any inconsistencies in the received message are detected, the pilot must revert to voice procedures and request a new authorization.

B. If the pilot considers the authorization CLD message to be correct, he/she must respond via data link with a CDA message (Departure Clearance Echoback).

- If a CDA message is not received by the pilot within the waiting time, or a CDA that is inconsistent with the previous CLD message is received, communication via data link will be terminated and a "CDA REJECTED" message will be received in the FMS.
- When the correct CDA message is received, the ATC system will send the aircraft a "CLEARANCE CONFIRMED" message in the FMS and will terminate the communication via data link.

The request for start-up and push-back must be requested the corresponding GMC frequency and initiated within 5 minutes from the transfer to the GMC frequency. Authorization for push-back can only be given by GMC.

REVERT TO VOICE PROCEDURES

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

Push and hold manoeuvre When an aircraft has a long duration SLOT, the pilot may request a "Push and Hold" to the handling agent. The Airport Operations Coordination Centre (CEOPS) will contact TWR to communicate the possibility of a push and hold manoeuvre for the aircraft indicating the available parking, and TWR will transmit the information to the flight crew. The aircraft may move to the remote parking stand under its own power or by dragging. When parked, it may keep the engines running, with signalling by means of three cones in front of the aircraft, or it may switch the engines off, in which case no signalling is required. When exiting, the pilot shall notify TWR. TWR will notify the Signalman to review FOD on the parking stand and review the exit by the aircraft.

Possible remote parking stands for this manoeuvre are: PRKG 114B and 118B (autonomous). Only Category C aircraft. Only with Configuration 24.

20.2.3 TAXIING PROCEDURES

To optimise apron management at times of high traffic demand, a zone called GMC-C is defined (see the PDC chart for more detail), which will be managed at different times either by GMC-N or GMC-S.

A. DEPARTING AIRCRAFT

Pilots shall contact the corresponding Palma Ground (GMC, GMC-N, GMC-S) (see item 18) to request permission for towed push-back and/or taxiing.

The aircraft must be ready to be pushed back by towing or taxiing no later than 5 minutes after the time transferring to the GMC frequency. In case of autonomous positions, they must be ready for start-up at the time of transfer to GMC, and ready for taxiing within 5 minutes of the GMC approved start-up time. Otherwise the pilot must notify ATC.

Whenever an incorrect push-back of aircraft is detected, GMC will request the pilot to park the aircraft in the initial position again.

Whenever the pilot wishes to request a push-back that does not follow any of the published procedures, should contact the corresponding GMC who will send a “FOLLOW ME” vehicle to oversee the operation.

GMC may approve the published push-back corresponding to the opposite configuration to the runway in use, reporting the pilot which direction has to nose to.

The use of the reverse power is forbidden in the whole apron for the backward operation.

B. ARRIVING AIRCRAFT

If no taxiing instructions are received, aircraft shall hold position short of the NORTH/SOUTH TWY after vacating the runway and expect ATC taxiing instructions in order to continue taxiing up to the parking position.

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

Guidance by a "FOLLOW ME" vehicle will only be provided to General Aviation stands and those which visual docking guidance system is U/S.

Guidance service will also be provided on TWR or pilot's request or in exceptional cases.

Aircraft taxiing to the PRKG between 30 and 48, shall entry, preferably, by TWY V1 and hold short of the intermediate holding position.

ATC will authorize, whenever possible, the direct entry to those parking positions by TWY V2.

It is very important that before going to the apron aircraft pay special attention to the traffic on the taxiways. Aircraft taxiing on the apron shall do so at a speed that provides sufficient reaction time to prevent hard braking. In the service roads next to GATE F, G, K and M as specially critical areas where aircraft must pay special attention to traffic speed because aircraft has the appropriate speed to stop in a safe way for any circumstance which occurs during its course.

20.2.4 STANDARD TAXIING ROUTES

20.2.4.1 EAST CONFIGURATION

A. ARRIVALS BY RWY 06L

- R-1 to R-6, R-7 (stands 24, 25 and 114 to 117): Standard route (N3, N2, N1 or runway end, TWY NORTH).
  - PRKG 02-06B, 100-102, 103: STANDARD C (N3, N2, N1 or end of runway, TWY NORTH, GATE C), TWY LD.
  - PRKG 08-22: STANDARD D (N3, N2, N1 or end of runway, TWY NORTH, GATE D), TWY LE.
  - PRKG 23A-25, 114-117: STANDARD E (N3, N2, N1 or end of runway, TWY NORTH, GATE E), TWY LF.
  - PRKG 103B: STANDARD D (N3, N2, N1 or end of runway, TWY NORTH,GATE D).
  - PRKG 104-109: STANDARD E (N3, N2, N1 or end of runway, TWY NORTH, GATE E), TWY W5.
  - PRKG 301 (helicopters): see item 20, Local regulations, Helicopter operations.
  - PRKG 303 (airplanes), 306 (code letter E aircraft or lower), 307-10: STANDARD A (N3, N2, N1 or end of runway, TWY NORTH, GATE A), TWY LA.
  - PRKG 306 (code letter F aircraft): see item 20, Local regulations, Code letter F aircraft operations.
  - PRKG 311-315: STANDARD A (N3, N2, N1 or end of runway, TWY NORTH, GATE A), TWY LB.
  - PRKG 316-318: STANDARD B (N3, N2, N1 or end of runway, TWY NORTH, GATE B), TWY LC.
- R-7 (PRKG 118-118B, 26, 119): STANDARD F (N3, N2, N1 or end of runway, TWY NORTH, LINK, GATE F), TWY LF.
  - PRKG 118 (code letter F aircraft): see item 20, Local regulations, Code letter F aircraft operations.
- R-8 to R-11: Standard route: N3, N2, N1 or end of runway, TWY NORTH, LINK.
  - PRKG 27-29, 120-121: STANDARD F (N3, N2, N1 or end of runway, TWY NORTH, LINK, GATE F), TWY LF, LG.
  - PRKG 30-36 STANDARD G (N3, N2, N1 or end of runway, TWY NORTH, LINK, GATE G), TWY LG, V1.
  - PRKG 38-48: STANDARD G (N3, N2, N1 or end of runway, TWY NORTH, LINK, GATE G), TWY LG, V1, V2; or, prior ATC clearance, STANDARD G (N3, N2, N1 or end of runway, TWY NORTH, LINK, GATE G), TWY LG, V2.
  - PRKG 50-54: STANDARD G (N3, N2, N1 or end of runway, TWY NORTH, LINK, GATE G), TWY LJ.
  - PRKG 56-58: STANDARD J (N3, N2, N1 or end of runway, TWY NORTH, LINK, GATE J), TWY LK.

- PRKG 123B: STANDARD G (N3, N2, N1 or end of runway, TWY NORTH, LINK, GATE G), TWY LG.

- R-13 to R-17: Standard route: N3, N2, N1 or end of runway, TWY NORTH, LINK, SOUTH.
  - PRKG 60-68: STANDARD M (N3, N2, N1 or end of runway, TWY NORTH, LINK, SOUTH, GATE M), TWY T1.
  - PRKG 72: STANDARD M (N3, N2, N1 or end of runway, TWY NORTH, LINK, SOUTH, GATE M), TWY T1 o T2.
  - PRKG 80-86: STANDARD M (N3, N2, N1 or end of runway, TWY NORTH, LINK, SOUTH, GATE M), TWY T2.
  - PRKG 88-96: STANDARD M, (N3, N2, N1 or end of runway, TWY NORTH, LINK, SOUTH, GATE M), TWY LP.
  - PRKG 98-154B: STANDARD P (N3, N2, N1 or end of runway, TWY NORTH, LINK, SOUTH, GATE P), TWY LQ.
  - PRKG 155-159: STANDARD Q (N3, N2, N1 or end of runway, TWY NORTH, LINK, SOUTH, GATE Q), TWY LY.
  - General aviation PRKG 200-225: STANDARD Q (N3, N2, N1 or end of runway, TWY NORTH, LINK, SOUTH, GATE Q), TWY Y3.
  - General aviation PRKG 227-230: STANDARD Q (N3, N2, N1 or end of runway, TWY NORTH, LINK, SOUTH, GATE Q), TWY LY.
  - General aviation PRKG 231-241: STANDARD Q (N3, N2, N1 or end of runway, TWY NORTH, LINK, SOUTH, GATE Q), TWY LY, Y2.
  - General aviation PRKG 242-247: STANDARD Q (N3, N2, N1 or end of runway, TWY NORTH, LINK, SOUTH, GATE Q), TWY LY, Y1.
- East military apron: N3, N2, N1 or runway end and TWY NORTH.
- West military apron: N3, N2, N1 or runway end and TWY NORTH.

B. DEPARTURES BY RWY 06R

- R-1 to R-7:
  - PRKG 02-06B, 100-103B: STANDARD F 06R (TWY LD,...LF, GATE F, TWY LINK, SOUTH, runway-holding positions H6, H7 or H8).
  - PRKG 08-22, 104-109: STANDARD F 06R (TWY LE, LF, GATE F, TWY LINK, SOUTH, runway-holding positions H6, H7 or H8).
  - PRKG 23A-26, 114-118B (code letter E aircraft or lower), 119: STANDARD F 06R (TWY LF, GATE F, TWY LINK, SOUTH, runway-holding positions H6, H7 or H8).
  - PRKG 301 (helicopters): see item 20, Local regulations, Helicopter operations.
  - PRKG 303 (aircraft), 306 (code letter E aircraft or lower), 307-310: STANDARD F 06R (TWY LA,...LF, GATE F, TWY LINK, SOUTH, runway-holding positions H6, H7 or H8).
  - PRKG 306, 118 (code letter F aircraft): see item 20. Local regulations, Code letter F aircraft operations.
  - PRKG 311-315: STANDARD F 06R (TWY LB,...LF, GATE F, TWY LINK, SOUTH, runway-holding positions H6, H7 or H8).
  - PRKG 316-318: STANDARD F 06R (TWY LC,...LF, GATE F, TWY LINK, SOUTH, runway-holding positions H6, H7 or H8).
- R-8 to R-11:
  - PRKG 27-29, 120-123B: STANDARD G 06R (TWY LG, GATE G, TWY LINK, SOUTH, runway-holding positions H6, H7 or H8).
  - PRKG 30-48: STANDARD G 06R (TWY V2, LG, GATE G, TWY LINK, SOUTH, runway-holding positions H6, H7 or H8).
  - PRKG 50: STANDARD G 06R (TWY LJ, GATE G, TWY LINK, SOUTH, runway-holding positions H6, H7 or H8).
  - PRKG 52-58: STANDARD K 06R (TWY LJ, LK, GATE K, TWY SOUTH, runway-holding positions H6, H7 or H8).
- R-13 to R-17:
  - PRKG 60-62: STANDARD M 06R (TWY T1, GATE M, TWY SOUTH, runway-holding positions H6, H7 or H8).
  - PRKG 64-68: STANDARD M 06R (TWY T1, T2, GATE M, TWY SOUTH, runway-holding positions H6, H7 or H8).
  - PRKG 72: STANDARD M 06R (TWY T1 or T2, GATE M, TWY SOUTH, runway-holding positions H6, H7 or H8).
  - PRKG 80 and 82: STANDARD M 06R (TWY T2, T1, GATE M, TWY SOUTH, runway-holding positions H6, H7 or H8).

- PRKG 84 and 86: STANDARD M 06R (TWY T2, GATE M, TWY SOUTH, runway-holding positions H6, H7 or H8).
- PRKG 88-96: STANDARD P 06R (TWY LP, GATE P, TWY SOUTH, runway-holding positions H6, H7 or H8).
- PRKG 98-154B: STANDARD Q 06R (TWY LQ, GATE Q, TWY SOUTH, runway-holding positions H6, H7 or H8).
- PRKG 155-159: STANDARD Q 06R (TWY LY, GATE Q, TWY SOUTH, runway-holding positions H6, H7 or H8).
- General aviation PRKG 200-225: STANDARD Q 06R (TWY Y3, Y2, LY, GATE Q, TWY SOUTH, runway-holding positions H6, H7 or H8).
- General aviation PRKG 227-230: STANDARD Q 06R (TWY LY, GATE Q, TWY SOUTH, runway-holding positions H6, H7 or H8).
- General aviation PRKG 231-241: STANDARD Q 06R (TWY Y2, LY, GATE Q, TWY SOUTH, runway-holding positions H6, H7 or H8).
- General aviation PRKG 242-247: STANDARD Q 06R (TWY Y1, LY, GATE Q, TWY SOUTH, runway-holding positions H6, H7 or H8).

- East military apron: TWY NORTH, LINK, SOUTH, runway-holding positions H6, H7 or H8.
- West military apron: TWY NORTH, LINK, SOUTH, runway-holding positions H6, H7 or H8.

20.2.4.2 WEST CONFIGURATION

A. ARRIVALS BY RWY 24L

- R-1 to R-6, R-7 (PRKG 24, 25): Standard route (S1, TWY LINK, NORTH or S2, S3 or end of runway, TWY SOUTH, LINK, NORTH).
  - PRKG 02-06B, 100-102, 103: STANDARD C (S1, TWY LINK, NORTH or S2, S3 or end of runway, TWY SOUTH, LINK, NORTH, GATE C, TWY LD).
  - PRKG 08-22: STANDARD D (S1, TWY LINK, NORTH or S2, S3 or end of runway, TWY SOUTH, LINK, NORTH, GATE D), TWY LE.
  - PRKG 23A-25: STANDARD E (S1, TWY LINK, NORTH or S2, S3 or end of runway, TWY SOUTH, LINK, NORTH, GATE E), TWY LF.
  - PRKG 103B: STANDARD D (S1, TWY LINK, NORTH or S2, S3 or end of runway, TWY SOUTH, LINK, NORTH, GATE D, TWY LD).
  - PRKG 104-109: STANDARD E (S1, TWY LINK, NORTH or S2, S3 or end of runway, TWY SOUTH, LINK, NORTH, GATE E), TWY W5.
  - PRKG 301 (helicopters): see item 20, Local regulations, Helicopter operations.
  - PRKG 303 (airplanes), 306 (code letter E aircraft or lower), 307-310: STANDARD A(S1, TWY LINK, NORTH or S2, S3 or end of runway, TWY SOUTH, LINK, NORTH, GATE A), TWY LA.
  - PRKG 306 (code letter F aircraft): see item 20, Local regulations, Code letter F aircraft operations.
  - PRKG 311-315: STANDARD A (S1, TWY LINK, NORTH or S2, S3 or end of runway, TWY SOUTH, LINK, NORTH, GATE A), TWY LB.
  - PRKG 316-318: STANDARD B (S1, TWY LINK, NORTH or S2, S3 or end of runway, TWY SOUTH, LINK, NORTH, GATE B), TWY LC.
- R-7 (PRKG 26), R-8 (PRKG 27 to 29), R-9 to R-11: Standard route: S1, TWY LINK or S2, S3 or end of runway, TWY SOUTH, LINK.
  - PRKG 26: STANDARD F (S1, TWY LINK or S2, S3 or end of runway, TWY SOUTH, LINK, GATE F), TWY LF.
  - PRKG 27-29: STANDARD G (S1, TWY LINK or S2, S3 or end of runway, TWY SOUTH, LINK, GATE G), TWY LG.
  - PRKG 30-36: STANDARD G (S1, TWY LINK or S2, S3 or end of runway, TWY SOUTH, LINK, GATE G), TWY LG, V1.
  - PRKG 38-48: STANDARD G (S1, TWY LINK or S2, S3 or end of runway, TWY SOUTH, LINK, GATE G), TWY LG, V1, V2; or, prior ATC clearance, Standard route, GATE G, TWY LG, V2.
  - PRKG 50-58: STANDARD K (S1, TWY LINK or S2, S3 or end of runway, TWY SOUTH, LINK, GATE K), TWY LK, LJ.
- R-7 (PRKG 114-118B, 119), R-8 (PRKG 120-123): Standard route (S1, TWY LINK or S2, S3 or end of runway, TWY SOUTH,

LINK).

- PRKG 114-117: STANDARD E (S1, TWY LINK or S2, S3 or end of runway, TWY SOUTH, LINK, NORTH, GATE E), TWY LF.
- PRKG 118-118B (code letter E aircraft or lower): STANDARD F (S1, TWY LINK or S2, S3 or end of runway, TWY SOUTH, LINK, GATE F).
- PRKG 118 (code letter F aircraft): see item 20, Local regulations, Code letter F aircraft operations.
- PRKG 119: STANDARD F (S1, TWY LINK or S2, S3 or end of runway, TWY SOUTH, LINK, GATE F), TWY LF.
- PRKG 120-121: STANDARD G (S1, TWY LINK or S2, S3 or end of runway, TWY SOUTH, LINK, GATE G), TWY LG.
- PRKG 123-123B: Standard route, STANDARD G (S1, TWY LINK or S2, S3 or end of runway, TWY SOUTH, LINK, GATE G).

- R-13 to R-17: Standard route (S1, S2, S3 or end of runway, TWY SOUTH).
  - PRKG 60-68: STANDARD M (S1, S2, S3 or end of runway, TWY SOUTH, GATE M), TWY T1.
  - PRKG 72: STANDARD M (S1, S2, S3 or end of runway, TWY SOUTH, GATE M), TWY T1 or T2.
  - PRKG 80-86: STANDARD M (S1, S2, S3 or end of runway, TWY SOUTH, GATE M), TWY T2.
  - PRKG 88-96: STANDARD P (S1, S2, S3 or end of runway, TWY SOUTH, GATE P), TWY LP.
  - PRKG 98-154B: STANDARD Q (S1, S2, S3 or end of runway, TWY SOUTH, GATE Q), TWY LQ.
  - PRKG 155-159: STANDARD Q (S1, S2, S3 or end of runway, TWY SOUTH, GATE Q), TWY LY.
  - General aviation PRKG 200-225: STANDARD Q (S1, S2, S3 or end of runway, TWY SOUTH, GATE Q), TWY Y3.
  - General aviation PRKG 227-230: STANDARD Q (S1, S2, S3 or end of runway, TWY SOUTH, GATE Q), TWY LY.
  - General aviation PRKG 231-241: STANDARD Q (S1, S2, S3 or end of runway, TWY SOUTH, GATE Q), TWY LY, Y2.
  - General aviation PRKG 242-247: STANDARD Q (S1, S2, S3 or end of runway, TWY SOUTH, GATE Q), TWY LY, Y1.
- East military apron: S1, TWY LINK, NORTH or S2, S3 or runway end, TWY SOUTH, LINK, NORTH.
- West military apron: S1, TWY LINK, NORTH or S2, S3 or runway end, TWY SOUTH, LINK, NORTH.

B. DEPARTURES BY RWY 24R

- R-1 to R-7:
  - PRKG 02-06B, 100-103B: STANDARD F 24R (TWY LD,...LF, GATE F, TWY LINK, NORTH, runway-holding positions H1 or H2).
  - PRKG 08-22, 104-109: STANDARD F 24R (TWY LE, LF, GATE F, TWY LINK, NORTH, runway-holding positions H1 or H2).
  - PRKG 23A-26, 114-118B (code letter E aircraft or lower), 119: STANDARD F 24R (TWY LF, GATE F, TWY LINK, NORTH, runway-holding positions H1 or H2).
  - PRKG 303 (airplanes), 306 (code letter E aircraft or lower), 307-310: STANDARD F 24R (TWY LA,…LF, GATE F, TWY LINK, NORTH, runway-holding positions H1 or H2).
  - PRKG 311-315: STANDARD F 24R (TWY LB,...LF, GATE F, TWY LINK, NORTH, runway-holding positions H1 or H2).
  - PRKG 316-318: STANDARD F 24R (TWY LC,...LF, GATE F, TWY LINK, NORTH, runway-holding positions H1 or H2).
- R-8 to R-11:
  - PRKG 27-29, 120-121: STANDARD F 24R (TWY LG, LF, GATE F, TWY LINK, NORTH, runway-holding positions H1 or H2).
  - PRKG 30-48: STANDARD F 24R (TWY V2, LG, LF, GATE F, TWY LINK, NORTH, runway-holding positions H1 or H2).
  - PRKG 50-54: STANDARD G 24R (TWY LJ, GATE G, TWY LINK, NORTH, runway-holding positions H1 or H2).
  - PRKG 56-58: STANDARD G 24R (TWY LK, LJ, GATE G, TWY LINK, NORTH, runway-holding positions H1 or H2).
  - PRKG 123-123B: STANDARD G 24R (TWY LG, GATE G, TWY LINK, NORTH, runway-holding positions H1 or H2).
- R-13 to R-17:
  - PRKG 60-62: STANDARD J 24R (TWY T1, LM, LK, GATE J, TWY LINK, NORTH, runway-holding positions H1 or H2).
  - PRKG 64-68: STANDARD J 24R (TWY T1, T2, LM, LK, GATE J, TWY LINK, NORTH, runway-holding positions H1 or H2).
  - PRKG 72: STANDARD J 24R (TWY T1 or T2, LM, LK, GATE J, TWY LINK, NORTH, runway-holding positions H1 or H2).

- PRKG 80, 82: STANDARD J 24R (TWY T2, T1, LM, LK, GATE J, TWY LINK, NORTH, runway-holding positions H1 or H2).
- PRKG 84, 86: STANDARD J 24R (TWY T2, LM, LK, GATE J, TWY LINK, NORTH, runway-holding positions H1 or H2).
- PRKG 88-96: STANDARD J 24R (TWY LP,...LK, GATE J, TWY LINK, NORTH, runway-holding positions H1 or H2).
- PRKG 98-154 (aircraft with wingspan larger than 36 m): STANDARD P 24R (TWY LQ, GATE P, TWY SOUTH, LINK, NORTH, runway-holding positions H1 or H2).
- PRKG 98-154B (aircraft with wingspan up to 36 m): STANDARD J 24R (TWY LQ,...LK, GATE J, TWY LINK, NORTH, runway-holding positions H1 or H2).
- PRKG 155-159 (aircraft with wingspan up to 36 m): STANDARD J 24R (TWY LY,...LK, GATE J, TWY LINK, NORTH, runway-holding positions H1 or H2).
- PRKG 155-159 (aircraft with wingspan larger than 36 m): STANDARD P 24R (TWY LY, LQ, GATE P, TWY SOUTH, LINK, NORTH, runway-holding positions H1 or H2).
- General aviation PRKG 200-225: STANDARD J 24R (TWY Y3, Y2, LY, LQ,..LK, GATE J, TWY LINK, NORTH, runway-holding positions H1 or H2).
- General aviation PRKG 227-230: STANDARD J 24R (TWY LY,..LK, GATE J, TWY LINK, NORTH, runway-holding positions H1 or H2).
- General aviation PRKG 231-241: STANDARD J 24R (TWY Y2, LY,..LK, GATE J, TWY LINK, NORTH, runway-holding positions H1 or H2).
- General aviation PRKG 242-247: STANDARD J 24R (TWY Y1, LY,...LK, GATE J, TWY LINK, NORTH, runway-holding positions H1 or H2).

- East military apron: TWY NORTH, runway-holding positions H1 or H2.
- West military apron: TWY NORTH, runway-holding positions H1 or H2.

20.2.5 TAXIING RESTRICTIONS

Aircraft classification according to chapter 1 of annex 14 ICAO:

- Code letter F: 65 m or above wingspan, and below 80 m.
- Code letter E: 52 m or above wingspan, and below 65 m.
- Code letter D: 36 m or above wingspan, and below 52 m.
- Code letter C: 24 m or above wingspan, and below 36 m.
- Code letter B or below: Below 24 m wingspan.

SEGMENT OF TAXIWAY	MAX ACFT
W5	C
LA, LB, LC, LD, LE, LF	E
LG, LJ, LK	E
LM, T1, T2	D
LP	C
LQ, LY	MAX wingspan: 42 m
Y1	MAX wingspan: 12 m
Y2	MAX wingspan: 30 m
Y3	MAX wingspan: 20 m
V, V1, V2	C

TAXIWAY TO ACCESS TO RUNWAY	MAX ACFT
H1, H2, H4, H6, H7 (1), H8, H10, S3	E
H9	MAX wingspan: 51 m
N1, N6	MAX wingspan: 45 m

TAXIWAY TO ACCESS TO RUNWAY	MAX ACFT
H5	C
N7 (2)	AW101

(1) H7: Except aircraft of model B747.

(2) N7 exclusively for helicopter use in air taxiing.

TAXIWAY TO EXIT FROM RUNWAY	MAX ACFT
H5	C
The rest of taxiways	E

20.2.5.1

Only one aircraft at a time may taxi in the space defined between GATE M and the following holding positions:

- T1
- T2
- LM
- LP1

20.2.5.2

Segment W5 only usable by aircraft to access PRKG 104 to 109 and is limited to code letter C aircraft.

20.2.5.3

As there is less than 4.5 m between the outer wheel of the main gear of code letter D and E aircraft and the taxiway edge, the movement of these types of aircraft in the areas listed below must be made with "oversteering" manoeuvre, as far as possible:

- Oversteering for code letter E aircraft (only for A340-600 aircraft): H9, H10, J. restricted the turn N1_H1.
-
- Oversteering for code letter D aircraft (Only aircraft B757-300): Q.
-

20.2.5.4

Pay special attention at exit turns from TWY N2, N4 and S2 due to curvature radius less than 550 m, specially with wet runway surface.

20.2.6 AIRCRAFT STANDS CHARACTERISTICS

See AD 2-LEPA/LESJ PDC 1.3 and next.

20.2.7 MODE S TRANSPONDER OPERATION WHEN THE AIRCRAFT IS ON GROUND

In order to cooperate with the Mode-S based Advanced Surveillance System, aircraft operators intending to use Palma de Mallorca airport shall ensure that the Mode S transponder are able to operate when the aircraft is on the ground.

Pilots shall:

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

- From the request for towed push-back or taxi, whichever is earlier.
- After landing, continuously until the aircraft is fully parked on stand.
- When fully parked on stand, select STBY.

Whenever the aircraft is capable of reporting Aircraft Identification (i.e. call sign used in flight), the Aircraft's Identification should also be entered (through the FMS or the Transponder Control Panel) from the request for towed push-back or taxi, whichever is earlier. Air crew must use the ICAO defined format for entry of the Aircraft Identification (e.g. BAW123, AFR6380, ...).

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

the runway. To carry out maintenance works on TCAS systems that require them to be on, they shall be conducted with prior coordination with the Airport. For aircraft taxiing without flight plan, Mode A code 1000 should be selected.

20.3 HELICOPTER OPERATIONS

This section defines, solely, operations for helicopters with an assigned stand on the ramps for civil use.

In accordance with the foregoing, and as no other specific zone to operate with helicopters is defined, they will be treated the same as fixed-wing aircraft and will be cleared by ATC to take-off and land on the flight runways. Nevertheless, and in order to reduce taxiing as much as possible, they will normally be authorized by ATC to take off and land at RWY 06L.

TAXIING ROUTES

While helicopters will normally be authorized to exit or enter RWY 06L by runway access taxiways H4 and H5, in cases of contingency, they may be authorized to take off/land by another threshold, the helicopters taxiing in such cases via the standard taxiing routes defined for fixed-wing aircraft.

There is also a runway access taxiway available for exclusive use by air taxiing helicopters (N7), for take-off from intersection in both configurations.

ARRIVALS

Helicopters arriving shall normally land by threshold 06L, vacate the runway by exit taxiway H4 or H5 and will be cleared by ATC to enter the apron by GATE Z where they will taxi via TWY LA up to the stand.

The air TWY N7 may not be employed for exit from the runway.

DEPARTURES

Departing helicopters will be cleared by ATC to taxi from the stand via GATE Z to the runway-holding position H4 or H5, where they shall await instructions from ATC to enter RWY 06L.

Helicopters using air taxiing route N7 to access the runway must taxi from the stand up to GATE A and there await authorization from TWR to may access TWY N7, and subsequently the runway. Access to N7 shall be by air taxiing. This air taxiing route shall not be employed under low visibility conditions. In cases of single-handed helicopters with skis, these must be kept at GATE A and subsequently request clearance from TWR.

20.4 CODE LETTER F AIRCRAFT OPERATIONS

20.4.1 FACILITY RESTRICTIONS

Only the following code letter F aircraft may operate at Palma de Mallorca airport: A124, B748 and A388. Neither the arrival nor the permanence of any code letter F aircraft will be authorized without the previous airport authority permission.

Code letter F operations are not permitted if RWYCC is less than 2.

Landing and take-off operations for code letter F aircraft shall be carried out on/from RWY 06L/24R.

20.4.2 STANDS

- PRKG 118 (maximum aircraft: A388/B748)
- PRKG 306 (maximum aircraft: A124).
- As alternative to these stands, and in case of contingency, an aircraft may be parked on TWY LA (Maximum aircraft: A388/B748).

20.4.3 TAXIING ROUTES

A. Arrivals by RWY 06L

- PRKG 118: Runway end (H2), TWY NORTH, LINK and GATE F.
- PRKG 306: Runway end (H2), TWY NORTH, GATE A and TWY LA.
- PRKG in TWY LA: Runway end (H2), TWY NORTH, GATE Z and TWY LA.

B. Departures from RWY 06L

- PRKG 118: TWY LF, GATE F, TWY LINK, NORTH and runway-holding position H4.
- PRKG 306: TWY LA, GATE Z, TWY NORTH and runway-holding position H4.
- PRKG in TWY LA: TWY LA, GATE A, TWY NORTH and runway-holding position H4.

C. Arrivals by RWY 24R

- PRKG 118: Runway end (H4), TWY NORTH, LINK and GATE F.
- PRKG 306: Runway end (H4), TWY NORTH, GATE A and TWY LA.
- PRKG in TWY LA: Runway end (H4), GATE Z and TWY LA.

D. Departures from RWY 24R

- PRKG 118: TWY LF, GATE F, TWY LINK, NORTH and runway-holding position H2.
- PRKG 306: TWY LA, GATE Z, TWY NORTH and runway-holding position H2.
- PRKG in TWY LA: TWY LA, GATE A, TWY NORTH and runway-holding position H2.

20.4.4 FACILITY RESTRICTIONS

A. Parking on PRKG 118:

- During entry/exit operations of aircraft into/from the stand, the circulation of vehicles in the adjacent service road will be limited, for which purposes "STOP Aircraft Passing" signals will be provided. During the push-back manoeuvre, circulation in the service road will be halted at the level of the line of equipment restricted area (ERL) PRKG 116 and 117 and, at the other end, at the level of the "STOP Aircraft Passing" signal next to PRKG 119.
- It will not be possible to use PRKG 119 during entry/exit operations of aircraft into/from the stand. The "FOLLOW ME" vehicle will ensure there are no aircraft, vehicles or persons in that stand.
- There cannot be aircraft pushing back in PRKG 26, 119 and 117.

B. Parking on PRKG 306:

- During the stay of the aircraft on the PRKG 301, 303, 307, 307B, 308B and 309B will be unavailable. (PRKG 308 and 309 will remain operational).

C. Parking on TWY LA:

During the stay of the aircraft on TWY LA:

- TWY LA will be unavailable.
- PRKG 306 to 311 will be unavailable. (PRKG 301 and 303 shall remain operational).
- GATE Z will be unavailable. Nevertheless, to maintain the availability of PRKG 301, (this will be necessary for the operation of the SASEMAR), the closed lighting for TWY LA will be activated from PRKG 307 to 311, and operations on PRKG 301 will be guided by signalmen.
- The aircraft shall access via GATE Z and start its deviation from the centre line of TWY LA towards the ABL at the level of the entry line for PRKG 307. It shall park on the ABL line, with the aircraft's nose wheels at the level of the entry line for PRKG 309.

20.4.5 TAXIING RESTRICTIONS

A. In the case of parking of an aircraft on PRKG 306 and TWY LA (on arrival by RWY 06L or departure by RWY 24R) and on PRKG 118 (on arrival by RWY 24R or departure by RWY 06L), during the taxiing of the aircraft via TWY NORTH, in its section between threshold RWY 06L and LINK:

a. Aircraft are not allowed to taxi via TWY W5.

b. Aircraft are not allowed to taxi via TWY LA, LB, LC.

c. Aircraft are not allowed to hold at GATE A, B, C, D, E or the intersection LINK-NORTH.

- During landing and take-off of the aircraft, departing aircraft shall hold on TWY NORTH.
- With the aircraft halted at the runway holding position H2 or taxiing towards the same, taxiing via TWY NORTH from N1 to H1

is not allowed, nor will any aircraft be allowed to stay on H1. Therefore, aircraft must wait at the intermediate holding position North 13, unless they have been cleared by TWR to take off from the intersection via N1.

- In the event there is an aircraft landing on the runway, code letter F aircraft must hold for take-off on TWY NORTH. This requirement is not necessary if the runway is being used only for take-offs, in which case the code letter F aircraft may employ the holding positions.
- Intermediate holding positions which are within the taxiing routes for code letter F aircraft shall not be used while this type of aircraft is taxiing.
- Runway holding positions H4-H5 without presence of aircraft, during the taxiing of aircraft via the section of TWY NORTH between GATE A and Z.
- Restriction on CAT II/III arrivals.
- GATE Z is only an entry and exit gate from TWY H4 or H5.

20.4.6 OPERATIONAL RESTRICTIONS FOR THE AIRCRAFT

- If they are available, it is required that, during taxiing, the outer engines of the aircraft should be set to idling power, to avoid the generation and ingestion of FOD.
- It is required that aircraft accomplish oversteering manoeuvres to correct for the path of the curved sections of LINK at its access to NORTH and for TWY LINK at its access to GATE F and for F at its access to TWY LINK.
- The use of PAPI signals is not recommended, to prevent incorrect instructions during landing.
- Limitation on engine power on the apron (AIP AD 1 Aerodromes/Heliports. Introduction. AD 1.1 Airports and heliports availability): "The areas and spaces defined on the aprons are designed on the assumption that aircraft will manoeuvre using powers similar to idling. In the event that due to some circumstance, it is required to increase power significantly within the apron, pilots must coordinate with ATC so that the manoeuvre can be supervised by a signalman."
- The aircraft shall not carry out CAT II/III arrivals operations on RWY 06L/24R.
- At Palma de Mallorca airport, aircraft operations for the purposes of take-off are allowed under low visibility conditions.
- Whenever possible, it is recommended to carry out the take-off operation using low engine power.

20.5 USE OF RUNWAYS

20.5.1 PREFERENTIAL RUNWAYS

1. West configuration:

   West configuration will be preferential, whenever the tailwind component, including gusts, does not exceed 10 kt and the runway is dry, or wet with braking action good; the change of configuration may be considered from a tailwind of 7 kt.

   Arrivals: RWY 24L

   Departures: RWY 24R

   To accelerate arriving traffic the RWY 24R could be used on ATC's initiative request.

2. East configuration:

   Arrivals: RWY 06L

   Departures: RWY 06R

   To accelerate departing traffic, the RWY 06L could be used on ATC's initiative request.

   Pilots asking for the use of a different runway of the one for the configuration in use will assume the possible delays.

20.5.2 MINIMUM RUNWAY OCCUPANCY TIME

ARRIVALS

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

- Whenever the conditions of the runway so allow, they should use the following or earlier RET, unless otherwise instructed by ATC. Otherwise, they must notify ATC in the first communication with TWR:

AIRCRAFT CATEGORY DUE TO WAKE TURBULENCE	RWY 24L DIST THR-RET	RWY 24R DIST THR-RET	RWY 06L DIST THR-RET
AIRCRAFT CATEGORY DUE TO WAKE TURBULENCE	RWY 24L DIST THR-RET	RWY 24R DIST THR-RET	RWY 06L DIST THR-RET
HEAVY	S1 1540 m (PREFERABLY for Turboprops, Aircraft heading to the North and Central aprons) and S2 1950 m.	–	N3 1675 m
MEDIUM (JET)			
MEDIUM (PROP) + LIGHT		N4 1480 m	

NOTE: On RWY 06L, the THR-RET distance for N2 is 2130 m.

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

DEPARTURES

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

On receipt of line-up clearance pilots should ensure that they are able to taxi and line-up on the runway as soon as the preceding aircraft has commenced either its Take-Off roll or Landing run.

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

Pilots should be able to commence the Take-Off roll immediately when Take Off Clearance is issued.

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

Any runway access road whose stop bar stays on due to technical failure will be disconnected. In the event of traffic on such a road, exceptional instructions may be given to cross the road using double confirmation.

20.5.3 DEPARTURES FROM INTERSECTION

Pilots who request or accept to take off from intersection shall inform ATC accordingly on initial contact with GMC.

20.5.4 WAKE TURBULENCE CATEGORIES

Relating to the wake turbulence category, all aircraft are classified depending on their Maximum Take-Off Weight (MTOW) as follows:

- HEAVY: 136000 kg (MTOW) or more.
- MEDIUM: Less than 136000 kg (MTOW) and more than 7000 kg (MTOW).
- LIGHT: Equal or less than 7000 kg (MTOW).

Wake Turbulence Minimum Separation will be applied to all departing aircraft according to the following table:

PRECEDING AIRCRAFT	FOLLOWING AIRCRAFT	SEPARATION IN MINUTES	SEPARATION IN MILES
HEAVY	HEAVY	2	4
HEAVY	MEDIUM	2	5
HEAVY	LIGHT	2	6
MEDIUM	HEAVY	–	–
MEDIUM	MEDIUM	–	–

PRECEDING AIRCRAFT	FOLLOWING AIRCRAFT	SEPARATION IN MINUTES	SEPARATION IN MILES
MEDIUM	LIGHT	2	5
LIGHT	HEAVY	–	–
LIGHT	MEDIUM	–	–
LIGHT	LIGHT	–	–

NOTE 1: Due to its unusual Wake Turbulence characteristics, B757 is categorized as HEAVY when followed by a MEDIUM or LIGHT aircraft, but as MEDIUM when it follows a HEAVY aircraft.

NOTE 2: The standard Minimum Separation by time will be increased in 1 extra minute when an aircraft departs from an intersection following a full-length departure having a higher wake turbulence category.

NOTE 3: The standard Minimum Separation by distance will be applied in a way that, once airborne, aircraft shall comply with their specified Minimum Separation.

Aircraft unable to accept the minimum wake turbulence separation shall advise ATC as soon as possible on transfer to DEP frequency but before line-up clearance is issued. Pilots accepting line-up clearance without declaring the need for additional wake turbulence separation will be assumed to have accepted the standard Wake Turbulence Minimum Separation.

20.6 OPERATIONAL SAFETY REPORTS

Pilots/operator shall report to the airport as soon as possible about any accidents, incidents, occurrences or events which may have a potential operational impact and in which they have been involved or witnessed.

The aim of these reports is the compilation of the information in order to improve operational safety, independently of the compulsory report of the occurrence to the appropriate aeronautical authority. Data may be sent in any format, including at least the following information:

- Date and time.
- Site.
- Parties involved (data used to identify vehicles, aircraft...involved).
- Companies implicated.
- Description of the facts.
- Any other data considered relevant (e.g. lighting conditions, weather, phase of the operation such as take-off / landing / stopover, pavement conditions…).

Contact e-mail address of the airport, for the reception of operational safety reports, is the following:

Seguridad_Operacional_PMI@aena.es

In addition to notifying the airport by means of the indicated system, it is necessary to send at least basic data of the accident, incident, occurrence or event to the air traffic control service provider (ATC).

On the specific instance of safety reports related with the air traffic control service provider (manoeuvring area, flight phases and ATS airspace) may be sent to the e-mail address:

lecp.safety@enaire.es

20.7 A-CDM PROCEDURES

20.7.1 DEFINITIONS

- A-CDM:Airport Collaborative Decision Making
- TOBT: Target Off-Block Time. Time at which the air carrier or the ground handling agent expects to be ready, with the doors closed, airbridge disconnected and aircraft push-back equipment connected.
- TSAT: Target start-up clearance time. Estimated start-up time calculated based on the TOBT, taxi time from the stand, the CTOT (if subject to regulation) and the airport operational capacity.
- SOBT: Scheduled Off-Block Time.

20.7.2 GENERAL

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

Palma de Mallorca Airport applies the FAM (Flight Activation Monitoring) system managed by Eurocontrol. To prevent flight plans from being suspended automatically, the EOBT and TOBT must be kept up-to-date until the request for start-up, following the TSAT, so that the traffic flow enables departure to occur as close to TTOT as possible.

For further information, see AD 1.1, section 5.11 Coordination with the Network Manager Operations Centre (NMOC).

20.7.3 PROCESS

20.7.3.1 AIRPORT SLOT AND FLIGHT PLAN VALIDATION

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

20.7.3.2 TOBT ALLOCATION

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

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

20.7.3.3 TSAT PUBLICATION

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

For regulated flights, the TSAT will be generated based on the CTOT as soon as it is published. Regulated flights must keep the TOBT and EOBT updated, until start-up clearance is requested from ATC.

20.7.3.4 ENGINE/TURBINE START-UP REQUEST

See section 2.2 START-UP PROCEDURE.

20.8 USE OF ENGLISH LANGUAGE IN RADIO COMMUNICATIONS

Whenever there is a pilot on the frequency/frequencies in use in the manoeuvring area who does not speak Spanish, the use of English in ground-air communications between aircraft and the ATS unit shall be mandatory; without prejudice to the application of the provisions in SERA.2010 under 'Responsibilities of the pilot in command', and the decisions which may be taken by the pilot in command in such circumstances, and likewise in the emergency situations which could arise on board the aircraft, and in the adoption by the air traffic controller of the measures it may deem necessary to maintain safety.

This is applicable, as appropriate, in the operational scenarios described in Annex IV to the Real Decreto 1180/2018:

1. The following operations of landing and take-off:
   a. Clearances to land with traffic in the holding position.
   b. Clearances to take off with traffic on final approach.
   c. Clearances to enter and line up from congested holding positions.
2. Operations in which there are aircraft entering the active runway, but which are neither going to land or to take off. Typically, these operations are taxiing along the active runway or crossing the active runway.
3. Operations when the Low Visibility Procedures (LVP), Visibility Conditions 3 (VIS3), are activated.

In the foregoing operational scenarios, Spanish may be used in ground-air communications between the aerodrome traffic control units and flights operating under visual flight rules (VFR), always provided that the pilots do not possess appropriate English

language proficiency.

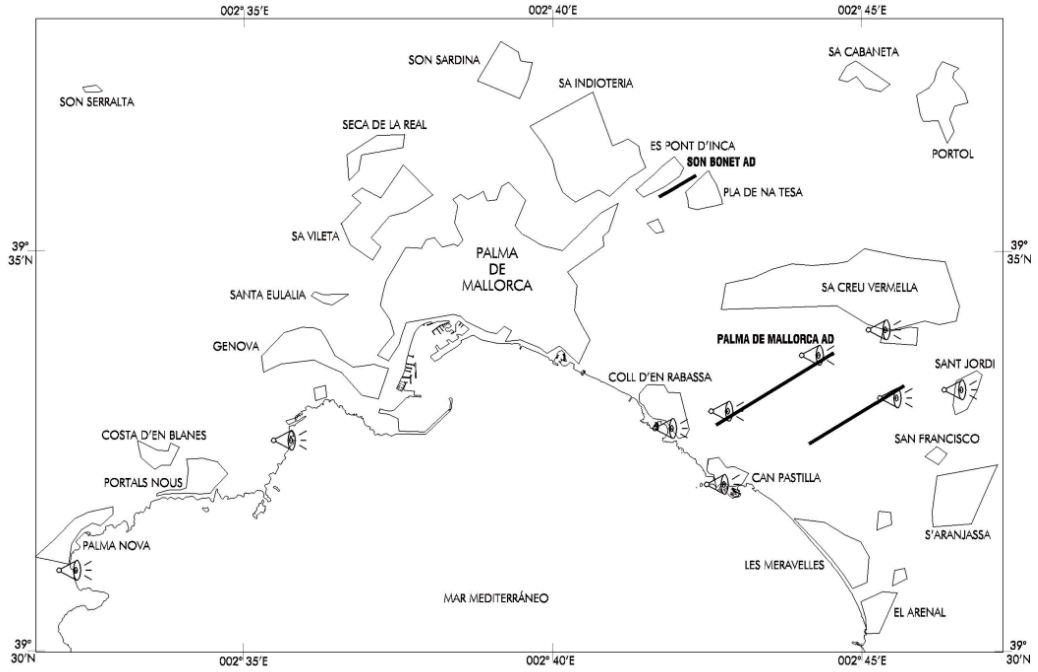
Special operations, in the foregoing operational scenarios, are exempt from applying what is indicated in this section in relation to ground-air communication between aircraft and ATS unit.

LEPA/LESJ AD 2.21 NOISE ABATEMENT PROCEDURES

21.1 GENERAL

1. The following procedures have been established to avoid excessive noise to the surroundings of Palma de Mallorca airport.
2. These procedures are applicable to every landing and take-off manoeuvres. No compliance with these procedures will be cause of sanctions to aircraft operators.
3. Pilots and ATC may omit these procedures only for aircraft safety reasons.
4. Operators which cannot comply with these procedures shall submit to the correspondent authority the procedure that may apply to this purpose for its possible approval.
5. The term night hours is defined as the time period comprised between: V: 2100-0500, I: 2200-0600.
6. Training flights are forbidden at night-time. All training operations must be undertaken on RWY 24R/06L.
7. Departure and arrival paths will be radar monitored and noise level will be measured for each operation. Location of SIRPA system noise sensors is shown in the corresponding general chart. This measurement system works 24 hours a day in automatic form and disposes of radar data, flight plan and aircraft position at every moment for the aircraft identification.
8. Change on the procedures must not be asked for or cleared till reaching FL060 except propeller aircraft.
9. RWY 06R may be used for arrivals exclusively by propeller aircraft and at daytime, except in the case of operational contingency.

   RWY 24L will not be used for take-off operations, operational contingency excepted.



LOCATION OF NOISE SENSORS	
SAN JORDI	393322N 0024639E
CASA BLANCA	393401N 0024523E
THR RWY 24L	393310N 0024534E
THR RWY 24R	393342N 0024418E
THR RWY 06L	393300N 0024250E
CAN PASTILLA	393205N 0024246E
COLL DEN RABASSA	393247N 0024156E
ILLETAS	393238N 0023546E
PALMANOVA	393100N 0023216E

21.2 RUN-UP TEST

Run-up test of engines will be only authorized out of night hours and may be accomplished at TWY SOUTH. Any other situation must be authorized by the Aiport Management.

Engine performance testing higher than idle regime are forbidden in the stand. It just may be realized at TWY SOUTH.

Run-up tests at idle regime don't have schedule restriction. It can be made when the aircraft is in the stand, if the boarding bridge is disconnected and has been authorized by CEOPS.

Auxiliary Power Point (APU) tests may be authorized by CEOPS out of night hours if is not perceived an excessive noise in apron.

21.3 NOISE ABATEMENT PROCEDURES

A. TAKE-OFF

1. Take-off power. Take-off FLAP/SLAT.
   - Accelerate till V2 + 10 kt.
   - Climb up to 1500 ft AAL maintaining V2 + 10 kt.
2. At 1500 ft
   - Reduce to power of ascent.
   - Accelerate till VZF + 10 kt maintaining a minimum climb gradient of 500 ft/min. VZF: Zero flap minimum safety maneouvre speed.

- Retract FLAP/SLAT, according to need.

3. UP TO FL060
   - Not exceed 250 kt and continue SID in force, except ATC clearance.

NOTE: Exceptions will be made for aircraft able to demonstrate that they generate less acoustic impact by using other procedures, which must be reported to the Airport Management sufficiently in advance, or for justified security reasons.

B. LANDING

1. REVERSE THRUST
   - Reverse thrust other than idle thrust cannot be used, except for safety reasons, during night hours.
2. Landing and approach procedures on visual meteorological conditions will be performed with an angle equal to or higher than the ILS GP or PAPI of each runway.

21.4 TRAINING FLIGHTS

Repeated approaches for training purposes are only permitted prior authorization from the airport authority and will be restricted according to air traffic, complying with the local procedures.

LEPA/LESJ AD 2.22 FLIGHT PROCEDURES

22.1 ARRIVAL PROCEDURES

22.1.1 CLEARANCE LIMIT

Arriving aircraft proceeding on a Standard Arrival (STAR) will considered the IAF as clearance limit. With no further ATC clearance, enter the IAF holding.

22.1.2 APPROACH RADAR CONTROL

When arriving traffic is being sequenced by means of ATS Surveillance Systems, part of the approach will be flown under directions from Radar Control. Under radar control, the intermediate approach procedure may be partially or completely omitted, the clearance limit assigned may be replaced by a clearance to a final approach aid or fix, or radar vectors may be given to direct the aircraft to the final approach course or to a position from which a visual approach may be completed.

In case of dense traffic, radar vectoring from the IAF to a downwind leg position for the active runway should be expected.

Once the aircraft is under Radar Control, changes of heading or flight level/altitude will be made under instructions from the Radar Control, except in case of radio communication failure.

22.1.3 SPEED CONTROL

Speed Control is essential for safe and smooth operations, especially in dense traffic and during final approach.

Spacing provided between aircraft is minded to achieve maximum runway utilization within the parameters of safe separation minima (including vortex effect). See Use of Runways in item 20.

These speeds are mandatory for separation purposes and standardized approach procedures at Palma Airport.

Except otherwise instructed by ATC, pilots shall comply with the following speed restrictions:

- MAX IAS 250 kt at FL100 or at the Speed Limit Point (SLP), whatever occurs first.
- IAS 200 kt at 12.0 DME ILS.
- IAS 180 kt at 9.0 DME ILS.
- IAS 160 kt at 4.0 DME ILS;

  or equivalent distance from threshold in case of DME ILS U/S.

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

Aircraft unable to conform to these speeds due to weather conditions, aircraft performance or other operational reasons, should

inform ATC immediately and state what speeds might be used.

In the event of a new (no-speed related) ATC clearance being issued, pilots are not absolved from a requirement to maintain a previously allocated speed.

Not compliance with speed control instructions may lead to an aircraft to be excluded from the planned approach sequence.

22.1.4 SHORT COMMUNICATION PROCEDURE

In transfers of communications from PALMA ARRIVAL to PALMA FINAL (FREQ 118.955 C), the initial call shall be limited to the flight CALL SIGN to avoid congestion on the frequency:

PALMA APPROACH + Aeroflot 321

22.1.5 UNINTENDED CROSSING OF FINAL APPROACH COURSE

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

22.1.6 DELAY INFORMATION ON APPROACH

The expected approach time (EAT) will be provided to an arriving aircraft whose landing is expected to be delayed by 10 minutes or more, or any other period of time as determined by the competent authority.

22.1.7 VISUAL APPROACH

In the case of visual approach, aircraft shall maintain an altitude of:

- 1500 ft or above for code letter A and B aircraft.
- 1700 ft or above for code letter C and D aircraft.

and at least a height of 1000 ft AGL, until being in the final approach heading of the runway in use.

22.1.8 RADIO COMMUNICATION FAILURE PROCEDURE

An aircraft which experiences a communications failure shall immediately respond on the SSR mode 7600.

Procedures depending on the position of the aircraft at the time of the failure:

a. During a STAR procedure before the IAF:

   Maintain last cleared flight level / altitude and hold over the IAF. Start descending after a complete holding pattern, or after the EAT if received, whatever is later, and complete a published IFR approach to the active runway for arrivals in order to land within the next 30 minutes.

b. On radar vectors before the IAF:

   Maintain last cleared flight level / altitude, flight directly to the first suitable IAF and follow procedure stated on point a).

c. On radar vectors after the IAF:

   Maintain last cleared flight level / altitude and proceed to the final approach course to complete the approach procedure and land. If unable, accomplish the missed approach procedure with communications failure stated in d).

d. During the missed approach:

   Do not initiate the missed approach procedure before the MAPT, follow the procedure, join the holding, make a complete holding pattern, and complete the approach procedure and land.

22.2 DEPARTURE PROCEDURES

22.2.1 REFERENCE FIXES IN APPROACH COURSE

In order to facilitate and expedite the traffic of departing aircraft it is necessary to establish a number of reference fixes in the approach courses to the different runways. With these references and in IMC, an aircraft may be authorized to take off from a

runway at the same time that approach operations are taking place in the same or another runway, as long as the course of the departing aircraft differs minus 45° from that of the incoming aircraft.

Reference fixes:

- 5.0 DME SSJ, aircraft on approach to RWY 24R.
- 5.0 DME ILS PLM, aircraft on approach to RWY 06L.
- 5.0 DME ILS IPAL, aircraft on approach to RWY 24L.

22.2.2 SPEED CONTROL

In order to optimize the departure flow and assist in the separation between successive departing aircraft, a speed limit of MAX IAS 250 kt at FL100 or below is applicable. ATC may remove the speed restriction by using the phrase 'No ATC Speed Restriction'.

Pilots are reminded that this phrase does not relieve the pilot of the responsibility to adhere to the Noise Abatement Procedures that may require a speed/power limitation.

22.2.3 RADIO COMMUNICATION FAILURE PROCEDURES

An aircraft which experiences a communications failure shall immediately respond on the SSR mode 7600.

Procedures depending on the position of the aircraft at the time of the failure:

a. During a SID procedure:

Follow the SID to the TMA exit point, climbing to the last cleared altitude/flight level, or the minimum safety altitude, whatever is higher; maintain such level or altitude for 7 minutes, continue climbing in accordance with the updated FPL.

b. On radar vectors on departure:

Intercept, in the most direct way, the last SID procedure given by ATC and continue the failure communications procedure stated in a).

If SID clearance has not been received, proceed to intercept the appropriate SID to the TMA exit point in accordance with the FPL.

22.3 CONTINUOUS DESCENT OPERATIONS

Depending on traffic situation, and if no need for interrupting the descent is foreseen, aircraft will be cleared to proceed to a standard arrival (STAR), or by means of a "direct to" clearance to an intermediate fix of the STAR, to the IAF, to an intermediate approach fix or to the IF, to the minimum altitude of the IAF or the IF of the instrumental procedure (IAC), in order to allow a continuous descent operation

22.4 LOW VISIBILITY PROCEDURES (LVP)

22.4.1 GENERAL

RWY 24L, provided that the facilities required are in service, is appropriate for CAT II and III operations.

RWY 24R, 24L (prior clearance or cases of contingency due to be subject to environmental limitations), 06R and 06L are appropriate for take-offs in low visibility conditions.

During the performance of these operations, the Low Visibility Procedures (LVP) will be applied. If so, pilots will be informed via ATIS or via RTF. In any case, LVP are active in the manoeuvring area when RVR is equal to or lower than 550 m and in apron when RVR is lower than 400 m.

In the event of weather conditions leading to LVP activation but activation cannot be accomplished (e.g., due to rapid deterioration of weather conditions, infrastructure-related issues, etc.), all operations may be halted (landing, take-off and taxiing) until LVP may be activated.

In the event of weather conditions leading to the activation of LVP and only affecting one threshold while there are no low visibility conditions at the other threshold, the unaffected threshold may be used in CAT I, if circumstances permit it, maintaining LVP in force.

Guided low visibility take-offs (LVTO) are not permitted.

22.4.2 GROUND MOVEMENT

ATC will employ the lit intermediate holding position, as well as the stop bars as clearance limits to manage the ground movements.

With RVR values below 400 m and A-SMGCS (Advanced Surface Movement Guidance and Control Systems) inoperative, or with RVR values below 400 m and SMR operative (MLAT multilateration system out of service), aircraft will taxi guided by a "FOLLOW ME" vehicle from/to the stand (or position after towing) to/from the assigned apron exit/entry GATE. When the RVR is less than 75 m, no new clearances will be issued, and taxiing to the apron may only be completed with the guidance of signalmen.

Helicopters will be guided by a "FOLLOW ME" vehicle on the apron when LVP are in force.

When an aircraft follows a "FOLLOW ME" vehicle, the commander shall be responsible for maintaining their own separation from the vehicle.

When LVP are activated in the manoeuvring area, the following will be closed:

- Perimeter service roads:
  - South perimeter from General Aviation to SEI South.
  - North perimeter from East Apron to TWY Link.

When LVP are activated in the manoeuvring area and apron, the service roads bounded by the following stands will be closed:

- PRKG 06-103.
- PRKG 103-104 and passing through GATE D.
- PRKG 109-114 and passing through GATE E.
- PRKG 118-119 and passing through GATE F.
- PRKG 123-48.

In addition, possible closure, depending on whether or not there are aircraft parked, from the estimated off-block time and for the estimated duration of the LVP, of the following vehicle service roads (whenever any of these service roads does remain open, its use will be controlled by a "FOLLOW ME" vehicle).

- Service road linking PRKG 02 with 100.
- Service road linking PRKG 22 with 109.
- Service road linking PRKG 25/26 with 116.
- Service road linking PRKG 28/29 with 121-123.

22.4.3 ARRIVALS

a. Clearance to land will be issued when the ILS sensitive areas are free, normally, before the approaching aircraft is at 2 NM from the touchdown point. Nevertheless, concession of clearance to land may be delayed until the aircraft is at 1 NM from the touchdown point, always provided that the CTA monitors the development of the approach and the pilot has been advised that they will be supplied with landing clearance late.

b. Aircraft that have landed should vacate the runway in use by any of the taxiways specified below, except when they receive different clearance from ATC:

RWY	TWY
06L	N2, N3
24R	N4
24L (1)	S1, S2
(1) In cases where aircraft vacate RWY 24L at the end, they shall always do so via TWY H7 if possible.	

c. On vacating the runway, the pilots shall notify:

- The taxiway used, and
- Runway vacated (CAT I), or
- Sensitive area vacated (CAT II/III). The limit of the sensitive area is determined by the transition of the taxiway centre line

lights from green-yellow-green to all green.

d. Aircraft leaving the sensitive area will have priority over those that may be taxiing nearby.

e. After vacating the runway, aircraft shall taxi following the taxiway centreline lights until they vacate the LSA, where they will receive instructions from GMC, or else they shall halt.

22.4.4 DEPARTURES

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

b. The clearance of push-back, towing and/or taxiing will be requested to GMC (see AIP-España, AD 2-LEPA/LESJ item 18).

c. The following runway-holding positions will be used, except when they receive different clearance from ATC.

TAKE-OFF RUNWAY	HOLDING POSITION (1)
06R	H8 (CAT II/III)
06L	H4, H5
24R	H1, H2
24L (2)	H9, H10
(1) See operational restrictions on runway-holding positions published in AIP. (2) RWY 24L may be used for departures subject to prior coordination with the Airport Management, in accordance with the applicable operational and environmental conditions. However, in contingency or emergency situations, or where unforeseen operational circumstances require immediate action to preserve the safety, regularity or continuity of airport operations, its use may be authorised without prior coordination, provided that Airport Management is informed as soon as practicable.	

d. Take-offs from intersection are not permitted when LVP are activated.

e. In the event of abandoning the take-off manoeuvre, ATC shall be notified immediately, who will give appropriate instructions. With the LVP in force, if a take-off manoeuvre is aborted, the aircraft shall vacate the runway via the end.

RUNWAY IN USE FOR TAKE-OFF	EXIT TAXIWAY TO BE USED IN THE EVENT OF ABANDONED TAKE-OFF
06L	H2 / H1
24R	H4 / H5
06R	H9 / H10
24L	S1 / S2 / S3 / H8 / H7 / H6

22.4.5 TAXIING

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

The taxiing routes described in AIP-España AD 2-LEPA/LESJ item 20 shall be followed.

22.4.6 COMMUNICATIONS FAILURE AND ANOMALOUS SITUATIONS IN THE MANOEUVRING AREA

22.4.6.1 Communications failure

If an aircraft or vehicle operating in the manoeuvring area or an aircraft or "FOLLOW ME" vehicle on the apron should suffer a communications failure, it shall proceed as follows:

a. Departing Aircraft

The aircraft shall continue by the assigned route and halt at the limit of the ATC clearance, taking extreme care, where it shall hold and await the arrival of a "FOLLOW ME" vehicle which will guide it to the assigned stand or holding bay.

b. Arriving Aircraft

If the aircraft has just landed, it shall hold its position on vacating the runway (or the sensitive area) and await the arrival of a "FOLLOW ME" vehicle, which will guide it to the assigned stand.

If the aircraft already has ATC taxiing clearance, it shall continue by the assigned route and halt at the limit of the ATC clearance, taking extreme care, where it shall hold and await the arrival of a "FOLLOW ME" vehicle which will guide it to the assigned stand.

c. Vehicle

In the case of failure of radiotelephone communications with the Aerodrome Control Services when the driver is within the Manoeuvring area, the general procedure for action will be:

- Normally, the driver will exit the manoeuvring area before halting and awaiting help.
- If the driver has a transmitter for the CEOPS frequency, this situation must be reported to that unit, and assistance required.

22.4.6.2 Abnormal situations in the manoeuvring area

Uncertainty about position in the manoeuvring area

- Other than as provided for in the following paragraph, if a pilot is in doubt about the position of the aircraft in relation to the manoeuvring area, they must immediately halt the aircraft and report this circumstance to ATC (including the last known position).
- In situations in which a pilot is in doubt about the position of the aircraft in relation to the manoeuvring area, but recognises that the aircraft is on a runway, the pilot shall immediately report this to ATC (including the last known position), and vacate the runway as soon as possible, if they can find an appropriate taxiway nearby, unless ATC should indicate otherwise, and then, halt the aircraft.
- In the event of disorientation of a vehicle in the manoeuvring area, this fact shall be communicated to ATC (including the last known position) and, unless other indications are received from ATC, the driver shall exit the manoeuvring area to reach a safe distance as soon as possible, and halt the vehicle.
- In the event that ATC realises that an aircraft or vehicle has lost its position in the manoeuvring area, or is not sure of its position, the appropriate measures will be taken immediately to safeguard the operations and help the aircraft or vehicle in question to determine its position.

Loss of visual contact between traffic

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

Breakdown of aircraft or vehicle

- Aircraft: shall report the situation to ATC and await the arrival of assistance. Should it find itself on a runway, if possible and unless ATC should indicate otherwise, this shall be vacated.
- Vehicle: shall communicate this fact to ATC (including the last known position) and, unless other indications are received from ATC and this is possible, the driver shall exit the manoeuvring area to reach a safe distance as soon as possible, and halt the vehicle. If the vehicle cannot be moved, ATC shall be informed without delay.

22.5 ATS SURVEILLANCE SYSTEM

It is used in the provision of the aerodrome control service to perform the following functions:

a. supervision of the flight path of aircraft on final approach;

b. supervision of the flight path to other aircraft in the vicinity of the aerodrome;

c. establishment of separation, as defined in the R.C.A. section 4.6.7.3, between successive departing aircraft; and

d. provision of navigation assistance to VFR flights.

All the functions above will be suspended in the event of simultaneous unavailability of Palma de Mallorca and Randa radars.

22.6 VFR TRAFFIC

Tower may authorize, according to the "Reglamento de Circulación Aérea", local, test or instruction flights with VFR flight plan subject to the authorization of the aerodrome authority.

Tower may clear aircraft with two way radio and VFR flight plan, to depart or enter the TMA and CTR via the appropriate VFR corridors or sectors specially furnished for that purpose. See AD 2-LEPA/LESJ VAC and ENR 6.10.

22.7 VISUAL DEPARTURE PROCEDURES FOR IFR FLIGHTS

In certain circumstances in which the published SID and contingency departures cannot be used, IFR flights may request a "visual departure" from ATC under the following conditions:

- Between the start of morning civil twilight and the end of evening civil twilight.
- Weather conditions in the direction of the take-off and subsequent initial climb that permit the visual flight up to the Minimum Radar Altitude.
- Once lined up, the pilot will propose a heading to ATC, to enable the departure to be safe.
- The pilot will be responsible for maintaining obstacle clearance up to the Minimum Radar Altitude.

Noise abatement procedures described in AD 2-LEPA/LESJ ITEM 21.- NOISE ABATEMENT PROCEDURES which are incompatible with these visual departures will not apply.

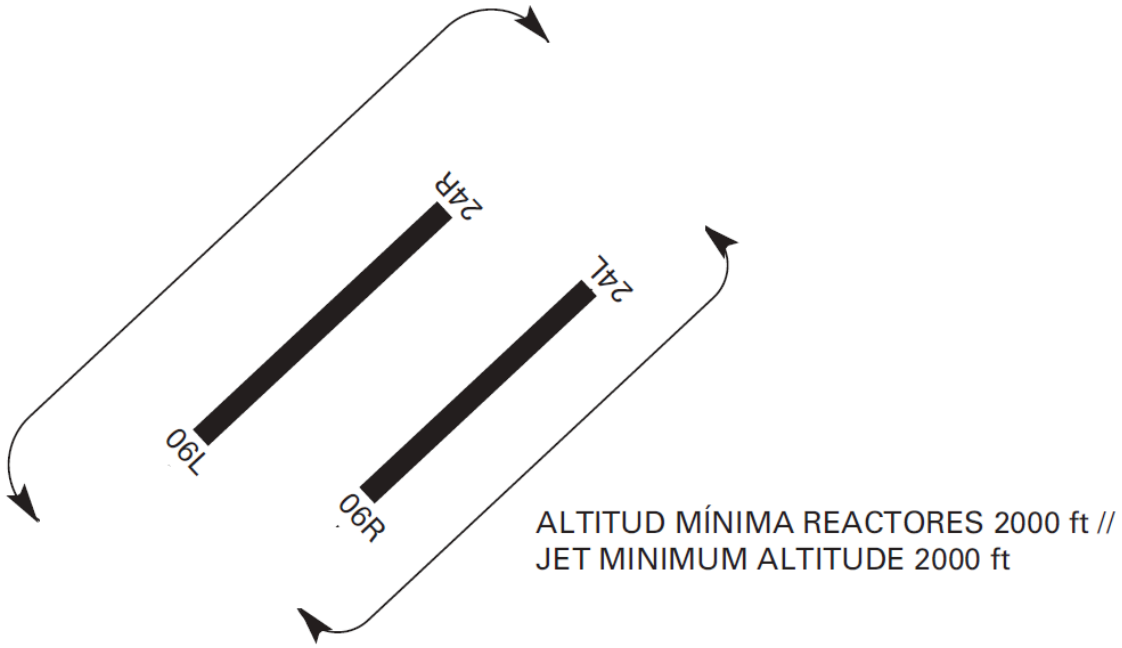
22.8 AD TRAFFIC CIRCUIT

RWY 06L/06R

AD traffic circuit to the right (South) / left (North).

RWY 24R/24L

AD traffic circuit to the left (South) / right (North).



LEPA/LESJ AD 2.23 ADDITIONAL INFORMATION

23.1 ARRESTING SYSTEMS

Nomenclature: LESJ-01-C-B.

Type: RETRACTABLE CABLE BARRIER BIDIRECTIONAL.

Location on: RWY 06R THR displaced + 650 m/+2133 ft.

RWY 24L THR +1940 m/+6365 ft.

Readiness status: Permanently available, at the pilot request.

23.2 AIRCRAFT EQUIPPED WITH TCAS, VERSION PRIOR TO Nº 7, OPERATING AT PALMA DE MALLORCA AD

For permanent radar performance checking of the new en-route radar installed at Randa, a fixed radar transponder has been located at the TWR with the following characteristics:

- Location: 393255.11N 0024359.13E
- Alpha Mode Code: 7777
- Antenna altitude: 100 ft

Aircraft equipped with TCAS, version prior to Nº 7, overflying at low altitude next to these coordinates, may receive TCAS traffic advisories corresponding to this fixed transponder. Such identifications do not identify real traffic and should be ignored.

23.3 ON-BOARD MEDICAL ATTENTION

In the event that a passenger requires on-board medical attention, the pilot-in-command will notify ATC whether:

1. He/she requires a doctor on board, or

2. He/she does not require a doctor on board.

In the case of requiring a doctor on board:

- The passengers will remain seated until the medical service takes care of the patient.
- Medical personnel will travel to the aircraft.

In the case of not requiring a doctor on board:

- The PMR vehicle will travel to the aircraft to transport the patient to the airport First Aid Room for assessment by medical staff.

23.4 BIRDS CONCENTRATION AREAS

Fauna Control Service schedule: Sunrise to Sunset.

Presence of fauna due to different points of attraction for fauna within and in the vicinity of the airport, as described below:

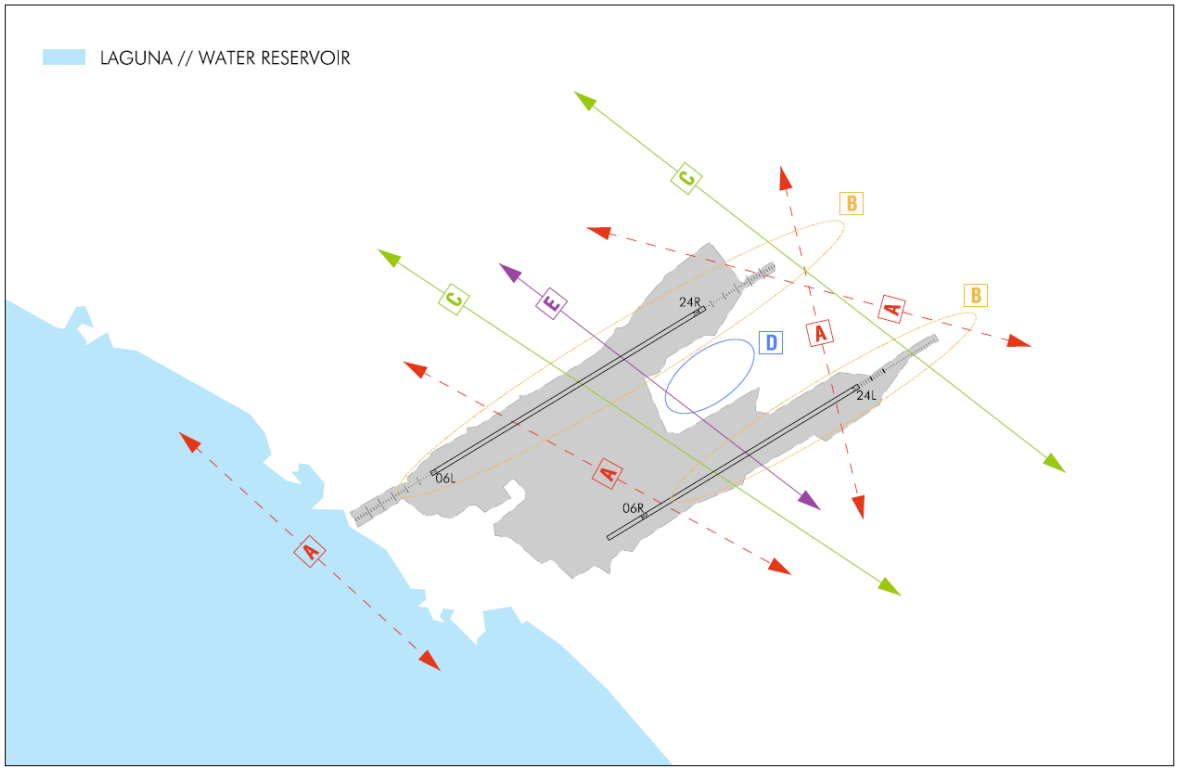
Movement A. Displacements of yellow-legged gulls crossing the two runways (at 30 to 300 ft AGL) individually or in groups of up to 10.

Movement C. Possible transit in winter by compact flocks of common starlings crossing both runways at sunrise and one hour before sunset (at 30 to 600 ft AGL).

Movement E. Displacements of cattle egrets crossing the two runways (at 30 to 300 ft AGL).

Zone B. Spring concentration of common swifts.

Zone D. Forest cover con presence of wood pigeons (all year) and common starling (winter).



23.5 FOAM COVERING OF RUNWAYS

In case of emergency landing, foam covering service of runways as a safety measure is not provided.

23.6 SHIELDING OF APPROACH LIGHTS

SHIELDED ELEMENT	RWY	SHIELDING OBJECT	CONSEQUENCE
Crossbar located at 450 m from			

SHIELDED ELEMENT	RWY	SHIELDING OBJECT	CONSEQUENCE
threshold	06L	Road	The visual reference provided by the crossbar located at 450 m from threshold disappears.
2 central lights located at 480 m from threshold	06L	Road	The distance between the lights in the central line will be 81 m.

LEPA/LESJ AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

The list of charts related to the aerodrome can be found on the link below:

https://aip.enaire.es/AIP/#LEPA/LESJ

LEPA/LESJ AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

The instrument approach procedures affected, can be found below:

IAC 1 RNP Z RWY 06L: LPV.

IAC 2 RNP Y RWY 06L: LNAV, LNAV/VNAV.

IAC 3 ILS Z RWY 06L: direct approach.

IAC 4 ILS Y RWY 06L: direct approach.

IAC 5 VOR RWY 06L: direct approach.

IAC 8 VOR RWY 06R: direct approach.

IAC 9 RNP Z RWY 24L: LPV.

IAC 10 RNP Y RWY 24L: LNAV, LNAV/VNAV.

IAC 11 ILS Z RWY 24L: direct approach.

IAC 12 ILS Y RWY 24L: direct approach.

IAC 13 LOC RWY 24L: direct approach.

IAC 14 RNP Z RWY 24R: LPV.

IAC 15 RNP Y RWY 24R: LNAV, LNAV/VNAV.

IAC 16 ILS Z RWY 24R: direct approach.

IAC 17 ILS Y RWY 24R: direct approach.

IAC 18 ILS X RWY 24R: direct approach.

IAC 19 VOR RWY 24R: direct approach.