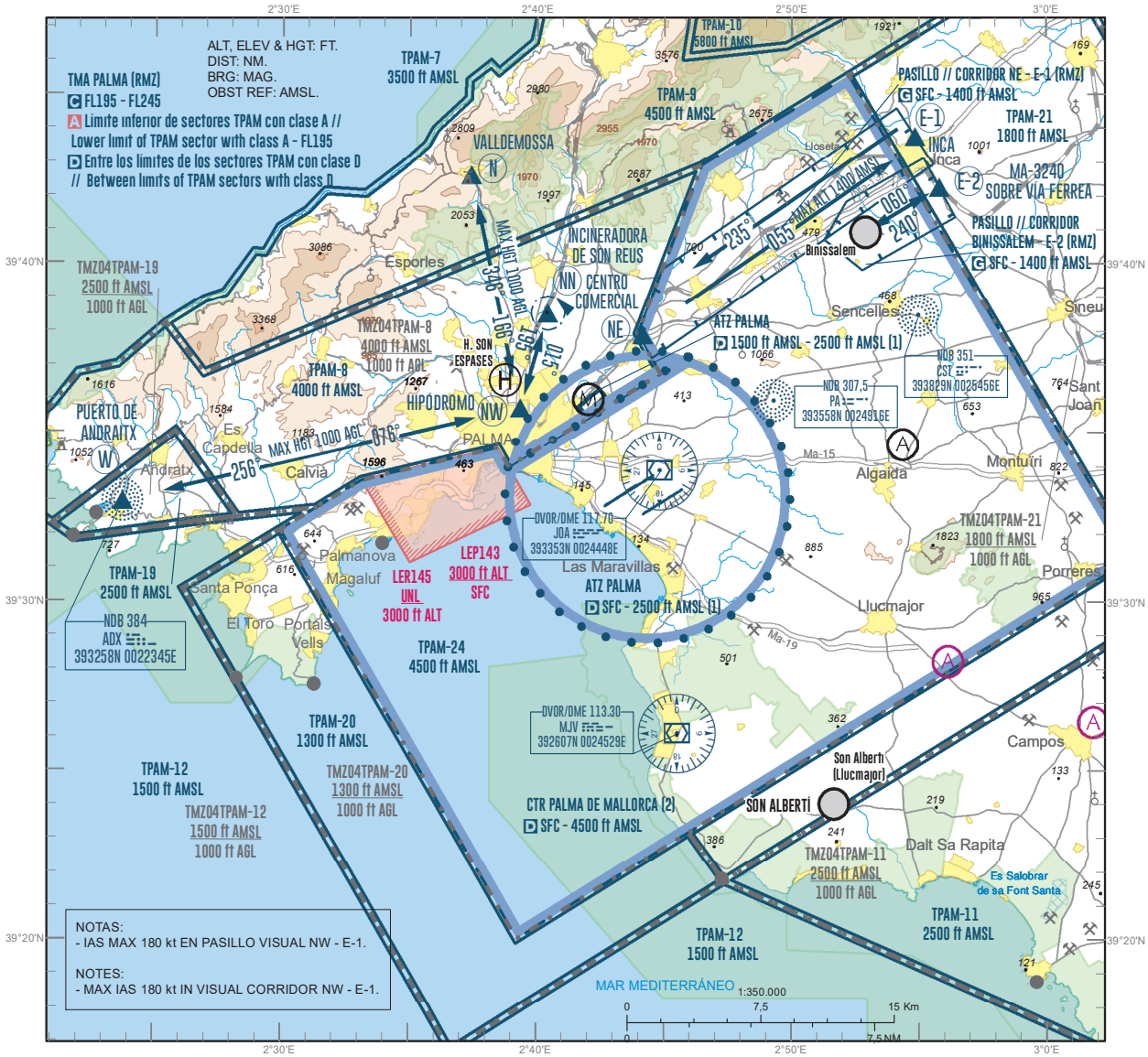
CARTA DE APROXIMACIÓN
VISUAL / VAC - OACI

ELEV AD
153 ft
VAR 1ºE (2020)

PALMA APP	119.155 C
SON BONET MET	128.275 MHz
AD SIN ATS	
SON BONET RADIO	122.705 C
FREQ A/A	123.500 MHz

MALLORCA/Son Bonet
LESB



COORDINATES OF VISUAL POINT NE. EDITORIAL CHANGES TO VFR CORRIDORS , NOTES, REMOVE OPS FREQUENCY.

CHANGES:

NOTES

- VFR TRAFFIC CAUTION: During landings by RWY 06L at LEPA/LESJ, civil VFR traffic to the north of the CTR PALMA, between Son Bonet and Inca, it is recommended to keep a listening watch on the frequency Palma TWR LOCAL ARR 118.305 C for possible instrument traffic on missed approach.
- Take special care not to exceed the lower limit of the TMA and maintain separation from IFR traffic.
- See ATZ PALMA vertical limits in AD 2-LEPA/LESJ item 17. Visual Sectors: see ENR 6.10.
- Caution: LEIS AD (Binissalem), located southwest of point E-1. Flight is prohibited between NE and E-2, and between NE and LEIS. Aircraft may only leave the corridors via the points that define them.
- For the NE - E-1 corridor, it is mandatory to keep the line of towns Inca - Binissalem - Consell - Santa Maria del Camí on the left. When proceeding eastbound, after clearing Santa Maria del Camí, do not fly south of the Palma - Inca motorway.

  (1) Or up to the cloud ceiling, whichever is lower.

  (2) Except VFR corridors NE-E-1 and BENISSALEM-E-2

ARRIVALS

Aircraft with destination Son Bonet AD (UNCONTROLLED aerodrome) shall maintain 1000 ft AGL or below and proceed to Son Bonet via the aerodrome traffic circuit to the North of it. It is forbidden to fly to the South of Son Bonet AD. Aircraft with FPLs, once they have landed, shall notify their arrival time to Centralised ARO Office - Geographical Area 7.

DEPARTURES

FPLs shall be presented in person or by telephone at the Centralised ARO Office - Geographical Area 7. FPL transmitted by radio shall not be accepted, except in very exceptional circumstances.

All aircraft taking off from Son Bonet shall establish radio contact with Centralised ARO Office to report their take-off time.

TRAFFIC BETWEEN SON BONET AD AND PALMA DE MALLORCA AD

Aircraft from Son Bonet AD with destination Palma de Mallorca AD or wishing to cross the CTR, shall need clearance from Palma TWR (LEPA TWR) before entering the ATZ or CTR of Palma de Mallorca AD.

COMMUNICATIONS FAILURE OR WITHOUT RADIO

Aircraft shall proceed to NN (incinerator of Son Reus), maintaining 500 ft AGL, where they shall hold, observing which runway is in service, in accordance with the traffic in sight. Subsequently they shall proceed via the aerodrome traffic circuit to the North of Son Bonet AD.

- In the event of communications failure, please call the following numbers +34-971 449 881 y +34-600 941 121.

REMARKS

- Traffic on visual route NW - E-1 must always leave the local road Ma-13A between Santa Marí del Camí and Inca (E-1) on the left-hand side.
- English and Spanish are used in the aerodrome.
- There are flight schools and traffic outside the circuit for training manoeuvres.
- When holding to enter the circuit, these shall take place at point NN.
- Where possible, Palma TWR (LEPA TWR) 118.305 C should be monitored for possible missed approaches in LEPA RWY 06 configuration.
- AD Binissalem is located south of the town of Inca.
- Under no circumstances shall the CTR of Palma de Mallorca or the final approach areas to the runways of Palma de Mallorca AD be crossed without permission from ATC.
- No flights shall be conducted in the ATZ of Palma de Mallorca without prior authorization from Palma TWR (LEPA TWR).
- When conducting a special flight at a height above 900 ft AGL is envisaged, this must be coordinated in advance with ATC to obtain the corresponding clearance.
- Aircraft operating within the corridors designated as Radio Mandatory Zones (RMZ) shall maintain a listening watch on frequency

123.500 MHz A/A (NE - E-1 corridor) and 130.775 MHz (BINISSALEM - E-2 corridor). Prior to entering the RMZ areas, pilots shall make an initial call on the frequency corresponding to the corridor through which they intend to transit, which shall include: the flight call sign, the type of aircraft, the position and altitude, the flight intentions and any other information required by the competent authority. If the aircraft is equipped with a transponder and/or ADS-B, these systems shall remain activated throughout transit within the visual corridors. To exit the corridors and enter controlled airspace, the pilot shall request prior authorisation from ATC on Palma APP frequency 119.155 MHz.

- For information purposes, the geographical coordinates of the points are included below:
  - W: 393258N 0022346E (Puerto de Andratx)
  - NW: 393544N 0023920E (Hipódromo)
  - NN: 393832N 0024025E (Incineradora de Son Reus)
  - NE: 393754N 0024408E (Centro comercial)
  - N: 394236N 0023725E (Valldemossa)
  - E-2: 394215N 0025546E (Ma-3240 sobre vía férrea)
  - E-1: 394346N 0025449E (Inca)
- For information purposes, the geographic coordinates of the visual corridors are included:
  - NE – E-1: 393950N 0024453E, 394436N 0025406E, 394256N 0025532E, 393712N 0024429E, 393756N 0024356E, 393950N 0024453E.
  - BINISSALEM – E-2: 394150N 0025207E, 394307N 0025509E, 394122N 0025624E, 393949N 0025245E, 394043N 0025115E, 394150N 0025207E.