LESB AD 2 AERODROME DATA

LESB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LESB - MALLORCA/Son Bonet

LESB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	393556N 0024210E. See AD 2-LESB ADC.
2	Distance and direction from the city	4 km SW.
3	Elevation	47 m / 153 ft.
4	Geoid undulation	48.98 m ± 0.03 (1).
5	Reference temperature	31°C.
6	Low average temperature	9°C.
7	Magnetic variation	1° E (2020).
8	Annual change	7.1'E
9	AD administration	Aena.
10	Address	Aeropuerto de Son Bonet. 07141 Marratxí. Mallorca.
11	TEL	+34-971 449 861
12	FAX	+34-971 449 862
13	AFTN	LESB
14	E-mail	lesb.ops@aena.es
15	Approved traffic	VFR. (2)
16	Remarks	(1) For all AD points. (2) FPMZ aerodrome. See item 20 (Local regulations).

LESB AD 2.3 OPERATIONAL HOURS

1	Airport	V: 0615-1645; PS from SR or 05:00, whichever is later, until the start of the schedule, or PS from the end of the schedule until SS; PPR 96 h in advance. (2) I: 0815-1545; PS from SR until the start of the schedule, or PS from the end of the schedule until SS; PPR 96 h in advance. (2)
2	Customs and Immigration	No.
3	Health and Sanitation	No.
4	AIS/ARO	H24. (1)
5	MET briefing	HR AD.
6	ATS	No.
7		

	Fuelling	V: 0730-1200 y 1400-1630. I: 0745-1215.. • TEL: +34-639 300 697
8	Handling	No.
9	Security	H24.
10	De-icing	H24.
11	Remarks	Centralised AiO Office - Geographical Area 7 – Oficina NOTAM 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 / +34-672 344 445 (only for communications contingency • E-mail: arocentralizada@enaire.es • LESB AFTN address for Flight Plan Management: LESBZPZX (2) The airport's operating schedule (operational hours) is the planned period in which all aircraft shall operate, and the flight arrival or departure times shall be understood as the arrival or departure times of the aircraft to or from the relevant stand.

LESB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo facilities	No.
2	Fuel types	100LL, JET A-1.
3	Oil types	No.
4	Refuelling capacity	100LL: 1 tank 20000 L, 3.34 L/s. JET A-1: 1 tank 20000 L, 8.34 L/s.
5	De-Icing facilities	No.
6	Hangar space	No.
7	Repair facilities	By the companies.
8	Remarks	None.

LESB AD 2.5 PASSENGER FACILITIES

1	Hotels	No.
2	Restaurant	No.
3	Transportation	Taxis, train and buses.
4	Medical facilities	No.
5	Bank/Post Office	No.
6	Tourist information	No.
7	Remarks	None.

LESB AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1	Fire category	3 (1).
2	Rescue equipment	In accordance with the fire category published.
3	Removal of disabled aircraft	2 recovery apron 5 TM.
4	Remarks	(1) Operacional objective of response time up to the end of RWY 05/23 and PRKG 1 less than 3 MIN.

LESB AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	Types of clearing equipment	Not applicable.
2	Clearance priorities	Not applicable.
3	Use of material for movement area surface treatment	Not applicable.
4	Specially prepared winter runways	Not applicable.
5	Remarks	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.

LESB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron	Surface: Asphalt. Strength: 4740 kg / 0.413 MPa.
2	Taxiways	Width: 10.5 m. Surface: Asphalt. Strength: 4740 kg / 0.413 MPa.
3	Check locations	Altimeter: Apron 1: 44 m/145 ft. Apron 2 (CONTINGENCY): 38 m/124 ft. VOR: No. INS: No.
4	Remarks	For heavier aircraft, contact the Operations Office (CEOPS, see item 20 “GLOBAL REPORTING FORMAT”).

LESB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Taxiing guidance system	Runway holding positions, NO ENTRY sign.
2	RWY markings	Designators, threshold, displaced threshold, centre line and side stripe.
3	TWY markings	Centre line and side stripe.
4	Remarks	None.

LESB AD 2.10 AERODROME OBSTACLES

1	Obstacles in 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-LESB AOC.

LESB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	MET office	No.
2	HR	No.
3	METAR	Automatic (on 128.275 MHz frequency, transmitting meteorological information in English and Spanish with 5 SEC in pause). H24 halfhourly. Issued information about: wind speed and direction, visibility, current weather (precipitation, fog, mist, haze and storms), cloud amount, height of cloud base, air temperature, dew point and QNH.
4	TAF	No.
5	TREND	No.
6	Information	No.
7	Flight documentation/Language	No.
8	Charts	No.
9	Supplementary equipment	No.
10	ATS unit served	No.
11	Additional information	Valencia OMAe (LEVA): H24 • TEL: +34-963 690 750
12	Remarks	Operations has a web terminal to display in real-time the meteorological information generated by the automatic station (wind, temperature, humidity, visibility, cloud amount, QNH and QFE, present weather), METAR AUTO, and METAR/TAF reports for alternative aerodromes. The storm information will be provided exclusively by AEMET's lightning detector network. There is a meteorological station sited within the AD area, 3936N 00242E. This station launches observation balloons daily from 1115 to 1200, and from 2315 to 0000. See ENR 5.3. Wind and precipitation aerodrome warnings available.

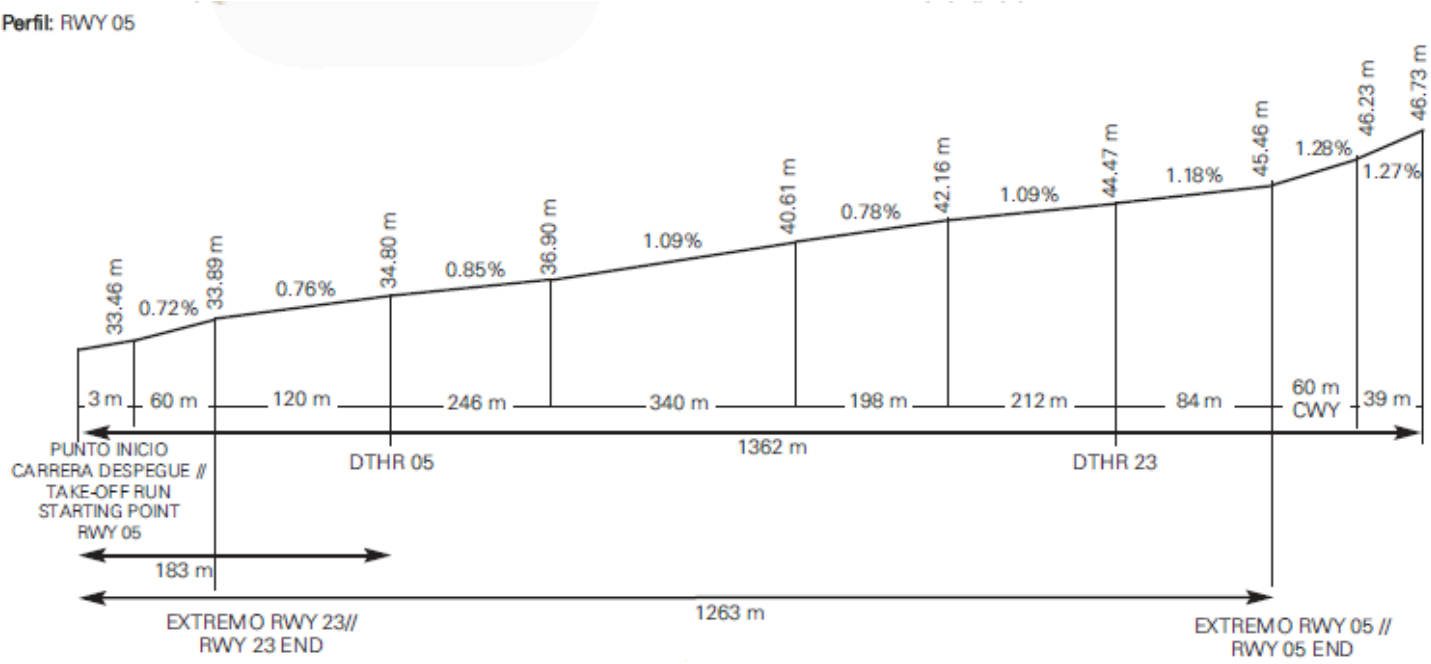
LESB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY	Direction	DIM (m)	THR PSN	THR ELEV TDZ ELEV	SWY (m)	CWY (m)	Strip (m)	OFZ	RESA (m)	RWY/SWY SFC PCN
05 (1)	51.18° GEO 050° MAG	1263 x 23 (2)	393545.99N 0024153.28E	THR: 35 m / 114 ft TDZ: No	No	60 x 150	1482 x 80	No	No	RWY: ASPH PCN 14/F/A/W/T
23 (3)	231.18° GEO 230° MAG	1299 x 23 (4)	393606.25N 0024225.83E	THR: 44 m / 146 ft TDZ: No	No	60 x 150	1482 x 80	No	No	RWY: ASPH PCN 14/F/A/W/T

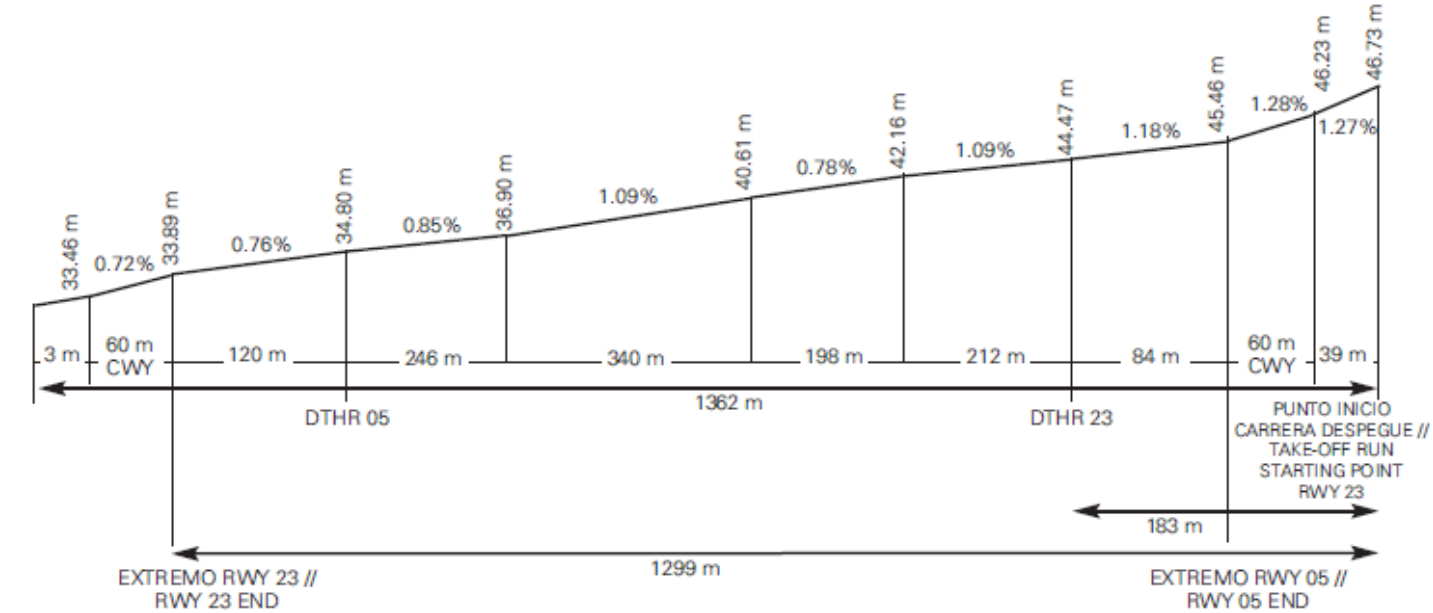
RWY	Direction	DIM (m)	THR PSN	THR ELEV TDZ ELEV	SWY (m)	CWY (m)	Strip (m)	OFZ	RESA (m)	RWY/SWY SFC PCN
Remarks: (1) THR 05 displaced 183 m. RWY 05 end coordinates: 393607.96N 0024228.57E. (2) The asphalted section of 68 m located before the take-off run starting point at RWY 05 is not runway and therefore, is not usable for take-off. (3) THR 23 displaced 183 m. RWY 23 end coordinates: 393543.55N 0024149.37E. (4) The asphalted section of 68 m located before the take-off run starting point at RWY 23 is not runway and therefore, is not usable for take-off										

12.1 PROFILE

Perfil: RWY 05



Perfil: RWY 23



LESB AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
05	1263	1323	1263	1080 (1)
23	1299	1359	1299	1116 (2)

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
23 INT S1	1253	1313	1253	-
Remarks: (1) THR 05 displaced 183 m. (2) THR 23 displaced 183 m.				

LESB AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	05
2	Approach	No.
3	VASIS/PAPI	No.
4	Threshold	No.
5	Touchdown zone	No.
6	Runway centre line	No.
7	Runway edge	No.
8	Runway end	No.
9	Stopway	No.
10	Remarks	None.

1	Runway	23
2	Approach	No.
3	VASIS/PAPI	No.
4	Threshold	No.
5	Touchdown zone	No.
6	Runway centre line	No.
7	Runway edge	No.
8	Runway end	No.
9	Stopway	No.
10	Remarks	None.

LESB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN	No.
2	WDI	1 near THR 05, 1 near THR 23. No LGTD.
3		

	TWY lighting	No.
4	Apron lighting	No.
5	Secondary power supply	No.
6	Remarks	None.

LESB AD 2.16 HELICOPTER LANDING AREA

1	Position	• Geoid undulation: see item 2. • FATO: RWY 05/23. Coordinates THR 05 and THR 23, see item 12. • Ground taxiing: TLOF same as RWY 05/23. Coordinates 393556N 0024210E (coincides with ARP). • Air taxiing: TLOF same as PRKG 1, 4-10, 27, 28 and 51.
2	Elevation	• FATO: RWY 05/23. Elevation THR 05 and THR 23, see item 12. • Ground taxiing: TLOF coincides with RWY 05/23. Elevation 46 m (coincides with ARP). • Air taxiing: TLOF same as PRKG 1, 4-10, 27, 28 and 51. (*) See table below
3	Dimensions, surface, maximum weight, marking	• FATO: RWY 05/23. • Ground taxiing: TLOF coincides with RWY 05/23. See item 12. Elevation 46 m (coincides with ARP). • Air taxiing: TLOF same as PRKG 1, 4-10, 27, 28 and 51. • All the stands: Asphalt, weight 4740 Kg/0.413 MPa. (**) See table below
4	Direction	No.
5	Declared distances	No.
6	Lighthing	No.
7	Remarks	Arrivals. Helicopters shall leave the runway (FATO) by TWY S2 or TWY S3. Departures. Helicopters shall enter the runway (FATO) by TWY S1 or TWY S3. Helicopters must be towed between the hangars and the ABL, in both directions, with the engine stopped.

(*)

PRKG	ELEV (m)
1	46.28
4	45.88
5	46.75
6	45.65
7	45.47
8	45.45
9	45.37
10	45.3
27	43.87
28	43.66
51	43.31

(**)

PRKG	PRKG WID
PRKG	PRKG WID
1	17.5
4	18.27
5	14
6	14
7	12.3
8	12.4
9	18
10	18
27	32
28	16.12
51	12

LESB AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

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	G
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 AMSL
4	Airspace class	G
5	Unit Language	- -
6	Transition altitude	-
7	Hours of applicability	-
8	Remarks	-

LESB AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service	Call sign	FREQ	HR	Remarks
No.	Son Bonet			

Service	Call sign	FREQ	HR	Remarks
Radio	122.705 C	HR AD	LESB AD. Frequency assigned for General Aviation needs. Frequency must not be used for ATS purposes. Communications at MALLORCA/Son Bonet must be made in Spanish or in English.	

LESB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility (VAR)	ID	FREQ	HR	Coordinates	DME ELEV	Remarks
No.	-	-	-	-	-	-

LESB AD 2.20 LOCAL AERODROME REGULATIONS

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Carriage of radio communication equipment is mandatory for operations in both directions.

Within the Son Bonet aerodrome and traffic circuit, pilots shall maintain continuous watch on SON BONET RADIO (122.705 MHz) and shall transmit position reports and operating intentions on that frequency.

20.1 NOTIFICATION OF TOUCH-AND-GO LANDINGS

It is compulsory to provide notification of touch-and-go landings in the flight plan, indicating the number to be performed. When the exact number is not known, an estimate shall be given. Once the operations have been concluded, the Airport Operations Office must be approached, in order to report the number of touch-and-go landings performed.

The mandatory flight plan submission is an operative condition for aircraft taking-off or landing at this aerodrome.

20.2 GLOBAL REPORTING FORMAT

The telephone numbers for receiving the runway condition report (RCR) and issuing reports (PIREPs) of the estimated braking action are those of the CEOPS:

- TEL: +34-971 449 881; TEL: +34-600 941 121

20.3 TRAFFIC WITHOUT BASE AT THE AIRPORT

Arriving traffic not based at the airport must provide a contact telephone number at the CEOPS office.

20.4 RESTRICTIONS ON STANDS

Stands are not assigned.

- Aircraft with wingspan greater than 13 m must park in the stands assigned for this purpose, PRKG 4 to 10 (provided the wingspan is less than 15 m), PRKG 25, 26 and the double stands 64-66 and 65-67.
- Fire fighting aircraft shall park in the following stands (exclusive use from 1 May to 15 October, coinciding with the season of forest fire risk):
  - 1: AS50;
  - 2 and 3: Airtractor;
  - 4: AS50;
  - 11 and 12: Partenavia.
- The aircraft of the Mallorca Fire Fighting Services, AS350, will be parked all year round at PRKG 28 (ground search and rescue, firefighting and emergency operations)
- In PRKG from 5 to 10, turning aircraft is only permitted when the stand opposite is vacant and there are no aircraft in the taxiway. Towed taxiing with the rotor turned off is permitted.

- The helicopters cleared to park on PRKG 27 must satisfy the following conditions, depending on the type of operation they are to carry out:
  - Turn: D<15 m.
  - Ground taxiing without turn: maximum width <21.3 m and D<18.8 m.
  - Air taxiing without turn: maximum width <16 m and D<18.8 m.
- In PRKG 28, helicopters of total length less than 13 m can park. In these cases, neither turning nor operations are permitted if there are operations in any of the following PRKG: 25, 26 or 27.
- In PRKG from 25 to 30 parking is allowed for a period less than 48 hours
- In PRKG 51, turning of aircraft with total length (D) up to 10 m is permitted when all the following conditions are met: the stand adjacent is vacant, there are no aircraft in the taxiway and there are no fixed or mobile obstacles within a 10 m radius of the mid-point of the stand. Furthermore, when leaving the stand, the pilot shall report to CEOPS that they are leaving that stand.

Restrictions on use (see AD 2-LESB PDC):

- Contingency apron (PRKG from 80 to 84), only movements with the engines turned off are permitted. In the event of apron saturation, if the aircraft wingspan exceeds 10 m, then the pilot must have the means to move the aircraft with engines stopped for use. Entry into (exit from) the hangars for aircraft shall be accomplished by towing, and with engines stopped from (up to) the ABL of the apron.
- Aircraft cleaning area (in the North corner of the main apron), only movements with the engines turned off are permitted.
- It will not be permitted to taxi or remain with the engine running in stands adjacent to stands where refuelling is being carried out. In relation to this, it is understood that refuelling is taking place while the fuel bowser engine is still running.

Restrictions on taxiing

Operation on the taxiways of access to PRKG P1, P4 and P5 is restricted to code letter A aircraft.

Aircraft Taxiing Procedure

Aircraft shall approach or take-off by RWY 05 or RWY 23 as determined by the wind conditions. To reach the runway from the stand, or vice versa, they will use exit TWY S1, S2 or S3 and taxiing parallel to the runway (TWY C1 and C2), depending on which is nearest to the threshold used.

Arrivals

- Aircraft landing by RWY 05 shall vacate the runway by the nearest exit and then use the parallel TWY (C1 and C2) up to apron 1.
- Aircraft landing by RWY 23 shall vacate the runway by the nearest exit (usually S2) and then taxi via the parallel TWY (C2) up to apron 1.

Departures

- Aircraft which are going to take-off by RWY 05 shall taxi as appropriate from the stand towards the runway via the apron TWY (C1 and C2), and then via TWY S3. Once on the runway, they must use the turn pad to position themselves at the starting point for the take-off run (according to AIP) and start the take-off run.
- Aircraft which are going to take off by RWY 23 shall taxi from the stand towards the runway via the TWY S1 and then, towards the starting point for the take-off run, using the turn pad for this purpose. They may also start the take-off run from the intersection of TWY S1 itself with the runway, at the discretion and under the responsibility of the pilot.
- When operating on RWY 05, aircraft may not use the runway holding position of TWY S1.

To accomplish changes of direction on the head of runways, it is mandatory for aircraft to make use of the turn pads.

Push-back

At MALLORCA/Son Bonet airport, this kind of manoeuvre is not carried out.

Tiedown of aircraft

Aircraft should be secured to the apron tiedown rings provided at each stand for this purpose. If anchorage is not possible because the aircraft does not possess this system, it must be secured with chocks.

Operational restrictions during helicopter parking stand entry/exit manoeuvres.

The presence of passengers in the rotary-wing aircraft parking stand is not permitted when aircraft in the adjoining stand are

performing entry/exit manoeuvres into or from the stand. Only trained personnel (pilots, mechanics, crew, etc.) may be present in the aircraft, as they are understood to be aware of the rotor efflux range. Even so, these personnel shall be alert to the possible presence of tools or any other item that may be ejected by the helicopter's rotor efflux and avoid, as much as possible, direct contact with the rotor's downdraft by taking cover behind the parked aircraft itself.

The following section lists the operational restrictions defined during entry/exit manoeuvres of rotary-wing aircraft in PRKG 1, 4, 27 and 28.

- PRKG 1 (AW169, AS332, EC145 y EC135): During entry, exit and taxiing manoeuvres to/from the parking stand and TWY S1, no movement of aircraft, persons or vehicles is permitted in PRKG 2, 3 and 4 nor in the aircraft wash area. (1)
- PRKG 4 (AW169, AS332, EC145 y EC135):
  - During exit from the parking stand to TWY S1: No movement of aircraft, persons or vehicles is permitted in PRKG 5 or 6. (1)
  - During entry to the parking stand, from TWY S2: No movement of aircraft, persons or vehicles is permitted in Parking Stands 5, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 27, 28 or 30. (1)
- PRKG 27 (AW169, AS332, EC145 y EC135): Helicopters must ground taxi in order to park at this stand (except aircraft with a width of less than 16 m and D less than 18.8 m). In case of air taxiing:
  - During exit from the parking stand to TWY S1: No movement of aircraft, persons or vehicles is permitted in Parking Stands 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 23, 24, 28, 29 or 30. (1)
  - During entry to the parking stand, from TWY S2: No movement of aircraft, persons or vehicles is permitted in Parking Stands 23, 24, 28, 29 or 30. (1)

PRKG 28 (AS33, EC145 and EC135):

- During exit from the parking stand to TWY S1: No movement of aircraft, persons or vehicles is permitted in Parking Stands 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 25, 26 or 27. (1)
- During entry to the parking stand, from TWY S2: No movement of aircraft, persons or vehicles is permitted in Parking Stands 25, 26 or 27. (1)

Remarks:

(1) Only qualified personnel (mechanics, pilots, etc.) may be present at these adjacent stands while the entry/exit manoeuvre is underway. In no case shall passengers be allowed.

Segregated use for fire fighting aircraft

Fire fighting aircraft, whether fixed-wing or helicopters, which operate from PRKG 1 to 4 and 12, use TWY C2, P4 and P5 to access the runway via TWY S1, or TWY C1 to access the runway via TWY S3. Moreover, those operating from PRKG 11 also use TWY P2.

Fire fighting operations, given that these are special operations (see Royal Decree 1180/2018 of 21 September, fourth additional provision) and are subject to operational charts in accordance with the Reglamento de la Circulación Aérea, have preference over other operations and are not deemed to be public use according to the Royal Decree 862/2009. Therefore, the stands and taxiways used for these operations are not subject to the technical requirements of this latter Royal Decree, provided that they are not used simultaneously and are segregated from other operations which are considered to be public use and must fulfil the technical requirements.

With regard to the stands and taxiways for aircraft used in fire fighting operations, AT8T and AS50 helicopters, the following discrepancies will be found in the case of simultaneous use with other aircraft that are engaged in public use operations:

- The safety area for turning helicopters in PRKG 1 overlaps with TWY P4 and P5 and the washing area;
- The safety area for turning helicopters in PRKG 4 overlaps with TWY P4 and PRKG 5 and 6;
- PRKG 2 and 3 are not large enough for an AT8T parked in one of them to maintain clearance from an aircraft moving in TWY P5 or parked in the other stand.

Thus, in the case that MALLORCA/Son Bonet Airport is being used by aircraft engaged in fire fighting, the operation of other traffic will be subject to the following restrictions in order to overcome the incompatibilities described:

- Fire fighting aircraft have priority access to the runway holding position in both configurations.
- All other traffic intending to operate must ensure that there is no fire fighting aircraft (either fixed-wing or helicopter) operating in PRKG 1 to 12, 27, 28 and 51, S1, S3, runway and/or surrounding taxiways, before moving towards any of these zones. Should some fire fighting aircraft be moving in any of these zones, any aircraft NOT engaged in fire fighting must wait until the former has completed its operation, whether because it has taken off or because it has reached its stand.

Aircraft pilots shall learn whether any fire fighting aircraft is taxiing by monitoring the aeronautical frequency. Pilots of fire fighting aircraft must report their taxiing intentions on the cited frequency

20.5 APRON SATURATION PROCEDURE

CEOPS will contact with the aircraft on the frequency 122.705 C to direct it to the contingency apron (apron 2), PRKG 80 to 84.

An airport vehicle will colled the aircraft occupants and transport them to CEOPS.

On the departure an airport vehicle will take them to the aircraft.

It is forbidden to go to the contingency apron (apron 2) on foot.

20.6 RUN-UP TEST PROCEDURE

The request for the run-up test must be sent to CEOPS:

- TEL: +34-971 449 881
- FAX: +34-971 449 880
- E-mail: lesb.ops@aena.es
- Indicate: registration number/company/expected time of test.

CEOPS will authorize or refuse the request. In the case of authorization, they will indicate the selected threshold holding position to go to.

It is mandatory to inform CEOPS of the end of the test.

Any company or aircraft whose MTOW does not exceed the apron or taxiway strength published in AIP wishing to perform a pre-flight engine test can also do so in the TWY P1, PRKG 66 and 67, provided that the adjacent stands are not occupied ; and in S3 mantaining a distance of 20 meters from C1. For such tests, it is not necessary to make a request to CEOPS. In all other cases, the procedure used for full power engine testing must be followed.

20.7 PLAN FOR REMOVAL OF DISABLED AIRCRAFT

The object is to coordinate the movement of aircraft that have become disabled and cannot move by themselves.

Removal of such aircraft is the responsibility of the registered owner or the operating agency. Every movement shall be coordinated with the airport, whether this is undertaken with own means (truck or crane) or with agreed external means.

The form indicated in the procedure must be filled in at the CEOPS office.

20.8 HELICOPTER OPERATIONS

Since there is no other specific area defined for operating with helicopters at MALLORCA/Son Bonet airport, they will receive the same treatment as fixedwing aircraft and will take-off and/or land on the runway.

They shall approach and/or take-off by RWY 05 or RWY 23 depending on the wind direction.

The stands in the apron will be used as TLOF.

At MALLORCA/Son Bonet there are no air taxiing routes.

Simultaneous operations of two helicopters that involve the use of adjacent stands are not allowed.

20.9 HELICOPTER TAXIING PROCEDURE

Taxiing between the apron and runway will be performed by the exit TWY S2 or S3 and the TWY C1 and TWY C2.

Taxiing may be by air or ground.

Taxiing restrictions: Helicopter dimensions must be compatible with the TWY width as well as with the stand dimensions and its safety area.

Helicopter stands are located in the main apron, numbers: 1, 4-10, 27 and 28.In the central area, PRKG 51 can also be used by helicopters. (See restrictions to stands in Item 20).

Taxiing along the section of TWY P2 opposite hangars 1 and 2 shall be accomplished with the engine off, either under tow or

carried upon a suitable vehicle.

ARRIVALS

Helicopters shall vacate the runway (FATO) via TWY S2 or S3. If they are to park inside a hangar, they will follow the TWY centre lines up to the building, stop on the pavement close to the safety line (ABL), turning off the engine, and they will be taken into the hangar by towing or on an appropriate vehicle.

DEPARTURES

Helicopters which are to take-off by RWY 05 will taxi from the stand to the runway via the apron TWY C1 and C2, and then via TWY S3. They will take-off when they are in the runway.

Helicopters which are to take-off by RWY 23 will taxi from the stand to the runway via TWY S1 and then towards THR 23; once they have passed THR 23 they shall take-off.

Helicopters taking-off from RWY 23 and located in the helicopter practice area may taxi from the helicopter practice area to the runway through the TWY C1 on apron and then onto TWY S3. Once on the runway they shall proceed to take-off.

Helicopters parked inside a hangar should be towed out with their engines turned off, up to the apron inside the ABL. Once there they shall follow the procedure described.

REMARKS

Fire fighting aircraft, in emergencies, will operate as indicated by their operational chart.

20.10 TURBOJET AIRCRAFT OPERATIONS

Turbojet aircraft are not permitted to operate at MALLORCA/Son Bonet Airport.

20.11 FAMILIARISATION PRIOR TO OPERATIONS

Prior to operating at Son Bonet Airport, it is mandatory for operators to familiarise themselves with local procedures. Requests for the required familiarisation shall be submitted to Son Bonet Airport via e-mail at lesb.briefing@aena.es.

LESB AD 2.21 NOISE ABATEMENT PROCEDURES

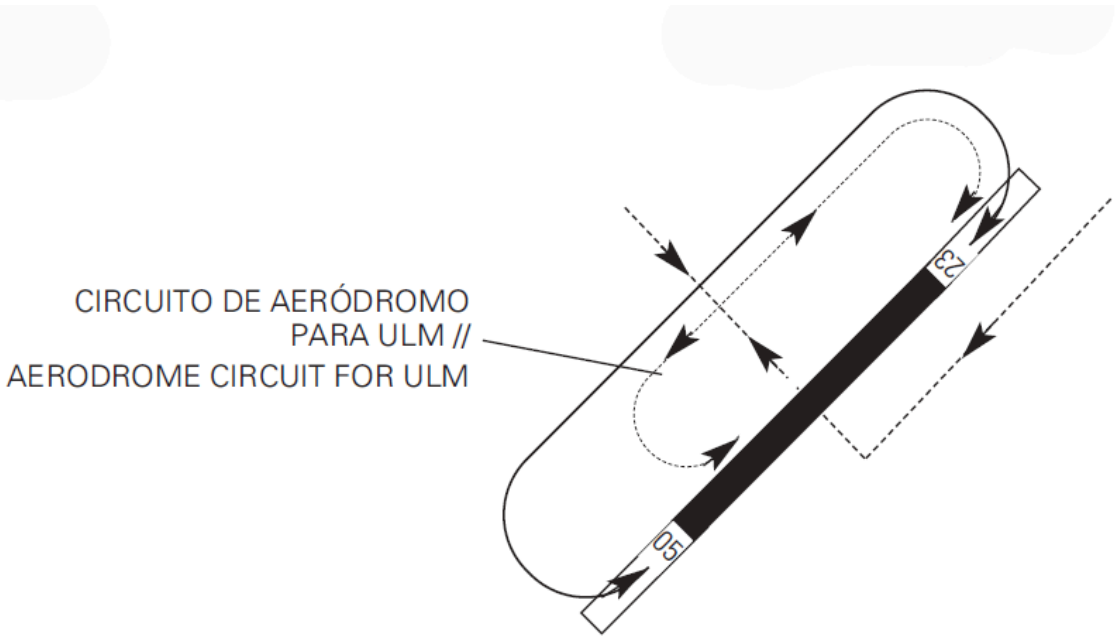
No.

LESB AD 2.22 FLIGHT PROCEDURES

22.1 LOW VISIBILITY PROCEDURES (LVP)

Low Visibility Procedures (LVP) are not available at MALLORCA/Son Bonet airport.

22.2 AD TRAFFIC CIRCUIT



22.3 AERODROME CIRCUIT FOR MICROLIGHTS (ULM)

ENTRANCE TO CIRCUIT

- North: Maintaining 1000 ft AGL or below, ULM traffic will proceed to enter in circuit at half tail wind, always in North circuit and in a shorter circuit that the one used by the other traffic.
- South: Proceeding in parallel to the runway at 1000 ft AGL or below, within the external aerodrome perimeter and maintaining this altitude until they enter and join the circuit at half tail wind.

EXIT FROM CIRCUIT

After take-off, ULM traffic must fly to the North tail wind position before leaving the microlight circuit.

IN ANY CASE, ENTERING CTR PALMA DE MALLORCA (Controlled airspace) SHALL BE AVOIDED.

LESB AD 2.23 ADDITIONAL INFORMATION

23.1 BIRDS CONCENTRATION AREAS

The procedures for the dispersal of wildlife at the aerodrome are carried out within operational hours.

Pilots are advised of the following wildlife hazards:

Movement A: Gulls. All year round; more common in adverse weather conditions.

Movement B: Common swifts. Spring and summer.

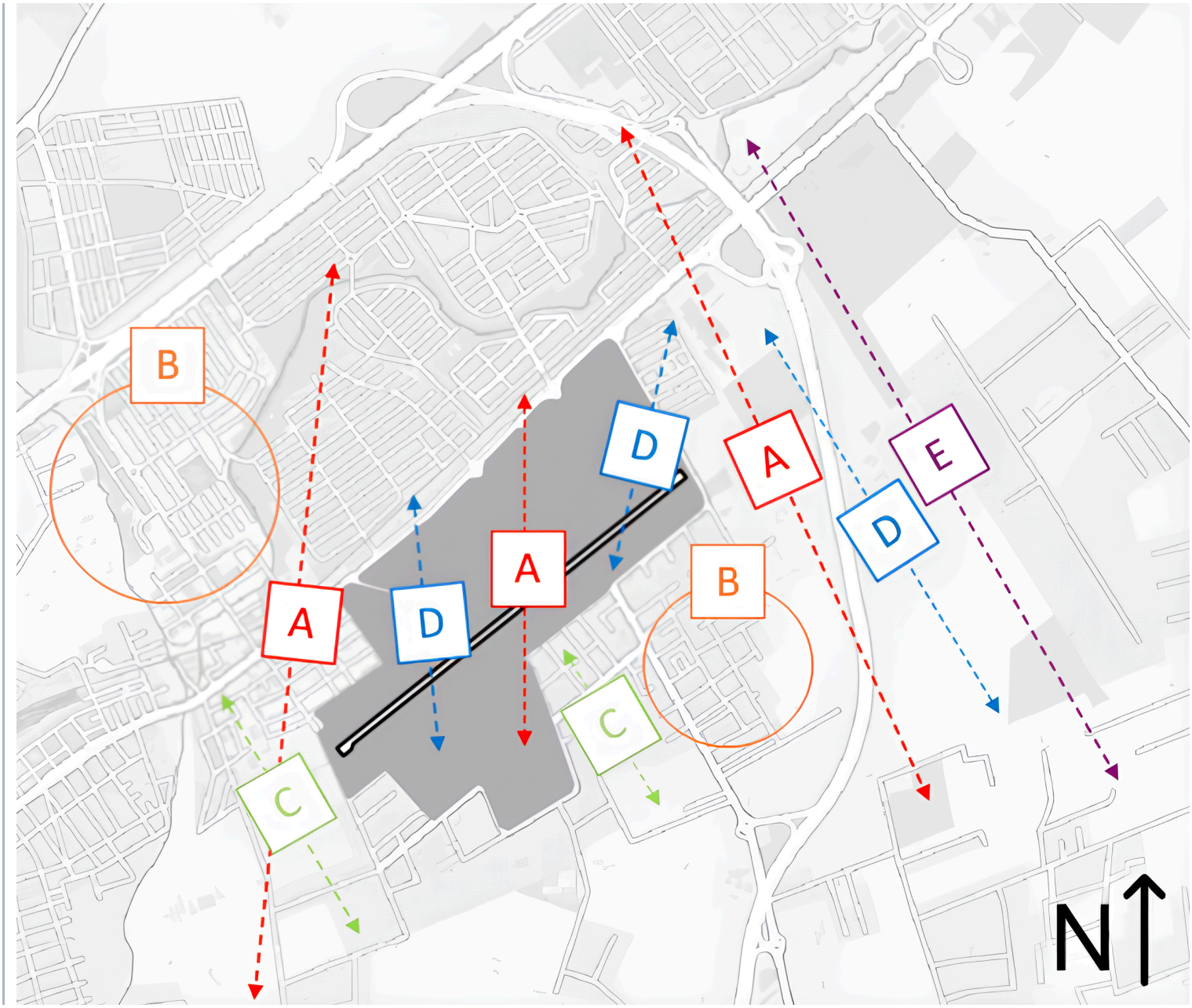
Movement C: Domestic pigeons. All year round.

Movement D: Common kestrels and red kites. All year round.

Movement E. Wood pigeon. All year round; large groups in the summer.

Due to the proximity of the Serra de Tramuntana mountains, the presence of black and griffon vultures poses a danger all year round.

Large flocks of common starlings in the vicinity of the aerodrome. Winter.



LESB 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/#LESB

LESB AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable.