

LEBB/BIO  
BILBAO

JEPPESSEN

8 DEC 23

10-1P

BILBAO, SPAIN

AIRPORT BRIEFING

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## 1. GENERAL

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### 1.1. ATIS

\*D-ATIS 118.830

### 1.2. NOISE ABATEMENT PROCEDURES

#### 1.2.1. RUN-UP TESTS

Run-up test higher than idle regime will be requested to CECOPS by telephone number, SITA or email:

TEL: +34-944 869 658/5/6

SITA: BIOOOYA

E-mail: bioceops@aena.es

Before starting the test and after concluding it, the crew or mechanics shall contact ATC on the appropriate frequency.

Engine tests above idling are forbidden between 0000 and 0600 LT.

The positions for engine tests are:

- Idling power: In the stand occupied.
- Power above idling:
  - Turboprop: In the stand occupied.
  - Other ACFT: TWY T4 and North apron PRKG 11.

### 1.3. LOW VISIBILITY PROCEDURES (LVP)

#### 1.3.1. GENERAL

Low visibility take-offs are authorized from RWY 30.

LVP shall be applied for take-off, when RVR measurement of any transmissometer is 500m or below, or, in case transmissometers are out of service, visibility is 800m or below.

Pilots shall be informed about the application of LVP by the appropriate ATIS service with the phraseology "Low Visibility Procedure in force".

During LVP, de-icing is only available on stand 13.

LVP shall be cancelled when RVR measurements of every transmissometer are higher than 1000m, or the visibility is higher than 1000m in case transmissometers are out of service and meteorological conditions have a strong tendency to improve.

Operation of code F ACFT not allowed during LVP.

#### 1.3.2. GROUND MOVEMENT

##### 1.3.2.1. GENERAL

When the RVR is 1000m or below, in addition to appropriate lighting, stop bars that protect the RWY access and lights of intermediate holding positions will be activated.

Pilots shall verify at every moment the ACFT position, checking that taxiing is being executed under total safety conditions. In case of being disoriented or in doubt, pilots shall stop the ACFT and immediately notify TWR.

When a departing ACFT needs to return to the apron, the pilot shall inform TWR and wait for new taxiing instructions.

##### 1.3.2.2. ARRIVAL

ACFT that have already landed, shall

- notify RWY vacated and TWY used when all the TWY centerline lights have become green instead of green-yellow;
- wait for taxiing instructions from TWR.

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## 1. GENERAL

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### North Apron

RWY 30 in use: ACFT shall leave RWY by TWY C5 or C6 and then taxi via TWY T to gate A1, A2 or B, subject to assigned stand. If the assigned stand is one of those between 10 thru 18 inclusive, access to North apron shall be via gate A1. For access to stands 7, 8, 9, 11A, 78, 89 and 111, access shall be via gate A2. For the rest of the stands access shall be via gate B. At gates A1, A2 and B ACFT shall wait for Follow-me vehicle.

### South Apron

RWY 30 in use: Traffic shall be instructed to leave the RWY by gate D1, crossing RWY 10/28 and access via D3 to proceed to the stand guided by a Follow-me vehicle.

### 1.3.2.3. DEPARTURE

#### From North Apron

RWY 30 in use: ACFT shall leave the apron via gate A1, A2 or B, depending on the stand where the ACFT is located. If the stand is one of those between 11 thru 18 inclusive, exit from the North apron shall be via gate A1. If the ACFT is parked in stands 19, 20 or H21, exit from North apron shall be via gate B. For the rest of the stands, exit shall be via gate A2. ACFT shall taxi via TWY T to the RWY holding position K1 or C2 or C1, according to ATC instructions.

#### From South Apron

RWY 30 in use: ACFT shall be guided by a Follow-me vehicle and shall leave the apron by D3. It shall taxi to the RWY holding position in TWY D1, where it shall wait for ATC clearance to cross the RWY-in-use. The Follow-me vehicle guidance shall be made to the North apron. ACFT shall keep on taxiing on TWY T to the RWY holding position K1 or C2 or C1, according to ATC instructions.

### 1.3.3. ANOMALOUS OCCURRENCES IN MANEUVERING AREA

#### Uncertainty regarding the Position on the Maneuvering Area

If a pilot is in doubt about the position of the ACFT relative to the maneuvering area, he shall immediately stop the ACFT and shall notify ATC (including the last known position).

In situations where the pilot doubts about the position of the ACFT with reference to the maneuvering area, but recognizes that the ACFT is on a RWY, he shall immediately notify ATC (including the last known position). He shall evacuate the RWY as soon as possible if he is able to locate an appropriate near TWY, unless ATC stated otherwise, and then stop the ACFT.

#### Loss of Visual Contact between Traffic

In case of loss of visual contact between an ACFT and another, or a vehicle with its own separation, ATC shall immediately be informed and the ACFT shall stop. ATC will then take necessary actions.

#### Failure of an ACFT

ACFT shall notify the situation to ATC and wait for the arrival of assistance. In case it is on a RWY, if possible and if ATC does not indicate the contrary, shall evacuate the RWY.

### 1.3.4. COMMUNICATION FAILURE

Departure ACFT shall continue on the assigned route and stop at the limit of the ATC clearance, taking extreme caution, where it shall maintain position and shall wait for the arrival of an assistance vehicle.

If an arriving ACFT has just landed, it shall maintain position when leaving and shall wait for the arrival of an assistance vehicle.

If the ACFT already had a taxiing ATC clearance, it shall continue on the assigned route to the limit of such authorization, taking extreme caution, then maintain position and wait for the arrival of an assistance vehicle.

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10-1P2

Eff 19 May

BILBAO, SPAIN

AIRPORT BRIEFING

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## 1. GENERAL

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### 1.4. TAXI PROCEDURES

- TWY A1 and C1 restricted to MAX code C ACFT.
- TWY S1 restricted to MAX code A ACFT.
- Taxiing via gates A1 and A2 not authorized if ACFT with code letter E leaves stand 111.
- Taxiing via TWY T3 or T4 is not allowed if an ACFT is on holding position C4.
- Taxiing of ACFT with code letter E in the curved sections of TWYs C2 and C6 must be made with oversteering maneuver.
- Code letter F ACFT Antonov-124 must use an oversteering maneuver on the access TWY to the stand after entering via TWY D3.

Collision avoidance with other ACFT or obstacles is responsibility of:

- Pilots when taxiing on the apron;
- The handling companies during push-back maneuver.

### 1.5. PARKING INFORMATION

#### South Apron

- Stand 7 push-back required if stand 8 is occupied, towed exit for ACFT longer than A320.
- Stand 8 push-back required if stand 9 is occupied, towed exit for ACFT longer than A320.
- Stand 9 push-back required if stand 10 or H2 is occupied.
- Stand 10 push-back required if stand 11 or H3 is occupied.
- Stand 89 push-back required.
- Stands H1 thru H5 are helicopter stands.

#### North Apron

- Stands 1 thru 6A equipped with Visual Docking Guidance System (VDGS).
- Stand 7 push-back required if stand 8 is occupied, towed exit for ACFT longer than A320.
- Stand 9 push-back required if stand 8 is occupied, towed exit for ACFT longer than A320.
- On stands 12 and 13 push-back required when stand 123 is occupied, towed exit for ACFT longer than CRJ2.
- Stands 14 thru 17 towed exit for ACFT longer than CRJ2.
- Stand 19 push-back required if stand 20 is occupied.
- Stand 21 push-back required if stand 20 is occupied, towed exit for ACFT longer than A320.
- Stands 1 thru 6A, 8, 11, 11A, 20, 78, 89 and 123 push-back required.
- Stands H12 and H21 are helicopter stands.

### 1.6. APT EMERGENCY PLAN

The operation of ACFT by air carriers with no designated representative at the APT will not be permitted, for the purposes of coordinating the actions arising out of the response to an emergency; this representative may be another air carrier or a designated handling agent.

### 1.7. OTHER INFORMATION

#### 1.7.1. GENERAL

RWYs 10 and 30 right-hand circuit.

Apron South not visible from Control Tower.

The minimum vertical margin for the wheel clearance is not sufficient for code E ACFT and code F ACFT Antonov-124.

PAPI RWY 12/30 not usable for code E ACFT and code F ACFT Antonov-124.

Birds.



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## 1. GENERAL

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### 1.7.2. WIND PHENOMENA ON RWY 12/30

The terrain around the APT gives rise to vertical wind shear and moderate to severe turbulence when there are strong South-West upper winds, affecting approaches and take-offs for both RWY ends, with the following features:

- In general, the surface wind at the APT becomes diverted to the South and South-East (120°-190°), although it can also blow from the South-West (200°-240°), with speeds in both cases of between 12 and 25 KT.
- On many occasions, the wind at the APT may be less than 10 KT, so that this is not always representative of what ACFT will experience on their approaches. While the mean wind speed decreases in general when descending in altitude, on approaches there may be transitory increases with strong gusts and even changes in direction.
- The turbulence and wind shear may be produced on all segments of the last 10NM for both RWY ends. Turbulence is most frequent between 1600' and 3000', with greater intensities recorded on the approach to RWY 30.
- The wind shear may be either positive or negative, and ACFT may undergo headwind gains or losses of 15 KT or more.
- Wind disturbances caused by the terrain may vary over short periods of time and space, so that ACFT on successive approaches might experience different wind shear and/or turbulence phenomena.

These situations are encountered most frequently from October to March.

### 1.7.3. HELICOPTER OPERATIONS

Helicopters shall receive the same treatment as fixed-wing ACFT and shall be cleared by ATC for take-off and landing on the flight RWY.

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## 2. ARRIVAL

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### 2.1. SPEED RESTRICTIONS

#### 2.1.1. SPEED ADJUSTMENTS UNDER RADAR CONTROL

- MAX 250 KT at or below FL 120.
- MAX 210 KT when starting the turn to intercept ILS/LOC.
- MAX 180 KT when turn is completed and ACFT is established on ILS/LOC course within 20NM of the landing THR.
- MAX 160 KT when crossing 4NM to landing THR.
- ACFT with cruising speed lower than the mentioned above shall maintain cruising speed up to the adjusting fix concerned.

### 2.2. TAXI PROCEDURES

ACFT with code letter E must leave RWY 12 via TWY C2 and RWY 30 via TWY C6, and must taxi on TWY T to TWY A2.

Entry into apron via gates A1 or B not authorized for ACFT with code letter E.

ACFT with code letter E entering stand 6A must use oversteering maneuver:

**RWY 12 in use:** In the curved section of TWY C2 (leaving from TWY C2 and entering TWY T), and in the curved section of TWY C6 (leaving from TWY T and entering TWY C6).

**RWY 30 in use:** In the curved section of TWY C2 (leaving from TWY C2 and entering RWY 12/30, and in the curved section of TWY C6 (leaving from TWY C6 and entering TWY T).

For code letter F ACFT Antonov-124 cargo operations:

RWY 12: ACFT must leave RWY 12 via TWY C2, taxiing on TWY T to TWY C4, cross RWY 10/28 to TWY D3 and enter South apron.

RWY 30: ACFT must leave RWY 30 via TWY D1, cross RWY 10/28 and enter via TWY D3 to South apron.

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2 JUN 23

10-1P4

Eff 15 Jun

BILBAO, SPAIN

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### 3. DEPARTURE

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#### 3.1. DE-ICING

De-icing apron is available for ACFT with MAX wingspan 126.3'/38.5m.  
De-icing on stand 111 is available for ACFT up to code letter E.

#### 3.2. START-UP, PUSH-BACK AND TAXI PROCEDURES

##### 3.2.1. START-UP

Request clearance to start up engines from GROUND and report:

- Callsign;
- Parking stand;
- ATIS message received.

Pilots shall request clearance for taxi on the appropriate frequency or using DCL.  
Departing ACFT above code letter C shall report to ATC during first contact to Tower.

##### 3.2.2. ATC CLEARANCE REQUEST AND START-UP VIA DATALINK

Datalink departure procedures are applied at Bilbao APT in the provision of ATC clearance and start-up services.

In case of discrepancies, voice communications will always prevail over datalink.  
The pilot may request the ATC clearance by Datalink Departure Clearance (DLC) no earlier than 30 minutes before the EOBT.

- The pilot shall request ATC clearance and start-up simultaneously via RCD.

The RCD message should contain the following information:

- ACFT callsign according to the filed Flight Plan (FPL);
- Aerodrome of origin;
- ACFT stand;
- Destination aerodrome;
- Letter corresponding to the ATIS information received;
- ICAO ACFT type designator.

Any free text send via the RCD by the pilot will not be considered by ATC.

Special requests must always be made via voice communications.

- The pilot will receive a message of acceptance "RCD RECEIVED" or cancellation "RCD REJECTED".
- When communicating approval, BILBAO GMC will issue a CLD message with the following fields:
  - ACFT callsign;
  - Destination aerodrome;
  - Assigned RWY for departure;
  - Take-off procedure (SID);

**Note:** The initial altitude will correspond to the published SID;

- SSR code mode A (SQUAWK);
- Approved Departure Time (ADT);

**Note:** ADT = CTOT of the flight, if applicable;

- Next frequency;
- Current ATIS information letter;
- Additional information, which shall include clearance to start-up or instructions for requesting this in the case of failure to comply with the start-up approval parameters in accordance with EOBT.
- When a CLD message is sent in the valid range of EOBT, ATC clearance and start-up will be received. If not ready to start-up, the pilot shall not accept the clearance and shall contact the controller by voice when ready.
- When an FSM message of the type "REVERT TO VOICE PROCEDURES" is received, the datalink communications will be deemed to have concluded and the revert to voice procedures will be applied.

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Eff 15 Jun

BILBAO, SPAIN

AIRPORT BRIEFING

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### 3. DEPARTURE

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- When the CLD message is received, the pilot:
  - If any inconsistency is detected in the received message, the pilot must revert to voice procedures and request a new clearance.
  - If the pilot considers the CLD clearance message to be correct, he/she must respond via datalink with a CDA message (Departure Clearance Echoback).
- If the ATC system does not receive a CDA message from the pilot within the waiting time, or a CDA that is inconsistent with the previous CLD message is received, communication via datalink will be terminated and a "CDA REJECTED" message will be received in the FMS.
- When a correct CDA message is received, the ATC system will send the ACFT a "CLEARANCE CONFIRMED" message in the FMS and will terminate the communication via datalink.

#### 3.2.3. PUSH-BACK

Upon receiving clearance for start-up and push-back, ACFT should start to push-back within 1 minute; otherwise pilots shall contact ATC.

Unless otherwise instructed, push-back maneuvers shall be carried out facing East for RWY 30 and facing West for RWY 12.

Simultaneous push-back maneuvers between stands 2 and 6A not authorized if ACFT with code letter E is pushed back from stand 6A.

Simultaneous push-back maneuvers from stands 1 thru 7 and 21 with push-back of B767, A306 or B752 ACFT from stands 1 thru 6 will not be cleared if, after push-back, the ACFT will be behind the B767, A306 or B752 to prevent the impact of the jet blast.

Simultaneous push-backs shall not be authorized between stands 2 and 21.

#### 3.2.4. TAXI PROCEDURES

Taxi to holding position C1 is not allowed if holding position C2 is occupied.

ACFT with code letter E must exit the apron via TWY A2, if ACFT parked on stand 6A or via TWY A1, if ACFT parked on stand 111. Taxi on TWY T to enter RWY 12 via TWY C6 or to RWY 30 up to holding point K1. Subsequently and with ATC clearance, enter RWY 30 via TWY C2.

For code letter F ACFT Antonov-124 cargo operations:

RWY 12: ACFT must leave apron via TWY D2, wait for ATC clearance to enter RWY 10/28 and taxi via TWY D1 to RWY 12.

RWY 30: ACFT must leave apron via TWY D2, wait for ATC clearance to enter RWY 10/28, cross RWY 12/30 and leave via TWY C4 to TWY T to RWY holding position K1. ATC clearance will give access to RWY 30 via TWY C2.

#### RWY Holding Position K1

Due to RWY 30 displaced THR, an ACFT taxiing from RWY holding position K1 to THR RWY 30 penetrates the APCH obstacle limitation surface.

TWY C1 holding position is available for ACFT with MAX height of 31.66'/9.65m.

TWY C2 holding position is available for ACFT with MAX height of 24.9'/7.6m.

Normally, departing ACFT will be instructed to holding position K1 by ATC.

ACFT shall notify they are ready to departure when reaching the holding position K1.

#### 3.2.5. EXCHANGE OF DATA WITH NETWORK MANAGER OPERATIONS CENTER (NMOC)

If an ACFT has to abort taxiing for technical reasons, the airport shall send a C-DPI message to the NMOC. The result of the C-DPI is that the flight plan shall be suspended by informing the operator via a flight suspension (FLS) message with the comment "Suspended by Departure APT". The flight plan can be activated again by updating the EOBT with a DLA or CHG message.

#### 3.3. SPEED RESTRICTIONS

MAX 250 KT until leaving FL 100.

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**BILBAO****JEPPESEN**

2 JUN 23

10-1P6

Eff 15 Jun

**BILBAO, SPAIN****AIRPORT BRIEFING**

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### 3. DEPARTURE

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#### 3.4. VISUAL DEPARTURE PROCEDURES FOR IFR FLIGHTS

If the published SIDs 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 permit visual flight until the MSA, which shall be provided by ATC;
- Once lined up, the pilot shall propose a heading to ATC, to enable the departure to be safe;
- The pilot is responsible for maintaining obstacle clearance until the MSA provided by ATC.



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BILBAO



11 FEB 22

10-1R

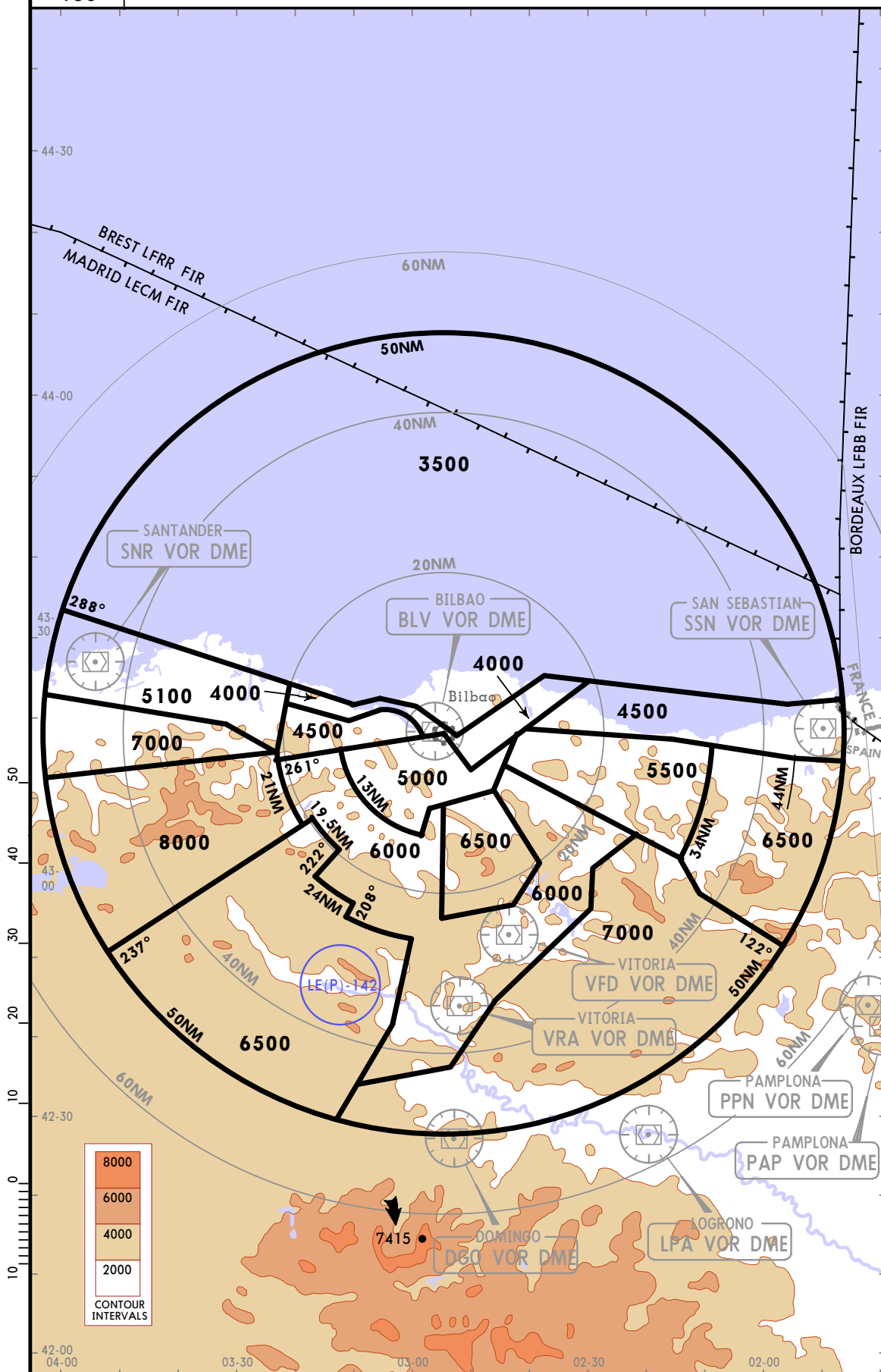
Eff 24 Feb

RADAR MINIMUM ALTITUDES

BILBAO, SPAIN

Apt Elev  
136

Alt Set: hPa Trans level: By ATC Trans alt: 6000  
The published minimum altitudes integrate no correction for low temperatures.



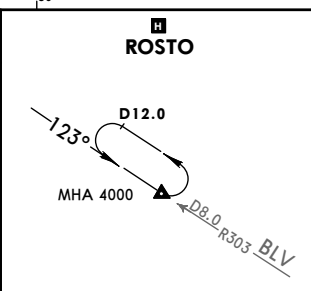
CHANGES: Reissue.

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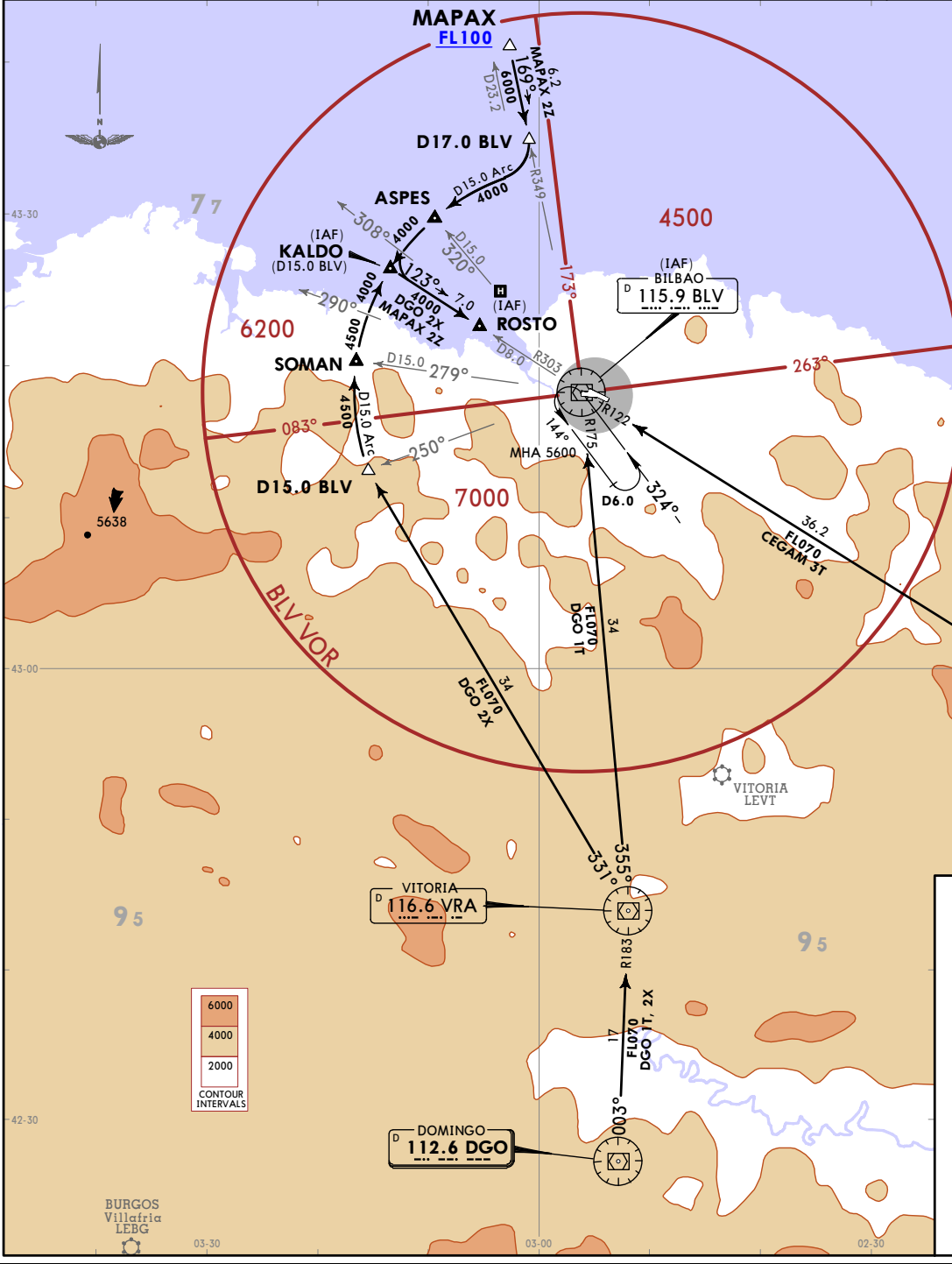
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|---------------------------|------------------------|-------------------------------------|
| #D-ATIS<br><b>118.830</b> | Apt Elev<br><b>136</b> | Alt Set: hPa<br>Trans level: By ATC |
|---------------------------|------------------------|-------------------------------------|

**CEGAM 3T [CEGA3T]**  
**DOMINGO 1T (DGO 1T) [DGO1T]**  
**DOMINGO 2X (DGO 2X) [DGO2X]**  
**MAPAX 2Z [MAPA2Z]**  
**ARRIVALS (RWY 12)**

**SPEED: MAX 250 KT AT OR BELOW FL120**



**LEBB/B10**  
BILBAO



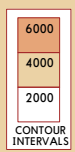
**CEGAM 3T [CEGA3T]**  
**DOMINGO 1T (DGO 1T) [DGO1T]**  
**DOMINGO 2X (DGO 2X) [DGO2X]**  
**MAPAX 2Z [MAPA2Z]**  
**ARRIVALS (RWY 12)**

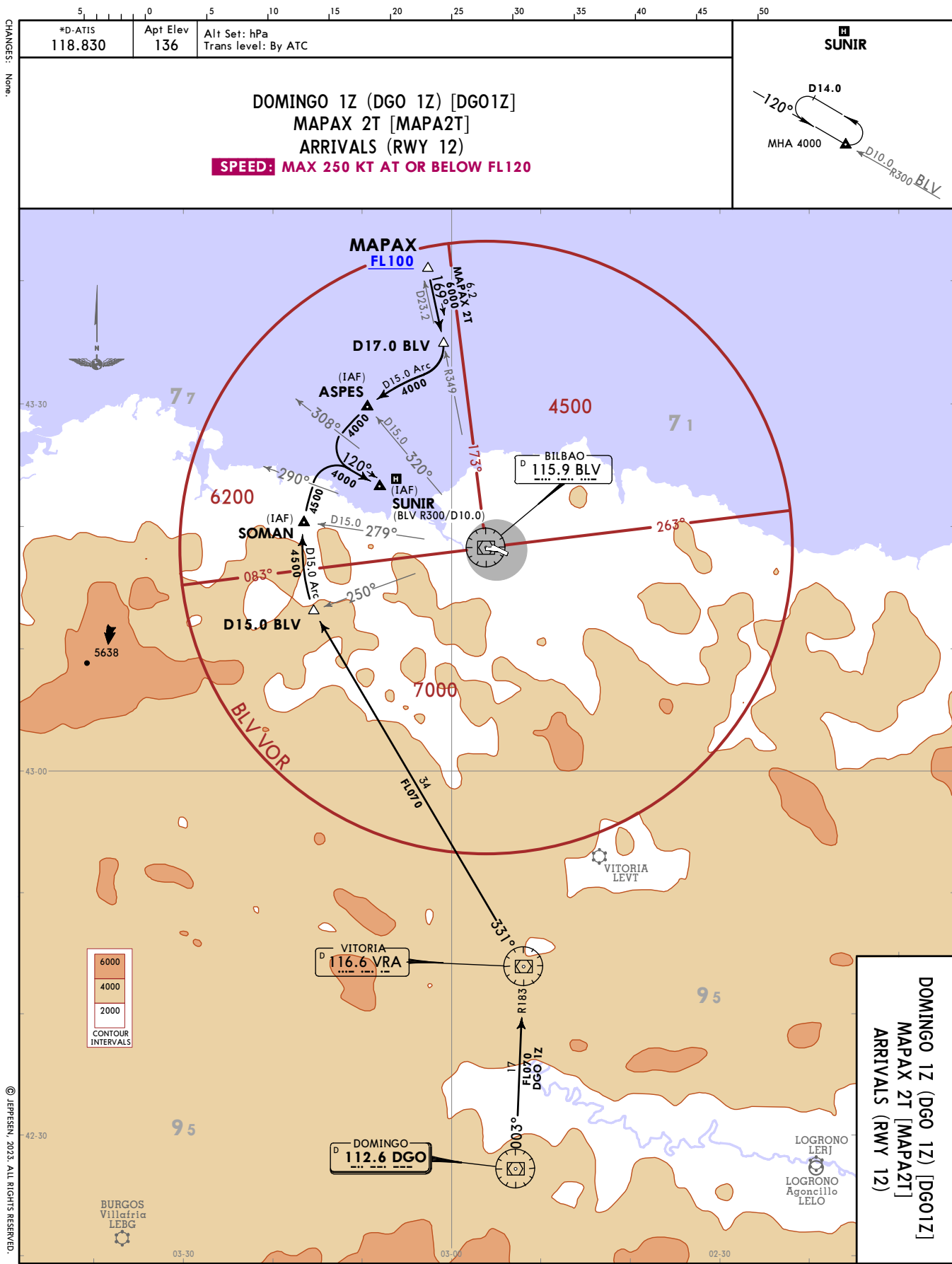
8 DEC 23 10-2  
**JEPPesen BILBAO, SPAIN**  
**STAR**

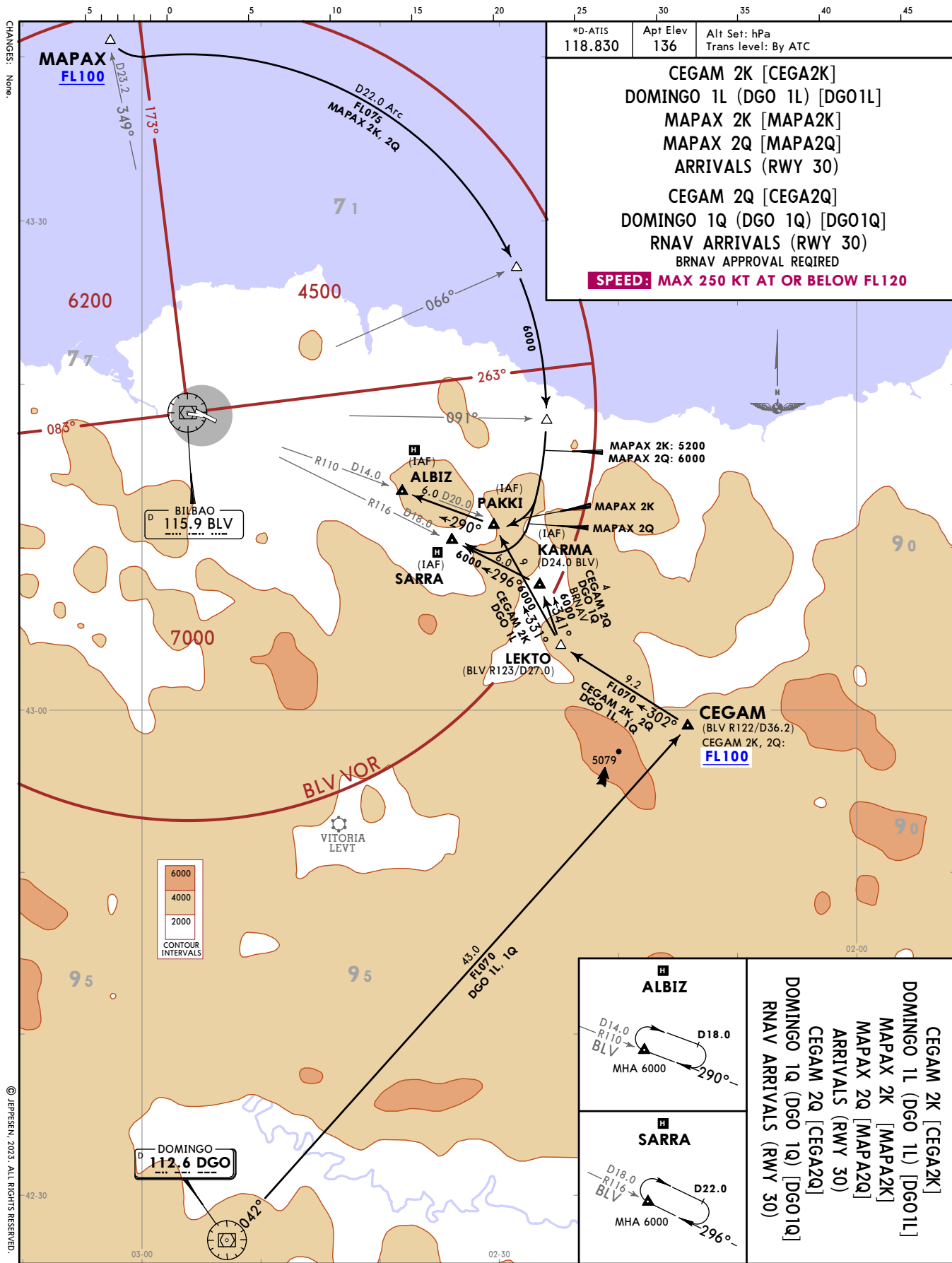
CHANGES: STAR MAPAX 2Z turn on final.

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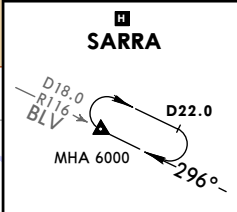
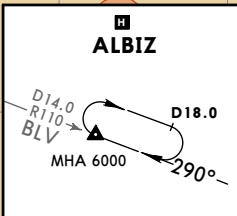
BURGOS Villaverde LEBG







|   |                 |                                     |
|---|-----------------|-------------------------------------|
| *D-ATIS<br>118.830  | Apt Elev<br>136 | Alt Set: hPa<br>Trans level: By ATC |
| <b>CEGAM 2K [CEGA2K]</b><br><b>DOMINGO 1L (DGO 1L) [DGO1L]</b><br><b>MAPAX 2K [MAPA2K]</b><br><b>MAPAX 2Q [MAPA2Q]</b><br><b>ARRIVALS (RWY 30)</b><br><b>CEGAM 2Q [CEGA2Q]</b><br><b>DOMINGO 1Q (DGO 1Q) [DGO1Q]</b><br><b>RNAV ARRIVALS (RWY 30)</b><br><b>BRNAV APPROVAL REQUIRED</b><br><b>SPEED: MAX 250 KT AT OR BELOW FL120</b> |                 |                                     |



**CEGAM 2K [CEGA2K]**  
**DOMINGO 1L (DGO 1L) [DGO1L]**  
**MAPAX 2K [MAPA2K]**  
**MAPAX 2Q [MAPA2Q]**  
**ARRIVALS (RWY 30)**  
**CEGAM 2Q [CEGA2Q]**  
**DOMINGO 1Q (DGO 1Q) [DGO1Q]**  
**RNAV ARRIVALS (RWY 30)**

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JEPPESSEN BILBAO, SPAIN  
STAR  
8 DEC 23 (10-2B)

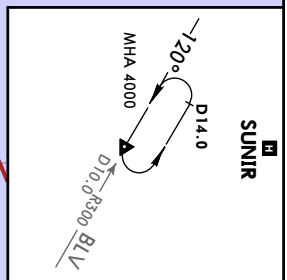
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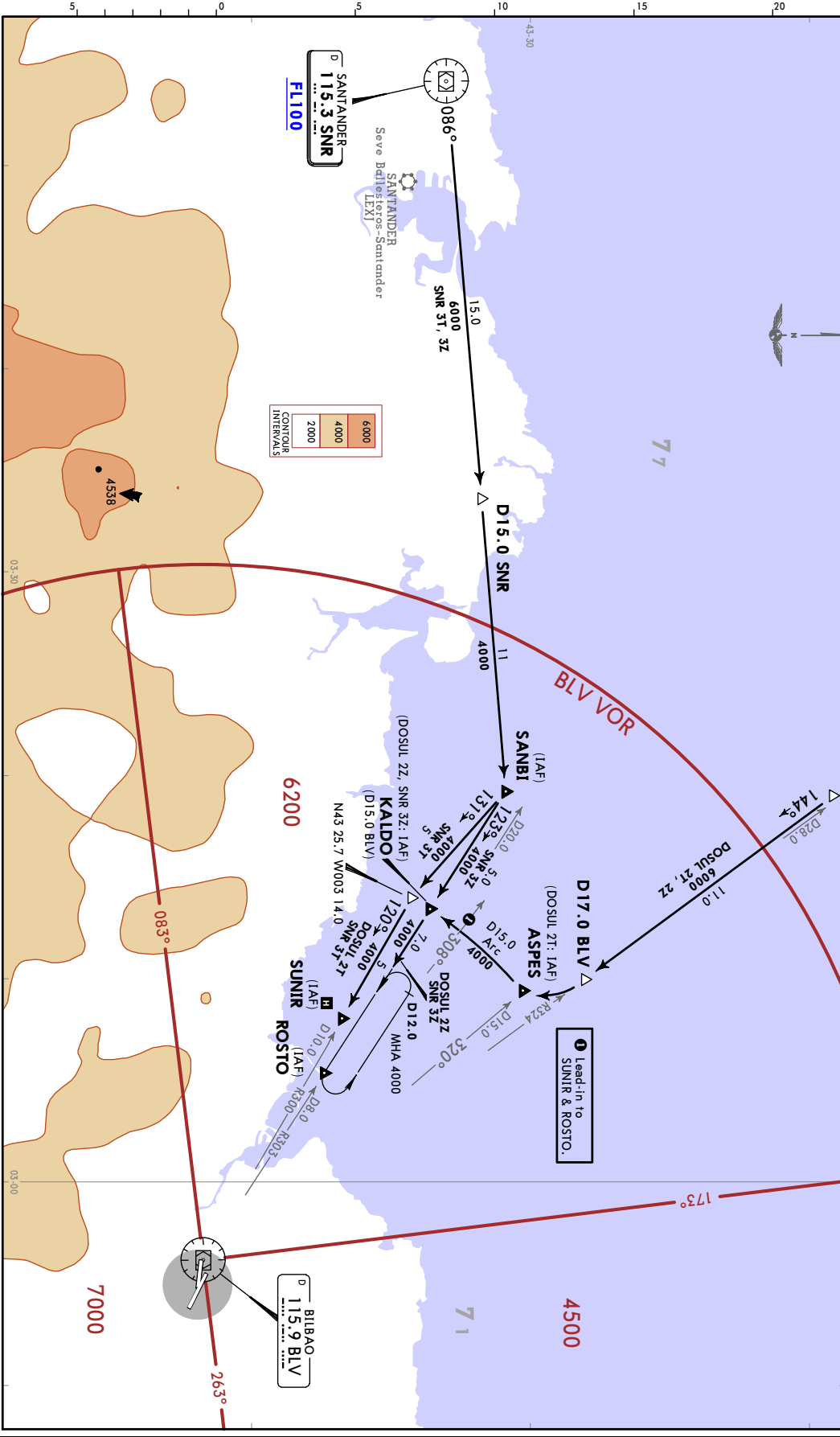
**LEBB/BIO**  
BILBAO

**JEPPESSEN BILBAO, SPAIN**  
STAR

8 DEC 23 10-2C



|   |         |              |        |              |
|---|---------|--------------|--------|--------------|
| *D-ATIS   | 118.830 | App Elev     | 136    | Alt Set: HPA |
|   |         | Trans Level: | By ATC |              |
| <p><b>DOSUL 2T [DOSU2T]</b><br/> <b>DOSUL 2Z [DOSU2Z]</b><br/> <b>SANTANDER 3T (SNR 3T) [SNR3T]</b><br/> <b>SANTANDER 3Z (SNR 3Z) [SNR3Z]</b><br/> <b>ARRIVALS (RWY 12)</b><br/> <b>SPEED: MAX 250 KT AT</b><br/> <b>OR BELOW FL120</b></p> |         |              |        |              |



SANTANDER  
115.3 SNR  
FL100

6000  
4000  
2000  
CONTOUR INTERVALS

BILBAO  
115.9 BLV

CHANGES: STAR DOSUL 2Z turn on final.

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# LEBB/BIO BILBAO

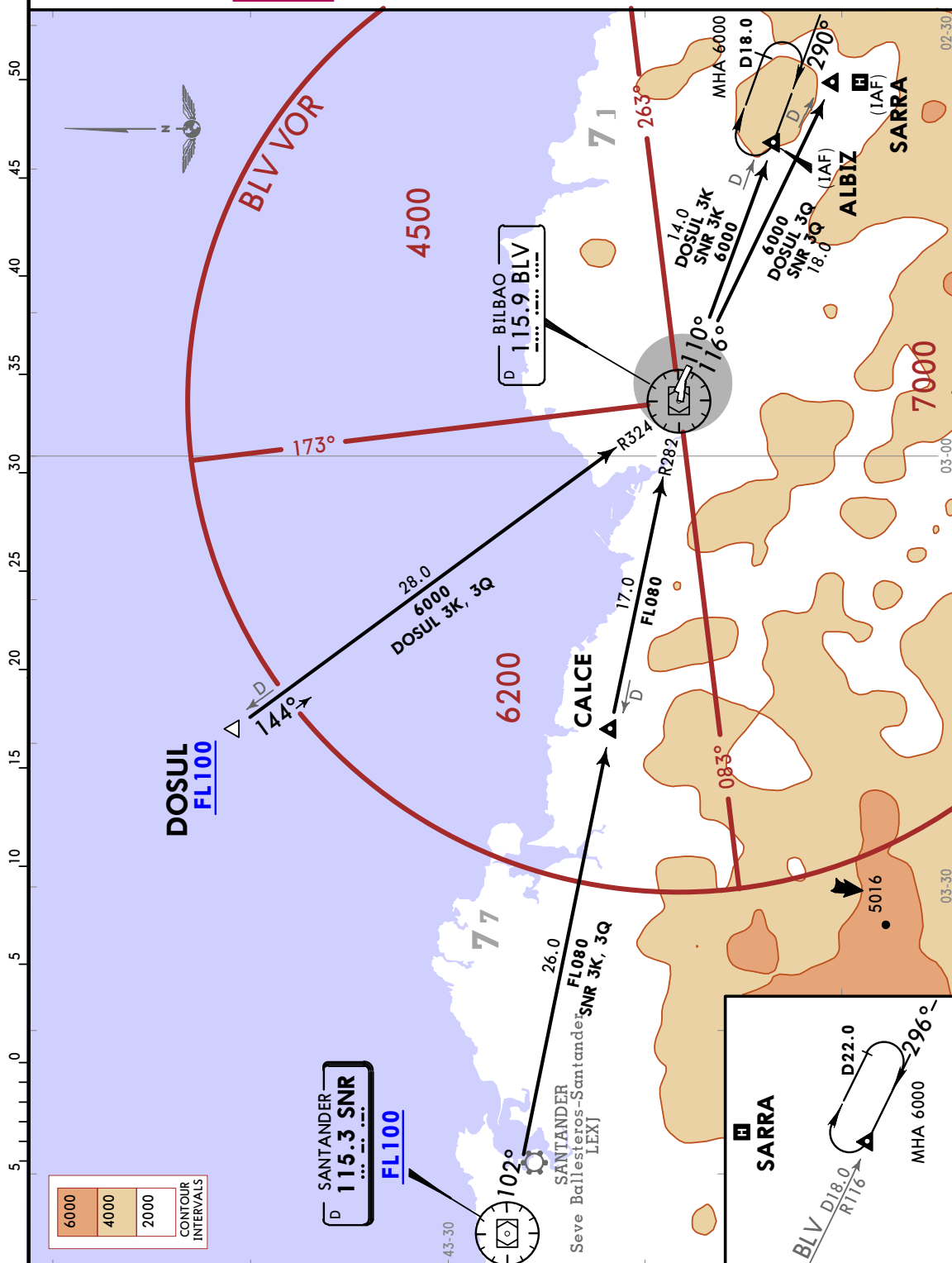
**JEPPESEN**  
17 NOV 23 **10-2D** Eff 30 Nov

# BILBAO, SPAIN STAR

|                    |                 |                                     |
|--------------------|-----------------|-------------------------------------|
| *D-ATIS<br>118.830 | Apt Elev<br>136 | Alt Set: hPa<br>Trans level: By ATC |
|--------------------|-----------------|-------------------------------------|

DOSUL 3K [DOSU3K]  
 DOSUL 3Q [DOSU3Q]  
 SANTANDER 3K (SNR 3K) [SNR3K]  
 SANTANDER 3Q (SNR 3Q) [SNR3Q]  
 ARRIVALS (RWY 30)

**SPEED: MAX 250 KT AT OR BELOW FL120**

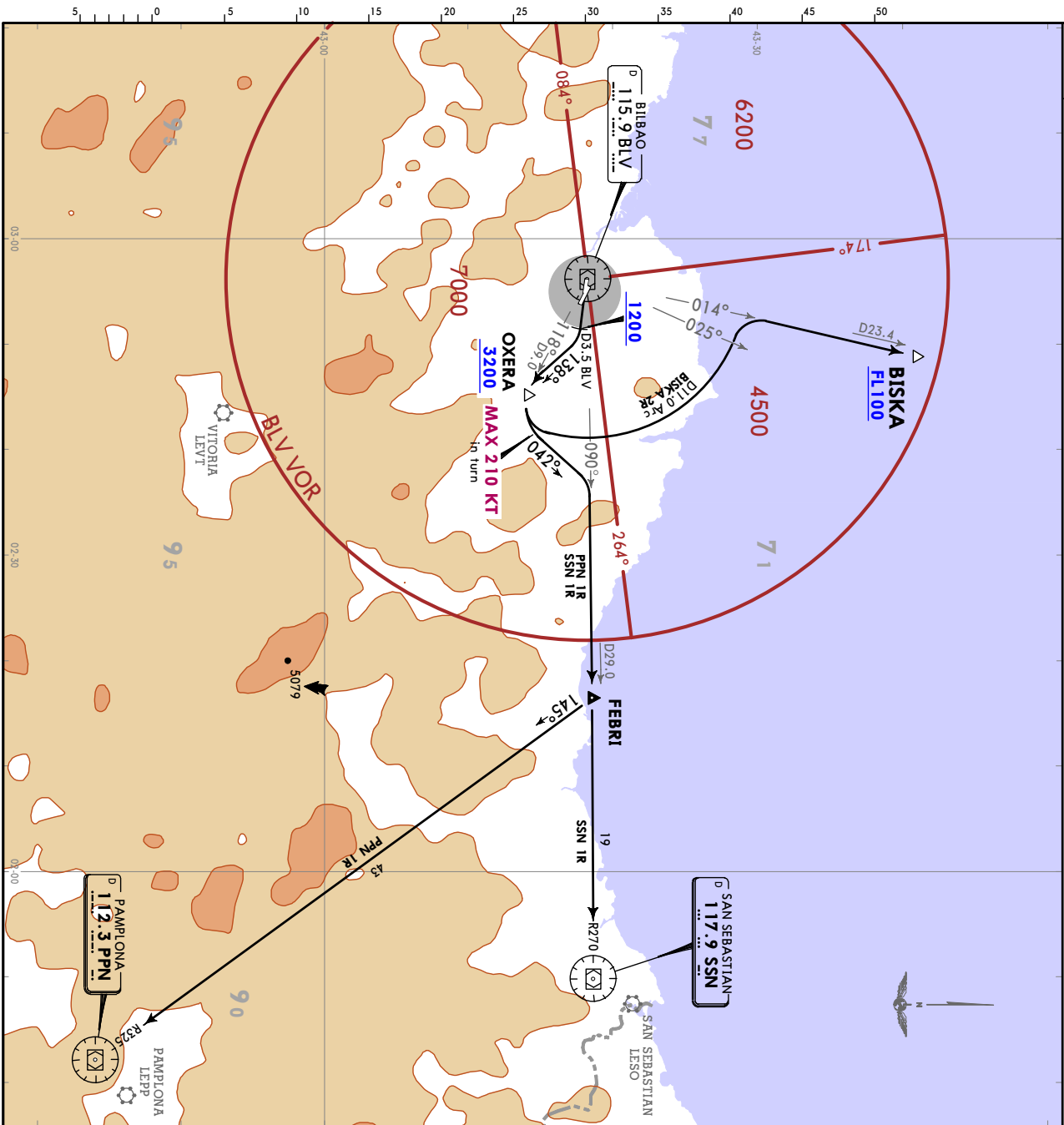


CHANGES: ATIS, chart reindexed.

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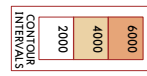
Api Elev 136  
Trans alt: 6000  
EXPECT close-in obstacles.



CHANGES: SID BISKAKA IR renumbered 2R; crossing at BISKAKA established.

**JEPPESSEN BILBAO, SPAIN**  
**SID**

22 MAR 19 10-3 Eff 28 Mar  
**BISKA 2R [BISK2R]**  
**PAMPLONA 1R (PPN 1R) [PPN1R]**  
**SAN SEBASTIAN 1R (SSN 1R) [SSN1R]**  
**RWY 10 DEPARTURES**  
**SPEED: MAX 250 KT UNTIL**  
**UNTIL LEAVING FL100**

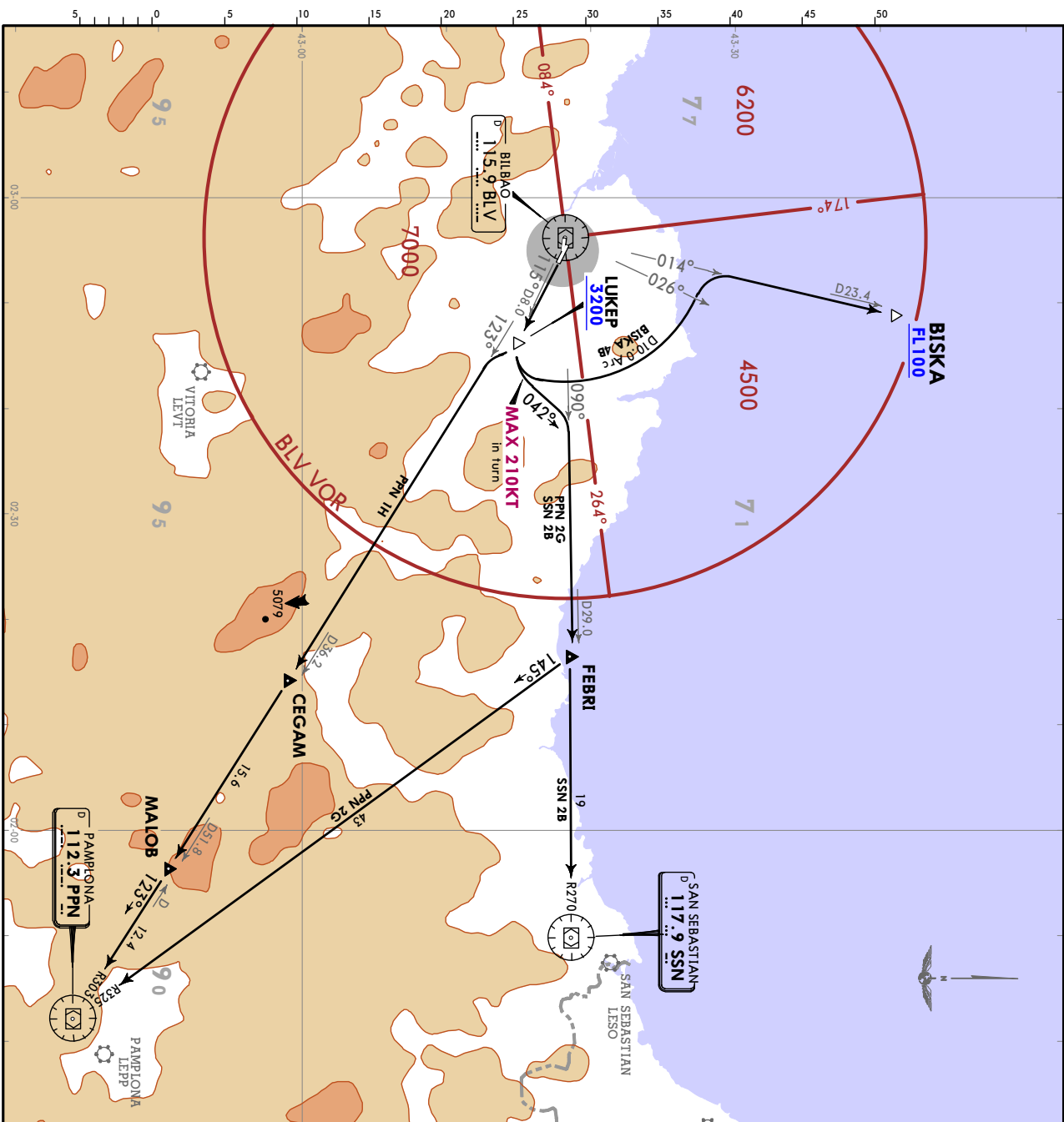


These SIDs require a minimum climb gradient of **BISKA 2R**: 7.0% up to 3200, **PPN 1R, SSN 1R**: 7.0% up to 5000.  
 Gnd speed-KT 75 100 150 200 250 300  
 7.0% V/V (fpm) 532 709 1063 1418 1772 2127

| SID             | INITIAL CLIMB/ROUTING   |
|-----------------|---|
| <b>BISKA 2R</b> | Climb on runway heading to D3.5 BLV, turn RIGHT, 138° track, intercept BLV R118 to OXERA, turn LEFT, 042° track, when passing BLV R025 turn RIGHT, intercept PPN R325 inbound to PPN. |
| <b>PPN 1R</b>   | Climb on runway heading to D3.5 BLV, turn RIGHT, 138° track, intercept BLV R118 to OXERA, turn LEFT, 042° track, intercept PPN R325 inbound to PPN.                                   |
| <b>SSN 1R</b>   | Climb on runway heading to D3.5 BLV, turn RIGHT, 138° track, intercept BLV R118 to OXERA, turn LEFT, 042° track, intercept BLV R090 via FEBRI to SSN.                                 |

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Apt Elev  
136  
Trans alt: 6000  
EXPECT close-in obstacles.



**BISKA 4B [BISK4B]**  
**PAMPLONA 2G (PPN 2G) [PPN2G]**  
**PAMPLONA 1H (PPN 1H) [PPN1H]**  
**SAN SEBASTIAN 2B (SSN 2B) [SSN2B]**  
**RWY 12 DEPARTURES**  
**SPEED: MAX 250 KT UNTIL**  
**UNTIL LEAVING FL100**

These SIDs require a minimum climb gradient of

|                                   |   |
|-----------------------------------|---|
| <b>BISKA 4B:</b> 7.0% up to 4500. | <b>PPN 2G, PPN 1H, SSN 2B:</b> 7.0% up to 5000. |
| 7.0% V/V (fpm):                   | 75   100   150   200   250   300                |
|                                   | 532   709   1063   1418   1772   2127           |

| SID             | INITIAL CLIMB/ROUTING  |
|-----------------|--|
| <b>BISKA 4B</b> | Climb on runway heading to LUKEP, turn LEFT along D10.0 Arc, when passing BLV R028 turn RIGHT, intercept BLV R014 to BISKA.                      |
| <b>PPN 2G</b>   | Climb on runway heading to LUKEP, turn LEFT, 042° track, turn RIGHT, intercept BLV R090 to FEBRI, turn RIGHT, intercept PPN R325 inbound to PPN. |
| <b>PPN 1H</b>   | Climb on runway heading to LUKEP, turn RIGHT, intercept BLV R123 via CEGAM to MALOB, then to PPN.  |
| <b>SSN 2B</b>   | Climb on runway heading to LUKEP, turn LEFT, 042° track, turn RIGHT, intercept BLV R090 via FEBRI to SSN.  |

CHANGES: SID BISKA 3B renumbered 4B; crossing at BISKA established.

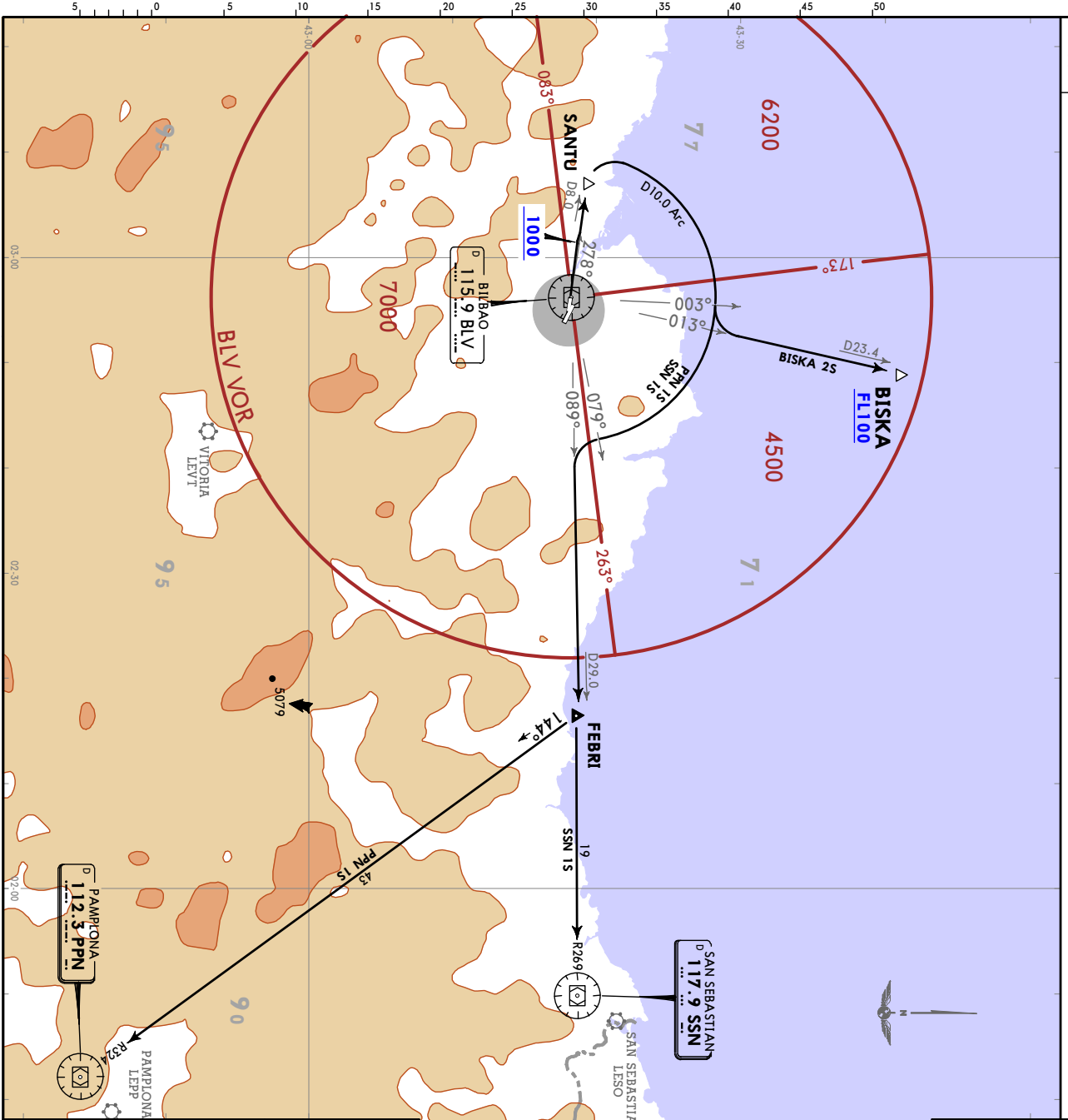


**LEBB/BIO**  
**BILBAO**

Api Elev  
136  
Trans alt: 6000

**JEPPesen BILBAO, SPAIN**  
17 NOV 23 **(10-3B)** **SID**

**BISKA 2S [BISK2S]**  
**PAMPLONA 1S (PPN 1S) [PPN1S]**  
**SAN SEBASTIAN 1S (SSN 1S)[SSN1S]**  
**RWY 28 DEPARTURES**  
**SPEED: MAX 250 KT UNTIL LEAVING FL100**



These SIDs require a minimum climb gradient of 7.0% up to 5000.  
7.0% V/V (fpm)

|     |     |      |      |      |      |
|-----|-----|------|------|------|------|
| 75  | 100 | 150  | 200  | 250  | 300  |
| 532 | 709 | 1063 | 1418 | 1772 | 2127 |

| SID             | INITIAL CLIMB /ROUTING  |
|-----------------|---|
| <b>BISKA 2S</b> | Climb on runway heading to 1000, turn RIGHT, intercept BLV R278 to SANTU, turn RIGHT, along D10.0 Arc, when passing BLV R003 turn LEFT, intercept BLV R013 to BISKA.  |
| <b>PPN 1S</b>   | Climb on runway heading to 1000, turn RIGHT, intercept BLV R278 to SANTU, turn RIGHT, along D10.0 Arc, when passing BLV R079 turn LEFT, intercept BLV R089 to FEBRI, turn RIGHT, intercept PPN R324 inbound to PPN. |
| <b>SSN 1S</b>   | Climb on runway heading to 1000, turn RIGHT, intercept BLV R278 to SANTU, turn RIGHT, along D10.0 Arc, when passing BLV R079 turn LEFT, intercept BLV R089 via FEBRI to SSN.  |

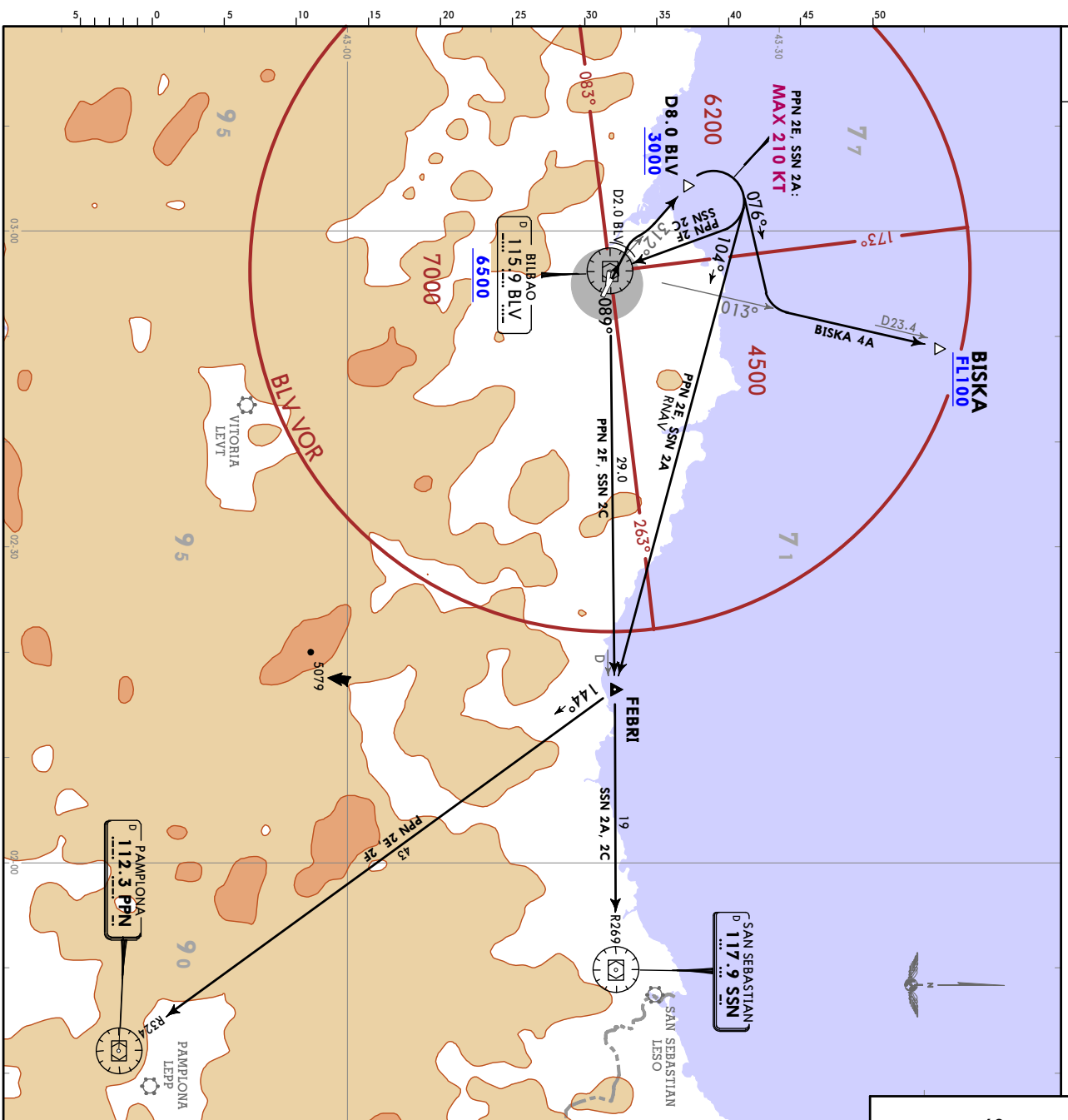
CHANGES None

Apri Elev 136  
Trans alt: 6000  
EXPECT close-in obstacles.

LEBB/BIO  
BILBAO

JEPPESSEN  
17 NOV 23  
10-3C

BILBAO, SPAIN  
SID



**BISKA 4A [BISKA4A]**  
 PAMPLONA 2E (PPN 2E) [PPN2E]  
 PAMPLONA 2F (PPN 2F) [PPN2F]  
 SAN SEBASTIAN 2A (SSN 2A) [SSN2A]  
 SAN SEBASTIAN 2C (SSN 2C) [SSN2C]  
**RWY 30 DEPARTURES**  
**SPEED: MAX 250 KT UNTIL LEAVING FL100**

These SIDs require a minimum climb gradient of

|                                |                                       |
|--------------------------------|---------------------------------------|
| <b>BISKA 4A:</b>               | 7.0% up to 5000.                      |
| <b>PPN 2E, 2F, SSN 2A, 2C:</b> | 7.0% up to 4000.                      |
| Gnd speed-KT                   | 75   100   150   200   250   300      |
| 7.0% V/V (fpm)                 | 532   709   1063   1418   1772   2127 |

**INITIAL CLIMB**  
 Climb on runway heading to D2.0 BLV, turn RIGHT, intercept BLV R312 to D8.0 BLV.

| SID             | ROUTING  |
|-----------------|--|
| <b>BISKA 4A</b> | A1 D8.0 BLV turn RIGHT, 076° track, intercept BLV R013 to BISKA.                                 |
| <b>PPN 2E</b>   | A1 D8.0 BLV turn RIGHT, 104° track to FEBRI, turn RIGHT, intercept PPN R324 inbound to PPN.      |
| <b>PPN 2F</b>   | A1 D8.0 BLV turn RIGHT to BLV, BLV R089 to FEBRI, turn RIGHT, intercept PPN R324 inbound to PPN. |
| <b>SSN 2A</b>   | A1 D8.0 BLV turn RIGHT, 104° track to FEBRI, turn LEFT, intercept BLV R089 to SSN.               |
| <b>SSN 2C</b>   | A1 D8.0 BLV turn RIGHT to BLV, BLV R089 via FEBRI to SSN.  |

CHANGES: Reissue.

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**LEBB/BIO**  
**BILBAO**

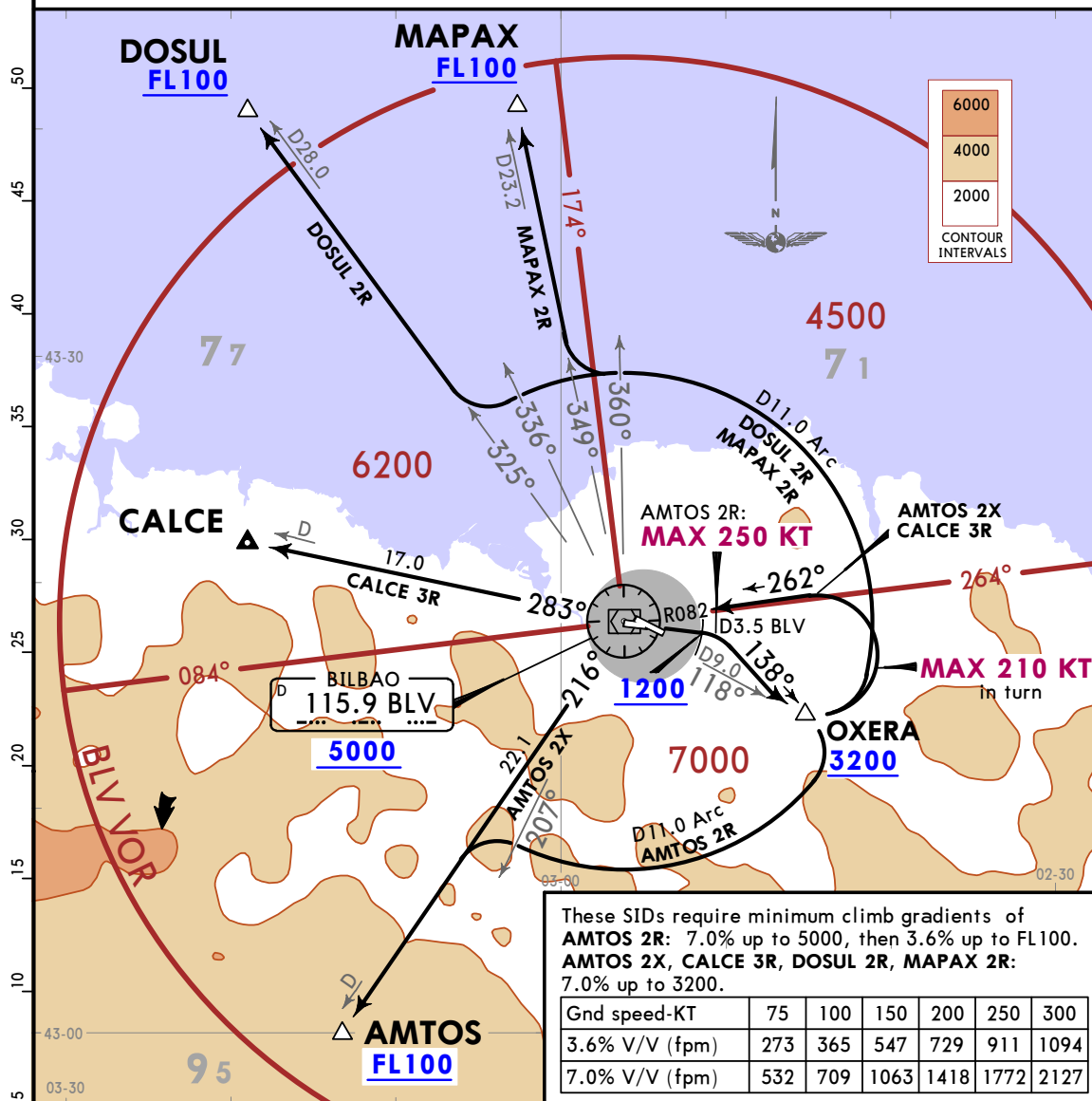
**JEPPESEN**  
5 JUL 19 **10-3D** Eff 18 Jul

**BILBAO, SPAIN**  
**SID**

Apt Elev **136** Trans alt: 6000  
EXPECT close-in obstacles.

**AMTOS 2R [AMT02R], AMTOS 2X [AMT02X]**  
**CALCE 3R [CALC3R], DOSUL 2R [DOSU2R]**  
**MAPAX 2R [MAPA2R]**  
**RWY 10 DEPARTURES**

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



These SIDs require minimum climb gradients of  
**AMTOS 2R:** 7.0% up to 5000, then 3.6% up to FL100.  
**AMTOS 2X, CALCE 3R, DOSUL 2R, MAPAX 2R:** 7.0% up to 3200.

| Gnd speed-KT   | 75  | 100 | 150  | 200  | 250  | 300  |
|----------------|-----|-----|------|------|------|------|
| 3.6% V/V (fpm) | 273 | 365 | 547  | 729  | 911  | 1094 |
| 7.0% V/V (fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |

Initial climb clearance **FL80** , except ATC clearance

**INITIAL CLIMB**

Climb on runway heading to D3.5 BLV, turn RIGHT, 138° track, intercept BLV R118 to OXERA.

| SID             | ROUTING   |
|-----------------|---|
| <b>AMTOS 2R</b> | At OXERA turn RIGHT, along D11.0 Arc, when passing BLV R207 turn LEFT, intercept BLV R216 to AMTOS. |
| <b>AMTOS 2X</b> | At OXERA turn LEFT, intercept BLV R082 inbound to BLV, BLV R216 to AMTOS.                           |
| <b>CALCE 3R</b> | At OXERA turn LEFT, intercept BLV R082 inbound to BLV, BLV R283 to CALCE.                           |
| <b>DOSUL 2R</b> | At OXERA turn LEFT, along D11.0 Arc, when passing BLV R336 turn RIGHT, intercept BLV R325 to DOSUL. |
| <b>MAPAX 2R</b> | At OXERA turn LEFT, along D11.0 Arc, when passing BLV R360 turn RIGHT, intercept BLV R349 to MAPAX. |

CHANGES: SID CALCE 2R renumbered 3R.

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**LEBB/BIO**  
BILBAO

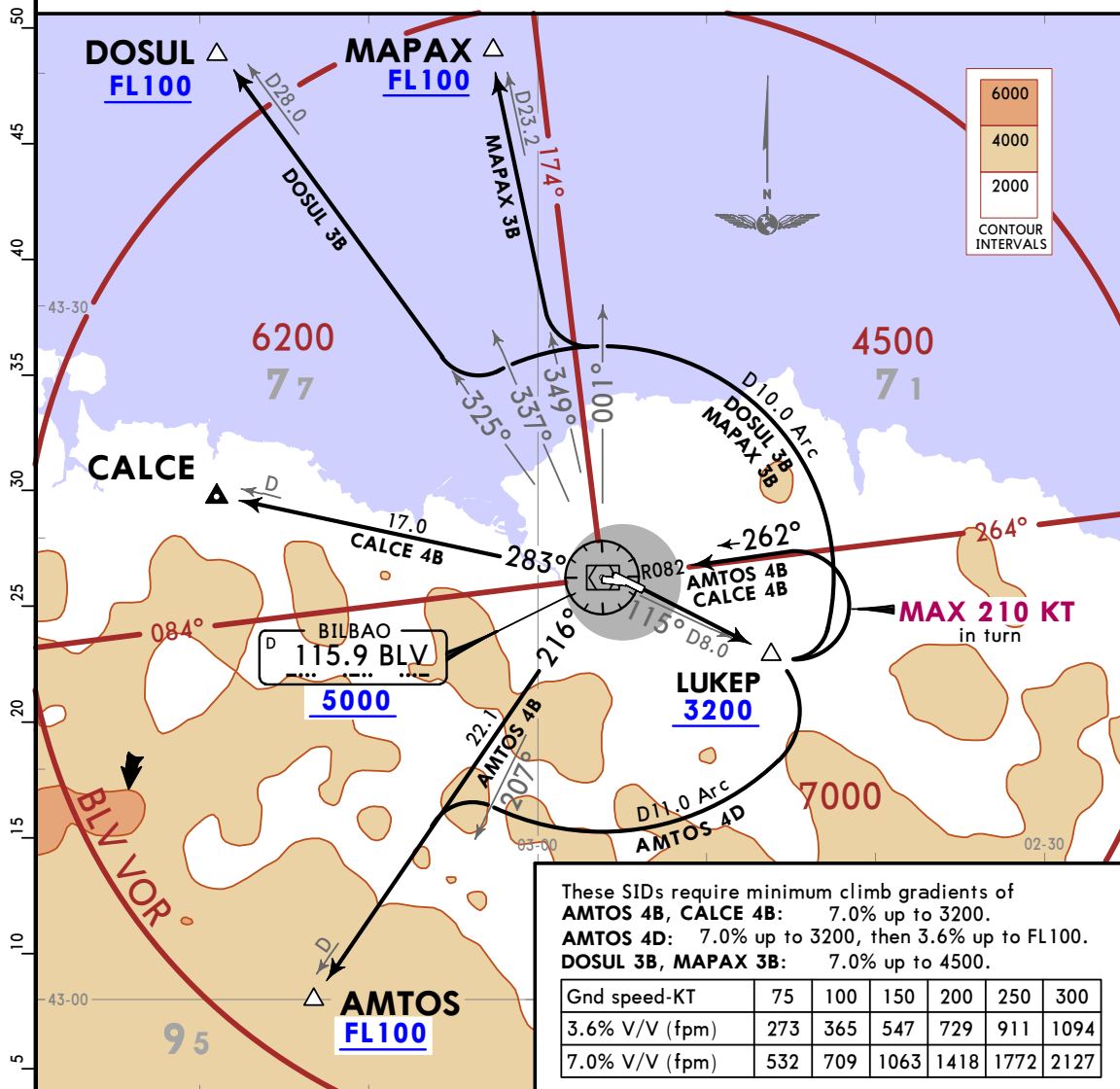
**JEPPESEN**  
5 JUL 19 **(10-3E)** Eff 18 Jul

**BILBAO, SPAIN**  
**SID**

Apt Elev **136** Trans alt: 6000  
EXPECT close-in obstacles.

**AMTOS 4B [AMT04B]**  
**AMTOS 4D [AMT04D]**  
**CALCE 4B [CALC4B]**  
**DOSUL 3B [DOSU3B]**  
**MAPAX 3B [MAPA3B]**  
**RWY 12 DEPARTURES**

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



Initial climb clearance **FL80**, except ATC clearance

| SID             | INITIAL CLIMB/ROUTING  |
|-----------------|--|
| <b>AMTOS 4B</b> | Climb on runway heading to LUKEP, turn LEFT, intercept BLV R082 inbound to BLV, BLV R216 to AMTOS.                           |
| <b>AMTOS 4D</b> | Climb on runway heading to LUKEP, turn RIGHT, along D11.0 Arc, when passing BLV R207 turn LEFT, intercept BLV R216 to AMTOS. |
| <b>CALCE 4B</b> | Climb on runway heading to LUKEP, turn LEFT, intercept BLV R082 inbound to BLV, BLV R283 to CALCE.                           |
| <b>DOSUL 3B</b> | Climb on runway heading to LUKEP, turn LEFT, along D10.0 Arc, when passing BLV R337 turn RIGHT, intercept BLV R325 to DOSUL. |
| <b>MAPAX 3B</b> | Climb on runway heading to LUKEP, turn LEFT, along D10.0 Arc, when passing BLV R001 turn RIGHT, intercept BLV R349 to MAPAX. |

CHANGES: SID CALCE 3B renumbered 4B.

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LEBB/BIO  
BILBAO

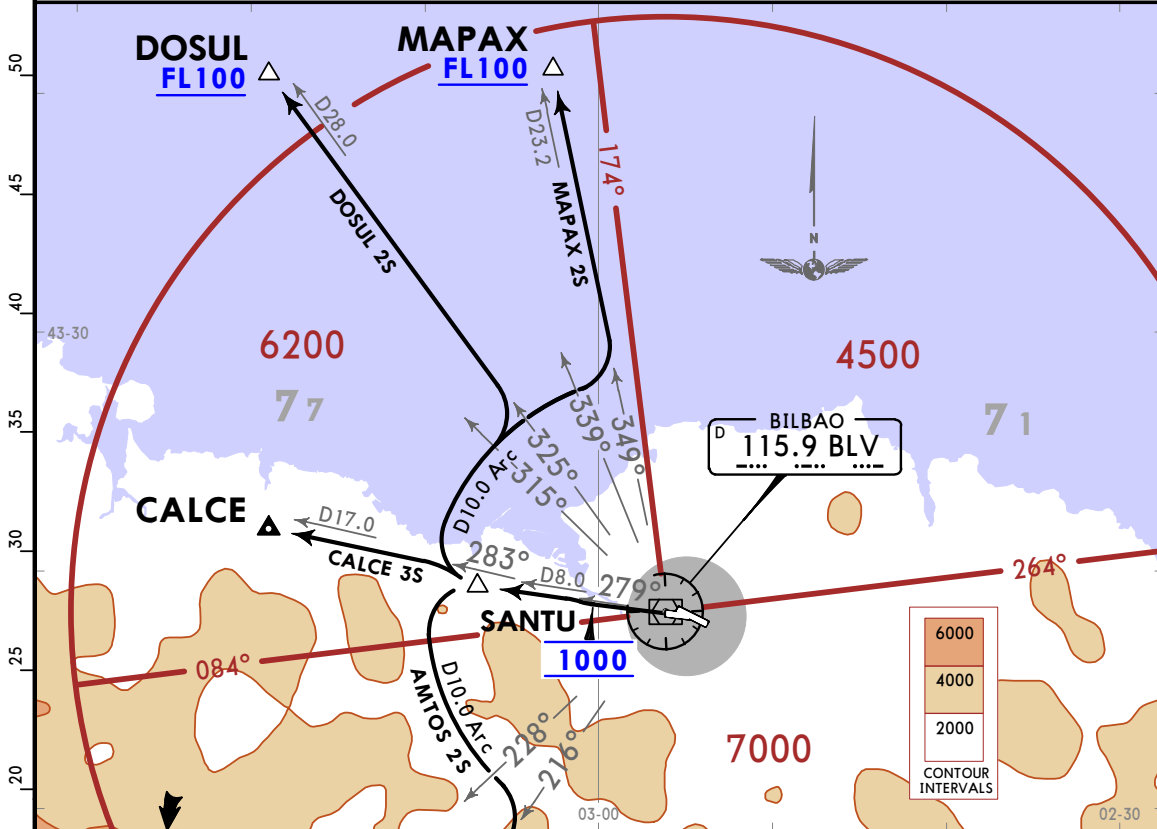
JEPPESEN  
5 JUL 19 (10-3F) Eff 18 Jul

BILBAO, SPAIN  
SID

Apt Elev 136 Trans alt: 6000

AMTOS 2S [AMT02S]  
CALCE 3S [CALC3S]  
DOSUL 2S [DOSU2S]  
MAPAX 2S [MAPA2S]  
RWY 28 DEPARTURES

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



These SIDs require minimum climb gradients of  
**AMTOS 2S:** 7.0% up to 5000, then 4.2% up to FL100.  
**CALCE 3S:** 7.0% up to 5000.  
**DOSUL 2S, MAPAX 2S:** 7.0% up to 5000, then 3.7% up to FL100.

| Gnd speed-KT   | 75  | 100 | 150  | 200  | 250  | 300  |
|----------------|-----|-----|------|------|------|------|
| 3.7% V/V (fpm) | 281 | 375 | 562  | 749  | 937  | 1124 |
| 4.2% V/V (fpm) | 319 | 425 | 638  | 851  | 1063 | 1276 |
| 7.0% V/V (fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |

Initial climb clearance **FL80**, except ATC clearance

**INITIAL CLIMB**

Climb on runway heading to 1000, turn RIGHT, intercept BLV R279 to SANTU.

| SID             | ROUTING   |
|-----------------|---|
| <b>AMTOS 2S</b> | At SANTU turn LEFT, along D10.0 Arc, when passing BLV R228 turn RIGHT, intercept BLV R216 to AMTOS. |
| <b>CALCE 3S</b> | At SANTU turn RIGHT, intercept BLV R283 to CALCE.   |
| <b>DOSUL 2S</b> | At SANTU turn RIGHT, along D10.0 Arc, when passing BLV R315 turn LEFT, intercept BLV R325 to DOSUL. |
| <b>MAPAX 2S</b> | At SANTU turn RIGHT, along D10.0 Arc, when passing BLV R339 turn LEFT, intercept BLV R349 to MAPAX. |

CHANGES: SID CALCE 2S renumbered 3S & climb gradient.

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LEBB/BIO  
BILBAO

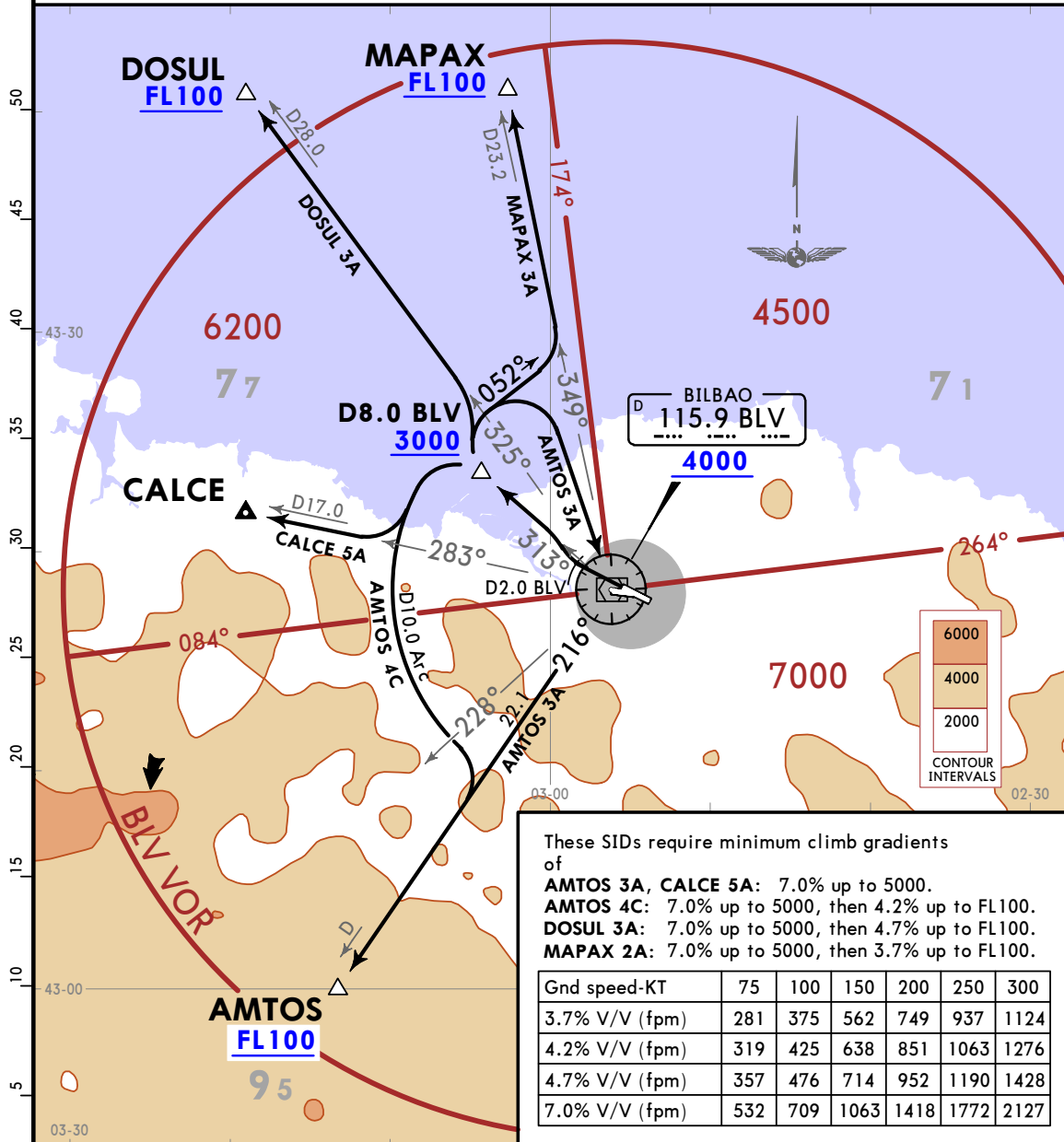
JEPPESEN  
5 JUL 19 10-3G Eff 18 Jul

BILBAO, SPAIN  
SID

Apt Elev 136 Trans alt: 6000  
EXPECT close-in obstacles.

AMTOS 3A [AMT03A], AMTOS 4C [AMT04C]  
CALCE 5A [CALC5A], DOSUL 3A [DOSU3A]  
MAPAX 3A [MAPA3A]  
RWY 30 DEPARTURES

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



These SIDs require minimum climb gradients of  
**AMTOS 3A, CALCE 5A:** 7.0% up to 5000.  
**AMTOS 4C:** 7.0% up to 5000, then 4.2% up to FL100.  
**DOSUL 3A:** 7.0% up to 5000, then 4.7% up to FL100.  
**MAPAX 2A:** 7.0% up to 5000, then 3.7% up to FL100.

Initial climb clearance **FL80**, except ATC clearance

**INITIAL CLIMB**

Climb on runway heading to D2.0 BLV, turn RIGHT, intercept BLV R313 to D8.0 BLV.

| SID             | ROUTING  |
|-----------------|--|
| <b>AMTOS 3A</b> | At D8.0 BLV turn RIGHT to BLV, BLV R216 to AMTOS.  |
| <b>AMTOS 4C</b> | At D8.0 BLV turn LEFT, along D10.0 Arc, when passing BLV R228 turn RIGHT, intercept BLV R216 to AMTOS. |
| <b>CALCE 5A</b> | At D8.0 BLV turn LEFT, intercept BLV R283 to CALCE.  |
| <b>DOSUL 3A</b> | At D8.0 BLV turn RIGHT, intercept BLV R325 to DOSUL.   |
| <b>MAPAX 3A</b> | At D8.0 BLV turn RIGHT, 052° track, intercept BLV R349 to MAPAX.                                       |

CHANGES: SID CALCE 4A renumbered 5A & climb gradient.

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**LEBB/BIO**  
**BILBAO**

 **JEPPESEN**  
6 MAY 22 **10-3H** Eff 19 May

**BILBAO, SPAIN**  
**SID**

### CONTINGENCY DEPARTURES

In the event of failure of one or more nav aids used for the departures from runways 10, 28, 30 the following procedures shall be carried out:

- RWY 10:** Climb on runway heading to 1800, turn LEFT (MAX 250 KT), climb on 002° heading to 4000 and wait for ATC instructions.
- RWY 28:** Climb on 293° heading to 4500, turn following ATC instructions.
- RWY 30:** Climb on runway heading to 4500, turn following ATC instructions.

These departures require minimum climb gradients of

**RWY 10:** 7.4% to 4000.

**RWY 28, 30:** 6.7% to 4500.

|                |     |     |      |      |      |      |
|----------------|-----|-----|------|------|------|------|
| Gnd speed-KT   | 75  | 100 | 150  | 200  | 250  | 300  |
| 6.7% V/V (fpm) | 509 | 678 | 1018 | 1357 | 1696 | 2035 |
| 7.4% V/V (fpm) | 562 | 749 | 1124 | 1499 | 1873 | 2248 |

# LEBB/BIO

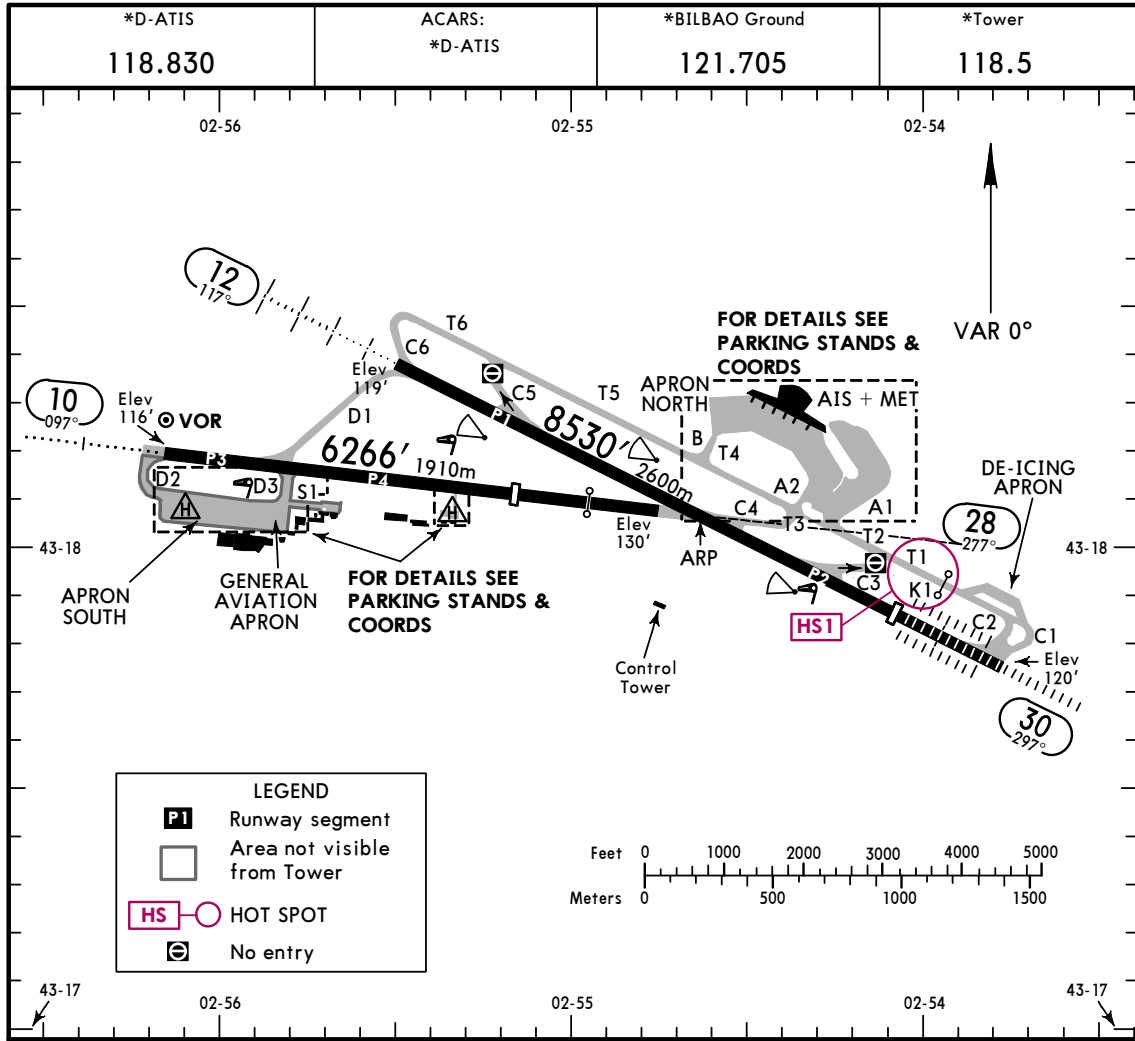
Apt Elev **136'**  
N43 18.1 W002 54.6



8 DEC 23 **(10-9)**

# BILBAO, SPAIN

BILBAO



### ADDITIONAL RUNWAY INFORMATION

| RWY |   | USABLE LENGTHS |                | TAKE-OFF    | WIDTH       |
|-----|---|----------------|----------------|-------------|-------------|
|     |   | Threshold      | Landing Beyond |             |             |
| 10  | HIRL (60m) ① HIALS Simple TDZ PAPI (3.6°)     |                |                | 3921' 1195m | 148'<br>45m |
| 28  | HIRL (60m) REIL PAPI-L (3.4°)                 | 4446' 1355m    |                | ⑥           |             |
| 12  | HIRL (60m) CL (15m) ② HIALS PAPI (3.1°) ③ RVR | 8333' 2540m    | 7361' 2244m    | 8333' 2540m | 148'<br>45m |
| 30  | HIRL (60m) CL (15m) ④ HIALS-II TDZ REIL ⑤ RVR | 7021' 2140m    | 5988' 1825m    | ⑦           |             |

- ① length 540m    ② length 560m    ③ HSTIL: C3.    ④ length 750m
- ⑤ PAPI-L (3.4°), HSTIL: C5.
- TAKE-OFF RUN AVAILABLE
- ⑥ RWY 28:  
From rwy head 6266' (1910m)  
stop bar rwy 28 5381' (1640m)
- ⑦ RWY 30:  
From rwy head 8530' (2600m)  
twy C2 int 7661' (2335m)

### HOT SPOTS

(For information only, not to be construed as ATC instructions.)

**HS1** Acft holding at K1 will be cleared for take-off RWY 30 only when they have reported ready for take-off to ATC.

| Std/State                                     |                      | TAKE-OFF         |                            |                  |            |
|---|----------------------|------------------|----------------------------|------------------|------------|
| Rwy 30  |                      | All Rwys         |                            |                  |            |
| Low Visibility Procedures required            |                      | RCLM or RL or CL | RL or CL                   | Adequate Vis Ref |            |
| Approval for Low Visibility Take-off required |                      |                  |                            | DAY              | NIGHT      |
| RCLM & RL & CL (spacing 15m or less) & RVR    | RCLM & RL & CL & RVR | RCLM & RL & RVR  | RCLM & RL & RVR & RL or CL |                  |            |
| R125m   | R150m                | R300m            |                            | R/V400m          | R/V500m NA |

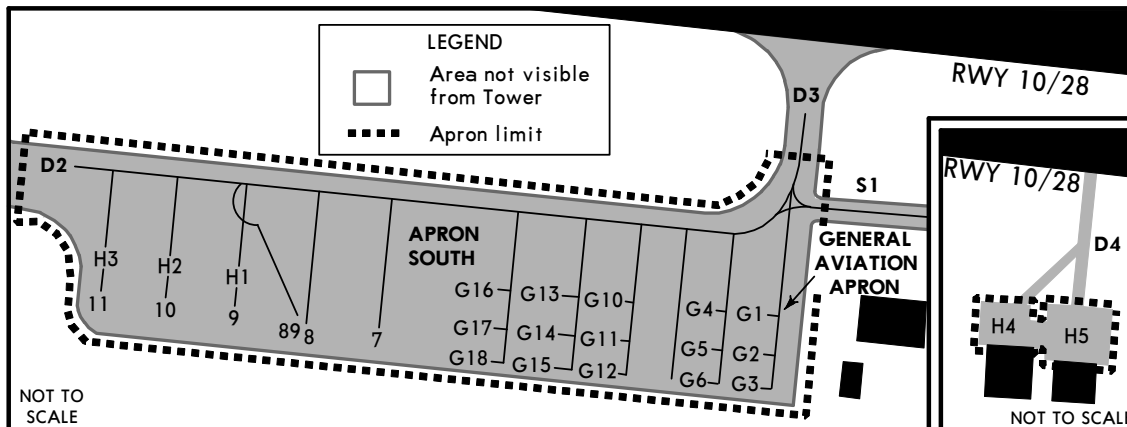
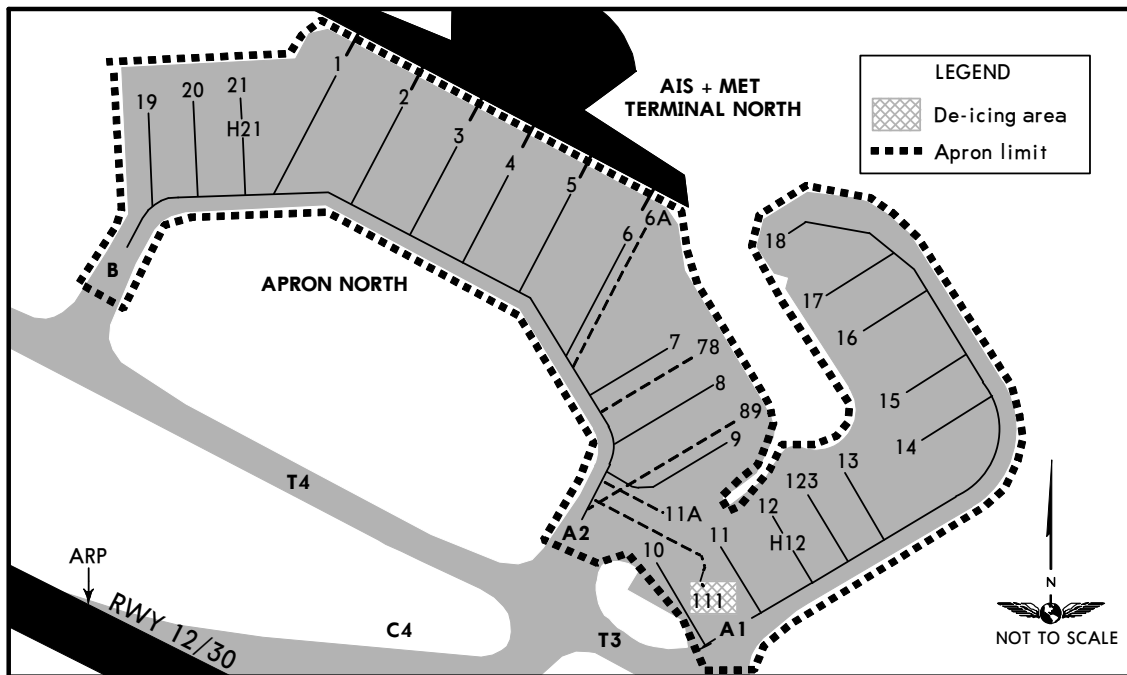
CHANGES: D-ATIS and Ground frequency.

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LEBB/BIO

**JEPPESEN**  
8 DEC 23 (10-9A)

**BILBAO, SPAIN**  
BILBAO



**INS COORDINATES**

| STAND No.          | COORDINATES        | STAND No.          | COORDINATES        |
|--------------------|--------------------|--------------------|--------------------|
| <b>APRON NORTH</b> |                    | <b>APRON SOUTH</b> |                    |
| 1                  | N43 18.3 W002 54.5 | 7, 8               | N43 18.1 W002 56.0 |
| 2 thru 4           | N43 18.3 W002 54.4 | 89, 9 thru 11      | N43 18.1 W002 56.1 |
| 5 thru 8           | N43 18.2 W002 54.3 | G1, G2             | N43 18.1 W002 55.8 |
| 9                  | N43 18.1 W002 54.2 | G3                 | N43 18.0 W002 55.8 |
| 10 thru 11A        | N43 18.1 W002 54.3 | G4, G5             | N43 18.1 W002 55.9 |
| 12, 13             | N43 18.1 W002 54.2 | G6                 | N43 18.0 W002 55.9 |
| 14                 | N43 18.1 W002 54.1 | G10, G11           | N43 18.1 W002 55.9 |
| 15 thru 18         | N43 18.2 W002 54.2 | G12                | N43 18.0 W002 55.9 |
| 19, 20             | N43 18.3 W002 54.6 | G13 thru G15       | N43 18.1 W002 55.9 |
| 21                 | N43 18.3 W002 54.5 | G16 thru G18       | N43 18.1 W002 56.0 |
| 78                 | N43 18.2 W002 54.3 | H1 thru H3         | N43 18.1 W002 56.1 |
| 89                 | N43 18.2 W002 54.2 | H4, H5             | N43 18.1 W002 55.4 |
| 111                | N43 18.1 W002 54.3 |                    |                    |
| 123                | N43 18.1 W002 54.2 |                    |                    |
| H12                | N43 18.1 W002 54.2 |                    |                    |
| H21                | N43 18.3 W002 54.5 |                    |                    |



**LEBB/BIO**  
**BILBAO**



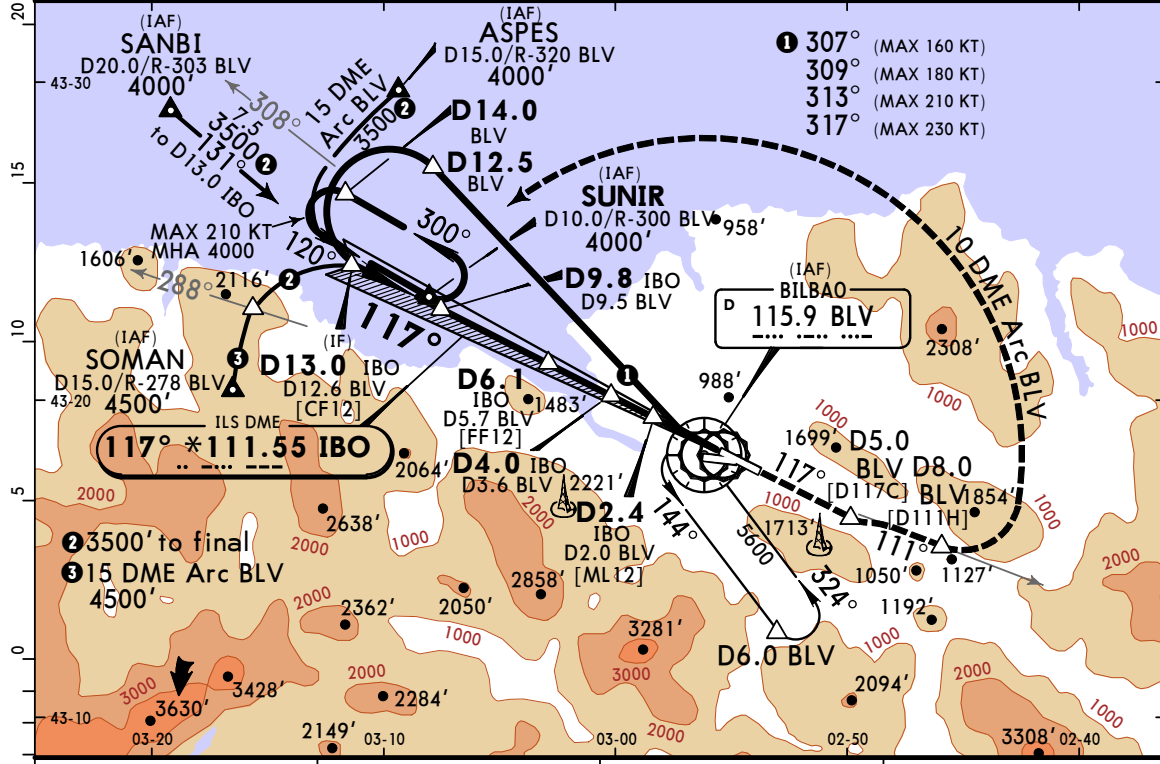
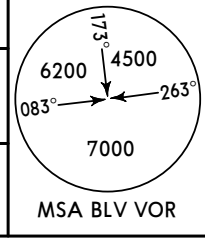
**BILBAO, SPAIN**  
**ILS Z or LOC Z Rwy 12**

|                           |                                    |                                  |                                |
|---------------------------|------------------------------------|----------------------------------|--------------------------------|
| *D-ATIS<br><b>118.830</b> | *BILBAO Approach<br><b>127.450</b> | *BILBAO Tower<br><b>118.5</b>    | *Ground<br><b>121.705</b>      |
| LOC IBO<br><b>*111.55</b> | Final Apch Crs<br><b>117°</b>      | <b>D9.8 IBO</b><br>3500' (3381') | ILS DA(H)<br>Refer to Minimums |
| Apt Elev 136'             |                                    |                                  | Rwy 119'                       |

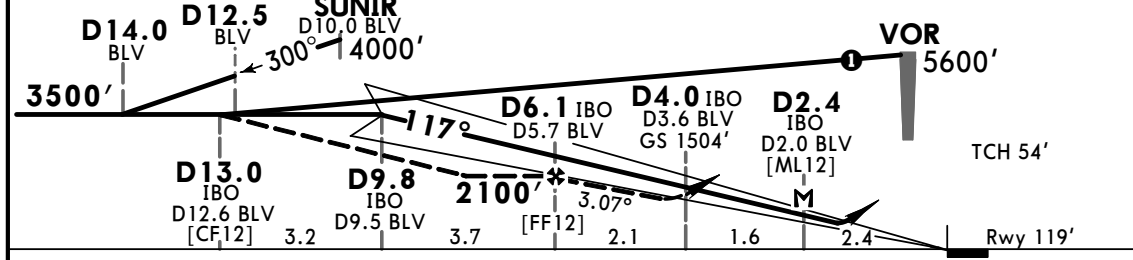
**MISSED APCH:** Climb to D5.0 BLV, then turn LEFT and follow R-111 BLV to D8.0 BLV. Turn LEFT and follow 10 DME Arc BLV to SUNIR and join holding at 4000'.

Alt Set: hPa      Rwy Elev: 4 hPa      Trans level: By ATC      Trans alt: 6000'

1. VOR and DME required. 2. ILS DME reads zero at rwy 12 thresh. 3. ILS: No obstacle free zone rwy 12.



|              |                  |       |       |
|--------------|------------------|-------|-------|
| LOC (GS out) | IBO DME ALTITUDE | 6.0   | 5.0   |
|              |                  | 2130' | 1800' |



|                   |       |     |     |     |     |     |                                |     |
|-------------------|-------|-----|-----|-----|-----|-----|--------------------------------|-----|
| Gnd speed-Kts     | 70    | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI PAPI<br>D5.0 BLV |     |
| ILS GS            | 3.10° | 384 | 494 | 548 | 658 | 768 |                                | 878 |
| LOC Descent Angle | 3.07° | 380 | 489 | 543 | 652 | 760 |                                | 869 |

MAP at D2.4 IBO/D2.0 BLV

| Std/State   |  | STRAIGHT-IN LANDING ILS   |  | LOC (GS out)               | CIRCLE-TO-LAND                  |
|---|--|---|--|----------------------------|---------------------------------|
| MACG MIN 5.0%   |  | MACG MIN 2.5%   |  | CDFA                       | Not authorized South of airport |
| DA(H)<br>A: 594' (475')<br>B: 606' (487')<br>C: 614' (495')<br>D: 624' (505') |  | DA(H)<br>A: 1003' (884')<br>B: 1015' (896')<br>C: 1023' (904')<br>D: 1033' (914') |  | DA/MDA(H)<br>1800' (1681') |                                 |
| ALS out   |  | ALS out   |  | ALS out                    | Max Kts                         |
| R1500m  |  | R1500m  |  | R5000m                     | 100                             |
| R1800m R2300m   |  | R2400m  |  |                            | 135                             |
| R1900m R2400m   |  |   |  |                            | 180                             |
|   |  |   |  |                            | 205                             |
|   |  |   |  |                            | MDA(H)                          |
|   |  |   |  |                            | 1800' (1664') V1500m            |
|   |  |   |  |                            | 1970' (1834') V1600m            |
|   |  |   |  |                            | 2110' (1974') V2400m            |
|   |  |   |  |                            | 2110' (1974') V3600m            |

PANS OPS

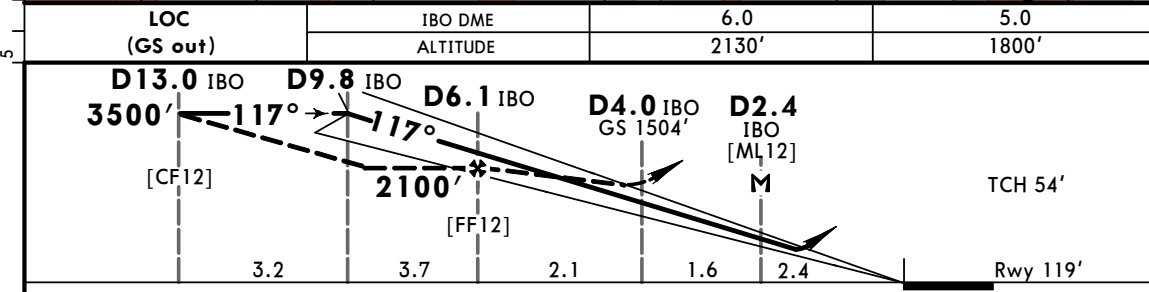
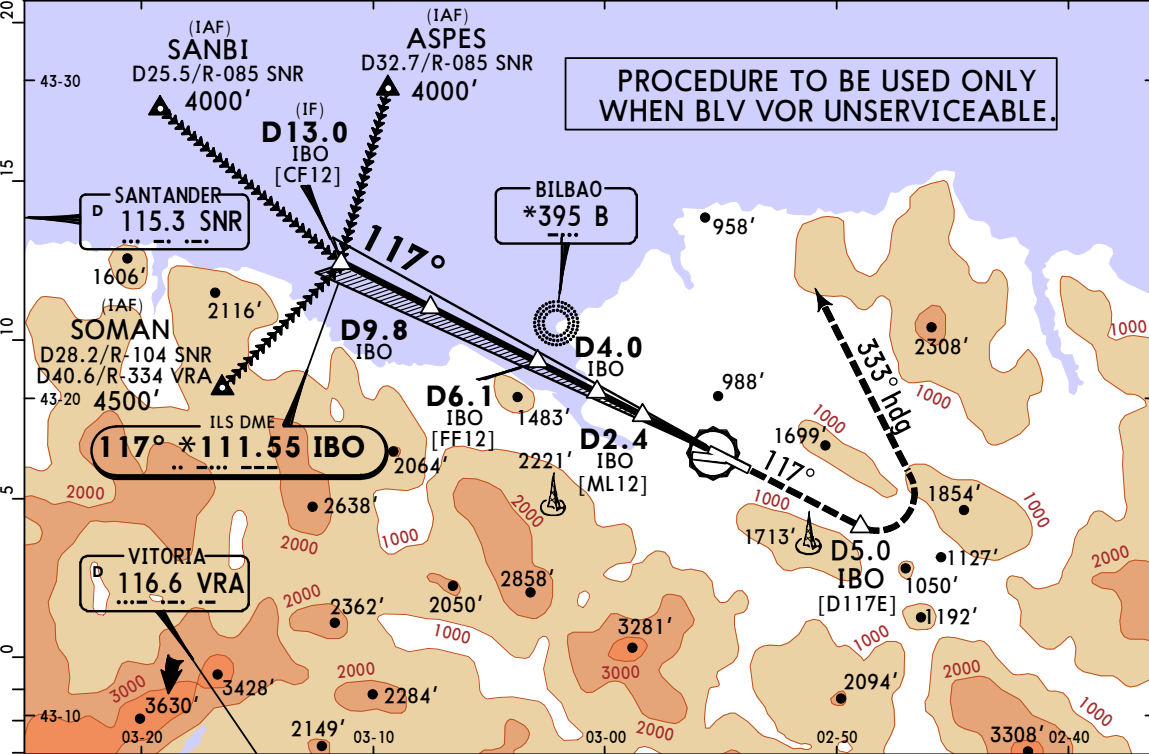
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 2 or higher straight-in minimums  
 CHANGES: D-ATIS and Ground frequency. © JEPPESSEN, 2008, 2023. ALL RIGHTS RESERVED.

**LEBB/BIO**  
**BILBAO**

**JEPPESSEN**  
8 DEC 23 **(11-2)**

**BILBAO, SPAIN**  
**ILS Y or LOC Y Rwy 12**

|   |                               |   |                                |                               |  |                           |            |
|---|-------------------------------|---|--------------------------------|-------------------------------|--|---------------------------|------------|
| *D-ATIS<br><b>118.830</b>   |                               | *BILBAO Approach<br><b>127.450</b>      |                                | *BILBAO Tower<br><b>118.5</b> |  | *Ground<br><b>121.705</b> |            |
| LOC IBO<br><b>*111.55</b>   | Final Apch Crs<br><b>117°</b> | <b>D9.8 IBO</b><br><b>3500'</b> (3381') | ILS DA(H)<br>Refer to Minimums | Apt Elev 136'<br>Rwy 119'     |  |                           |            |
| <b>MISSED APCH:</b> Climb on rwy heading to D5.0 IBO, then turn <b>LEFT</b> (MAX 230 KT) onto heading 333° climbing to 3500', expect radar vectoring. |                               |   |                                |                               |  |                           |            |
| Alt Set: hPa      Rwy Elev: 4 hPa      Trans level: By ATC      Trans alt: 6000'  |                               |   |                                |                               |  |                           |            |
| 1. VOR and DME and ADF required.      2. ILS DME reads zero at rwy 12 threshold.<br>3. ILS: No obstacle free zone rwy 12.                             |                               |   |                                |                               |  |                           |            |
|   |                               |   |                                |                               |  |                           | MSA B Lctr |



|                   |       |     |     |     |     |     |                        |                                   |     |
|-------------------|-------|-----|-----|-----|-----|-----|------------------------|-----------------------------------|-----|
| Gnd speed-Kts     | 70    | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI PAPI<br> | <b>D5.0 IBO</b> on <b>RWY</b> hdg |     |
| ILS GS            | 3.10° | 384 | 494 | 548 | 658 | 768 |                        |                                   | 878 |
| LOC Descent Angle | 3.07° | 380 | 489 | 543 | 652 | 760 |                        |                                   | 869 |

|                             |        |                              |  |  |  |                                |  |                                 |                             |
|-----------------------------|--------|------------------------------|--|--|--|--------------------------------|--|---------------------------------|-----------------------------|
| <b>Std/State</b>            |        | <b>STRAIGHT-IN LANDING</b>   |  |  |  | <b>LOC (GS out)</b>            |  | <b>CIRCLE-TO-LAND</b>           |                             |
| MACG MIN 5.0%               |        | ILS MACG MIN 2.5%            |  |  |  | CDFA                           |  | Not authorized South of airport |                             |
| DA(H) A: <b>594'</b> (475') |        | DA(H) A: <b>1003'</b> (884') |  |  |  | DA/MDA(H) <b>1800'</b> (1681') |  |                                 |                             |
| B: <b>606'</b> (487')       |        | B: <b>1015'</b> (896')       |  |  |  | ALS out                        |  |                                 |                             |
| C: <b>614'</b> (495')       |        | C: <b>1023'</b> (904')       |  |  |  | ALS out                        |  |                                 |                             |
| D: <b>624'</b> (505')       |        | D: <b>1033'</b> (914')       |  |  |  | ALS out                        |  |                                 |                             |
| ALS out                     |        | ALS out                      |  |  |  | ALS out                        |  | Max Kts                         |                             |
| A                           | R1500m | R1500m                       |  |  |  | R5000m                         |  | 100                             | 1800' (1664') <b>V1500m</b> |
| B                           | R1800m | R2400m                       |  |  |  | R5000m                         |  | 135                             | 1970' (1834') <b>V1600m</b> |
| C                           | R1800m | R2400m                       |  |  |  | R5000m                         |  | 180                             | 2110' (1974') <b>V2400m</b> |
| D                           | R1900m | R2400m                       |  |  |  | R5000m                         |  | 205                             | 2110' (1974') <b>V3600m</b> |

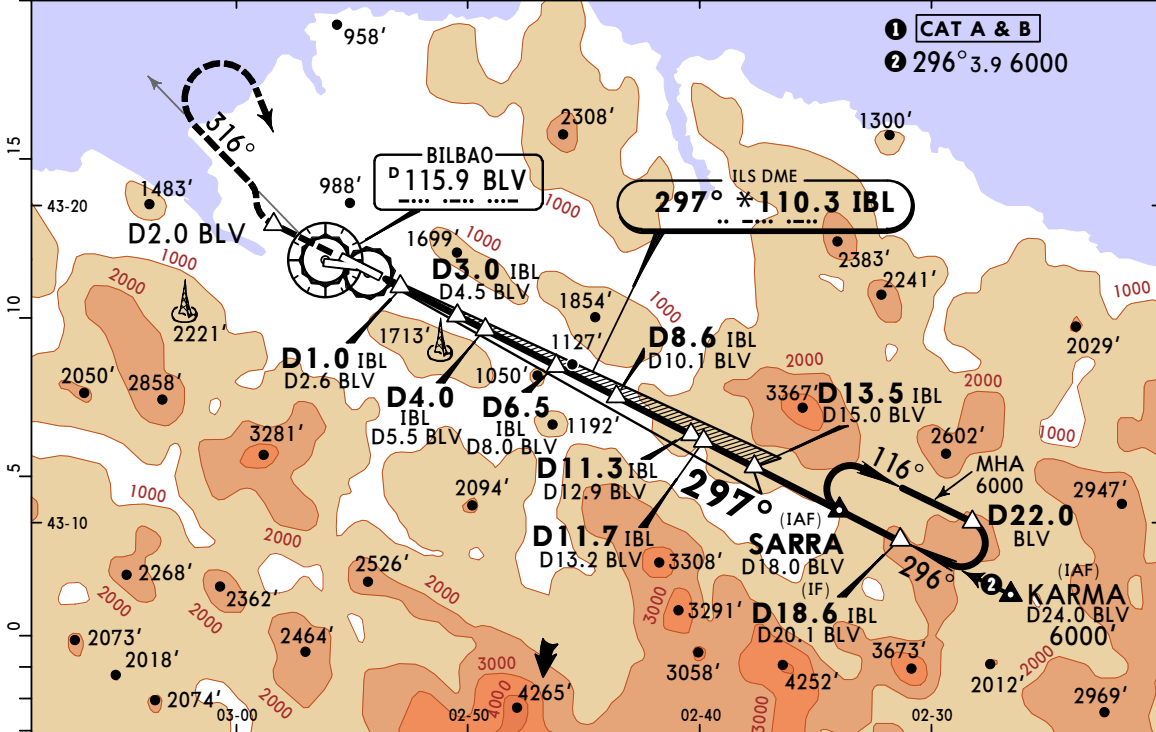
**1** VNAV DA(H) in lieu of MDA(H) depends on operator policy. **2** or higher straight-in minimums  
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**LEBB/BIO**  
**BILBAO**

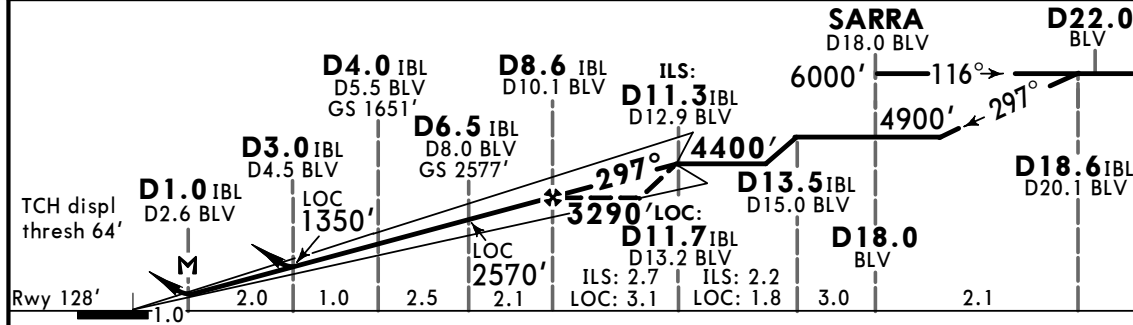
**JEPPESEN**  
8 DEC 23 (11-3)

**BILBAO, SPAIN**  
**ILS Z or LOC Z Rwy 30**

|  |                               |                                    |  |                                |                           |                           |                    |
|--|-------------------------------|------------------------------------|--|--------------------------------|---------------------------|---------------------------|--------------------|
| *D-ATIS<br><b>118.830</b>  |                               | *BILBAO Approach<br><b>127.450</b> |  | *BILBAO Tower<br><b>118.5</b>  |                           | *Ground<br><b>121.705</b> |                    |
| LOC IBL<br><b>*110.3</b>   | Final Apch Crs<br><b>297°</b> | D11.3 IBL<br><b>4400'</b> (4272')  |  | ILS DA(H)<br>Refer to Minimums | Apt Elev 136'<br>Rwy 128' |                           |                    |
| <b>MISSED APCH:</b> Climb to D2.0 BLV after VOR, then turn RIGHT and follow R-316 BLV to 4000'. Turn RIGHT to VOR, then direct to SARRA climbing to 6000' and hold.                      |                               |                                    |  |                                |                           |                           | <p>MSA BLV VOR</p> |
| Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 6000'<br>1. VOR and DME required. 2. ILS DME reads zero at rwy 30 displaced thresh.<br>3. ILS: No obstacle free zone rwy 30. |                               |                                    |  |                                |                           |                           |                    |



| LOC (GS out) | IBL DME ALTITUDE | 2.0  | 3.0   | 4.0   | 5.0   | 6.0   | 7.0   | 8.0   |
|--------------|------------------|------|-------|-------|-------|-------|-------|-------|
|              |                  | 960' | 1350' | 1710' | 2070' | 2420' | 2780' | 3130' |



|                               |       |     |     |     |     |     |      |                          |                    |
|-------------------------------|-------|-----|-----|-----|-----|-----|------|--------------------------|--------------------|
| Gnd speed-Kts                 | 70    | 90  | 100 | 120 | 140 | 160 |      | HIALS-II                 | D2.0 BLV after VOR |
| ILS GS                        | 3.40° | 421 | 541 | 602 | 722 | 842 | 963  | REIL PAPI                |                    |
| LOC Desc Angle FAF - D3.0 IBL | 3.34° | 414 | 532 | 591 | 709 | 827 | 946  | MAP at D1.0 IBL/D2.6 BLV |                    |
| LOC Desc Angle after D3.0 IBL | 3.68° | 456 | 586 | 651 | 782 | 912 | 1042 |                          |                    |

| Std/State | STRAIGHT-IN LANDING   |         |  |                | CIRCLE-TO-LAND                  |                     |
|-----------|---|---------|--|----------------|---------------------------------|---------------------|
|           | ILS DA(H) A: 418'(290') C: 438'(310') B: 430'(302') D: 449'(321') |         | LOC (GS out) CDFA DA/MDA(H) 700'(572') |                | Not authorized South of airport |                     |
|           | TDZ or CL out   | ALS out |  | ALS out        | Max Kts                         | MDA(H)              |
| A         | R650m   | R650m   |  | R1900m R2600m  | 100                             | 1710'(1574') V1500m |
| B         | R700m   | R700m   | R1400m                                 |                | 135                             | 1970'(1834') V1600m |
| C         |   |         |  | NOT APPLICABLE | 180                             | 2060'(1924') V2400m |
| D         | R800m   | R1500m  |  |                | 205                             | 2060'(1924') V3600m |

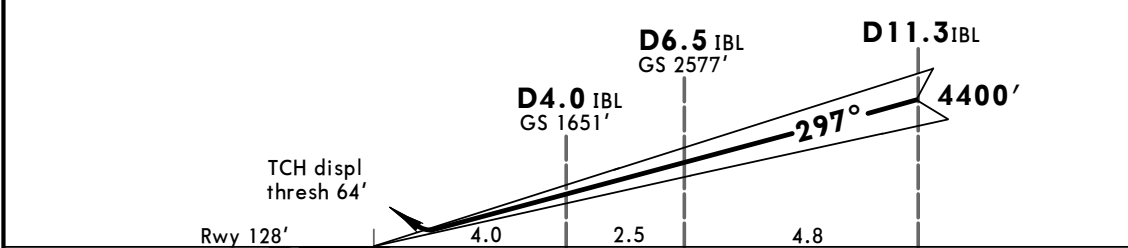
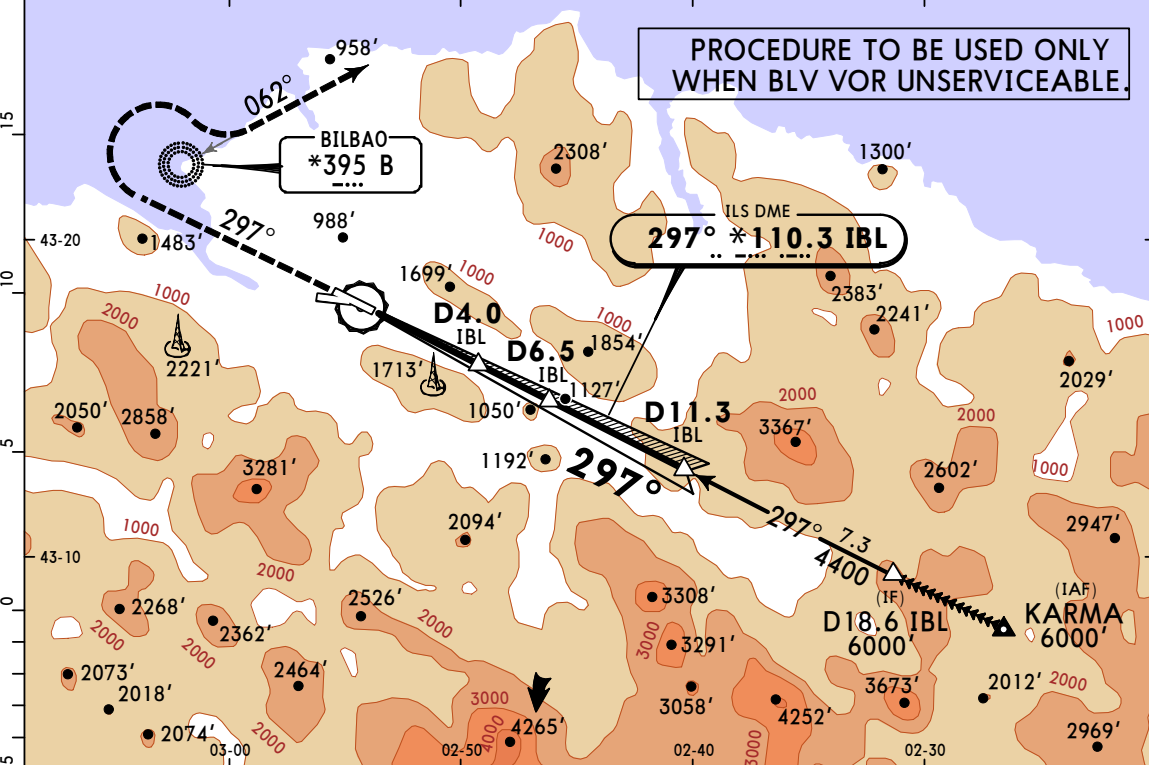
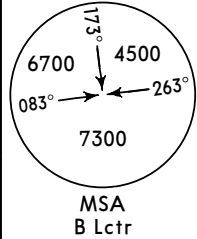
**PANS OPS**  
 1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.  
 2 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 3 or higher straight-in minimums

**LEBB/BIO**  
**BILBAO**

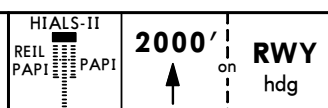
**JEPPESEN**  
8 DEC 23 **(11-4)**

**BILBAO, SPAIN**  
**ILS Y Rwy 30**

|   |                                  |  |  |                                      |                           |                           |  |
|---|----------------------------------|--|--|--------------------------------------|---------------------------|---------------------------|--|
| *D-ATIS<br><b>118.830</b>   |                                  | *BILBAO Approach<br><b>127.450</b>       |  | *BILBAO Tower<br><b>118.5</b>        |                           | *Ground<br><b>121.705</b> |  |
| LOC<br>IBL<br><b>*110.3</b>   | Final<br>Apch Crs<br><b>297°</b> | <b>D11.3 IBL</b><br><b>4400'</b> (4272') |  | ILS<br>DA(H)<br>Refer to<br>Minimums | Apt Elev 136'<br>Rwy 128' |                           |  |
| <b>MISSED APCH:</b> Climb on rwy heading to 2000', then turn <b>RIGHT (MAX 210 KT)</b> onto 062° from Lctr climbing to 3500'. Expect radar vectoring.   |                                  |  |  |                                      |                           |                           |  |
| Alt Set: hPa      Rwy Elev: 5 hPa      Trans level: By ATC      Trans alt: 6000'<br>1. DME and ADF required. 2. ILS DME reads zero at rwy 30 displaced thresh.<br>3. ILS: No obstacle free zone rwy 30. |                                  |  |  |                                      |                           |                           |  |



|               |       |     |     |     |     |     |     |
|---------------|-------|-----|-----|-----|-----|-----|-----|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |     |
| GS            | 3.40° | 421 | 541 | 602 | 722 | 842 | 963 |



| Std/State |       | STRAIGHT-IN LANDING ILS  |         |  | CIRCLE-TO-LAND |                                 |
|-----------|-------|--|---------|--|----------------|---------------------------------|
|           |       | Missed apch climb grad MIN 4.0%  |         | Missed apch climb grad MIN 2.5%  |                | Not authorized South of airport |
|           |       | DA(H) A: <b>400'</b> (272') C: <b>420'</b> (292')<br>B: <b>412'</b> (284') D: <b>431'</b> (303') |         | DA(H) A: <b>719'</b> (591') C: <b>739'</b> (611')<br>B: <b>731'</b> (603') D: <b>750'</b> (622') |                |                                 |
|           |       | TDZ or CL out  | ALS out | ALS out  | Max Kts        | MDA(H)                          |
| A         | R600m | R600m  | R1300m  |  | 100            | 1800'(1664') V1500m             |
| B         | R650m | R650m  |         | R1500m   | 135            | 1970'(1834') V1600m             |
| C         | R650m |  | R1400m  | R2100m   | 180            | 2120'(1984') V2400m             |
| D         | R700m | R700m  |         | R2200m   | 205            | 2120'(1984') V3600m             |

**R750m** when a Flight Director or Autopilot or HUDLS to DA is not used.

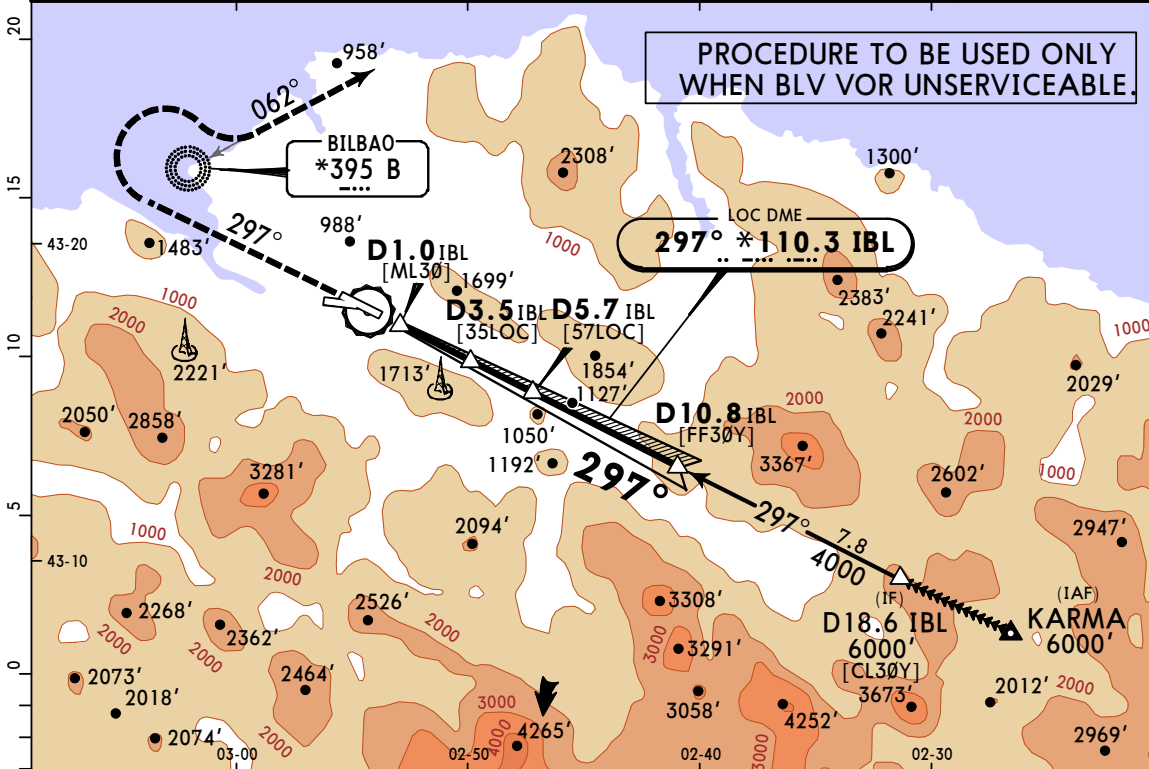


**LEBB/BIO**  
**BILBAO**

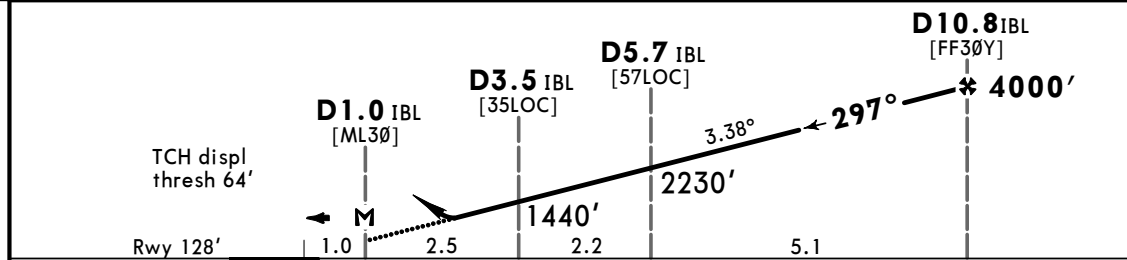
**JEPPESSEN**  
8 DEC 23 **(11-5)**

**BILBAO, SPAIN**  
**LOC Y Rwy 30**

|  |                               |  |                                 |                               |  |                           |               |
|--|-------------------------------|--|---------------------------------|-------------------------------|--|---------------------------|---------------|
| *D-ATIS<br><b>118.830</b>  |                               | *BILBAO Approach<br><b>127.450</b>       |                                 | *BILBAO Tower<br><b>118.5</b> |  | *Ground<br><b>121.705</b> |               |
| LOC IBL<br><b>*110.3</b>   | Final Apch Crs<br><b>297°</b> | <b>D10.8 IBL</b><br><b>4000'</b> (3872') | DA/MDA(H)<br><b>800'</b> (672') | Apt Elev 136'<br>Rwy 128'     |  |                           |               |
| <b>MISSED APCH:</b> Climb on rwy heading to 2000', then turn RIGHT (MAX 210 KT) onto 062° from Lctr climbing to 3500'. Expect radar vectoring.           |                               |  |                                 |                               |  |                           | MSA<br>B Lctr |
| Alt Set: hPa    Rwy Elev: 5 hPa    Trans level: By ATC    Trans alt: 6000'<br>1. DME and ADF required. 2. LOC DME reads zero at rwy 30 displaced thresh. |                               |  |                                 |                               |  |                           |               |



|          |      |       |       |       |       |       |       |       |       |
|----------|------|-------|-------|-------|-------|-------|-------|-------|-------|
| IBL DME  | 2.0  | 3.0   | 4.0   | 5.0   | 6.0   | 7.0   | 8.0   | 9.0   | 10.0  |
| ALTITUDE | 900' | 1260' | 1620' | 1980' | 2330' | 2690' | 3050' | 3410' | 3770' |



|                     |     |     |     |     |     |     |                            |                  |
|---------------------|-----|-----|-----|-----|-----|-----|----------------------------|------------------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | HIALS-II<br>REIL PAPI PAPI | 2000' on RWY hdg |
| Descent angle 3.38° | 419 | 538 | 598 | 718 | 837 | 957 |                            |                  |
| MAP at D1.0 IBL     |     |     |     |     |     |     |                            |                  |

|                 |                                      |        |                                 |                     |
|-----------------|--------------------------------------|--------|---------------------------------|---------------------|
| <b>PANS OPS</b> | <b>Std/State</b> STRAIGHT-IN LANDING |        | CIRCLE-TO-LAND                  |                     |
|                 | CDFA<br>DA/MDA(H) <b>800'</b> (672') |        | Not authorized South of airport |                     |
|                 | ALS out                              |        | Max Kts                         | MDA(H)              |
|                 | A                                    | R1500m | 100                             | 1800'(1664') V1500m |
|                 | B                                    | R1500m | 135                             | 1970'(1834') V1600m |
| C               | R2400m                               | 180    | 2120'(1984') V2400m             |                     |
| D               | R2400m                               | 205    | 2120'(1984') V3600m             |                     |

**V** VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
 CHANGES: D-ATIS and Ground frequency, altitude at D18.6 IBL added. © JEPPESEN, 2013, 2023. ALL RIGHTS RESERVED.

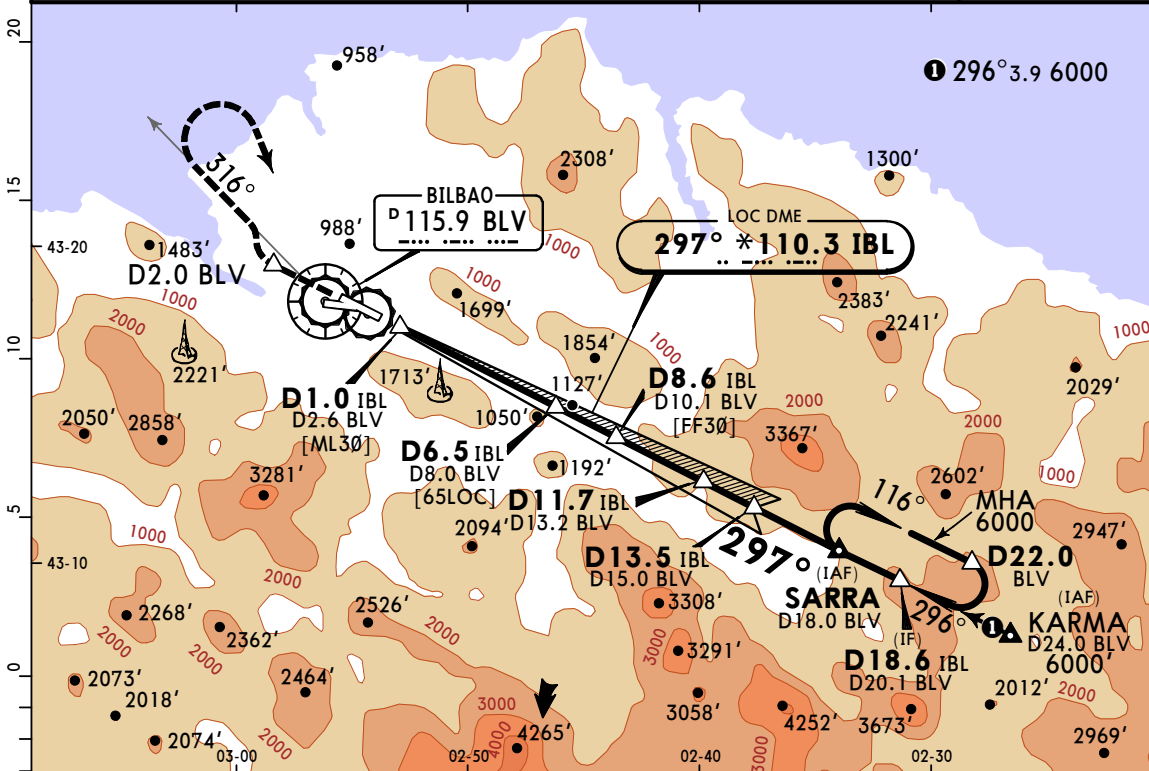


**LEBB/BIO**  
**BILBAO**

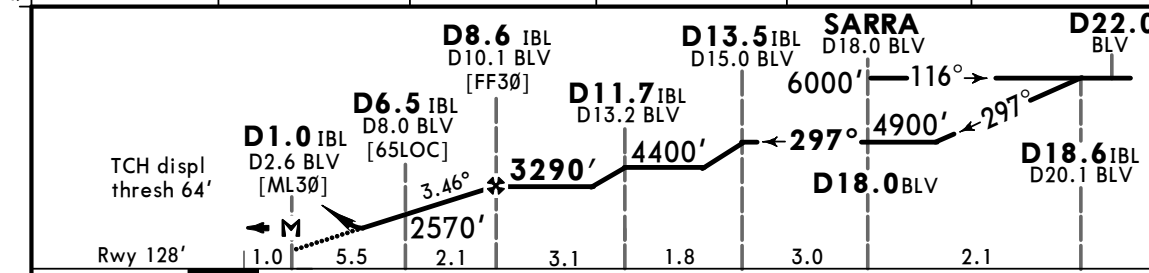
**JEPPESSEN**  
8 DEC 23 **(11-6)** **CAT C & D**

**BILBAO, SPAIN**  
**LOC X Rwy 30**

|   |                               |   |                                   |                               |  |                           |                |
|---|-------------------------------|---|-----------------------------------|-------------------------------|--|---------------------------|----------------|
| *D-ATIS<br><b>118.830</b>   |                               | *BILBAO Approach<br><b>127.450</b>      |                                   | *BILBAO Tower<br><b>118.5</b> |  | *Ground<br><b>121.705</b> |                |
| LOC IBL<br><b>*110.3</b>  | Final Apch Crs<br><b>297°</b> | <b>D8.6 IBL</b><br><b>3290'</b> (3162') | DA/MDA(H)<br><b>1350'</b> (1222') | Apt Elev 136'<br>Rwy 128'     |  |                           |                |
| <b>MISSED APCH:</b> Climb to D2.0 BLV after VOR, then turn RIGHT and follow R-316 BLV to 4000'. Turn RIGHT to VOR, then direct to SARRA climbing to 6000' and hold. |                               |   |                                   |                               |  |                           | MSA<br>BLV VOR |
| Alt Set: hPa    Rwy Elev: 5 hPa    Trans level: By ATC    Trans alt: 6000'<br>1. VOR and DME required. 2. LOC DME reads zero at rwy 30 displaced thresh.            |                               |   |                                   |                               |  |                           |                |



|          |       |       |       |       |       |
|----------|-------|-------|-------|-------|-------|
| IBL DME  | 4.0   | 5.0   | 6.0   | 7.0   | 8.0   |
| ALTITUDE | 1650' | 2020' | 2390' | 2760' | 3120' |



|                          |       |     |     |     |     |     |                            |                       |
|--------------------------|-------|-----|-----|-----|-----|-----|----------------------------|-----------------------|
| Gnd speed-Kts            | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II<br>REIL PAPI PAPI | D2.0 BLV<br>after VOR |
| Descent angle            | 3.46° | 429 | 551 | 612 | 735 | 857 |                            |                       |
| MAP at D1.0 IBL/D2.6 BLV |       |     |     |     |     |     |                            |                       |

|                 |   |                |                                    |                |
|-----------------|---|----------------|------------------------------------|----------------|
| <b>PANS OPS</b> | <b>Std/State</b> STRAIGHT-IN LANDING            |                | CIRCLE-TO-LAND                     |                |
|                 | CDFA<br><b>1</b> DA/MDA(H) <b>1350'</b> (1222') |                | Not authorized<br>South of airport |                |
|                 | ALS out   |                | Max Kts                            |                |
|                 | A   | NOT APPLICABLE | A                                  | NOT APPLICABLE |
| B               | NOT APPLICABLE                                  | B              | NOT APPLICABLE                     |                |
| C               | R5000m  | 180            | 2060'(1924') <b>2</b> V2400m       |                |
| D               |   | 205            | 2060'(1924') <b>2</b> V3600m       |                |

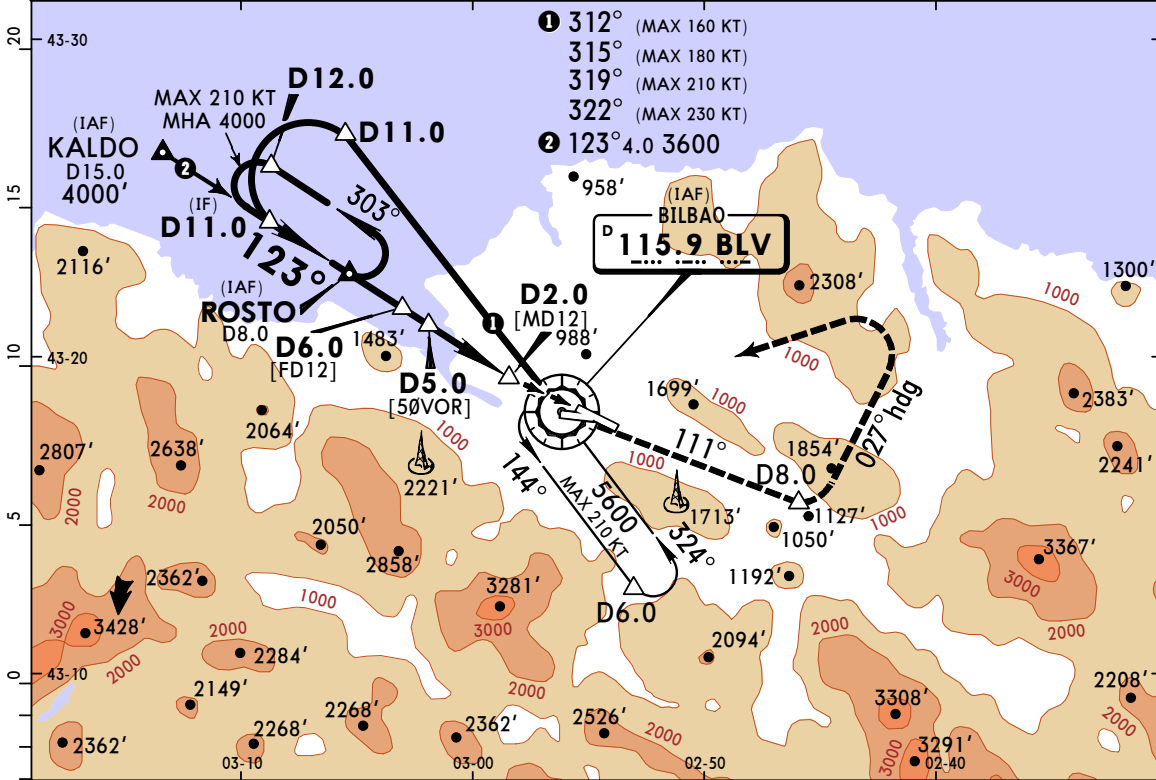
**1** VNAV DA(H) in lieu of MDA(H) depends on operator policy. **2** or higher straight-in minimums  
 CHANGES: D-ATIS and Ground frequency, Bearing. © JEPPESSEN, 2013, 2023. ALL RIGHTS RESERVED.

**LEBB/BIO**  
**BILBAO**

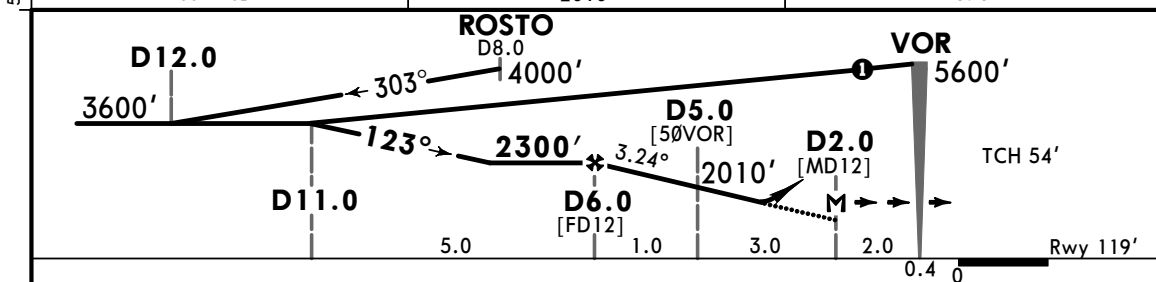
**JEPPESEN**  
8 DEC 23 **(13-1)**

**BILBAO, SPAIN**  
**VOR Rwy 12**

|   |                                  |                                     |                                   |                               |          |                           |             |
|---|----------------------------------|-------------------------------------|-----------------------------------|-------------------------------|----------|---------------------------|-------------|
| *D-ATIS<br><b>118.830</b>   |                                  | *BILBAO Approach<br><b>127.450</b>  |                                   | *BILBAO Tower<br><b>118.5</b> |          | *Ground<br><b>121.705</b> |             |
| VOR<br>BLV<br><b>115.9</b>  | Final<br>Apch Crs<br><b>123°</b> | <b>D6.0</b><br><b>2300'</b> (2181') | DA/MDA(H)<br>Refer to<br>Minimums | Apt Elev 136'                 | Rwy 119' |                           |             |
| <b>MISSED APCH:</b> Climb direct to VOR, follow R-111 to D8.0, then turn LEFT onto heading 027° climbing to 3500'. Turn LEFT to VOR, then direct to ROSTO climbing to 4000' and hold. |                                  |                                     |                                   |                               |          |                           | MSA BLV VOR |
| Alt Set: hPa      Rwy Elev: 4 hPa      Trans level: By ATC      Trans alt: 6000'<br>1. DME required. 2. Final approach track offset 7° from rwy centerline.                           |                                  |                                     |                                   |                               |          |                           |             |



|          |       |       |
|----------|-------|-------|
| BLV DME  | 5.0   | 4.0   |
| ALTITUDE | 2010' | 1670' |



|               |       |     |     |     |     |     |                    |                     |            |                     |
|---------------|-------|-----|-----|-----|-----|-----|--------------------|---------------------|------------|---------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI PAPI | BLV<br><b>115.9</b> | D8.0<br>on | BLV<br><b>115.9</b> |
| Descent Angle | 3.24° | 401 | 516 | 573 | 688 | 803 |                    | 917                 | R-111      |                     |
| MAP at D2.0   |       |     |     |     |     |     |                    |                     |            |                     |

|          |   |        |  |  |
|----------|---|--------|--|--|
| PANS OPS | <b>Std/State</b> STRAIGHT-IN LANDING                  |        | CIRCLE-TO-LAND   |  |
|          | MACG MIN 5.0%<br>CDFA<br>DA/MDA(H) <b>980'</b> (861') |        | MACG MIN 2.5%  |  |
|          | ALS out   |        | Not authorized<br>South of airport   |  |
|          | A   | R1500m | Refer to<br>CIRCLE-TO-LAND   |  |
| B        | R1500m  |        |  |  |
| C        | R3600m  | R4000m | Max Kts   MDA(H)<br>100   1710'(1574') <b>V1500m</b><br>135   1970'(1834') <b>V1600m</b><br>180   2110'(1974') <b>V2400m</b><br>205   2110'(1974') <b>V3600m</b> |  |
| D        | R3600m  | R4000m |  |  |

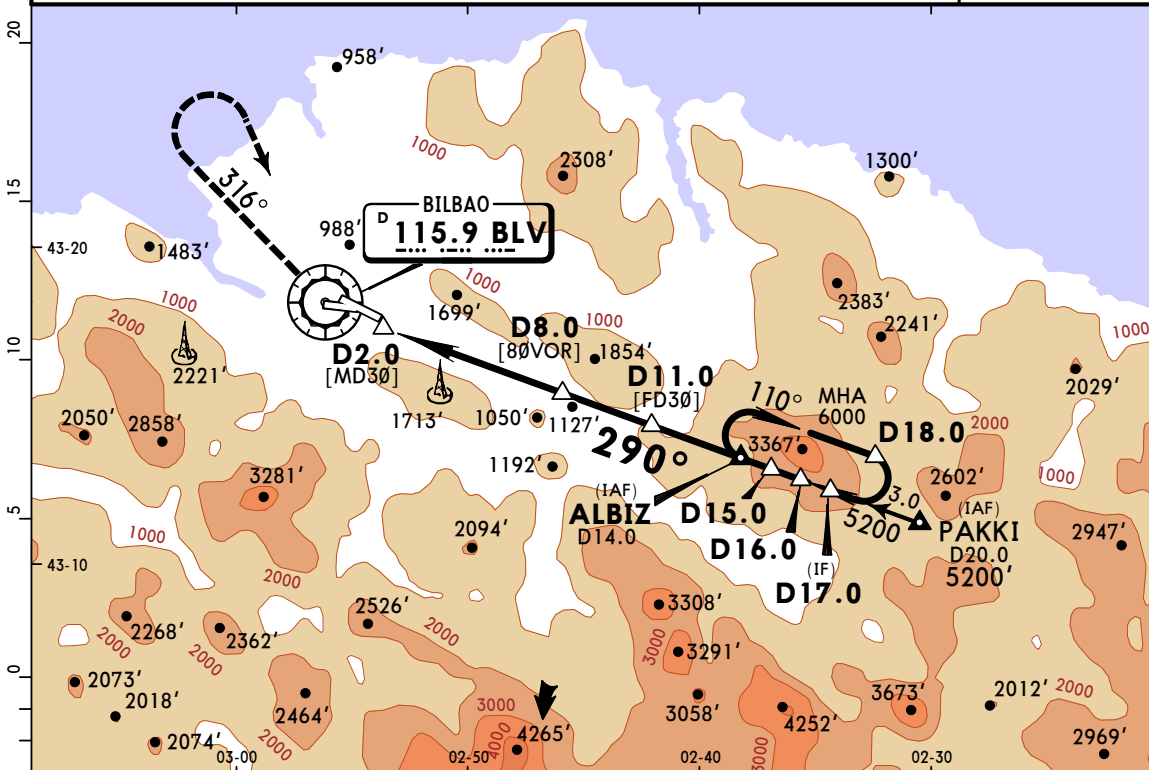
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 2 or higher straight-in minimums  
 CHANGES: D-ATIS and Ground frequency. © JEPPESEN, 2001, 2023. ALL RIGHTS RESERVED.

**LEBB/BIO**  
**BILBAO**

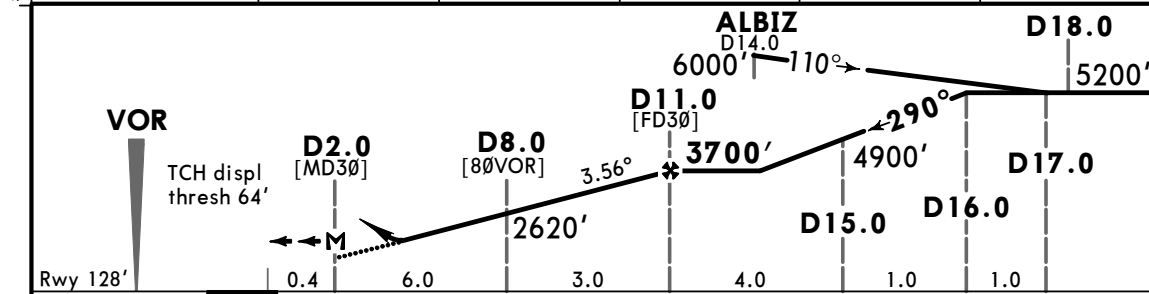


**BILBAO, SPAIN**  
**VOR Rwy 30**

|   |                                  |                                      |  |                               |  |                           |  |
|---|----------------------------------|--------------------------------------|--|-------------------------------|--|---------------------------|--|
| *D-ATIS<br><b>118.830</b>   |                                  | *BILBAO Approach<br><b>127.450</b>   |  | *BILBAO Tower<br><b>118.5</b> |  | *Ground<br><b>121.705</b> |  |
| VOR<br>BLV<br><b>115.9</b>  | Final<br>Apch Crs<br><b>290°</b> | <b>D11.0</b><br><b>3700'</b> (3572') | <b>DA/MDA(H)</b><br><b>1750'</b> (1622') | Apt Elev 136'<br>Rwy 128'     |  |                           |  |
| <b>MISSED APCH:</b> Climb direct to VOR, then follow R-316 until 4000'. Turn RIGHT to VOR, then direct to ALBIZ climbing to 6000' and hold.           |                                  |                                      |  |                               |  |                           |  |
| Alt Set: hPa    Rwy Elev: 5 hPa    Trans level: By ATC    Trans alt: 6000'<br>1. DME required. 2. Final approach track offset 6° from rwy centerline. |                                  |                                      |  |                               |  |                           |  |
| MSA BLV VOR   |                                  |                                      |  |                               |  |                           |  |



|          |       |       |       |       |       |
|----------|-------|-------|-------|-------|-------|
| BLV DME  | 6.0   | 7.0   | 8.0   | 9.0   | 10.0  |
| ALTITUDE | 1860' | 2240' | 2620' | 3000' | 3380' |



|               |       |     |     |     |     |     |                            |                     |                          |                     |
|---------------|-------|-----|-----|-----|-----|-----|----------------------------|---------------------|--------------------------|---------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II<br>REIL PAPI PAPI | BLV<br><b>115.9</b> | 4000' on<br><b>115.9</b> | BLV<br><b>115.9</b> |
| Descent Angle | 3.56° | 441 | 567 | 630 | 756 | 882 |                            |                     |                          |                     |
| MAP at D2.0   |       |     |     |     |     |     |                            |                     |                          |                     |

|                 |   |        |                     |     |                                    |                                      |
|-----------------|---|--------|---------------------|-----|------------------------------------|--------------------------------------|
| <b>PANS OPS</b> | <b>Std/State</b>                                |        | STRAIGHT-IN LANDING |     | CIRCLE-TO-LAND                     |                                      |
|                 | CDFA<br><b>1</b> DA/MDA(H) <b>1750'</b> (1622') |        |                     |     | Not authorized<br>South of airport |                                      |
|                 | ALS out   |        |                     |     | Max Kts                            | MDA(H)                               |
|                 | A   | R5000m |                     |     | 100                                | <b>1750'</b> (1614') <b>2</b> V1500m |
|                 | B   |        |                     |     | 135                                | <b>1970'</b> (1834') <b>2</b> V1600m |
| C               | NOT AUTHORIZED                                  |        |                     | 180 | <b>2110'</b> (1974') V2400m        |                                      |
| D               |   |        |                     | 205 | <b>2110'</b> (1974') V3600m        |                                      |

**1** VNAV DA(H) in lieu of MDA(H) depends on operator policy. **2** or higher straight-in minimums  
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LEIB/IBZ  
IBIZA

JEPPESSEN

30 JUN 23

10-1P

Eff 13 Jul

IBIZA, SPAIN

AIRPORT BRIEFING

---

## 1. GENERAL

---

### 1.1. ATIS

\*D-ATIS 119.8

### 1.2. NOISE ABATEMENT PROCEDURE

#### 1.2.1. PREFERENTIAL RWY

RWY 24 will be preferential whenever the tail wind component does not exceed 5 KT and the RWY surface is dry or wet with braking action good.

#### 1.2.2. RUN-UP TESTS

Engine test schedule will be between 0730-2359LT; between 0630-2259LT the power regime to be applied should be medium or maximum.

Engine tests will be accomplished at the locations indicated by Tower.

The request for RWY engine test must be addressed to:

OFICINA CECO/CECOPS

FAX: +34-971 809 271

E-mail: [ibizaoperacionesCPO@aena.es](mailto:ibizaoperacionesCPO@aena.es)

The request must include:

- Registration number of ACFT;
- Engine test starting and ending hours;
- Estimated duration;
- Type of ACFT;
- Power regime settings.

### 1.3. LOW VISIBILITY PROCEDURES (LVP)

#### 1.3.1. GENERAL

LVP will be applied when RVR is 550m or below, or, when RVR equipment fails, VIS in the maneuvering area is equal to or lower than 800m. Pilots will be informed via ATIS about the application of LVP.

#### 1.3.2. GROUND MOVEMENT

Pilots will proceed to verify the position of their ACFT at each moment, checking that taxiing is being executed under conditions of complete safety. In case of being disoriented or in doubt, pilots must stop the ACFT and notify TWR.

ACFT operations will not be allowed when RVR values, or visibility where appropriate, are below 350m.

ACFT, that have landed, will notify:

- RWY vacated; and
- TWY used.

In cases where the RVR is equal to or lower than 550m (visibility equal to or lower than 800m in the event of failure of all RVR equipment), only one ACFT will be authorized to taxi at a time in the manoeuvring area. The TWYs to be used will be:

#### ARRIVAL

RWY shall be exited via TWY E8 or TWY E9 for RWY 24, and via TWY E3 or TWY E2 for RWY 06.

The standard taxi route will be:

- RWY 24: proceed to gate G1 via TWY E8-T or TWY E9-T.
- RWY 06: proceed to gate G2 via TWY E3-T or TWY E2-T.

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**IBIZA, SPAIN**

30 JUN 23

10-1P1

Eff 13 Jul

**AIRPORT BRIEFING**

**1. GENERAL**

**DEPARTURE**

RWY shall be entered via RWY holding positions for RWY 24 in TWY E2, RWY 06 in TWY E9.

The standard taxi route for helicopters and ACFT parked in Commercial apron will be:

- RWY 24: proceed to RWY 24 holding position via gate G2 - TWY T - TWY E2.
- RWY 06: proceed to RWY 06 holding position via gate G1 - TWY T - TWY E9.

The standard taxi route for fixed-wing ACFT parked in GA apron will be:

- RWY 24: proceed to RWY 24 holding position via gate G3 - TWY T - TWY E2.
- RWY 06: proceed to RWY 06 holding position via gate G3 - TWY T - TWY E9.

**1.3.3. COMMUNICATION FAILURE**

If an ACFT operating in the maneuvering area suffers a communication failure, it shall proceed as follows:

Departing ACFT: The ACFT will continue the assigned route to the clearance limit and wait for Follow-me car.

Arriving ACFT: If the ACFT just has landed, it will hold its position after vacating the RWY and wait for Follow-me car.

If the ACFT already holds taxiing clearance, it shall continue the assigned route to the clearance limit and wait for Follow-me car.

**1.4. TAXI PROCEDURE**

ACFT with wingspan 171'/52m or greater, shall notify the same to ATC in the first communication, on arrival or departure. They shall enter/exit apron via TWY G1.

When an ACFT is on RWY-holding position located in TWY E8 or TWY E3, the following taxiing restrictions for TWY T will hold behind this ACFT:

| ACFT length in TWY E8 or TWY E3           | MAX ACFT on TWY T         |
|---|---------------------------|
| Up to but not including 131'/40m          | All                       |
| 131'/40m up to but not including 154'/47m | Code letter A, B, C and D |
| 154'/47m up to but not including 197'/60m | Code letter A, B and C    |
| 197'/60m and over                         | None                      |

**Simultaneous Capacity Restrictions in Holding Points TWY E9/E10**

| ACFT code letter holding at TWY E9 | MAX ACFT allowed to taxi in TWY E10 |
|------------------------------------|-------------------------------------|
| A                                  | C                                   |
| B                                  | C                                   |
| C                                  | C                                   |
| D                                  | C                                   |
| E (ACFT length up to 240'/73m)     | B                                   |
| E (ACFT length over 240'/73m)      | A                                   |

**LEIB/IBZ**  
**IBIZA**

**JEPPESEN**

1 SEP 23

10-1P2

Eff 7 Sep

**IBIZA, SPAIN**

**AIRPORT BRIEFING**

**1. GENERAL**

**Simultaneous Capacity Restrictions in Holding Points TWY E2/E1**

| <b>ACFT code letter holding at TWY E2</b> | <b>MAX ACFT allowed to taxi in TWY E1</b> |
|---|---|
| A   | C   |
| B   | C   |
| C   | C   |
| D   | C   |
| E (ACFT length up to 240'/73m)            | B   |
| E (ACFT length over 240'/73m)             | A   |

TWY E10 and E1 limited to MAX ACFT code letter C (wingspan less than 118'/36m).

TWY E6 and E5 limited to MAX ACFT code letter D (MAX wingspan 171'/52 m), models MD-10 and MD-11 are excluded.

Access TWY to GA apron limited to ACFT with MAX wingspan 59'/18 m.

Access gate G2 to apron limited to ACFT with MAX wingspan 171'/52 m, models MD-10 and MD-11 are excluded.

Access gate G3 from GA apron limited to ACFT with MAX wingspan 59'/18m.

ACFT code letter E will not be able to make the turns:

- THR 06 to TWY E8.
- THR 24 to TWY E3.

For ACFT with code letter E RWY entry from TWY E8 or E3 is restricted.

**1.5. OPERATION OF ACFT OF CODE LETTER F**

The operation of ACFT code F is not allowed at Ibiza APT.

**1.6. PARKING INFORMATION**

Stands 7 thru 12, 32, 33, 1X, 2X and 73M thru 76M available for helicopters.

Simultaneous helicopter operations at stands 73M and 74M as well as 75M and 76M are not allowed.

Push-back required on stands 25B, 29, 34 thru 37, 53S thru 68S, 73M thru 88M, 90N thru 105N and K1 thru K8.

Push-back possible on stands 27, 28, 32 and 33.

Stand 25: Take extreme care when autonomous exits. Possible conditions due to Jet Blast on PRKG 24.

Stand 27: Push-back required for B752 and B738MAX.

Take extreme care when autonomous exits. Possible conditions due to Jet Blast on PRKG 26.

Stand 28: Push-back required for B752.

**1.7. APT EMERGENCY PLAN**

The operation of ACFT by air carriers with no designated representative at the APT will not be permitted, for the purposes of coordinating the actions arising out of the response to an emergency: this representative may be another air carrier or a designated handling agent.

**1.8. OTHER INFORMATION**

Birds in vicinity of APT.



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IBIZA

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1 SEP 23

10-1P3

Eff 7 Sep

IBIZA, SPAIN

AIRPORT BRIEFING

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## 2. ARRIVAL

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### 2.1. SPEED RESTRICTIONS

These speeds are mandatory for separation purposes and standardized approach procedures at Ibiza APT. Except otherwise instructed by ATC, pilots shall comply with the following speed restrictions:

- MAX 250 KT at or below FL100;
- MAX 210/220 KT according to speed limitations over the waypoints of the Standard Arrival (STAR);
- 210 KT at 12 DME ILS;
- 190 KT at 9 DME ILS;
- 160 KT at 4 DME ILS;

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

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

ACFT unable to conform to these speeds due to weather conditions, ACFT performance or other operational reasons, should inform ATC immediately and state what speed might be used.

### 2.2. NOISE ABATEMENT PROCEDURE

#### 2.2.1. GENERAL

Arriving ACFT with RNAV1 operational approval will be cleared to proceed via one of the published Standard Arrivals (STAR).

ACFT without RNAV1 operational approval will be issued an ATC clearance to proceed to one conventional point or navigation aid, a sequence of them, or will receive radar vectors.

STAR CORDA 1S, TOLSO 2S and VARTU 2Y are intended for noise abatement and will have a preferential use at night, subject to ATC clearance.

Waypoints TUTOT and KOXES (RWY 06) and OLPAM and XEMDU (RWY 24) are IAF for discretional tactical ATC use.

Arriving ACFT proceeding on a STAR will consider the IAF as clearance limit. With no further ATC clearance, enter the IAF holding.

#### 2.2.2. CONTINUOUS DESCENT OPERATIONS

Depending on traffic situation, and if no need for interrupting the descent is foreseen, ACFT will be cleared via a Standard Arrival (STAR), or by means of a "direct to" clearance to an intermediate waypoint of the STAR, to the IAF, to a waypoint of the intermediate approach 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.

#### 2.2.3. REVERSE THRUST

Reverse thrust other than idle regime cannot be used except for safety reasons between 2300-0600LT.

### 2.3. TAXI PROCEDURES

Unless ATC advises otherwise, ACFT with wingspan less than 171'/52m:

#### Apron entry:

when assigned stand is between 7 and 18 (both inclusive):

- directly to the stand from TWY T, between TWY G2 and TWY G1.

when assigned stand not between 7 and 18 (both inclusive):

- via TWY G2: When RWY 06 is in use.
- via TWY G1: When RWY 24 is in use.

**LEIB/IBZ**  
**IBIZA****JEPPESEN**

8 APR 22

10-1P4

Eff 21 Apr

**IBIZA, SPAIN****AIRPORT BRIEFING**

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## 2. ARRIVAL

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### 2.4. 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 ACFT is on a radar vector leading to the final approach course at an angle of 50 degrees or less, or if the ACFT 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 RWY and shall adhere to the cleared altitude, unless the pilot has been instructed by ATC to cross the final approach course.

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## 3. DEPARTURE

---

### 3.1. EXCHANGE OF DATA WITH NMOC-ADVANCED ATC TWR

The APT of Ibiza exchanges information for departure flights by applying the advanced ATC TWR procedures.

Message exchanges from the local system to the ATM network uses the European standard for A-CDM APTs, using the following message types:

- A-DPI: For all instrumental departure flights.
- C-DPI: When required.

When start-up approval has been announced and the ACFT starts to exit the stand, the Target Take-off Time (TTOT) is calculated and transmitted to NMOC (Network Manager Operations Center) via an A-DPI message. The use of the Actual Off-block Time (AOBT) instead of the EOBT of the flight plan, along with the variable taxiing time, increases the precision of the take-off time.

After reception of the A-DPI, DLA or CHG messages that change the flight plan data shall not be accepted. If regulated, the CTOT assigned before receiving the A-DPI shall be maintained.

If an ACFT has to abort taxiing for technical reasons, the APT shall send a C-DPI message to the NMOC. The result of the C-DPI is that the flight plan shall be suspended by informing the operator via an FLS message with the comment "Suspended by Departure APT". The flight plan can be activated again by updating the EOBT with a DLA or CHG message.

### 3.2. ATC AUTHORIZATION REQUEST AND START-UP VIA DATA LINK

Datalink departure procedures are applied at Ibiza APT in the provision of ATC clearance and start-up services.

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

The pilot may request the ATC clearance by Datalink Departure Clearance (DCL) with a maximum of 30 minutes before the EOBT.

The pilot must request ATC and start-up clearance together via RCD. The RCD message (Departure Clearance Request) must contain the following information:

- ACFT callsign in accordance with the filed flight plan (FPL);
- Aerodrome of origin;
- ACFT stand;
- Destination aerodrome;
- Letter corresponding to the ATIS information received;
- ICAO ACFT 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 communications.

The pilot will receive a message acceptance "RCD RECEIVED" or cancellation "RCD REJECTED".

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IBIZA

JEPPESSEN

8 APR 22

10-1P5

Eff 21 Apr

IBIZA, SPAIN

AIRPORT BRIEFING

### 3. DEPARTURE

Ranges of time established for requesting start-up clearance:

- ACFT without assigned CTOT: From 15 minutes before their EOBT up to 10 minutes after their EOBT.
- ACFT with assigned CTOT: From 15 minutes before their CTOT up to 10 minutes before their CTOT, if they are parked on stands with exit by towed push-back, or from 15 minutes before their CTOT to 5 minutes before their CTOT for the remaining stands.
- To improve the predictability of the TTOT, ATC may issue instructions for start-up clearance to be requested at a specific time.
- In periods of high demand, ATC may apply other values which guarantee compliance with the tolerance window of the flight.

When an RCD message is received before the established ranges, the RCD will be accepted and CLD with ATC clearance will be sent, reminding the crew to call when they are ready and in accordance with their EOBT/CTOT.

When an RCD message is received within the established ranges, the RCD will be accepted and CLD with ATC clearance and start-up approval will be sent.

When communicating approval, IBIZA Clearances will issue a CLD message with the following fields:

- ACFT callsign;
- Destination aerodrome;
- Assigned RWY for departure;
- Take-off procedure (SID);

**Note:** The initial altitude will correspond to the published SID.

- SSR code mode A (SQUAWK);
- Approved Departure Time (ADT);

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

- Next frequency;
- Current ATIS information letter;
- Additional information, which will include start-up clearance or instructions to request it.

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:

- If any inconsistencies in the received message are detected, the pilot must revert to voice procedures and request a new authorization.
- If the pilot considers the authorization CLD message to be correct, he/she must respond via data link with a CDA message.
- If not ready for start-up, the pilot must not accept the authorization and will contact via voice communications to the controller when ready.

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 ACFT a "CLEARANCE CONFIRMED" message in the FMS and will terminate the communication via data link.

The push-back and/or taxiing request must be made on the appropriate frequency included in the corresponding CDA message.

LEIB/IBZ  
IBIZA

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30 JUN 23

10-1P6

Eff 13 Jul

IBIZA, SPAIN

AIRPORT BRIEFING

### 3. DEPARTURE

#### 3.3. 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 the controller via voice communications and request a new authorization.

#### 3.4. NOISE ABATEMENT PROCEDURES

**RWY 06:** Immediately after take-off reduce engine power. Except for safety reasons, ATC will not provide direct LEFT turn routes below 6000'.

**RWY 24:** Immediately after take-off reduce engine power. Except for safety reasons, ATC will not provide direct RIGHT turn routes below 6000'.

#### 3.5. START-UP, PUSH-BACK AND TAXI PROCEDURES

To avert the automatic cancellation of flight plans, the EOBT must be maintained up-to-date.

- Permission to start up engines/jets shall be requested on the frequency broadcast on ATIS.

When this permission is requested, the ACFT must be completely ready to start up immediately.

- During initial contact with ATC pilots must indicate the full ACFT call sign, together with the occupied stand and the ATIS message received.

The use of the reverse power is forbidden in the apron for the push-back operation.

Unless ATC advises otherwise, ACFT shall exit the apron: Via gate G2 when RWY 24 in use, via gate G1 when RWY 06 in use and via gate G3 fixed-wing ACFT parked in GA apron.

ACFT shall inform ATC when they are ready to start the towed push-back.

ACFT shall be ready for taxiing within 5 minutes after the approved start-up time; otherwise, the pilot shall inform ATC.

Whenever an incorrect push-back of ACFT is detected, TWR could ask the pilot to park the ACFT again.

Unless ATC advises otherwise, push-back maneuvers will be carried out heading: To the East with RWY 24 in use and to the West with RWY 06 in use.

Simultaneous exits from stands 20A and 20B as well as from stands 71M and 72M are not allowed.

Exit from stand 24 and entry to stand 25 cannot be performed simultaneously.

Autonomous exit from stand 28 cannot be performed at the same time than exit from stand 29.

Unless ATC advises otherwise, push-back maneuvers will be carried out:

##### General aviation apron:

- To the East from stands 53S to 68S and from 73M to 88M.
- To the South from stands 90N to 105N.

##### Commercial aviation apron:

- To the East with RWY 24 in use and to the West with RWY 06 in use, except PRKG 37 that will nose straight with RWY 06 in use.
- To the Northwest always from stands K1 thru K8.

# LEIB/IBZ IBIZA



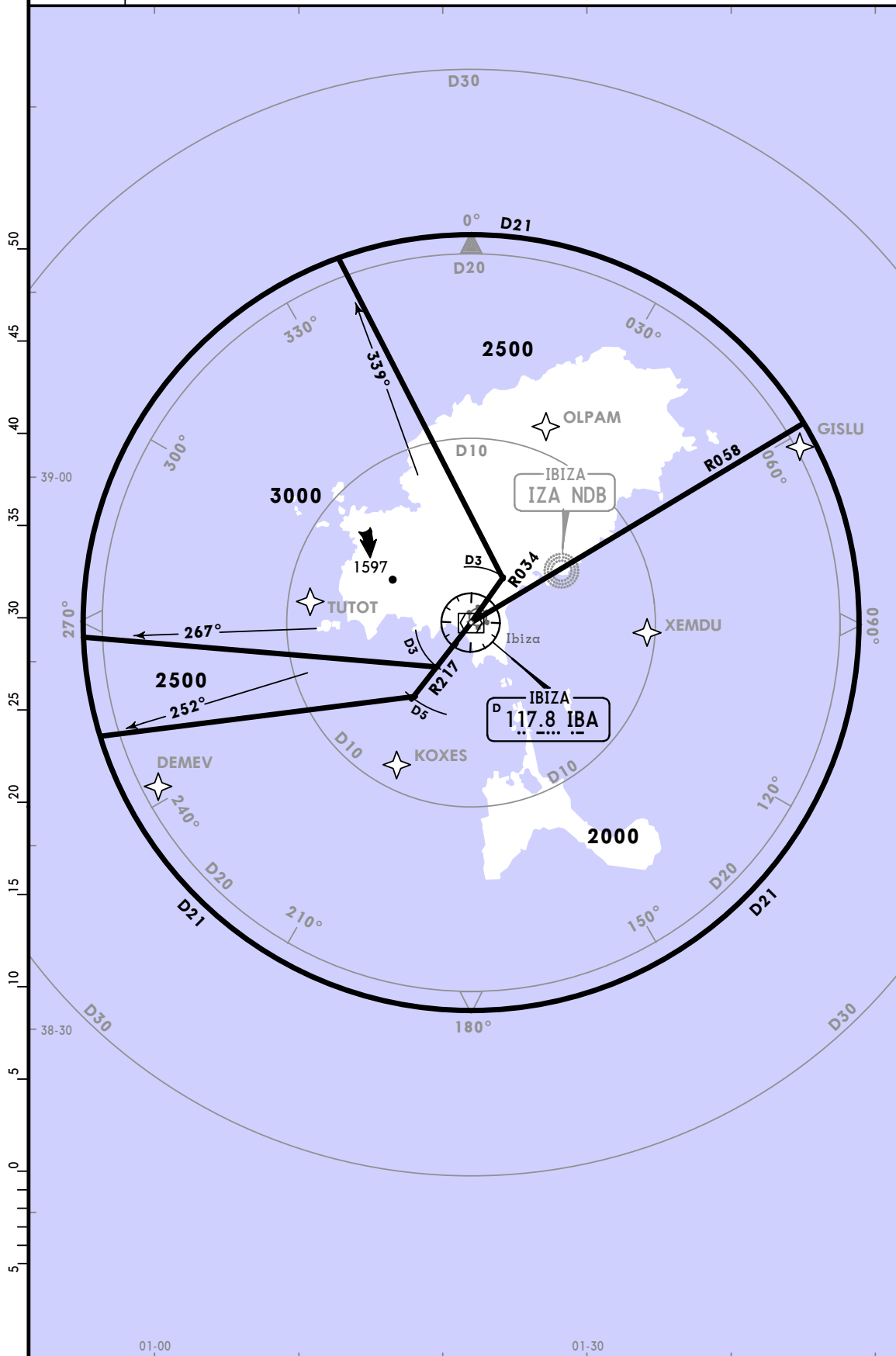
# IBIZA, SPAIN

14 JAN 22 (10-1R) Eff 27 Jan RADAR MINIMUM ALTITUDES

Apt Elev  
**24**

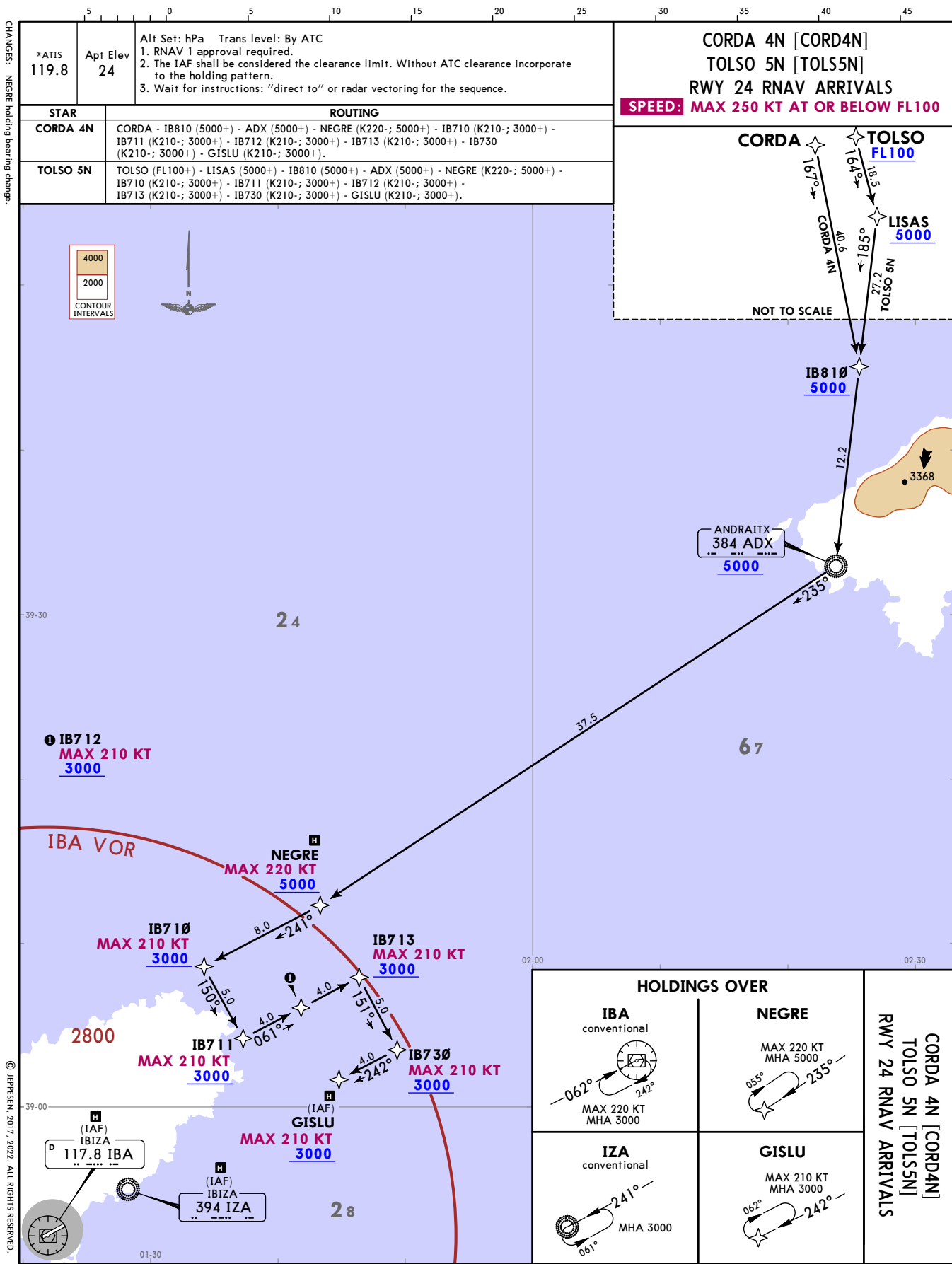
Alt Set: hPa Trans level: By ATC Trans alt: 6000

1. The published minimum altitudes integrate no correction for low temperatures.
2. This chart may only be used for cross-checking of altitudes assigned while the aircraft is identified.



CHANGES: Reissue.

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CHANGES: NEGRE holding bearing change.

4000  
2000  
CONTOUR INTERVALS



NOT TO SCALE

39-30

24

37.5

67

02-00

02-30

IBA VOR

IB712  
MAX 210 KT  
3000

NEGRE  
MAX 220 KT  
5000

IB710  
MAX 210 KT  
3000

IB713  
MAX 210 KT  
3000

IB711  
MAX 210 KT  
3000

IB730  
MAX 210 KT  
3000

(IAF)  
IBIZA  
117.8 IBA

(IAF)  
IBIZA  
394 IZA

GISLU  
MAX 210 KT  
3000

2800

28

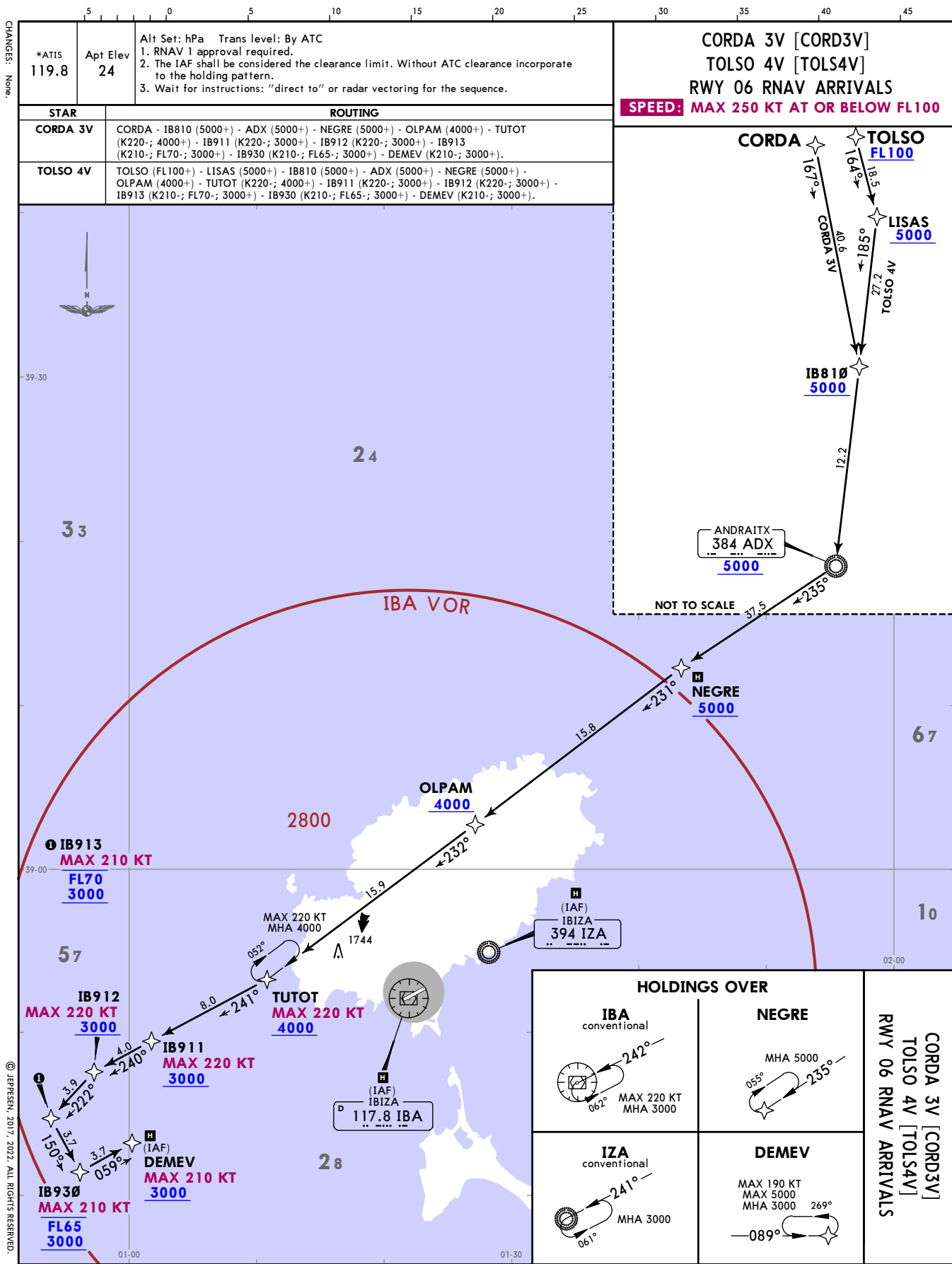


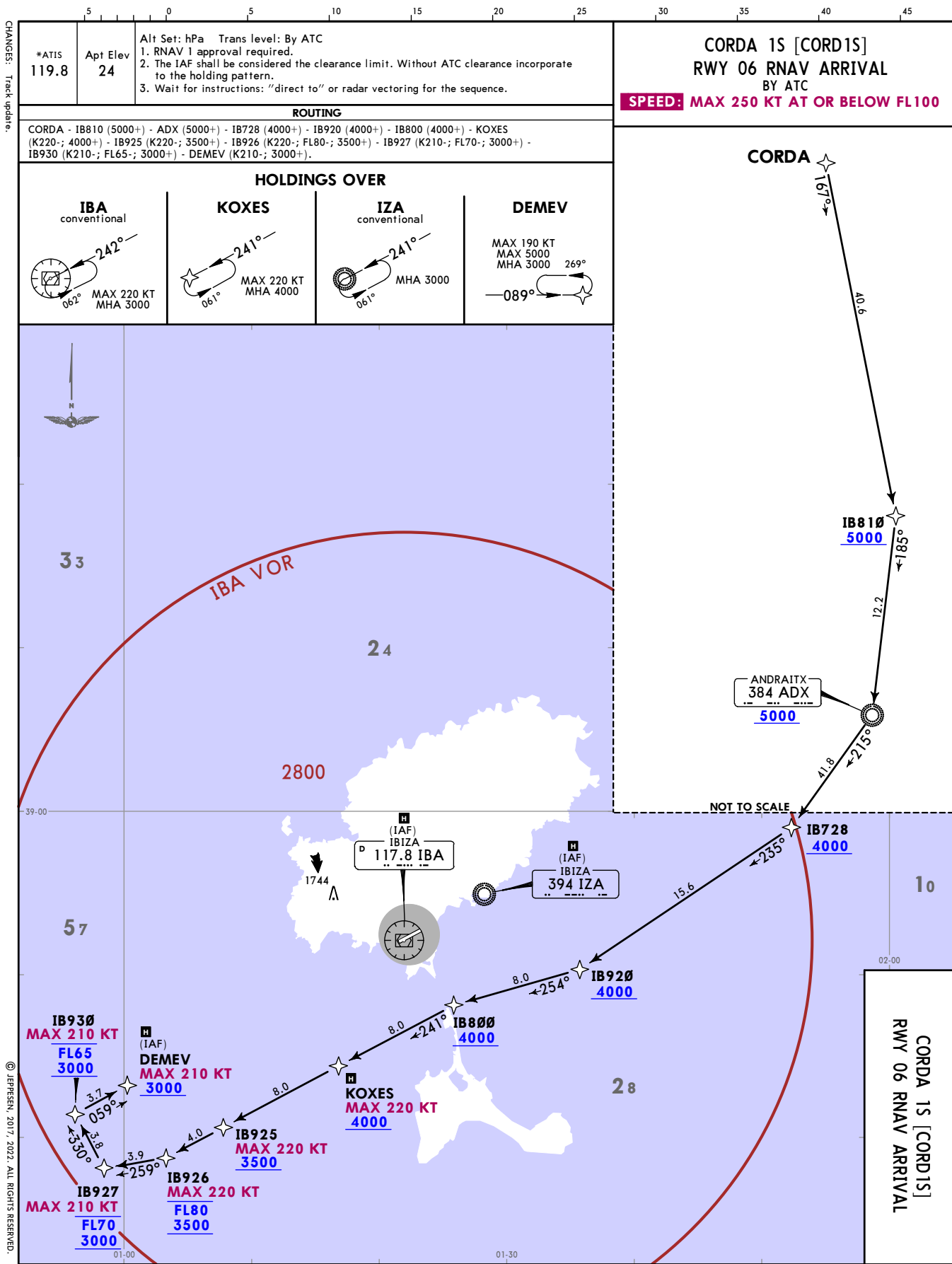
01-30

25 FEB 22 (10-2)

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IBIZA, SPAIN  
RNAV STAR



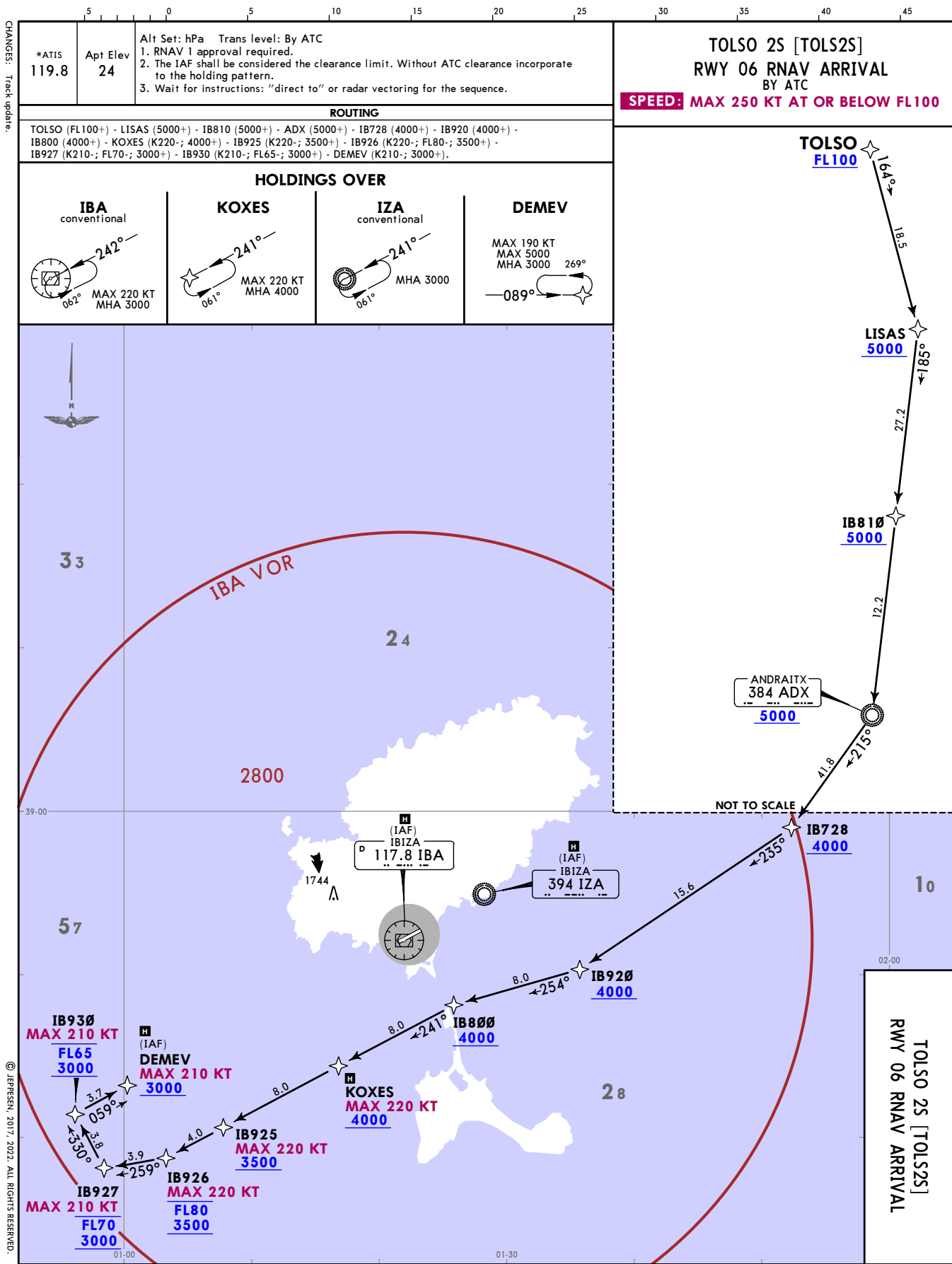




LEIB/IBZ  
IBIZA

14 JAN 22 10-2B  
**JEPPesen** IBIZA, SPAIN  
 Eff 27 Jan  
 RNAV STAR

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**LEIB/IBZ**  
**IBIZA**

| STAR     | ROUTING   |
|----------|---|
| MORSS 4N | MORSS (FL120+) - MHN (6000+) - MAV (4500+) - NELUX (K220-; 4500+) - IB720 (K210-; 3000+) - IB726 (K210-; 3000+) - IB727 (K210-; 3000+) - IB728 (K210-; 3000+) - IB730 (K210-; 3000+) - GISLU (K210-; 3000+) |
| POS 4N   | POS (FL100+) - MAV (4500+) - NELUX (K220-; 4500+) - IB720 (K210-; 3000+) - IB726 (K210-; 3000+) - IB727 (K210-; 3000+) - IB728 (K210-; 3000+) - IB730 (K210-; 3000+) - GISLU (K210-; 3000+)                 |
| RIXOT 3N | RIXOT (6000+) - CDP (4500+) - MAV (4500+) - NELUX (K220-; 4500+) - IB720 (K210-; 3000+) - IB726 (K210-; 3000+) - IB727 (K210-; 3000+) - IB728 (K210-; 3000+) - IB730 (K210-; 3000+) - GISLU (K210-; 3000+)  |

**HOLDINGS OVER**

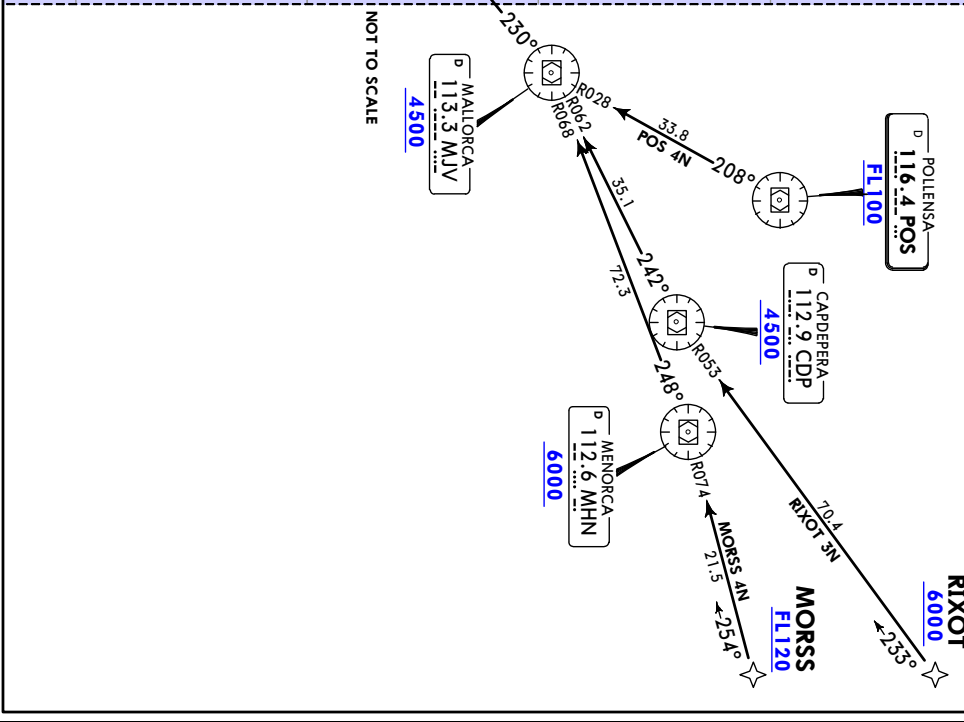
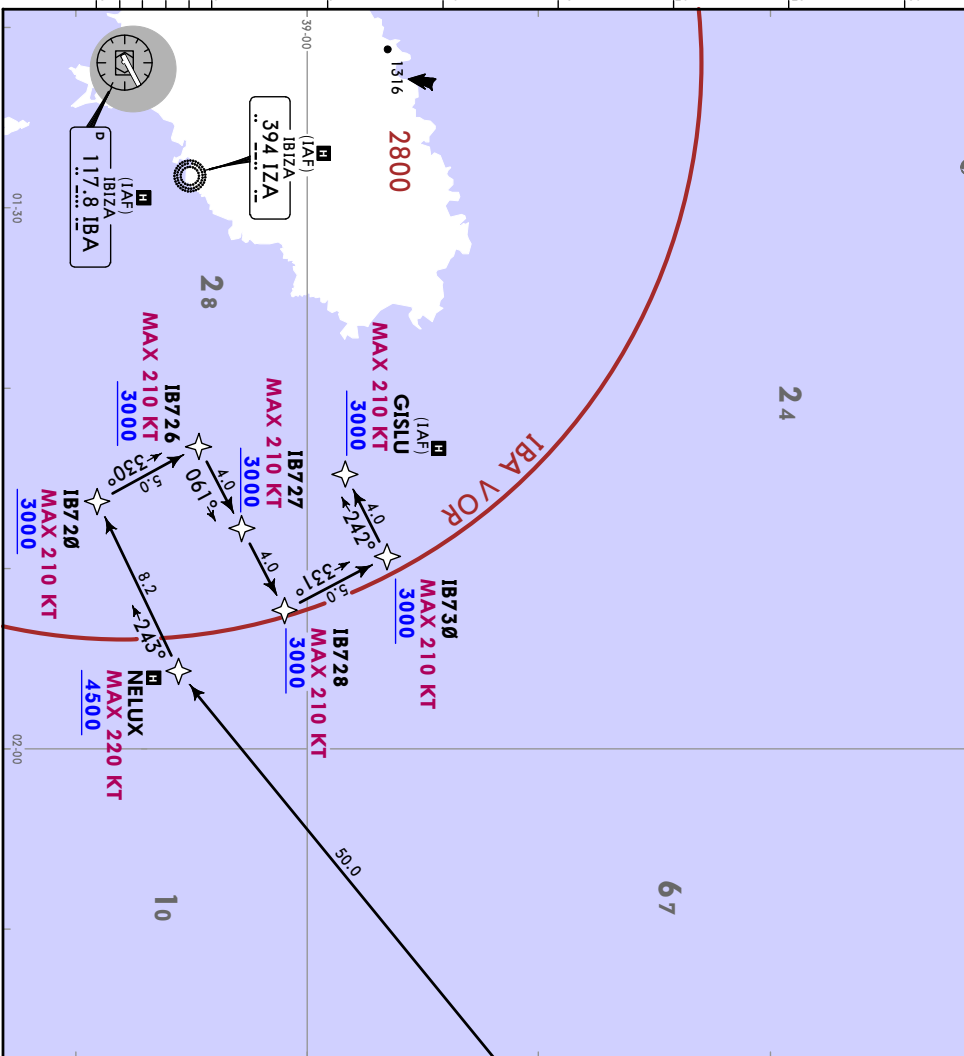
**IBZ**  
conventional  
MHA 3000

**NELUX**  
MHA 4500

**GISLU**  
MHA 3000

**MORSS 4N [MORS4N]**  
**POS 4N [POS4N]**  
**RIXOT 3N [RIXO3N]**  
**RWY 24 RNAV ARRIVALS**  
**SPEED: MAX 250 KT AT OR BELOW FL100**

All Set: Iba Trans level: By ATC  
1. RNAV 1 approval required.  
2. The IAF shall be considered the clearance limit. Without ATC clearance incorporate to the holding pattern.  
3. Wait for instructions: "direct to" or radar vectoring for the sequence.



CHANGES Track update.

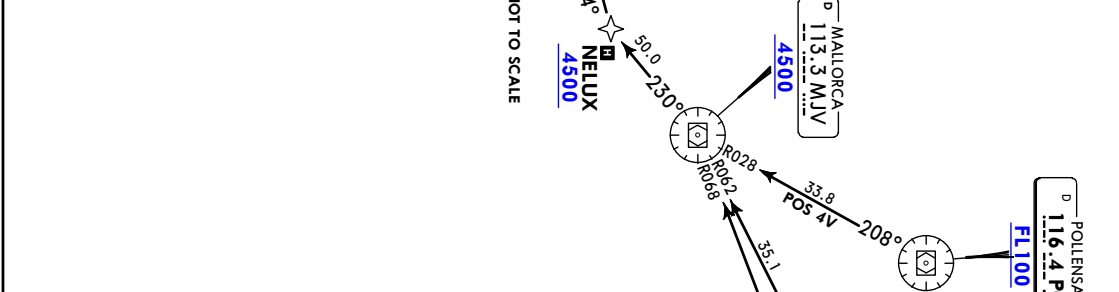
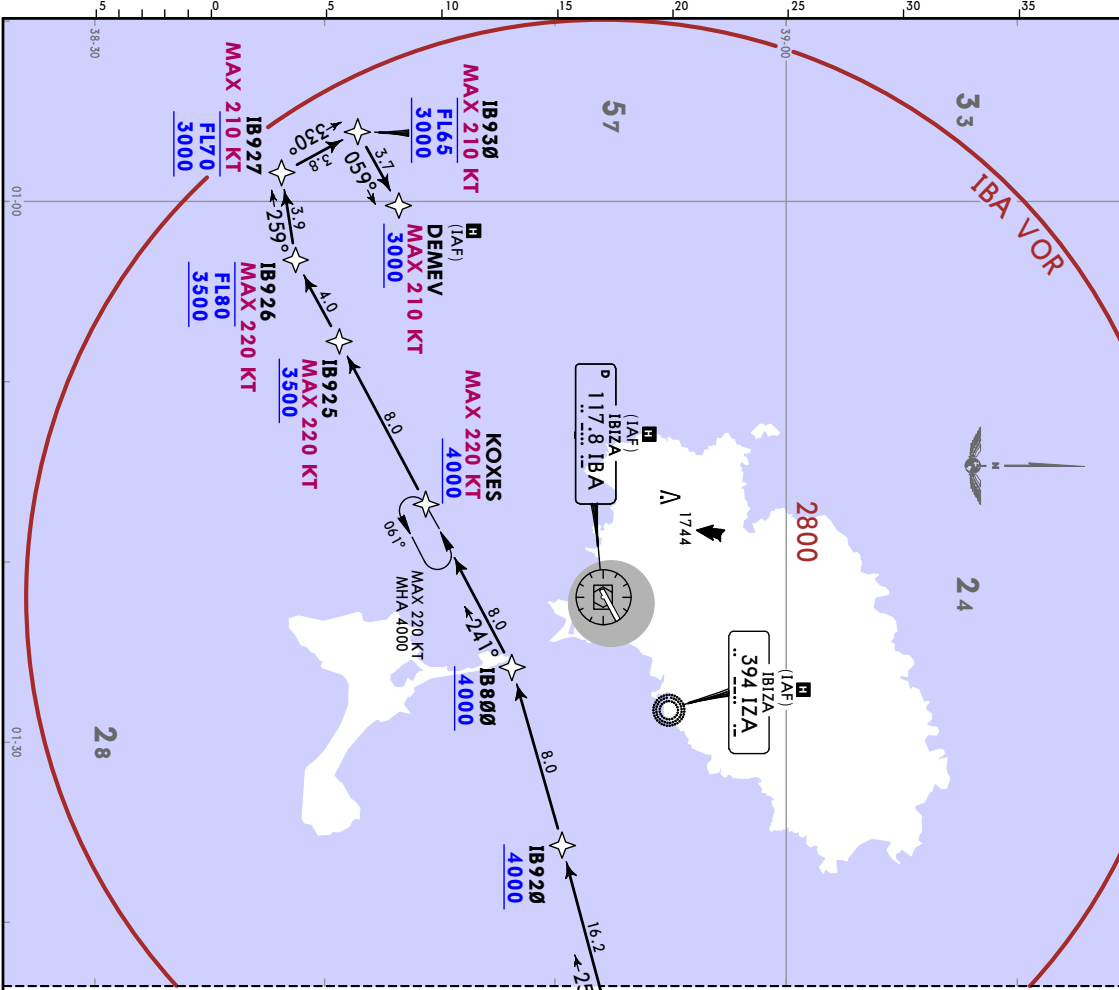
**LEIB/IBZ**  
IBIZA

| STAR     | ROUTING   |
|----------|---|
| MORSS 4V | MORSS (FL120+) - MHN (6000+) - MJV (4500+) - NELUX (4500+) - IB920 (4000+) - IB800 (4000+) - KOXES (K220; 4000+) - IB925 (K220; 3500+) - IB926 (K220; FL80+; 3500+) - IB927 (K210; FL70+; 3000+) - IB930 (K210; FL65+; 3000+) - DEMEV (K210; 3000+) |
| POS 4V   | POS (FL100+) - MJV (4500+) - NELUX (4500+) - IB920 (4000+) - IB800 (4000+) - KOXES (K220; 4000+) - IB925 (K220; 3500+) - IB926 (K220; FL80+; 3500+) - IB927 (K210; FL70+; 3000+) - IB930 (K210; FL65+; 3000+) - DEMEV (K210+; 3000+)                |
| RIXOT 3V | RIXOT (6000+) - CDP (4500+) - MJV (4500+) - NELUX (4500+) - IB920 (4000+) - IB800 (4000+) - KOXES (K220; 4000+) - IB925 (K220; 3500+) - IB926 (K220; FL80+; 3500+) - IB927 (K210; FL70+; 3000+) - IB930 (K210; FL65+; 3000+) - DEMEV (K210+; 3000+) |

\*ATIS 119.8  
Apt Elev 24

Alt Set: hPa Trans level: By ATC  
1. RNAV 1 approval required.  
2. The IAF shall be considered the clearance limit. Without ATC clearance incorporate to the holding pattern.  
3. Wait for instructions: "direct to" or radar vectoring for the sequence.

MORSS 4V [MORSS4V]  
POS 4V [POS4V]  
RIXOT 3V [RIXOT3V]  
RWY 06 RNAV ARRIVALS  
SPEED: MAX 250 KT AT OR BELOW FL100



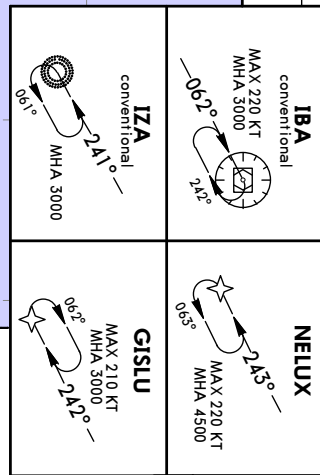
| HOLDINGS OVER  |  |
|--|--|
| <p><b>IBA</b><br/>conventional<br/>MAX 220 KT<br/>MHA 3000</p> | <p><b>NELUX</b><br/>MHA 4500</p>                             |
| <p><b>IZA</b><br/>conventional<br/>MHA 3000</p>                | <p><b>DEMEV</b><br/>MAX 190 KT<br/>MAX 5000<br/>MHA 3000</p> |

CHANGES Track update.

**LEIB/IBZ**  
**IBIZA**

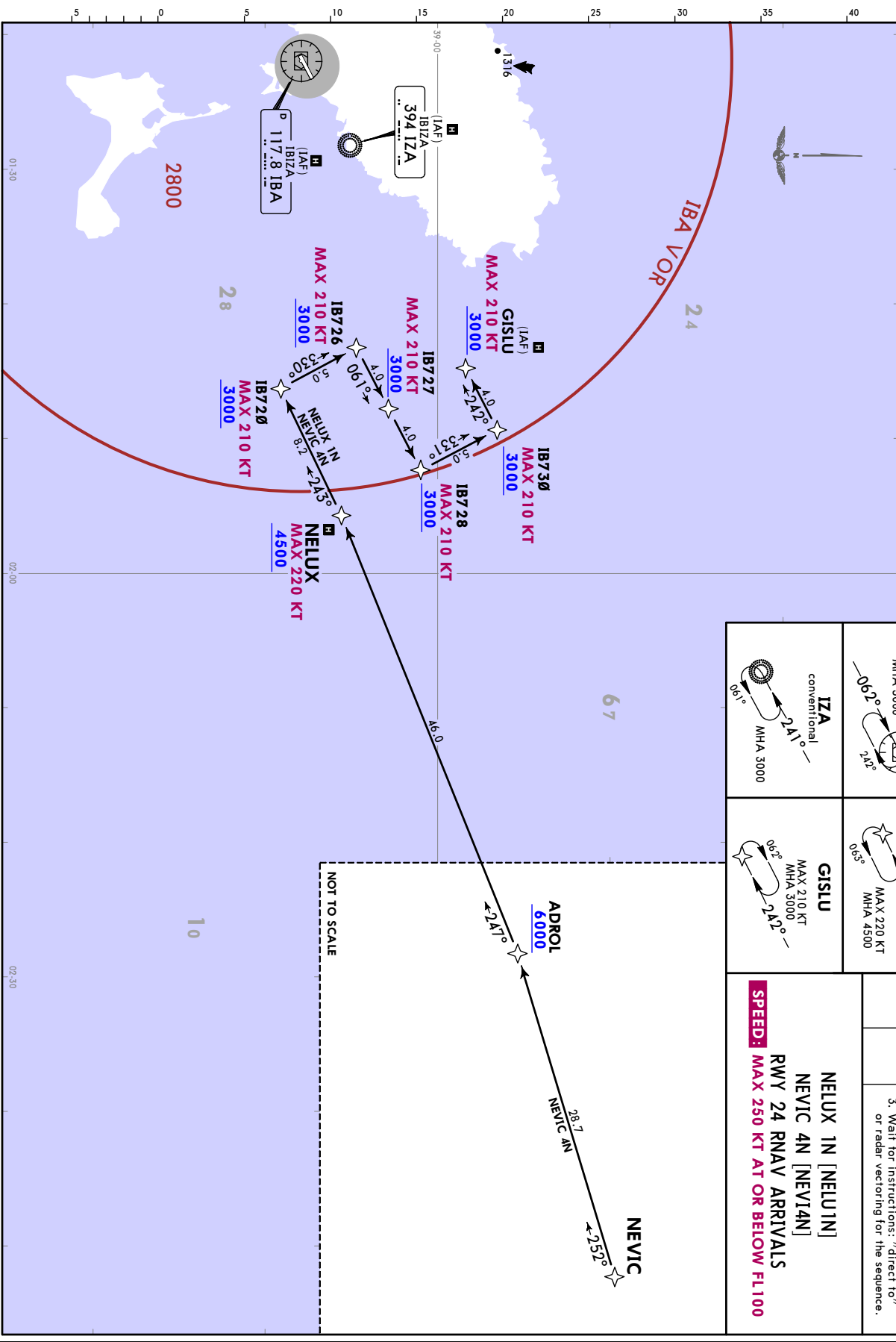
| STAR     | ROUTING  |
|----------|--|
| NELUX 1N | NELUX (K220-; 4500+)- IB728 (K210-; 3000+)- IB726 (K210-; 3000+)- IB727 (K210-; 3000+)- IB728 (K210-; 3000+)- IB738 (K210-; 3000+)- GISLU (K210-; 3000+)-                |
| NEVIC 4N | NEVIC (6000+)- NELUX (K220-; 4500+)- IB728 (K210-; 3000+)- IB726 (K210-; 3000+)- IB727 (K210-; 3000+)- IB728 (K210-; 3000+)- IB738 (K210-; 3000+)- GISLU (K210-; 3000+)- |

**HOLDINGS OVER**



|                |                |  |
|----------------|----------------|--|
| *ATIS<br>119.8 | Apr Elev<br>24 | <p>All Set: IBA. Trans level: By ATC</p> <ol style="list-style-type: none"> <li>1. RNAV/1 approval required.</li> <li>2. The IAF shall be considered the clearance limit. Without ATC clearance incorporate to the holding pattern.</li> <li>3. Wait for instructions: "Direct to" or radar vectoring for the sequence.</li> </ol> |
|----------------|----------------|--|

**NELUX 1N [NEU1N]**  
**NEVIC 4N [NEV4N]**  
**RWY 24 RNAV ARRIVALS**  
**SPEED: MAX 250 KT AT OR BELOW FL100**





### LEIB/IBZ IBIZA

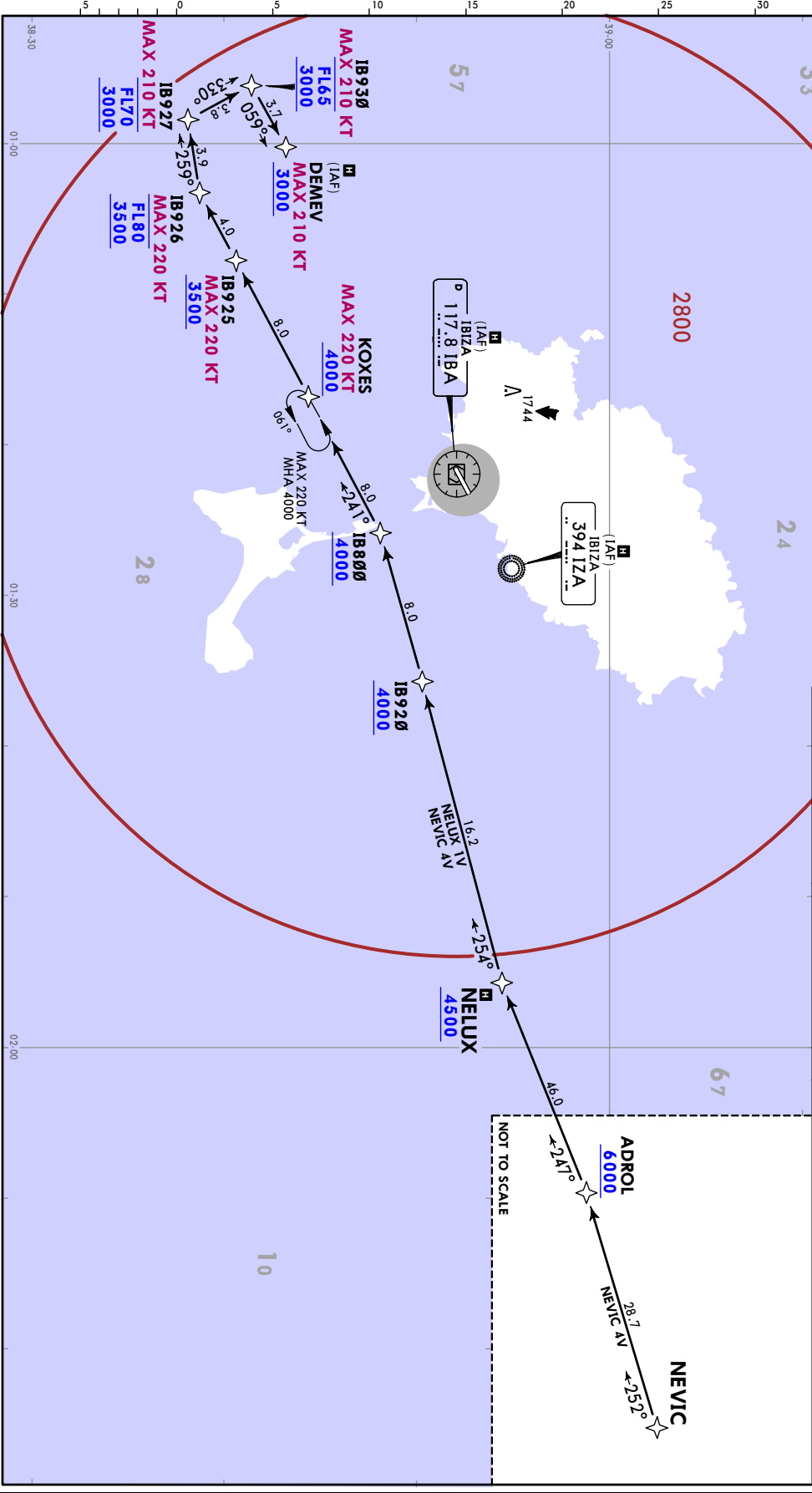
**JEPPesen** **IBIZA, SPAIN**  
14 JAN 22 **10-2G** **EIF 27 Jan** **RNAV STAR**

| STAR     | ROUTING   |
|----------|---|
| NELUX 1V | NELUX (4500+) - IB920 (4000+) - IB800 (4000+) - KOXES (K220 - 4000+) - IB925 (K220 - 3500+) - IB926 (K220 - 3500+) - IB927 (K210 - FL70 - 3000+) - IB930 (K210 - FL65 - 3000+) - DEMEV (K210 - 3000+)                         |
| NEVIC 4V | NEVIC - ADROL (6000+) - NELUX (4500+) - IB920 (4000+) - IB800 (4000+) - KOXES (K220 - 4000+) - IB925 (K220 - 3500+) - IB926 (K220 - 3500+) - IB927 (K210 - FL70 - 3000+) - IB930 (K210 - FL65 - 3000+) - DEMEV (K210 - 3000+) |

| HOLDINGS OVER   |   |
|---|---|
| <p><b>IBZ</b><br/>conventional<br/>061°<br/>MAX 220 KT<br/>MHA 3000</p>   | <p><b>NELUX</b><br/>conventional<br/>061°<br/>MAX 220 KT<br/>MHA 3000</p> |
| <p><b>DEMEV</b><br/>conventional<br/>089°<br/>MAX 190 KT<br/>MHA 5000</p> | <p><b>NEVIC</b><br/>conventional<br/>053°<br/>MAX 190 KT<br/>MHA 5000</p> |

|                |                |  |
|----------------|----------------|--|
| *ATIS<br>119.8 | Apr Elev<br>24 | All Set: hpa, Trans level: By ATC<br>1. RNAV 1 approval required.<br>2. The IAF shall be considered the clearance limit. Without ATC clearance incorporate to the holding pattern.<br>3. Wait for instructions: "direct to" or radar vectoring for the sequence. |
|----------------|----------------|--|

**NELUX 1V [NELU1V]**  
**NEVIC 4V [NEVIC4V]**  
**RWY 06 RNAV ARRIVALS**  
**SPEED: MAX 250 KT AT OR BELOW FL100**



CHANGES Track update.

**LEIB/IBZ  
IBIZA**

**JEPPesen** **IBIZA, SPAIN**  
 14 JAN 22 **10-2H** **EFF 27 Jan** **RNAV STAR**

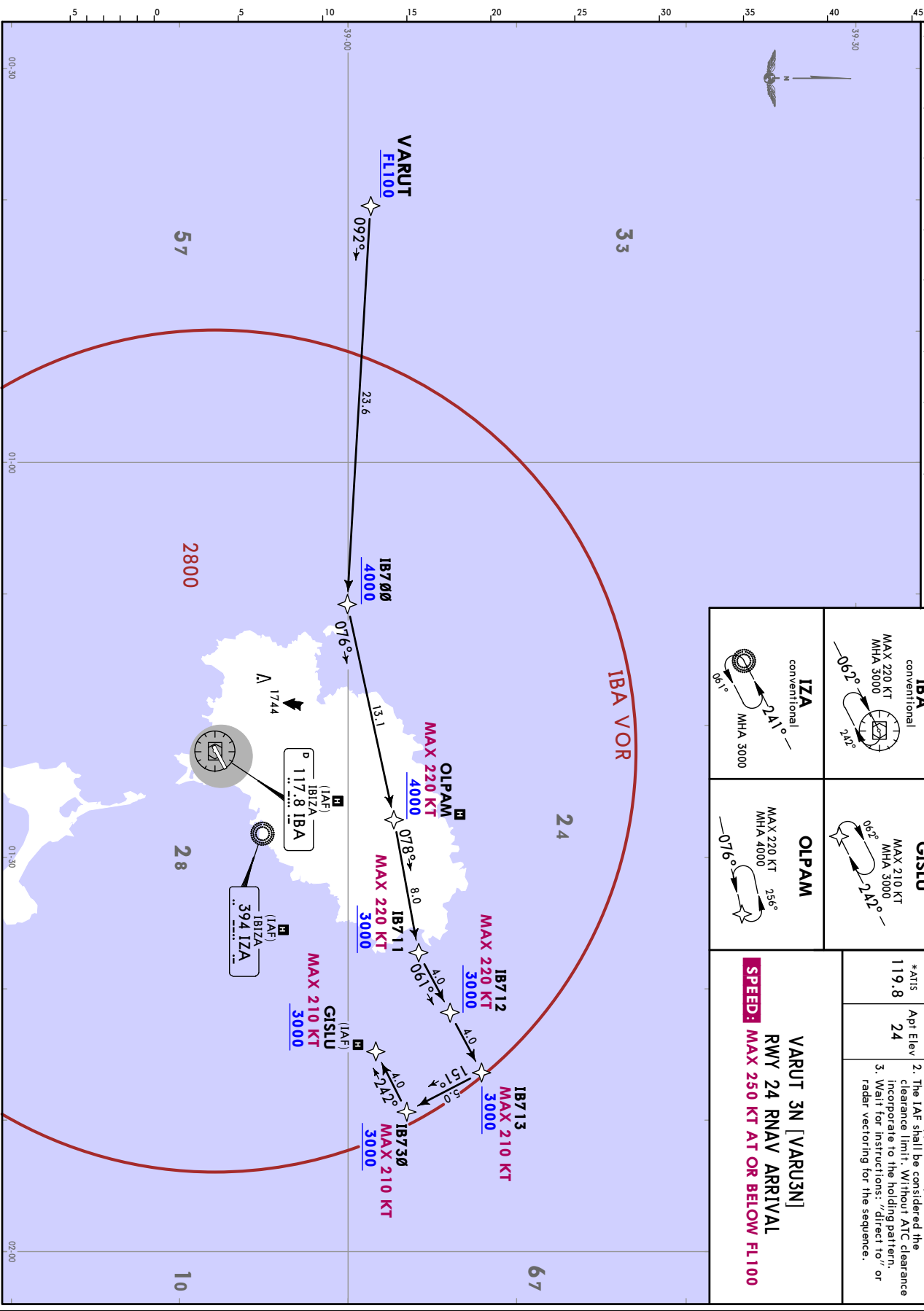
**ROUTING**  
 VARUT (FL100+) - IB700 (4000+) - OLPAM (K220-; 4000+) - IB711 (K220-; 3000+) - IB712 (K220-; 3000+) - IB713 (K210-; 3000+) - IB730 (K210-; 3000+) - GISLU (K210-; 3000+).

| HOLDINGS OVER  |  |
|--|--|
| <b>IBA</b><br>conventional<br>MAX 220 KT<br>MHA 3000<br> | <b>GISLU</b><br>MAX 210 KT<br>MHA 3000<br> |
| <b>OLPAM</b><br>MAX 220 KT<br>MHA 4000<br>               |  |

All Set: hpa Trans level: By ATC  
 1. RNAV 1 approval required.  
 2. The IAF shall be considered the clearance limit. Without ATC clearance incorporate to the holding pattern.  
 3. Wait for instructions: "direct to" or radar vectoring for the sequence.

\*ATIS  
 119.8  
 Apr Elev  
 24

**VARUT 3N [VARU3N]**  
**RWY 24 RNAV ARRIVAL**  
**SPEED: MAX 250 KT AT OR BELOW FL100**



CHANGES Track update.

**LEIB/IBZ**  
IBIZA

14 JAN 22 (10-21) Eff 27 Jan  
**JEPPESSEN** **IBIZA, SPAIN**  
RNAV STAR

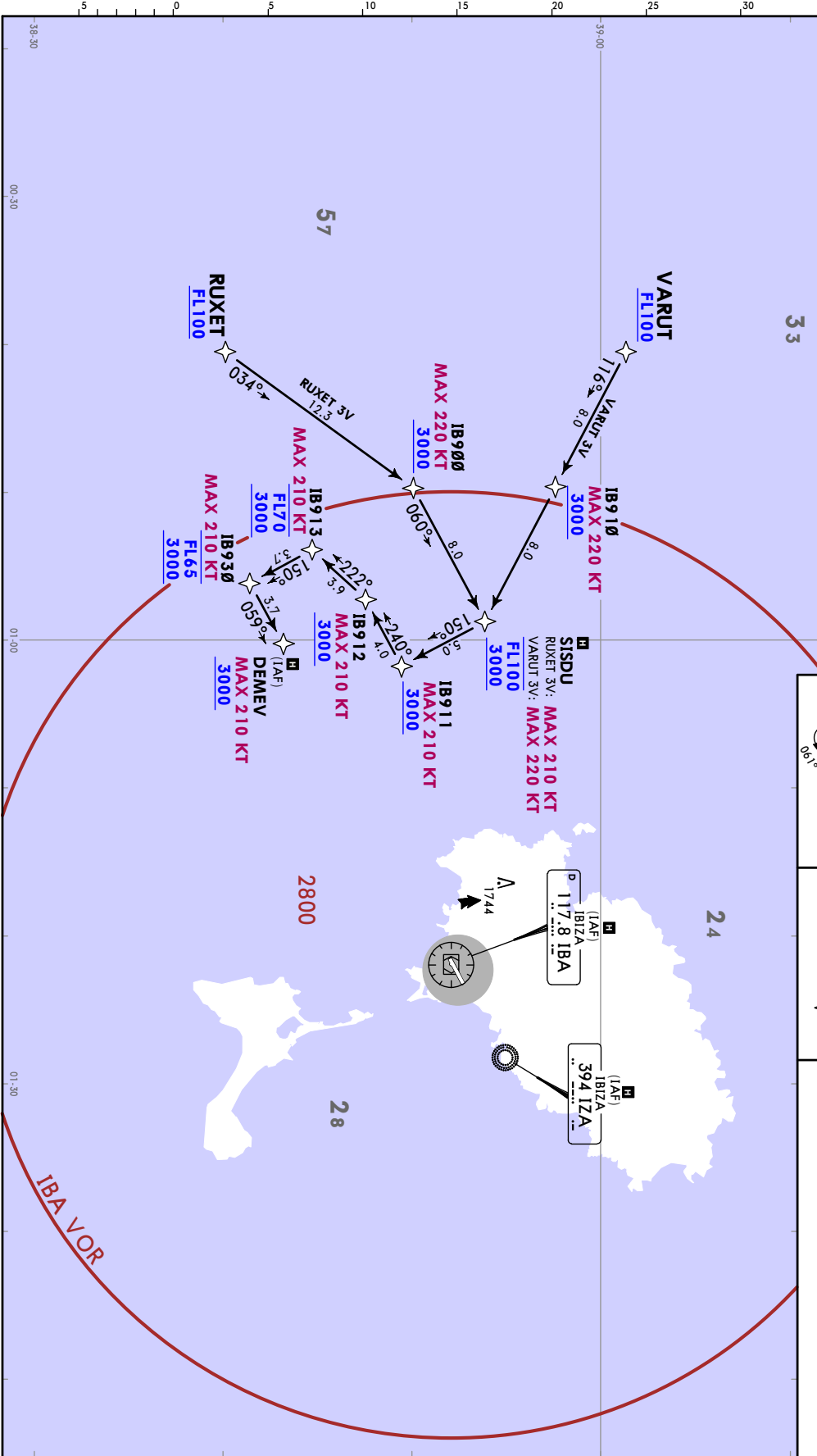
| STAR     | ROUTING   |
|----------|---|
| RUXET 3V | RUXET (FL100+) - IB900 (K220-; 3000+) - SISDU (K210-; FL100-; 3000+) - IB911 (K210-; 3000+) - IB912 (K210-; 3000+) - IB913 (K210-; FL70-; 3000+) - IB930 (K210-; FL65-; 3000+) - DEMEV (K210-; 3000+) |
| VARUT 3V | VARUT (FL100+) - IB910 (K220-; 3000+) - SISDU (K220-; FL100-; 3000+) - IB911 (K210-; 3000+) - IB912 (K210-; 3000+) - IB913 (K210-; FL70-; 3000+) - IB930 (K210-; FL65-; 3000+) - DEMEV (K210-; 3000+) |

| HOLDINGS OVER  |  |
|--|--|
| <p><b>IBZ</b><br/>conventional<br/>MAX 220 KT<br/>MHA 3000</p>   | <p><b>SISDU</b><br/>conventional<br/>MAX 220 KT<br/>MHA 3000</p> |
| <p><b>DEMEV</b><br/>conventional<br/>MAX 190 KT<br/>MHA 3000</p> | <p><b>IBZ</b><br/>conventional<br/>MAX 190 KT<br/>MHA 3000</p>   |

**RUXET 3V [RUXE3V]**  
**VARUT 3V [VARU3V]**  
**RMY 06 RNAV ARRIVALS**  
**SPEED: MAX 250 KT AT OR BELOW FL100**

\*ATIS 119.8  
Apr Elev 24

Alt-Set: Mpa Trans level: By ATC  
1. RNAV-T approval required.  
2. The IAF shall be considered the clearance limit. Without ATC clearance incorporate to the holding pattern.  
3. Wait for instructions: "direct to" or radar vectoring for the sequence.



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**LEIB/IBZ**  
**IBIZA**

**JEPPESSEN** **IBIZA, SPAIN**  
14 JAN 22 **10-2K** **EFF 27 Jan** **RNAV STAR**

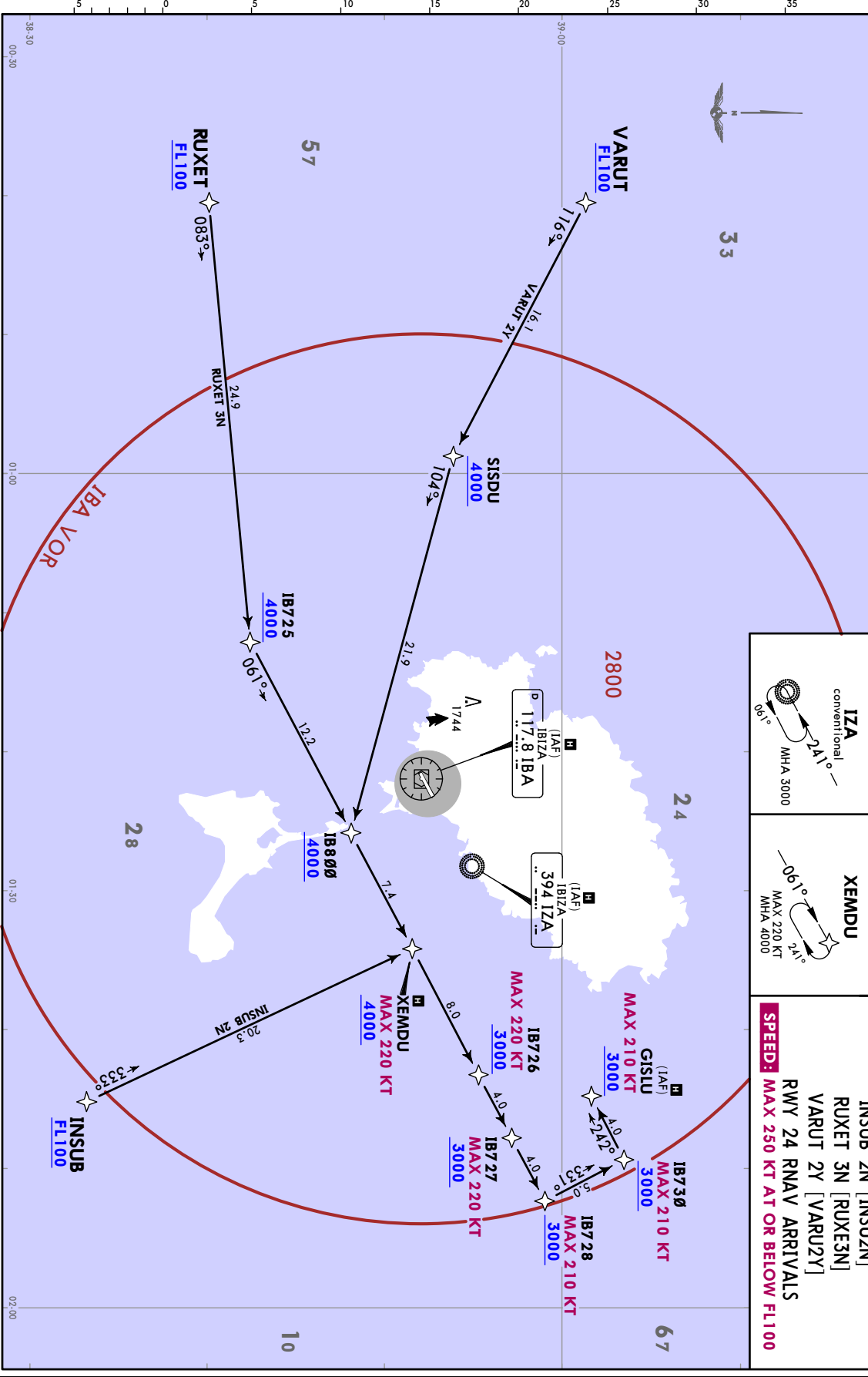
| STAR                      | ROUTING  |
|---------------------------|--|
| <b>INSUB 2N</b>           | INSUB (FL100+) - XEMDU (K220+; 4000+) - IB726 (K220+; 3000+) - IB727 (K220+; 3000+) - IB728 (K210+; 3000+) - IB730 (K210+; 3000+) - GISLU (K210+; 3000+)                                 |
| <b>RUXET 3N</b>           | RUXET (FL100+) - IB725 (4000+) - IB800 (4000+) - XEMDU (K220+; 4000+) - IB726 (K220+; 3000+) - IB727 (K220+; 3000+) - IB728 (K210+; 3000+) - IB730 (K210+; 3000+) - GISLU (K210+; 3000+) |
| <b>VARUT 2Y</b><br>By ATC | VARUT (FL100+) - SISDU (4000+) - IB800 (4000+) - XEMDU (K220+; 4000+) - IB726 (K220+; 3000+) - IB727 (K220+; 3000+) - IB728 (K210+; 3000+) - IB730 (K210+; 3000+) - GISLU (K210+; 3000+) |

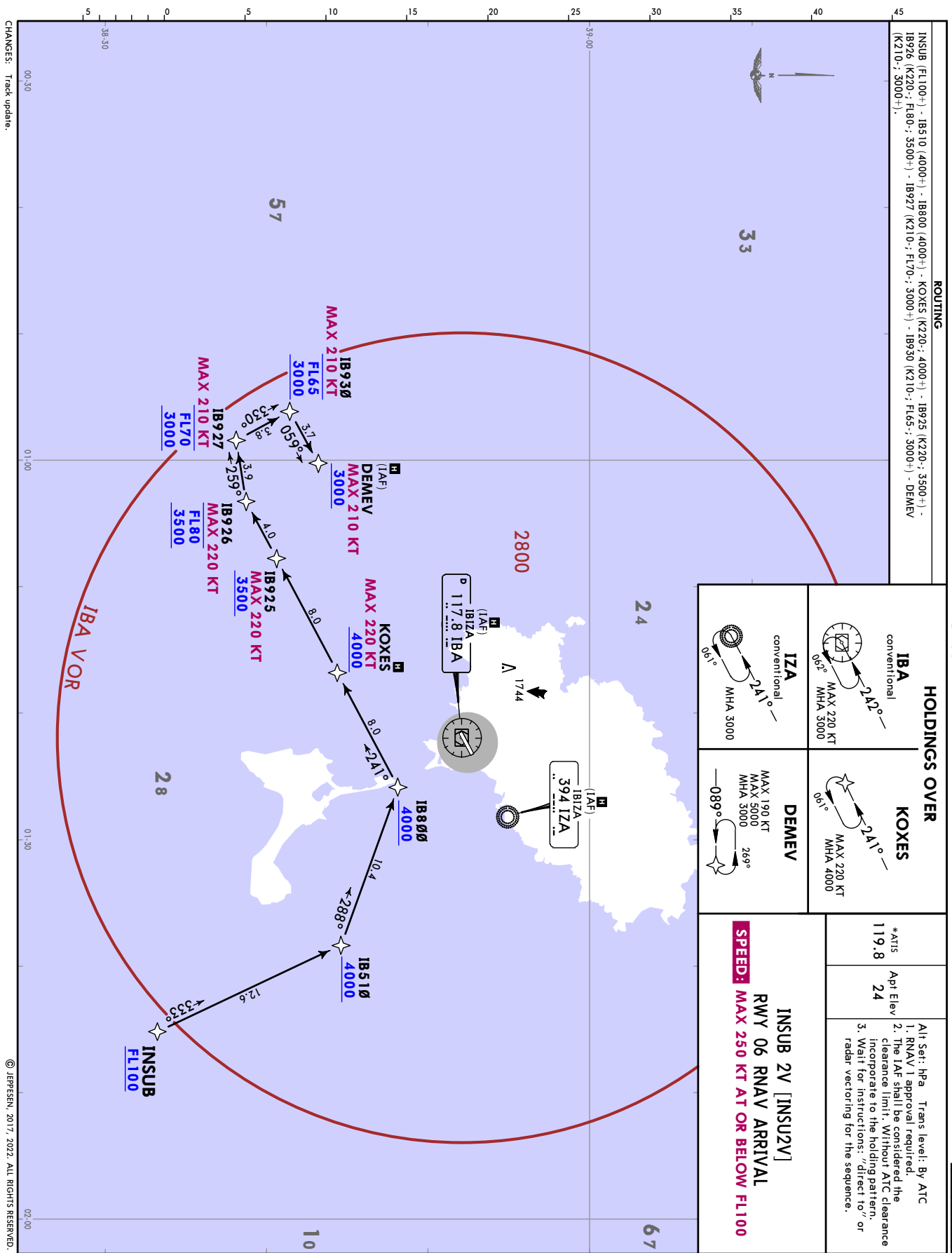
| HOLDINGS OVER  |  |
|--|--|
| <b>IBA</b><br>conventional<br>MAX 220 KT<br>MHA 3000<br> | <b>GISLU</b><br>conventional<br>MAX 210 KT<br>MHA 3000<br> |
| <b>IZA</b><br>conventional<br>MHA 3000<br>               | <b>XEMDU</b><br>conventional<br>MAX 220 KT<br>MHA 4000<br> |

**INSUB 2N [INSU2N]**  
**RUXET 3N [RUXE3N]**  
**VARUT 2Y [VARU2Y]**  
**RWY 24 RNAV ARRIVALS**  
**SPEED: MAX 250 KT AT OR BELOW FL100**

\*ATIS 119.8  
Apr Elev 24

All Set: Mha Trans level: By ATC  
1. RNAV approval required.  
2. The IAF shall be considered the clearance limit. Without ATC clearance incorporate to the holding pattern.  
3. Wait for instructions: "direct to" or "radar vectoring for the sequence."

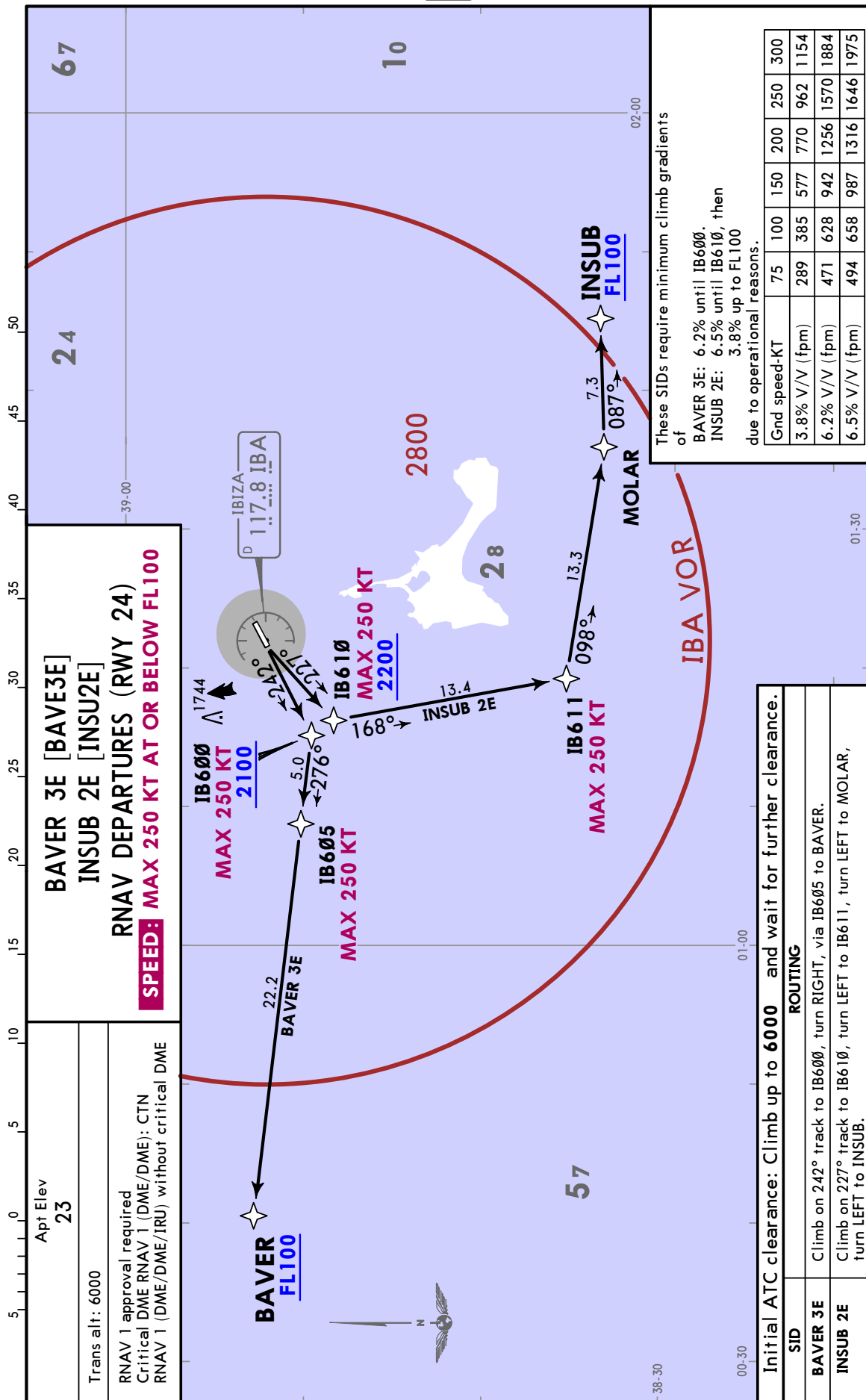




LEIB/IBZ  
IBIZA

JEPPESSEN  
5 MAY 23 10-3

IBIZA, SPAIN  
RNAV SID



CHANGES: Reissue.

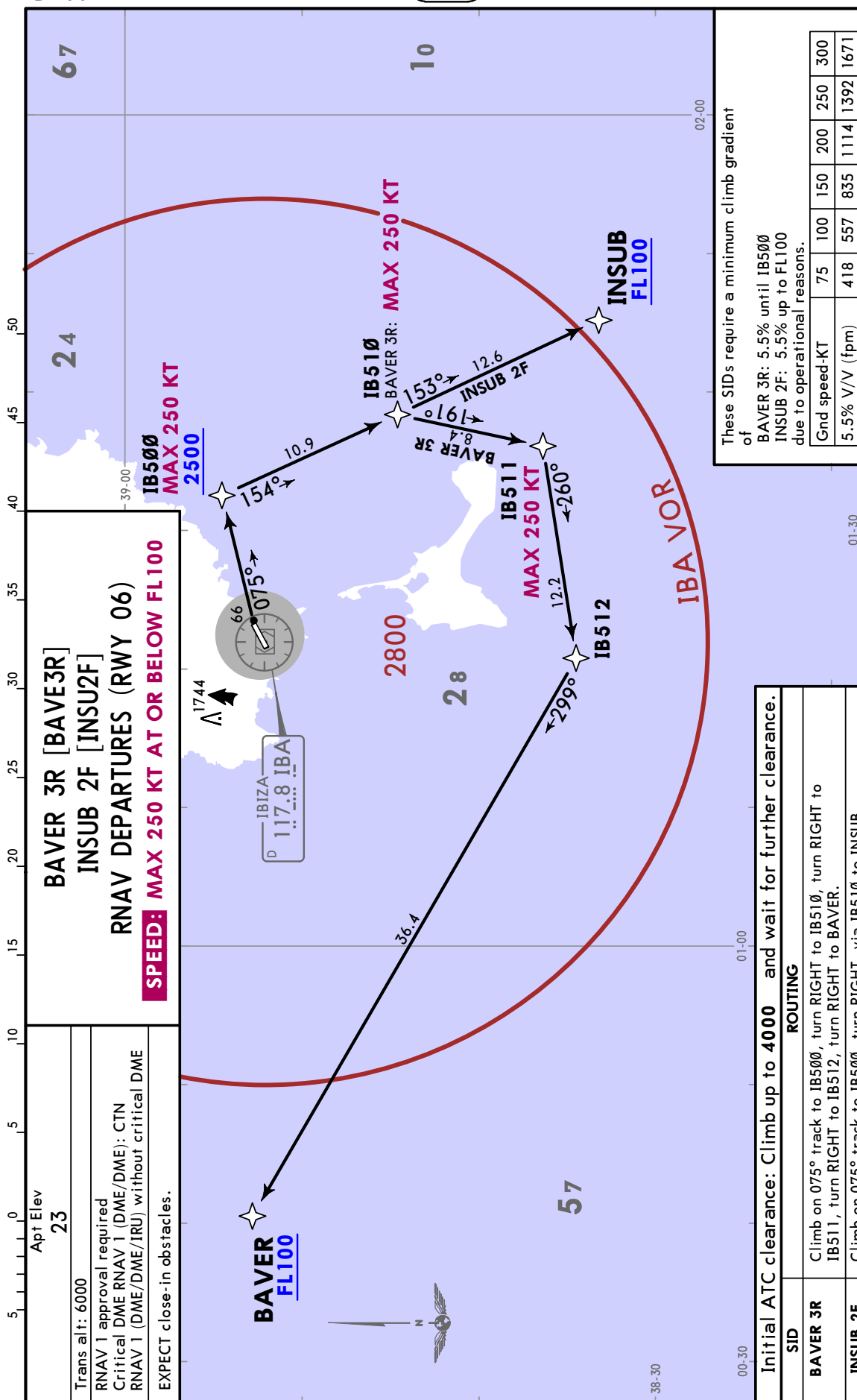
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LEIB/IBZ  
IBIZA

JEPPESSEN  
5 MAY 23 (10-3A)

IBIZA, SPAIN  
RNAV SID



**BAVER 3R [BAVE3R]**  
**INSUB 2F [INSU2F]**  
**RNAV DEPARTURES (RWY 06)**  
**SPEED: MAX 250 KT AT OR BELOW FL100**

Apt Elev  
**23**

Trans alt: 6000

RNAV 1 approval required

Critical DME RNAV 1 (DME/DME): CTN

RNAV 1 (DME/DME/IRU) without critical DME

EXPECT close-in obstacles.

Initial ATC clearance: Climb up to 4000 and wait for further clearance.

| SID             | ROUTING  |
|-----------------|--|
| <b>BAVER 3R</b> | Climb on 075° track to IB500, turn RIGHT to IB510, turn RIGHT to BAVR. |
| <b>INSUB 2F</b> | Climb on 075° track to IB500, turn RIGHT, via IB510 to INSUB.          |

CHANGES: Reissue.

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LEIB/IBZ  
IBIZA

**JEPPESEN**  
5 MAY 23 **10-3B**

**IBIZA, SPAIN**  
**RNAV SID**

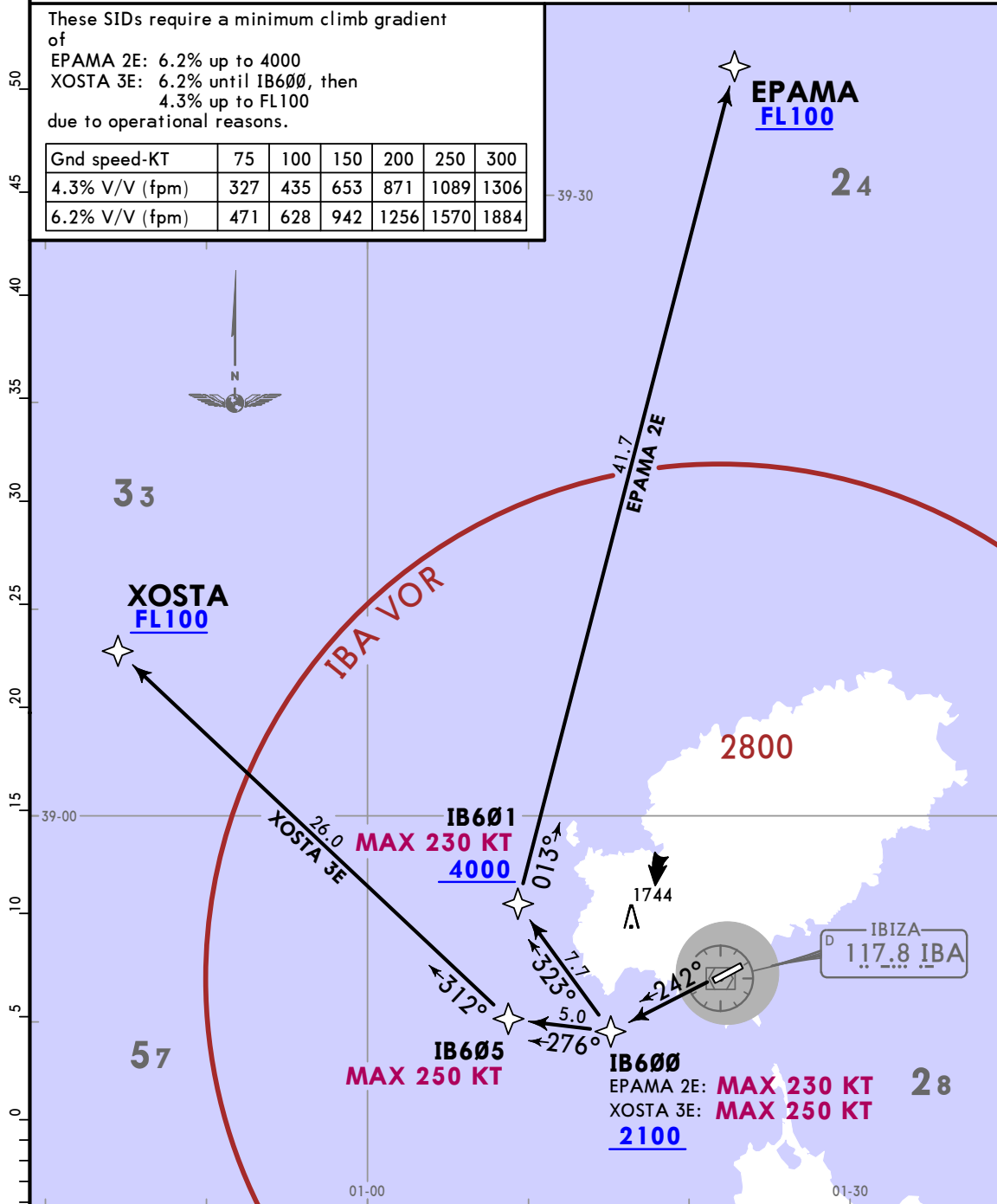
|                       |   |
|-----------------------|---|
| Apt Elev<br><b>23</b> | Trans alt: 6000   |
|                       | RNAV 1 approval required<br>Critical DME RNAV 1 (DME/DME): CTN<br>RNAV 1 (DME/DME/IRU) without critical DME |

**EPAMA 2E [EPAM2E]  
XOSTA 3E [XOST3E]  
RNAV DEPARTURES (RWY 24)**

**SPEED: MAX 250 KT AT OR BELOW FL100**

These SIDs require a minimum climb gradient of  
EPAMA 2E: 6.2% up to 4000  
XOSTA 3E: 6.2% until IB600, then 4.3% up to FL100  
due to operational reasons.

|                |     |     |     |      |      |      |
|----------------|-----|-----|-----|------|------|------|
| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
| 4.3% V/V (fpm) | 327 | 435 | 653 | 871  | 1089 | 1306 |
| 6.2% V/V (fpm) | 471 | 628 | 942 | 1256 | 1570 | 1884 |



Initial ATC clearance: Climb up to **6000** and wait for further clearance.

| SID      | ROUTING   |
|----------|---|
| EPAMA 2E | Climb on 242° track to IB600, turn RIGHT to IB601, turn RIGHT to EPAMA. |
| XOSTA 3E | Climb on 242° track to IB600, turn RIGHT to IB605, turn RIGHT to XOSTA. |

CHANGES: Reissue.

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**LEIB/IBZ**  
**IBIZA**

**JEPPESEN**  
5 MAY 23 **10-3C**

**IBIZA, SPAIN**  
**RNAV SID**

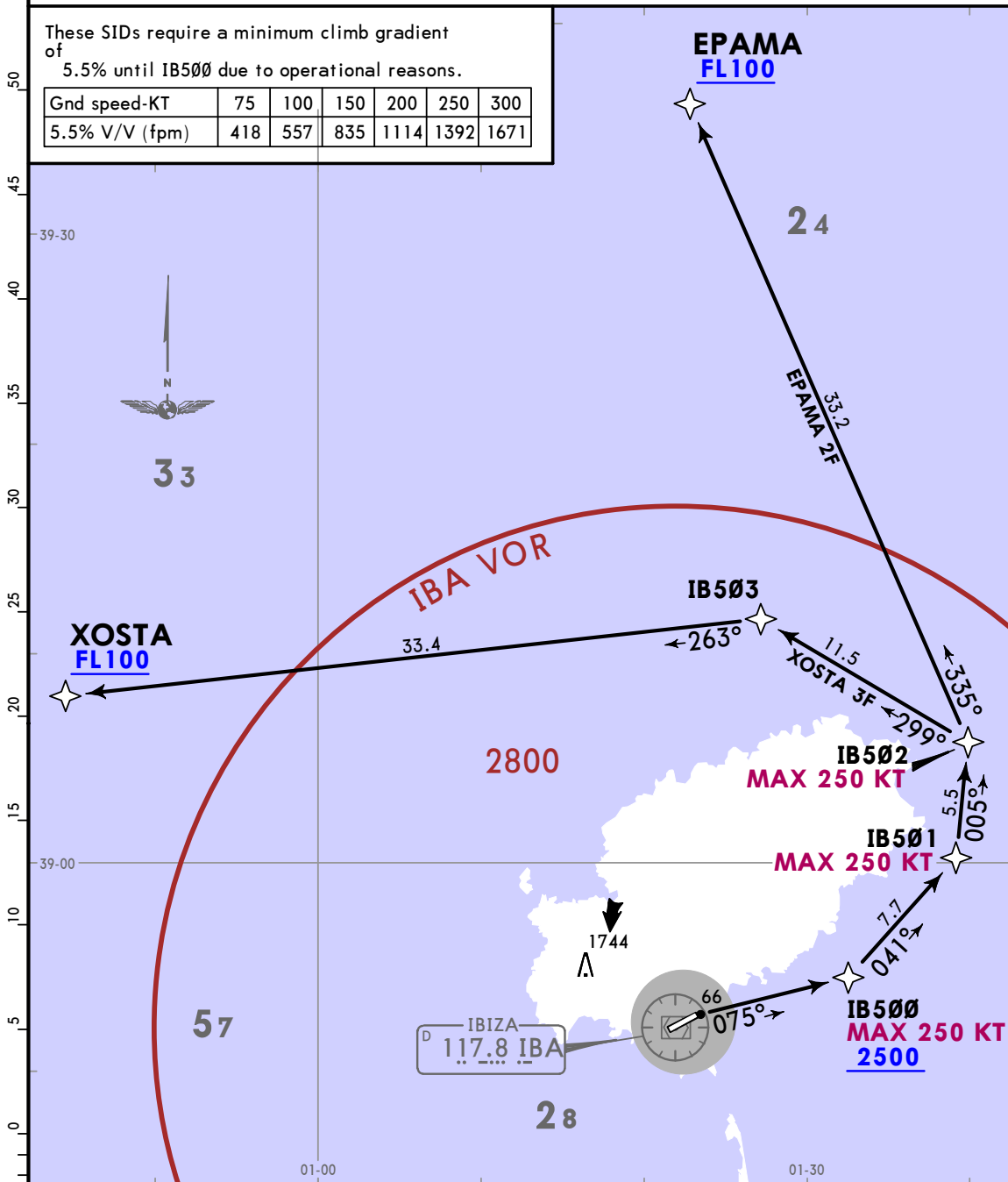
|                       |   |
|-----------------------|---|
| Apt Elev<br><b>23</b> | Trans alt: 6000   |
|                       | RNAV 1 approval required<br>Critical DME RNAV 1 (DME/DME): CTN<br>RNAV 1 (DME/DME/IRU) without critical DME |
|                       | EXPECT close-in obstacles.  |

**EPAMA 2F [EPAM2F]**  
**XOSTA 3F [XOST3F]**  
**RNAV DEPARTURES (RWY 06)**

**SPEED: MAX 250 KT AT OR BELOW FL100**

These SIDs require a minimum climb gradient of 5.5% until IB500 due to operational reasons.

|                |     |     |     |      |      |      |
|----------------|-----|-----|-----|------|------|------|
| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
| 5.5% V/V (fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |



Initial ATC clearance: Climb up to **6000** and wait for further clearance.

| SID             | ROUTING   |
|-----------------|---|
| <b>EPAMA 2F</b> | Climb on 075° track to IB500, turn LEFT to IB501, turn LEFT to IB502, turn LEFT to EPAMA.                     |
| <b>XOSTA 3F</b> | Climb on 075° track to IB500, turn LEFT to IB501, turn LEFT to IB502, turn LEFT to IB503, turn LEFT to XOSTA. |

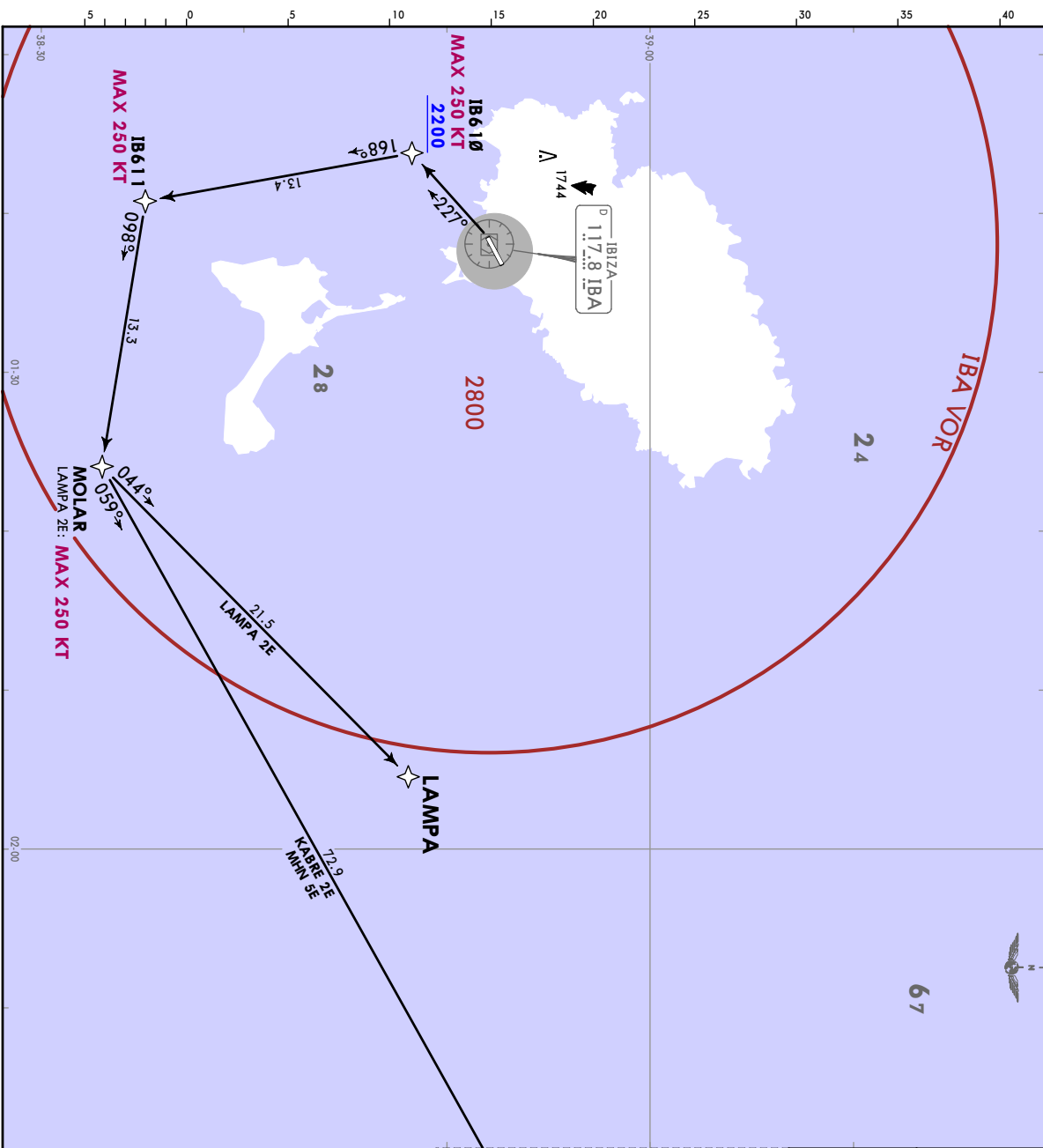
CHANGES: Reissue.

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**LEIB/IBZ**  
**IBIZA**

Initial ATC clearance: Climb up to **6000** and wait for further clearance.

| SID      | ROUTING   |
|----------|---|
| KABRE 2E | Climb on 227° track to IB610, turn LEFT to IB611, turn LEFT to MOLAR, turn LEFT to KABRE.                   |
| LAMPA 2E | Climb on 227° track to IB610, turn LEFT to IB611, turn LEFT to MOLAR, turn LEFT to LAMPA.                   |
| MHN 5E   | Climb on 227° track to IB610, turn LEFT to IB611, turn LEFT to MOLAR, turn LEFT to KABRE, turn LEFT to MHN. |

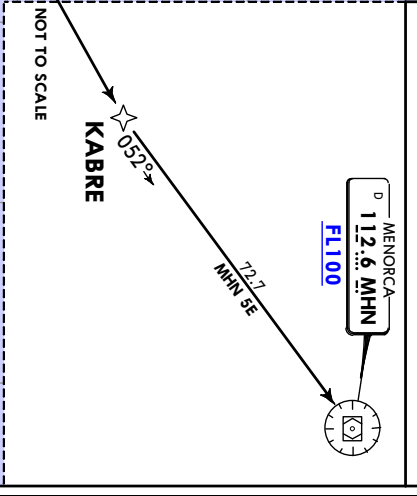


|                               |   |                 |
|-------------------------------|---|-----------------|
| Apri Elev                     | 23  | Trans alt: 6000 |
| RNAV 1 approval required      | RNAV 1 (DME/DME/IRU) without critical DME |                 |
| Critical DME RNAV 1 (DME/DME) | : CTN                                     |                 |

**KABRE 2E [KABR2E]**  
**LAMPA 2E [LAMP2E]**  
**MHN 5E [MHN5E]**  
**RNAV DEPARTURES (RWY 24)**  
**SPEED: MAX 250 KT AT OR BELOW FL100**

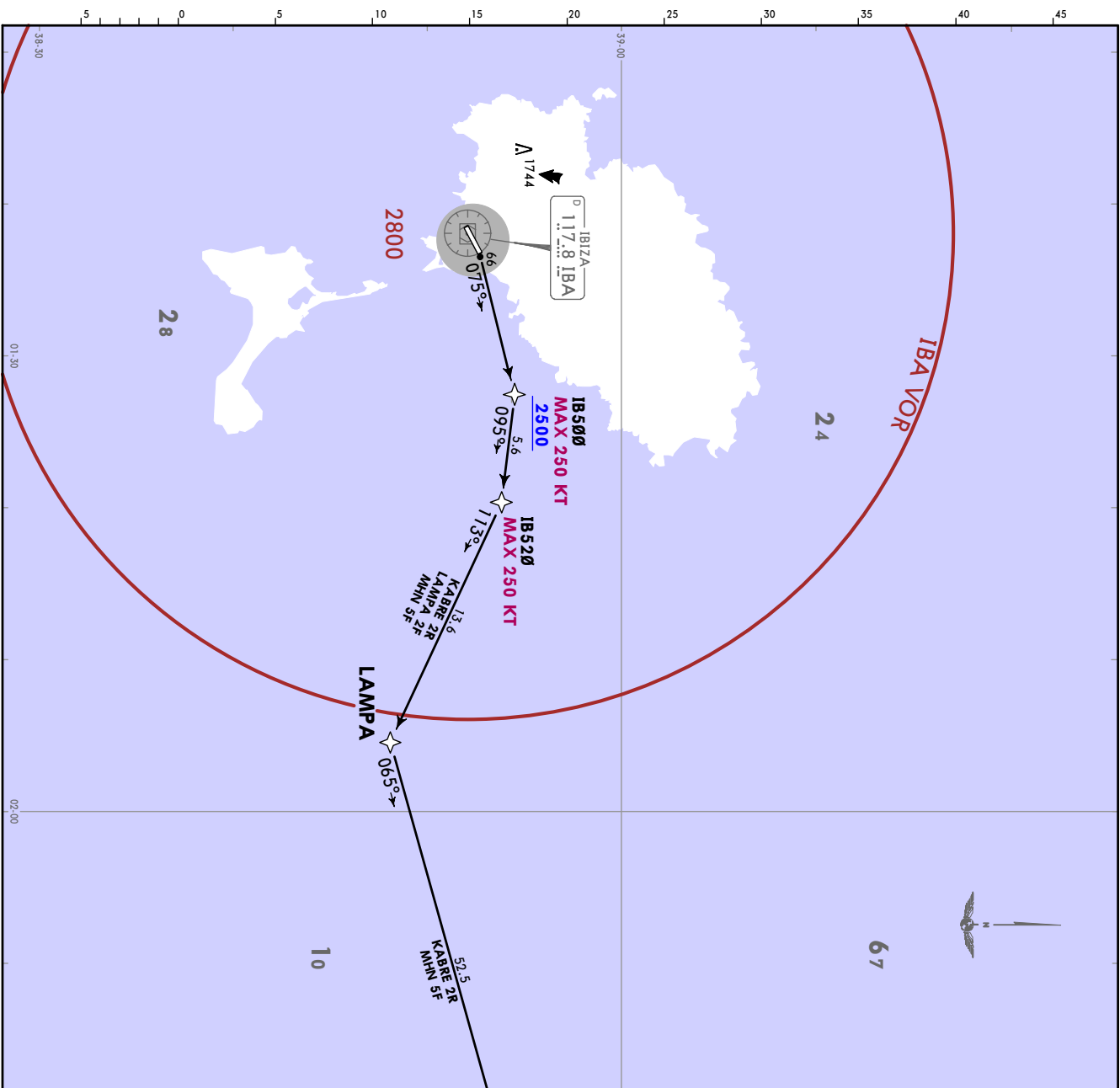
These SIDs require a minimum climb gradient of 6.5% up to IB610 due to operational reasons.

| Grnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
|----------------|-----|-----|-----|------|------|------|
| 6.5% V/V (fpm) | 494 | 658 | 987 | 1316 | 1646 | 1975 |



LEIB/IBZ  
IBIZA

**JEPPESSEN** IBIZA, SPAIN  
5 MAY 23 10-3E EFF 18 May RNAV SID



Trans alt.: 6000  
Apt Elev 23  
RNAV 1 approval required  
Critical DME RNAV 1 (DME/DME): CTN  
RNAV 1 (DME/DME/IRU) without critical DME  
EXPECT close-in obstacles.

**KABRE 2R [KABR2R]**  
**LAMPA 2F [LAMP2F]**  
**MHN 5F [MHN5F]**  
RNAV DEPARTURES (RWY 06)  
**SPEED: MAX 250 KT AT OR BELOW FL100**

D MENORCA  
112.6 MHN  
FL100

NOT TO SCALE  
KABRE

These SIDs require a minimum climb gradient of 5.5% up to 18500 due to operational reasons.

| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
|----------------|-----|-----|-----|------|------|------|
| 5.5% V/V (fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |

Initial ATC clearance: Climb up to 6000 and wait for further clearance.

| SID      | ROUTING   |
|----------|---|
| KABRE 2R | Climb on 075° track to IB500, turn RIGHT to IB520, turn RIGHT to LAMPA, turn LEFT to KABRE.                   |
| LAMPA 2F | Climb on 075° track to IB500, turn RIGHT to IB520, turn RIGHT to LAMPA.                                       |
| MHN 5F   | Climb on 075° track to IB500, turn RIGHT to IB520, turn RIGHT to LAMPA, turn LEFT to KABRE, turn LEFT to MHN. |

CHANGES: Contingency departures transferred.

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**LEIB/IBZ**  
**IBIZA**



5 MAY 23 **10-3F** **Eff 18 May**

**IBIZA, SPAIN**

**DEPARTURE**

|                             |                       |  |
|-----------------------------|-----------------------|--|
| IBIZA Tower<br><b>118.5</b> | Apt Elev<br><b>23</b> | Trans alt: 6000<br>ACFT without RNAV1 operational approval shall notify IBIZA Tower (clearance frequency) as soon as possible and will be instructed to proceed as provided in this contingency departure. |
|-----------------------------|-----------------------|--|

**LEIB 1E (LEIB1E), LEIB 1W (LEIB1W)**  
**CONTINGENCY DEPARTURES (ODP)**  
**(RWYS 06, 24)**  
**TACTICAL USE ONLY**  
**UNPLANNED**

**EXPECT RADAR VECTORING BY PALMA CONTROL APP**  
**TO JOIN THE ATS ROUTE**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS  
 LOST COMMS ▲ LOST COMMS ▲ LOST COMMS  
 Comply with ICAO Annex 10,  
 Volume 2 and Doc 4444.

These departures require a minimum climb gradient of 4.6% up to 3000.

|                |     |     |     |     |      |      |
|----------------|-----|-----|-----|-----|------|------|
| Gnd speed-KT   | 75  | 100 | 150 | 200 | 250  | 300  |
| 4.6% V/V (fpm) | 349 | 466 | 699 | 932 | 1165 | 1397 |

| DEPARTURE      | RWY       | ROUTING   |
|----------------|-----------|---|
| <b>LEIB 1E</b> | <b>06</b> | Climb on 076° heading to 3000, turn following ATC instructions.   |
| <b>LEIB 1W</b> | <b>24</b> | Climb on runway heading to 3000, turn following ATC instructions. |



LEIB/IBZ


**JEPPESSEN**

IBIZA, SPAIN

27 OCT 23 **(10-8)** Eff 2 Nov

IBIZA

**WORKS IN MOVEMENT AREA**  
**EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY**  
**REFER ALSO TO LATEST NOTAMS**

**GENERAL**

All work areas shall be duly marked and lit.  
 ACFT are advised to exercise caution when taxiing as the lighting may be incomplete.  
 Some works shall entail restrictions on the MAX ACFT size permitted to taxi on certain sections of the movement area.  
 The entire movement area of the airport may be restricted.  
 In the event of LVP are active, the route indicated by ATC shall be used, works shall be stopped.  
 There may also be impacts on standard taxiing routes in certain phases.  
 ATC instructions must be followed at all times.

**OPERATIONAL IMPACTS****PHASE 1: Actions on RWY and RWY levelled strip with RWY closed**

Schedule in non-operational hours.

RWY 06/24 closed.

Medical flights operated by fixed-wing ACFT are not allowed.

Medical helicopters shall operate on TWY C.

**PHASE 2: Actions on RWY levelled strip within sight of traffic**

Schedule in non-operational hours.

Works shall be halted in the event of medical evacuation flights.

**PHASE 3: Actions on RWY levelled strip within sight of traffic**

Schedule in operational hours.

Works shall be halted in the event of flight.

**PHASE 4: Actions with closing of TWY T between TWY E3 (excluded) and TWYs E1 and E2**

H24 schedule.

TWYs E1 and E2 closed.

TWY T section from TWY E2 until TWY E3 closed.

Impact on standard taxiing routes. Back-track for departures from RWY 24 with RWY access via TWY E3 and arrivals at RWY 06 after crossing TWY E3.

**PHASE 5: Actions with closing of TWY T between TWY E8 (excluded) and TWYs E9 and E10**

H24 schedule.

TWYs E9 and E10 closed.

TWY T section from TWY E9 until TWY E8 closed.

Impact on standard taxiing routes. Back-track for departures from RWY 06 with RWY access via TWY E8 and arrivals at RWY 24 after crossing TWY E8.

**PHASE 6: Actions with closing of TWY E3**

H24 schedule.

TWY E3 closed.

**PHASE 7: Actions with closing of TWY E8**

H24 schedule.

TWY E8 closed.

**PHASE 8: Actions with closing of TWY E5**

H24 schedule.

TWY E5 closed.

**PHASE 9: Actions with closing of TWY E6**

H24 schedule.

TWY E6 closed.

**PHASE 10: Actions with closing of gate G3**

H24 schedule.

Gate G3 closed.

**PHASE 11: Actions with closing of TWY T from the central point of TWY T until TWYs E9 and E10**

Schedule in non-operational hours.

TWY T between the access signal to Stand 13 and TWY E8 closed.

TWYs E6, E7 and E8 closed.

Gate G1 closed.

Medical evacuation flights, when necessary, shall act as follows:

- Take-offs from RWY 06: access RWY via TWY E3, taxi on RWY until RWY 06 and back-track on RWY.
- Arrivals at RWY 24: back-track on RWY until exiting via TWY E5.

**PHASE 12: Actions with closing of TWY T from the central point of TWY T until TWYs E2 and E3**

Schedule in non-operational hours.

TWY T between the access signal to Stand 13 and TWY E3 closed.

TWYs E3, E4 and E5 closed.

Gates G2 and G3 closed.

Medical evacuation flights, when necessary, shall act as follows:

- Take-offs from RWY 24: access RWY via TWY E8, taxi on RWY until RWY 24 and back-track on RWY.
- Arrivals at RWY 06: back-track on RWY until exiting via TWY E6.

**PHASE 13: Actions on TWY strip**

Schedule in non-operational hours.

Works shall be halted in the event of medical evacuation flights.

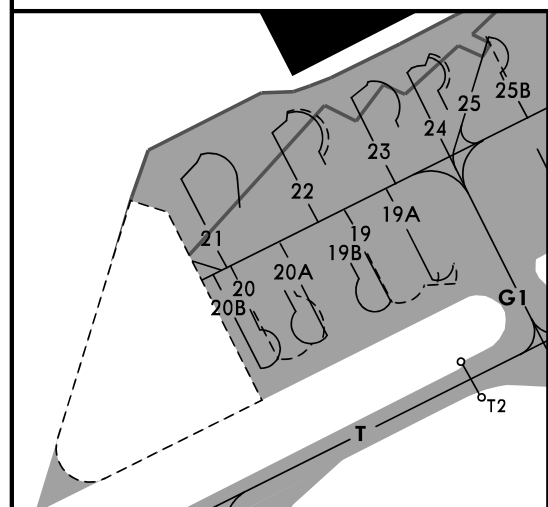
LEIB/IBZ

**JEPPESEN**  
27 OCT 23 **(10-8A)** Eff 2 Nov

**IBIZA, SPAIN**  
IBIZA

**WORKS IN MOVEMENT AREA**  
**EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY**  
**REFER ALSO TO LATEST NOTAMS**

- PHASE 14: Actions on TWY strip**  
Schedule in non-operational hours.  
Works shall be halted in the event of medical evacuation flights.
- PHASE 15: Actions in areas outside RWY levelled strips and TWY**  
H24 schedule.
- PHASE 16: Actions with degradation of the airport to ACFT code letter C.**  
H24 schedule.
- PHASE 17: PPR unavailable**
- PHASE 18: Actions on TWYs E6 and E7**  
Anti-intrusion bar lighting of rapid exit TWYs E6 and E7 degraded.  
Runway guard lighting of rapid exit TWYs E6 and E7 degraded (only on one side of the TWY).
- PHASE 19: Rapid exit TWY E6 indicator lights**  
HSTIL TWY E6 out of service.
- PHASE 20: Actions TWYs E6 and E7**  
Anti-intrusion bars TWYs E6 and E7 out of service..  
TWYs E6 and E7 runway guard lights out of service.
- PHASE 21: Actions TWYs E4 and E5**  
Anti-intrusion bar lighting of rapid exit TWYs E4 and E5 degraded.  
EH stop bar lighting degraded.  
Runway guard lighting of rapid exit TWYs E4 and E5 degraded (only on one side of the TWY).
- PHASE 22: Rapid exit TWY E5 indicator lights**  
HSTIL TWY E5 out of service.
- PHASE 23: Actions TWYs E4 and E5**  
Anti-intrusion bars TWYs E4 and E5 out of service..  
EH stop bar out of service.  
TWYs E4 and E5 runway guard lights out of service.
- PHASE 24: Actions TWYs E8, E9 and E10**  
TWYs E8, E9 and E10 stop bar lighting degraded.
- PHASE 25: Right wing PAPI RWY 06**  
Right wing PAPI RWY 06 out of service.
- PHASE 26: Left wing PAPI RWY 06**  
Left wing PAPI RWY 06 out of service.
- PHASE 27: Right wing PAPI RWY 24**  
Right wing PAPI RWY 24 out of service.
- PHASE 28: Left wing PAPI RWY 24**  
Left wing PAPI RWY 24 out of service.
- PHASE 29: Impact during non-operational hours**  
VOR IBA out of service.  
Following manoeuvres shall be affected:
  - ILS Z or LOC Rwy 06 (11-1)
  - VOR Rwy 06 (13-1)
  - ILS Z Rwy 24 (11-4)
  - LOC Rwy 24 (11-7)
  - VOR Rwy 24 (13-2)
- PHASE 30: Stands K1 thru K8**  
Stands K1 thru K8 closed.



- LEGEND**
- Area not visible from Tower
  - 20 Parking position
  - T2 Holding position

# LEIB/IBZ

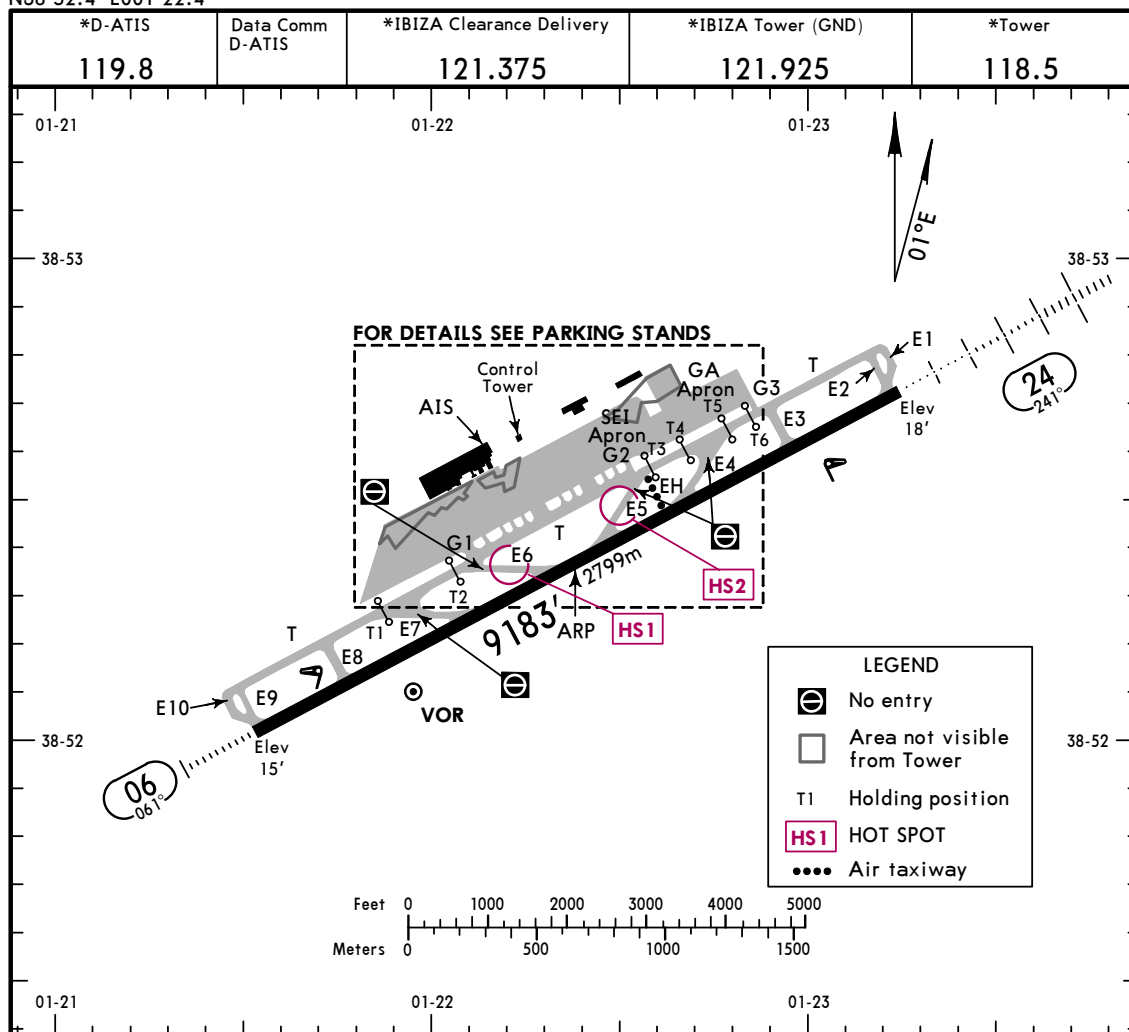
Apt Elev **23'**  
N38 52.4 E001 22.4



30 JUN 23 (10-9) Eff 13 Jul

# IBIZA, SPAIN

IBIZA



### ADDITIONAL RUNWAY INFORMATION

| RWY      | USABLE LENGTHS<br>LANDING BEYOND       |  |             |   | TAKE-OFF    | WIDTH |
|----------|--|--|-------------|---|-------------|-------|
|          |  |  |             |   |             |       |
| 06<br>24 | HIRL (50m) CL (15m) HIALS PAPI(3.0°) ① |  | 8241' 2512m | ③ | 148'<br>45m |       |
|          | HIRL (50m) CL (15m) HIALS PAPI(3.0°) ② |  | 8209' 2502m |   |             |       |

- ① HST-F with HSTIL      ② HST-E with HSTIL
- ③ TAKE-OFF RUN AVAILABLE
- RWY 06:
  - From rwy head 9186' (2800m)
  - twy E8 int 7923' (2415m)
  - twy EH int 3337' (1017m) ④
- RWY 24:
  - From rwy head 9186' (2800m)
  - twy E3 int 7730' (2356m)
  - twy EH int 5830' (1777m) ④
- ④ For helicopter only.

### HOT SPOTS

(For information only, not to be construed as ATC instructions.)

**HS1 HS2** When leaving runway via TWY E5 and E6, if stopping, do it 246'/75m from runway centerline.

### Standard

### TAKE-OFF

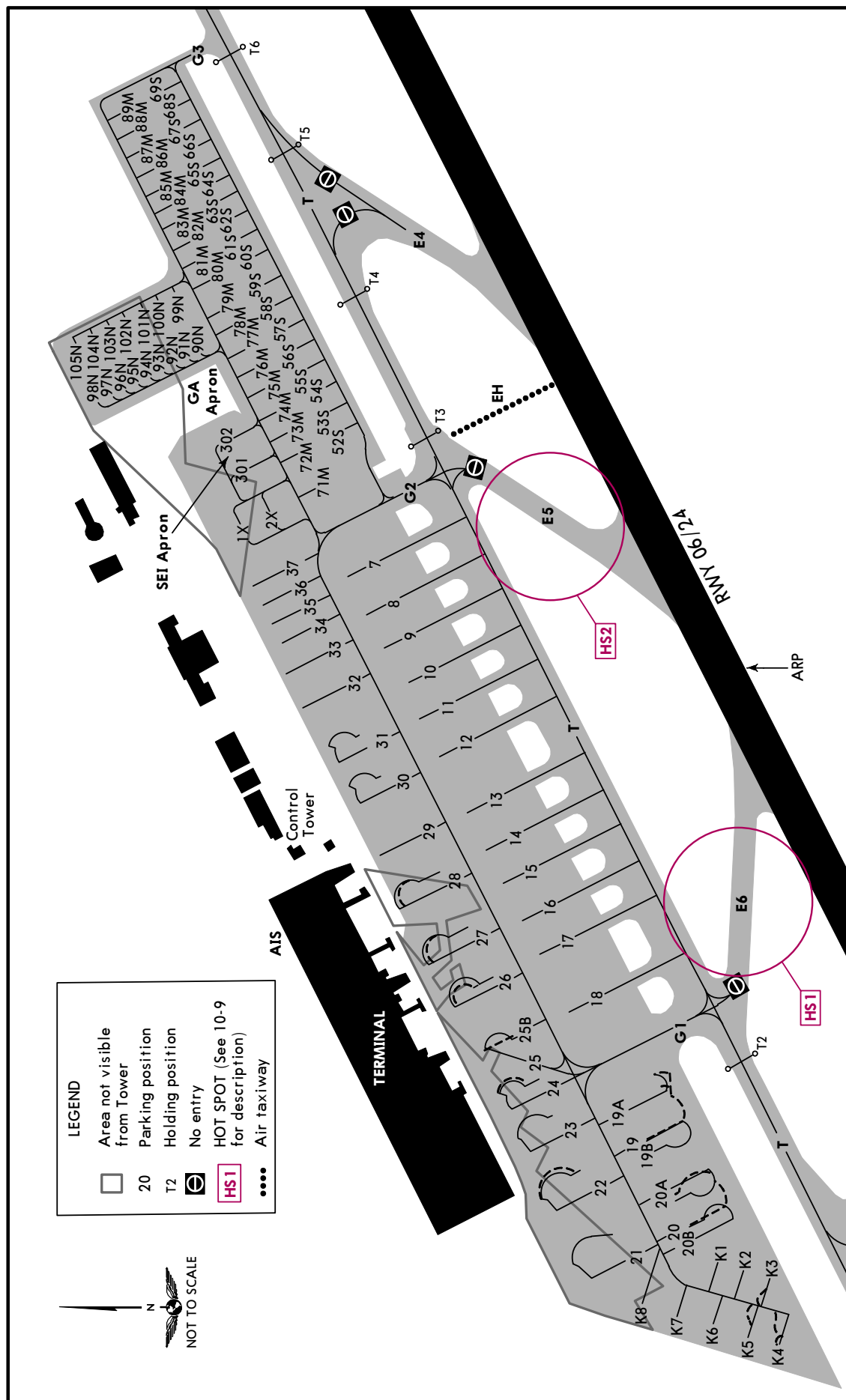
| Low Visibility Take-off |                         |                       |         |                                    |                                    |                                |
|-------------------------|-------------------------|-----------------------|---------|------------------------------------|------------------------------------|--------------------------------|
|                         | HIRL, CL & relevant RVR | RL, CL & relevant RVR | RL & CL | Day: RL or RCLM<br>Night: RL or CL | Day: RL or RCLM<br>Night: RL or CL | Adequate vis ref<br>(Day only) |
| A                       | 350m                    |                       |         | 400m                               |                                    | 500m                           |
| B                       |                         |                       |         |                                    |                                    |                                |
| C                       |                         |                       |         |                                    |                                    |                                |
| D                       |                         |                       |         |                                    |                                    |                                |

LEIB/IBZ

JEPPESSEN  
30 JUN 23 10-9A Eff 13 Jul

IBIZA, SPAIN

IBIZA



LEIB/IBZ



IBIZA, SPAIN

10 JUN 22 (10-9B) Eff 16 Jun

IBIZA

| INS COORDINATES |             |           |      |               |             |           |      |
|-----------------|-------------|-----------|------|---------------|-------------|-----------|------|
| STAND No.       | COORDINATES |           | ELEV | STAND No.     | COORDINATES |           | ELEV |
| 1X              | N38 52.7    | E001 22.5 | 42   | 72M           | N38 52.6    | E001 22.6 | -    |
| 2X              | N38 52.7    | E001 22.5 | 41   | 73M, 74M      | N38 52.6    | E001 22.6 | 38   |
| 7               | N38 52.6    | E001 22.5 | 39   | 75M           | N38 52.7    | E001 22.6 | 37   |
| 8               | N38 52.6    | E001 22.4 | 39   | 76M           | N38 52.7    | E001 22.6 | 36   |
| 9, 10           | N38 52.6    | E001 22.4 | 38   | 77M, 78M      | N38 52.7    | E001 22.6 | -    |
| 11, 12          | N38 52.5    | E001 22.3 | 38   | 79M thru 84M  | N38 52.7    | E001 22.7 | -    |
| 13              | N38 52.5    | E001 22.3 | -    | 85M thru 89M  | N38 52.7    | E001 22.8 | -    |
| 14 thru 17      | N38 52.5    | E001 22.2 | -    | 90N thru 94N  | N38 52.7    | E001 22.6 | -    |
| 18, 19          | N38 52.4    | E001 22.1 | -    | 95N           | N38 52.8    | E001 22.6 | -    |
| 19A thru 20A    | N38 52.4    | E001 22.0 | -    | 96N, 97N      | N38 52.7    | E001 22.6 | -    |
| 20B             | N38 52.4    | E001 21.9 | -    | 98N           | N38 52.8    | E001 22.6 | -    |
| 21              | N38 52.5    | E001 21.9 | -    | 99N thru 101N | N38 52.7    | E001 22.7 | -    |
| 22 thru 24      | N38 52.5    | E001 22.0 | -    | 102N, 103N    | N38 52.7    | E001 22.6 | -    |
| 25 thru 26      | N38 52.5    | E001 22.1 | -    | 104N, 105N    | N38 52.8    | E001 22.6 | -    |
| 27              | N38 52.5    | E001 22.2 | -    | 301           | N38 52.7    | E001 22.5 | -    |
| 28, 29          | N38 52.6    | E001 22.2 | -    | 302           | N38 52.7    | E001 22.6 | -    |
| 30, 31          | N38 52.6    | E001 22.3 | -    | K1            | N38 52.4    | E001 21.9 | -    |
| 32, 33          | N38 52.6    | E001 22.4 | 43   | K2, K3        | N38 52.3    | E001 21.9 | -    |
| 34, 35          | N38 52.6    | E001 22.4 | -    | K4, K5        | N38 52.3    | E001 21.8 | -    |
| 36, 37          | N38 52.7    | E001 22.4 | -    | K6 thru K8    | N38 52.4    | E001 21.9 | -    |
| 52S thru 57S    | N38 52.6    | E001 22.6 | -    |               |             |           |      |
| 58S             | N38 52.6    | E001 22.7 | -    |               |             |           |      |
| 59S thru 63S    | N38 52.7    | E001 22.7 | -    |               |             |           |      |
| 64S thru 65S    | N38 52.7    | E001 22.8 | -    |               |             |           |      |
| 71 M            | N38 52.6    | E001 22.5 | -    |               |             |           |      |

LEIB/IBZ  
IBIZA

JEPPESSEN  
14 OCT 22 (11-1)

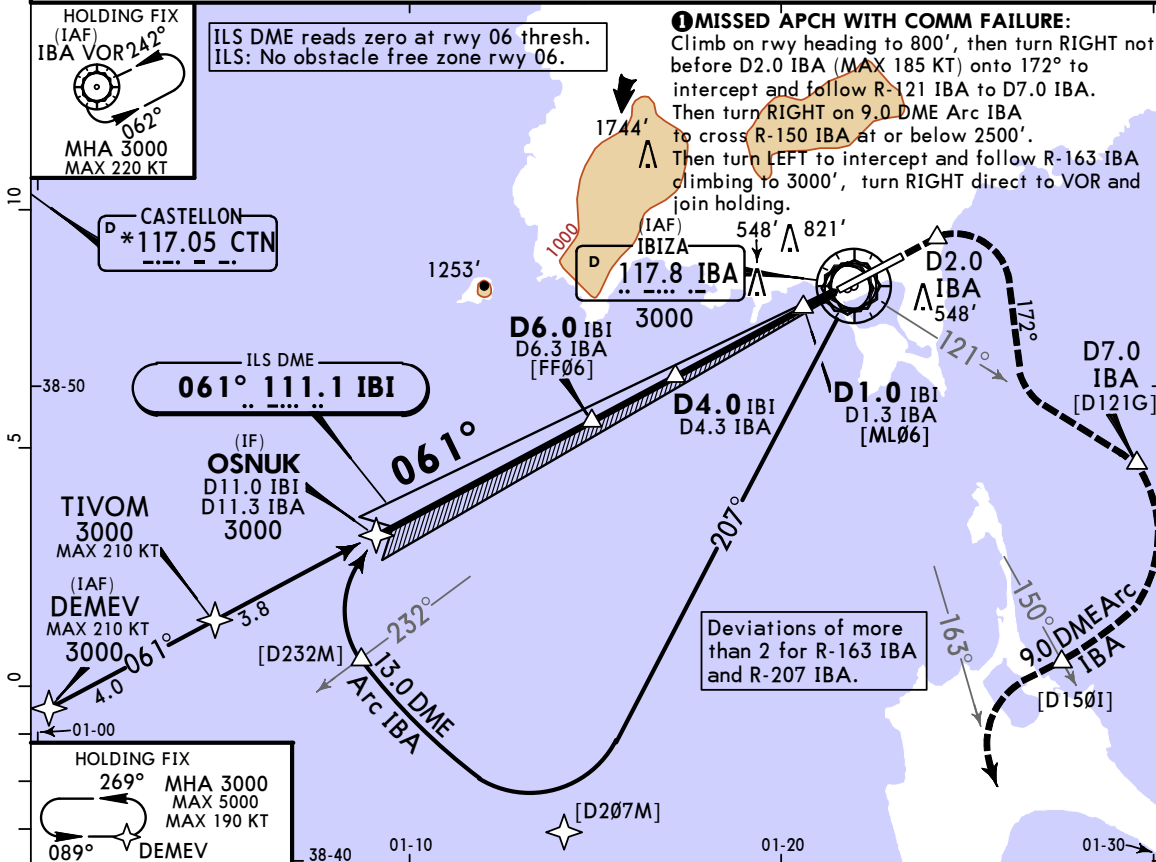
IBIZA, SPAIN  
ILS Z or LOC Rwy 06

|                            |                                       |                                  |                                      |                        |
|----------------------------|---------------------------------------|----------------------------------|--------------------------------------|------------------------|
| *D-ATIS<br><b>119.8</b>    | PALMA Control (APP)<br><b>134.825</b> | *IBIZA Tower<br><b>118.5</b>     | *Ground<br><b>121.925</b>            | 2800<br>MSA<br>IBA VOR |
| LOC<br>IBI<br><b>111.1</b> | Final<br>Apch Crs<br><b>061°</b>      | <b>D6.0 IBI</b><br>2000' (1985') | ILS<br>DA(H)<br>Refer to<br>Minimums |                        |

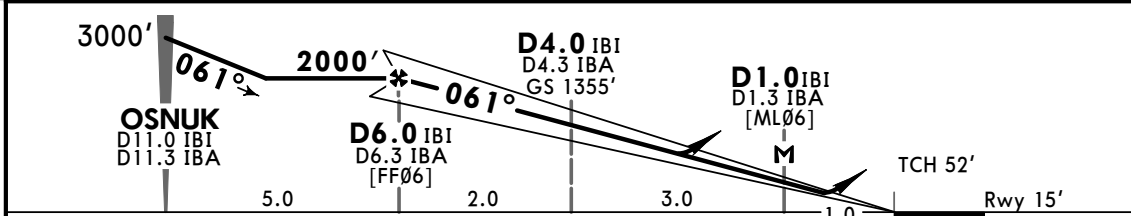
**MISSED APCH:** Climb on rwy heading to 800', then turn RIGHT not before D2.0 IBA (MAX 185 KT) onto 172° to intercept and follow R-121 IBA to D7.0 IBA. Then turn RIGHT on 9.0 DME Arc IBA to cross R-150 IBA at or below 2500'. Then turn LEFT to intercept and follow R-163 IBA climbing to 3000', then as directed. **1**

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'

1. VOR and DME required. 2. ILS: RNAV 1 approval required between IAF and IF. LOC: RNAV 1 required between IAF and IF. 3. Track from IAF DEMEV: RNAV 1 (DME/DME) CTN VOR DME is critical DME.



|          |       |       |       |      |
|----------|-------|-------|-------|------|
| IBI DME  | 5.0   | 4.0   | 3.0   | 2.0  |
| ALTITUDE | 1690' | 1370' | 1040' | 720' |



|                   |       |     |     |     |     |     |  |     |
|-------------------|-------|-----|-----|-----|-----|-----|--|-----|
| Gnd speed-Kts     | 70    | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI=PAPI<br>800' on hdg<br>RWY |     |
| ILS GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |  | 849 |
| LOC Descent Angle | 3.05° | 378 | 486 | 540 | 648 | 755 |  | 863 |

MAP at D1.0 IBI/D1.3 IBA

|                 |           |                |           |                            |     |               |   |  |
|-----------------|-----------|----------------|-----------|----------------------------|-----|---------------|---|--|
| <b>Standard</b> |           |                |           | STRAIGHT-IN LANDING RWY 06 |     |               | CIRCLE-TO-LAND<br>Not authorized<br>North of runway |  |
| ILS             |           | LOC (GS out)   |           | CDFA                       |     |               |   |  |
| A: 239' (224')  |           | C: 259' (244') |           | DA(MDA(H)) 510' (495')     |     |               |   |  |
| B: 251' (236')  |           | D: 270' (255') |           |                            |     |               |   |  |
| FULL            |           | ALS out        |           | ALS out                    |     | Max Kts       |   |  |
| A               | RVR 1000m | RVR 1200m      | RVR 1500m |                            | 100 | 870' (847')   | 1500m   |  |
| B               | RVR 1000m | RVR 1200m      | RVR 1500m |                            | 135 | 870' (847')   | 1600m   |  |
| C               | RVR 1100m | RVR 1300m      | RVR 2100m | RVR 2300m                  | 180 | 970' (947')   | 2400m   |  |
| D               | RVR 1100m | RVR 1300m      | RVR 2100m | RVR 2300m                  | 205 | 1200' (1177') | 3600m   |  |

CHANGES: Note.

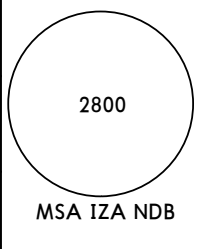
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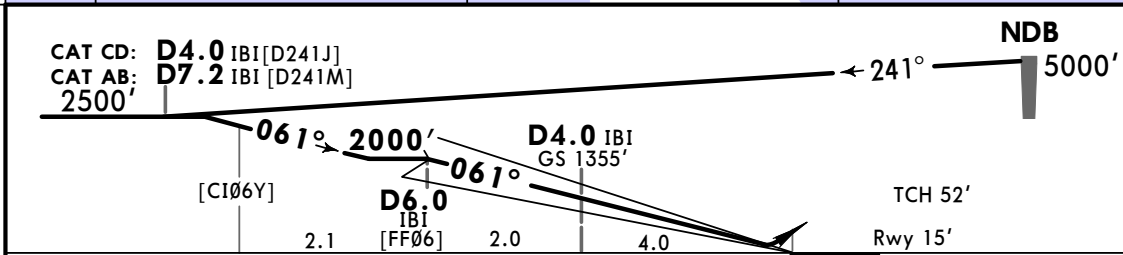
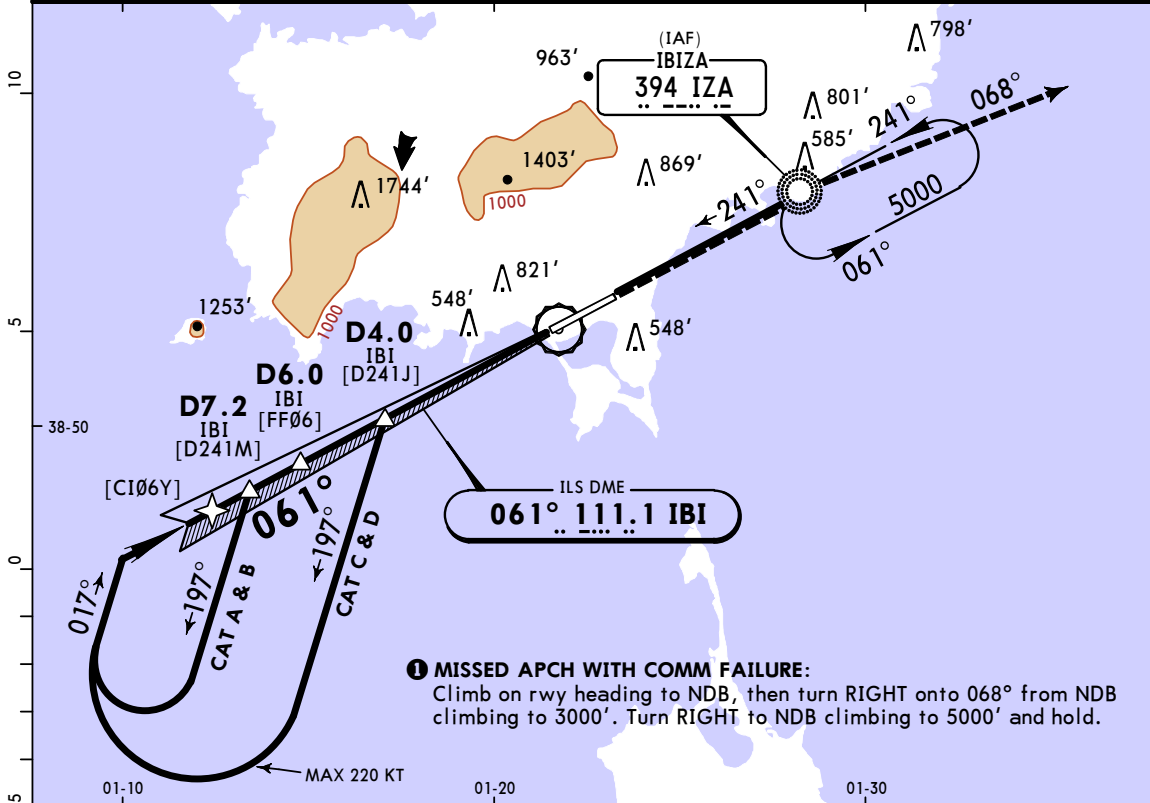


**LEIB/IBZ**  
**IBIZA**

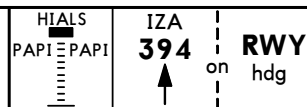
**JEPPESSEN**  
14 OCT 22 (11-2)

**IBIZA, SPAIN**  
**ILS Y Rwy 06**

|  |                                  |   |  |                                      |                         |   |  |  |
|--|----------------------------------|---|--|--------------------------------------|-------------------------|---|--|--|
| *D-ATIS<br><b>119.8</b>  |                                  | PALMA Control (APP)<br><b>134.825</b>   |  | *IBIZA Tower<br><b>118.5</b>         |                         | *Ground<br><b>121.925</b>   |  |  |
| LOC<br>IBI<br><b>111.1</b>   | Final<br>Apch Crs<br><b>061°</b> | <b>D6.0 IBI</b><br><b>2000'</b> (1985') |  | ILS<br>DA(H)<br>Refer to<br>Minimums | Apt Elev 23'<br>Rwy 15' |  |  |  |
| <b>MISSED APCH:</b> Climb on rwy heading to NDB, then turn RIGHT onto 068° from NDB climbing to 3000', then as directed. <b>①</b>  |                                  |   |  |                                      |                         |   |  |  |
| Alt Set: hPa    Rwy Elev: 1 hPa    Trans level: By ATC    Trans alt: 6000'<br>1. DME and ADF required. 2. ILS DME reads zero at rwy 06 thresh.<br>3. No obstacle free zone rwy 06. |                                  |   |  |                                      |                         |   |  |  |



|               |       |     |     |     |     |     |
|---------------|-------|-----|-----|-----|-----|-----|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |
| ILS GS        | 3.00° | 372 | 478 | 531 | 637 | 743 |
|               |       |     |     |     |     |     |



|                       |           |           |                                   |                      |  |  |
|-----------------------|-----------|-----------|-----------------------------------|----------------------|--|--|
| <b>Standard</b>       |           |           | <b>STRAIGHT-IN LANDING RWY 06</b> |                      | <b>CIRCLE-TO-LAND</b><br>Not authorized<br>North of runway |  |
| A: <b>239'</b> (224') |           |           | C: <b>259'</b> (244')             |                      |  |  |
| B: <b>251'</b> (236') |           |           | D: <b>270'</b> (255')             |                      |  |  |
|                       | FULL      | ALS out   | Max Kts                           | MDA(H)               | VIS  |  |
| A                     |           | RVR 1200m | 100                               | <b>870'</b> (847')   | 1500m  |  |
| B                     | RVR 1000m |           | 135                               | <b>870'</b> (847')   | 1600m  |  |
| C                     |           | RVR 1300m | 180                               | <b>970'</b> (947')   | 2400m  |  |
| D                     | RVR 1100m |           | 205                               | <b>1200'</b> (1177') | 3600m  |  |

CHANGES: None.

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**LEIB/IBZ**  
**IBIZA**

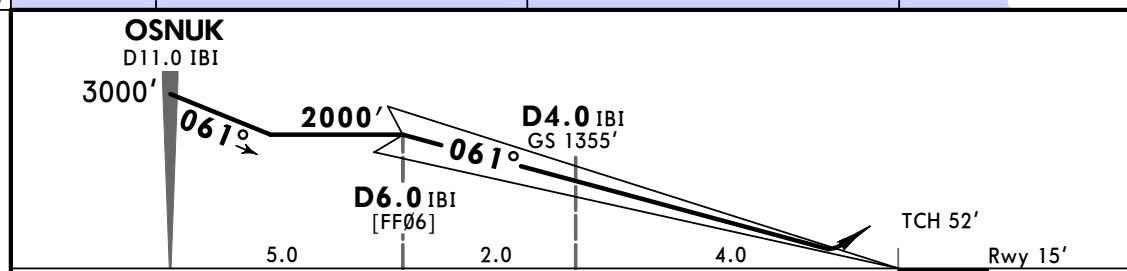
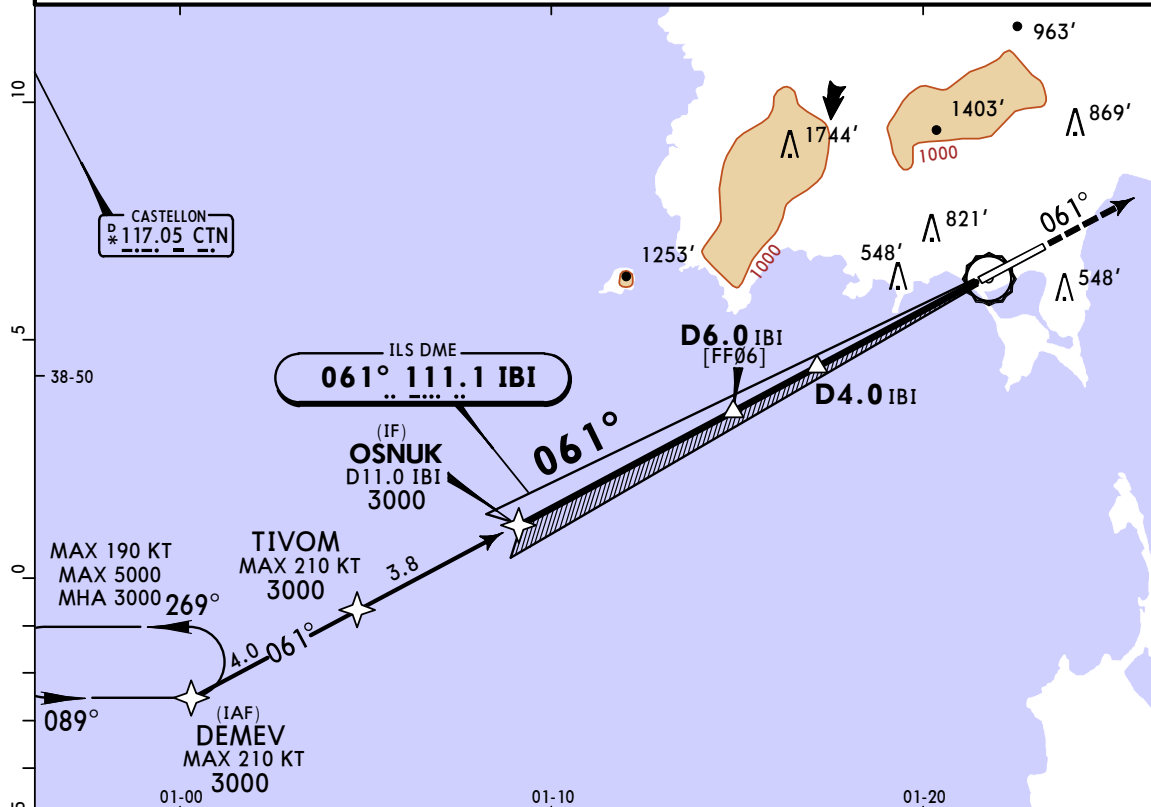


**IBIZA, SPAIN**  
**ILS X Rwy 06**

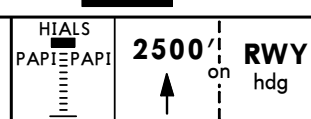
|  |                                  |   |  |                                      |  |                           |  |                         |
|--|----------------------------------|---|--|--------------------------------------|--|---------------------------|--|-------------------------|
| *D-ATIS<br><b>119.8</b>  |                                  | PALMA Control (APP)<br><b>134.825</b>   |  | *IBIZA Tower<br><b>118.5</b>         |  | *Ground<br><b>121.925</b> |  | <p>2800<br/>MSA ARP</p> |
| LOC<br>IBI<br><b>111.1</b>   | Final<br>Apch Crs<br><b>061°</b> | <b>D6.0 IBI</b><br><b>2000'</b> (1985') |  | ILS<br>DA(H)<br>Refer to<br>Minimums |  | Apt Elev 23'<br>Rwy 15'   |  |                         |
| <p><b>MISSED APCH: Climb on runway heading to 2500', then as directed.</b></p> |                                  |   |  |                                      |  |                           |  |                         |

Alt Set: hPa      Rwy Elev: 1 hPa      Trans level: By ATC      Trans alt: 6000'

1. DME required. 2. Segment from IAF DEMEV: RNAV1 (DME/DME) critical DME is CTN VOR DME.  
3. Segment IAF DEMEV to IF OSNUK: RNAV1 approval required. 4. ILS DME reads zero at rwy 06  
threshold. 5. No obstacle free zone rwy 06.



|               |       |     |     |     |     |     |     |
|---------------|-------|-----|-----|-----|-----|-----|-----|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |     |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |



|                 |   |   |  |                       |                            |
|-----------------|---|---|--|-----------------------|----------------------------|
| <b>Standard</b> |   | <b>STRAIGHT-IN LANDING RWY 06</b>           |  | <b>CIRCLE-TO-LAND</b> |                            |
|                 |   | A: <b>639'</b> (624') C: <b>659'</b> (644') |  | Not authorized        |                            |
|                 |   | B: <b>651'</b> (636') D: <b>670'</b> (655') |  | North of runway       |                            |
|                 |   | FULL  |  | ALS out               |                            |
| PANS OPS        | A | RVR 1500m                                   |  | Max Kts               | MDA(H) VIS                 |
|                 | B |   |  | 100                   | <b>870'</b> (847') 1500m   |
|                 | C |   |  | 135                   | <b>870'</b> (847') 1600m   |
|                 | D | RVR 2400m                                   |  | 180                   | <b>970'</b> (947') 2400m   |
|                 |   |   |  | 205                   | <b>1200'</b> (1177') 3600m |

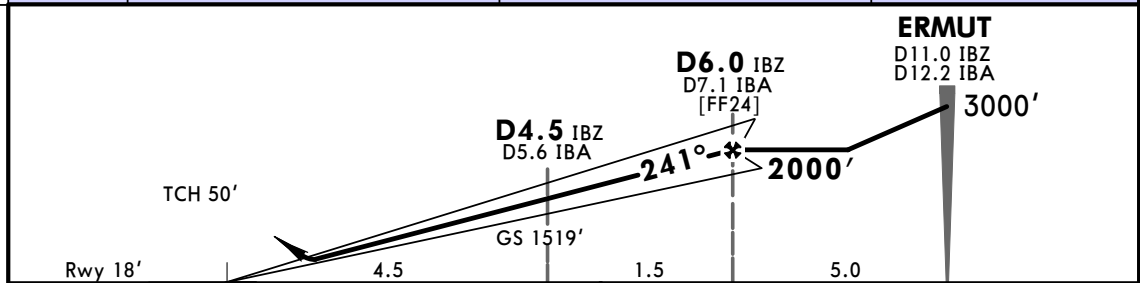
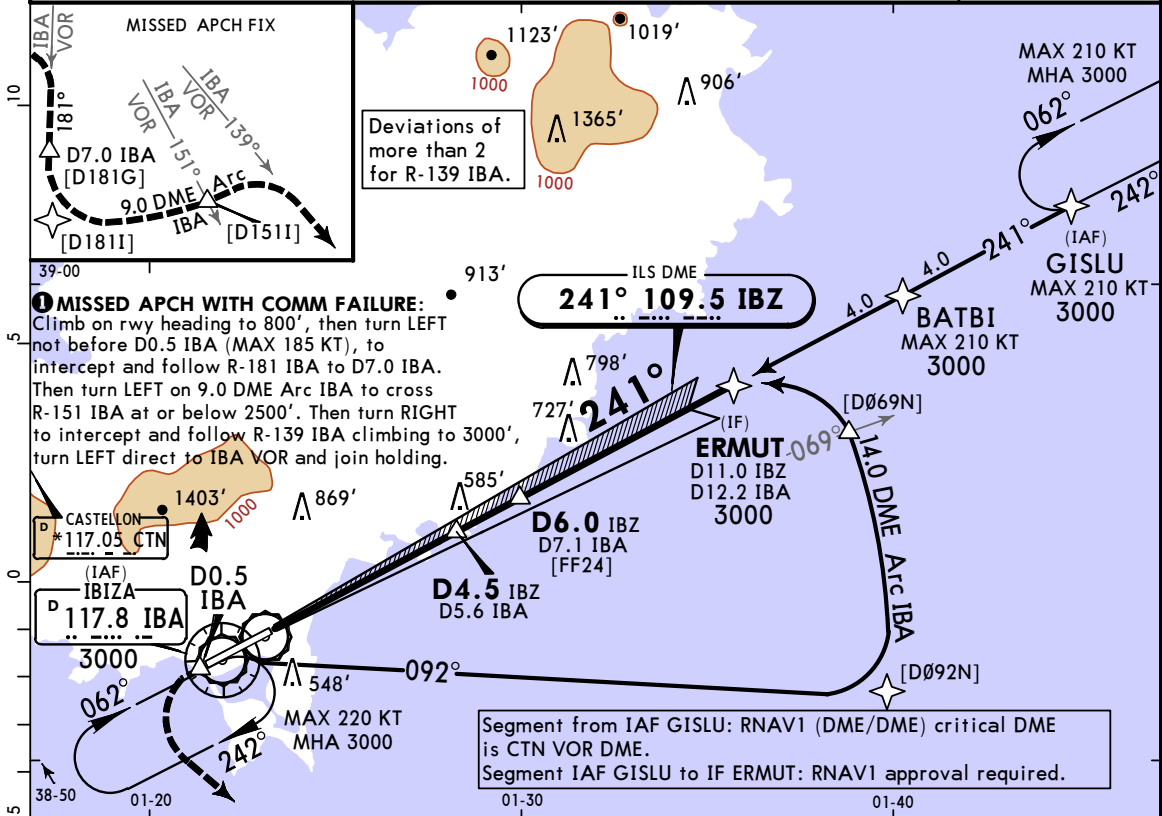
CHANGES: None.

# LEIB/IBZ IBIZA

**JEPPESSEN**  
14 OCT 22 (11-4)

# IBIZA, SPAIN ILS Z Rwy 24

|   |                                       |                                  |                                      |
|---|---------------------------------------|----------------------------------|--------------------------------------|
| *D-ATIS<br><b>119.8</b>   | PALMA Control (APP)<br><b>134.825</b> | *IBIZA Tower<br><b>118.5</b>     | *Ground<br><b>121.925</b>            |
| LOC<br>IBZ<br><b>109.5</b>  | Final<br>Apch Crs<br><b>241°</b>      | <b>D6.0 IBZ</b><br>2000' (1982') | ILS<br>DA(H)<br>Refer to<br>Minimums |
| Apt Elev 23'<br>Rwy 18'   |                                       |                                  | 2800                                 |
| <b>MISSED APCH:</b> Climb on rwy heading to 800', then turn LEFT not before D0.5 IBA (MAX 185 KT) to intercept and follow R-181 IBA to D7.0 IBA. Then turn LEFT on 9.0 DME Arc IBA to cross R-151 IBA at or below 2500'. Then turn RIGHT to intercept and follow R-139 IBA climbing to 3000', then as directed. ❶ |                                       |                                  |                                      |
| Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'   |                                       |                                  | MSA<br>IBA VOR                       |



|               |       |     |     |     |     |     |  |
|---------------|-------|-----|-----|-----|-----|-----|--|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI PAPI<br>Refer to Missed Apch above |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 849 |  |

| Standard STRAIGHT-IN LANDING RWY 24                                     |            |           |  | CIRCLE-TO-LAND                 |                     |
|---|------------|-----------|--|--------------------------------|---------------------|
| ILS   |            |           |  | Not authorized North of runway |                     |
| DA(H)<br>A: 259' (241') C: 279' (261')<br>B: 271' (253') D: 290' (272') |            |           |  |                                |                     |
| FULL  |            | ALS out   |  | Max Kts                        | MDA(H) VIS          |
| A   | RVR 550m ❶ |           |  | 100                            | 940' (917') 1500m   |
| B   |            |           |  | 135                            | 940' (917') 1600m   |
| C   | RVR 600m ❶ | RVR 1300m |  | 180                            | 1040' (1017') 2400m |
| D   |            |           |  | 205                            | 1040' (1017') 3600m |

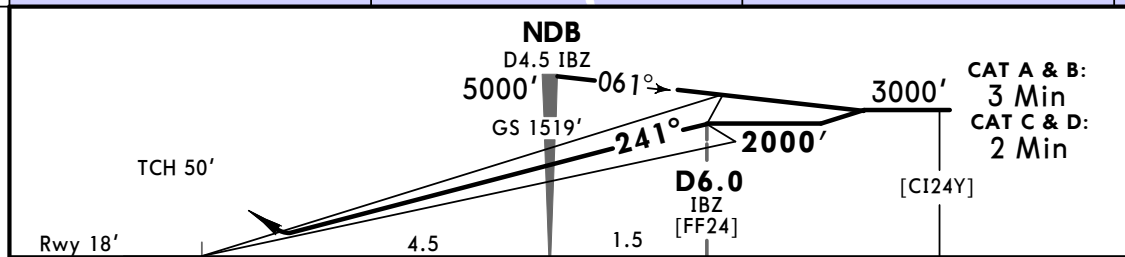
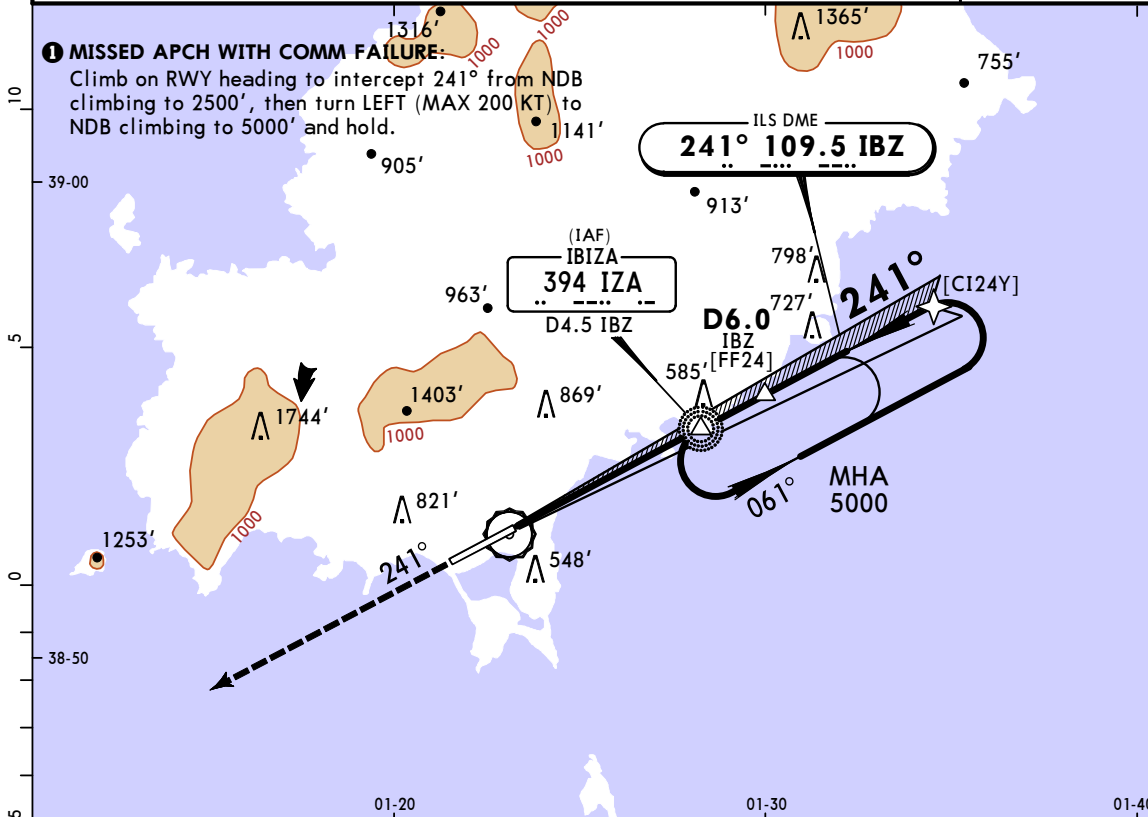
❶ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.  
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**LEIB/IBZ**  
**IBIZA**

**JEPPESSEN**  
26 AUG 22 **(11-5)** Eff 8 Sep

**IBIZA, SPAIN**  
**ILS Y Rwy 24**

|   |                                  |   |  |                                      |                         |                           |  |
|---|----------------------------------|---|--|--------------------------------------|-------------------------|---------------------------|--|
| *D-ATIS<br><b>119.8</b>   |                                  | PALMA Control (APP)<br><b>134.825</b>   |  | *IBIZA Tower<br><b>118.5</b>         |                         | *Ground<br><b>121.925</b> |  |
| LOC<br>IBZ<br><b>109.5</b>  | Final<br>Apch Crs<br><b>241°</b> | <b>D6.0 IBZ</b><br><b>2000'</b> (1982') |  | ILS<br>DA(H)<br>Refer to<br>Minimums | Apt Elev 23'<br>Rwy 18' | 2800<br><br>MSA IZA NDB   |  |
| <b>MISSED APCH:</b> Climb on RWY heading to intercept 241° from NDB<br>climbing to 3000', then as directed. <b>①</b>  |                                  |   |  |                                      |                         |                           |  |
| Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'<br>1. DME and ADF required. 2. ILS DME reads zero at rwy 24 threshold.<br>3. Racetrack restricted to MAX 210 KT. 4. No obstacle free zone rwy 24. |                                  |   |  |                                      |                         |                           |  |



|               |       |     |     |     |     |     |  |
|---------------|-------|-----|-----|-----|-----|-----|--|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI - PAPI<br>3000' on Rwy hdg |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |  |

|                 |                   |                            |                       |   |                            |
|-----------------|-------------------|----------------------------|-----------------------|---|----------------------------|
| <b>Standard</b> |                   | STRAIGHT-IN LANDING RWY 24 |                       | CIRCLE-TO-LAND<br>Not authorized<br>North of runway |                            |
| DA(H)           |                   | A: <b>302'</b> (284')      | C: <b>322'</b> (304') |   |                            |
|                 |                   | B: <b>314'</b> (296')      | D: <b>333'</b> (315') |   |                            |
| FULL            |                   | ALS out                    |                       | Max Kts   | MDA(H) VIS                 |
| A               | RVR 650m <b>①</b> |                            |                       | 100   | <b>940'</b> (917') 1500m   |
| B               |                   |                            |                       | 135   | <b>940'</b> (917') 1600m   |
| C               |                   | RVR 1400m                  |                       | 180   | <b>1040'</b> (1017') 2400m |
| D               | RVR 700m <b>①</b> |                            |                       | 205   | <b>1040'</b> (1017') 3600m |

**①** RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

**LEIB/IBZ**  
**IBIZA**

**JEPPESSEN**  
26 AUG 22 **11-6** Eff 8 Sep

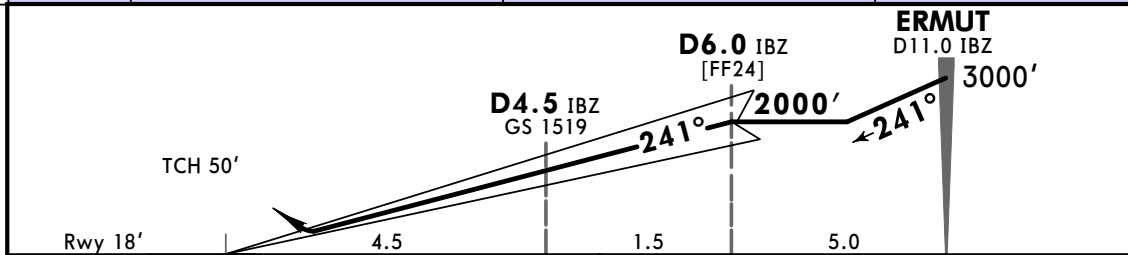
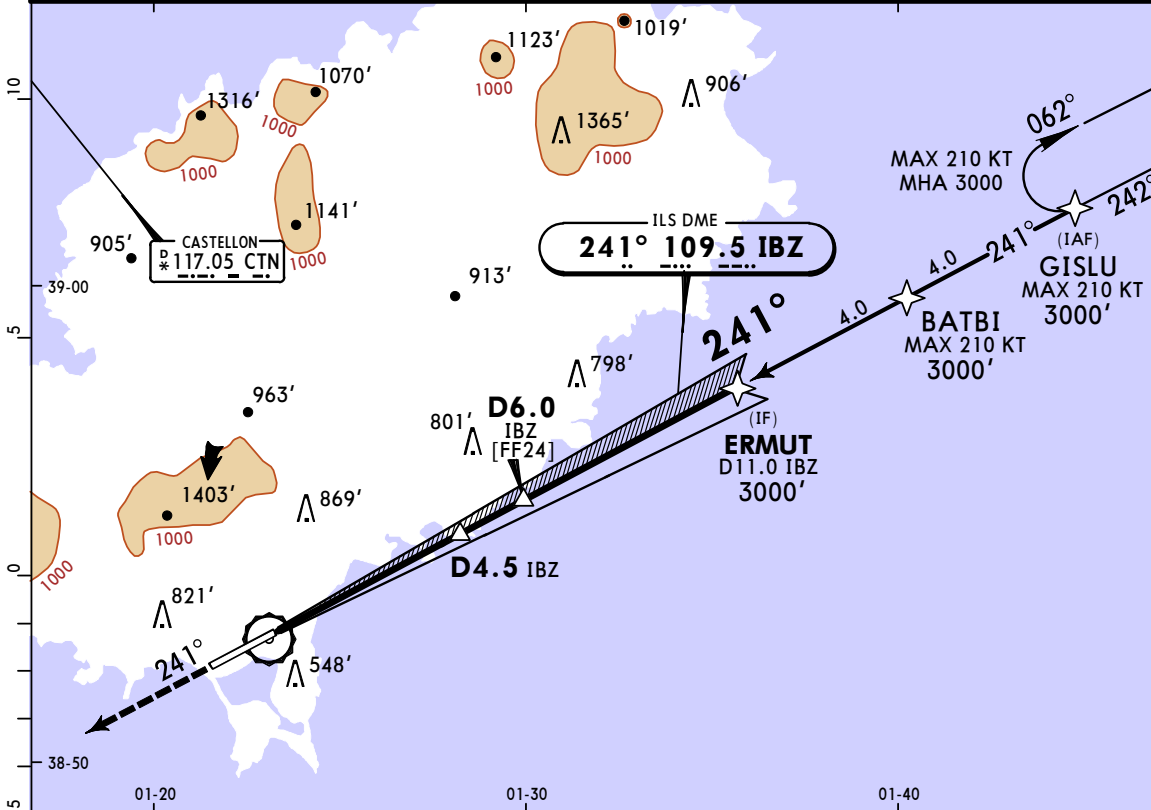
**IBIZA, SPAIN**  
**ILS X Rwy 24**

|                            |                                       |   |                                      |                 |
|----------------------------|---------------------------------------|---|--------------------------------------|-----------------|
| *D-ATIS<br><b>119.8</b>    | PALMA Control (APP)<br><b>134.825</b> | *IBIZA Tower<br><b>118.5</b>            | *Ground<br><b>121.925</b>            | 2800<br>MSA ARP |
| LOC<br>IBZ<br><b>109.5</b> | Final<br>Apch Crs<br><b>241°</b>      | <b>D6.0 IBZ</b><br><b>2000'</b> (1982') | ILS<br>DA(H)<br>Refer to<br>Minimums |                 |

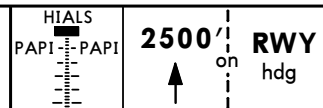
**MISSED APCH:** Climb on runway heading to 2500', then as directed.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'

1. DME required. 2. Segment from IAF GISLU: RNAV1 (DME/DME) critical DME is CTN VOR DME.  
3. Segment IAF GISLU to IF ERMUT: RNAV1 approval required. 4. ILS DME reads zero at rwy 24  
threshold. 5. No obstacle free zone rwy 24.



|               |       |     |     |     |     |     |     |
|---------------|-------|-----|-----|-----|-----|-----|-----|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |     |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |



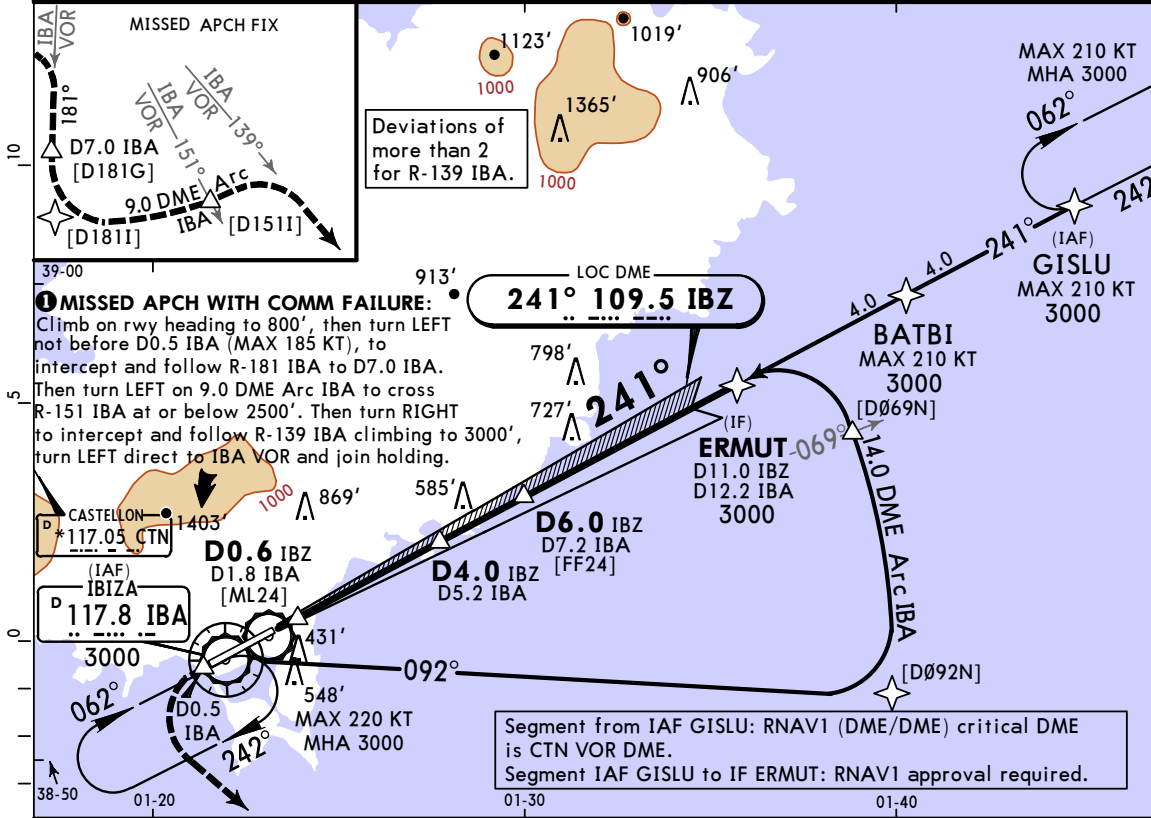
|   |           |   |           |                                |                            |
|---|-----------|---|-----------|--------------------------------|----------------------------|
| <b>Standard</b>                             |           | STRAIGHT-IN LANDING RWY 24                  |           | CIRCLE-TO-LAND                 |                            |
| A: <b>639'</b> (621') C: <b>659'</b> (641') |           | B: <b>651'</b> (633') D: <b>670'</b> (652') |           | Not authorized North of runway |                            |
| FULL  |           | ALS out                                     |           | Max Kts                        | MDA(H) VIS                 |
| A   | RVR 1500m |   |           | 100                            | <b>940'</b> (917') 1500m   |
| B   | RVR 1500m |   |           | 135                            | <b>940'</b> (917') 1600m   |
| C   | RVR 2300m | RVR 2400m                                   |           | 180                            | <b>1040'</b> (1017') 2400m |
| D   | RVR 2300m |   | RVR 2400m | 205                            | <b>1040'</b> (1017') 3600m |

**LEIB/IBZ**  
**IBIZA**

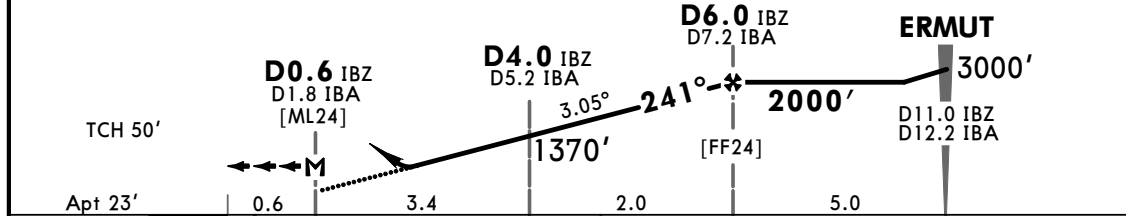
**JEPPESSEN**  
14 OCT 22 **(11-7)**

**IBIZA, SPAIN**  
**LOC Rwy 24**

|   |                                       |   |                                 |                  |
|---|---------------------------------------|---|---------------------------------|------------------|
| *D-ATIS<br><b>119.8</b>   | PALMA Control (APP)<br><b>134.825</b> | *IBIZA Tower<br><b>118.5</b>            | *Ground<br><b>121.925</b>       |                  |
| LOC<br>IBZ<br><b>109.5</b>  | Final<br>Apch Crs<br><b>241°</b>      | <b>D6.0 IBZ</b><br><b>2000'</b> (1977') | DA/MDA(H)<br><b>640'</b> (617') |                  |
| Apt Elev 23'  |                                       |   | 2800                            |                  |
| <b>MISSED APCH:</b> Climb on rwy heading to 800', then turn LEFT not before D0.5 IBA (MAX 185 KT) to intercept and follow R-181 IBA to D7.0 IBA. Then turn LEFT on 9.0 DME Arc IBA to cross R-151 IBA at or below 2500'. Then turn RIGHT to intercept and follow R-139 IBA climbing to 3000', then as directed. |                                       |   |                                 |                  |
| Alt Set: hPa  |                                       | Rwy Elev: 1 hPa                         | Trans level: By ATC             | Trans alt: 6000' |
| LOC DME reads zero at rwy 24 threshold.   |                                       |   | MSA<br>IBA VOR                  |                  |



|          |      |       |       |       |
|----------|------|-------|-------|-------|
| IBZ DME  | 2.0  | 3.0   | 4.0   | 5.0   |
| ALTITUDE | 720' | 1050' | 1370' | 1690' |



|                          |       |     |     |     |     |     |   |
|--------------------------|-------|-----|-----|-----|-----|-----|---|
| Gnd speed-Kts            | 70    | 90  | 100 | 120 | 140 | 160 | <b>HIALS</b><br>PAPI - PAPI<br>Refer to Missed Apch above |
| Descent Angle            | 3.05° | 378 | 486 | 540 | 648 | 755 |   |
| MAP at D0.6 IBZ/D1.8 IBA |       |     |     |     |     |     |   |

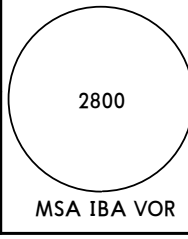
|                 |           |                                   |        |                                |       |
|-----------------|-----------|-----------------------------------|--------|--------------------------------|-------|
| <b>Standard</b> |           | <b>STRAIGHT-IN LANDING RWY 24</b> |        | <b>CIRCLE-TO-LAND</b>          |       |
| CDFA            |           | DA/MDA(H) <b>640'</b> (617')      |        | Not authorized North of runway |       |
|                 |           | ALS out                           |        | Max Kts                        |       |
| A               | RVR 1500m |                                   | MDA(H) |                                | VIS   |
| B               | RVR 1500m |                                   | 100    | <b>940'</b> (917')             | 1500m |
| C               | RVR 2100m |                                   | 135    | <b>940'</b> (917')             | 1600m |
| D               | RVR 2100m |                                   | 180    | <b>1040'</b> (1017')           | 2400m |
|                 | RVR 2400m |                                   | 205    | <b>1040'</b> (1017')           | 3600m |

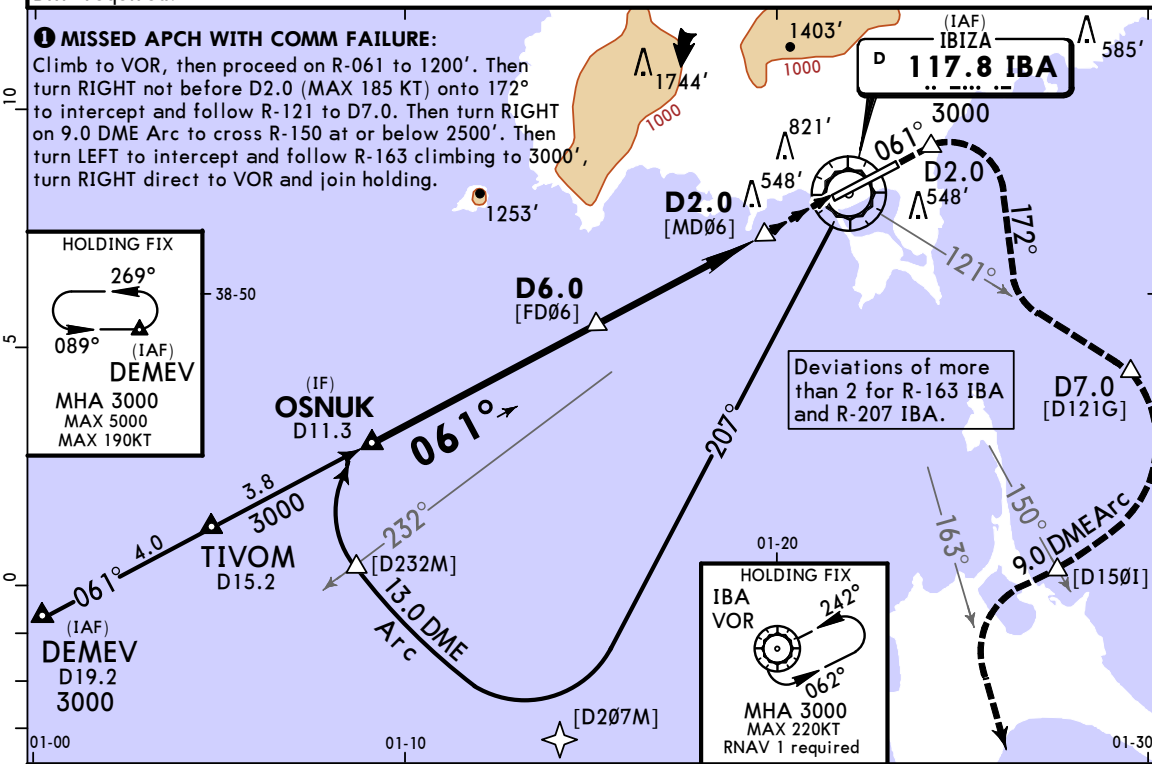


**LEIB/IBZ**  
**IBIZA**

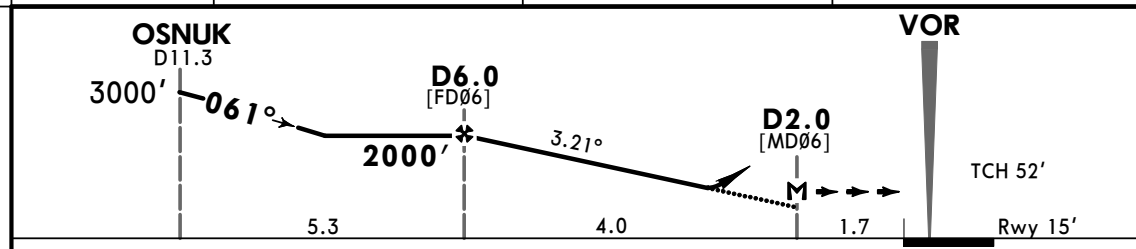
**JEPPESSEN**  
14 OCT 22 (13-1)

**IBIZA, SPAIN**  
**VOR Rwy 06**

|  |                                  |                                       |                                 |                              |  |   |  |
|--|----------------------------------|---------------------------------------|---------------------------------|------------------------------|--|---|--|
| *D-ATIS<br><b>119.8</b>  |                                  | PALMA Control (APP)<br><b>134.825</b> |                                 | *IBIZA Tower<br><b>118.5</b> |  | *Ground<br><b>121.925</b>   |  |
| VOR<br>IBA<br><b>117.8</b>   | Final<br>Apch Crs<br><b>061°</b> | D6.0<br><b>2000'</b> (1985')          | DA/MDA(H)<br><b>750'</b> (735') | Apt Elev 23'<br>Rwy 15'      |  |  |  |
| <b>MISSED APCH:</b> Climb to VOR, then proceed on R-061 to 1200'. Then turn RIGHT not before D2.0 (MAX 185 KT) onto 172° to intercept and follow R-121 to D7.0. Then turn RIGHT on 9.0 DME Arc to cross R-150 at or below 2500'. Then turn LEFT to intercept and follow R-163 climbing to 3000', then as directed. |                                  |                                       |                                 |                              |  |   |  |
| Alt Set: hPa   |                                  | Rwy Elev: 1 hPa                       |                                 | Trans level: By ATC          |  | Trans alt: 6000'  |  |
| DME required.  |                                  |                                       |                                 |                              |  |   |  |



|          |       |       |      |
|----------|-------|-------|------|
| IBA VOR  | 5.0   | 4.0   | 3.0  |
| ALTITUDE | 1660' | 1320' | 980' |



|               |       |     |     |     |     |     |                    |                     |                      |                     |
|---------------|-------|-----|-----|-----|-----|-----|--------------------|---------------------|----------------------|---------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI PAPI | IBA<br><b>117.8</b> | 1200'<br>on<br>R-061 | IBA<br><b>117.8</b> |
| Descent Angle | 3.21° | 398 | 511 | 568 | 682 | 795 |                    |                     |                      |                     |
| MAP at D2.0   |       |     |     |     |     |     |                    |                     |                      |                     |

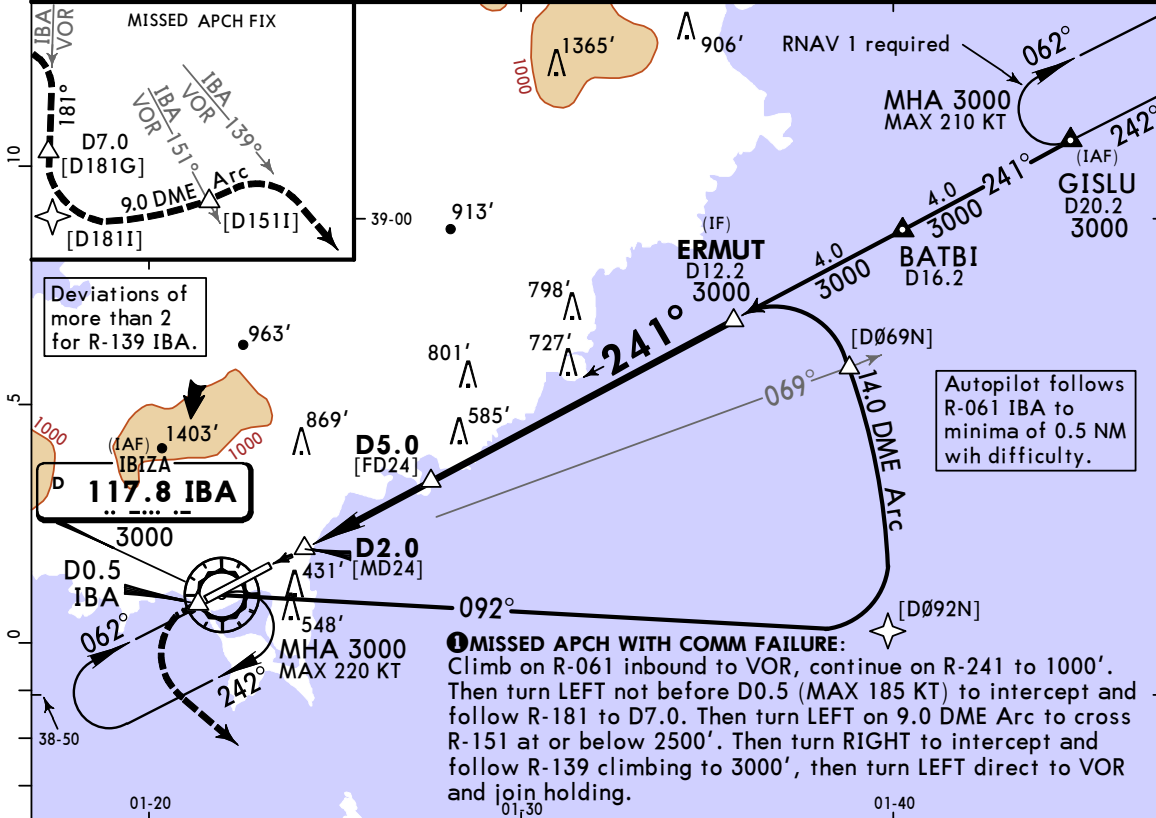
|          |  |           |  |  |  |                                |                      |                    |       |       |
|----------|--|-----------|--|--|--|--------------------------------|----------------------|--------------------|-------|-------|
| PANS OPS | <b>Standard</b> STRAIGHT-IN LANDING RWY 06 |           |  |  |  | CIRCLE-TO-LAND                 |                      |                    |       |       |
|          | CDFA                                       |           |  |  |  | Not authorized North of runway |                      |                    |       |       |
|          | DA/MDA(H) <b>750'</b> (735')               |           |  |  |  |                                |                      |                    |       |       |
|          | ALS out                                    |           |  |  |  | Max Kts                        | MDA(H)               |                    | VIS   |       |
|          | A  | RVR 1500m |  |  |  |                                | 100                  | <b>920'</b> (897') |       | 1500m |
| B        | RVR 1500m                                  |           |  |  |  | 135                            | <b>920'</b> (897')   |                    | 1600m |       |
| C        | RVR 2400m                                  |           |  |  |  | 180                            | <b>1020'</b> (997')  |                    | 2400m |       |
| D        | RVR 2400m                                  |           |  |  |  | 205                            | <b>1030'</b> (1007') |                    | 3600m |       |

**LEIB/IBZ**  
**IBIZA**

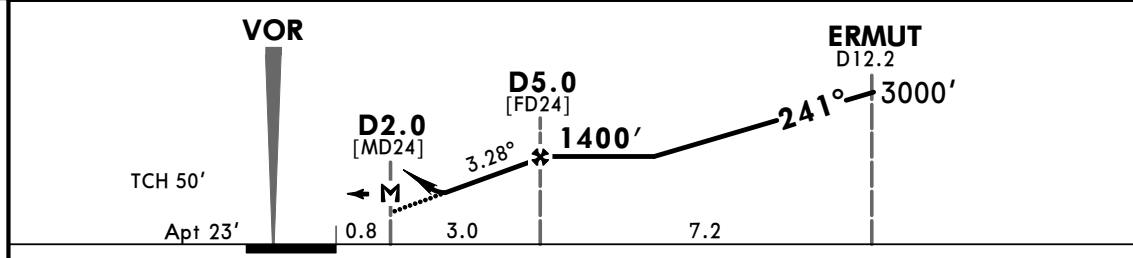
**JEPPESEN**  
14 OCT 22 (13-2)

**IBIZA, SPAIN**  
**VOR Rwy 24**

|  |                                       |                              |                                 |                  |
|--|---------------------------------------|------------------------------|---------------------------------|------------------|
| *D-ATIS<br><b>119.8</b>  | PALMA Control (APP)<br><b>134.825</b> | *IBIZA Tower<br><b>118.5</b> | *Ground<br><b>121.925</b>       |                  |
| VOR<br>IBA<br><b>117.8</b>   | Final<br>Apch Crs<br><b>241°</b>      | D5.0<br><b>1400'</b> (1377') | DA/MDA(H)<br><b>640'</b> (617') |                  |
| Apt Elev 23'   |                                       |                              | 2800<br><br>MSA<br>IBA VOR      |                  |
| <p><b>MISSED APCH:</b> Climb on R-061 inbound to VOR, continue on R-241 to 1000'. Then turn LEFT not before D0.5 (MAX 185 KT) to intercept and follow R-181 to D7.0. Then turn LEFT on 9.0 DME Arc to cross R-151 at or below 2500'. Then turn RIGHT to intercept and follow R-139 climbing to 3000', then as directed. <b>1</b></p> |                                       |                              |                                 |                  |
| Alt Set: hPa   |                                       | Apt Elev: 1 hPa              | Trans level: By ATC             | Trans alt: 6000' |



|          |      |       |
|----------|------|-------|
| IBA DME  | 3.0  | 4.0   |
| ALTITUDE | 710' | 1060' |



|               |       |     |     |     |     |     |   |
|---------------|-------|-----|-----|-----|-----|-----|---|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI PAPI<br>IBA 117.8 on IBA 117.8<br>R-061 |
| Descent Angle | 3.28° | 406 | 522 | 580 | 696 | 813 |   |

|          |  |           |                                |                   |
|----------|--|-----------|--------------------------------|-------------------|
| PANS OPS | <b>Standard</b> STRAIGHT-IN LANDING RWY 24 |           | CIRCLE-TO-LAND                 |                   |
|          | CDFA                                       |           | Not authorized North of runway |                   |
|          | DA/MDA(H) <b>640'</b> (617')               |           |                                |                   |
|          | ALS out                                    |           | Max Kts                        | MDA(H) VIS        |
|          | A  | RVR 1500m | 100                            | 920' (897') 1500m |
| B        | RVR 1500m                                  | 135       | 920' (897') 1600m              |                   |
| C        | RVR 2100m                                  | 180       | 1020' (997') 2400m             |                   |
| D        | RVR 2100m                                  | 205       | 1250' (1227') 3600m            |                   |

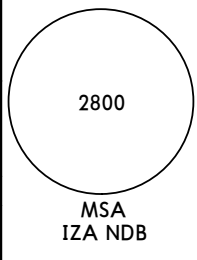
CHANGES: Notes.

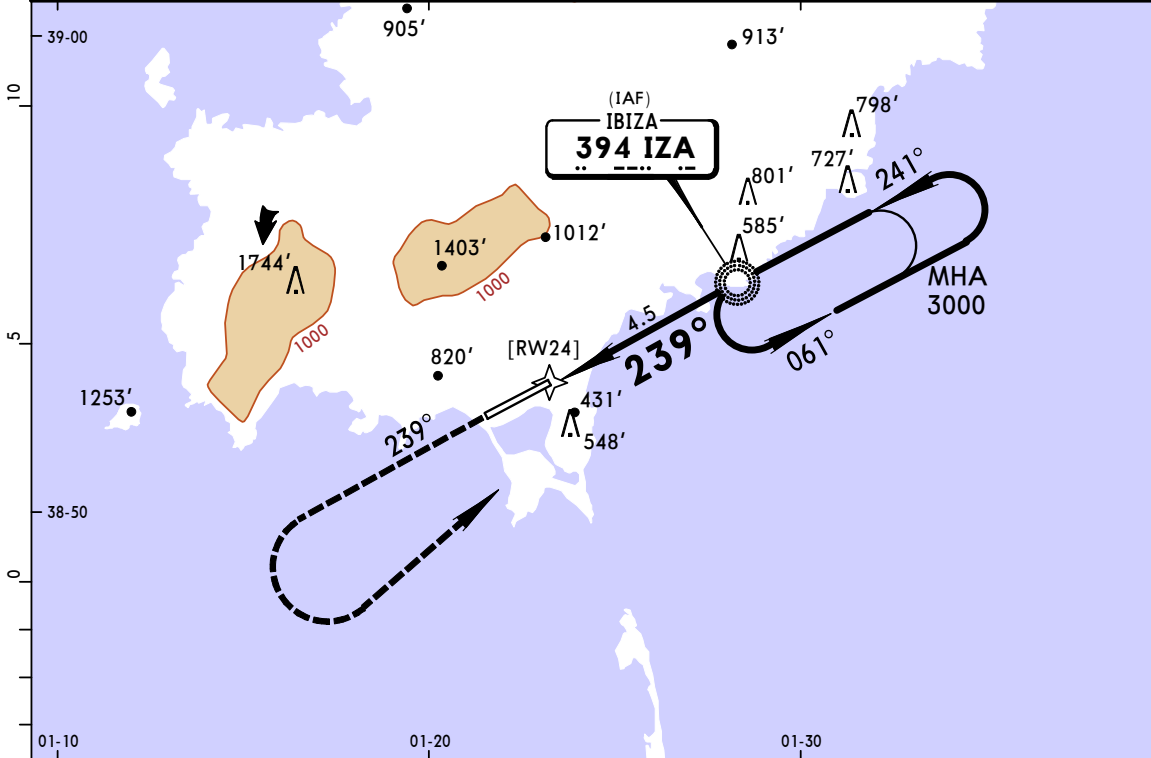
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**LEIB/IBZ**  
**IBIZA**

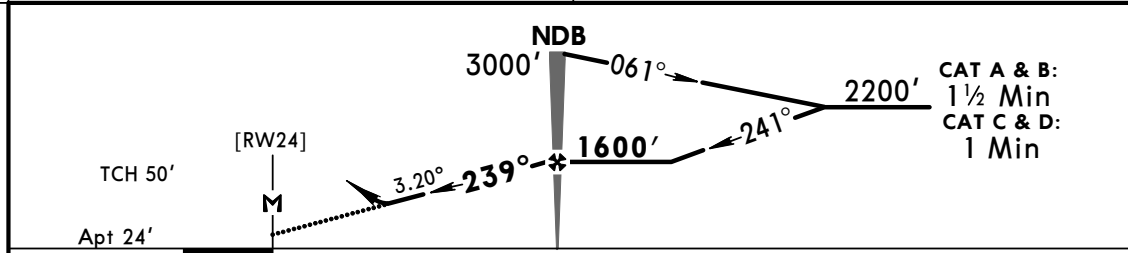
**JEPPESEN**  
21 JAN 22 **(16-1)** Eff 27 Jan

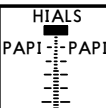
**IBIZA, SPAIN**  
**NDB Rwy 24**

|  |                                       |                              |   |  |
|--|---------------------------------------|------------------------------|---|--|
| *D-ATIS<br><b>119.8</b>  | PALMA Control (APP)<br><b>134.825</b> | *IBIZA Tower<br><b>118.5</b> | *Ground<br><b>121.925</b>   |  |
| NDB<br>IZA<br><b>394</b>   | Final<br>Apch Crs<br><b>239°</b>      | NDB<br><b>1600'</b> (1576')  | DA/MDA(H)<br><b>1070'</b> (1046')   |  |
| Apt Elev <b>24'</b>  |                                       |                              |  |  |
| <b>MISSED APCH: Climb on 239° from NDB to 2000', then turn LEFT to NDB climbing to 3000' and hold.</b>   |                                       |                              |   |  |
| Alt Set: hPa    Apt Elev: 1 hPa    Trans level: By ATC    Trans alt: 6000'                               |                                       |                              |   |  |
| 1. Racetrack restricted to MAX 210 KT. 2. Final approach track offset 2° from RCL.<br>3. VSS penetrated. |                                       |                              |   |  |



|              |       |
|--------------|-------|
| DIST to RW24 | 4.0   |
| ALTITUDE     | 1430' |



|               |       |      |      |      |      |      |  |                            |
|---------------|-------|------|------|------|------|------|--|----------------------------|
| Gnd speed-Kts | 70    | 90   | 100  | 120  | 140  | 160  |  | 2000' on 239° from IZA 394 |
| Descent angle | 3.20° | 396  | 510  | 566  | 679  | 793  |  |                            |
| NDB to MAP    | 4.5   | 3:51 | 3:00 | 2:42 | 2:15 | 1:56 | 1:41   |                            |

|          |                 |                                |     |                                |               |       |
|----------|-----------------|--------------------------------|-----|--------------------------------|---------------|-------|
| PANS OPS | <b>Standard</b> | STRAIGHT-IN LANDING RWY 24     |     | CIRCLE-TO-LAND                 |               |       |
|          |                 | CDFA                           |     | Not authorized North of runway |               |       |
|          |                 | DA/MDA(H) <b>1070'</b> (1046') |     |                                |               |       |
|          |                 | ALS out                        |     | Max Kts                        | MDA(H)        | VIS   |
|          | A               | RVR 1500m                      |     | 100                            | 1140' (1116') | 1500m |
| B        | RVR 1500m       |                                | 135 | 1180' (1156')                  | 1600m         |       |
| C        | RVR 2400m       |                                | 180 | 1280' (1256')                  | 2400m         |       |
| D        | RVR 2400m       |                                | 205 | 1540' (1516')                  | 3600m         |       |

CHANGES: Bearings.

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LEPA/PMI

JEPPesen PALMA DE MALLORCA, SPAIN

PALMA DE MALLORCA 14 APR 23

10-1P

Eff 20 Apr

AIRPORT BRIEFING

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## 1. GENERAL

---

### 1.1. ATIS

D-ATIS Arrival 119.255

D-ATIS Departure 121.780

### 1.2. NOISE ABATEMENT PROCEDURES

#### 1.2.1. GENERAL

The following procedures are applicable to all ACFT for landing and take-off, except for safety reasons, to avoid excessive noise in areas surrounding the APT. Non-compliance will cause sanctions to ACFT operators. If unable to comply submit alternative procedures to correspondent authority for approval.

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

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

#### 1.2.2. PREFERENTIAL RWY SYSTEM

##### West Configuration

West configuration will be preferential when tailwind component, including gusts, does not exceed 10 KT and the RWY is dry, or wet with braking action good. Change of configuration may be considered from a tailwind of 7 KT.

Arrivals: RWY 24L

Departures: RWY 24R

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

##### East Configuration

Arrivals: RWY 06L

Departures: RWY 06R

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

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

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

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

#### 1.2.3. REVERSE THRUST

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

#### 1.2.4. RUN-UP TESTS

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

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

#### 1.2.5. AUXILIARY POWER UNITS (APUs)

At stands with 400 Hz system

- Terminal contact stands:

The use of APU is forbidden from 2 minutes after on-block time and 6 minutes before departure TOBT, except for wide-body ACFT, which are allowed to use it 5 minutes after in-block and until 10 minutes before TOBT. APU will only be used when neither the 400Hz system nor the mobile units are operative, or when air conditioning service is required and is not available.

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**JEPPESEN** PALMA DE MALLORCA, SPAIN

PALMA DE MALLORCA 14 APR 23

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Eff 20 Apr

**AIRPORT BRIEFING**

## 1. GENERAL

- Remote stands:

The use of APU is forbidden from 10 minutes after in-block time and 10 minutes before departure TOBT, except for wide-body ACFT, which are allowed to use it for 15 minutes after in-block and until 50 minutes before departure. APU may only be used when the mobile units are not available.

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

### 1.3. LOW VISIBILITY PROCEDURES (LVP)

#### 1.3.1. GENERAL

LVP will be in force in the maneuvering area when RVR is 550m or below.

LVP will be in force on the apron when RVR is lower than 400m.

Pilots will be informed via ATIS or via RTF when LVP are in force.

In the event that weather conditions are suitable for activating LVP but not enough to apply them, all operations may be halted until LVP may be activated.

#### 1.3.2. GROUND MOVEMENT

When an ACFT follows a Follow-me car, commander shall be responsible for maintaining their own separation.

#### 1.3.3. ARRIVAL

After landing ACFT must vacate the RWY in use by a TWY specified below, except otherwise authorized by ATC:

| LANDING RWY | EXIT   |
|-------------|--------|
| 06L         | N2, N3 |
| 24L (1)     | S1, S2 |
| 24R         | N4     |

(1) In case ACFT vacate RWY 24L at the end, they shall always do so via TWY H7 if possible.

When leaving the RWY pilots shall report:

- TWY used; and
- RWY vacated (CAT I); or
- SENSITIVE AREA vacated (determined by the TWY CL from green-yellow-green to all green).

ACFT leaving the sensitive area shall have priority over those that may be taxiing nearby.

After vacating the RWY, ACFT shall taxi following the TWY CL until they vacate the LSA, where they will receive instructions from PALMA Tower (GND), or else they shall halt.

When RVR below 400m and ASMGCS u/s, or when RVR below 400m and SMR operative (MLAT multilateration system u/s), ACFT shall taxi guided by a Follow-me car from the assigned apron entry gate to the stand. When RVR below 75m, no new clearances will be issued, and taxiing to the apron may only be completed with guidance of signalmen.

#### 1.3.4. DEPARTURE

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

The clearance for push-back, towing and/or taxiing will be requested to PALMA Tower (GND).

When RVR below 400m and ASMGCS u/s, or when RVR below 400m and SMR operative (MLAT multilateration system u/s), ACFT shall taxi guided by a Follow-me car to the assigned apron exit gate.

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Eff 2 Nov

**AIRPORT BRIEFING**

## 1. GENERAL

The following RWY HP shall be used, except when they receive different clearance from ATC:

| TAKE-OFF RWY | ENTRANCE HOLDING POSITION |
|--------------|---------------------------|
| 06L          | H4, H5                    |
| 06R          | H8                        |
| 24L (1)      | H9, H10                   |
| 24R          | H1, H2                    |

(1) Subject to environmental limitations and only with prior clearance.

| TAKE-OFF RWY | EXIT IN THE EVENT OF ABORTED TAKE-OFF (1) |
|--------------|---|
| 06L          | H2/H1                                     |
| 06R          | H9/H10                                    |
| 24L          | S1/S2/S3/H8/H7/H6                         |
| 24R          | H4/H5                                     |

(1) Subject to environmental limitations and only with prior clearance.

When aborting take-off maneuver, notify ATC immediately. To enhance visual guidance during LVP, 'No Exit' bars will be used on RWY 06L/24R so that TWY CL will only be operational at the RWY THRs.

### 1.3.5. COMMUNICATION FAILURE

#### 1.3.5.1. ARRIVING ACFT

Hold position to leave the RWY (or ILS-sensitive area), and wait for the arrival of a Follow-me car in order to be guided to the parking position. If the ACFT has an ATC taxiing authorization, it shall continue by the assigned route to the ATC authorization limit with extreme care, where it shall hold position and wait for arrival of a Follow-me car in order to be guided to the parking stand.

#### 1.3.5.2. DEPARTING ACFT

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

### 1.3.6. OPERATIONS OF CODE F ACFT

Operations during low visibility conditions for take-off are allowed.

### 1.3.7. ABNORMAL SITUATIONS IN MANEUVERING AREA

#### Uncertainty about Position in the Maneuvering Area

Other than as provided for in the following paragraph, if a pilot is in doubt about the position of the ACFT in relation to the maneuvering area, they must immediately halt the ACFT 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 ACFT in relation to the maneuvering area, but recognises that the ACFT is on a RWY, the pilot shall immediately report this to ATC (including the last known position), and vacate the RWY as soon as possible, if they can find an appropriate TWY nearby, unless ATC should indicate otherwise, and then, halt the ACFT.

#### Loss of Visual Contact between Traffic

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

#### Breakdown of ACFT

ACFT shall report the situation to ATC and await the arrival of assistance. Should it find itself on a RWY, if possible and unless ATC should indicate otherwise, this shall be vacated.



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Eff 2 Nov

AIRPORT BRIEFING

## 1. GENERAL

### 1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

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

ACFT operators shall ensure that the Mode S transponders are able to operate when the ACFT is on the ground.

Pilots shall select AUTO mode and assigned Mode A code.

If the 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 ACFT is fully parked on stand.
- when fully parked on stand, select STBY.

Whenever ACFT is capable of reporting ACFT ident (i.e. callsign used in flight) ident should also be entered through FMS or transponder control panel from the request for towed push-back or taxi, whichever is earlier. Aircrew must use the ICAO defined format to enter ACFT ident (e.g. BAW 123, AFR 6380, etc.).

The maintenance works on TCAS systems which require them to be on, shall be conducted after prior coordination with the APT.

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 RWY.

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

### 1.5. RWY OPERATIONS

RWY 06L/24R available for landing and take-off of code F ACFT.

### 1.6. TAXI PROCEDURES

#### 1.6.1. GENERAL

TWY Y1 MAX wingspan 39'/12m.

TWY Y2 MAX wingspan 98'/30m.

TWY Y3 MAX wingspan 66'/20m.

TWYs H5, LP, V, V1, V2 and W5 restricted to MAX code C ACFT.

TWYs LQ and LY MAX wingspan 138'/42m.

TWYs N1 and N6 MAX wingspan 148'/45m.

TWYs H9 MAX wingspan 167'/51m.

TWYs LM, T1 and T2 restricted to MAX code D ACFT.

TWYs H1, H2, H4, H6, H7 (except ACFT type B-747), H8, H10, LA thru LK and S3 restricted to MAX code E ACFT.

MAX code E ACFT are allowed to exit RWY via all TWYs except H5.

GA apron: Entry via gate Q await Follow-me car for guidance to stand.

Collision avoidance with other ACFT or obstacles is a responsibility of pilots during taxiing in the apron and in the area not visible from TWR.

Only one ACFT at a time may taxi in the space defined between gate M and the following holding positions: T1, T2, LM and LP1.

As there is less than 14.7'/4.5m between the outer wheel of the main gear of code C, D and E ACFT and the TWY edge, the movement of these ACFT in the following areas must be made with oversteering maneuver as far as possible:

- for code C ACFT (only B373 MAX): TWYs E and H5;
- for code D ACFT (only B757-300): TWY Q;
- for ACFT MD-11: TWYs A thru E, H4, H9, H10, J, K, M, N1 thru N6, P, S1 thru S3, Z;
- for ACFT code E (only A340-600): TWYs A thru E, H4, H6, H9, H10, J, K, M, N1, N2, N5, N6, Z. Restricted the turn N1 to NORTH 14.

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AIRPORT BRIEFING

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## 1. GENERAL

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Pay special attention at exit turns from TWYs N2, N4 and S2 due to curvature radius less than 1804'/550m, specially with wet RWY surface.

ACFT shall approach the RWY and intermediate holding positions as closely as possible as no free space is guaranteed behind them. It is the ACFT commander's responsibility to remain watchful of the surroundings and take measures to avoid collisions with other ACFT, as well as to inform ATC when any cleared maneuver cannot be carried out.

To optimize apron management at times of high traffic demand, a zone called Ground Center is defined, which will be managed at different times either by Ground North or Ground South.

### 1.6.2. OPERATIONS OF CODE F ACFT

Only the following code F ACFT may operate at the APT: AN124, B748 and A388.

Outer engines of the ACFT should set to idling power during taxiing.

It's required to accomplish oversteering maneuvers to correct the path of the curved sections for:

- TWY H4 to/ from RWY THR;
- TWY LINK at its access to TWY NORTH;
- TWY LINK and its access to gate F;
- Gate F and its access to TWY LINK.

### 1.7. PARKING INFORMATION

On stands 2, 3, 4, 6 thru 34, 36 thru 100, 101 thru 103B, 114, 115 thru 118, 119 thru 154, 155, 156, 157, 158, 200 thru 247, 306, 307, 308, 309, 310, 311 thru 315, 316, 317 and 318 push-back required.

On stands 30 and 32 additional towing required.

Following stands available for code F ACFT: 118 (MAX A388/B748), 306 (MAX AN124) and a position on TWY LA (MAX A388/B748).

Visual docking guidance system available for stands 8 thru 22, 30 thru 98 and 150 thru 154, 307, 308, 309, 310, 313 thru 315, 316, 317.

Stands 301, 308B, 309B and 310B available for helicopters.

### 1.8. OTHER INFORMATION

RWYs 06L and 06R right-hand circuit for traffic arriving from the South.

RWYs 24L and 24R right-hand circuit for traffic arriving from the North.

Birds in vicinity of APT.

The use of PAPI is not recommended for code letter F ACFT.

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## 2. ARRIVAL

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### 2.1. FINAL APPROACH FREQUENCY

In transfers of communications from PALMA Arrival to PALMA Final the initial call shall be limited to the CALL SIGN to avoid congestion on the frequency:

"Approach Palma + Aeroflot 321"

### 2.2. SPEED RESTRICTIONS

These speeds are mandatory for separation purposes and standardized approach procedures at Palma APT. Except otherwise instructed by ATC, pilots shall comply with the following speed restrictions:

- MAX 250 KT at FL 100 or at Speed Limit Point (SLP), whatever occurs first;
  - 210 KT at 12.0 DME ILS;
  - 190 KT at 9.0 DME ILS;
  - 160 KT at 4.0 DME ILS;
- or equivalent distance from THR in case of ILS DME unserviceable.

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**AIRPORT BRIEFING**

## 2. ARRIVAL

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

ACFT unable to conform to these speeds due to weather conditions, ACFT performance or other operational reasons, should inform ATC immediately and state what speed might be used.

### 2.3. NOISE ABATEMENT PROCEDURES

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

#### Visual Approach

In case of visual approach ACFT shall maintain an altitude of:

- 1500' or above for ACFT class A and B;
- 1700' or above for ACFT class C and D and at least a height of 1000' AGL until being on the final approach heading of the RWY in use.

### 2.4. CAT II/III OPERATIONS

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

Code F ACFT shall not carry out CAT II/III APCH on RWY 06L/24R.

### 2.5. RWY OPERATIONS

#### 2.5.1. MINIMUM RWY OCCUPANCY TIME

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

- Whenever the conditions of the RWY allow, they should use the following or earlier Rapid Exit TWY (RET), unless otherwise instructed by ATC.

Otherwise, they must notify ATC in the first communication with TWR:

| ACFT CATEGORY DUE TO WAKE TURBULENCE | RWY 24L<br>Dist THR - RET | RWY 24R<br>Dist THR - RET | RWY 06L<br>Dist THR - RET |
|--------------------------------------|---------------------------|---------------------------|---------------------------|
| HEAVY                                | S1 <sup>1</sup>           | -                         | N3<br>5495'/1675m         |
| MEDIUM (JET)                         | 5052'/1540m               | N4                        |                           |
| MEDIUM (PROP)<br>+ LIGHT             | S2<br>6398'/1950m         | 4856'/1480m               |                           |

<sup>1</sup> preferential for turboprop and ACFT towards North and Central apron.

**Note:** On RWY 06L, the THR-RET distance for N2 is 6988'/2130m.

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

### 2.6. TAXI PROCEDURES

#### 2.6.1. GENERAL

If no taxiing instructions are received, ACFT shall hold short position of the North/South TWY after vacating the RWY and expect ATC taxiing instructions.

When Ground North and Ground South are operational, if the ACFT does not manage to establish communication with the Ground Control to which it has been transferred, it shall hold at the first intermediate holding position along its taxiing route.

Guidance by a Follow-me car shall only be provided to General Aviation stands and those stands with visual docking guidance system u/s.

TWY W5 only usable by ACFT to access stands 104 thru 109.

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Eff 23 Mar

**AIRPORT BRIEFING**

**2. ARRIVAL**

ACFT taxiing to the stands 30 thru 48 shall enter, preferably, by TWY V1 and hold short of the intermediate holding position. ATC shall authorize, whenever possible, the direct entry to those stands by TWY V2.

It is very important that before going to the apron ACFT pay special attention to the traffic on TWYs. ACFT taxiing on the apron shall do so at a speed that provides sufficient reaction time to prevent hard braking. The service roads next to gates F, G, K and M are specially critical areas where special attention must be paid to the traffic speed so that the ACFT can be stopped in a safe way for any circumstances that may occur.

**2.6.2. STANDARD TAXI ROUTES**

**2.6.2.1. EAST CONFIGURATION**

|   |  |
|---|--|
| <b>From RWY 06L to:</b>                               |  |
| R1 thru R6, R7 (stands 24, 25 and 114 thru 117):      |  |
| Standard route:                                       | N3, N2, N1 or RWY end to NORTH.  |
| Stands 2 thru 6:                                      | Standard route to C to LD  |
| Stands 8 thru 22:                                     | Standard route to D to LE  |
| Stands 23A thru 25:                                   | Standard route to E to LF  |
| Stands 100 thru 102:                                  | Standard route to C to LD  |
| Stand 103:  | Standard route to D to LD  |
| Stand 103B:   | Standard route to C to LD  |
| Stands 104 thru 109:                                  | Standard route to E to W5  |
| Stands 114 thru 117:                                  | Standard route to E to LF  |
| Stands 303 (ACFT), 306 (MAX code E) and 307 thru 310: | Standard route to A to LA  |
| Stands 311 thru 315:                                  | Standard route to A to LB  |
| Stands 316 thru 318:                                  | Standard route to B to LC  |
| R7:   |  |
| Stands 26, 118 (MAX code E), 118B and 119:            | N3, N2, N1 or RWY end to NORTH, to LINK, to F to LF                                      |
| R8 thru R11:  |  |
| Standard route:                                       | N3, N2, N1 or RWY end to NORTH to LINK   |
| Stands 27 thru 29:                                    | Standard route to F to LF to LG  |
| Stands 30 thru 36:                                    | Standard route to G to LG and V1   |
| Stands 38 thru 48:                                    | Standard route to G to LG to V1 and V2, or, if cleared, standard route to G to LG and V2 |
| Stands 50 thru 54:                                    | Standard route to G to LJ  |
| Stands 56 thru 58:                                    | Standard route to J to LK  |
| Stands 120 and 121:                                   | Standard route to F to LF to LG  |
| Stand 123   | Standard route to G to LG  |
| R13 thru R17:   |  |
| Standard route:                                       | N3, N2, N1 or RWY end to NORTH to LINK to SOUTH  |
| Stands 60 thru 68:                                    | Standard route to M to T1  |
| Stand 72:   | Standard route to M to T1 or T2  |
| Stands 80 thru 86:                                    | Standard route to M to T2  |
| Stands 88 thru 96:                                    | Standard route to M to LP  |
| Stands 98 thru 154B:                                  | Standard route to P to LQ  |
| Stands 155 thru 159:                                  | Standard route to Q to LY  |
| General Aviation:                                     |  |
| Stands 200 thru 226:                                  | Standard route to Q to Y3  |
| Stands 227 thru 230:                                  | Standard route to Q to LY  |
| Stands 231 thru 241:                                  | Standard route to Q to LY and Y2   |
| Stands 242 thru 247:                                  | Standard route to Q to LY and Y1   |
| East and West Military Apron:                         | N3, N2, N1 or RWY end to NORTH   |

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Eff 23 Mar

**AIRPORT BRIEFING**

**2. ARRIVAL**

**Taxi routes for Code F ACFT:**

To stand 118 from RWY end (H2) via TWY North, TWY Link and gate F.

To stand 306 from RWY end (H2) via TWY North, gate A and TWY LA.

To stand on TWY LA from RWY end (H2) via TWY North, gate Z and TWY LA.

**2.6.2.2. WEST CONFIGURATION**

|   |   |
|---|---|
| <b>From RWY 24L to:</b>                               |   |
| R1 thru R6 and R7 (stands 24 and 25):                 |   |
| Standard route:                                       | S1 to LINK to NORTH or S2, S3 or RWY end to SOUTH to LINK to NORTH        |
| Stands 2 thru 6:                                      | Standard route to C to LD   |
| Stands 8 thru 22:                                     | Standard route to D to LE   |
| Stands 23A thru 25:                                   | Standard route to E to LF   |
| Stands 100 thru 102:                                  | Standard route to C to LD   |
| Stand 103:  | Standard route to D to LD   |
| Stand 103B:   | Standard route to C to LD   |
| Stands 104 thru 109:                                  | Standard route to E to W5   |
| Stands 303 (ACFT), 306 (MAX code E) and 307 thru 310: | Standard route to A to LA   |
| Stands 311 thru 315:                                  | Standard route to A to LB   |
| Stands 316 thru 318:                                  | Standard route to B to LC   |
| R7 (stands 114 thru 119), R8 (stands 120 thru 123):   |   |
| Standard route:                                       | S1 to LINK or S2, S3 or RWY end to SOUTH to LINK                          |
| Stands 114 thru 117:                                  | Standard route to NORTH to E to LF  |
| Stands 118 (MAX code E) and 118B:                     | Standard route to F   |
| Stand 119:  | Standard route to F to LF   |
| Stands 120 and 121:                                   | Standard route to G to LG   |
| Stand 123:  | Standard route to G   |
| R7 (stand 26), R8 (stands 27 thru 29), R9 thru R11:   |   |
| Standard route:                                       | S1 to LINK or S2, S3 or RWY end to SOUTH to LINK                          |
| Stand 26  | Standard route to F to LF   |
| Stands 27 thru 29:                                    | Standard route to G to LG   |
| Stands 30 thru 36:                                    | Standard route to G to LG and VI  |
| Stands 38 thru 48:                                    | Standard route to G to LG to V1 and V2, or, if cleared, to G to LG and V2 |
| Stands 50 thru 58:                                    | S1, S2, S3 or RWY end to SOUTH to K to LK to LJ                           |
| R13 thru R17:   |   |
| Standard route:                                       | S1, S2, S3 or RWY end to SOUTH  |
| Stands 60 thru 68:                                    | Standard route to M to T1   |
| Stand 72:   | Standard route to M to T1 or T2   |
| Stands 80 thru 86:                                    | Standard route to M to T2   |
| Stands 88 thru 96:                                    | Standard route to P to LP   |
| Stands 98 thru 154B:                                  | S1, S2 or S3 to SOUTH to Q to LQ or RWY end to Q to LQ                    |
| Stands 155 thru 159:                                  | S1, S2 or S3 to SOUTH to Q to LY or RWY end to Q to LY                    |

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Eff 13 Sep

**AIRPORT BRIEFING**

**2. ARRIVAL**

|                                  |   |
|----------------------------------|---|
| <b>From RWY 24L to: (cont'd)</b> |   |
| General Aviation:                |   |
| Stands 200 thru 226:             | S1, S2 or S3 to SOUTH to Q to Y3 or RWY end, to Q to Y3               |
| Stands 227 thru 230:             | S1, S2 or S3 to SOUTH to Q to LY or RWY end to Q to LY                |
| Stands 231 thru 241:             | S1, S2 or S3 to SOUTH to Q to LY and Y2 or RWY end, to Q to LY and Y2 |
| Stands 242 thru 247:             | S1, S2 or S3 to SOUTH to Q to LY and Y1 or RWY end, to Q to LY and Y1 |
| East and West Military Apron:    | S1 to LINK to NORTH or S2, S3 or RWY end to SOUTH to LINK to NORTH    |

**Taxi routes for Code F ACFT:**

To stand 118 from RWY end (H4) via TWY North, TWY Link and Gate F.

To stand 306 from RWY end (H4) via TWY North, Gate A and TWY LA.

To stand on TWY LA from RWY end (H4) via Gate Z and TWY LA.

**2.7. OTHER INFORMATION**

**2.7.1. UNINTENDED CROSSING FINAL APPROACH COURSE**

In order to avoid unintended crossing of the final approach course when radio contact is not possible, if an ACFT is on a radar vector leading to the final approach course at an angle of 50° or less, or if the ACFT 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 RWY and shall adhere to the cleared altitude, unless the pilot has been instructed by ATC to cross the final approach course.

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AIRPORT BRIEFING

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### 3. DEPARTURE

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#### 3.1. APT - COLLABORATIVE DECISION MAKING (A-CDM)

##### 3.1.1. GENERAL

APT applies A-CDM processes in the ACFT departure sequence. The A-CDM processes start three hours prior to the estimated off-block time (EOBT) and end with ACFT 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 Center (NMOC) at Eurocontrol and will be used to improve management in assigning calculated take-off times (CTOT).

APT 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.

Three hours prior to EOBT, the Flight Plan (FPL) information filed in the A-CDM system will be validated with respect to the APT slot, and the flight destination and the type of ACFT must coincide with the EOBT of the FPL initially filed in both the SOBT (Scheduled Off-Block Time). 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.

##### 3.1.2. TARGET OFF-BLOCK TIME (TOBT)

TOBT represents the time at which an ACFT is estimated to be ready to start and push back within 5 minutes after reception of start-up clearance from TWR.

As soon as the air carrier or the ground handling agent has the information on the target off-block time, the TOBT shall 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 pilots must guarantee that the flight is ready to leave at TOBT with a tolerance of  $\pm 5$  minutes.

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.

If the time required for the ACFT to prepare to vacate the parking position undergoes a change of  $\pm 5$  minutes or more, TOBT must be updated through the usual channels.

TOBT earlier than 10 minutes before the APT Slot and/or previous to the current time will not be accepted.

Flight Plan information must be updated with TOBT with a tolerance of  $\pm 10$  minutes.

##### 3.1.3. TARGET START-UP APPROVAL TIME (TSAT)

30 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.

TSAT is allocated by ATC and represents the time at which an ACFT expects to be cleared to start-up, taking into consideration ATFM regulations and the local restrictions. It is calculated based on the TOBT, taxi time from the stand, the CTOT (if subject to regulation) and the APT operational capacity.

The confirmed TOBT shall be taken as the basic time of the flight.

Through allocation of TSAT, an optimized pre-departure sequence is obtained.

Pilots will receive their TSAT and subsequent modifications through the operator or handling agent from PALMA DE MALLORCA Clearance Delivery (CLR) or from the Docking Guidance System in the parking positions where they are available.



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JEPPESSEN

PALMA DE MALLORCA, SPAIN

PALMA DE MALLORCA 24 MAY 19 (10-1P10)

AIRPORT BRIEFING

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### 3. DEPARTURE

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#### 3.1.4. TARGET TAKE-OFF TIME (TTOT)

TTOT represents the time at which an ACFT will be ready to take off, considering the TOBT/TSAT and the variable taxi time which depends on the stand and RWY assigned.

The TTOT for departing ACFT shall be updated automatically and is available at the CDM platform.

#### 3.1.5. START-UP

The pilot may request start-up clearance from the Clearance Delivery Position (CLR) within an interval of  $\pm 5$  minutes with respect to the TOBT. The Clearance Delivery Position may, according to the flight's TSAT, clear start-up or communicate the TSAT to the pilot.

If the flight is ready and this is reported to Clearance Delivery (CLR) but there are start-up delays, it is not necessary to update the TOBT on the basis of this TSAT.

If Clearance Delivery (CLR) has not received the start-up request within 5 minutes after TOBT, the flight will miss its TSAT and a new updated TOBT will be required. Once the new TOBT has been received, the flight will be sequenced again and receive a new TSAT. ACFT may not be cleared to start-up until a valid TOBT and a new TSAT have been received.

#### 3.1.6. PUSH-BACK

Push-back request must be made on the corresponding GMC/CLR frequency and start within 5 minutes from receipt of the start-up clearance.

If this limit is not observed, the ACFT might receive a revocation of its start-up clearance, in which case it will be necessary to wait for a new updated TOBT.

Once the new TOBT has been received, the flight will be sequenced again and receive a new TSAT. An ACFT may not receive start-up clearance until a valid TOBT and a new TSAT have been received.

#### 3.1.7. REGULATED FLIGHTS

For regulated flights, the TSAT will be generated based on the CTOT as soon as it is published. The TSAT will be assigned from the moment of reception of the CTOT, although the regulated flights must communicate a valid TOBT based on the departure intentions of the ACFT operator and not on the regulation itself. They must keep the TOBT and EOBT updated, until start-up clearance is requested from ATC.

At TOBT -5 minutes start-up clearance (ASRT) may be requested, and reception of the ASRT shall replace the REA request for CTOT improvement.

Regulated flights must keep their TOBTs updated with a precision of  $\pm 5$  minutes based on the time when the ACFT could vacate the stands if the CTOTs are cancelled, as they will be allocated new TSATs based on those TOBTs. TSAT shall always be greater than the actual time, so as to ensure a minimum time margin for pilots to undertake the preparations needed for start-up.

Regulated flights must keep their current flight plan in line with the TOBT, with a tolerance of  $\pm 10$  minutes.

#### 3.1.8. ATC AUTHORIZATION REQUEST AND START-UP VIA DATALINK

At Palma de Mallorca APT, procedures for departure are applied via Datalink Departure Clearance (DCL) for ATC authorization services and start-up.

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

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

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AIRPORT BRIEFING

### 3. DEPARTURE

- The pilot must request ATC and S/U authorization together via RCD. The RCD message (Departure Clearance Request) must contain the following information:
  1. ACFT callsign in accordance with the filed flight plan (FPL).
  2. Aerodrome of origin.
  3. ACFT stand.
  4. Destination aerodrome.
  5. Letter corresponding to the ATIS information received.
  6. ICAO ACFT 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. ACFT callsign.
  2. Destination aerodrome.
  3. Assigned RWY 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, which will include start-up authorization or instructions to request it in case of failure to comply with the start-up approval parameters.
- When a CLD message is sent in the valid range of TOBT and TSAT, ATC clearance and start-up will be received. If not ready for start-up, the pilot must not accept the authorization and will either send a new message or contact via voice communications to the controller when ready.
- When an FSM message of the type "REVERT TO VOICE PROCEDURES" is received, communication via datalink 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 datalink 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 datalink 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 ACFT a "CLEARANCE CONFIRMED" message in the FMS and will terminate the communication via datalink.

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

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**JEPPESEN** PALMA DE MALLORCA, SPAIN

PALMA DE MALLORCA 10 MAR 23

(10-1P12)

Eff 23 Mar

**AIRPORT BRIEFING**

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### 3. DEPARTURE

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#### 3.1.9. 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.

#### 3.2. START-UP, PUSH-BACK AND TAXI PROCEDURES

##### 3.2.1. GENERAL

ACFT may request ATC Authorization from 30 minutes prior to their TOBT, and may request start-up from 5 minutes prior to their TOBT until 5 minutes after.

ACFT on first call must provide the following information:

- Report the ACFT type, series and stand and 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 30 minutes and 5 minutes prior to TOBT. If possible, PALMA Clearance will issue the start-up authorization within  $\pm 5$  minutes of TOBT. 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 to approve their start-up in accordance with the updated TSAT.

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

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

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**JEPPESEN** PALMA DE MALLORCA, SPAIN

PALMA DE MALLORCA

10 MAR 23

10-1P13

Eff 23 Mar

**AIRPORT BRIEFING**

**3. DEPARTURE**

**3.2.2. PUSH-BACK DIRECTIONS**

| STAND   | West Configuration     | East Configuration     |
|---|------------------------|------------------------|
|   | Push-Back with Nose to | Push-Back with Nose to |
| 2, 3, 4, 6 thru 25  | E                      | E                      |
| 26  | E                      | -                      |
| 27 thru 29  | N                      | S                      |
| 30 thru 34,<br>36 thru 48                                     | E                      | E                      |
| 50  | N                      | -                      |
| 52 thru 58  | N                      | S                      |
| 60, 62  | S                      | S                      |
| 64 thru 82  | N                      | N                      |
| 84, 86  | S                      | S                      |
| 88 thru 98  | E                      | W                      |
| 100   | W                      | W                      |
| 101 thru 103B,<br>115 thru 118, 119                           | E                      | E                      |
| 120, 121  | N                      | S                      |
| 123   | E                      | E                      |
| 150 thru 154  | E                      | W                      |
| 155, 156, 157, 158  | E                      | E                      |
| 200 thru 226  | W                      | W                      |
| 227 thru 235  | E                      | E                      |
| 236   | N                      | N                      |
| 237 thru 247  | E                      | E                      |
| 306, 307, 308, 309,<br>310, 311 thru 315,<br>316, 317 and 318 | E                      | E                      |

Stand 40: To accomplish cross-bleed start, push-back must be continued up to stand 36.

Stand 46: Placement of 4 wheel chocks in the front landing gear required.

Stand 48: Exit of ACFT higher than CAT C must be executed nosing South via TWY LG.

Stand 64: Taxiing shall be executed via TWY T1 and T2.

Stand 306: Push-back with Nose to W for ACFT Code F.

LEPA/PMI

**JEPPESEN** PALMA DE MALLORCA, SPAIN

PALMA DE MALLORCA

10 MAR 23

10-1P14

Eff 23 Mar

**AIRPORT BRIEFING**

**3. DEPARTURE**

**3.2.3. STANDARD TAXI ROUTES**

**3.2.3.1. EAST CONFIGURATION**

|   |   |
|---|---|
| <b>To RWY 06R from:</b>                               |   |
| R1 thru R7:   |   |
| Stands 2 thru 6:                                      | LD until LF to F to LINK to SOUTH to H6, H7 or H8 |
| Stands 8 thru 22:                                     | LE to LF to F to LINK to SOUTH to H6, H7 or H8    |
| Stands 23A thru 26:                                   | LF to F to LINK to SOUTH to H6, H7 or H8          |
| Stand 100:  | C to NORTH to LINK to SOUTH to H6, H7 or H8       |
| Stands 100B, 101 thru 103B:                           | LD until LF to F to LINK to SOUTH to H6, H7 or H8 |
| Stands 104 thru 109:                                  | LE to LF to F to LINK to SOUTH to H6, H7 or H8    |
| Stands 114 thru 117, 118 (MAX code E), 118B and 119:  | LF to F to LINK to SOUTH to H6, H7 or H8          |
| Stands 303 (ACFT), 306 (MAX code E) and 307 thru 310: | LA until LF to F to LINK to SOUTH to H6, H7 or H8 |
| Stands 311 thru 315:                                  | LB until LF to F to LINK to SOUTH to H6, H7 or H8 |
| Stands 316 thru 318:                                  | LC until LF to F to LINK to SOUTH to H6, H7 or H8 |
| R8 thru R11:  |   |
| Stands 27 thru 29:                                    | LG to G to LINK to SOUTH to H6, H7 or H8          |
| Stands 30 thru 48:                                    | V2 to LG to G to LINK to SOUTH to H6, H7 or H8    |
| Stand 50:   | LJ to G to LINK to SOUTH to H6, H7 or H8          |
| Stands 52 thru 58:                                    | LJ to LK to K to SOUTH to H6, H7 or H8            |
| Stands 120 thru 123:                                  | LG to G to LINK to SOUTH to H6, H7 or H8          |
| R13 thru R17:   |   |
| Stands 60 thru 62:                                    | T1 to M to SOUTH to H6, H7 or H8                  |
| Stands 64 thru 68:                                    | T1 to T2 to M to SOUTH to H6, H7 or H8            |
| Stand 72:   | T1 or T2 to M to SOUTH to H6, H7 or H8            |
| Stands 80, 82:  | T2 to T1 to M to SOUTH to H6, H7 or H8            |
| Stands 84, 86:  | T2 to M to SOUTH to H6, H7 or H8                  |
| Stands 88 thru 96:                                    | LP to P to SOUTH to H6, H7 or H8                  |
| Stands 98 thru 154B:                                  | LQ to Q to SOUTH to H6, H7 or H8                  |
| Stands 155 thru 159:                                  | LY to Q to SOUTH to H6, H7 or H8                  |
| General Aviation:                                     |   |
| Stands 200 thru 226:                                  | Y3 to Y2 to LY to Q to SOUTH to H6, H7 or H8      |
| Stands 227 thru 230:                                  | LY to Q to SOUTH to H6, H7 or H8                  |
| Stands 231 thru 241:                                  | Y2 to LY to Q to SOUTH to H6, H7 or H8            |
| Stands 242 thru 247:                                  | Y1 to LY to Q SOUTH to H6, H7 or H8               |
| East and West Military Apron:                         | NORTH to LINK to SOUTH to H6, H7 or H8            |

**Taxi Routes for Code F ACFT:**

From stand 118 via TWY LF, gate F, TWY Link, TWY North and RWY holding position H4.

From stand 306 via TWY LA, gate Z, TWY North and RWY holding position H4.

From stand on TWY LA via TWY LA, gate A, TWY North and RWY holding position H4.

When an ACFT is landing on RWY, departing code F ACFT must hold on TWY North. This requirement is not necessary if take-offs are the sole maneuvers carried out on the RWY; in that case code F ACFT may use the RWY holding positions.

LEPA/PMI

**JEPPESEN PALMA DE MALLORCA, SPAIN**

PALMA DE MALLORCA

10 MAR 23

10-1P15

Eff 23 Mar

**AIRPORT BRIEFING**

**3. DEPARTURE**

**3.2.3.2. WEST CONFIGURATION**

|   |   |
|---|---|
| <b>To RWY 24R from:</b>                               |   |
| R1 thru R7:   |   |
| Stands 2 thru 6:                                      | LD until LF to F to LINK to NORTH to H1 or H2                   |
| Stands 8 thru 22:                                     | LE to LF to F to LINK to NORTH to H1 or H2                      |
| Stands 23A thru 26:                                   | LF to F to LINK to NORTH to H1 or H2                            |
| Stand 100:  | C to NORTH to H1 or H2  |
| Stands 100B, 101 thru 103B:                           | LD until LF to F to LINK to NORTH to H1 or H2                   |
| Stands 104 thru 109:                                  | LE to LF to F to LINK to NORTH to H1 or H2                      |
| Stands 114 thru 117, 118 (MAX code E), 118B and 119:  | LF to F to LINK to NORTH to H1 or H2                            |
| Stands 303 (ACFT), 306 (MAX code E) and 307 thru 310: | LA until LF to F to LINK to NORTH to H1 or H2                   |
| Stands 311 thru 315:                                  | LB until LF to F to LINK to NORTH to H1 or H2                   |
| Stands 316 thru 318:                                  | LC until LF to F to LINK to NORTH to H1 or H2                   |
| R8 thru R11:  |   |
| Stands 27 thru 29:                                    | LG to LF to F to LINK to NORTH to H1 or H2                      |
| Stands 30 thru 48:                                    | V2 to LG to LF to F to LINK to NORTH to H1 or H2                |
| Stands 50 thru 54:                                    | LJ to G to LINK to NORTH to H1 or H2                            |
| Stands 56 thru 58:                                    | LK to LJ to G to LINK to NORTH to H1 or H2                      |
| Stands 120 and 121:                                   | LG to LF to F to LINK to NORTH to H1 or H2                      |
| Stand 123:  | LG to G to LINK to NORTH to H1 or H2                            |
| R13 thru R17:   |   |
| Stands 60, 62:  | T1 to LM to LK to J to LINK to NORTH to H1 or H2                |
| Stands 64 thru 68:                                    | T1 to T2 to LM to LK to J to LINK to NORTH to H1 or H2          |
| Stand 72:   | T1 or T2 to LM to LK to J to LINK to NORTH to H1 or H2          |
| Stands 80, 82:  | T2 to T1 to LM to LK to J to LINK to NORTH to H1 or H2          |
| Stands 84, 86:  | T2 to LM to LK to J to LINK to NORTH to H1 or H2                |
| Stands 88 thru 96:                                    | LP until LK to J to LINK to NORTH to H1 or H2                   |
| Stands 98 thru 154B (MAX wingspan 118'/36m):          | LQ until LK to J to LINK to NORTH to H1 or H2                   |
| Stands 98 thru 154 (wingspan more than 118'/36m):     | LQ to P to SOUTH to LINK to NORTH to H1 or H2                   |
| Stands 155 thru 159 (MAX wingspan 118'/36m):          | LY until LK to J to LINK to NORTH to H1 or H2                   |
| Stands 155 thru 159 (wingspan more than 118'/36m):    | LY to LQ to P to SOUTH to LINK to NORTH to H1 or H2             |
| <b>General Aviation:</b>                              |   |
| Stands 200 thru 226:                                  | Y3 to Y2 to LY to LQ until LK to J to LINK to NORTH to H1 or H2 |
| Stands 227 thru 230:                                  | LY until LK to J to LINK to NORTH to H1 or H2                   |
| Stands 231 thru 241:                                  | Y2 to LY until LK to J to LINK to NORTH to H1 or H2             |
| Stands 242 thru 247:                                  | Y1 to LY until LK to J to LINK to NORTH to H1 or H2             |
| East and West Military Apron:                         | NORTH to H1 or H2   |

**Taxi Routes for Code F ACFT:**

From stand 118 via TWY LF, gate F, TWY Link, TWY North and RWY holding position H2.

From stand 306 via TWY LA, gate Z, TWY North and RWY holding position H2.

From stand on TWY LA via TWY LA, gate A, TWY North and RWY holding position H2.

When an ACFT is landing on RWY, departing code F ACFT must hold on TWY North. This requirement is not necessary if take-offs are the sole maneuvers carried out on the RWY; in that case code F ACFT may use the RWY holding positions.

LEPA/PMI

JEPPESEN

PALMA DE MALLORCA, SPAIN

PALMA DE MALLORCA 24 MAY 19 (10-1P16)

AIRPORT BRIEFING

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### 3. DEPARTURE

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#### 3.3. SPEED RESTRICTIONS

MAX 250 KT until leaving FL 100.

#### 3.4. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4.

##### 3.4.1. GENERAL

Take-off: Take-off power.  
Take-off flaps/slats.  
Climb at  $V_2 + 10$  KT to 1500'.

At 1500': Reduce to power of ascent.  
Accelerate to zero flap minimum safety maneuvering speed.  
(VZF) + 10 KT maintaining minimum rate of climb 500'/min.  
Retract flaps/slats as needed.

Up to FL 60: Do not exceed 250 KT and continue SID in force, except ATC clearance.

Change of the procedures must not be asked for till reaching FL 60, except for propeller ACFT.

#### 3.5. RWY OPERATIONS

##### 3.5.1. INTERSECTION TAKE-OFF

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

##### 3.5.2. MINIMUM RWY OCCUPANCY TIME

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

On receipt of line-up clearance, pilots should ensure that they are able to taxi and line up on the RWY as soon as the preceding ACFT 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 RWY 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 ACFT to vacate RWY.

##### 3.5.3. OPERATIONS OF CODE F ACFT

Whenever possible, take-off operation is recommended to be carried out with reduced engine power.



# LEPA/PMI

PALMA DE MALLORCA 17 APR 15

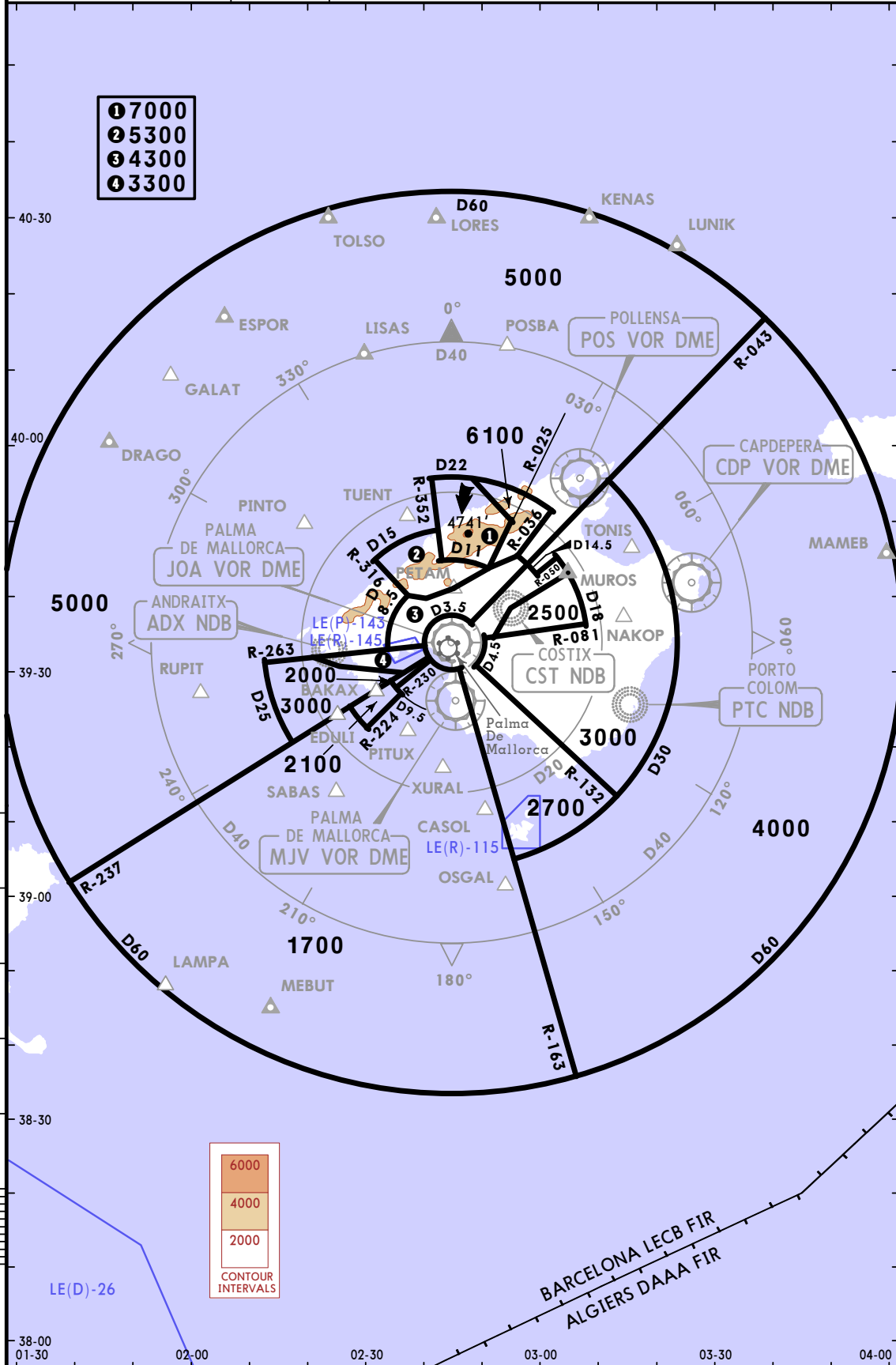
(10-1R)

Eff 30 Apr

RADAR MINIMUM ALTITUDES

## JEPPESEN PALMA DE MALLORCA, SPAIN

|  |                 |  |
|--|-----------------|--|
| PALMA Approach (R)<br>118.950 119.150<br>119.4 | Apt Elev<br>27' | Alt Set: hPa Trans level: By ATC Trans alt: 6000'<br>1. The published minimum altitudes integrate no correction for low temperatures.<br>2. This chart may only be used for cross-checking of altitudes assigned while the aircraft is identified. |
|--|-----------------|--|



CHANGES: Radials update.

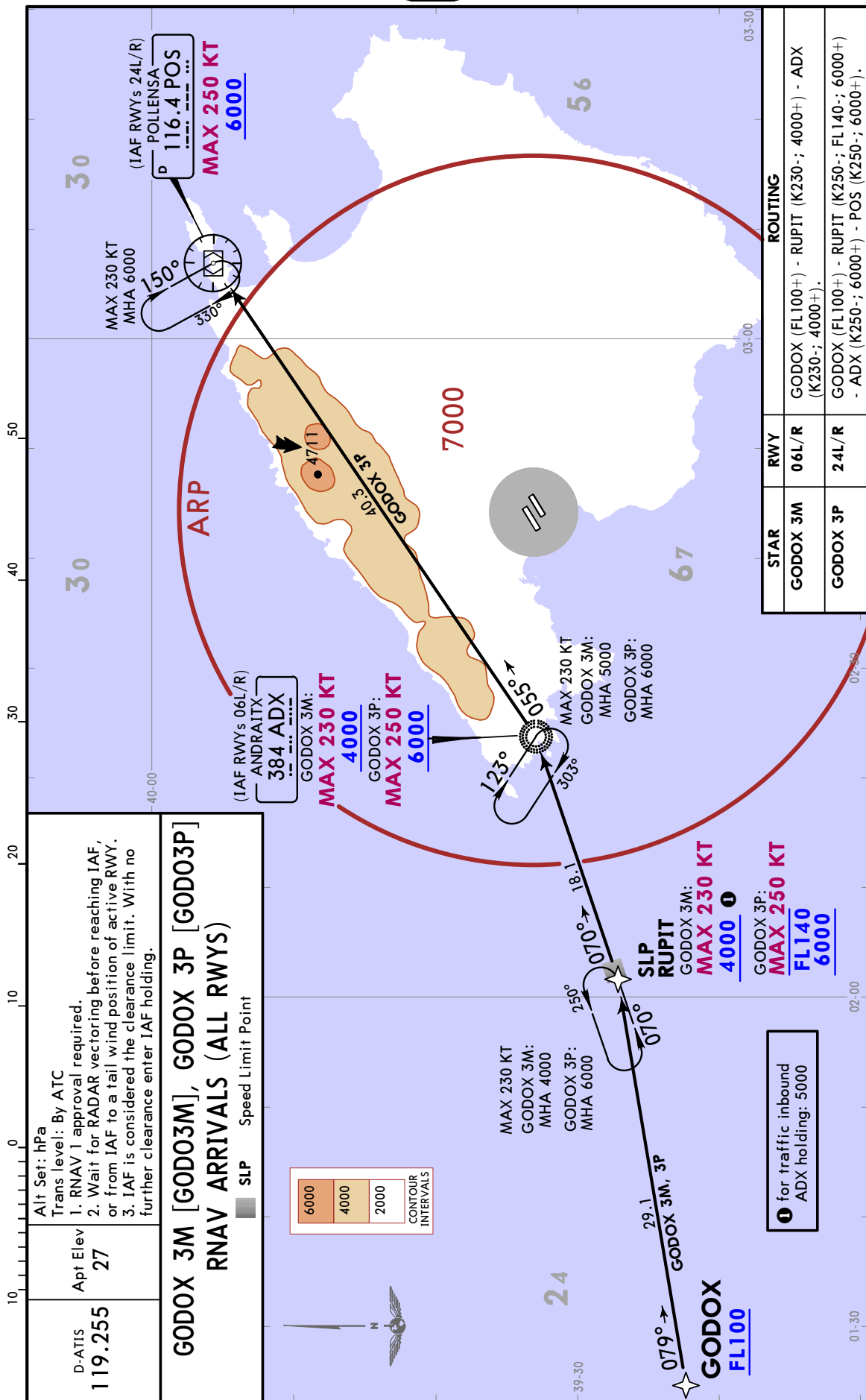
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PALMA DE MALLORCA

3 NOV 23 10-2

JEPPESEN PALMA DE MALLORCA, SPAIN

RNAV STAR



CHANGES: Reissue.

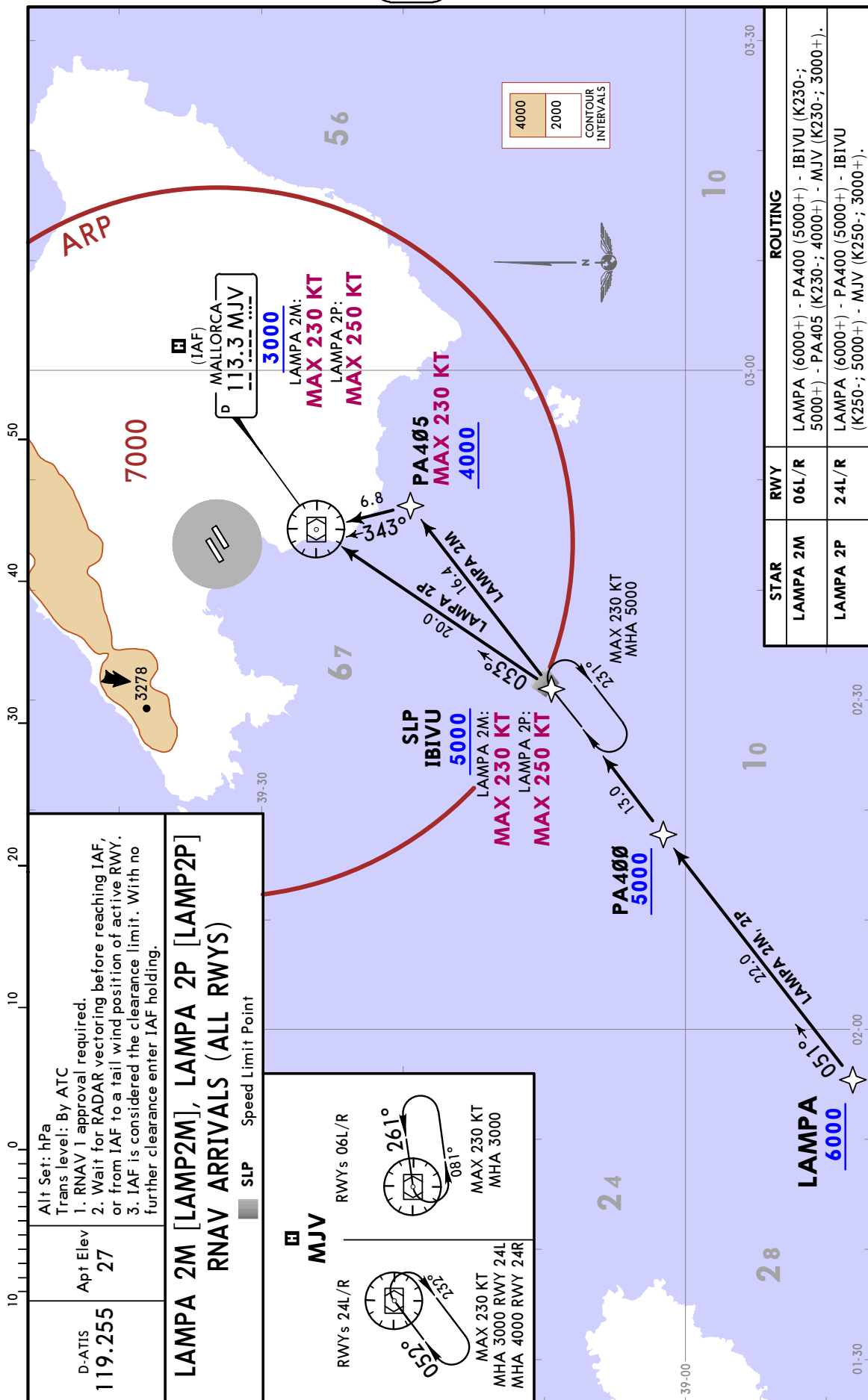
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**JEPPESEN** 3 NOV 23 (10-2A)

**PALMA DE MALLORCA, SPAIN**

**RNAV STAR**



CHANGES: Reissue.

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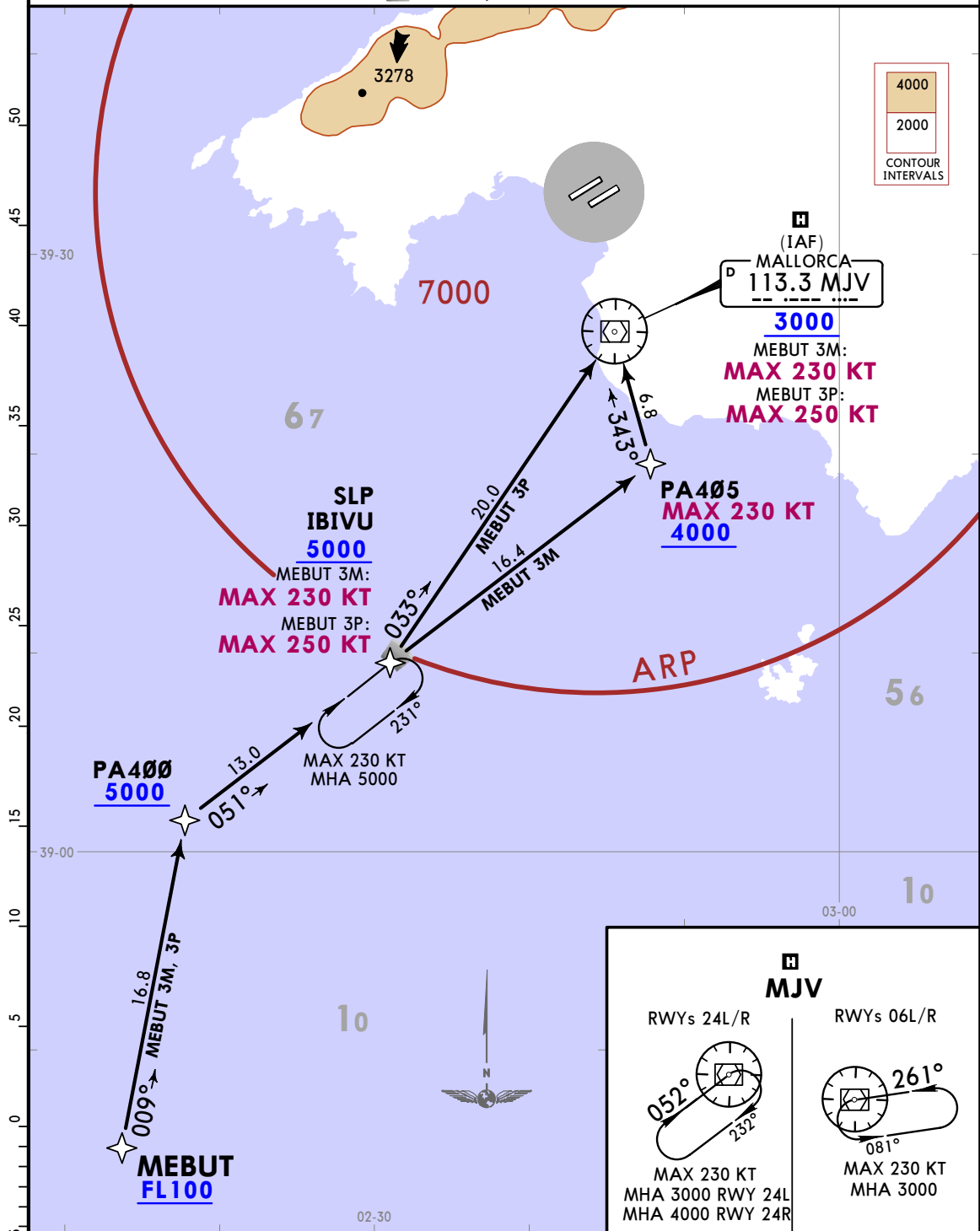
**LEPA/PMI**  
PALMA DE MALLORCA

**JEPPESEN PALMA DE MALLORCA, SPAIN**  
3 NOV 23 **(10-2B)** **RNAV STAR**

|                          |                       |  |
|--------------------------|-----------------------|--|
| D-ATIS<br><b>119.255</b> | Apt Elev<br><b>27</b> | Alt Set: hPa<br>Trans level: By ATC<br>1. RNAV 1 approval required.<br>2. Wait for RADAR vectoring before reaching IAF, or from IAF to a tail wind position of active RWY.<br>3. IAF is considered the clearance limit. With no further clearance enter IAF holding. |
|--------------------------|-----------------------|--|

**MEBUT 3M [MEBU3M], MEBUT 3P [MEBU3P]**  
**RNAV ARRIVALS (ALL RWYS)**

■ SLP Speed Limit Point



**MJV**

|  |                        |
|--|------------------------|
| RWYs 24L/R   | RWYs 06L/R             |
|  |                        |
| MAX 230 KT<br>MHA 3000 RWY 24L<br>MHA 4000 RWY 24R | MAX 230 KT<br>MHA 3000 |

| STAR            | RWY          | ROUTING  |
|-----------------|--------------|--|
| <b>MEBUT 3M</b> | <b>06L/R</b> | MEBUT (FL100+) - PA400 (5000+) - IBIVU (K230-; 5000+) - PA405 (K230-; 4000+) - MJV (K230-; 3000+). |
| <b>MEBUT 3P</b> | <b>24L/R</b> | MEBUT (FL100+) - PA400 (5000+) - IBIVU (K250-; 5000+) - MJV (K250-; 3000+).                        |

CHANGES: Reissue.

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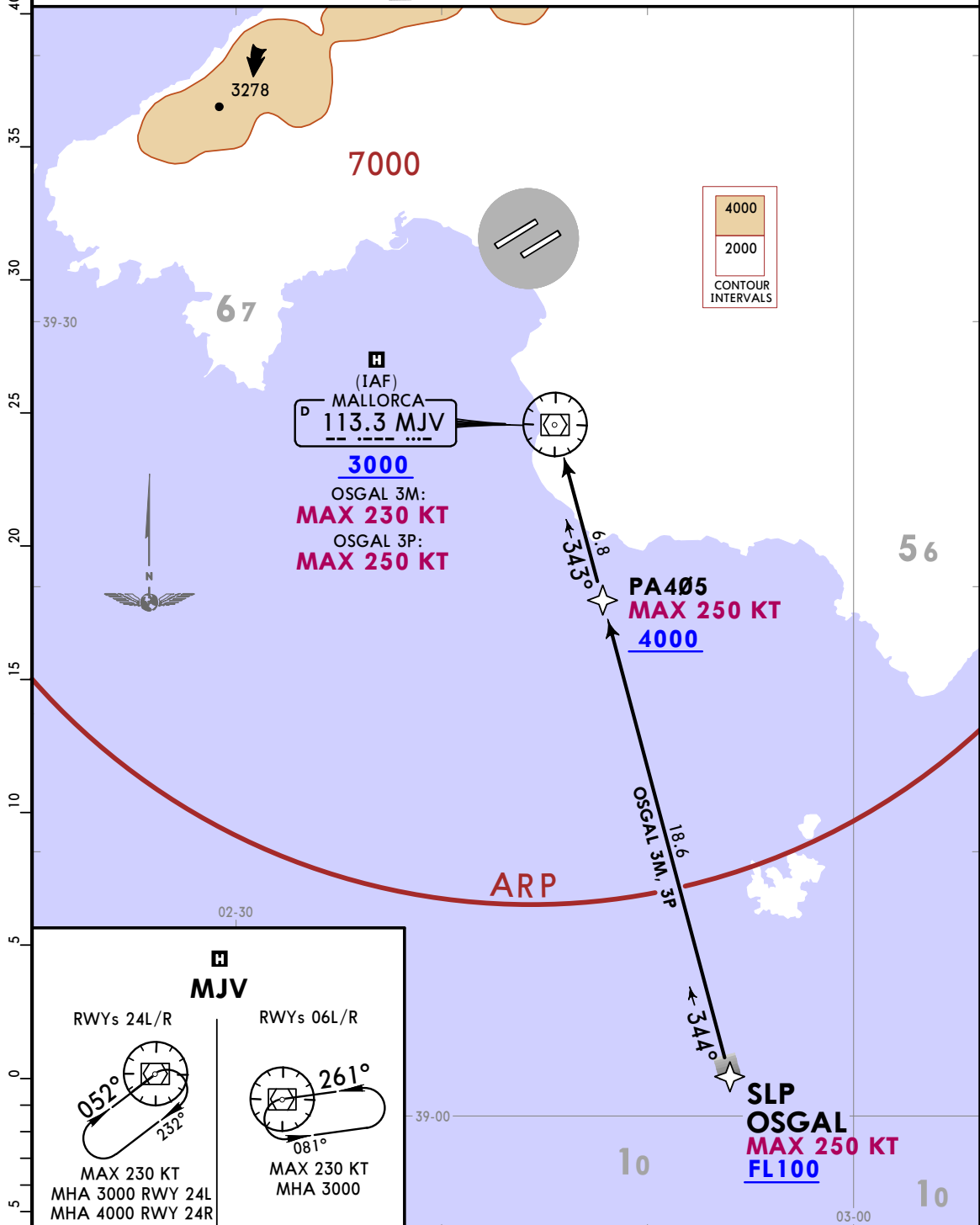
**LEPA/PMI**  
PALMA DE MALLORCA

**JEPPESEN PALMA DE MALLORCA, SPAIN**  
3 NOV 23 **(10-2C)** **RNAV STAR**

|                          |                       |  |
|--------------------------|-----------------------|--|
| D-ATIS<br><b>119.255</b> | Apt Elev<br><b>27</b> | Alt Set: hPa<br>Trans level: By ATC<br>1. RNAV 1 approval required.<br>2. Wait for RADAR vectoring before reaching IAF, or from IAF to a tail wind position of active RWY.<br>3. IAF is considered the clearance limit. With no further clearance enter IAF holding. |
|--------------------------|-----------------------|--|

**OSGAL 3M [OSGA3M], OSGAL 3P [OSGA3P]  
RNAV ARRIVALS (ALL RWYS)**

■ SLP Speed Limit Point



**MJV**

|  |                        |
|--|------------------------|
| RWYs 24L/R   | RWYs 06L/R             |
|  |                        |
| MAX 230 KT<br>MHA 3000 RWY 24L<br>MHA 4000 RWY 24R | MAX 230 KT<br>MHA 3000 |

| STAR            | RWY          | ROUTING  |
|-----------------|--------------|--|
| <b>OSGAL 3M</b> | <b>06L/R</b> | OSGAL (K250-; FL100+) - PA405 (K250-; 4000+) - MJV (K230-; 3000+). |
| <b>OSGAL 3P</b> | <b>24L/R</b> | OSGAL (K250-; FL100+) - PA405 (K250-; 4000+) - MJV (K250-; 3000+). |

CHANGES: Reissue.

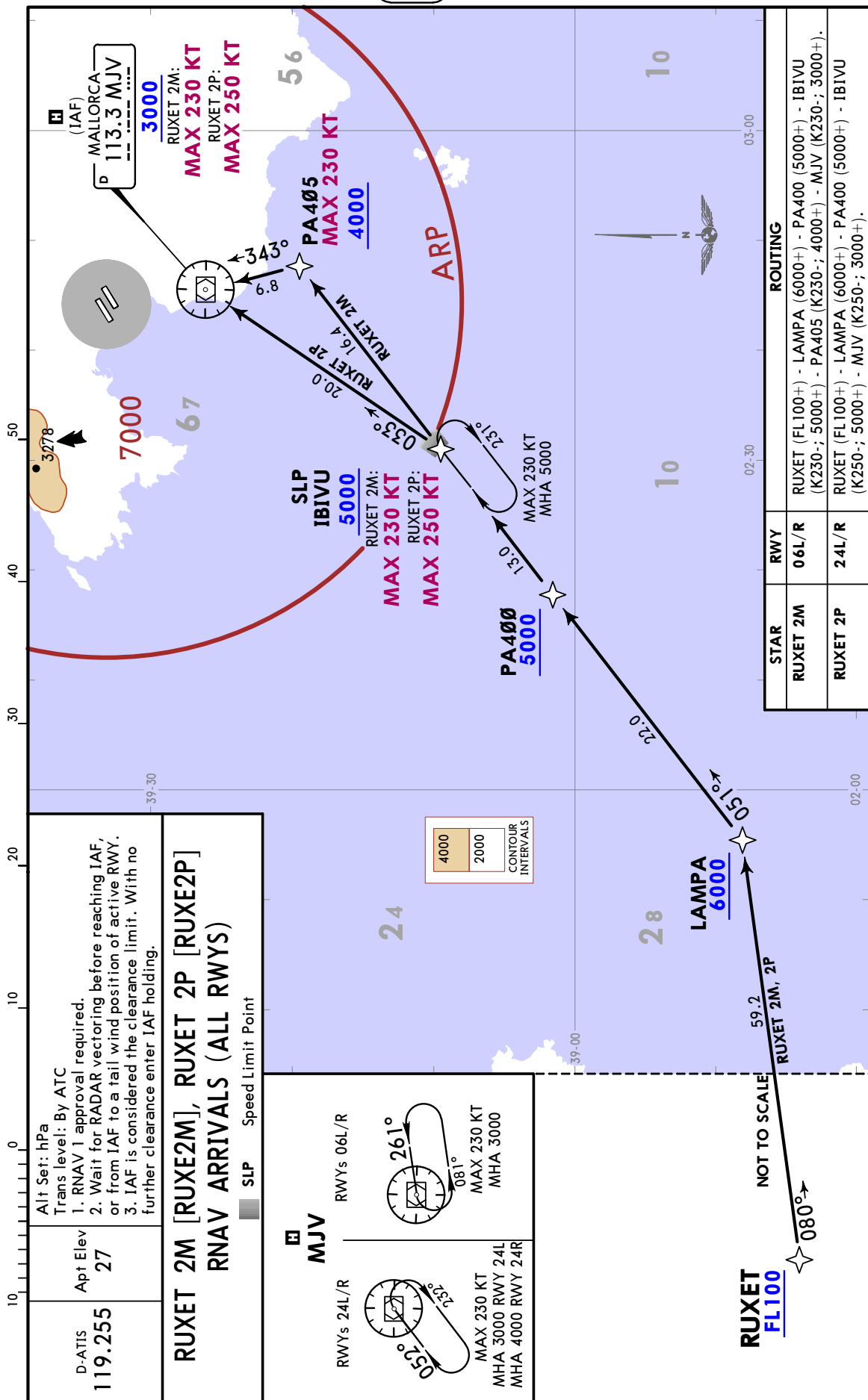
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LEPA/PMI  
PALMA DE MALLORCA

JEPPESEN 3 NOV 23 (10-2D)

PALMA DE MALLORCA, SPAIN

RNAV STAR



CHANGES: Reissue.

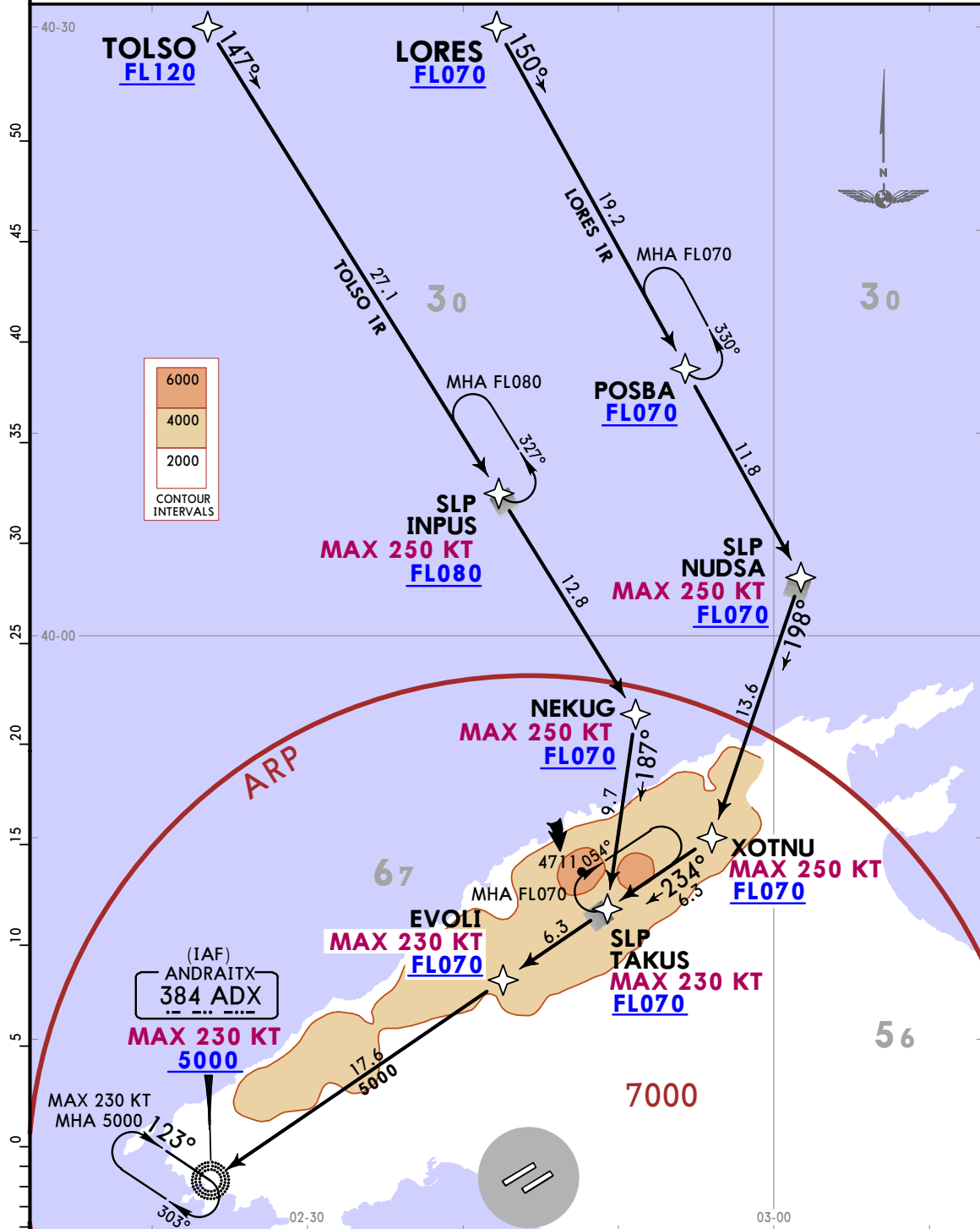
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**LEPA/PMI**  
**PALMA DE MALLORCA** 3 NOV 23 **10-2E** **JEPPESEN PALMA DE MALLORCA, SPAIN** **RNAV STAR**

|                          |                       |   |
|--------------------------|-----------------------|---|
| D-ATIS<br><b>119.255</b> | Apt Elev<br><b>27</b> | Alt Set: hPa Trans level: By ATC<br>1. RNAV 1 approval required.<br>2. Wait for RADAR vectoring before reaching IAF, or from IAF to a tail wind position of active RWY.<br>3. IAF is considered the clearance limit. With no further clearance enter IAF holding. |
|--------------------------|-----------------------|---|

**LORES 1R [LORE1R], TOLSO 1R [TOLS1R]**  
**RNAV ARRIVALS (RWYS 06L/R)**

■ SLP Speed Limit Point

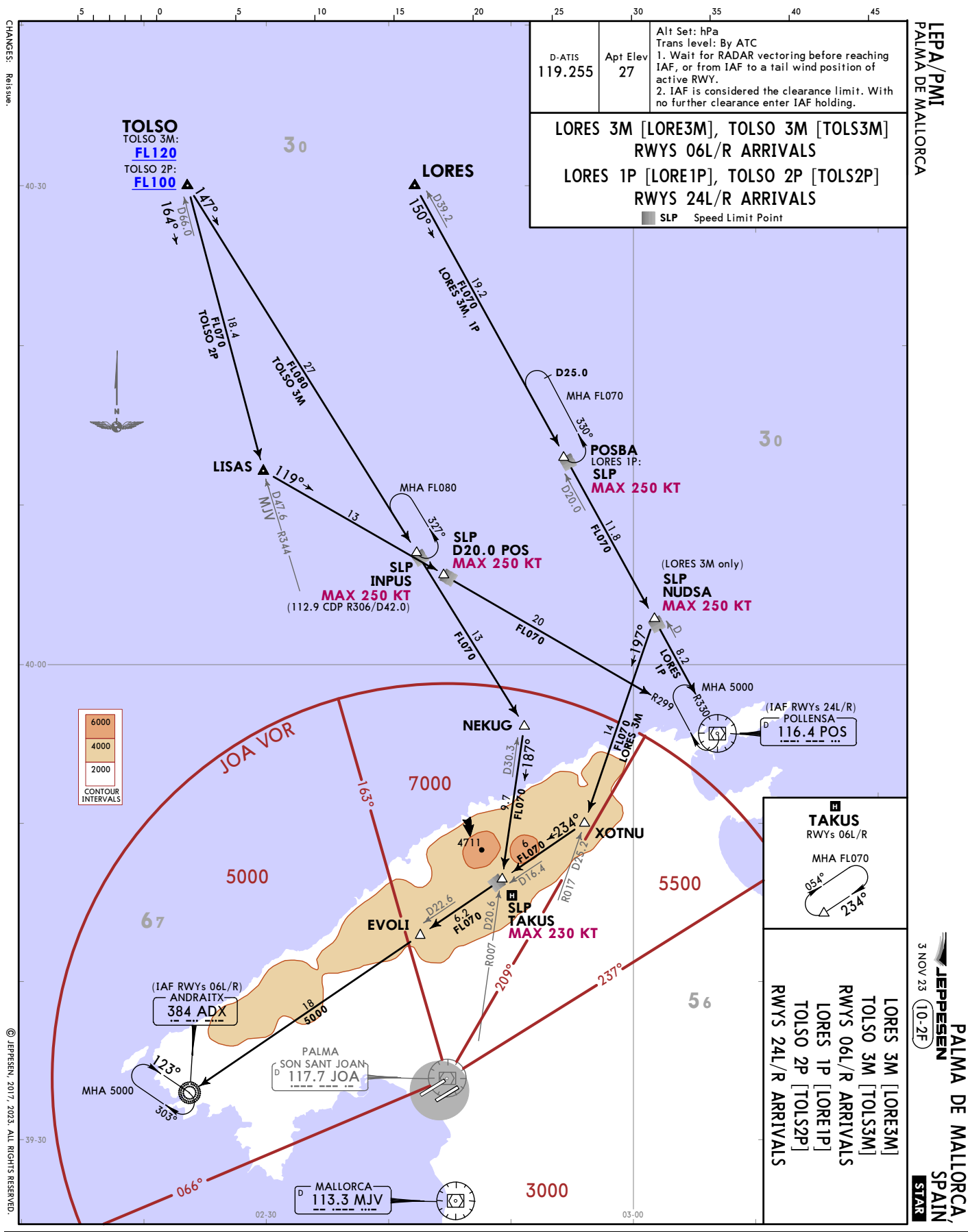


| STAR            | ROUTING   |
|-----------------|---|
| <b>LORES 1R</b> | LORES (FL070+) - POSBA (FL070+) - NUDSA (K250-; FL070+) - XOTNU (K250-; FL070+) - TAKUS (K230-; FL070+) - EVOLI (K230-; FL070+) - ADX (K230-; 5000+). |
| <b>TOLSO 1R</b> | TOLSO (FL120+) - INPUS (K250-; FL080+) - NEKUG (K250-; FL070+) - TAKUS (K230-; FL070+) - EVOLI (K230-; FL070+) - ADX (K230-; 5000+).                  |

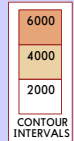
CHANGES: Reissue.

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CHANGES Reissue.



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# LEPA/PMI PALMA DE MALLORCA

# JEPPESEN PALMA DE MALLORCA, SPAIN

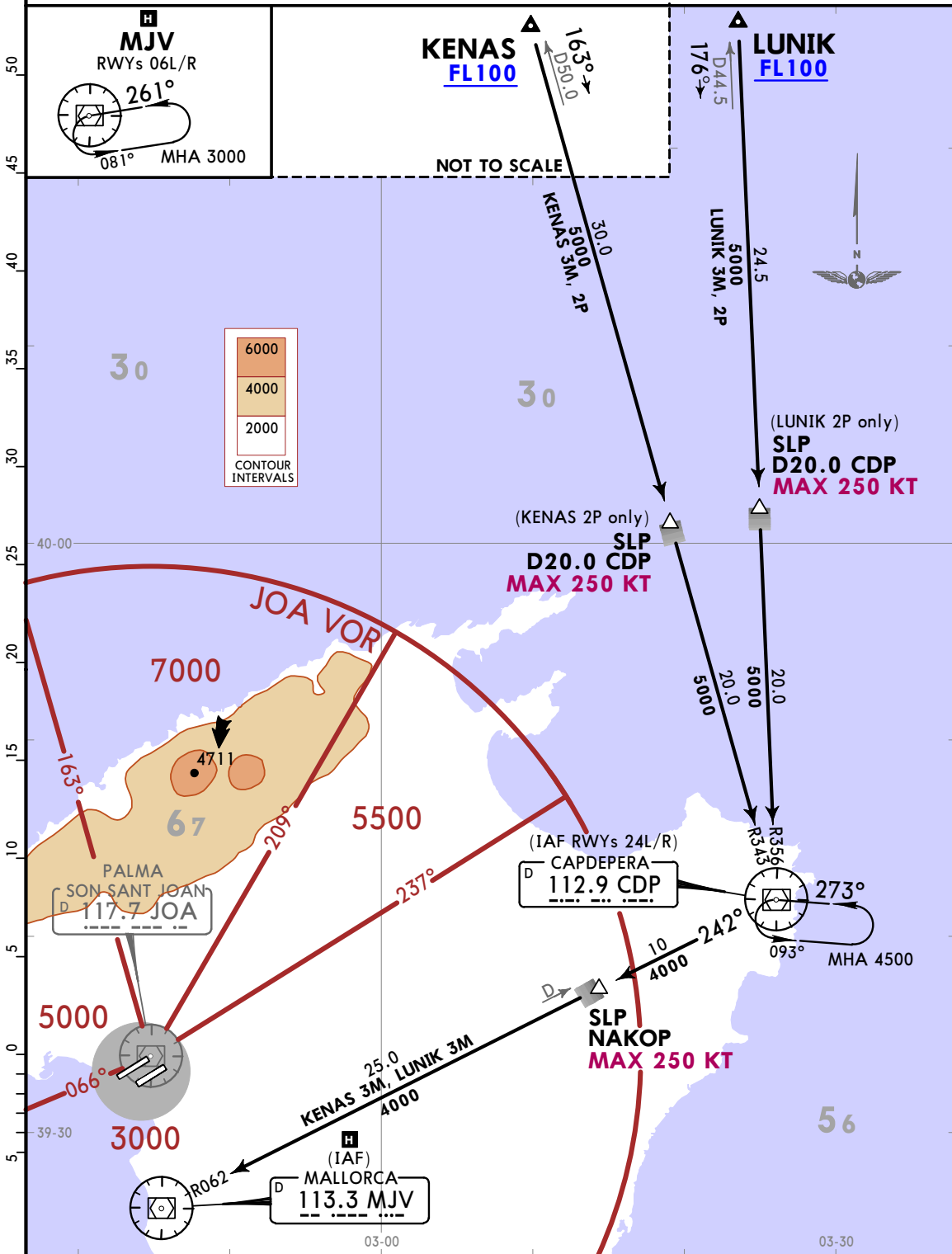
3 NOV 23 10-2G

STAR

|                   |                |   |
|-------------------|----------------|---|
| D-ATIS<br>119.255 | Apt Elev<br>27 | Alt Set: hPa Trans level: By ATC<br>1. Wait for RADAR vectoring before reaching IAF, or from IAF to a tail wind position of active RWY.<br>2. IAF is considered the clearance limit. With no further clearance enter IAF holding. |
|-------------------|----------------|---|

**KENAS 3M [KENA3M], LUNIK 3M [LUNI3M]**  
**RWYS 06L/R ARRIVALS**  
**KENAS 2P [KENA2P], LUNIK 2P [LUNI2P]**  
**RWYS 24L/R ARRIVALS**

■ SLP Speed Limit Point

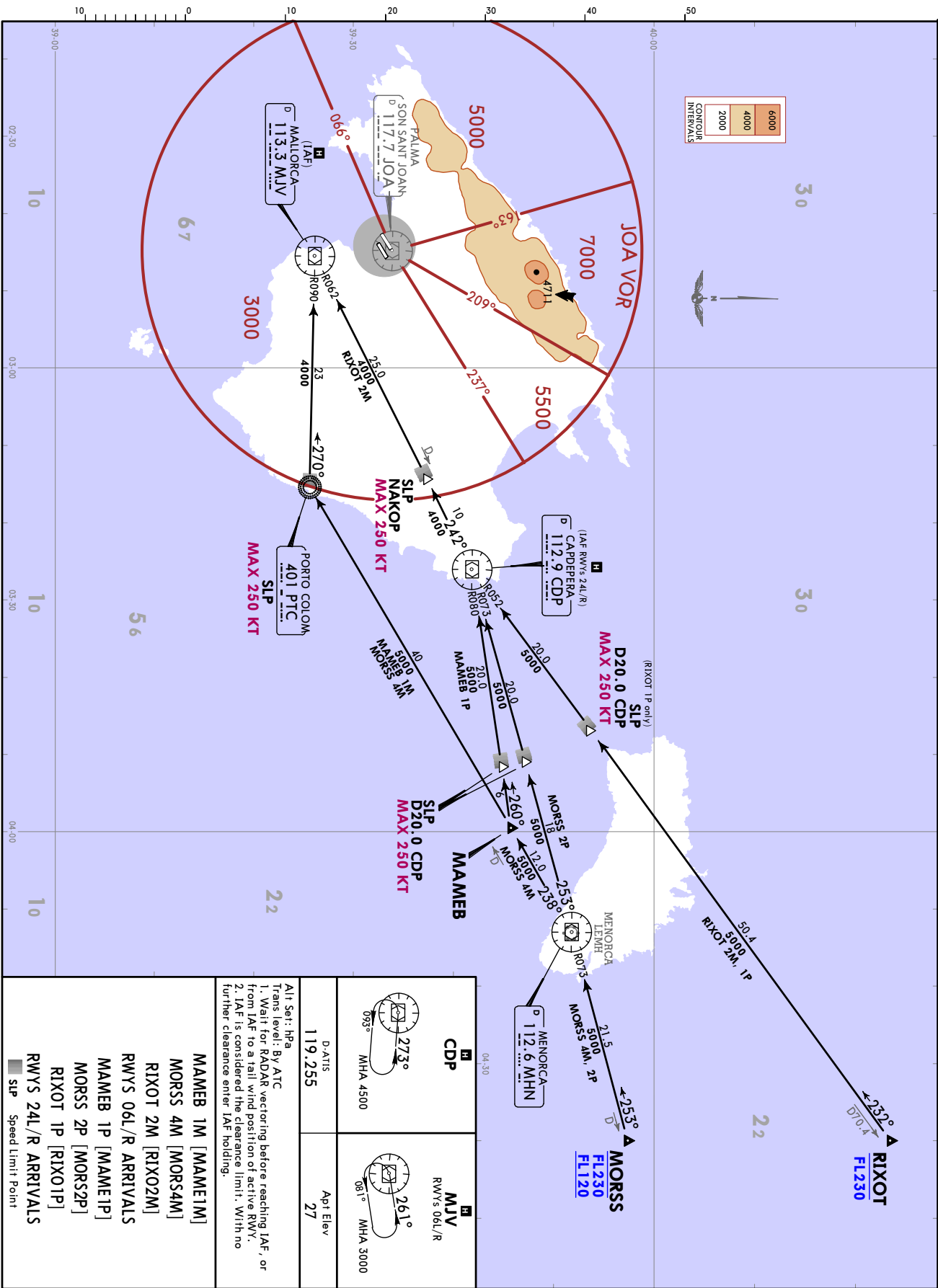


CHANGES: Reissue.

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LEPA/PMI  
PALMA DE MALLORCA

JEPPESEN  
PALMA DE MALLORCA, SPAIN  
STAR  
3 NOV 23 (10-2H)



|                                 |   |
|---------------------------------|---|
| <b>CDP</b><br>D-ATIS<br>119.255 | <b>MJV</b><br>RWY'S 06L/R<br>Apt Elev<br>27 |
|                                 |   |

All Set: hpa  
Trans Level: By ATC  
1. Wait for RADAR vectoring before reaching IAF, or from IAF to a full wind position of active RWY.  
2. IAF is considered the clearance limit. With no further clearance enter IAF holding.

**MAMEB 1M [MAME1M]**  
**MORSS 4M [MORS4M]**  
**RIXOT 2M [RIXO2M]**  
**RWYS 06L/R ARRIVALS**  
**MAMEB 1P [MAME1P]**  
**MORSS 2P [MORS2P]**  
**RIXOT 1P [RIXO1P]**  
**RWYS 24L/R ARRIVALS**

■ SLP Speed Limit Point

CHANGES: Reissue.

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# LEPA/PMI PALMA DE MALLORCA

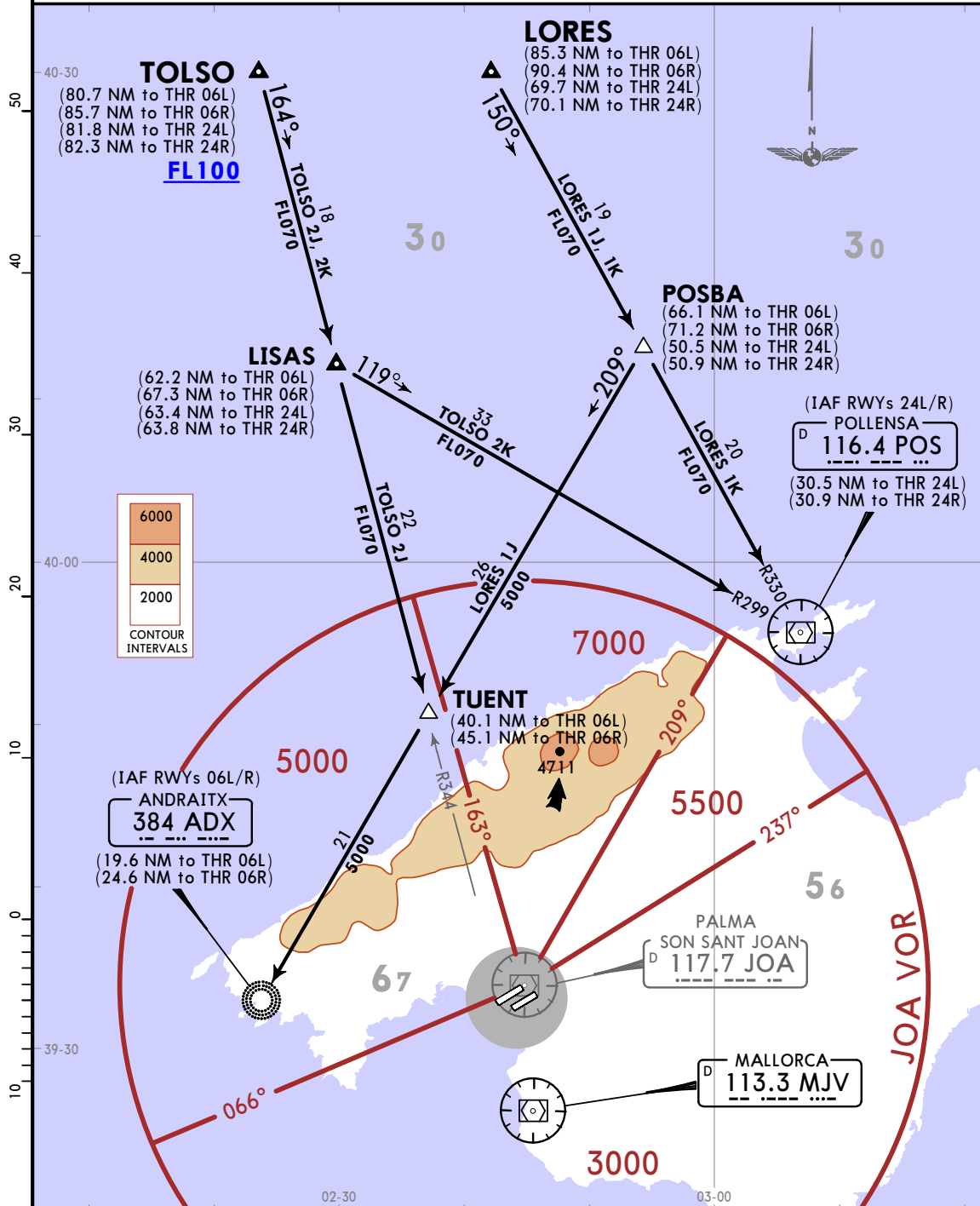
# JEPPESEN PALMA DE MALLORCA, SPAIN

3 NOV 23 (10-2J)

STAR

|                   |                |                                     |
|-------------------|----------------|-------------------------------------|
| D-ATIS<br>119.255 | Apt Elev<br>27 | Alt Set: hPa<br>Trans level: By ATC |
|-------------------|----------------|-------------------------------------|

LORES 1J [LORE1J]  
TOLSO 2J [TOLS2J]  
RWYS 06L/R CONTINUOUS DESCENT ARRIVALS (CDA)  
LORES 1K [LORE1K]  
TOLSO 2K [TOLS2K]  
RWYS 24L/R CONTINUOUS DESCENT ARRIVALS (CDA)  
BY ATC  
USABLE BETWEEN 2300-0700LT



CHANGES: None.

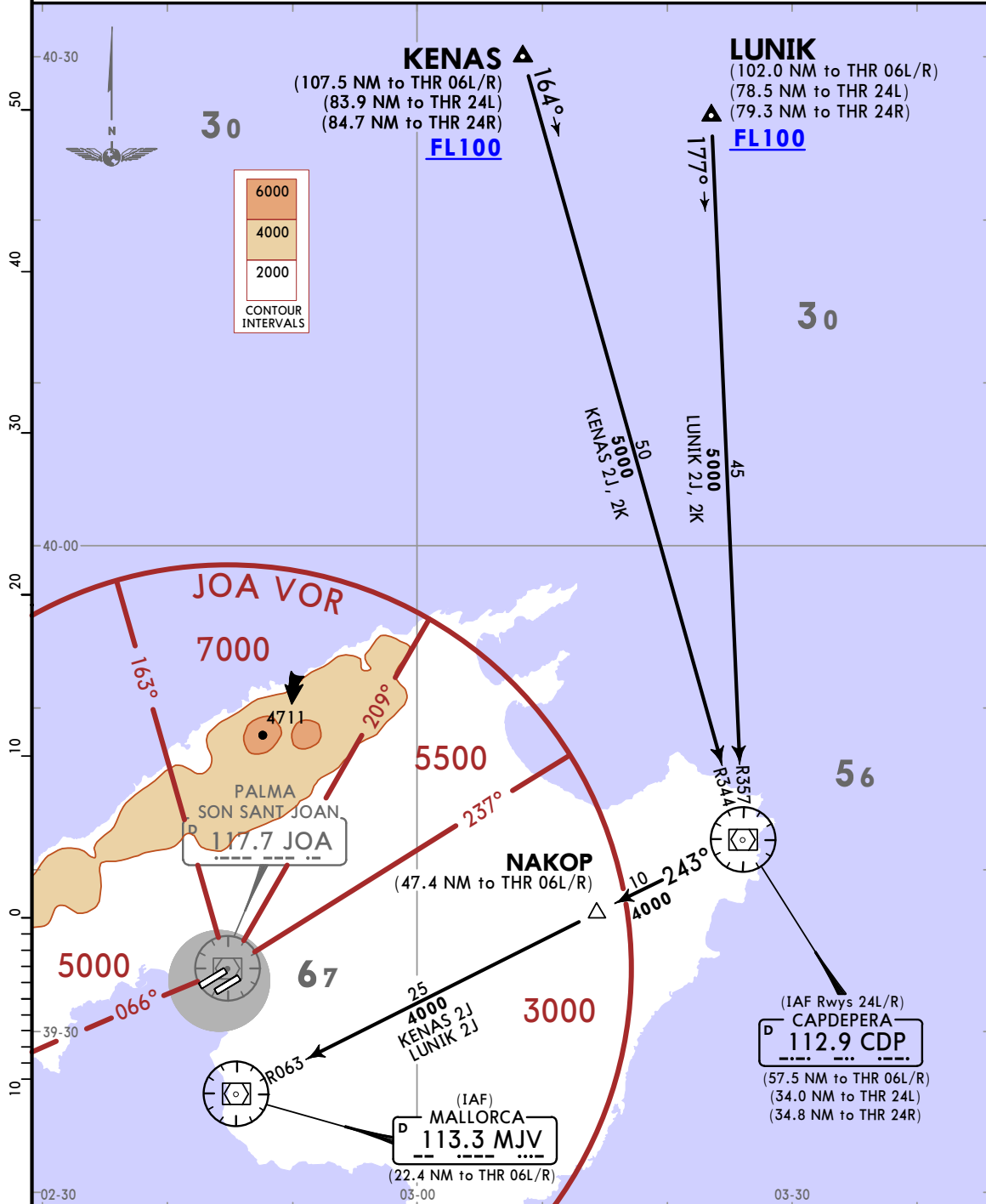
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**LEPA/PMI**  
PALMA DE MALLORCA

**JEPPESEN PALMA DE MALLORCA, SPAIN**  
22 MAR 19 **10-2K** Eff 28 Mar **STAR**

|                   |                |                                     |
|-------------------|----------------|-------------------------------------|
| D-ATIS<br>119.255 | Apt Elev<br>27 | Alt Set: hPa<br>Trans level: By ATC |
|-------------------|----------------|-------------------------------------|

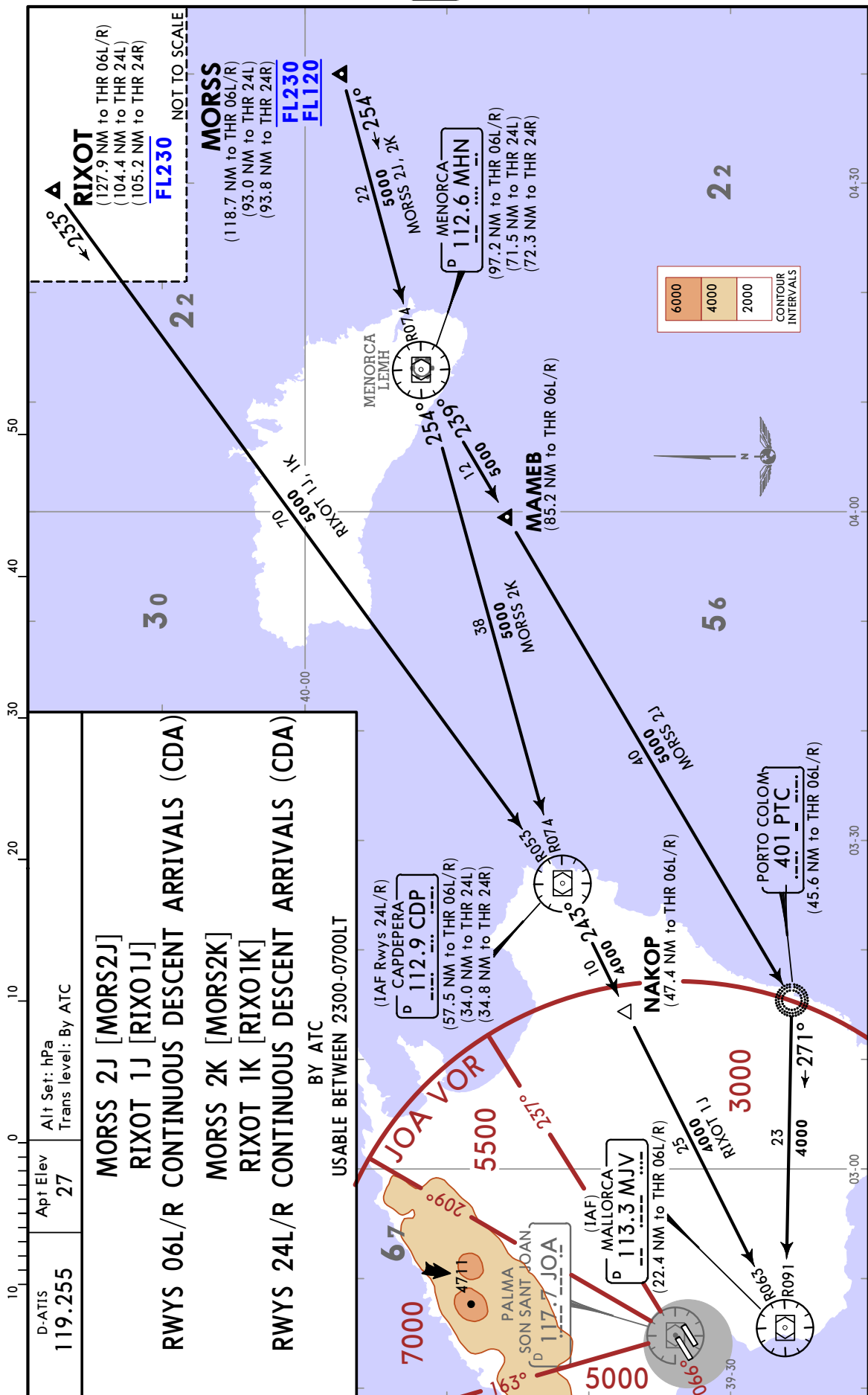
**KENAS 2J [KENA2J]**  
**LUNIK 2J [LUNI2J]**  
**RWYS 06L/R CONTINUOUS DESCENT ARRIVALS (CDA)**  
**KENAS 2K [KENA2K]**  
**LUNIK 2K [LUNI2K]**  
**RWYS 24L/R CONTINUOUS DESCENT ARRIVALS (CDA)**  
**BY ATC**  
**USABLE BETWEEN 2300-0700LT**



CHANGES: STARs renumbered; crossings at KENAS & LUNIK established. © JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

**LEPA/PMI**  
PALMA DE MALLORCA

**JEPPESEN PALMA DE MALLORCA, SPAIN**  
22 MAR 19 **10-2L** Eff 28 Mar **STAR**



CHANGES: MORSS STARS renumbered; crossing at MORSS.

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**LEPA/PMI**  
**PALMA DE MALLORCA**

**JEPPESEN PALMA DE MALLORCA, SPAIN**

12 MAR 21 **10-2M** Eff 25 Mar

**STAR**

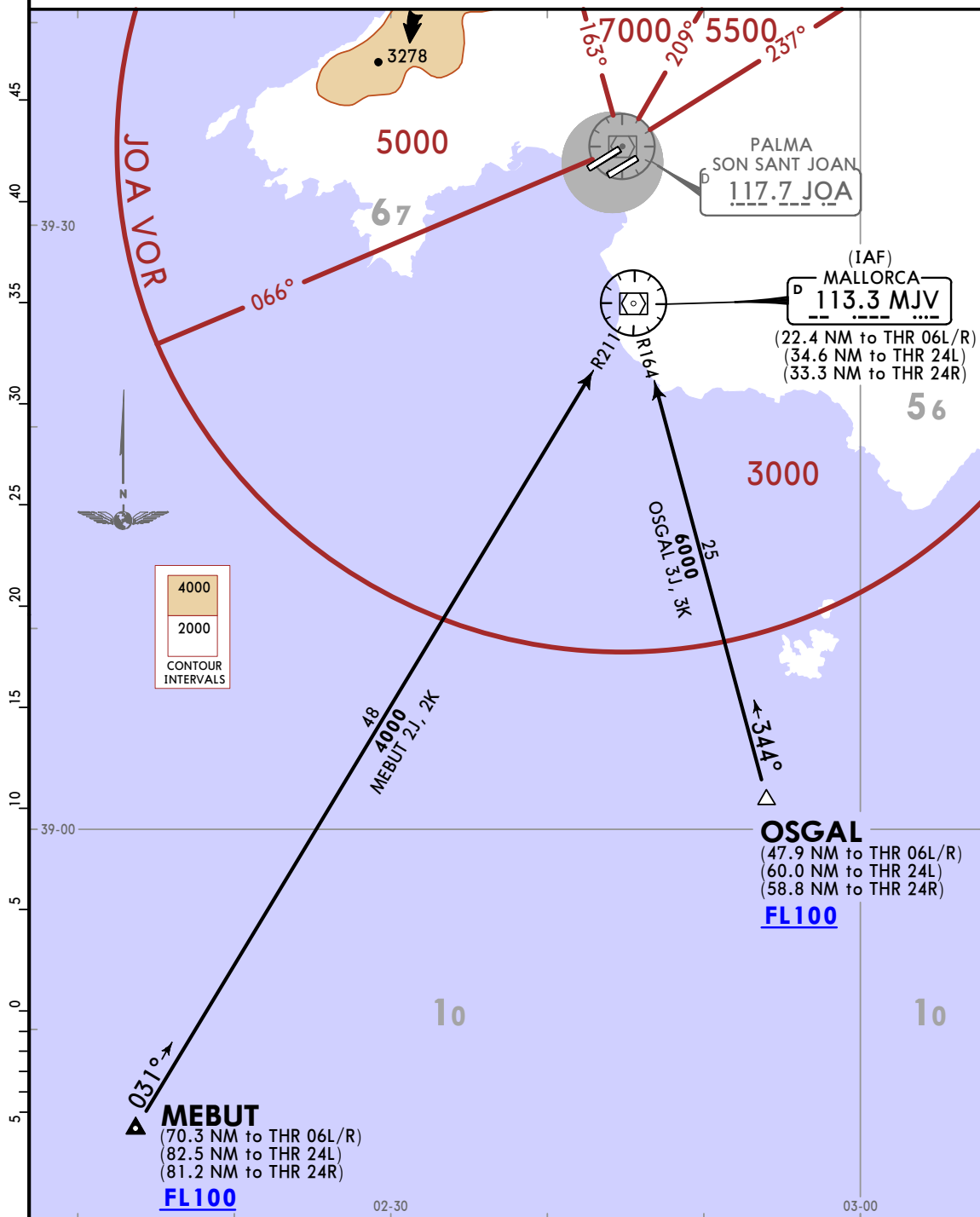
D-ATIS  
**119.255**

Apt Elev  
**27**

Alt Set: hPa  
Trans level: By ATC

**MEBUT 2J [MEBU2J]**  
**OSGAL 3J [OSGA3J]**  
**RWYS 06L/R CONTINUOUS DESCENT ARRIVALS (CDA)**  
**MEBUT 2K [MEBU2K]**  
**OSGAL 3K [OSGA3K]**  
**RWYS 24L/R CONTINUOUS DESCENT ARRIVALS (CDA)**

BY ATC  
USABLE BETWEEN 2300-0700LT



CHANGES: OSGAL CDAs renumbered.

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LEPA/PMI  
PALMA DE MALLORCA

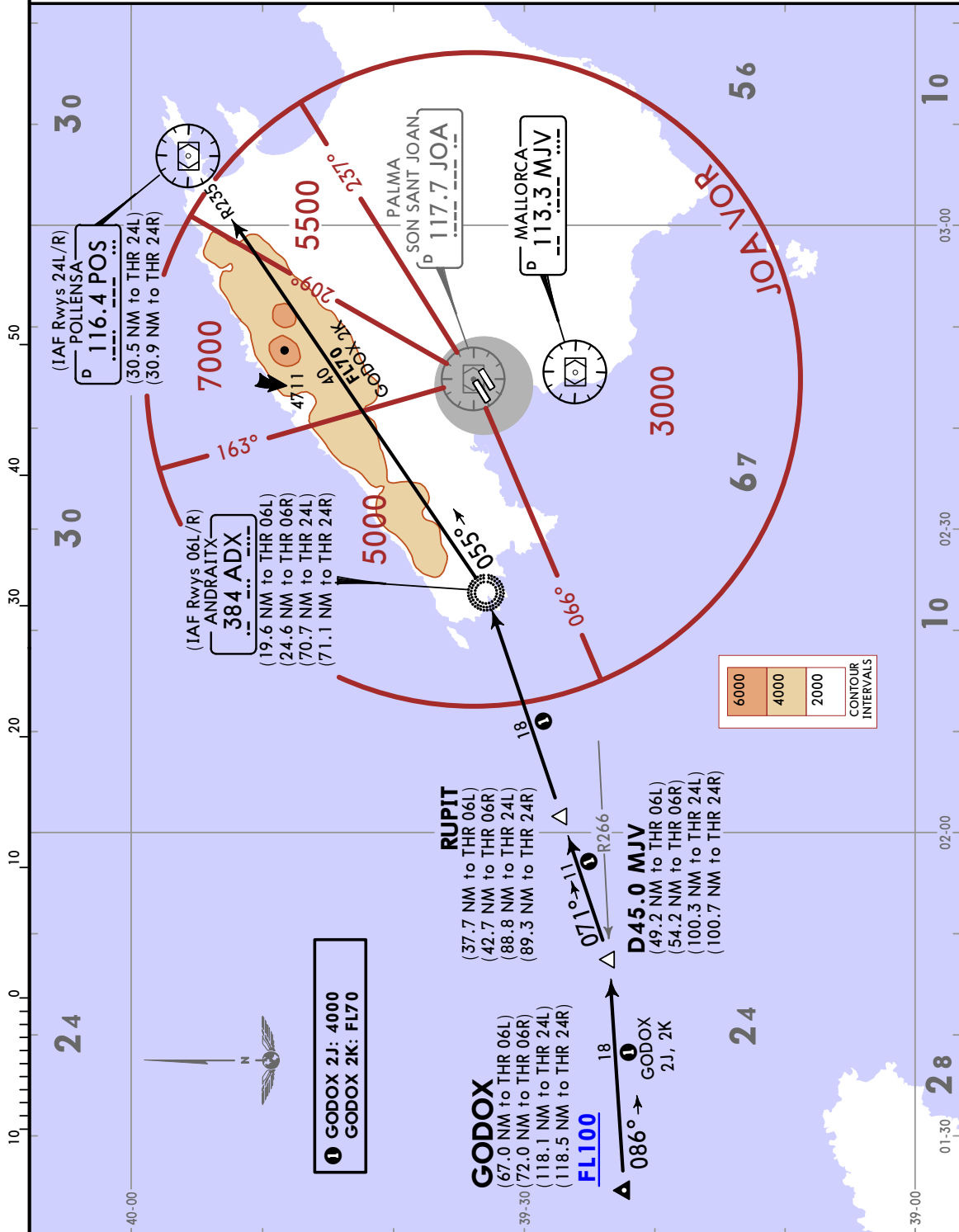
JEPPESEN PALMA DE MALLORCA, SPAIN  
12 MAR 21 10-2N Eff 25 Mar STAR

|                   |                |                                     |
|-------------------|----------------|-------------------------------------|
| D-ATIS<br>119.255 | Apt Elev<br>27 | Alt Set: hPa<br>Trans level: By ATC |
|-------------------|----------------|-------------------------------------|

**GODOX 2J [GODO2J]**  
RWYS 06L/R CONTINUOUS DESCENT ARRIVAL (CDA)

**GODOX 2K [GODO2K]**  
RWYS 24L/R CONTINUOUS DESCENT ARRIVAL (CDA)

BY ATC  
USABLE BETWEEN 2300-0700LT

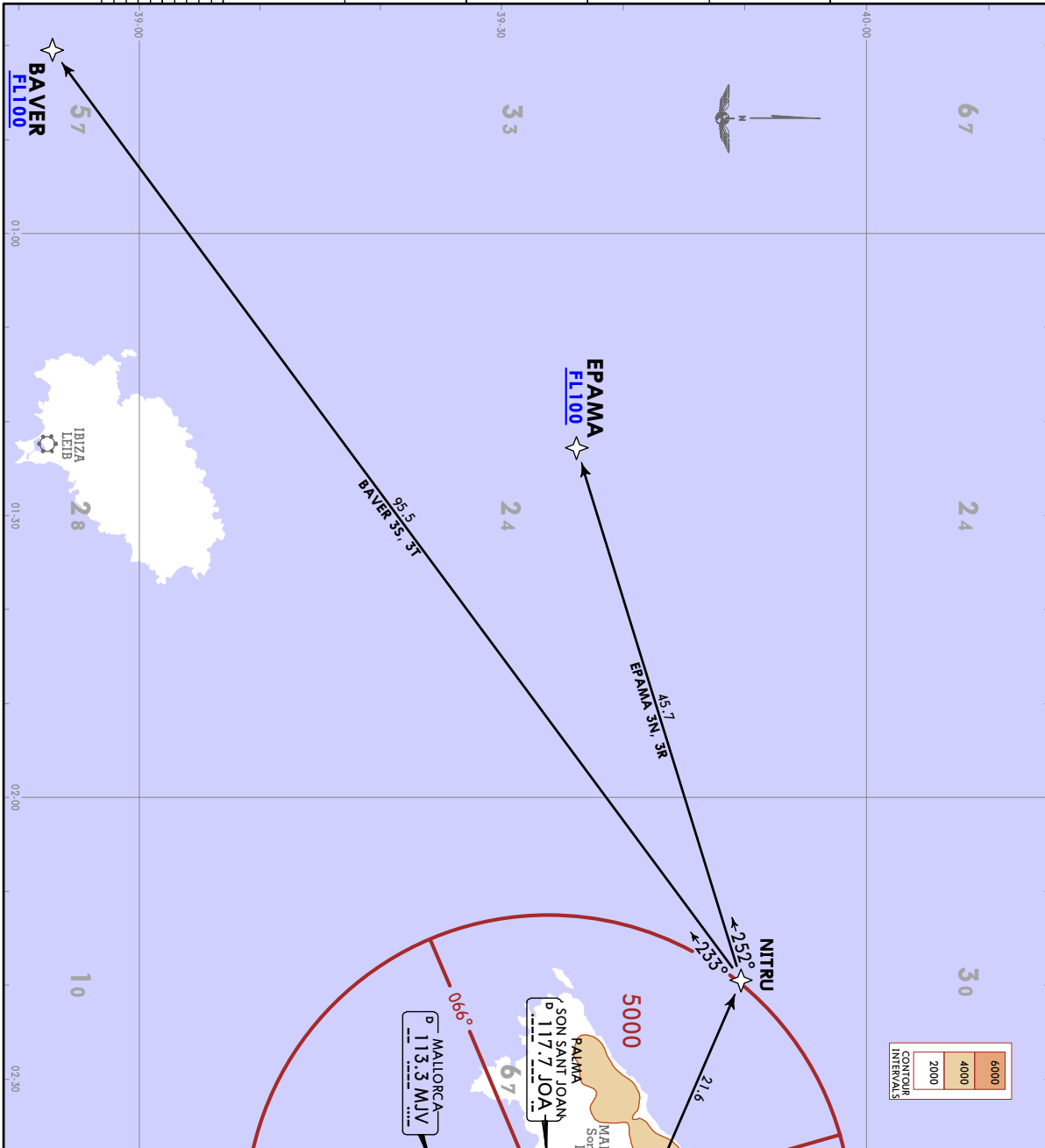


CHANGES: None.

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**LEPA/PMI**  
**PALMA DE MALLORCA**

- Trans alt: 6000
1. RNAVI approval required.
  2. DME/DME required.
  3. SIDs are also noise abatement procedures (refer to 10-4).
  4. The RNAV procedure will start once the initial conventional climbing has been finished at PETAM.



**BAVER 35 [BAVE35]**  
**BAVER 3T [BAVE3T]**  
**EPAMA 3N [EPAM3N]**  
**EPAMA 3R [EPAM3R]**  
**RNAV DEPARTURES (RWYS 06L/R)**  
**SPEED: MAX 250 KT AT**  
**OR BELOW FL100**

These SIDs require minimum climb gradients of

|   |   |
|---|---|
| <b>BAVER 35, EPAMA 3N:</b> 6.0% up to 4000. | <b>BAVER 3T, EPAMA 3R:</b> 6.5% up to 4000. |
| Grnd speed-KT                               | 75 100 150 200 250 300                      |
| 6.0% V/V (fpm)                              | 456 608 911 1215 1519 1823                  |
| 6.5% V/V (fpm)                              | 494 658 987 1316 1646 1975                  |

Initial ATC clearance: Maintain 6000 except ATC clearance

| SID      | RWY | INITIAL CLIMB/ROUTING   |
|----------|-----|---|
| BAVER 35 | 06L | Climb on runway heading, Intercept JOA R062 to D8.0 JOA, turn LEFT, along D15.0 MSLV Arc to PETAM - NITRU - BAVER (FL100+). |
| BAVER 3T | 06R | Climb on runway heading to D8.0 JOA, turn LEFT, along D15.0 MSLV Arc to PETAM - NITRU - BAVER (FL100+).                     |
| EPAMA 3N | 06L | Climb on runway heading, Intercept JOA R062 to D8.0 JOA, turn LEFT, along D15.0 MSLV Arc to PETAM - NITRU - EPAMA (FL100+). |
| EPAMA 3R | 06R | Climb on runway heading to D8.0 JOA, turn LEFT, along D15.0 MSLV Arc to PETAM - NITRU - EPAMA (FL100+).                     |

CHANGES: Track update.

# LEPA/PMI

PALMA DE MALLORCA

# JEPPESEN PALMA DE MALLORCA, SPAIN

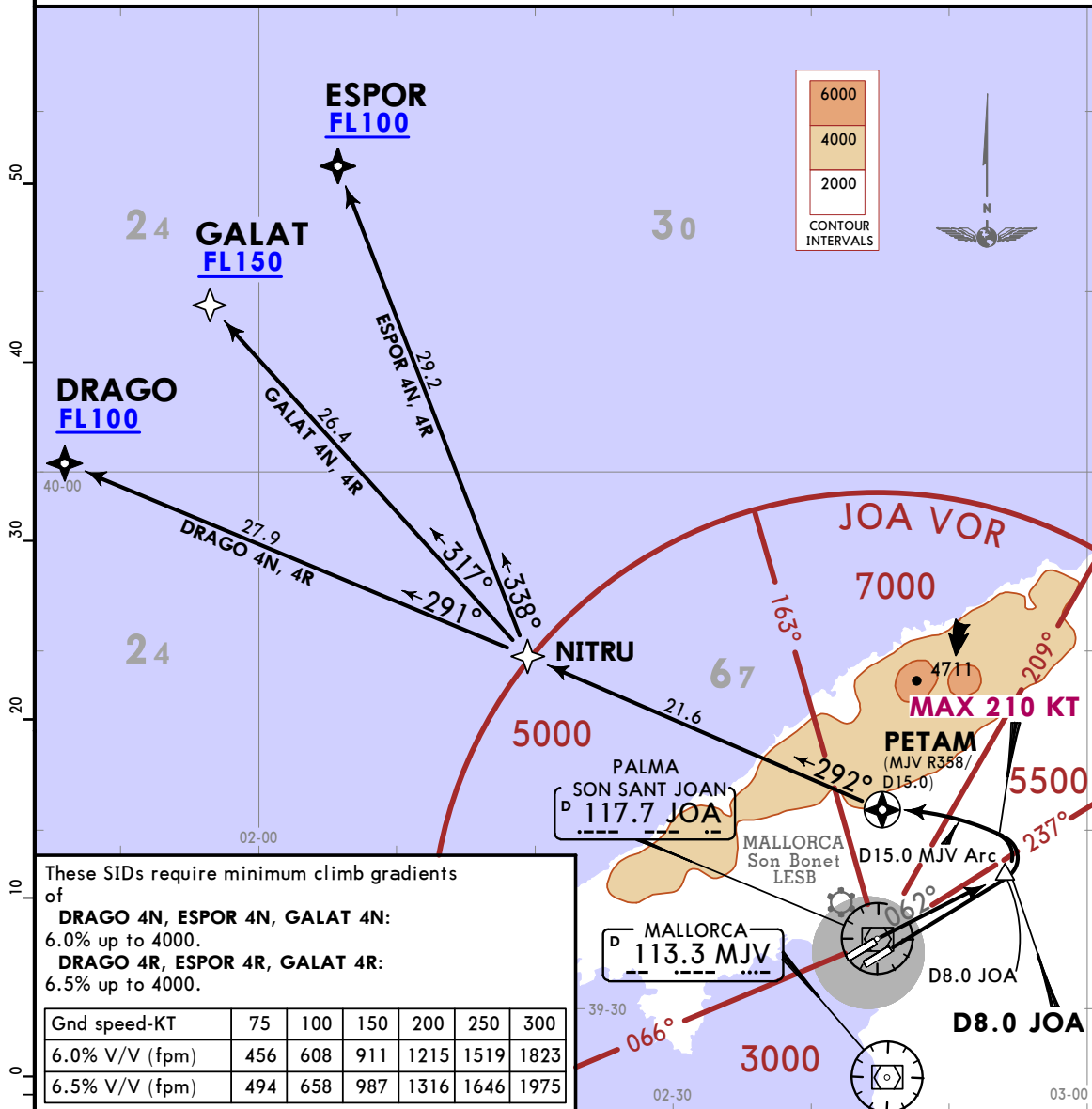
26 AUG 22 **10-3A** Eff 8 Sep

**RNAV SID**

Apt Elev 27  
 Trans alt: 6000  
 1. RNAV1 approval required. 2. DME/DME required.  
 3. SIDs are also noise abatement procedures (refer to 10-4).  
 4. The RNAV procedure will start once the initial conventional climbing has been finished at PETAM.

**DRAGO 4N [DRAG4N], DRAGO 4R [DRAG4R]  
 ESPOR 4N [ESPO4N], ESPOR 4R [ESPO4R]  
 GALAT 4N [GALA4N], GALAT 4R [GALA4R]  
 RNAV DEPARTURES (RWYS 06L/R)**

**SPEED: MAX 250 KT AT OR BELOW FL100**



These SIDs require minimum climb gradients of

**DRAGO 4N, ESPOR 4N, GALAT 4N:**  
 6.0% up to 4000.  
**DRAGO 4R, ESPOR 4R, GALAT 4R:**  
 6.5% up to 4000.

|                |     |     |     |      |      |      |
|----------------|-----|-----|-----|------|------|------|
| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
| 6.0% V/V (fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |
| 6.5% V/V (fpm) | 494 | 658 | 987 | 1316 | 1646 | 1975 |

Initial ATC clearance: Maintain **6000** except ATC clearance

| SID                            | RWY | INITIAL CLIMB   |
|--------------------------------|-----|---|
| DRAGO 4N, ESPOR 4N<br>GALAT 4N | 06L | Climb on runway heading, intercept JOA R062 to D8.0 JOA, turn LEFT, along D15.0 MJV Arc to PETAM. |
| DRAGO 4R, ESPOR 4R<br>GALAT 4R | 06R | Climb on runway heading to D8.0 JOA, turn LEFT, along D15.0 MJV Arc to PETAM.                     |

| SID          | ROUTING                         |
|--------------|---------------------------------|
| DRAGO 4N, 4R | PETAM - NITRU - DRAGO (FL100+). |
| ESPOR 4N, 4R | PETAM - NITRU - ESPOR (FL100+). |
| GALAT 4N, 4R | PETAM - NITRU - GALAT (FL150+). |

CHANGES: Track update.

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**LEPA/PMI**  
PALMA DE MALLORCA

**PALMA DE MALLORCA, SPAIN**  
SID

5 JUN 20 10-5B Eff 18 Jun

Apt Elev 27  
Trans alt: 6000  
1. SIDs are also noise abatement procedures (refer to 10-4).  
2. EXPECT close-in obstacles.

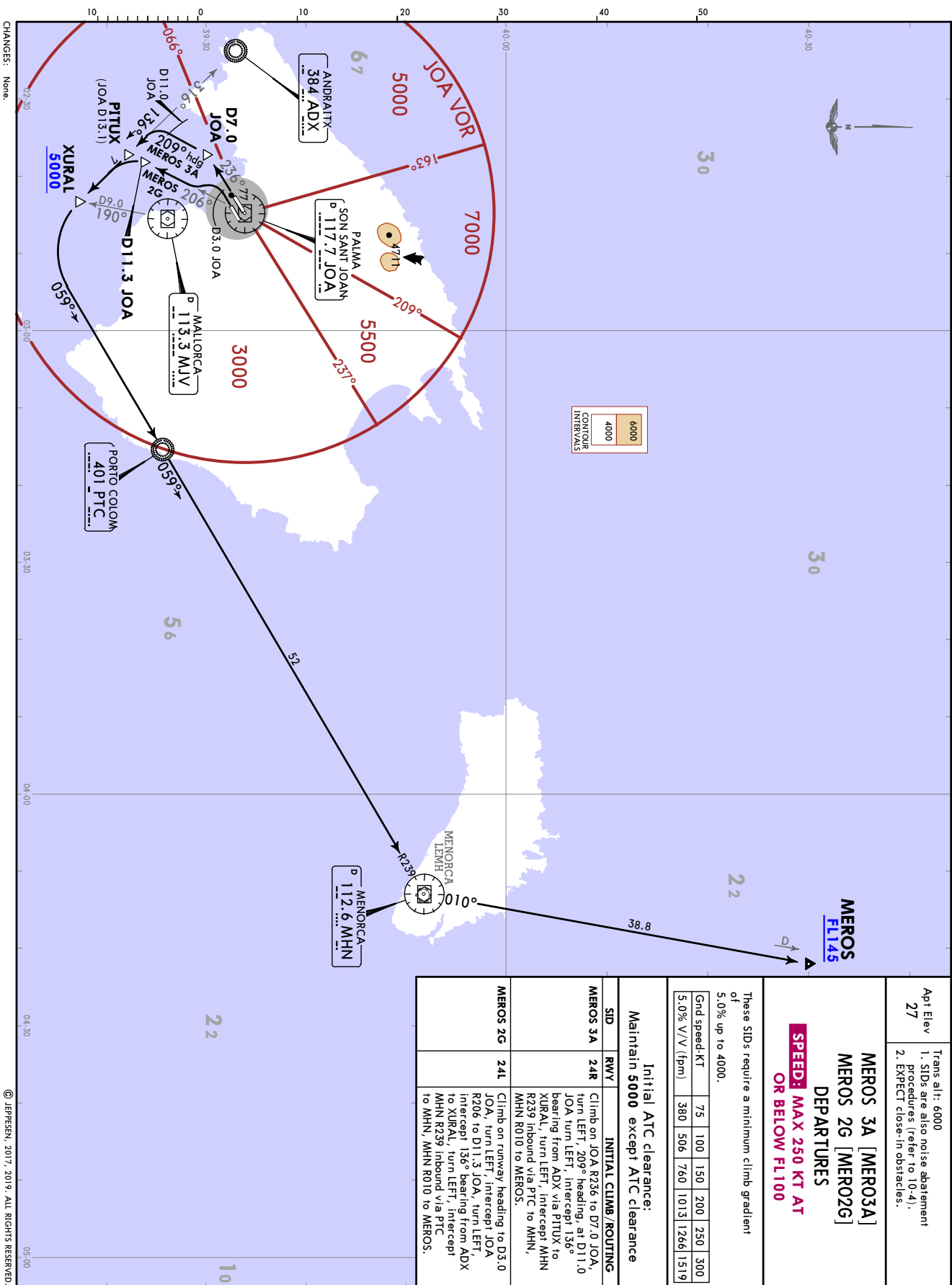
**MEROS 3A [MERO3A]**  
**MEROS 2G [MERO2G]**  
**DEPARTURES**  
**SPEED: MAX 250 KT AT OR BELOW FL100**

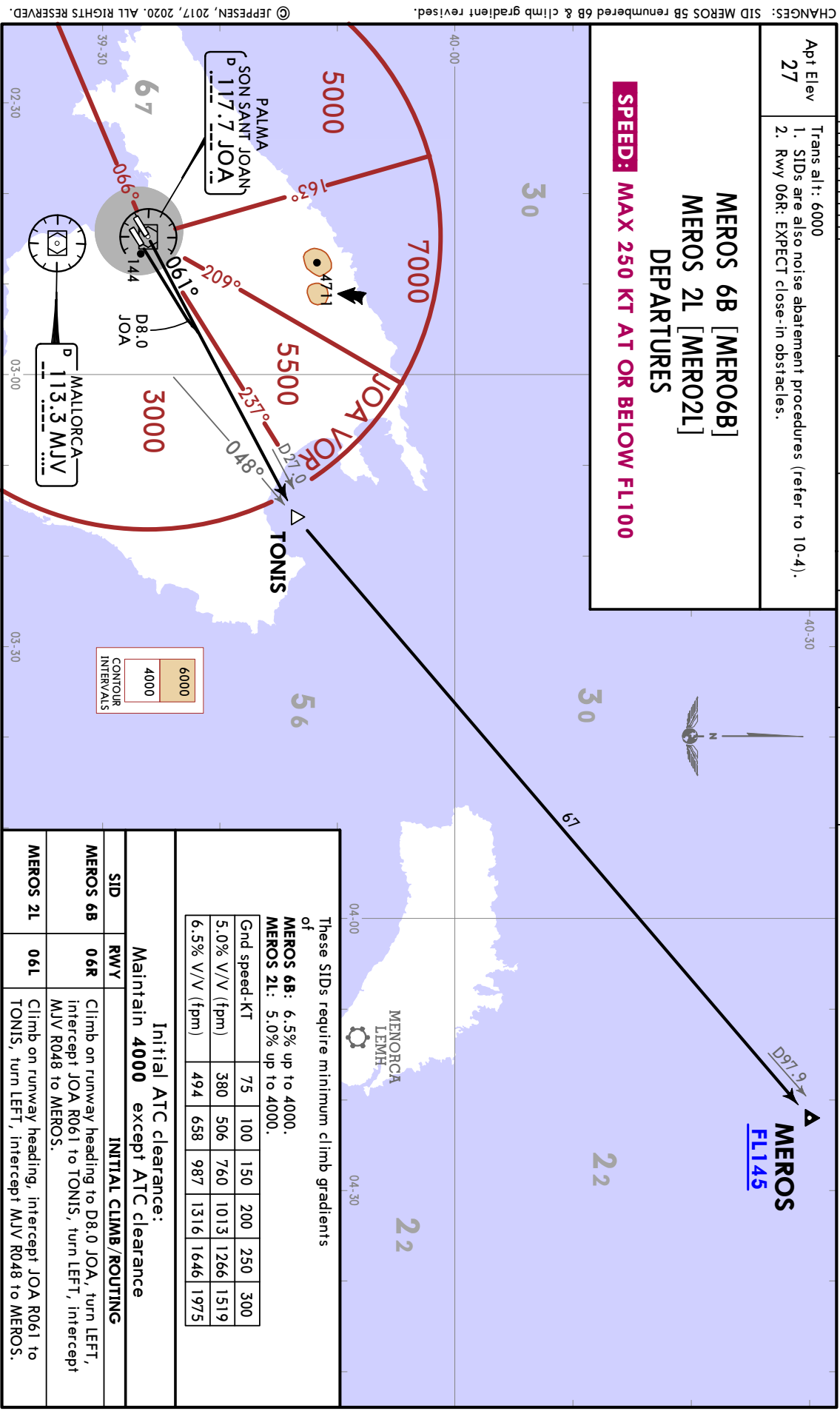
These SIDs require a minimum climb gradient of 5.0% up to 4000.

|                |     |     |     |      |      |      |
|----------------|-----|-----|-----|------|------|------|
| Grnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
| 5.0% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |

Initial ATC clearance:  
Maintain 5000 except ATC clearance

| SID      | RWY | INITIAL CLIMB/ROUTING  |
|----------|-----|--|
| MEROS 3A | 24R | Climb on JOA R236 to D7.0 JOA, turn LEFT, 209° heading, at D11.0 JOA turn LEFT, intercept 136° bearing from ADX via PITUX to XURAL, turn LEFT, intercept MHN R239 inbound via PTC to MHN, MHN R010 to MEROS.   |
| MEROS 2G | 24L | Climb on runway heading to D3.0 JOA, turn LEFT, intercept JOA R206 to D11.3 JOA, turn LEFT, intercept 136° bearing from ADX to XURAL, turn LEFT, intercept MHN R239 inbound via PTC to MHN, MHN R010 to MEROS. |





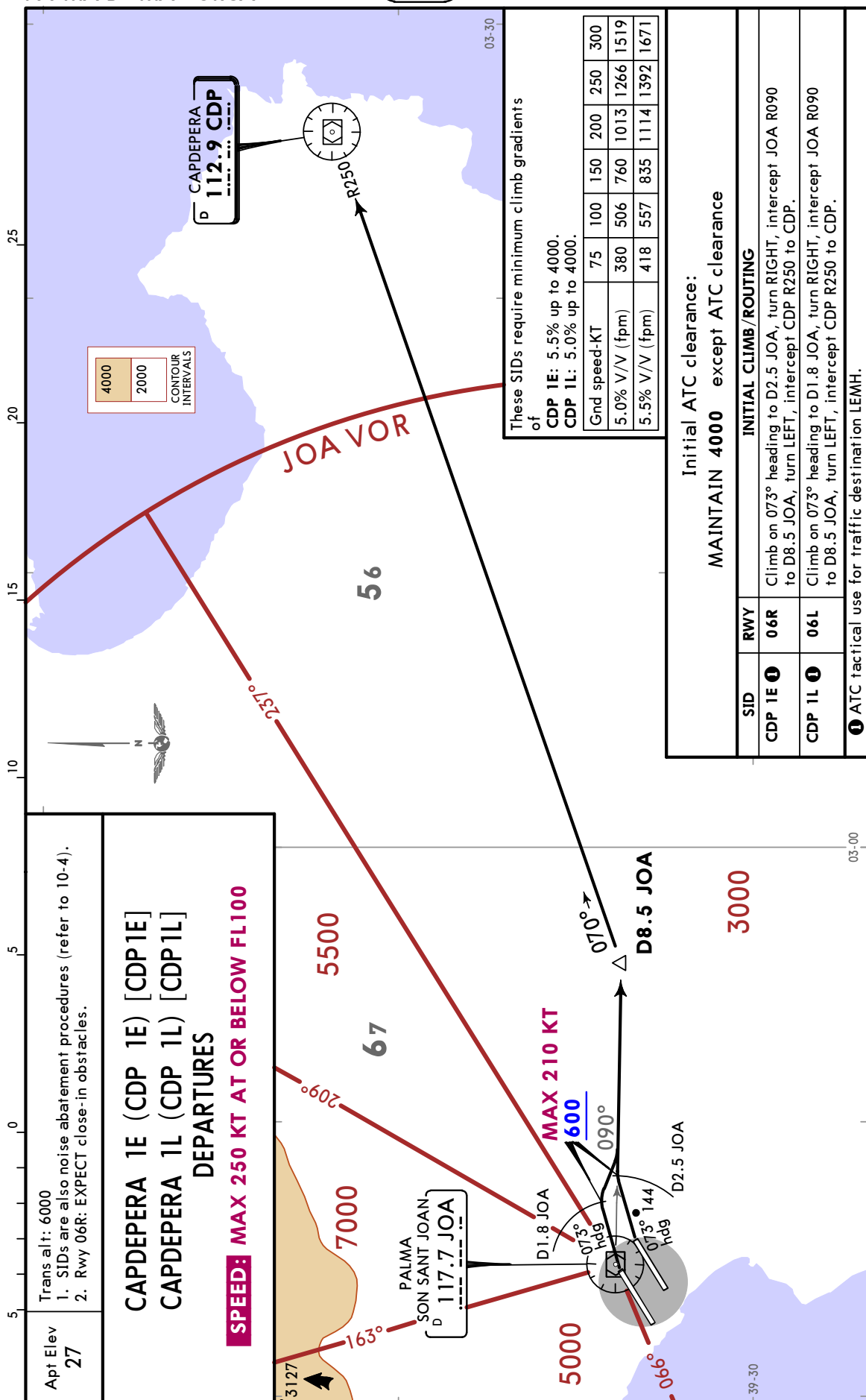
CHANGES: SID MEROS 5B renumbered 6B & climb gradient revised. © JEPPesen, 2017, 2020. ALL RIGHTS RESERVED.

LEPA/PMI  
PALMA DE MALLORCA

JEPPESEN  
16 JUN 17 (10-3C1) Eff 22 Jun

PALMA DE MALLORCA, SPAIN

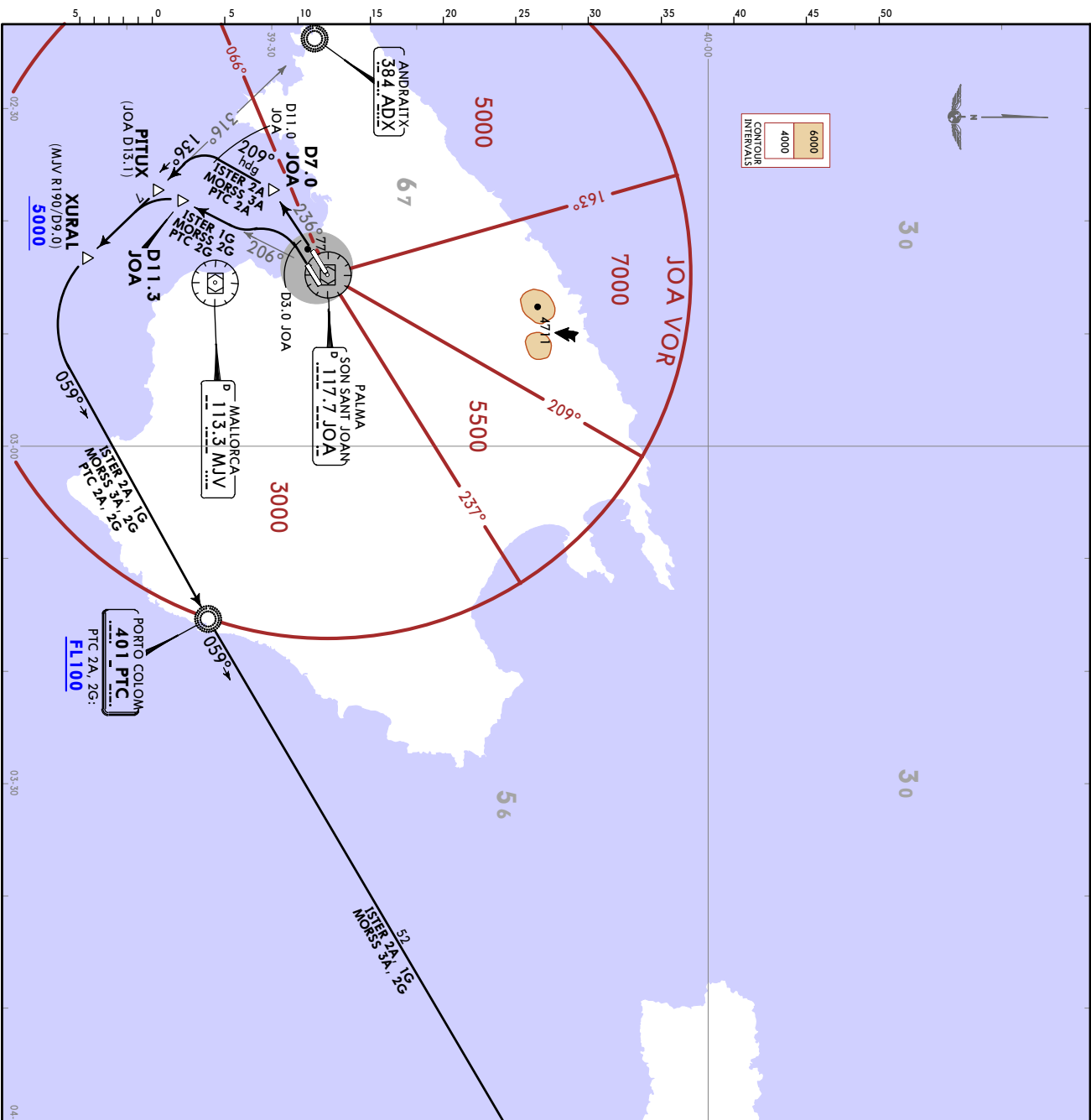
SID



CHANGES: New procedures at this airport.

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**LEPA/PMI**  
**PALMA DE MALLORCA**

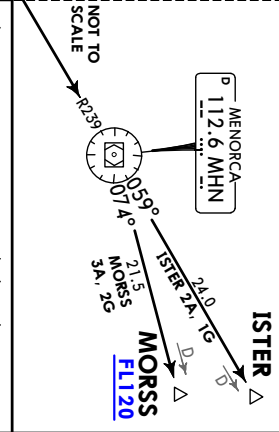


**PALMA DE MALLORCA, SPAIN**  
**JEPPesen**  
5 JUN 20 (10-3D) EFF 18 JUN

Apt Elev 27  
Trans alt: 6000  
1. SIDs are also noise abatement procedures (refer to 10-4).  
2. EXPECT close-in obstacles.

**DEPARTURES**  
**SPEED: MAX 250 KT AT OR BELOW FL100**

**ISTER** ▽  
ISTER 2A [ISTE2A]  
ISTER 1G [ISTE1G]  
MORSS 3A [MORSS3A]  
MORSS 2G [MORSS2G]  
PORTO COLOM 2A (PTC 2A) [PTC2A]  
PORTO COLOM 2G (PTC 2G) [PTC2G]



Initial ATC clearance: MAINTAIN 5000 except ATC clearance

| Grd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
|----------------|-----|-----|-----|------|------|------|
| 5.0% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |

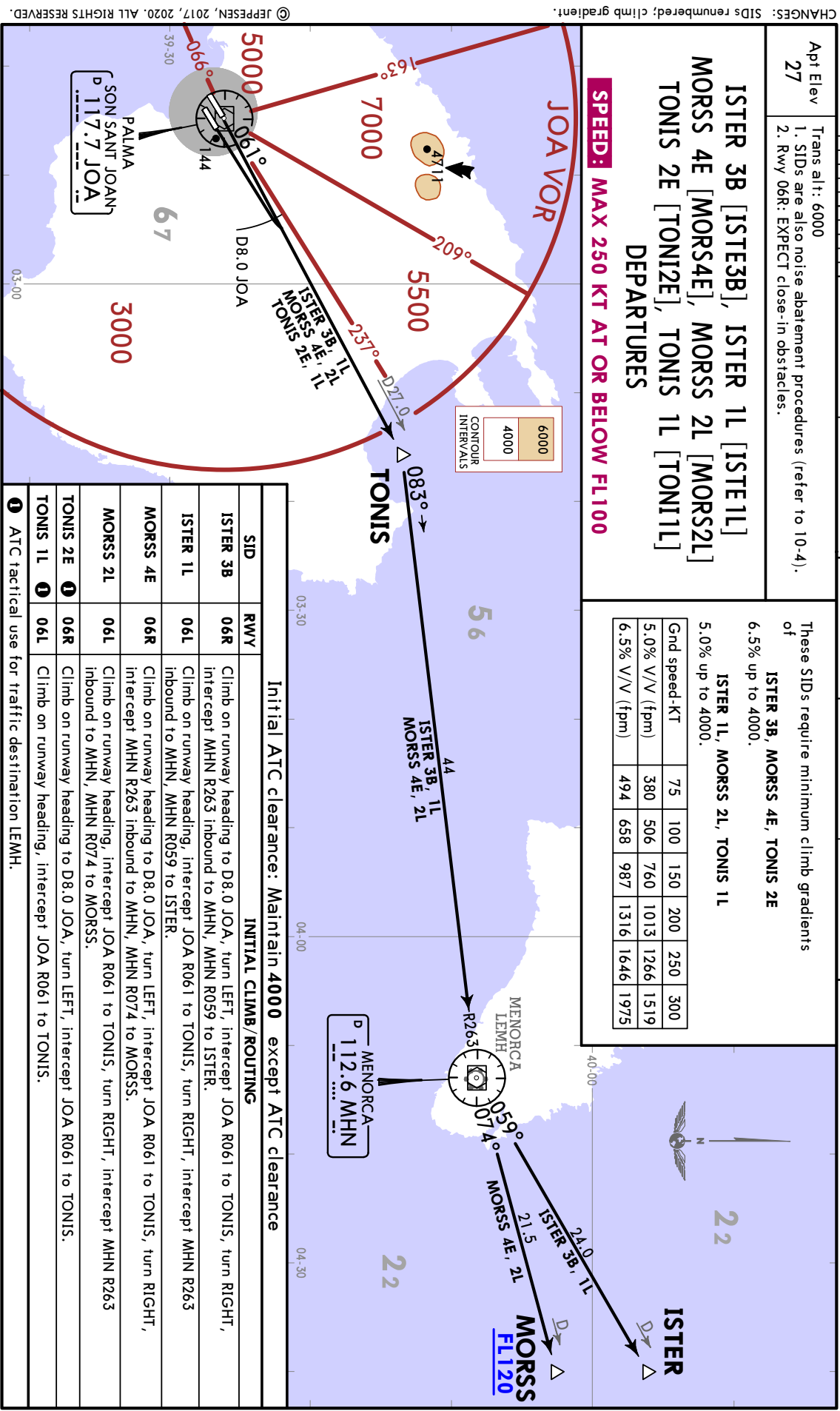
These SIDs require a minimum climb gradient of 5.0% up to 4000.

| SID                        | RWY   | INITIAL CLIMB   |
|----------------------------|---|---|
| ISTER 2A MORSS 3A PTC 2A 1 | 24R   | Climb on JOA R236 to D7.0 JOA, turn LEFT, 209° heading, at D11.0 JOA turn LEFT, intercept 136° bearing from ADX via PITUX to XURAL.   |
| ISTER 1G MORSS 2G PTC 2G 1 | 24L   | Climb on runway heading to D3.0 JOA, turn LEFT, intercept JOA R206 to D11.3 JOA, turn LEFT, intercept 136° bearing from ADX to XURAL. |
| SID ROUTING                |   |   |
| ISTER 2A, 1G               | AT XURAL turn LEFT, intercept MHN R239 inbound via PTC to MHN, MHN R059 to ISTER. |   |
| MORSS 3A, 2G               | AT XURAL turn LEFT, intercept MHN R239 inbound via PTC to MHN, MHN R074 to MORSS. |   |
| PTC 2A, 2G                 | AT XURAL turn LEFT, intercept MHN R239 inbound to PTC.                            |   |

1 ATC tactical use for traffic destination LEHM.

CHANGES: None. © JEPPesen, 2017, 2019. ALL RIGHTS RESERVED.





**LEPA/PMI**  
**PALMA DE MALLORCA**

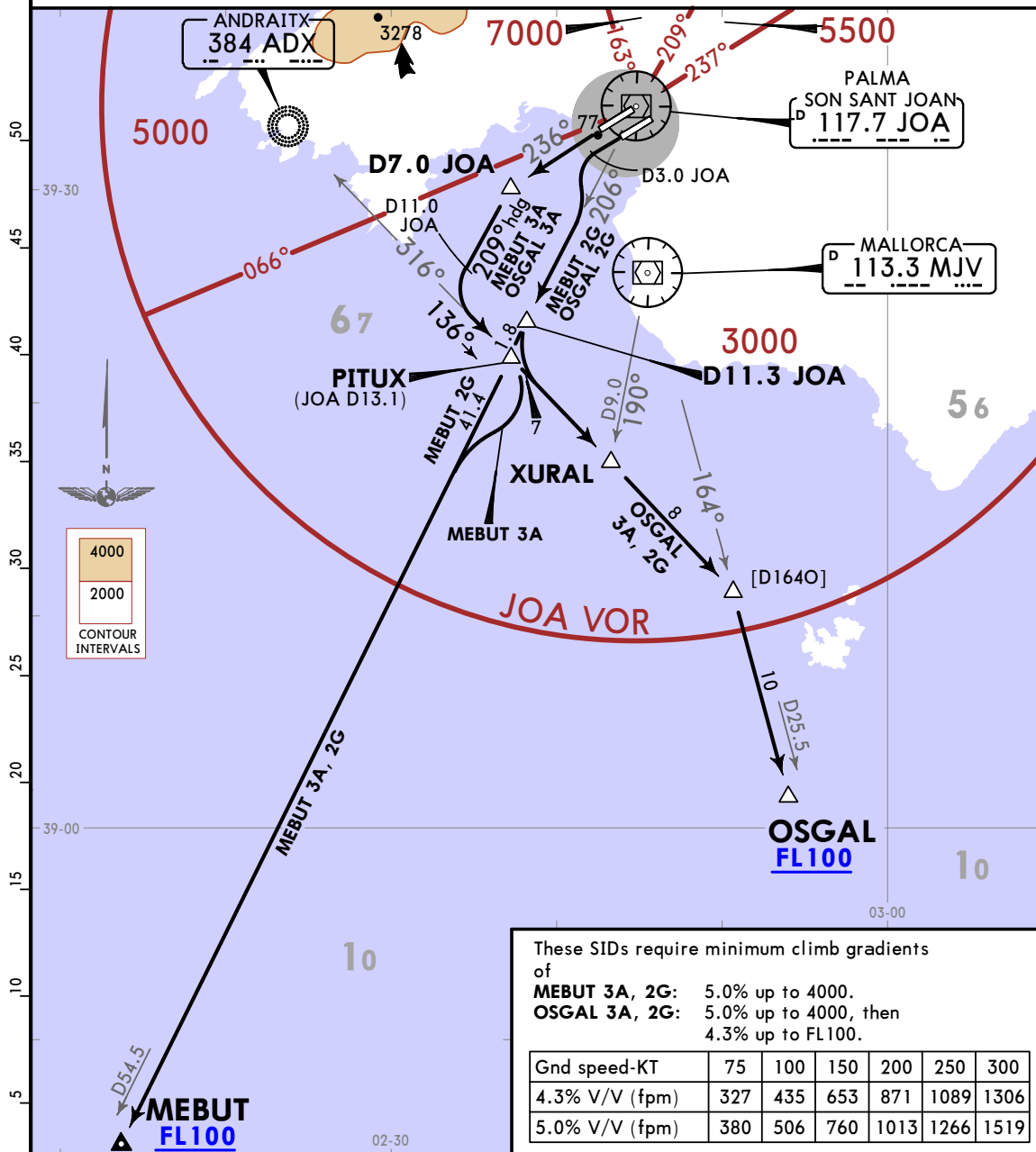
**JEPPESEN PALMA DE MALLORCA, SPAIN**  
 24 SEP 21 **(10-3F)** Eff 7 Oct **SID**

Apt Elev 27 Trans alt: 6000  
 1. SIDs are also noise abatement procedures (refer to 10-4).  
 2. EXPECT close-in obstacles.

**MEBUT 3A [MEBU3A], MEBUT 2G [MEBU2G]**  
**OSGAL 3A [OSGA3A], OSGAL 2G [OSGA2G]**

**DEPARTURES**

**SPEED: MAX 250 KT AT OR BELOW FL100**



Initial ATC clearance: MAINTAIN 4000 except ATC clearance

| SID      | RWY | INITIAL CLIMB/ROUTING   |
|----------|-----|---|
| MEBUT 3A | 24R | Climb on JOA R236 to D7.0 JOA, turn LEFT, 209° heading, at D11.0 JOA turn LEFT, intercept 136° bearing from ADX to PITUX, turn RIGHT, intercept JOA R206 to MEBUT.  |
| MEBUT 2G | 24L | Climb on runway heading to D3.0 JOA, turn LEFT, intercept JOA R206 via PITUX to MEBUT.  |
| OSGAL 3A | 24R | Climb on JOA R236 to D7.0 JOA, turn LEFT, 209° heading, at D11.0 JOA turn LEFT, intercept 136° bearing from ADX via PITUX and XURAL, intercept MJV R164 to OSGAL.   |
| OSGAL 2G | 24L | Climb on runway heading to D3.0 JOA, turn LEFT, intercept JOA R206 to D11.3 JOA, turn LEFT, intercept 136° bearing from ADX via XURAL, intercept MJV R164 to OSGAL. |

CHANGES: None.

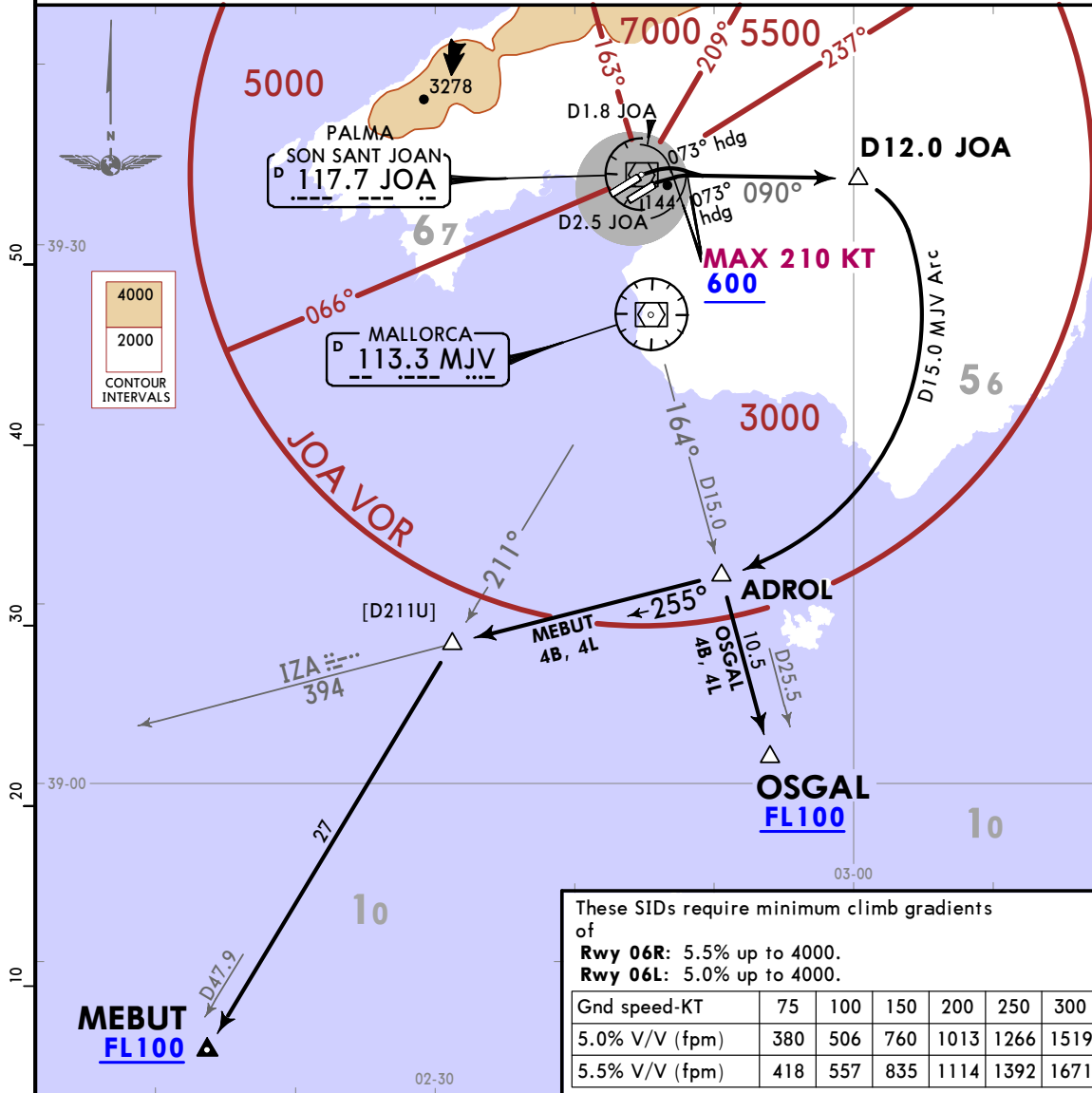
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**LEPA/PMI**  
**PALMA DE MALLORCA** 24 SEP 21 **(10-3G)** Eff 7 Oct **SID**

Apt Elev 27 Trans alt: 6000  
 1. SIDs are also noise abatement procedures (refer to 10-4).  
 2. Rwy 06R: EXPECT close-in obstacles.

**MEBUT 4B [MEBU4B], MEBUT 4L [MEBU4L]**  
**OSGAL 4B [OSGA4B], OSGAL 4L [OSGA4L]**  
**DEPARTURES**

**SPEED: MAX 250 KT AT OR BELOW FL100**



Initial ATC clearance:  
**MAINTAIN 4000** except ATC clearance

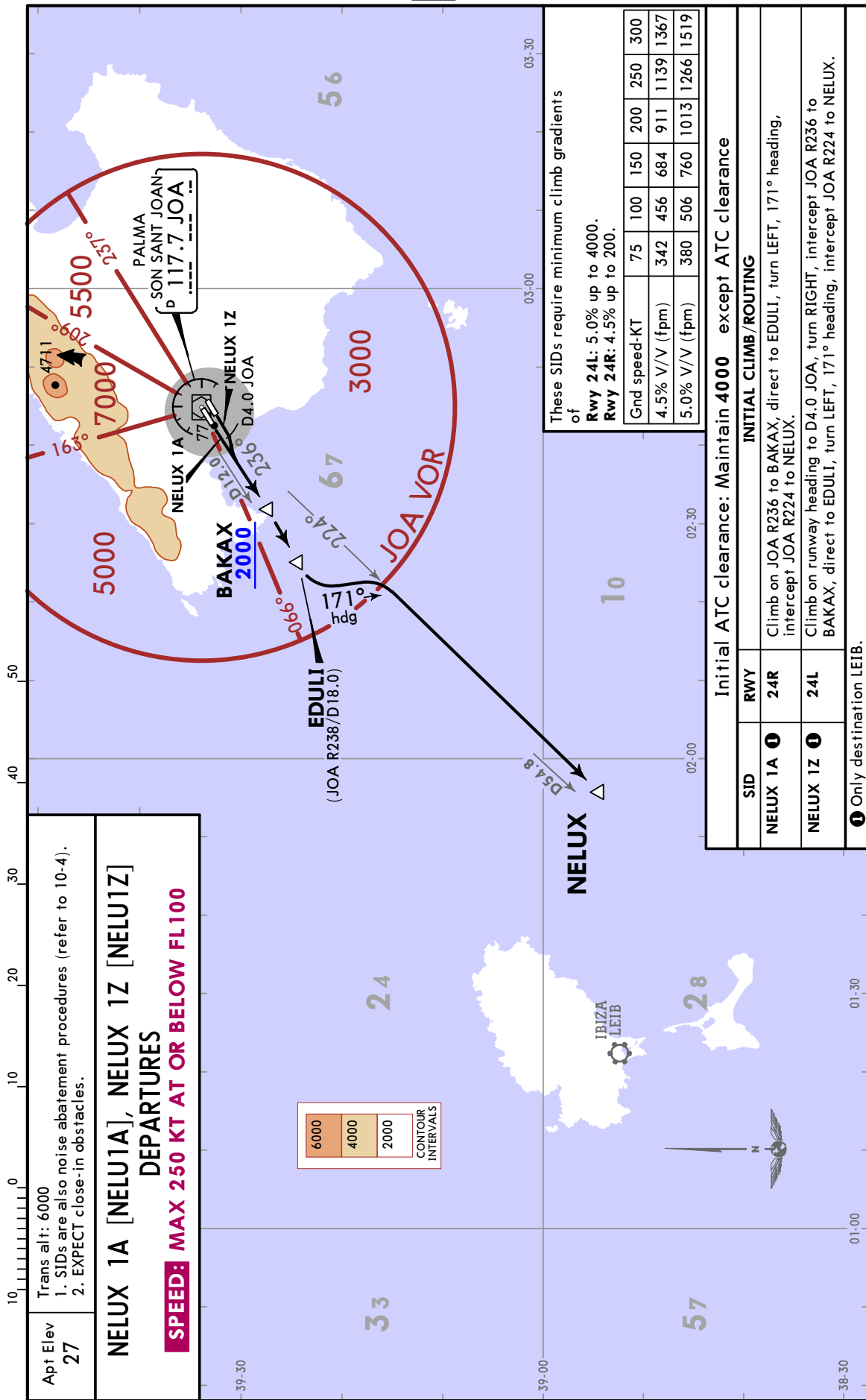
| SID             | RWY        | INITIAL CLIMB/ROUTING  |
|-----------------|------------|--|
| <b>MEBUT 4B</b> | <b>06R</b> | Climb on 073° heading to D2.5 JOA, turn RIGHT, intercept JOA R090 to D12.0 JOA, turn RIGHT, along D15.0 MJV Arc to ADROL, intercept 255° bearing towards IZA, intercept MJV R211 to MEBUT. |
| <b>MEBUT 4L</b> | <b>06L</b> | Climb on 073° heading to D1.8 JOA, turn RIGHT, intercept JOA R090 to D12.0 JOA, turn RIGHT, along D15.0 MJV Arc to ADROL, intercept 255° bearing towards IZA, intercept MJV R211 to MEBUT. |
| <b>OSGAL 4B</b> | <b>06R</b> | Climb on 073° heading to D2.5 JOA, turn RIGHT, intercept JOA R090 to D12.0 JOA, turn RIGHT, along D15.0 MJV Arc to ADROL, turn LEFT, intercept MJV R164 to OSGAL.                          |
| <b>OSGAL 4L</b> | <b>06L</b> | Climb on 073° heading to D1.8 JOA, turn RIGHT, intercept JOA R090 to D12.0 JOA, turn RIGHT, along D15.0 MJV Arc to ADROL, turn LEFT, intercept MJV R164 to OSGAL.                          |

CHANGES: SIDs renumbered.

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LEPA/PMI  
PALMA DE MALLORCA

**JEPPESSEN** PALMA DE MALLORCA, SPAIN  
24 SEP 21 **10-3H** Eff 7 Oct **SID**



CHANGES: None.

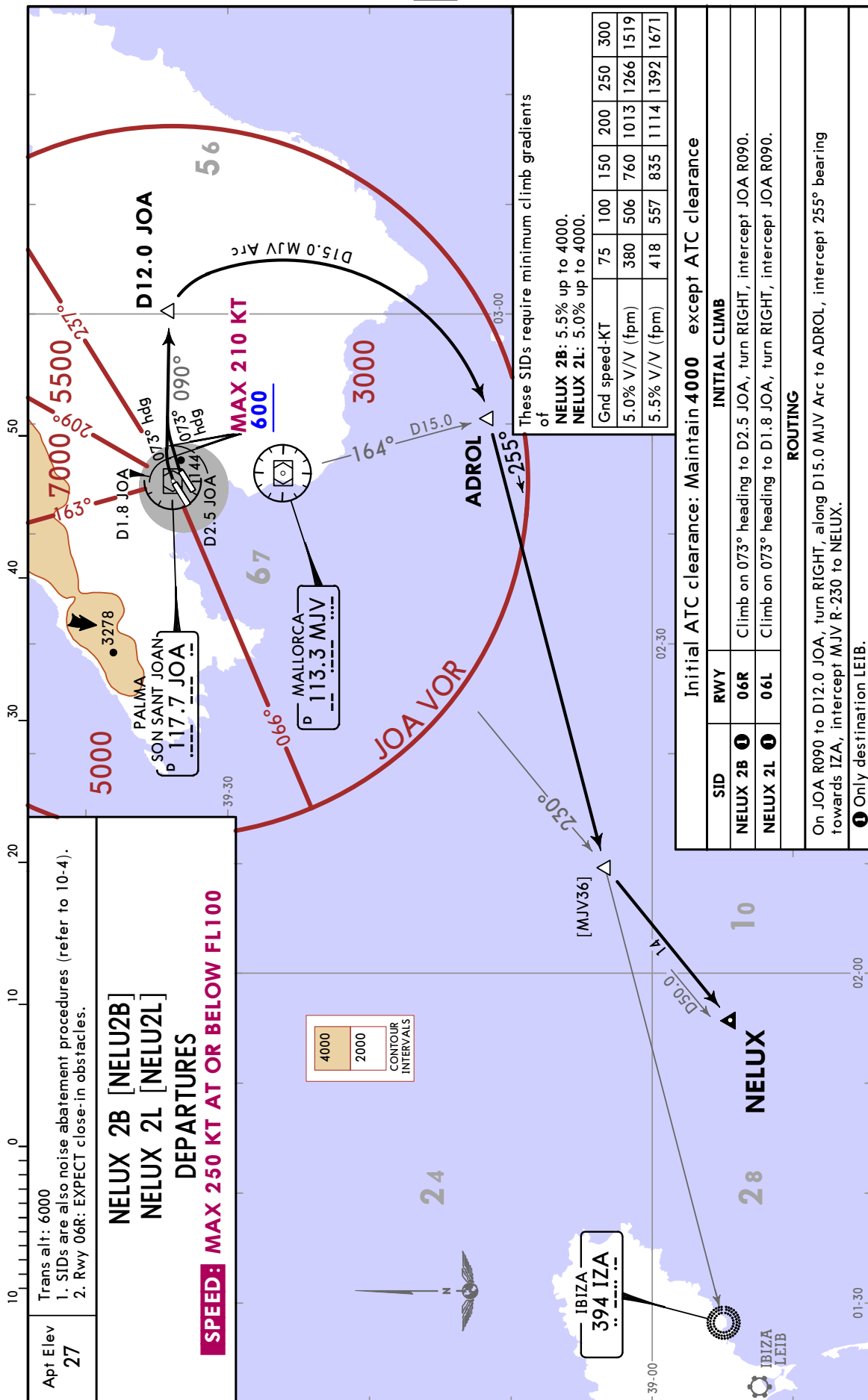
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LEPA/PMI  
PALMA DE MALLORCA

JEPPESEN PALMA DE MALLORCA, SPAIN

24 SEP 21 10-3J Eff 7 Oct

SID



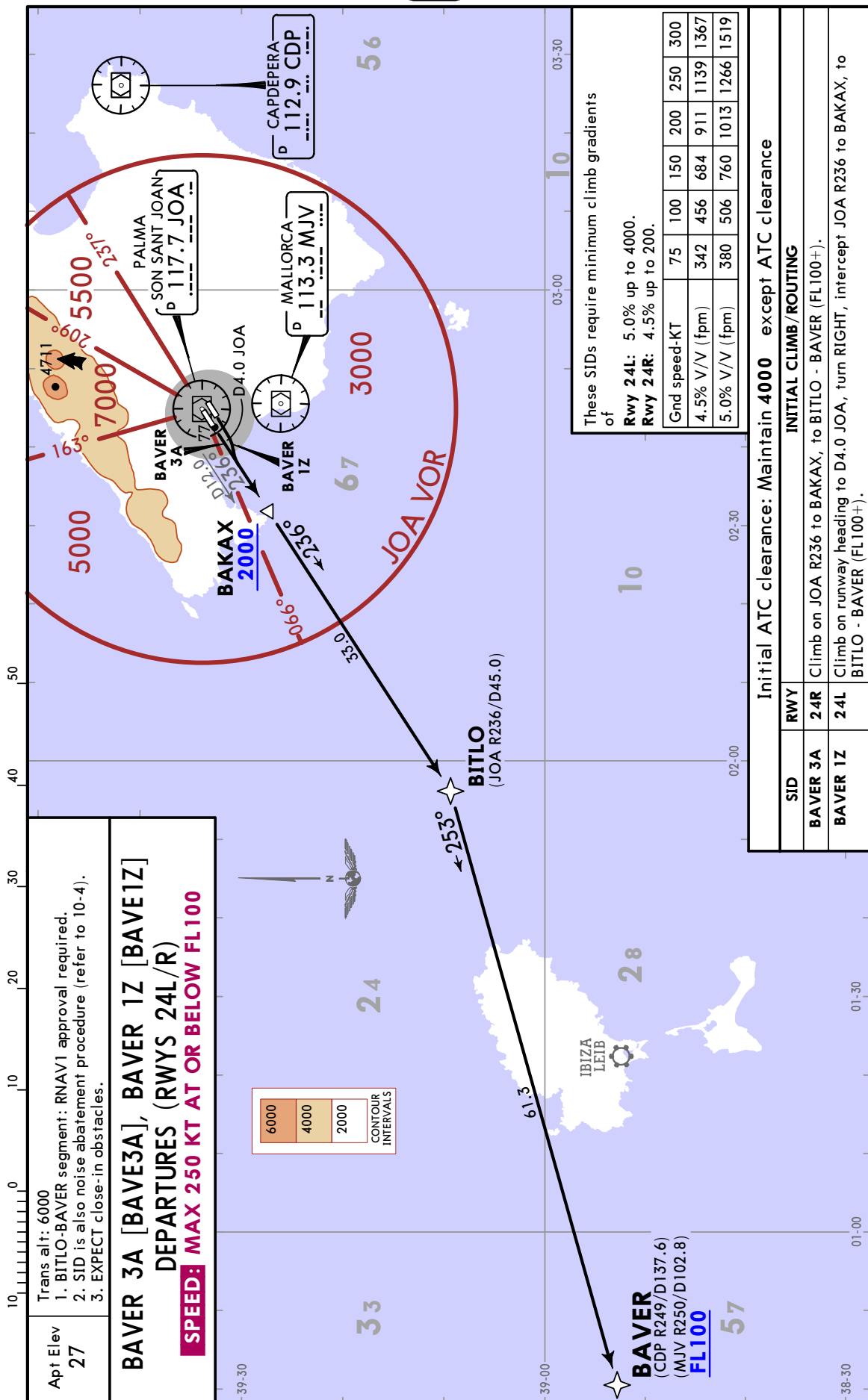
CHANGES: SIDs renumbered.

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LEPA/PMI  
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JEPPESSEN PALMA DE MALLORCA, SPAIN  
26 AUG 22 (10-3K) Eff 8 Sep

SID



CHANGES: Track update.

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# LEPA/PMI PALMA DE MALLORCA

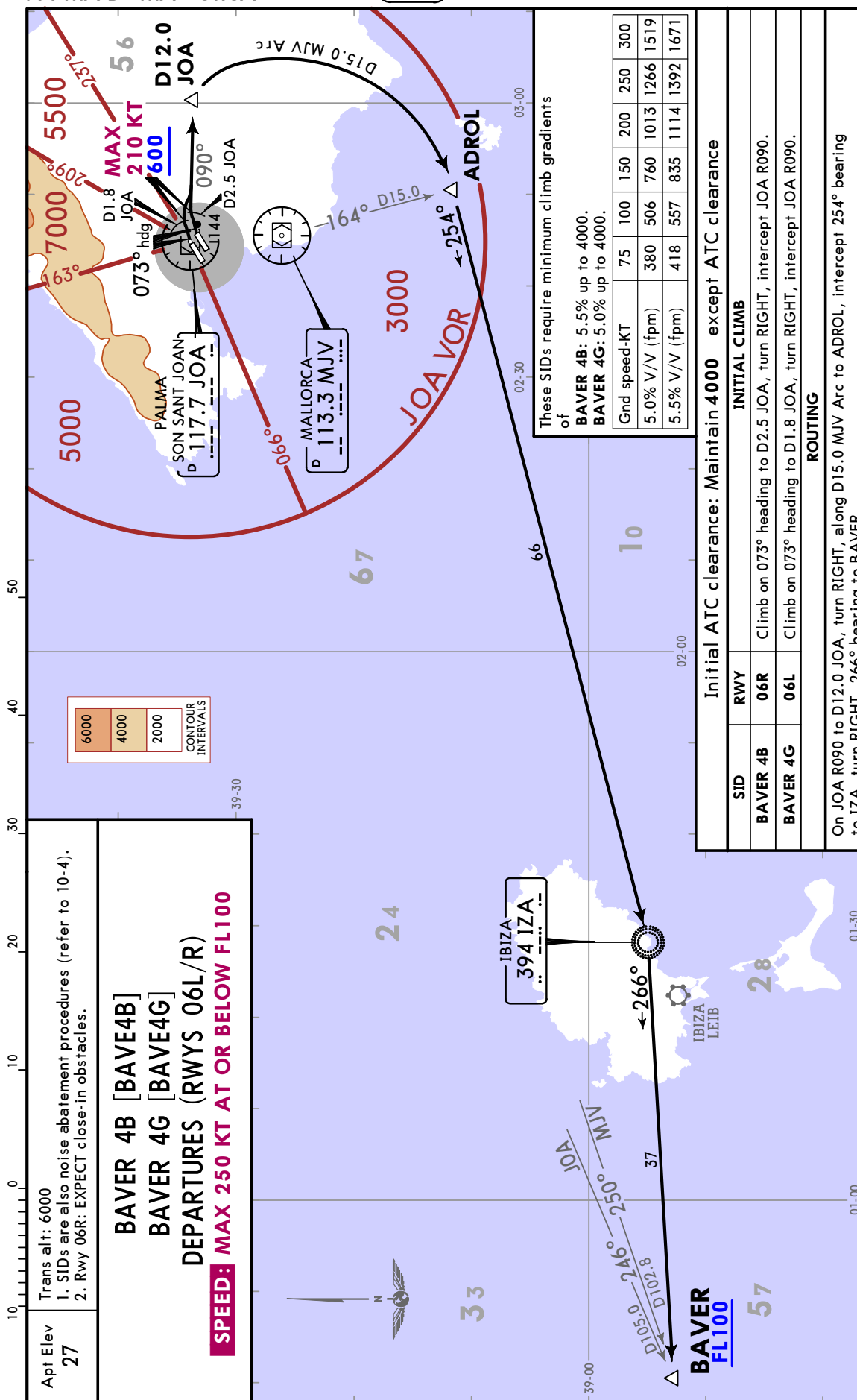
26 AUG 22

10-3L

Eff 8 Sep

# JEPPESEN PALMA DE MALLORCA, SPAIN

SID



CHANGES: None.

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**LEPA/PMI**  
PALMA DE MALLORCA

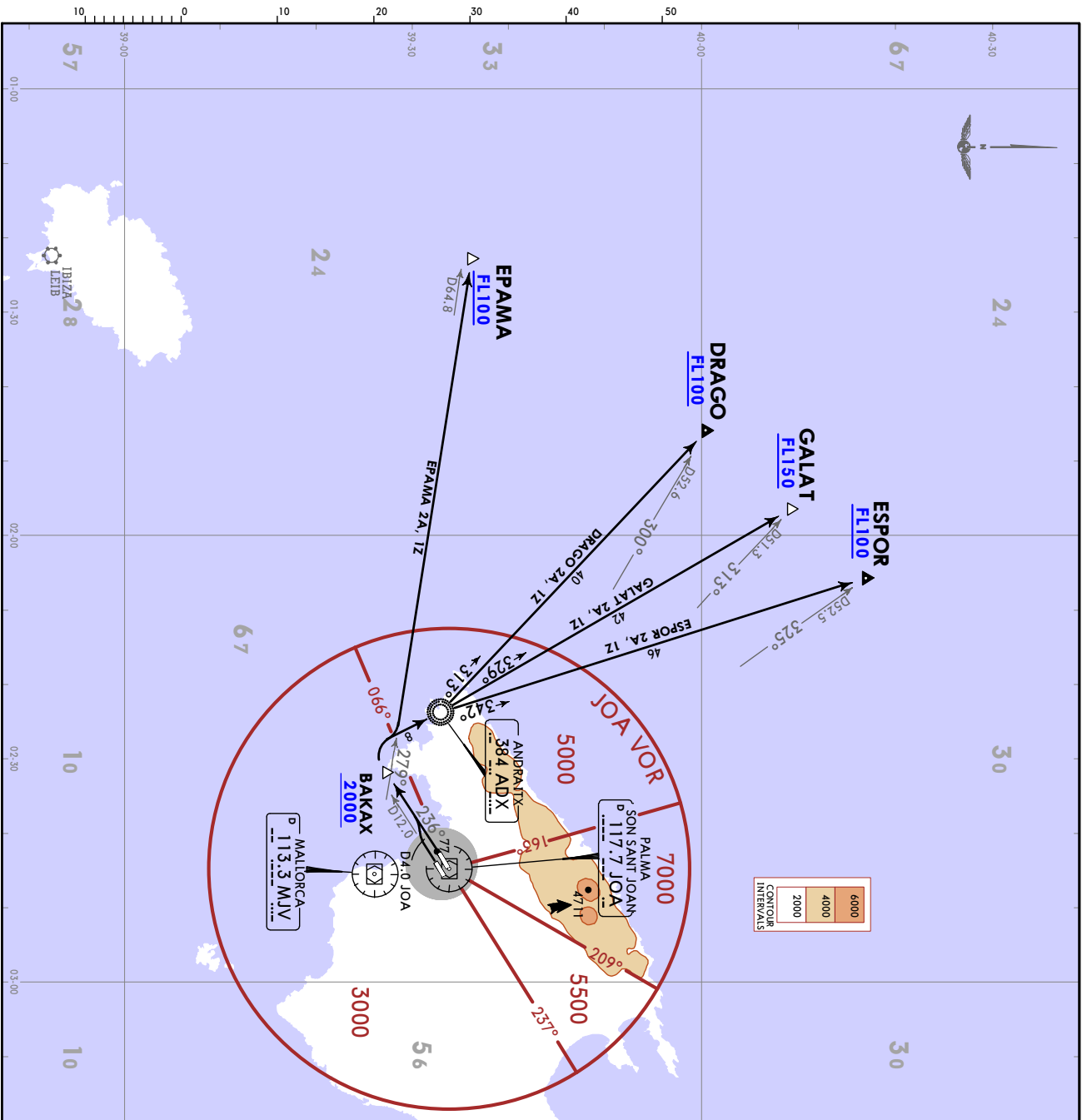
**PALMA DE MALLORCA, SPAIN**

2 JUN 21 10:30M Eff: 15 Jul

**SID**

Ap1 Elev 27  
 Trans alt: 6000  
 1. SIDs are also noise abatement procedures (refer to 10-4).  
 2. EXPECT close-in obstacles.

- DRAGO 2A [DRAG2A]
  - EPAMA 2A [EPAM2A]
  - ESPOR 2A [ESPO2A]
  - GALAT 2A [GALA2A]
  - RWY 24R DEPARTURES
  - DRAGO 1Z [DRAG1Z]
  - EPAMA 1Z [EPAM1Z]
  - ESPOR 1Z [ESPO1Z]
  - GALAT 1Z [GALA1Z]
  - RWY 24L DEPARTURES
- SPEED: MAX 250 KT AT OR BELOW FL100**



These SIDs require minimum climb gradients of  
**Rwy 24L:** 5.0% up to 4000.  
**Rwy 24R:** 4.5% up to 200.  

| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
|----------------|-----|-----|-----|------|------|------|
| 5.0% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 4.5% V/V (fpm) | 342 | 456 | 684 | 911  | 1139 | 1367 |

Initial ATC clearance:  
**DRAGO 2A, 1Z, ESPOR 2A, 1Z, GALAT 2A, 1Z:**  
 Maintain 6000 except ATC clearance  
**EPAMA 2A, 1Z:**  
 Maintain 4000 except ATC clearance

| RWY | INITIAL CLIMB   |
|-----|---|
| 24L | Climb on runway heading to DA 0 JOA, turn RIGHT, intercept JOA R236 to BAKAX. |
| 24R | Climb on JOA R236 to BAKAX.   |

| SID          | ROUTING  |
|--------------|--|
| DRAGO 2A, 1Z | At BAKAX turn RIGHT to ADX, then to DRAGO.                   |
| EPAMA 2A, 1Z | At BAKAX turn RIGHT, intercept M1V R279 to EPAMA.            |
| ESPOR 2A, 1Z | At BAKAX turn RIGHT to ADX, turn RIGHT, 342° track to ESPOR. |
| GALAT 2A, 1Z | At BAKAX turn RIGHT to ADX, turn RIGHT, 329° track to GALAT. |

CHANGES: RWY 24L SIDs reindexed; chart redrawn.

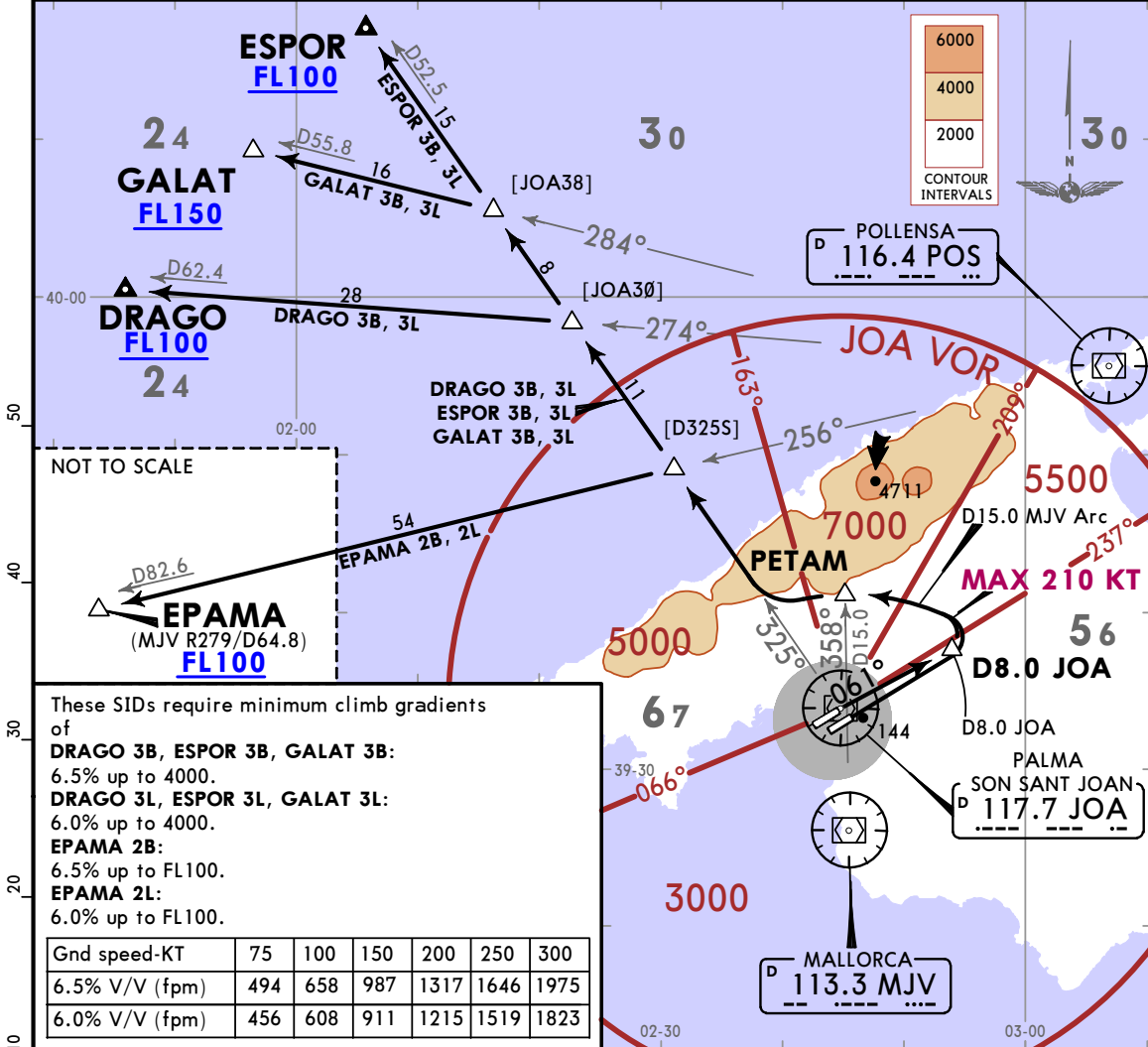
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# LEPA/PMI PALMA DE MALLORCA

2 JUL 21 **10-3N** Eff 15 Jul **SID**

Apt Elev 27 Trans alt: 6000  
 1. SIDs are also noise abatement procedures (refer to 10-4).  
 2. Rwy 06R: EXPECT close-in obstacles.

**DRAGO 3B [DRAG3B], DRAGO 3L [DRAG3L]**  
**EPAMA 2B [EPAM2B], EPAMA 2L [EPAM2L]**  
**ESPOR 3B [ESPO3B], ESPOR 3L [ESPO3L]**  
**GALAT 3B [GALA3B], GALAT 3L [GALA3L]**  
**DEPARTURES**  
**SPEED: MAX 250 KT AT OR BELOW FL100**



These SIDs require minimum climb gradients of

- DRAGO 3B, ESPOR 3B, GALAT 3B:** 6.5% up to 4000.
- DRAGO 3L, ESPOR 3L, GALAT 3L:** 6.0% up to 4000.
- EPAMA 2B:** 6.5% up to FL100.
- EPAMA 2L:** 6.0% up to FL100.

|                |     |     |     |      |      |      |
|----------------|-----|-----|-----|------|------|------|
| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
| 6.5% V/V (fpm) | 494 | 658 | 987 | 1317 | 1646 | 1975 |
| 6.0% V/V (fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |

Initial ATC clearance:  
**DRAGO 3B, 3L, ESPOR 3B, 3L, GALAT 3B, 3L:**  
 MAINTAIN 6000 except ATC clearance  
**EPAMA 2B, 2L:** MAINTAIN FL100 except ATC clearance

| SID   | RWY        | INITIAL CLIMB  |
|---|------------|--|
| <b>DRAGO 3B, EPAMA 2B, ESPOR 3B, GALAT 3B</b> | <b>06R</b> | Climb on runway heading to D8.0 JOA, turn LEFT, along D15.0 MJV Arc via PETAM, intercept JOA R325.                     |
| <b>DRAGO 3L, EPAMA 2L, ESPOR 3L, GALAT 3L</b> | <b>06L</b> | Climb on runway heading, intercept JOA R061 to D8.0 JOA, turn LEFT, along D15.0 MJV Arc via PETAM, intercept JOA R325. |

| SID                 | ROUTING                                   |
|---------------------|---|
| <b>DRAGO 3B, 3L</b> | On JOA R325, intercept POS R274 to DRAGO. |
| <b>EPAMA 2B, 2L</b> | On JOA R325, intercept POS R256 to EPAMA. |
| <b>ESPOR 3B, 3L</b> | On JOA R325 to ESPOR.                     |
| <b>GALAT 3B, 3L</b> | On JOA R325, intercept POS R284 to GALAT. |

CHANGES: None.

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LEPA/PMI  
PALMA DE MALLORCA



JEPPESEN PALMA DE MALLORCA, SPAIN

30 JUN 17

10-3P

**SID**

**RWYS 06L/R, 24L/R CONTINGENCY DEPARTURES**  
EXPECT RADAR VECTORING BY PALMA APPROACH TO JOIN THE ATS ROUTE

**Rwys 06L/R:** Climb on runway heading to 4300, turn and follow the ATC instructions.

**Rwys 24L/R:** Climb following the ATC instructions between runway heading and 223° heading to 3300, turn and follow the ATC instructions.

These departures require minimum climb gradients of

**Rwys 06L/R:** 6.6% up to 4300.

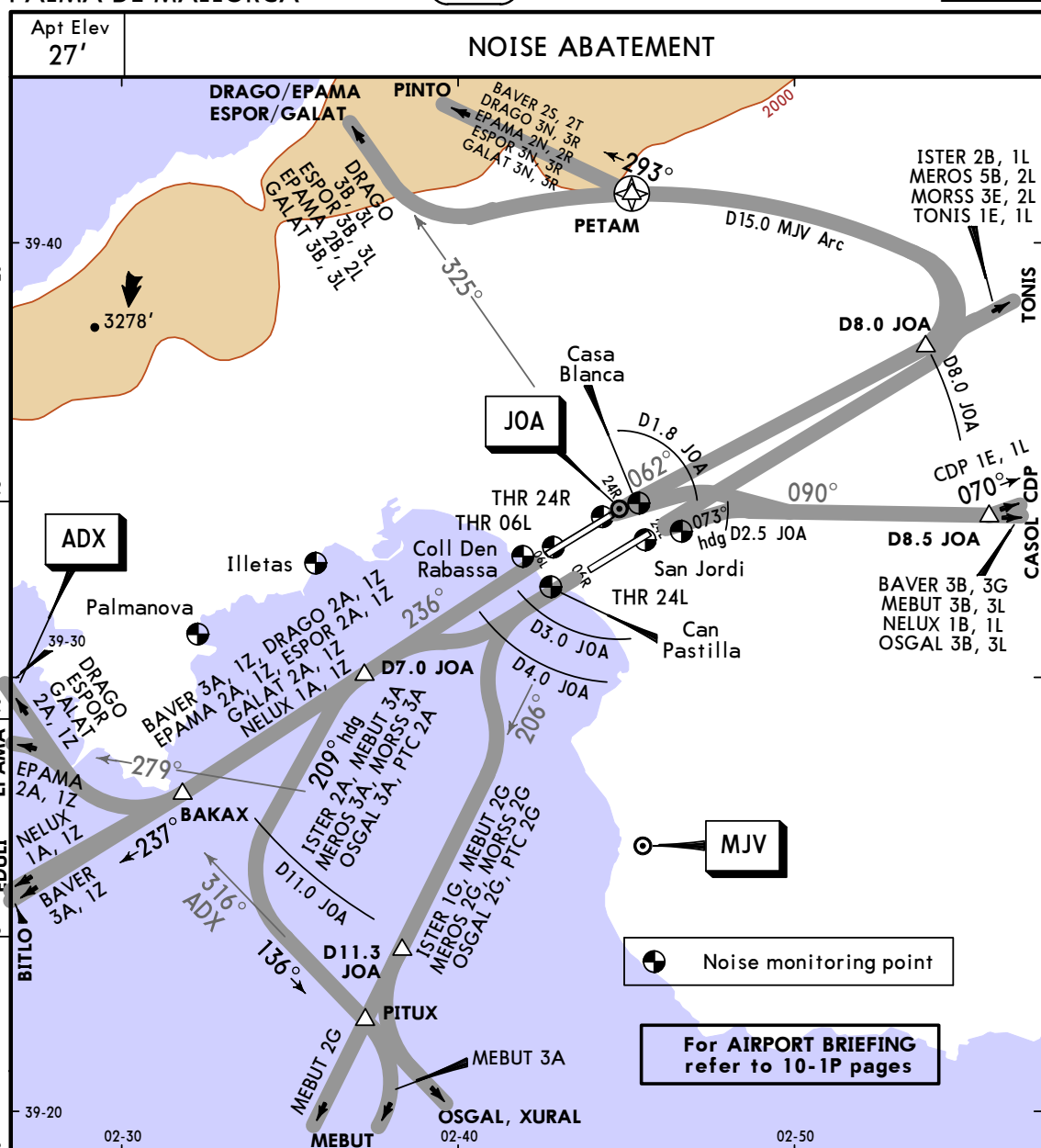
**Rwys 24L/R:** 5.0% up to 3300.

|                |     |     |      |      |      |      |
|----------------|-----|-----|------|------|------|------|
| Gnd speed-KT   | 75  | 100 | 150  | 200  | 250  | 300  |
| 5.0% V/V (fpm) | 380 | 506 | 760  | 1013 | 1266 | 1519 |
| 6.6% V/V (fpm) | 501 | 668 | 1003 | 1337 | 1671 | 2005 |

# LEPA/PMI PALMA DE MALLORCA

2 JUL 21 10-4 Eff 15 Jul

**NOISE**



| NOISE MONITORING POINT/NAME/LOCATION |                    |
|--------------------------------------|--------------------|
| ● San Jordi                          | N39 33.4 E002 46.7 |
| ● Casa Blanca                        | N39 34.0 E002 45.4 |
| ● THR 24L                            | N39 33.2 E002 45.6 |
| ● THR 24R                            | N39 33.7 E002 44.3 |
| ● THR 06L                            | N39 33.0 E002 42.8 |
| ● Can Pastilla                       | N39 32.1 E002 42.8 |
| ● Coll Den Rabassa                   | N39 32.8 E002 41.9 |
| ● Illetas                            | N39 32.6 E002 35.8 |
| ● Palmanova                          | N39 31.0 E002 32.3 |

CHANGES: RWY 24L SIDs reindexed.

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JEPPESEN PALMA DE MALLORCA, SPAIN

27 OCT 23 (10-8) Eff 2 Nov

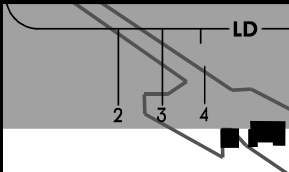
PALMA DE MALLORCA

**EXTENSION WORKS OF MODULES A AND D**  
**EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY**  
**REFER ALSO TO LATEST NOTAMS**

**PHASE 1: EXTENSION OF THE WESTERN AREA OF MODULE A**

**Subphase 1.1 - West dock extension.**  
 Stands 6, 8 and 10 closed.

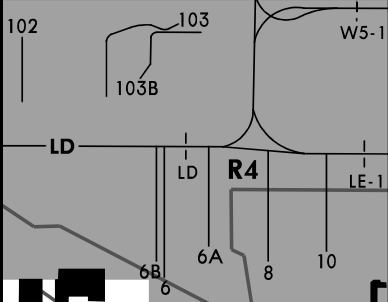
**Subphase 1.2 - Reconfiguration of stands 2, 3 and 4, withdrawal of stand 5.**  
 Stands 2, 3, 4 and 5 closed.



Once the work of subphase 1.2 has been completed, the configuration of the stands will be as follows.

| STANDS  | COORDINATES        | EXIT      | NOSE DIRECTION |
|---------|--------------------|-----------|----------------|
| 2, 3, 4 | N39 32.9 E002 43.4 | push-back | East           |

**Subphase 1.3 - West apron. Apron painting works.**  
 TWY LD and LE between stand 102 and intermediate holding position LE-1 closed.  
 GATE D closed.  
 Stands 5, 6, 8, 10, 12, 102, 103, 103B, 104 and 105 closed.

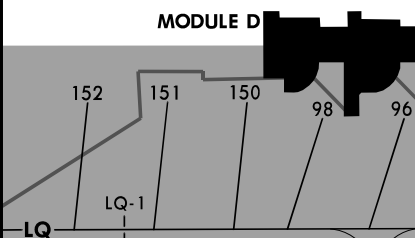


Once the work of subphase 1.3 has been completed, the configuration of the stands will be as follows.

| STANDS    | COORDINATES        | EXIT      | NOSE DIRECTION |
|-----------|--------------------|-----------|----------------|
| 6         | N39 32.9 E002 43.5 | push-back | East           |
| 6A        | N39 33.0 E002 43.5 | push-back | East           |
| 6B        | N39 32.9 E002 43.5 | push-back | East           |
| 8, 10     | N39 33.0 E002 43.6 | push-back | East           |
| 103, 103B | N39 33.0 E002 43.4 | push-back | East           |

**PHASE 2: EXTENSION OF THE WESTERN AREA OF MODULE D**

Stands 98, 150, 151, 152 and 153 closed.



Once the work of phase 2 has been completed, the configuration of the stands will be as follows.

| STANDS   | COORDINATES        | EXIT      | NOSE DIRECTION |
|----------|--------------------|-----------|----------------|
| 150, 151 | N39 32.7 E002 43.8 | push-back | East or West   |
| 152      | N39 32.6 E002 43.8 | push-back | East or West   |

**PHASE 3: EASTERN AREA OF THE TERMINAL**

Stand 80 closed.

LEGEND

- R15 Parking area
- 150 Parking stand
- Area not visible from Tower

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**JEPPESEN PALMA DE MALLORCA, SPAIN**  
 1 SEP 23 (10-8A) Eff 7 Sep  
**PALMA DE MALLORCA**

**WORKS ON TWY NORTH**  
**EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY**  
**REFER ALSO TO LATEST NOTAMS**

**OPERATIONAL IMPACT**

Code letter F ACFT operations are restricted throughout the execution of the works.

**PHASE 1: ACTIONS ON TWY NORTH SEGMENT BETWEEN TWY LINK, N1, H2 AND H5, JUNCTION WITH RWY 06L/24R AND TWY NORTH-LINK JUNCTION.**

Operational restrictions:

- Closure of RWY 06L/24R.
- TWY NORTH closed from NORTH 10 to TWY N1 (inclusive).
- TWY H2 closed.
- TWY H5 closed.
- Movements into and out of the military area by ACFT with max wingspan of 85'/26m (CN235) shall be via TWY H1 and RWY 06L/24R.

Departures via TWY NORTH to H1, RWY 06L/24R, taxiing along the RWY to TWY N4 or N5, and apron access via GATE D, LE, LF to GATE F and TWY LINK.

Arrivals RWY 06R/24L, TWY SOUTH, LINK, GATE F, TWY LF thru LE, GATE D, TWY NORTH, TWY N5, RWY 06L/24R, H1 and military apron.

In the case of taxiing by military ACFT with a wingspan greater than 85'/26m, the works shall be stopped, personal and machinery shall be withdrawn until the ACFT has passed the working area with signalman guidance.

**PHASE 2: ACTIONS ON TWY NORTH BETWEEN TWY N4 AND LINK.**

Operational restrictions:

- Closure of TWY N3, N4, W5, GATE E and TWY NORTH between NORTH 8 and NORTH 11.
- Closure of stands 104 thru 109.

**PHASE 3: ACTIONS ON TWY NORTH BETWEEN TWY N1 AND H1, H2 AND OVER-WIDTHS OF GATES A, B, C, D AND Z.****SUBPHASE 3.1: SEGMENT TWY NORTH BETWEEN TWY N1 AND H1 AND TWY H2**

Operational restrictions:

- The end of RWY 06L is displaced to the coordinates N39 33.6 E002 44.3.

Therefore, the new declared distances of RWY 06L/24R are:

TAKE-OFF: 9022' (2750m)

- RWY 24R take-offs from TWY N1 intersection.
- Closure of TWY H1, H2 and NORTH between TWY N1 and H1.
- Access to the EAST Military Apron will be via the WEST Military Apron and the TWYs MU and U.

**SUBPHASE 3.2: INTERSECTION OF GATE Z WITH TWY LA**

Operational restrictions:

- Closure of GATE Z and TWY LA segment between stands 301 and 308.
- Closure of stands 301, 303, 306, 307, 307B and 308.
- Stand 308B operational for helicopters.

**SUBPHASE 3.3: INTERSECTION OF GATE A WITH TWY LA**

Operational restrictions:

- Closure of GATE A and TWY LA segment between stands 308 and 311.
- Closure of stands 308, 308B, 309, 309B, 310, 310B and 311.
- Access to stand 311 permitted by towing, due to Globalia hangar access requirements.

**SUBPHASE 3.4: INTERSECTION OF GATE A WITH TWY LB**

Operational restrictions:

- Closure of GATE A and segment of TWY LA between stand 310 and GATE A and segment of TWY LB between GATE A and stand 313.
- Closure of stands 310, 310B, 311, 312 and 313.
- Access to the Globalia hangar will be by ACFT towing. ACFT access to stands 311, 312 and 313 is permitted by towing due to Globalia hangar access requirements.

**SUBPHASE 3.5: INTERSECTION OF GATE B WITH TWY LB**

Operational restrictions:

- Closure of GATE B and TWY LB between stand 313 and GATE B and TWY LC segment between GATE B and stand 317B.
- Closure of stands 313, 314, 315, 315B, 316, 316B, 317 and 317B.

**SUBPHASE 3.6: INTERSECTION OF GATE B WITH TWY LC**

Operational restrictions:


- Closure of GATE B and TWY LB between stand 314 and GATE B and TWY LC segment between GATE B and stand 318.
- Closure of stands 314, 315, 315B, 316, 316B, 317, 317B, 318 and 318B.

**SUBPHASE 3.7: INTERSECTION OF GATE C WITH TWY LC**

Operational restrictions:

- Closure of GATE C and segment of TWY LC between GATE C and stand 318.
- Closure of stands 318, 318B and 100.

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 **JEPPESEN PALMA DE MALLORCA, SPAIN**  
1 SEP 23 **10-8B** **Eff 7 Sep**  
**PALMA DE MALLORCA**

**WORKS ON TWY NORTH (CONTD)**  
**EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY**  
**REFER ALSO TO LATEST NOTAMS**

**PHASE 4: TWY NORTH BETWEEN TWY H4 AND N4, TWY H4 AND GATE A, B, C AND D.**

**SUBPHASE 4.1: ACTIONS TWY H4 AND NORTH 1**

Operational restrictions:

- Closure of TWY H4 and segment of TWY NORTH between TWYS H4 and N7.
- Taxiing restrictions for code letter C or lower ACFT via GATE Z and TWY LA between stand 301 thru 307.
- Signalman guidance for code letter D and E ACFT.

**SUBPHASE 4.2: ACTIONS BETWEEN TWY H4 AND N6**

Operational restrictions:

- Closure of TWYS N6, N7, TWY NORTH between NORTH 1 and NORTH 6, GATE A, B and C.
- Taxiing restrictions for code letter C or lower ACFT via TWYS LB and LC.
- Code letter D and E ACFT access to stands 308 thru 318 will be accomplished by towing.

**SUBPHASE 4.3: ACTIONS BETWEEN TWY N6 AND N5**

Operational restrictions:

- Closure of TWY N5, TWY NORTH between NORTH 6 and NORTH 8 including GATE D.

**PHASE 5: ACTIONS IN TWY NORTH-WEST SEGMENT, H5 AND GATE Z.**

Operational restrictions:

- Closure of TWY H5 and GATE Z.



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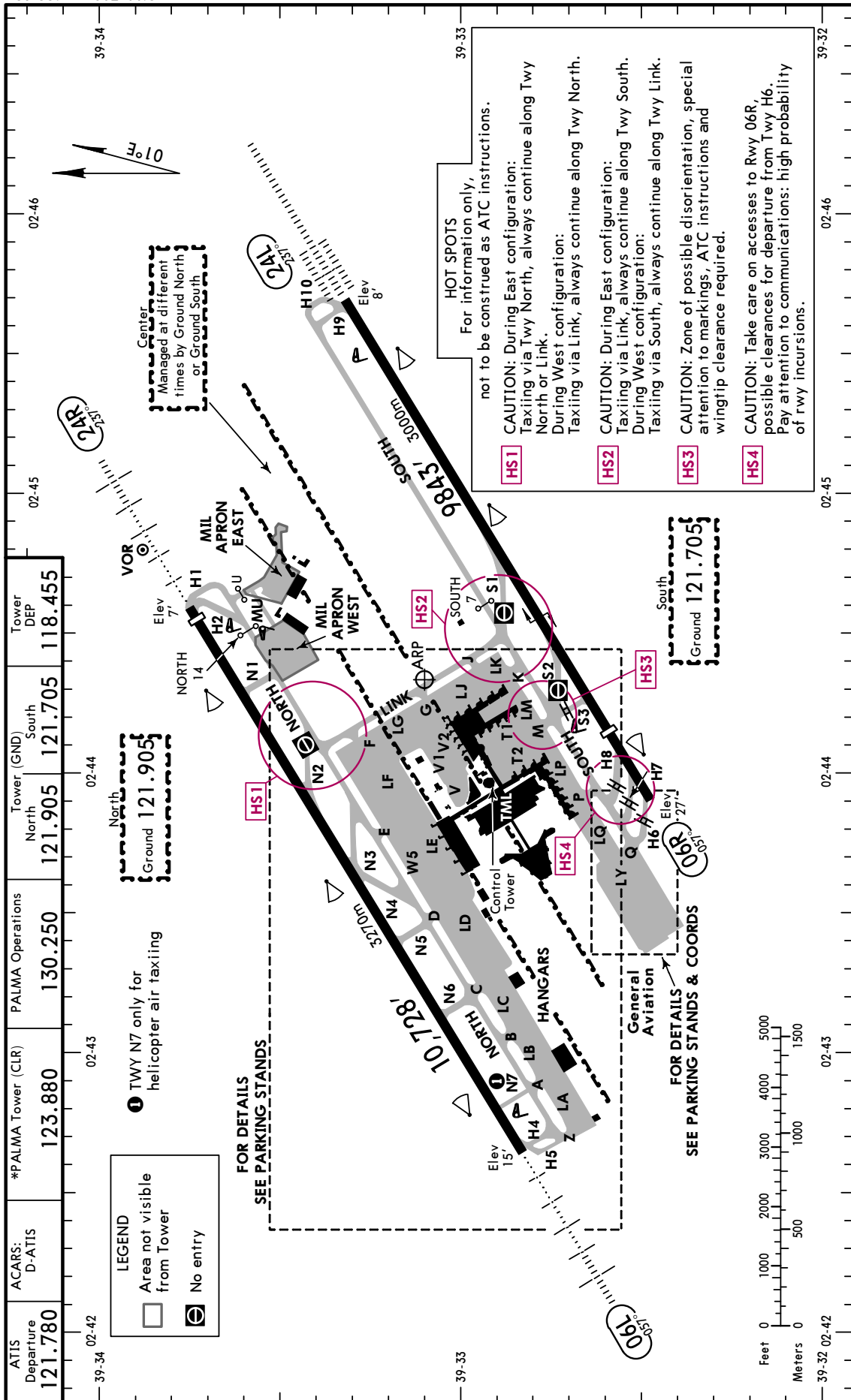
Apt Elev **27'**  
N39 33.1 E002 44.3



# PALMA DE MALLORCA, SPAIN

14 APR 23 **(10-9)** Eff 20 Apr

## PALMA DE MALLORCA



CHANGES: ATIS.

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**JEPPESEN PALMA DE MALLORCA, SPAIN**  
**PALMA DE MALLORCA**

14 APR 23 **(10-9A)** **Eff 20 Apr**

| ADDITIONAL RUNWAY INFORMATION   |                       |                       |                            |                                   |                                    |                                |          |             |
|---|-----------------------|-----------------------|----------------------------|-----------------------------------|------------------------------------|--------------------------------|----------|-------------|
| RWY   |                       |                       |                            |                                   | USABLE LENGTHS                     |                                | TAKE-OFF | WIDTH       |
|   |                       |                       |                            |                                   | LANDING BEYOND                     |                                |          |             |
|   |                       |                       |                            |                                   | Threshold                          | Glide Slope                    |          |             |
| 06L   | HIRL(50m)             | CL(15m)               | HIALS PAPI (3.0°) ❶        | RVR                               |                                    | 9606' 2928m                    | ❸        | 148'<br>45m |
| 24R   | HIRL(50m)             | CL(15m)               | HIALS REIL PAPI (3.0°) ❷   | RVR                               | 10,499' 3200m                      | 9351' 2850m                    |          |             |
| ❶ HST-N2 & N3<br>❷ HST-N4<br>❸ TAKE-OFF RUN AVAILABLE<br><u>RWY 06L:</u><br>From rwy head 10,728' (3270m)<br>twy N6 int 8071' (2460m)   |                       |                       |                            |                                   |                                    |                                |          |             |
| RWY 24R:<br>From rwy head 10,728' (3270m)<br>twy N1 int 9022' (2750m)   |                       |                       |                            |                                   |                                    |                                |          |             |
| 06R   | HIRL(50m)             | CL(15m)               | REIL PAPI-R (3.4°)         | RVR                               | 8497' 2590m                        |                                | ❹        | 148'<br>45m |
| 24L   | HIRL(50m)             | CL(15m)               | HIALS-II TDZ PAPI (3.0°) ❺ | RVR                               |                                    | 8865' 2702m                    |          |             |
| ❹ CAUTION: Due to arresting gear cable 1558'/475m from threshold RWY 06R a segment of 935'/285m of CL might not be visible during take-off and landing. HSTIL S2 might also be affected.<br>❺ HSTIL-S1 & S2<br>❻ TAKE-OFF RUN AVAILABLE<br><u>RWY 06R:</u><br>From rwy head 9843' (3000m)<br>twy H7 int 9226' (2812m)<br>twy H8 int 8793' (2680m)<br>twy S3 int 7841' (2390m) |                       |                       |                            |                                   |                                    |                                |          |             |
| Standard TAKE-OFF   |                       |                       |                            |                                   |                                    |                                |          |             |
| Low Visibility Take-off   |                       |                       |                            |                                   |                                    |                                |          |             |
| ❶   | RL, CL & relevant RVR | RL, CL & relevant RVR | RL & CL                    | Day: RL & RCLM<br>Night: RL or CL | Day: RL or RCLM<br>Night: RL or CL | Adequate vis ref<br>(Day only) |          |             |
| A   |                       |                       |                            |                                   |                                    |                                |          |             |
| B   | TDZ, MID, RO          | TDZ, MID, RO          |                            |                                   |                                    |                                |          |             |
| C   | RVR 125m              | RVR 150m              | RVR 200m                   | RVR 300m                          | 400m                               | 500m                           |          |             |
| D   |                       |                       |                            |                                   |                                    |                                |          |             |
| ❶ RWY 24L: RVR 75m with approved guidance system or HUD/HUDLS.  |                       |                       |                            |                                   |                                    |                                |          |             |

CHANGES: None.

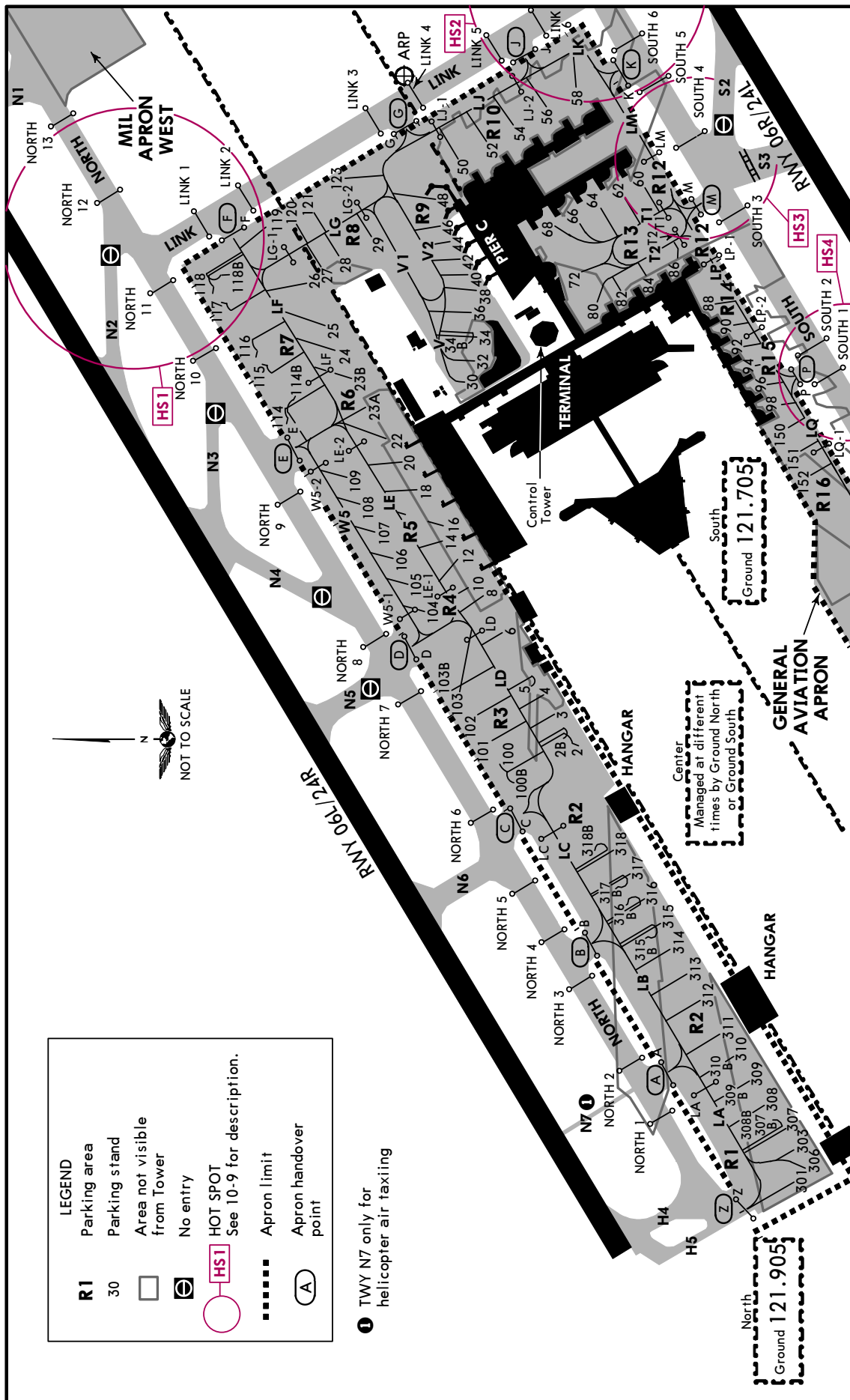
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10 NOV 23 10-9B

JEPPESEN PALMA DE MALLORCA, SPAIN

PALMA DE MALLORCA



CHANGES: Apron limit & apron handover points added.

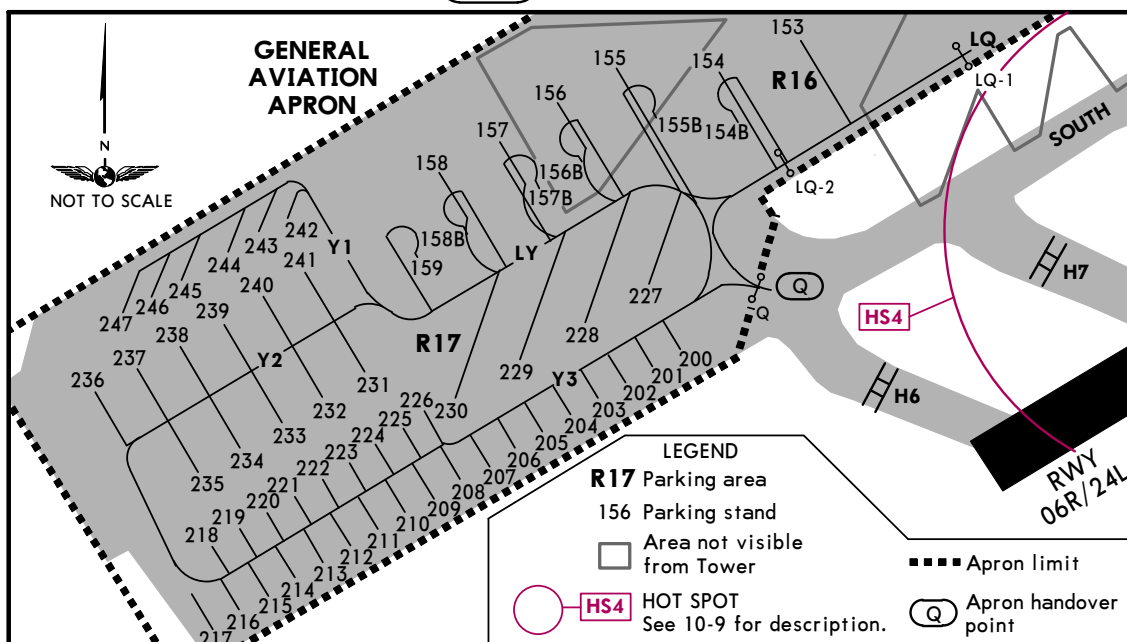
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**JEPPESEN PALMA DE MALLORCA, SPAIN**

10 NOV 23 (10-9C)

PALMA DE MALLORCA



**INS COORDINATES**

| STAND No.     | COORDINATES        | STAND No.     | COORDINATES        |
|---------------|--------------------|---------------|--------------------|
| 2 thru 5      | N39 32.9 E002 43.4 | 152           | N39 32.6 E002 43.8 |
| 6             | N39 33.0 E002 43.5 | 153 thru 155B | N39 32.6 E002 43.7 |
| 8, 10         | N39 33.0 E002 43.6 | 156 thru 158  | N39 32.6 E002 43.6 |
| 12 thru 18    | N39 33.0 E002 43.7 | 158B, 159     | N39 32.5 E002 43.6 |
| 20, 22        | N39 33.1 E002 43.8 | 200 thru 203  | N39 32.5 E002 43.7 |
| 23A thru 24   | N39 33.1 E002 43.9 | 204 thru 207  | N39 32.5 E002 43.6 |
| 25, 26        | N39 33.2 E002 44.0 | 208 thru 210  | N39 32.4 E002 43.6 |
| 27, 28        | N39 33.2 E002 44.1 | 211 thru 221  | N39 32.4 E002 43.5 |
| 29            | N39 33.1 E002 44.1 | 222 thru 225  | N39 32.5 E002 43.5 |
| 30, 32        | N39 33.0 E002 43.9 | 226           | N39 32.5 E002 43.6 |
| 34 thru 38    | N39 33.0 E002 44.0 | 227           | N39 32.5 E002 43.7 |
| 40 thru 44    | N39 33.0 E002 44.1 | 228 thru 230  | N39 32.5 E002 43.6 |
| 46 thru 52    | N39 33.0 E002 44.2 | 231 thru 234  | N39 32.5 E002 43.5 |
| 54            | N39 33.0 E002 44.3 | 235           | N39 32.4 E002 43.5 |
| 56, 58        | N39 32.9 E002 44.3 | 236 thru 238  | N39 32.5 E002 43.4 |
| 60            | N39 32.8 E002 44.2 | 239 thru 241  | N39 32.5 E002 43.5 |
| 62 thru 66    | N39 32.9 E002 44.2 | 242           | N39 32.6 E002 43.5 |
| 68, 72        | N39 32.9 E002 44.1 | 243, 244      | N39 32.5 E002 43.5 |
| 80            | N39 32.9 E002 44.0 | 245 thru 247  | N39 32.5 E002 43.4 |
| 82, 84        | N39 32.8 E002 44.0 | 301           | N39 32.7 E002 42.7 |
| 86            | N39 32.8 E002 44.1 | 303           | N39 32.7 E002 42.8 |
| 88 thru 92    | N39 32.7 E002 44.0 | 306           | N39 32.6 E002 42.7 |
| 94 thru 98    | N39 32.7 E002 43.9 | 307 thru 308B | N39 32.7 E002 42.8 |
| 100           | N39 33.0 E002 43.3 | 309 thru 311  | N39 32.7 E002 42.9 |
| 100B          | N39 32.9 E002 43.3 | 312, 313      | N39 32.8 E002 43.0 |
| 101 thru 103B | N39 33.0 E002 43.4 | 314 thru 316B | N39 32.8 E002 43.1 |
| 104 thru 106  | N39 33.1 E002 43.6 | 317           | N39 32.8 E002 43.2 |
| 107, 108      | N39 33.1 E002 43.7 | 317B          | N39 32.8 E002 43.1 |
| 109, 114      | N39 33.2 E002 43.8 | 318           | N39 32.8 E002 43.2 |
| 114B          | N39 33.2 E002 43.9 | 318B          | N39 32.9 E002 43.2 |
| 115, 116      | N39 33.3 E002 43.9 |               |                    |
| 117, 118      | N39 33.3 E002 44.0 |               |                    |
| 118B          | N39 33.3 E002 44.1 |               |                    |
| 119 thru 123  | N39 33.2 E002 44.2 |               |                    |
| 150, 151      | N39 32.7 E002 43.8 |               |                    |

CHANGES: Apron limit & apron handover point added.

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LEPA/PMI

**JEPPESEN PALMA DE MALLORCA, SPAIN**  
22 DEC 06 (10-9D) PALMA DE MALLORCA**VISUAL DOCKING GUIDANCE SYSTEM****GENERAL**

This system contains information about azimuth guidance (shows the aircraft position in relation to the centerline of the parking area) and distance to the stop position (based on a laser radar measurement), that is provided by a display unit in front of the cockpit.

**DISPLAY UNIT**

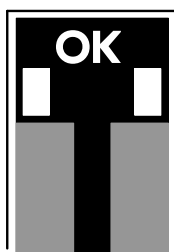
Consists of:

1. One alphanumeric presentation line of 4 characters, composed by yellow indicators, which can indicate the following information: Aircraft type, stand position ("STND"), stop position ("STOP"), aircraft parked in the exact position ("OK"), surpassed stop position ("TOO FAR") and speed exceeding in the approach ("SLOW DOWN").
2. Azimuth guidance display with centerline indicator (centered guidance and design of yellow and red deviation arrows), as well as red lights when stop aircraft is indicated.
3. Distance indicator to the stop position composed by yellow and black lines located in a centered vertical column.

**PILOT INSTRUCTIONS**

1. Check that the indicated aircraft type is the appropriate.
2. Taxi in-line watching centerline guidance.
3. Check that the distance indicator is completely yellow.  
It means that the system is identifying the aircraft.
4. Observe the yellow arrow located in the centerline guidance indicator to follow the correct position and direction. A flashing red arrow indicates the direction to turn.
5. If the acft speed exceeds the programmed one, the unit display indicates "SLOW DOWN"; the taxi speed must be reduced.
6. The distance indicator is activated at 52'/16m before the stop position changing gradually from yellow to black lights and shows the rest distances to the stop position when yellow lines go out (each line indicates 2'/0.66m run).
7. At the stop position the distance indicator shows completely black and "STOP" will appear in the upper presentation line.
8. If the parking is correct, it shows "OK". If the acft exceeds the stop position the indicator will show "TOO FAR".

When the aircraft identification is not achieved by the system or when any obstacle is detected during the entrance into the parking position, the display will show "STOP". In this case, the ending of aircraft manoeuvre until the stop position, previous contact with PALMA Tower, will be carried out under the guidance of FOLLOW ME vehicle.

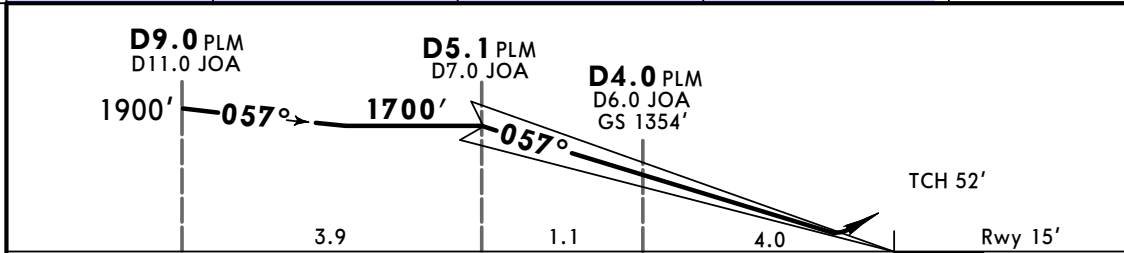
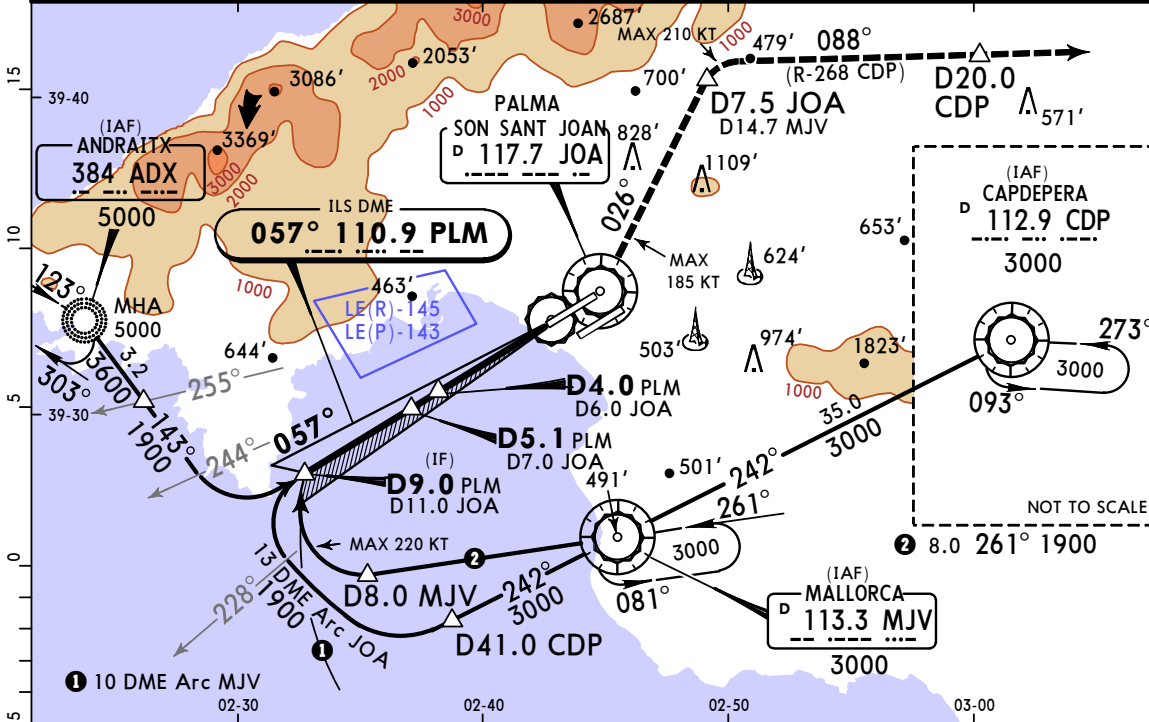
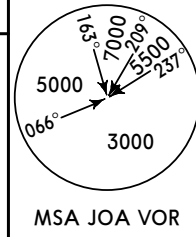


# LEPA/PMI PALMA DE MALLORCA

## JEPPESEN PALMA DE MALLORCA, SPAIN ILS Z Rwy 06L

14 APR 23 (11-1) Eff 20 Apr

|  |                |                         |  |                         |              |         |  |
|--|----------------|-------------------------|--|-------------------------|--------------|---------|--|
| D-ATIS Arrival   |                | PALMA Approach(R)       |  | PALMA Tower (ARR)       |              | Ground  |  |
| 119.255  |                | 118.955 119.155 119.405 |  | 118.305                 |              | 121.905 |  |
| LOC PLM  | Final Apch Crs | D5.1 PLM                |  | DA(H) Refer to Minimums | Apt Elev 27' |         |  |
| 110.9  | 057°           | 1700' (1685')           |  |                         | Rwy 15'      |         |  |
| <p><b>MISSED APCH:</b> Climb direct to JOA VOR. Turn LEFT (MAX 185 KT) and follow R-026 JOA to D7.5 JOA (D14.7 MJV). Turn RIGHT (MAX 210 KT) to intercept and follow R-268 inbound CDP VOR. Maintain MAX 2000' until D20.0 CDP. Then continue climb to 3000' and wait for ATC instructions.</p> <p><b>MISSED APCH WITH LOST COMM:</b> Climb direct to JOA VOR. Turn LEFT (MAX 185 KT) and follow R-026 JOA to D7.5 JOA (D14.7 MJV). Turn RIGHT (MAX 210 KT) to intercept and follow R-268 inbound CDP VOR. Maintain MAX 2000' until D20.0 CDP. Then continue climb to 3000' and proceed to CDP VOR and hold.</p> |                |                         |  |                         |              |         |  |
| Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'  |                |                         |  |                         |              |         |  |
| 1. VOR, DME and ADF required. 2. ILS DME reads zero at rwy 06L threshold.  |                |                         |  |                         |              |         |  |



|               |       |     |     |     |     |     |       |  |       |       |
|---------------|-------|-----|-----|-----|-----|-----|-------|--|-------|-------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS |  | JOA   | JOA   |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 849 | PAPI  |  | 117.7 | 117.7 |
|               |       |     |     |     |     |     |       |  | LT    | R-026 |

| Standard STRAIGHT-IN LANDING RWY 06L   |          |           |           | CIRCLE-TO-LAND  |               |
|--|----------|-----------|-----------|---|---------------|
| <p>ILS</p> <p>MACG MIN 3.0 %</p> <p>DA(H) A: 254' (239') C: 274' (259')</p> <p>B: 266' (251') D: 285' (270')</p> |          |           |           | <p>MACG MIN 2.5 %</p> <p>DA(H) A: 349' (334') C: 369' (354')</p> <p>B: 361' (346') D: 380' (365')</p> |               |
| FULL   |          | ALS out   |           | NOT AUTHORIZED Northwest of rwy 06L/24R   |               |
| A  | RVR 550m | RVR 1300m | RVR 800m  | RVR 1500m   | Max Kts       |
| B  | RVR 600m |           | RVR 900m  | RVR 1600m   | 100           |
| C  |          |           | RVR 1000m | RVR 1700m   | 135           |
| D  |          |           |           |   | 180           |
|  |          |           |           |   | MDA(H)        |
|  |          |           |           |   | 620' (593')   |
|  |          |           |           |   | 1500m         |
|  |          |           |           |   | 820' (793')   |
|  |          |           |           |   | 1600m         |
|  |          |           |           |   | 1210' (1183') |
|  |          |           |           |   | 2400m         |
|  |          |           |           |   | 1510' (1483') |
|  |          |           |           |   | 3600m         |

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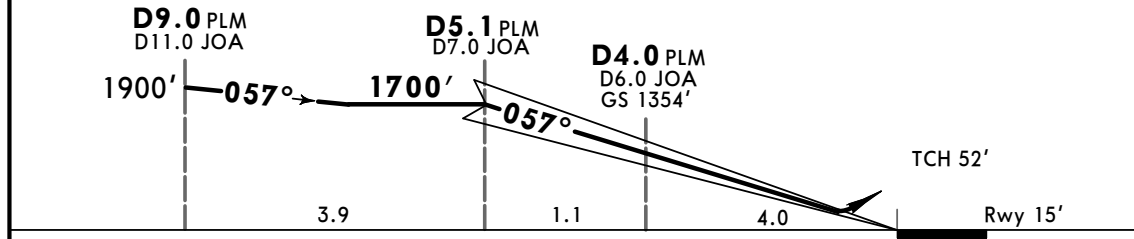
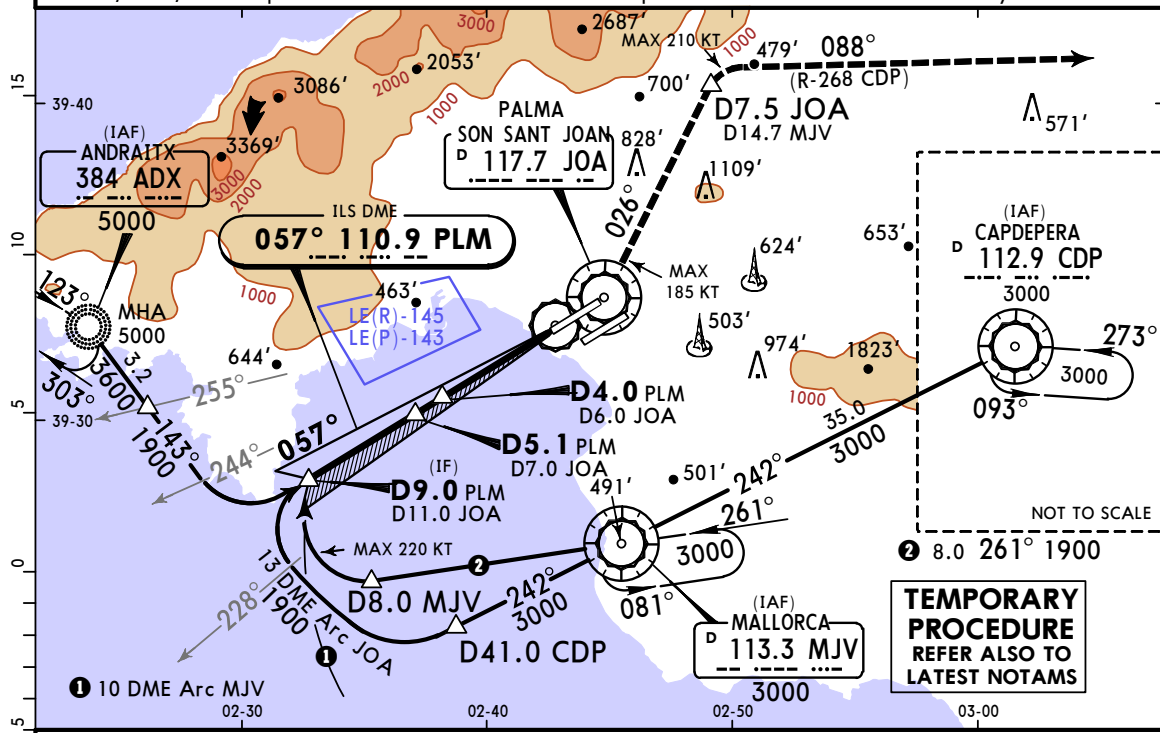
# LEPA/PMI PALMA DE MALLORCA 14 APR 23 (11-01) Eff 20 Apr

## JEPPESEN PALMA DE MALLORCA, SPAIN ILS Z Rwy 06L

|  |   |   |                                      |                                     |                          |
|--|---|---|--------------------------------------|-------------------------------------|--------------------------|
| D-ATIS Arrival<br><b>119.255</b>   | PALMA Approach(R)<br><b>118.955 119.155 119.405</b> |   |                                      | PALMA Tower (ARR)<br><b>118.305</b> | Ground<br><b>121.905</b> |
| LOC<br>PLM<br><b>110.9</b>   | Final<br>Apch Crs<br><b>057°</b>                    | <b>D5.1 PLM</b><br><b>1700'</b> (1685') | ILS<br>DA(H)<br>Refer to<br>Minimums | Apt Elev 27'<br>Rwy 15'             | <p>MSA JOA VOR</p>       |
| <p><b>MISSED APCH:</b> Climb direct to JOA VOR. Turn LEFT (MAX 185 KT) and follow R-026 JOA to D7.5 JOA (D14.7 MJV) at 3000'. Turn RIGHT (MAX 210 KT) to intercept and follow R-268 inbound CDP VOR. Maintain 3000' and wait for ATC instructions.</p> <p><b>MISSED APCH WITH LOST COMM:</b> Climb direct to JOA VOR. Turn LEFT (MAX 185 KT) and follow R-026 JOA to D7.5 JOA (D14.7 MJV) at 3000'. Turn RIGHT (MAX 210 KT) to intercept and follow R-268 inbound CDP VOR. Maintain 3000' and proceed to CDP VOR and hold.</p> |   |   |                                      |                                     |                          |

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'

1. VOR, DME, ADF required. 2. ADF for ADX transition required. 3. ILS DME reads zero at rwy 06L thresh.



|               |       |     |     |     |     |     |  |                     |                            |                              |             |
|---------------|-------|-----|-----|-----|-----|-----|--|---------------------|----------------------------|------------------------------|-------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |  | JOA<br><b>117.7</b> | <b>185 KT</b><br>MAX<br>LT | JOA<br><b>117.7</b><br>R-026 | D7.5<br>JOA |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 849 |  |                     |                            |                              |             |

| Standard       |                             | STRAIGHT-IN LANDING RWY 06L |                       |           |                         | CIRCLE-TO-LAND |                            |   |
|----------------|-----------------------------|-----------------------------|-----------------------|-----------|-------------------------|----------------|----------------------------|---|
| MACG MIN 5.0 % |                             | MACG MIN 4.0 %              |                       |           |                         | MACG MIN 2.5 % |                            | Not authorized Northwest of rwy 06L/24R |
| DA(H)          | A: <b>289'</b> (274')       | DA(H)                       | A: <b>585'</b> (570') | DA(H)     | A: <b>1249'</b> (1234') | Max Kts        | MDA(H) VIS                 |   |
|                | B: <b>301'</b> (286')       |                             | B: <b>597'</b> (582') |           | B: <b>1261'</b> (1246') |                |                            | 100                                     |
|                | C: <b>309'</b> (294')       |                             | C: <b>605'</b> (590') |           | C: <b>1269'</b> (1254') | 135            | <b>1270'</b> (1243') 1600m |   |
|                | D: <b>320'</b> (305')       |                             | D: <b>616'</b> (601') |           | D: <b>1280'</b> (1265') | 180            | <b>1270'</b> (1243') 2400m |   |
| FULL           | ALS out                     | FULL                        | ALS out               | FULL      | ALS out                 | 205            | <b>1510'</b> (1483') 3600m |   |
| A              | RVR 600m <b>I</b> RVR 1300m | RVR 1500m                   |                       | RVR 1500m |                         |                |                            |   |
| B              | RVR 650m <b>I</b>           | RVR 1400m                   |                       | RVR 2400m |                         |                |                            |   |
| C              |                             | RVR 2000m                   | RVR 2400m             | RVR 2400m |                         |                |                            |   |
| D              | RVR 700m <b>I</b>           | RVR 2100m                   |                       |           |                         |                |                            |   |

**I** RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

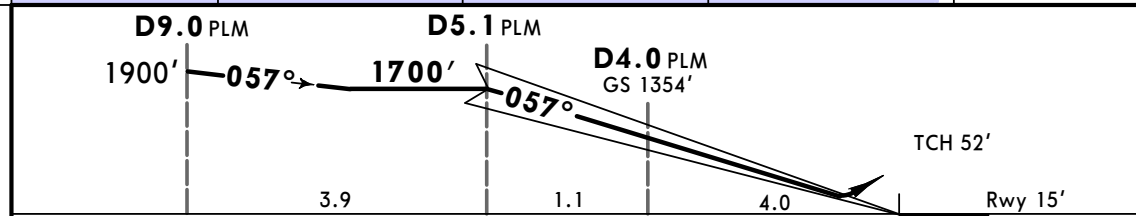
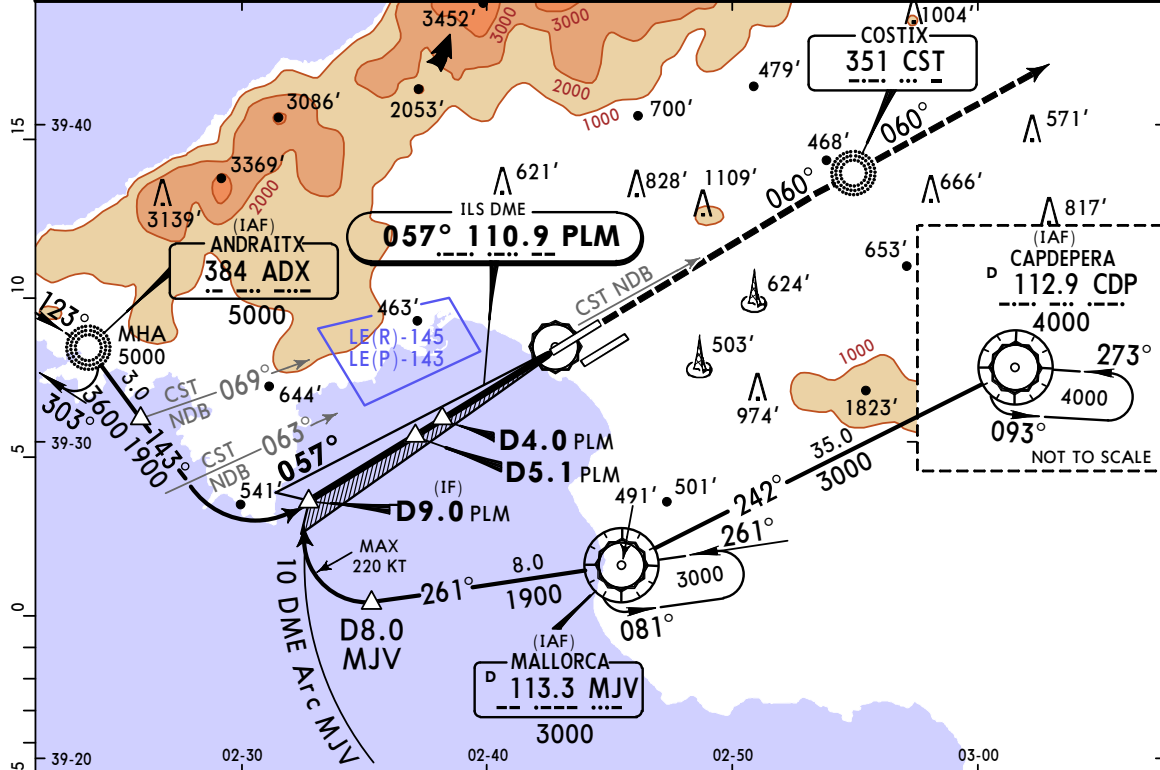
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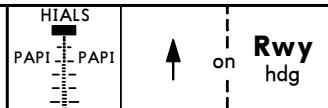
# LEPA/PMI PALMA DE MALLORCA 14 APR 23 (11-1A) Eff 20 Apr

## JEPPESEN PALMA DE MALLORCA, SPAIN ILS Y Rwy 06L

|  |                               |                                  |                         |                         |                  |
|--|-------------------------------|----------------------------------|-------------------------|-------------------------|------------------|
| D-ATIS Arrival   | PALMA Approach(R)             |                                  |                         | PALMA Tower (ARR)       | Ground           |
| 119.255  | 118.955                       | 119.155                          | 119.405                 | 118.305                 | 121.905          |
| LOC PLM<br><b>110.9</b>  | Final Apch Crs<br><b>057°</b> | D5.1 PLM<br><b>1700'</b> (1685') | DA(H) Refer to Minimums | Apt Elev 27'<br>Rwy 15' |                  |
| <b>MISSED APCH:</b> Climb on runway heading, then on 060° to CST NDB. Continue climb on 060° from CST NDB to 2700', then as directed.<br><b>MISSED APCH WITH LOST COMM:</b> Climb on runway heading, then on 060° to CST NDB. Continue climb on 060° from CST NDB to intercept and follow R-268 inbound to CDP VOR to join holding at 4000'. |                               |                                  |                         |                         |                  |
| Alt Set: hPa   |                               | Rwy Elev: 1 hPa                  | Trans level: By ATC     |                         | Trans alt: 6000' |
| 1. VOR, DME and ADF required. 2. Double ADF required for initial apch from IAF ADX NDB; if unable to comply, request radar assistance. 3. Possible CST NDB fluctuations on initial track from ADX NDB. 4. ILS DME reads zero at rwy 06L threshold. 5. No obstacle free zone rwy 06L.   |                               |                                  |                         |                         |                  |



|               |       |     |     |     |     |     |     |
|---------------|-------|-----|-----|-----|-----|-----|-----|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |     |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |



|   |           |           |  |   |  |   |                            |
|---|-----------|-----------|--|---|--|---|----------------------------|
| <b>Standard</b>   |           |           |  | STRAIGHT-IN LANDING RWY 06L   |  | CIRCLE-TO-LAND                          |                            |
| ILS<br>MACG MIN 3.0 %<br>DA(H) A: <b>354'</b> (339') C: <b>374'</b> (359')<br>B: <b>366'</b> (351') D: <b>385'</b> (370') |           |           |  | ILS<br>MACG MIN 2.5 %<br>DA(H) A: <b>619'</b> (604') C: <b>639'</b> (624')<br>B: <b>631'</b> (616') D: <b>650'</b> (635') |  | Not authorized Northwest of rwy 06L/24R |                            |
| FULL  |           | ALS out   |  | FULL  |  | ALS out                                 |                            |
| A   | RVR 800m  | RVR 1500m |  | RVR 1500m   |  | Max Kts                                 | MDA(H) VIS                 |
| B   | RVR 900m  | RVR 1600m |  | RVR 2200m   |  | 100                                     | <b>620'</b> (593') 1500m   |
| C   | RVR 1000m | RVR 1700m |  | RVR 2400m   |  | 135                                     | <b>830'</b> (803') 1600m   |
| D   | RVR 1000m | RVR 1700m |  | RVR 2400m   |  | 180                                     | <b>1220'</b> (1193') 2400m |
|   |           |           |  |   |  | 205                                     | <b>1520'</b> (1493') 3600m |

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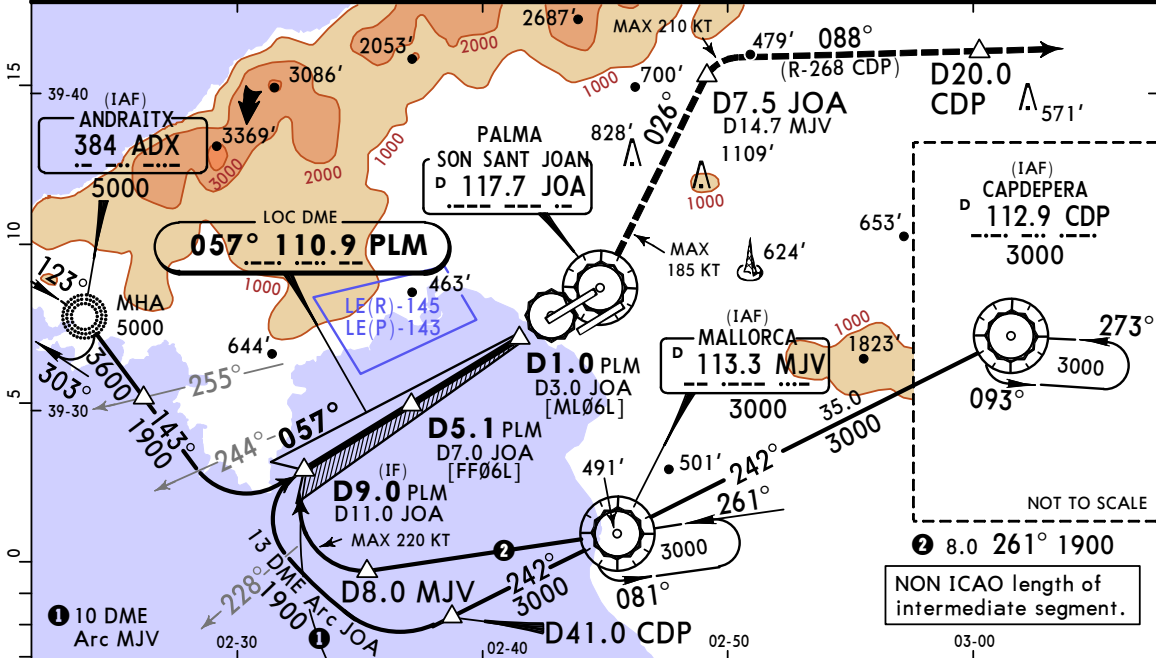
# LEPA/PMI PALMA DE MALLORCA

## JEPPESEN PALMA DE MALLORCA, SPAIN

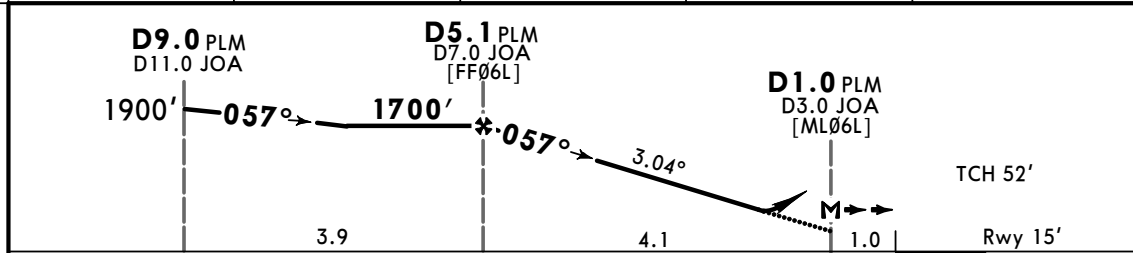
14 APR 23 **11-2** Eff 20 Apr

### LOC Rwy 06L

|  |                               |                                  |                                 |                         |                    |  |
|--|-------------------------------|----------------------------------|---------------------------------|-------------------------|--------------------|--|
| D-ATIS Arrival   | PALMA Approach(R)             |                                  |                                 | PALMA Tower (ARR)       | Ground             |  |
| 119.255  | 118.955                       | 119.155                          | 119.405                         | 118.305                 | 121.905            |  |
| LOC PLM<br><b>110.9</b>  | Final Apch Crs<br><b>057°</b> | <b>D5.1 PLM</b><br>1700' (1685') | DA/MDA(H)<br><b>450'</b> (435') | Apt Elev 27'<br>Rwy 15' | <p>MSA JOA VOR</p> |  |
| <p><b>MISSED APCH:</b> Climb direct to JOA VOR. Turn LEFT (MAX 185 KT) and follow R-026 JOA to D7.5 JOA (D14.7 MJV). Turn RIGHT (MAX 210 KT) to intercept and follow R-268 inbound CDP VOR. Maintain MAX 2000' until D20.0 CDP. Then continue climb to 3000' and wait for ATC instructions.</p> <p><b>MISSED APCH WITH LOST COMM:</b> Climb direct to JOA VOR. Turn LEFT (MAX 185 KT) and follow R-026 JOA to D7.5 JOA (D14.7 MJV). Turn RIGHT (MAX 210 KT) to intercept and follow R-268 inbound CDP VOR. Maintain MAX 2000' until D20.0 CDP. Then continue climb to 3000' and proceed to CDP VOR and hold.</p> |                               |                                  |                                 |                         |                    |  |
| Alt Set: hPa    Rwy Elev: 1 hPa    Trans level: By ATC    Trans alt: 6000'<br>1. VOR, DME and ADF required. 2. LOC DME reads zero at rwy 06L threshold.  |                               |                                  |                                 |                         |                    |  |



|          |       |       |       |      |
|----------|-------|-------|-------|------|
| PLM DME  | 5.0   | 4.0   | 3.0   | 2.0  |
| ALTITUDE | 1690' | 1360' | 1040' | 720' |



|                          |       |     |     |     |     |     |                    |                     |   |
|--------------------------|-------|-----|-----|-----|-----|-----|--------------------|---------------------|---|
| Gnd speed-Kts            | 70    | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI PAPI | JOA<br><b>117.7</b> | LT<br>JOA<br><b>117.7</b><br><b>R-026</b> |
| Descent Angle            | 3.04° | 376 | 484 | 538 | 645 | 753 |                    |                     |   |
| MAP at D1.0 PLM/D3.0 JOA |       |     |     |     |     |     |                    |                     |   |

|          |   |           |  |  |  |   |        |               |     |       |  |  |  |  |  |
|----------|---|-----------|--|--|--|---|--------|---------------|-----|-------|--|--|--|--|--|
| PANS OPS | <b>Standard</b> STRAIGHT-IN LANDING RWY 06L |           |  |  |  | CIRCLE-TO-LAND                          |        |               |     |       |  |  |  |  |  |
|          | CDFA  |           |  |  |  | Not authorized Northwest of rwy 06L/24R |        |               |     |       |  |  |  |  |  |
|          | DA/MDA(H) <b>450'</b> (435')                |           |  |  |  |   |        |               |     |       |  |  |  |  |  |
|          | ALS out                                     |           |  |  |  | Max Kts                                 | MDA(H) |               | VIS |       |  |  |  |  |  |
|          | A   | RVR 1300m |  |  |  |   | 100    | 620' (593')   |     | 1500m |  |  |  |  |  |
| B        | RVR 1500m                                   |           |  |  |  |   | 135    | 820' (793')   |     | 1600m |  |  |  |  |  |
| C        | RVR 2000m                                   |           |  |  |  |   | 180    | 1210' (1183') |     | 2400m |  |  |  |  |  |
| D        | RVR 2000m                                   |           |  |  |  |   | 205    | 1510' (1483') |     | 3600m |  |  |  |  |  |

# LEPA/PMI PALMA DE MALLORCA

## JEPPESEN PALMA DE MALLORCA, SPAIN

14 APR 23 11-02 Eff 20 Apr

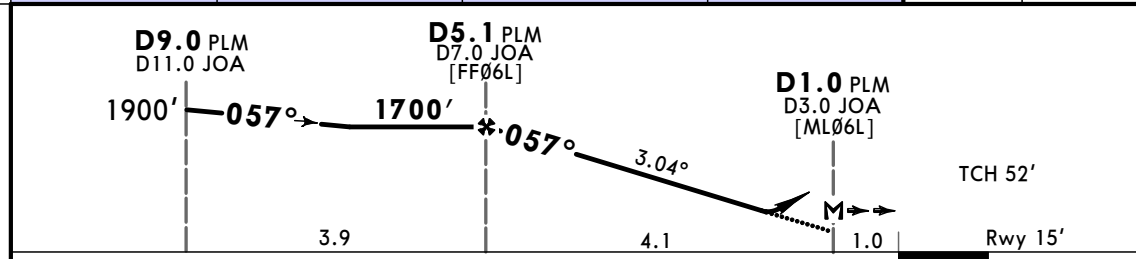
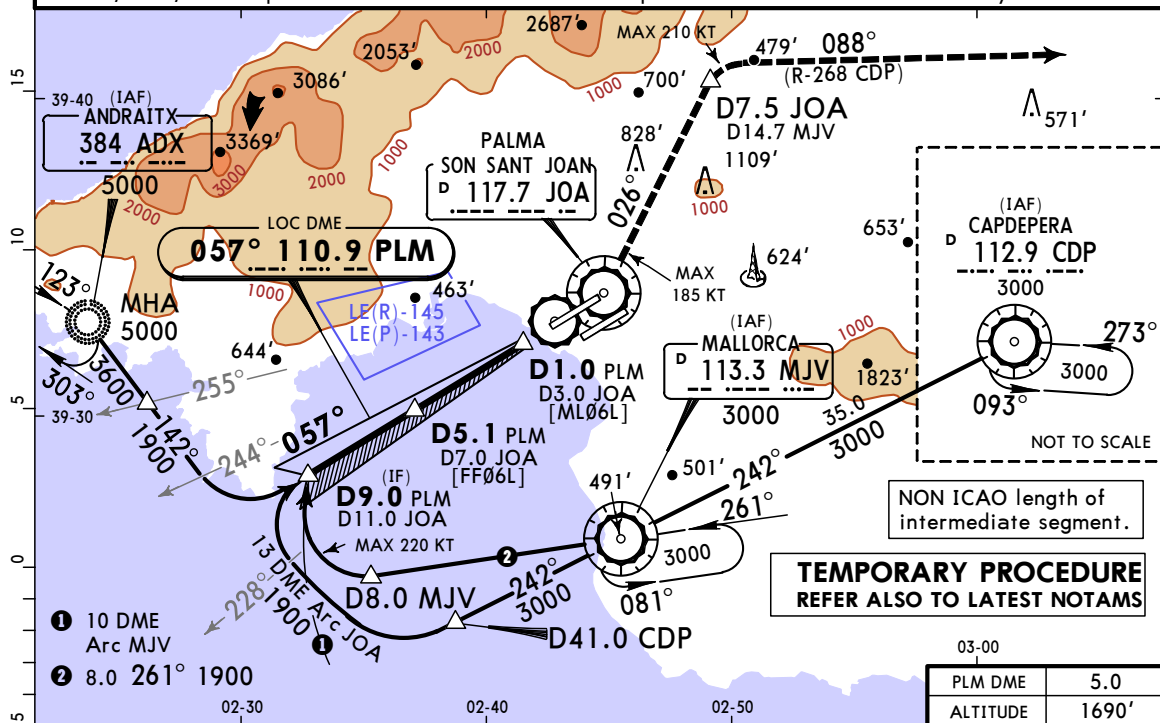
### LOC Rwy 06L

|                |                   |         |         |                   |         |
|----------------|-------------------|---------|---------|-------------------|---------|
| D-ATIS Arrival | PALMA Approach(R) |         |         | PALMA Tower (ARR) | Ground  |
| 119.255        | 118.955           | 119.155 | 119.405 | 118.305           | 121.905 |

|  |                               |   |                                   |                         |                    |
|--|-------------------------------|---|-----------------------------------|-------------------------|--------------------|
| LOC PLM<br><b>110.9</b>  | Final Apch Crs<br><b>057°</b> | <b>D5.1 PLM</b><br><b>1700'</b> (1685') | DA/MDA(H)<br>Refer to<br>Minimums | Apt Elev 27'<br>Rwy 15' | <p>MSA JOA VOR</p> |
| <p><b>MISSED APCH:</b> Climb direct to JOA VOR. Turn LEFT (MAX 185 KT) and follow R-026 JOA to D7.5 JOA (D14.7 MJV) at 3000'. Turn RIGHT (MAX 210 KT) to intercept and follow R-268 inbound CDP VOR. Maintain 3000' and wait for ATC instructions.</p> <p><b>MISSED APCH WITH LOST COMM:</b> Climb direct to JOA VOR. Turn LEFT (MAX 185 KT) and follow R-026 JOA to D7.5 JOA (D14.7 MJV) at 3000'. Turn RIGHT (MAX 210 KT) to intercept and follow R-268 inbound CDP VOR. Maintain 3000' and proceed to CDP VOR and hold.</p> |                               |   |                                   |                         |                    |

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'

1. VOR, DME, ADF required. 2. ADF for ADX transition required. 3. ILS DME reads zero at rwy 06L thresh.



|               |       |     |     |     |     |     |       |       |        |       |          |
|---------------|-------|-----|-----|-----|-----|-----|-------|-------|--------|-------|----------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HTALS | JOA   | 185 KT | JOA   | D7.5 JOA |
| Descent Angle | 3.04° | 376 | 484 | 538 | 645 | 861 | PAPI  | 117.7 | MAX    | 117.7 | R-026    |

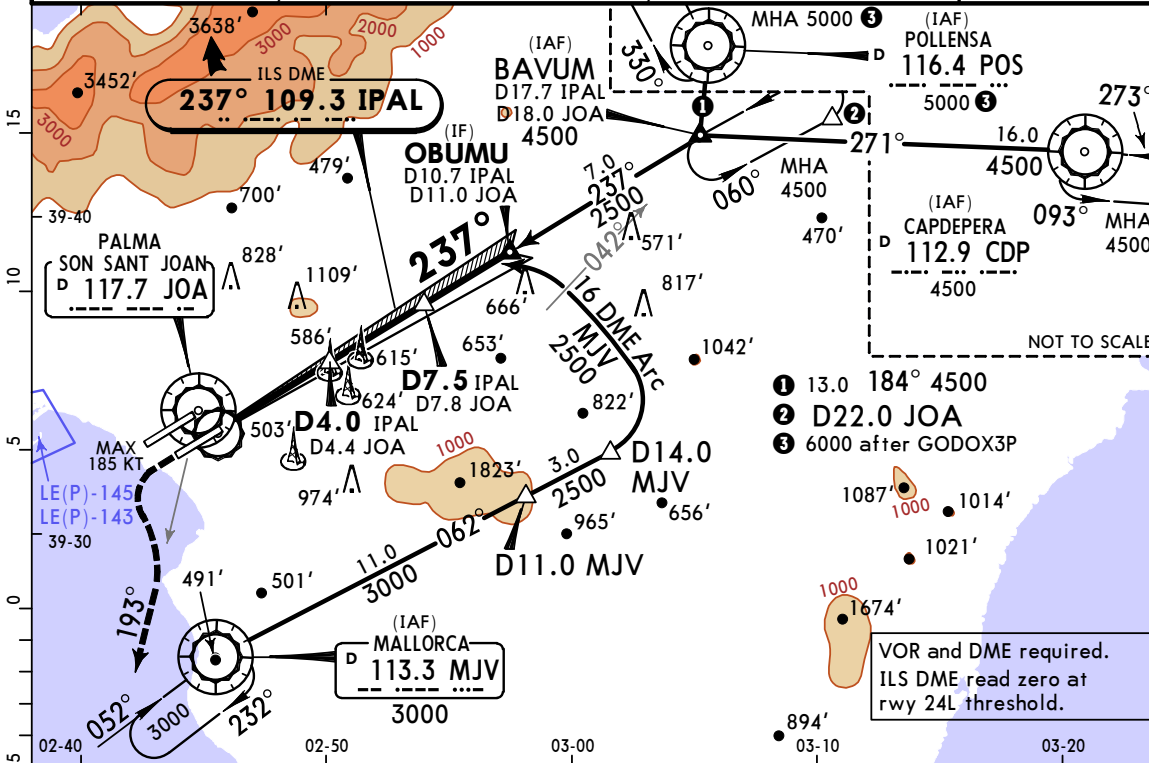
| Standard STRAIGHT-IN LANDING RWY 06L                   |   |  |           | CIRCLE-TO-LAND   |         |               |       |
|--|---|--|-----------|--|---------|---------------|-------|
| MACG MIN 5.0 %<br>CDFA<br>DA/MDA(H) <b>450'</b> (435') |   | MACG MIN 4.0 %<br>CDFA<br>DA/MDA(H) <b>750'</b> (735') |           | MACG MIN 2.5 %<br>CDFA<br>DA/MDA(H) <b>1600'</b> (1585') |         |               |       |
| ALS out  |   | ALS out  |           | ALS out  |         |               |       |
| PANS OPS   | A | RVR 1300m  | RVR 1500m | RVR 5000m  | Max Kts | MDA(H)        | VIS   |
|  | B |  |           |  | 100     | 1600' (1573') | 1500m |
|  | C |  |           |  | 135     | 1600' (1573') | 1600m |
|  | D |  |           |  | 180     | 1600' (1573') | 2400m |
|  |   |  |           |  | 205     | 1600' (1573') | 3600m |

**1** or higher straight-in minimums.

**LEPA/PMI**  
PALMA DE MALLORCA

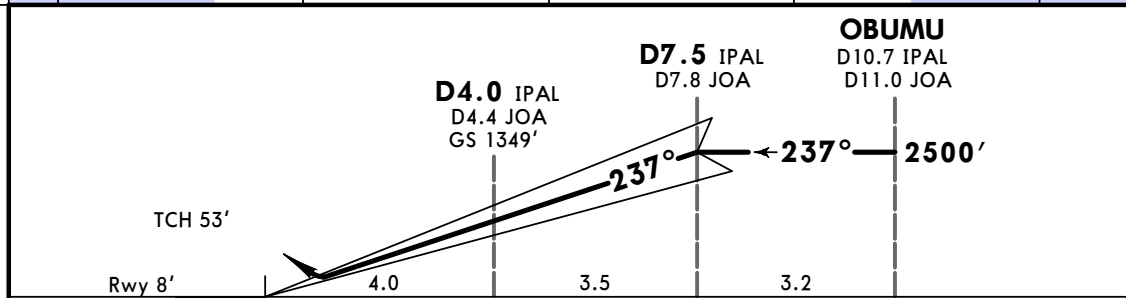
**JEPPESEN PALMA DE MALLORCA, SPAIN**  
14 APR 23 **(11-3) Eff 20 Apr**  
**ILS Z Rwy 24L**

|  |   |  |                               |                                     |                          |
|--|---|--|-------------------------------|-------------------------------------|--------------------------|
| D-ATIS Arrival<br><b>119.255</b>   | PALMA Approach(R)<br><b>118.955 119.155 119.405</b> |  |                               | PALMA Tower (ARR)<br><b>118.305</b> | Ground<br><b>121.705</b> |
| LOC<br>IPAL<br><b>109.3</b>  | Final<br>Apch Crs<br><b>237°</b>                    | <b>D7.5 IPAL</b><br><b>2500'</b> (2492') | DA(H)<br>Refer to<br>Minimums | Apt Elev 27'<br>Rwy 8'              | <p>MSA JOA VOR</p>       |
| <p><b>MISSED APCH:</b> Climb on runway heading to 420'. Turn LEFT (not before R-193 JOA, MAX 185KT) and follow R-193 JOA climbing to 3000'. Contact ATC.</p> <p><b>MISSED APCH WITH LOST COMM:</b> Climb on runway heading to 420'. Turn LEFT (not before R-193 JOA, MAX 185KT) and follow R-193 JOA climbing to 3000'. Turn LEFT (MAX 185KT) and hold at MJV VOR.</p> |   |  |                               |                                     |                          |
| Alt Set: hPa   |   | Rwy Elev: 0 hPa                          | Trans level: By ATC           |                                     | Trans alt: 6000'         |



- ① 13.0 184° 4500
- ② D22.0 JOA
- ③ 6000 after GODOX3P

VOR and DME required.  
ILS DME read zero at  
rwy 24L threshold.



|               |       |     |     |     |     |     |   |
|---------------|-------|-----|-----|-----|-----|-----|---|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II<br>PAPI PAPI<br>Refer to<br>Missed Apch<br>above |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |   |

|   |          |                   |  |  |                     |
|---|----------|-------------------|--|--|---------------------|
| <b>Standard</b> STRAIGHT-IN LANDING RWY 24L   |          |                   |  | CIRCLE-TO-LAND<br>Not authorized<br>Northwest of rwy 06R/24L |                     |
| ILS   |          |                   |  |  |                     |
| DA(H) A: <b>219'</b> (211') B: <b>231'</b> (223') C: <b>239'</b> (231') D: <b>250'</b> (242') |          |                   |  |  |                     |
| FULL  |          | TDZ or CL out     |  | ALS out  |                     |
| A   |          |                   |  |  | Max Kts             |
| B   |          |                   |  |  | 100                 |
| C   | RVR 550m | RVR 550m <b>I</b> |  | RVR 1200m  | 135                 |
| D   |          |                   |  | RVR 1300m  | 180                 |
|   |          |                   |  |  | 205                 |
|   |          |                   |  |  | MDA(H) VIS          |
|   |          |                   |  |  | 620' (593') 1500m   |
|   |          |                   |  |  | 820' (793') 1600m   |
|   |          |                   |  |  | 1060' (1033') 2400m |
|   |          |                   |  |  | 1390' (1363') 3600m |

**I** RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: ATIS.

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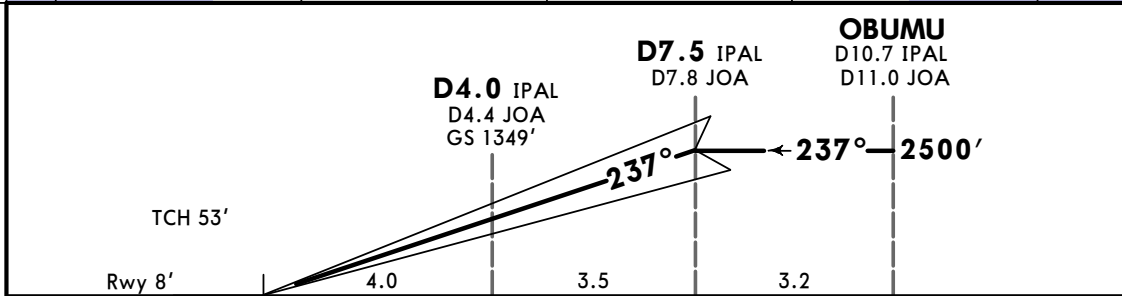
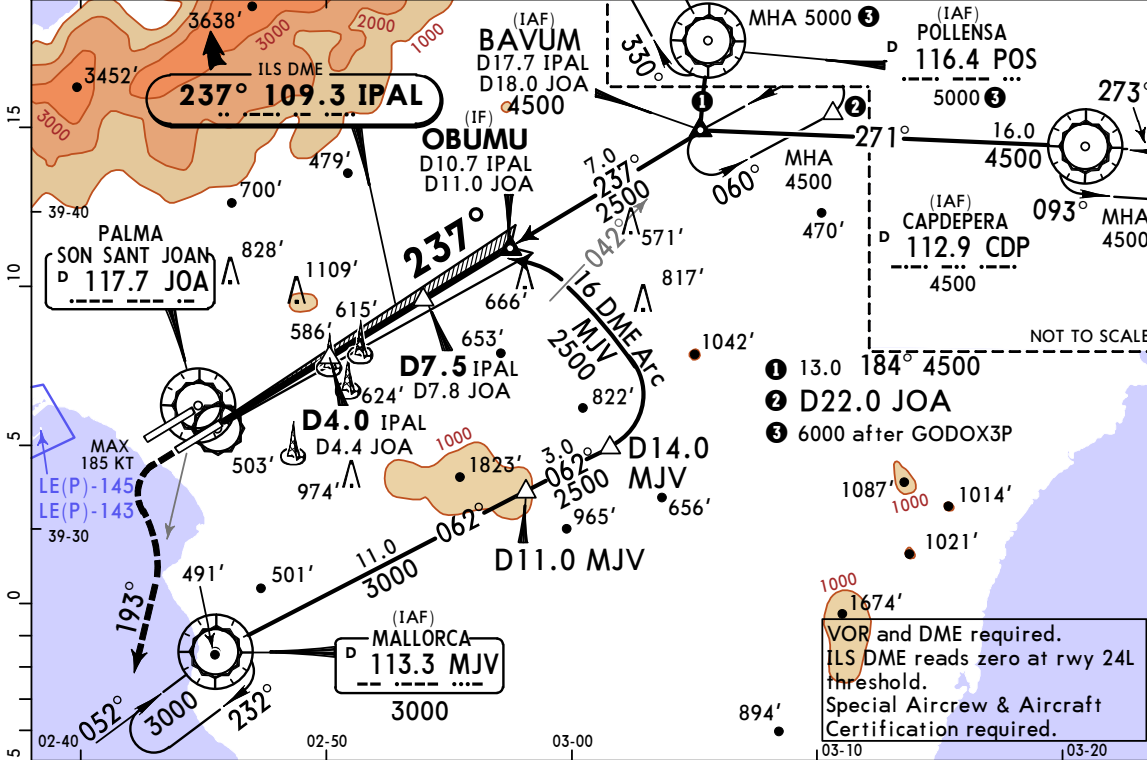
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**PALMA DE MALLORCA**

**JEPPESEN** 14 APR 23  
 Eff 20 Apr 2023 **(11-3A)**

**PALMA DE MALLORCA, SPAIN**  
**CAT II/III ILS Z Rwy 24L**

|   |                                  |  |  |                   |                    |
|---|----------------------------------|--|--|-------------------|--------------------|
| D-ATIS Arrival  | PALMA Approach(R)                |  |  | PALMA Tower (ARR) | Ground             |
| 119.255   | 118.955                          | 119.155                                  | 119.405                                | 118.305           | 121.705            |
| LOC<br>IPAL<br><b>109.3</b>   | Final<br>Apch Crs<br><b>237°</b> | <b>D7.5 IPAL</b><br><b>2500'</b> (2492') | CAT II & IIIA ILS<br>Refer to Minimums | Apt Elev 27'      | Rwy 8'             |
| <b>MISSED APCH:</b> Climb on runway heading to 420'. Turn LEFT (not before R-193 JOA, MAX 185KT) and follow R-193 JOA climbing to 3000'. Contact ATC.<br><b>MISSED APCH WITH LOST COMM:</b> Climb on runway heading to 420'. Turn LEFT (not before R-193 JOA, MAX 185KT) and follow R-193 JOA climbing to 3000'. Turn LEFT (MAX 185KT) and hold at MJV VOR. |                                  |  |  |                   | <p>MSA JOA VOR</p> |
| Alt Set: hPa  | Rwy Elev: 0 hPa                  | Trans level: By ATC                      |  | Trans alt: 6000'  |                    |



|               |       |     |     |     |     |     |   |
|---------------|-------|-----|-----|-----|-----|-----|---|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II<br>PAPI PAPI<br>Refer to Missed Apch above |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |   |

|                      |                          |                          |                          |                          |                             |  |  |  |  |
|----------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------------|--|--|--|--|
| <b>Standard</b>      |                          |                          |                          |                          | STRAIGHT-IN LANDING RWY 24L |  |  |  |  |
| CAT IIIA<br><b>I</b> | CAT II                   |                          |                          |                          |                             |  |  |  |  |
|                      | A                        | B                        | C                        | D                        |                             |  |  |  |  |
| RA <b>101'</b>       | RA <b>107'</b>           | RA <b>119'</b>           | RA <b>132'</b>           |                          |                             |  |  |  |  |
| DH <b>50'</b>        | DA(H) <b>108'</b> (100') | DA(H) <b>115'</b> (107') | DA(H) <b>127'</b> (119') | DA(H) <b>141'</b> (133') |                             |  |  |  |  |
| RVR <b>200m</b>      | RVR <b>300m</b>          |                          |                          | RVR <b>400m</b>          |                             |  |  |  |  |

**I** CAT IIIB: Mim RVR 75m.

CHANGES: ATIS.

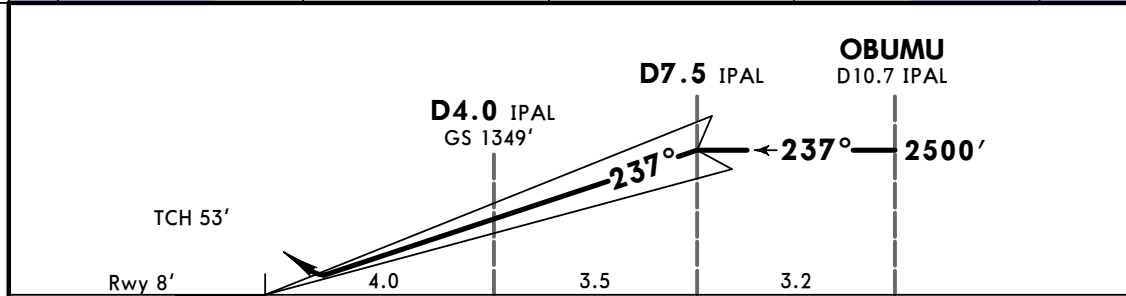
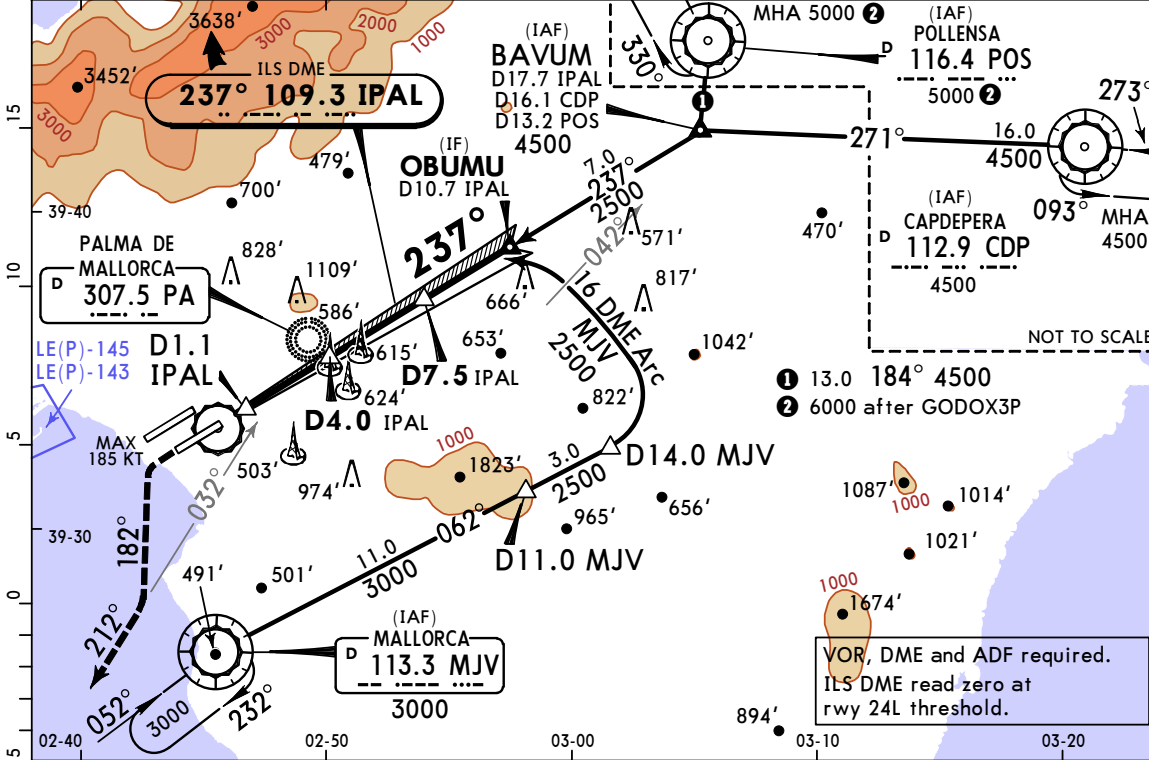
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**LEPA/PMI**  
**PALMA DE MALLORCA**

**JEPPESSEN PALMA DE MALLORCA, SPAIN**  
14 APR 23 **(11-4) Eff 20 Apr**  
**ILS Y Rwy 24L**

|   |   |  |                               |                                     |                          |
|---|---|--|-------------------------------|-------------------------------------|--------------------------|
| D-ATIS Arrival<br><b>119.255</b>  | PALMA Approach(R)<br><b>118.955 119.155 119.405</b> |  |                               | PALMA Tower (ARR)<br><b>118.305</b> | Ground<br><b>121.705</b> |
| LOC<br>IPAL<br><b>109.3</b>   | Final<br>Apch Crs<br><b>237°</b>                    | <b>D7.5 IPAL</b><br><b>2500'</b> (2492') | DA(H)<br>Refer to<br>Minimums | Apt Elev 27'<br>Rwy 8'              | <p>MSA MJV VOR</p>       |
| <p><b>MISSED APCH:</b> Climb on runway heading to 420'. Turn LEFT (not before D1.1 IPAL, MAX 185KT) onto 182° to intercept and follow 212° from NDB. Climb to 3000' and contact ATC.</p> <p><b>MISSED APCH WITH LOST COMM:</b> Climb on runway heading to 420'. Turn LEFT (not before D1.1 IPAL, MAX 185KT) onto 182° to intercept and follow 212° from NDB. Climb to 3000', then turn LEFT to CDP VOR. Aft crossing D15.0 CDP climb to 4500' and hold.</p> |   |  |                               |                                     |                          |
| Alt Set: hPa  |   | Rwy Elev: 0 hPa                          |                               | Trans level: By ATC                 |                          |



|               |       |     |     |     |     |     |   |
|---------------|-------|-----|-----|-----|-----|-----|---|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II<br>PAPI PAPI<br>Refer to Missed Apch above |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 849 |   |

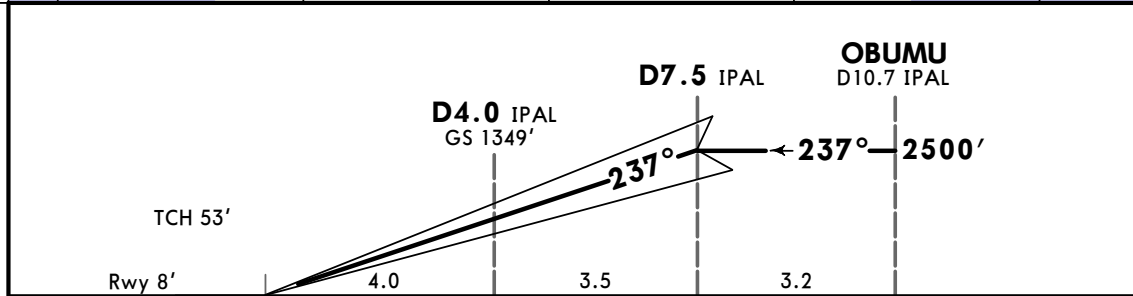
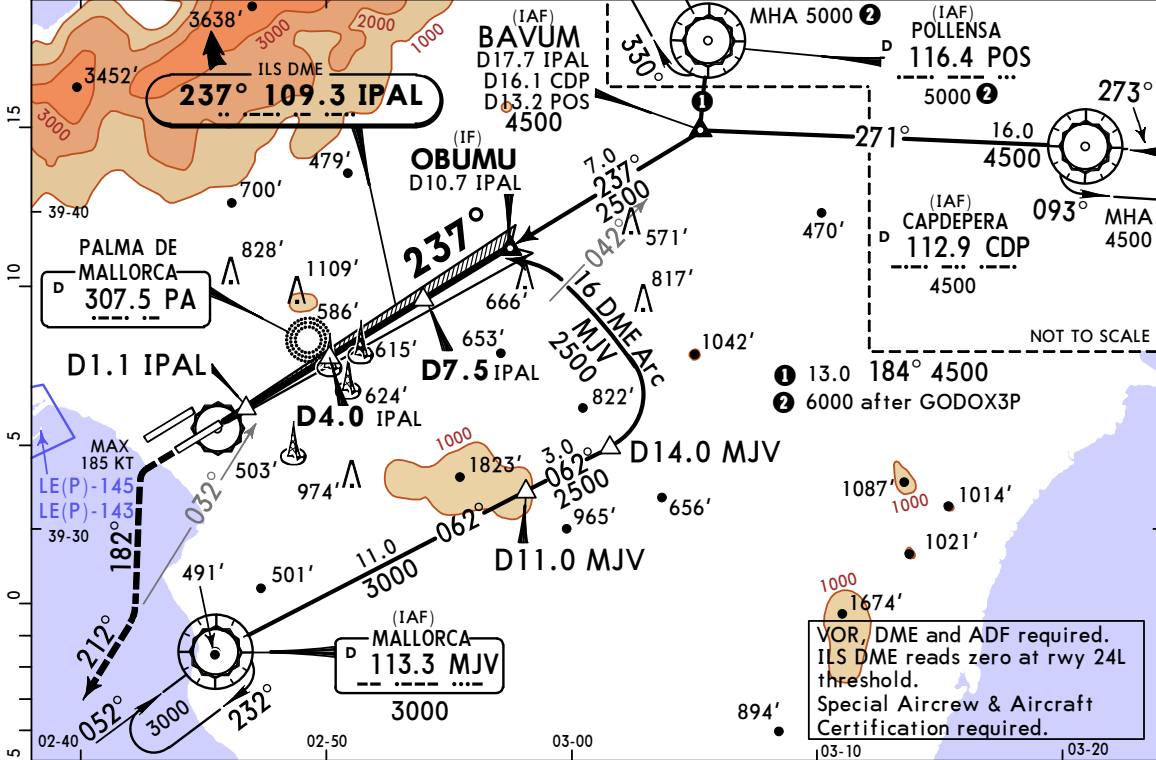
|  |          |                   |  |  |                     |
|--|----------|-------------------|--|--|---------------------|
| <b>Standard</b> STRAIGHT-IN LANDING RWY 24L  |          |                   |  | CIRCLE-TO-LAND<br>Not authorized<br>Northwest of rwy 06R/24L |                     |
| ILS<br>DA(H) A: <b>219'</b> (211') B: <b>231'</b> (223') C: <b>239'</b> (231') D: <b>250'</b> (242') |          |                   |  |  |                     |
| FULL   |          | TDZ or CL out     |  | ALS out  |                     |
| A  |          |                   |  |  | Max Kts             |
| B  |          |                   |  |  | 100                 |
| C  | RVR 550m | RVR 550m <b>I</b> |  | RVR 1200m  | 135                 |
| D  |          |                   |  | RVR 1300m  | 180                 |
|  |          |                   |  |  | 205                 |
|  |          |                   |  |  | MDA(H) VIS          |
|  |          |                   |  |  | 620' (593') 1500m   |
|  |          |                   |  |  | 820' (793') 1600m   |
|  |          |                   |  |  | 1060' (1033') 2400m |
|  |          |                   |  |  | 1390' (1363') 3600m |

**I** RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

# LEPA/PMI PALMA DE MALLORCA, SPAIN

14 APR 23 Eff 20 Apr 11-4A CAT II/III ILS Y Rwy 24L

|   |                               |                                   |  |                        |                    |
|---|-------------------------------|-----------------------------------|--|------------------------|--------------------|
| D-ATIS Arrival  | PALMA Approach(R)             |                                   |  | PALMA Tower (ARR)      | Ground             |
| 119.255   | 118.955                       | 119.155                           | 119.405                                | 118.305                | 121.705            |
| LOC IPAL<br><b>109.3</b>  | Final Apch Crs<br><b>237°</b> | <b>D7.5 IPAL</b><br>2500' (2492') | CAT II & IIIA ILS<br>Refer to Minimums | Apt Elev 27'<br>Rwy 8' | <p>MSA MJV VOR</p> |
| <p><b>MISSED APCH:</b> Climb on runway heading to 420°. Turn LEFT (not before D1.1 IPAL, MAX 185KT) onto 182° to intercept and follow 212° from NDB. Climb to 3000' and contact ATC.</p> <p><b>MISSED APCH WITH LOST COMM:</b> Climb on runway heading to 420°. Turn LEFT (not before D1.1 IPAL, MAX 185KT) onto 182° to intercept and follow 212° from NDB. Climb to 3000', then turn LEFT to CDP VOR. Aft crossing D15.0 CDP climb to 4500' and hold.</p> |                               |                                   |  |                        |                    |
| Alt Set: hPa  |                               | Rwy Elev: 0 hPa                   |  | Trans level: By ATC    | Trans alt: 6000'   |



|               |       |     |     |     |     |     |   |
|---------------|-------|-----|-----|-----|-----|-----|---|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II<br>PAPI PAPI<br>Refer to Missed Apch above |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 849 |   |

|                                      |                             |                             |                             |                             |
|--------------------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|
| Standard STRAIGHT-IN LANDING RWY 24L |                             |                             |                             |                             |
| CAT IIIA<br>I                        | CAT II                      |                             |                             |                             |
|                                      | A                           | B                           | C                           | D                           |
| DH 50'                               | RA 101'<br>DA(H) 108'(100') | RA 107'<br>DA(H) 115'(107') | RA 119'<br>DA(H) 127'(119') | RA 132'<br>DA(H) 141'(133') |
| RVR 200m                             | RVR 300m                    |                             | RVR 400m                    |                             |

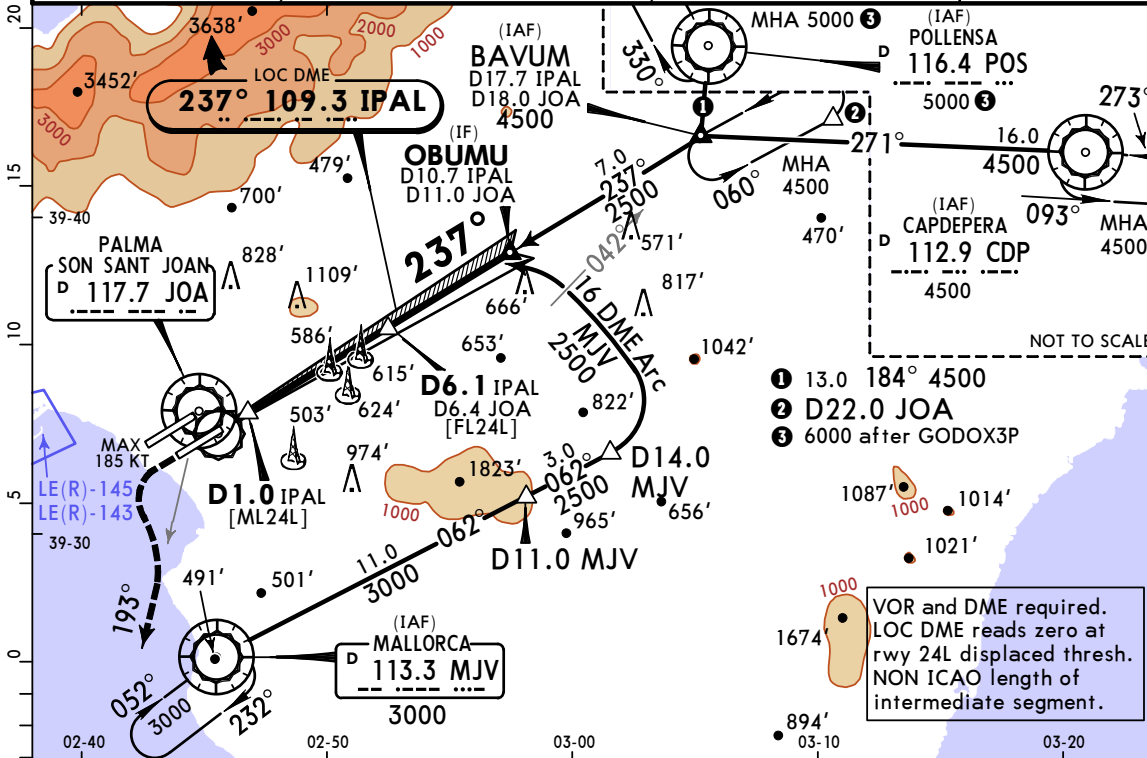
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**LEPA/PMI**  
PALMA DE MALLORCA

**JEPPESEN PALMA DE MALLORCA, SPAIN**  
14 APR 23 **(11-5) Eff 20 Apr**  
**LOC Rwy 24L**

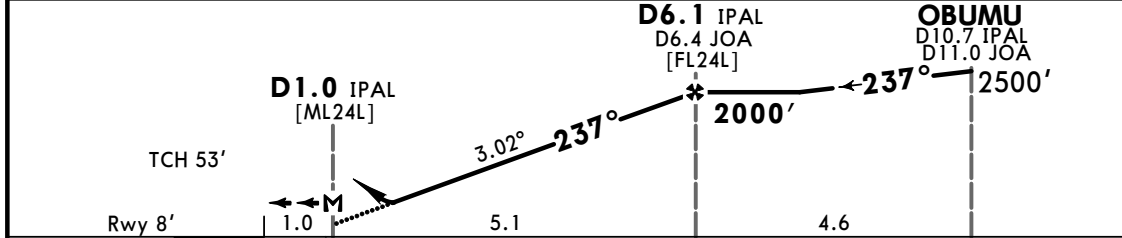
|   |                   |                 |                     |                   |                    |
|---|-------------------|-----------------|---------------------|-------------------|--------------------|
| D-ATIS Arrival  | PALMA Approach(R) |                 |                     | PALMA Tower (ARR) | Ground             |
| 119.255   | 118.955           | 119.155         | 119.405             | 118.305           | 121.705            |
| LOC IPAL  | Final Apch Crs    | D6.1 IPAL       | DA/MDA(H)           | Apt Elev 27'      | <p>MSA JOA VOR</p> |
| 109.3   | 237°              | 2000' (1992')   | 880' (872')         | Rwy 8'            |                    |
| <p><b>MISSED APCH:</b> Turn LEFT (not before R-193 JOA, MAX 185 KT) and follow R-193 JOA climbing to 3000'. Contact ATC.</p> <p><b>MISSED APCH WITH LOST COMM:</b> Turn LEFT (not before R-193 JOA, MAX 185 KT) and follow R-193 JOA climbing to 3000'. Turn LEFT (MAX 185 KT) and hold at MJV VOR.</p> |                   |                 |                     |                   |                    |
| Alt Set: hPa  |                   | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000'  |                    |



- ① 13.0 184° 4500
- ② D22.0 JOA
- ③ 6000 after GODOX3P

VOR and DME required. LOC DME reads zero at rwy 24L displaced thresh. NON ICAO length of intermediate segment.

|          |       |       |       |       |
|----------|-------|-------|-------|-------|
| IPAL DME | 3.0   | 4.0   | 5.0   | 6.0   |
| ALTITUDE | 1030' | 1350' | 1680' | 1990' |



|                     |     |     |     |     |     |     |
|---------------------|-----|-----|-----|-----|-----|-----|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 |
| Descent Angle 3.02° | 374 | 481 | 534 | 641 | 748 | 855 |

HIALS-II  
PAPI PAPI  
Refer to Missed Apch above

|                 |           |                             |  |   |                     |
|-----------------|-----------|-----------------------------|--|---|---------------------|
| <b>Standard</b> |           | STRAIGHT-IN LANDING RWY 24L |  | CIRCLE-TO-LAND                          |                     |
| CDFA            |           | DA/MDA(H) 880' (872')       |  | Not authorized Northwest of rwy 06R/24L |                     |
|                 |           | ALS out                     |  | Max Kts                                 | MDA(H) VIS          |
| A               |           |                             |  | 100                                     | 880' (853') 1500m   |
| B               | RVR 1500m |                             |  | 135                                     | 880' (853') 1600m   |
| C               | RVR 2400m |                             |  | 180                                     | 1060' (1033') 2400m |
| D               |           |                             |  | 205                                     | 1390' (1363') 3600m |

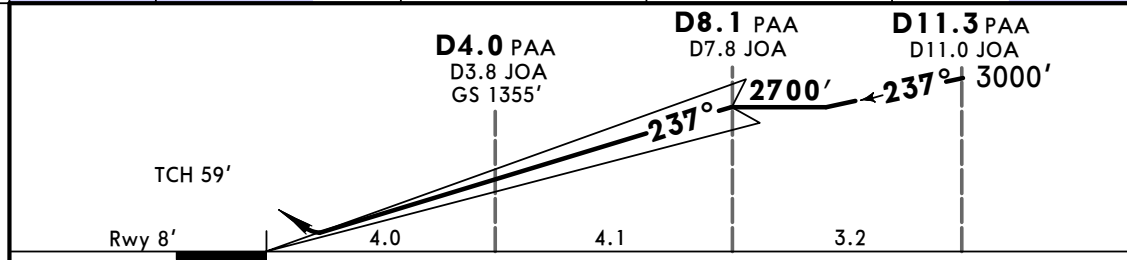
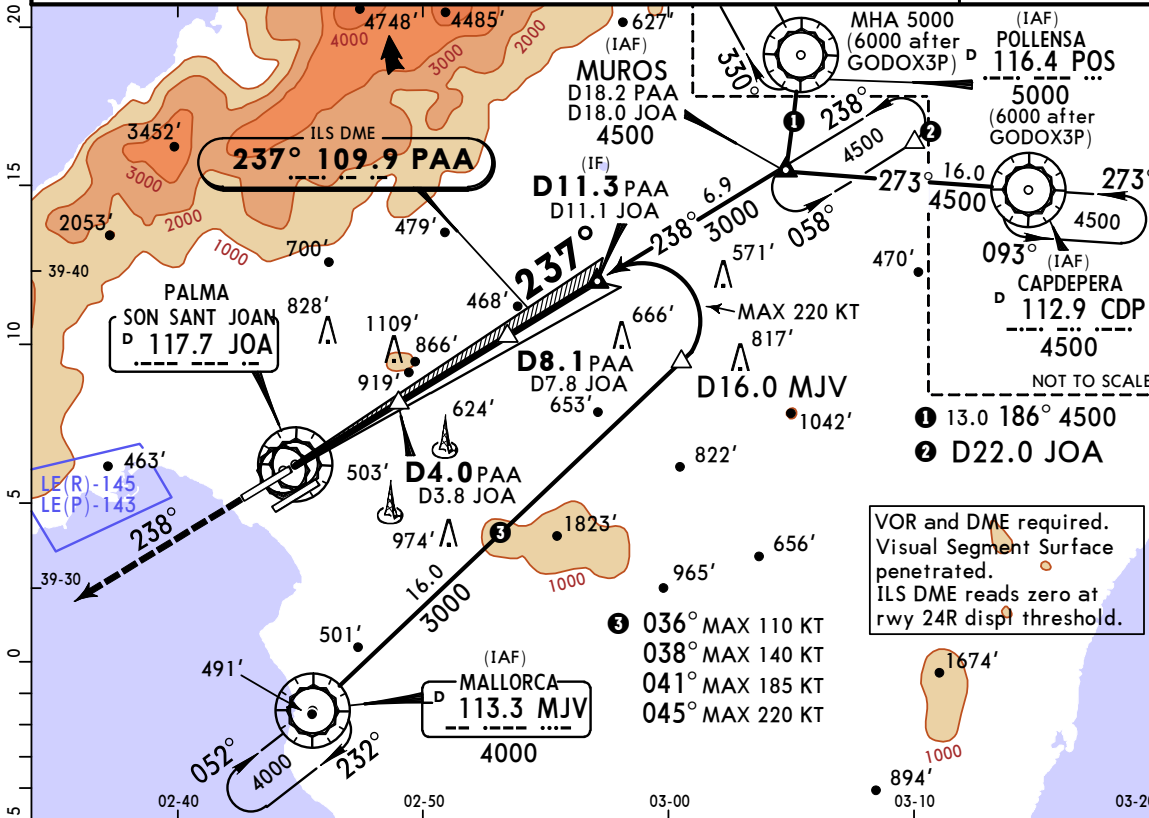
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# LEPA/PMI PALMA DE MALLORCA

## JEPPESEN PALMA DE MALLORCA, SPAIN ILS Z Rwy 24R

14 APR 23 **11-6** Eff 20 Apr

|   |                               |                                  |                         |                        |                    |
|---|-------------------------------|----------------------------------|-------------------------|------------------------|--------------------|
| D-ATIS Arrival  | PALMA Approach(R)             |                                  |                         | PALMA Tower (ARR)      | Ground             |
| 119.255   | 118.955                       | 119.155                          | 119.405                 | 118.305                | 121.905            |
| LOC PAA<br><b>109.9</b>   | Final Apch Crs<br><b>237°</b> | <b>D8.1 PAA</b><br>2700' (2692') | DA(H) Refer to Minimums | Apt Elev 27'<br>Rwy 8' | <p>MSA JOA VOR</p> |
| <p><b>MISSED APCH:</b> Climb on R-238 JOA to 4000' and wait for ATC instructions.</p> <p><b>MISSED APCH WITH LOST COMM:</b> Climb on R-238 JOA to 4000'. Turn LEFT and hold at MJV VOR.</p> |                               |                                  |                         |                        |                    |
| Alt Set: hPa  | Rwy Elev: 0 hPa               | Trans level: By ATC              | Trans alt: 6000'        |                        |                    |



|   |       |     |     |                   |     |     |  |
|---|-------|-----|-----|-------------------|-----|-----|--|
| Gnd speed-Kts   | 70    | 90  | 100 | 120               | 140 | 160 | HIALS<br>REIL PAPI PAPI<br>JOA 117.7<br>R-238<br>4000'           |
| GS  | 3.00° | 372 | 478 | 531               | 637 | 849 |  |
| <b>Standard STRAIGHT-IN LANDING RWY 24R ILS</b>   |       |     |     |                   |     |     | <b>CIRCLE-TO-LAND</b><br>Not authorized Northwest of rwy 06L/24R |
| DA(H) A: <b>208'</b> (200') B: <b>216'</b> (208') C: <b>224'</b> (216') D: <b>235'</b> (227') |       |     |     |                   |     |     |  |
| FULL  |       |     |     | ALS out           |     |     | Max Kts  |
| A   |       |     |     | RVR 550m <b>I</b> |     |     | 100  |
| B   |       |     |     | RVR 1200m         |     |     | 135  |
| C   |       |     |     |                   |     |     | 180  |
| D   |       |     |     |                   |     |     | 205  |
|   |       |     |     |                   |     |     | MDA(H)   |
|   |       |     |     |                   |     |     | 620' (593')  |
|   |       |     |     |                   |     |     | 1500m  |
|   |       |     |     |                   |     |     | 1060' (1033')  |
|   |       |     |     |                   |     |     | 2400m  |
|   |       |     |     |                   |     |     | 1390' (1363')  |
|   |       |     |     |                   |     |     | 3600m  |

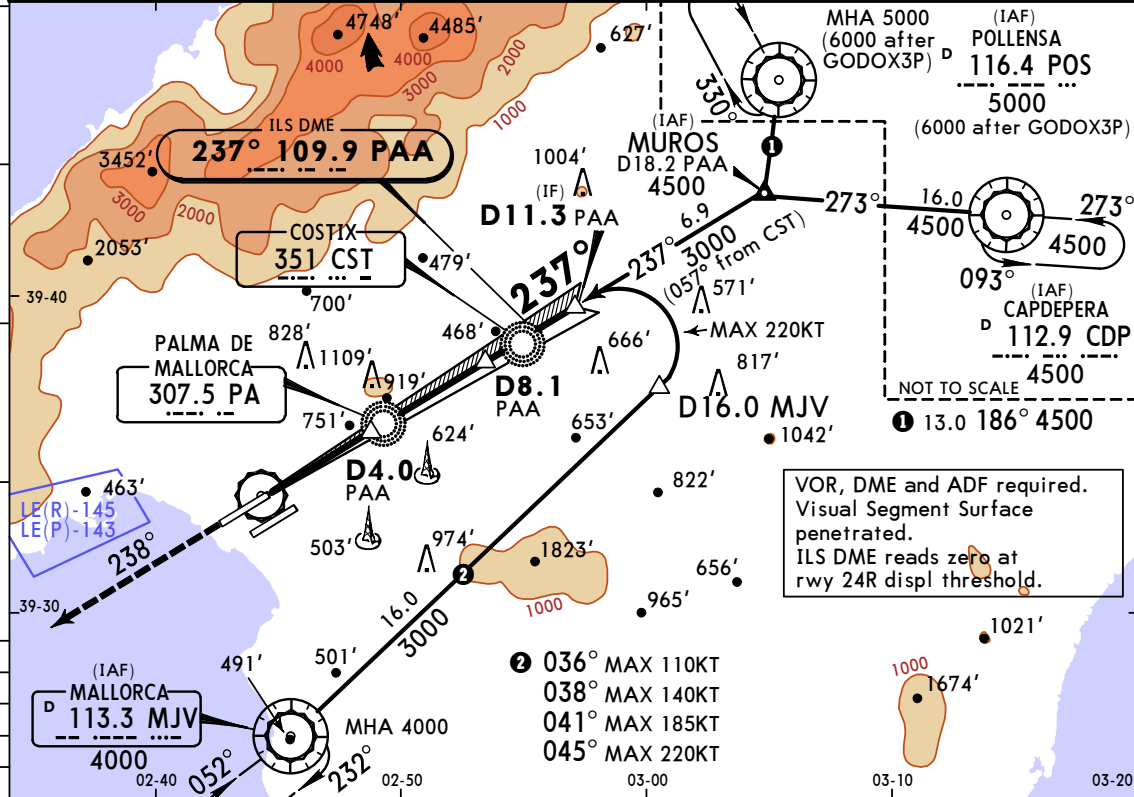
**I** RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.  
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# LEPA/PMI PALMA DE MALLORCA

## JEPPESEN PALMA DE MALLORCA, SPAIN

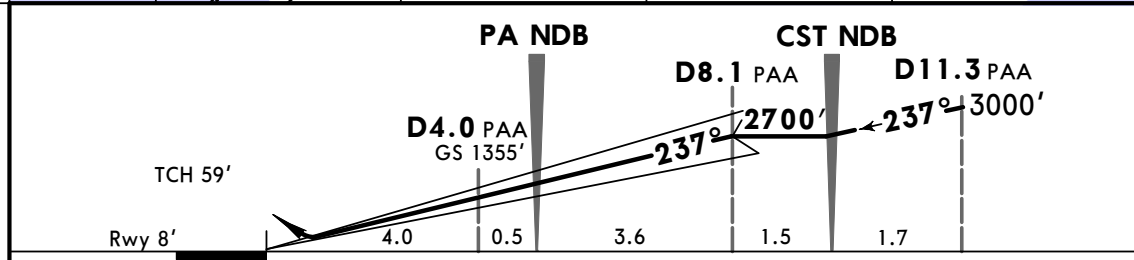
14 APR 23 (11-7) Eff 20 Apr ILS Y Rwy 24R

|   |                               |                                  |                            |                        |                    |
|---|-------------------------------|----------------------------------|----------------------------|------------------------|--------------------|
| D-ATIS Arrival  | PALMA Approach(R)             |                                  |                            | PALMA Tower (ARR)      | Ground             |
| 119.255   | 118.955                       | 119.155                          | 119.405                    | 118.305                | 121.905            |
| LOC PAA<br><b>109.9</b>   | Final Apch Crs<br><b>237°</b> | <b>D8.1 PAA</b><br>2700' (2692') | DA(H)<br>Refer to Minimums | Apt Elev 27'<br>Rwy 8' | <p>MSA MJV VOR</p> |
| <p><b>MISSED APCH:</b> Climb on track 238° to 4000' and as directed by ATC.</p> <p><b>MISSED APCH WITH LOST COMM:</b> Climb on track 238° to 4000'. Turn LEFT to CDP VOR and cross D15.0 CDP at MAX 4000'. Climb to 4500' and join holding.</p> |                               |                                  |                            |                        |                    |



VOR, DME and ADF required. Visual Segment Surface penetrated. ILS DME reads zero at rwy 24R displ threshold.

- 036° MAX 110KT
- 038° MAX 140KT
- 041° MAX 185KT
- 045° MAX 220KT



|               |       |     |     |     |     |     |     |
|---------------|-------|-----|-----|-----|-----|-----|-----|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |     |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |

|           |       |       |
|-----------|-------|-------|
| HIALS     | JOA   | 4000' |
| REIL PAPI | 117.7 |       |
| PAPI      | R-238 |       |

|   |           |   |                     |
|---|-----------|---|---------------------|
| <b>Standard</b> STRAIGHT-IN LANDING RWY 24R                   |           | CIRCLE-TO-LAND                          |                     |
| ILS   |           | Not authorized Northwest of rwy 06L/24R |                     |
| DA(H) A: 208'(200') B: 216'(208') C: 224'(216') D: 235'(227') |           |   |                     |
| FULL  |           | ALS out                                 |                     |
| A   |           | Max Kts                                 | MDA(H) VIS          |
| B   |           | 100                                     | 620' (593') 1500m   |
| C   | RVR 550m  | 135                                     | 820' (793') 1600m   |
| D   |           | 180                                     | 1060' (1033') 2400m |
|   | RVR 1200m | 205                                     | 1390' (1363') 3600m |

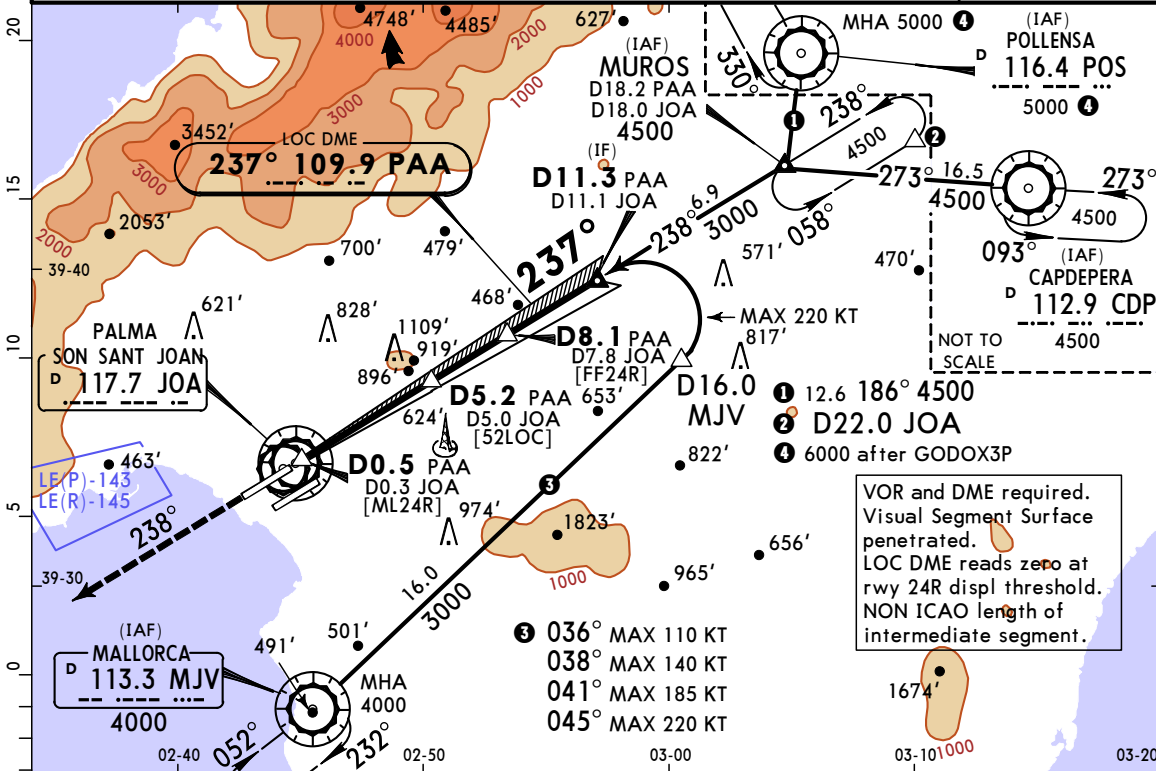
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

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**LEPA/PMI**  
**PALMA DE MALLORCA**

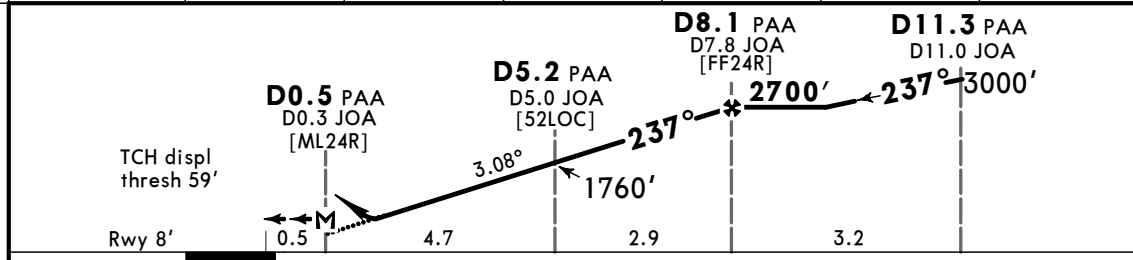
**JEPPESEN PALMA DE MALLORCA, SPAIN**  
14 APR 23 **11-8 Eff 20 Apr**  
**LOC Rwy 24R**

|  |                               |                                  |                                 |                        |                    |
|--|-------------------------------|----------------------------------|---------------------------------|------------------------|--------------------|
| D-ATIS Arrival   | PALMA Approach(R)             |                                  |                                 | PALMA Tower (ARR)      | Ground             |
| 119.255  | 118.955                       | 119.155                          | 119.405                         | 118.305                | 121.905            |
| LOC PAA<br><b>109.9</b>  | Final Apch Crs<br><b>237°</b> | <b>D8.1 PAA</b><br>2700' (2692') | DA/MDA(H)<br><b>880'</b> (872') | Apt Elev 27'<br>Rwy 8' | <p>MSA JOA VOR</p> |
| <p><b>MISSED APCH:</b> Climb on R-238 JOA to 4000' and as directed by ATC.</p> <p><b>MISSED APCH WITH LOST COMM:</b> Climb on R-238 JOA to 4000'. Turn LEFT and hold at MJV VOR.</p> |                               |                                  |                                 |                        |                    |
| Alt Set: hPa   |                               | Rwy Elev: 0 hPa                  | Trans level: By ATC             |                        | Trans alt: 6000'   |



VOR and DME required. Visual Segment Surface penetrated. LOC DME reads zero at rwy 24R displ threshold. NON ICAO length of intermediate segment.

|          |       |       |       |       |       |       |
|----------|-------|-------|-------|-------|-------|-------|
| PAA DME  | 3.0   | 4.0   | 5.0   | 6.0   | 7.0   | 8.0   |
| ALTITUDE | 1040' | 1370' | 1700' | 2020' | 2350' | 2680' |



|               |       |     |     |     |     |     |
|---------------|-------|-----|-----|-----|-----|-----|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |
| Descent Angle | 3.08° | 381 | 490 | 545 | 654 | 763 |

|       |       |       |
|-------|-------|-------|
| HIALS | JOA   | 4000' |
| REIL  | 117.7 |       |
| PAPI  | R-238 |       |

|                          |           |                 |  |                              |     |   |         |       |
|--------------------------|-----------|-----------------|--|------------------------------|-----|---|---------|-------|
| MAP at D0.5 PAA/D0.3 JOA |           | <b>Standard</b> |  | STRAIGHT-IN LANDING RWY 24R  |     | CIRCLE-TO-LAND                          |         |       |
| CDFA                     |           |                 |  | DA/MDA(H) <b>880'</b> (872') |     | Not authorized Northwest of rwy 06L/24R |         |       |
|                          |           |                 |  | ALS out                      |     | Max Kts                                 |         |       |
| A                        |           |                 |  |                              | 100 | 880'                                    | (853')  | 1500m |
| B                        | RVR 1500m |                 |  |                              | 135 | 880'                                    | (853')  | 1600m |
| C                        | RVR 2400m |                 |  |                              | 180 | 1060'                                   | (1033') | 2400m |
| D                        |           |                 |  |                              | 205 | 1390'                                   | (1363') | 3600m |

CHANGES: ATIS.

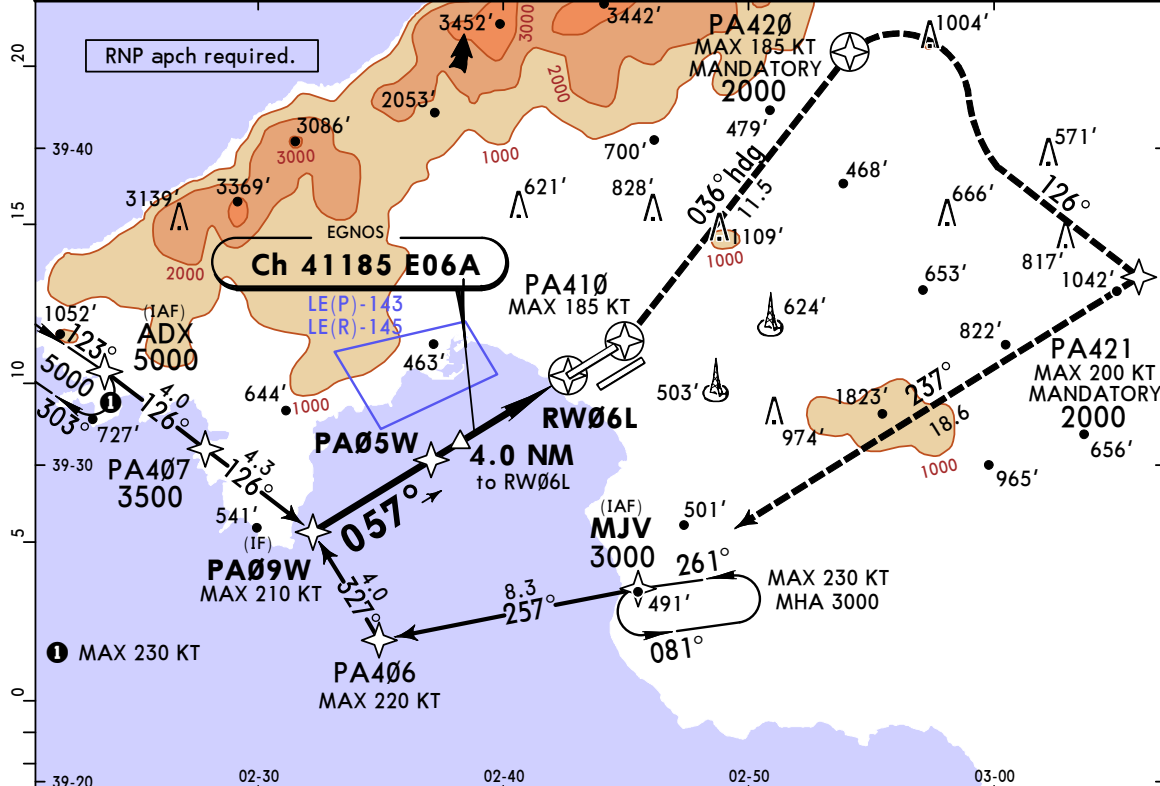
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# LEPA/PMI PALMA DE MALLORCA

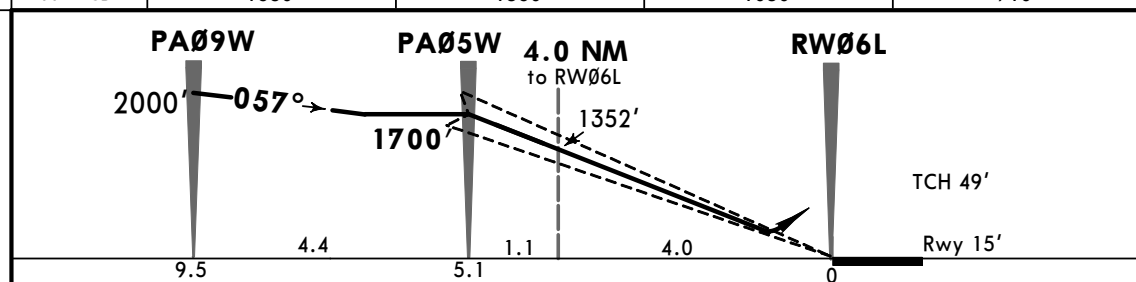
## JEPPESEN PALMA DE MALLORCA, SPAIN

14 APR 23 (12-1) Eff 20 Apr RNP Rwy 06L (LPV)

|  |                                  |                               |                                      |                   |                  |
|--|----------------------------------|-------------------------------|--------------------------------------|-------------------|------------------|
| D-ATIS Arrival   | PALMA Approach(R)                |                               |                                      | PALMA Tower (ARR) | Ground           |
| 119.255  | 118.955                          | 119.155                       | 119.405                              | 118.305           | 121.905          |
| EGNOS<br><b>Ch 41185</b><br>E06A   | Final<br>Apch Crs<br><b>057°</b> | <b>PA05W</b><br>1700' (1685') | LPV<br>DA(H)<br>Refer to<br>Minimums | Apt Elev 27'      | 7000             |
| <b>MISSED APCH:</b> Climb STRAIGHT to PA410, then turn LEFT (MAX 185 KT) to PA420 at 2000' on heading 036°, then turn RIGHT (MAX 185 KT) to PA421 at 2000', then turn RIGHT (MAX 200 KT) to MJV climbing up to 3000' and hold. |                                  |                               |                                      |                   |                  |
| Alt Set: hPa   |                                  | Rwy Elev: 1 hPa               | Trans level: By ATC                  |                   | Trans alt: 6000' |



|               |       |       |       |      |
|---------------|-------|-------|-------|------|
| DIST to RW06L | 5.0   | 4.0   | 3.0   | 2.0  |
| ALTITUDE      | 1680' | 1360' | 1030' | 710' |



|                  |       |     |     |     |     |     |   |
|------------------|-------|-----|-----|-----|-----|-----|---|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI PAPI<br><b>PA410</b><br>↑<br>LT<br><b>185 KT</b><br>MAX |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 849 |   |

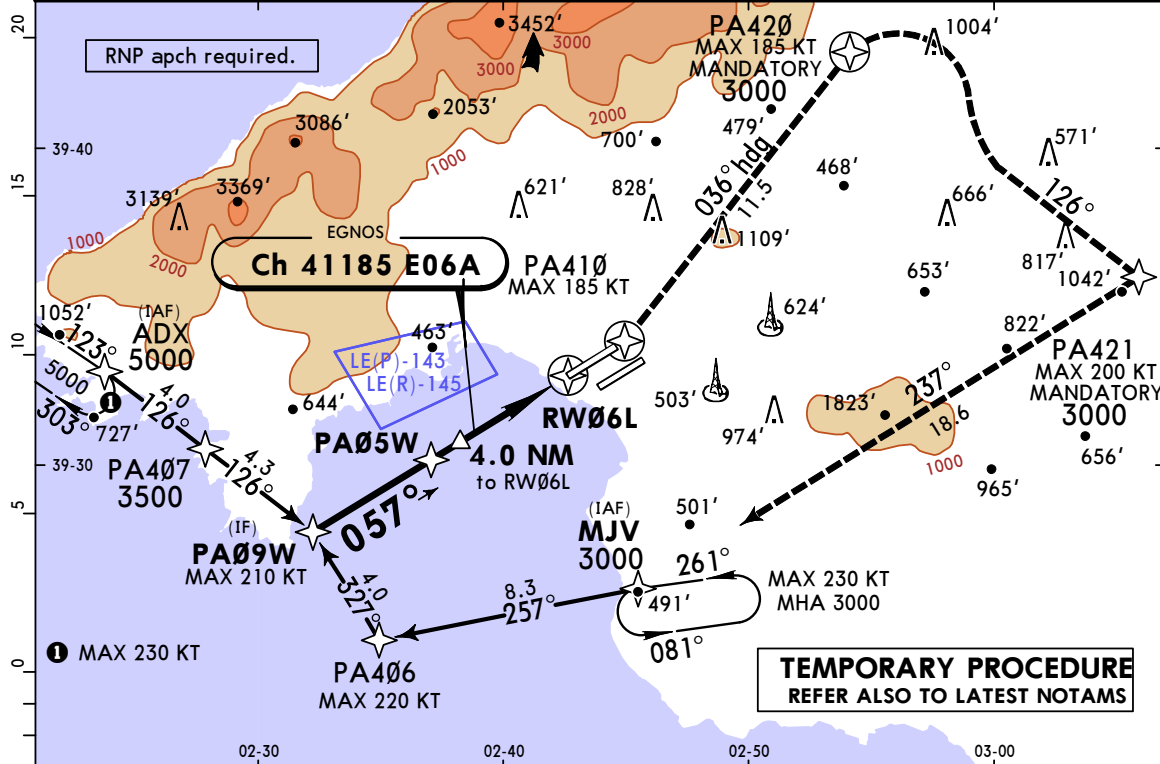
|   |           |  |  |         |
|---|-----------|--|--|---------|
| <b>Standard</b> STRAIGHT-IN LANDING RWY 06L LPV   |           |  | CIRCLE-TO-LAND<br>Not authorized<br>Northwest of rwy 06L/24R |         |
| DA(H) A: <b>447'</b> (432) B: <b>459'</b> (444) C: <b>467'</b> (452) D: <b>478'</b> (463) |           |  | ALS out  | Max Kts |
| A   | RVR 1300m |  | RVR 1500m  | 100     |
| B   |           |  |  | 135     |
| C   | RVR 1400m |  | RVR 2100m  | 180     |
| D   | RVR 1500m |  | RVR 2200m  | 205     |
|   |           |  | MDA(H)   | VIS     |
|   |           |  | <b>610'</b> (583')   | 1500m   |
|   |           |  | <b>830'</b> (803')   | 1600m   |
|   |           |  | <b>1230'</b> (1203')   | 2400m   |
|   |           |  | <b>1520'</b> (1493')   | 3600m   |

PANS OPS

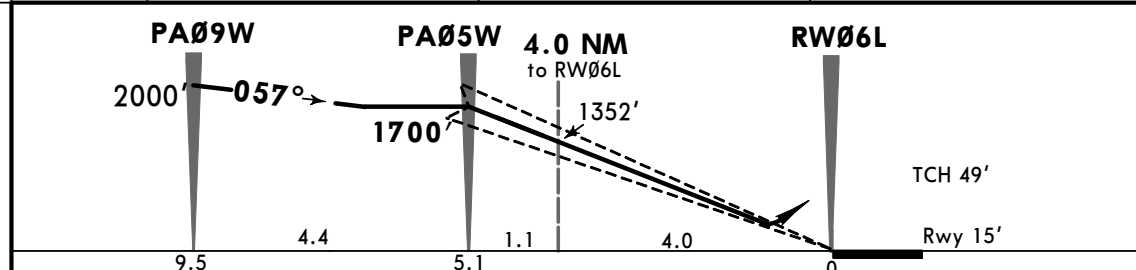


# LEPA/PMI PALMA DE MALLORCA 14 APR 23 (12-01) Eff 20 Apr RNP Rwy 06L (LPV)

|   |                                  |                               |                                      |                         |                  |
|---|----------------------------------|-------------------------------|--------------------------------------|-------------------------|------------------|
| D-ATIS Arrival  | PALMA Approach(R)                |                               |                                      | PALMA Tower (ARR)       | Ground           |
| 119.255   | 118.955                          | 119.155                       | 119.405                              | 118.305                 | 121.905          |
| EGNOS<br><b>Ch 41185</b><br>E06A  | Final<br>Apch Crs<br><b>057°</b> | <b>PA05W</b><br>1700' (1685') | LPV<br>DA(H)<br>Refer to<br>Minimums | Apt Elev 27'<br>Rwy 15' | 7000             |
| <b>MISSED APCH:</b> Climb STRAIGHT to PA410, then turn LEFT (MAX 185 KT) to PA420 at 3000' on heading 036°, then turn RIGHT (MAX 185 KT) to PA421 at 3000', then turn RIGHT (MAX 200 KT) to MJV, maintain 3000' and hold. |                                  |                               |                                      |                         |                  |
| Alt Set: hPa  |                                  | Rwy Elev: 1 hPa               | Trans level: By ATC                  |                         | Trans alt: 6000' |
|   |                                  |                               |                                      |                         | MSA ARP          |



|               |       |       |       |
|---------------|-------|-------|-------|
| DIST to RW06L | 5.0   | 4.0   | 3.0   |
| ALTITUDE      | 1680' | 1360' | 1030' |



|                  |       |     |     |     |     |     |  |
|------------------|-------|-----|-----|-----|-----|-----|--|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI PAPI<br>PA410 185 KT<br>MAX<br>PA420<br>LT |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 |  |

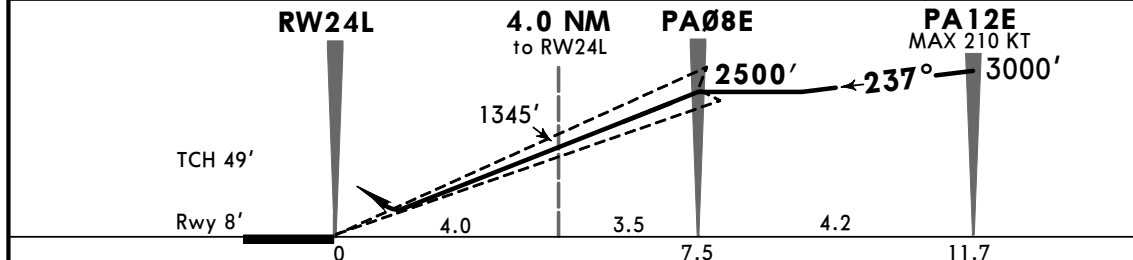
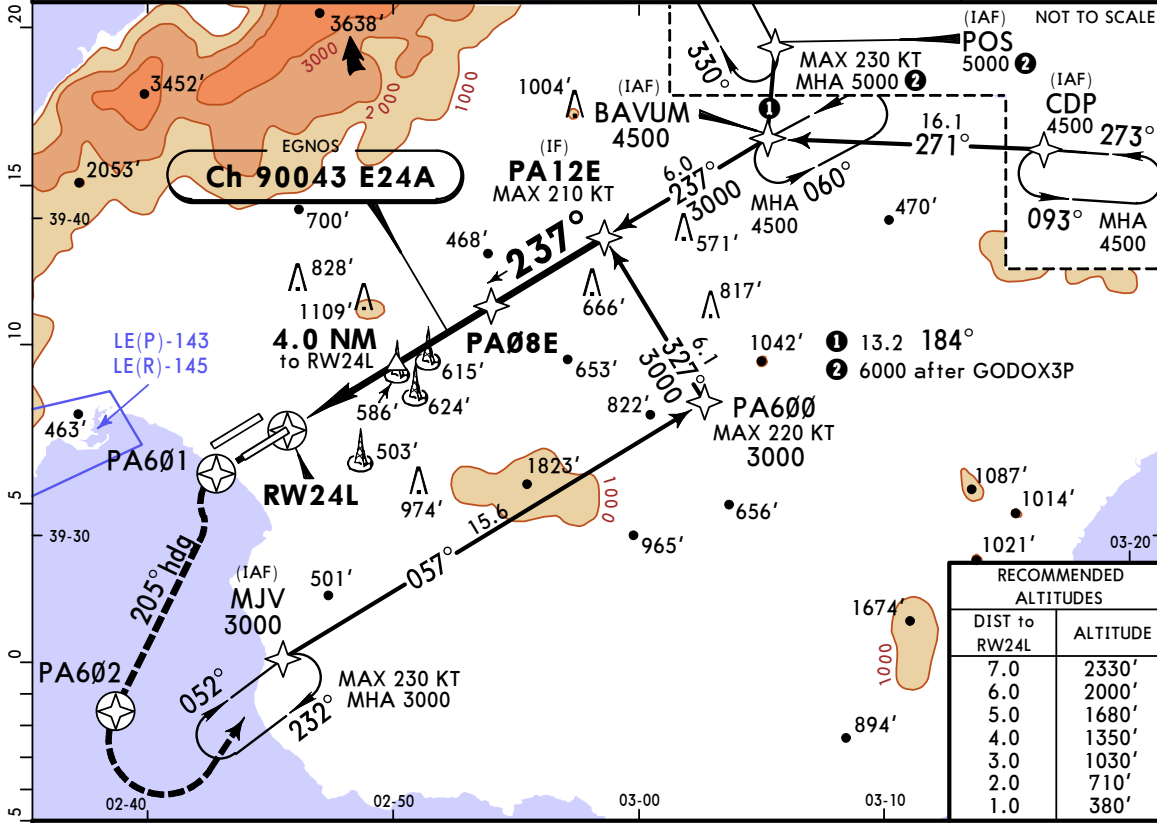
| Standard       |           | STRAIGHT-IN LANDING RWY 06L |           |           | CIRCLE-TO-LAND          |
|----------------|-----------|-----------------------------|-----------|-----------|-------------------------|
| MACG MIN 4.0 % |           | MACG MIN 3.0 %              |           |           | MACG MIN 2.5 %          |
| DA(H)          |           | DA(H)                       |           |           | DA(H)                   |
| A: 447' (432') |           | A: 566' (551')              |           |           | A: 856' (841')          |
| B: 459' (444') |           | B: 578' (563')              |           |           | B: 868' (853')          |
| C: 467' (452') |           | C: 586' (571')              |           |           | C: 876' (861')          |
| D: 478' (463') |           | D: 597' (582')              |           |           | D: 887' (872')          |
| ALS out        |           | ALS out                     |           |           | ALS out                 |
| A              | RVR 1300m | RVR 1500m                   |           |           | RVR 1500m               |
| B              | RVR 1500m | RVR 1500m                   |           |           | RVR 1500m               |
| C              | RVR 1400m | RVR 2100m                   | RVR 1900m | RVR 2400m | RVR 2400m               |
| D              | RVR 1500m | RVR 2200m                   | RVR 2000m | RVR 2400m | RVR 2400m               |
|                |           |                             |           |           | Max Kts                 |
|                |           |                             |           |           | MDA(H)                  |
|                |           |                             |           |           | VIS                     |
|                |           |                             |           |           | 100 860' (833') 1500m   |
|                |           |                             |           |           | 135 870' (843') 1600m   |
|                |           |                             |           |           | 180 1230' (1203') 2400m |
|                |           |                             |           |           | 205 1520' (1493') 3600m |

# LEPA/PMI PALMA DE MALLORCA

## JEPPESEN PALMA DE MALLORCA, SPAIN

4 AUG 23 (12-2) Eff 10 Aug RNP Z Rwy 24L (LPV)

|  |   |                               |                               |                                     |                          |
|--|---|-------------------------------|-------------------------------|-------------------------------------|--------------------------|
| D-ATIS Arrival<br><b>119.255</b>   | PALMA Approach(R)<br><b>118.955 119.155 119.405</b> |                               |                               | PALMA Tower (ARR)<br><b>118.305</b> | Ground<br><b>121.705</b> |
| EGNOS<br><b>Ch 90043</b><br>E24A   | Final<br>Apch Crs<br><b>237°</b>                    | PA08E<br><b>2500'</b> (2492') | DA(H)<br>Refer to<br>Minimums | Apt Elev 27'<br>Rwy 8'              | <p>7000<br/>MSA ARP</p>  |
| <b>MISSED APCH:</b> Climb direct to PA601. Turn LEFT (MAX 185 KT), heading 205° to PA602. Turn LEFT (MAX 185 KT) direct to MJV climbing to 3000' to join holding.<br>If unable to reach 3000' at MJV, contact ATC. |   |                               |                               |                                     |                          |
| Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'<br>1. RNP apch required. 2. RNAVI required between CDP and BAVUM.  |   |                               |                               |                                     |                          |



|                  |       |     |     |     |     |     |  |
|------------------|-------|-----|-----|-----|-----|-----|--|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II<br>PAPI PAPI Refer to Missed Apch above |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 |  |

|   |                   |           |  |                      |       |
|---|-------------------|-----------|--|----------------------|-------|
| <b>Standard</b> STRAIGHT-IN LANDING RWY 24L   |                   |           | CIRCLE-TO-LAND<br>Not authorized<br>Northwest of rwy 06R/24L |                      |       |
| DA(H) A: <b>258'</b> (250') B: <b>261'</b> (253') C: <b>269'</b> (261') D: <b>280'</b> (272') |                   |           | ALS out  |                      |       |
| A   | RVR 750m <b>I</b> | RVR 1300m | Max Kts  | MDA(H)               | VIS   |
| B   |                   |           | 100  | <b>610'</b> (583')   | 1500m |
| C   |                   |           | 135  | <b>820'</b> (793')   | 1600m |
| D   |                   |           | 180  | <b>1060'</b> (1033') | 2400m |
|   |                   |           | 205  | <b>1390'</b> (1363') | 3600m |

**I** With TDZ & CL & HUD: CAT A: RVR 550m; CAT B, C & D: RVR 600m.

CHANGES: Missed apch.

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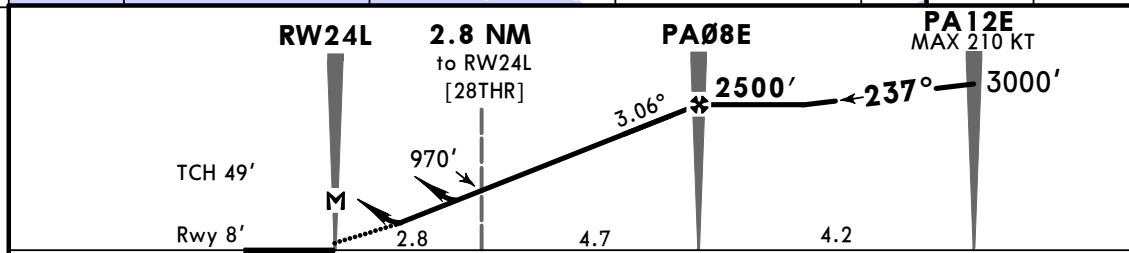
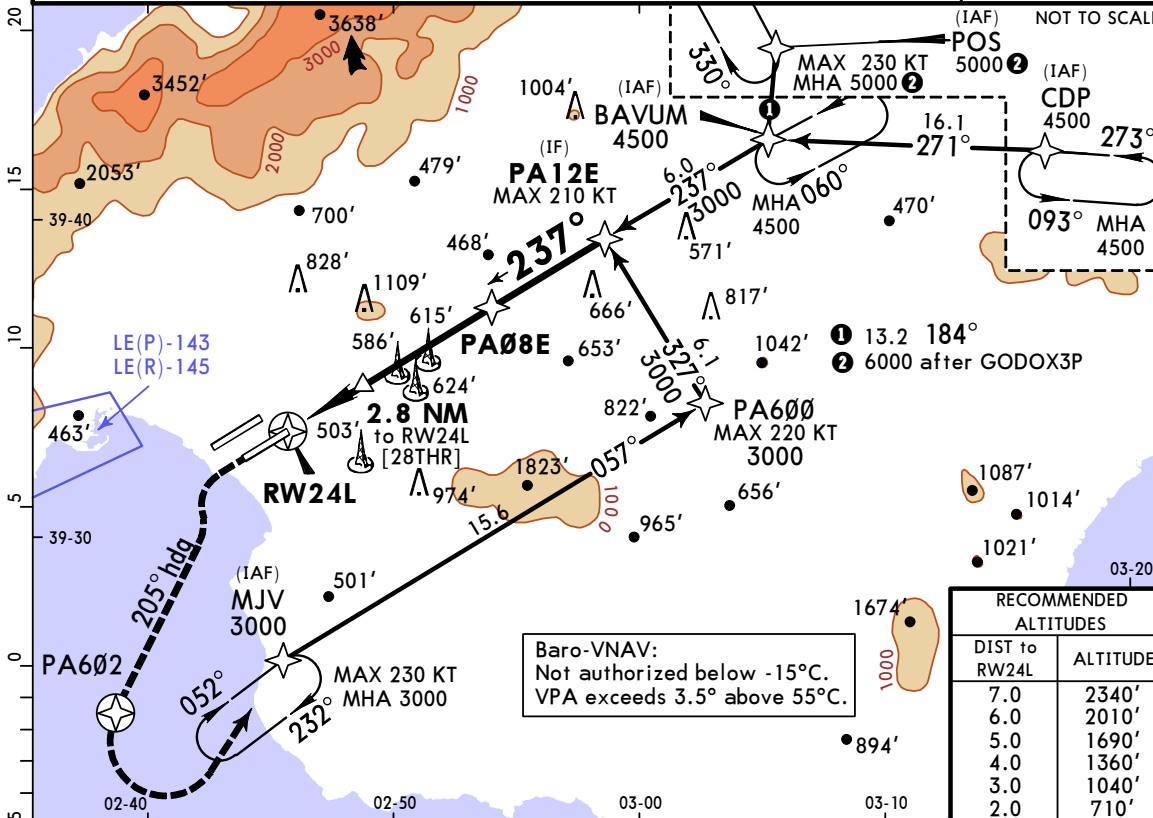
PANS OPS



**LEPA/PMI**  
**PALMA DE MALLORCA**

**JEPPESSEN PALMA DE MALLORCA, SPAIN**  
4 AUG 23 (12-3) Eff 10 Aug  
**RNP Y Rwy 24L**

|  |                               |                               |  |                        |                     |
|--|-------------------------------|-------------------------------|--|------------------------|---------------------|
| D-ATIS Arrival   | PALMA Approach(R)             |                               |  | PALMA Tower (ARR)      | Ground              |
| 119.255  | 118.955                       | 119.155                       | 119.405                                    | 118.305                | 121.705             |
| RNAV   | Final Apch Crs<br><b>237°</b> | <b>PA08E</b><br>2500' (2492') | LNAV/VNAV<br>DA(H)<br>Refer to<br>Minimums | Apt Elev 27'<br>Rwy 8' | 7000<br><br>MSA ARP |
| <b>MISSED APCH:</b> Climb on heading 237° to 600' or above. Turn LEFT (MAX 185 KT), heading 205° to PA602. Turn LEFT (MAX 185 KT) direct to MJV climbing to 3000' to join holding. Do not turn before passing MAP. |                               |                               |  |                        |                     |
| Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'  |                               |                               |  |                        |                     |
| 1. RNP apch required. 2. RNAV1 required between CDP and BAVUM.<br>3. Notify ATC if only LNAV approach is possible.   |                               |                               |  |                        |                     |



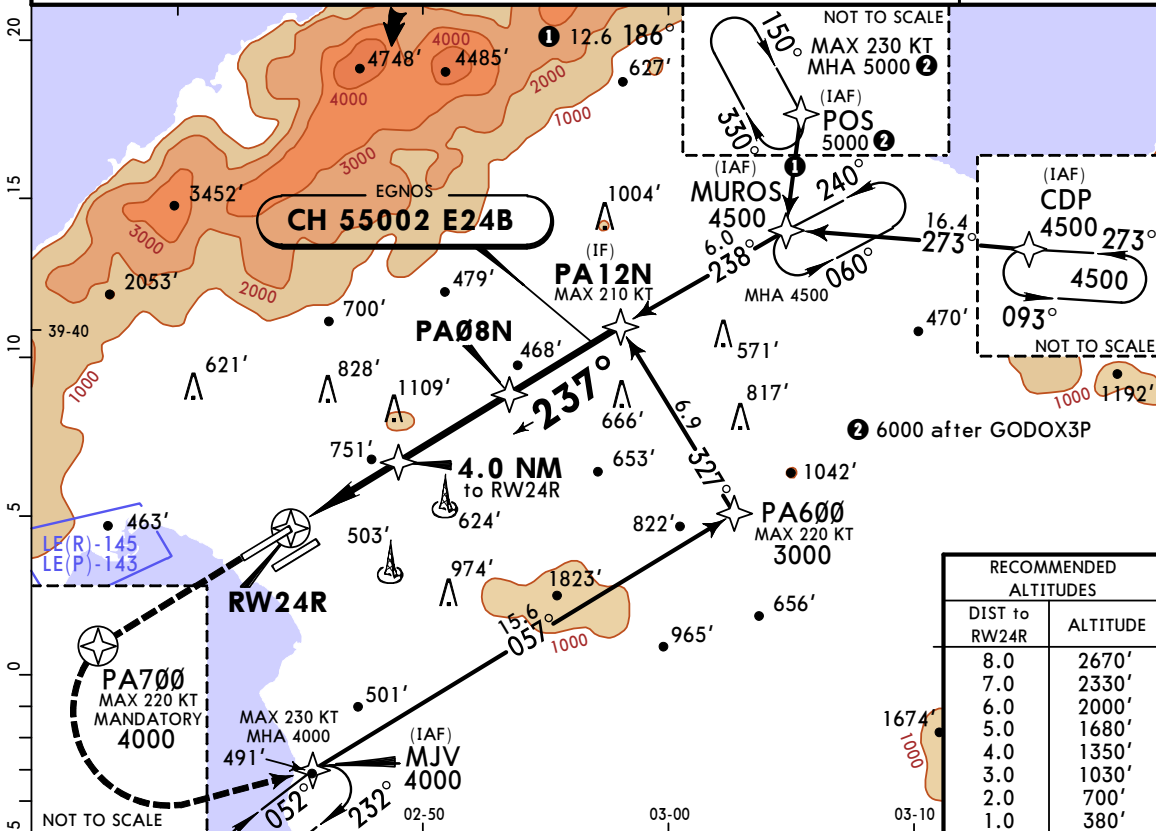
|                        |     |     |     |     |     |     |   |
|------------------------|-----|-----|-----|-----|-----|-----|---|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 | HIALS-II<br>PAPI PAPI<br>Refer to Missed Apch above |
| Glide Path Angle 3.06° | 379 | 487 | 541 | 650 | 758 | 866 |   |

|  |                   |                               |                     |   |  |                |       |
|--|-------------------|-------------------------------|---------------------|---|--|----------------|-------|
| MAP at RW24L<br><b>Standard</b>                                      |                   |                               |                     | STRAIGHT-IN LANDING RWY 24L             |  | CIRCLE-TO-LAND |       |
| LNAV/VNAV  |                   | LNAV                          |                     | Not authorized Northwest of rwy 06R/24L |  |                |       |
| DA(H) A: 328' (320') C: 348' (340')<br>B: 338' (330') D: 358' (350') |                   | CDFA<br>DA/MDA(H) 510' (502') |                     |   |  |                |       |
| ALS out  |                   | ALS out                       |                     | Max Kts                                 |  | MDA(H) VIS     |       |
| A  | RVR 750m <b>I</b> | RVR 1400m                     |                     | 100                                     |  | 610' (583')    | 1500m |
| B  | RVR 800m          | RVR 1500m                     |                     | 135                                     |  | 820' (793')    | 1600m |
| C  | RVR 800m          | RVR 1500m                     |                     | 180                                     |  | 1060' (1033')  | 2400m |
| D  | RVR 900m          | RVR 1600m                     | RVR 1600m RVR 2400m | 205                                     |  | 1390' (1363')  | 3600m |

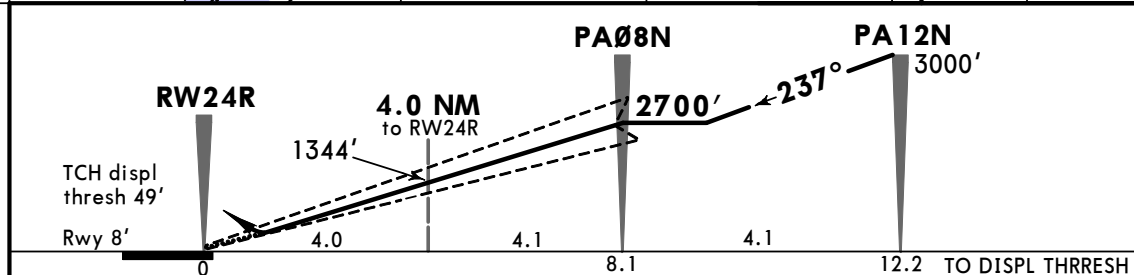
**I** With TDZ & CL & HUD: RVR 700m.  
CHANGES: Missed apch, notes. © JEPPESSEN, 2018, 2023. ALL RIGHTS RESERVED.

**LEPA/PMI PALMA DE MALLORCA** 14 APR 23 (12-4) Eff 20 Apr **JEPPESEN PALMA DE MALLORCA, SPAIN** RNP Z Rwy 24R (LPV)

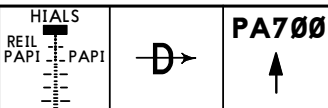
|   |                                  |                               |                               |                        |         |
|---|----------------------------------|-------------------------------|-------------------------------|------------------------|---------|
| D-ATIS Arrival  | PALMA Approach(R)                |                               | PALMA Tower (ARR)             |                        | Ground  |
| 119.255   | 118.955                          | 119.155                       | 119.405                       | 118.305                | 121.905 |
| EGNOS<br><b>Ch 55002</b><br>E24B  | Final<br>Apch Crs<br><b>237°</b> | <b>PA08N</b><br>2700' (2692') | DA(H)<br>Refer to<br>Minimums | Apt Elev 27'<br>Rwy 8' | 7000    |
| <b>MISSED APCH:</b> Climb direct to PA700 at 4000', then turn LEFT (MAX 220 KT) direct to MJV at 4000' to join holding. |                                  |                               |                               |                        |         |
| Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'   |                                  |                               |                               |                        | MSA ARP |
| 1. RNP apch required. 2. RNAV1 required between CDP and MUROS.  |                                  |                               |                               |                        |         |



| RECOMMENDED ALTITUDES |          |
|-----------------------|----------|
| DIST to RW24R         | ALTITUDE |
| 8.0                   | 2670'    |
| 7.0                   | 2330'    |
| 6.0                   | 2000'    |
| 5.0                   | 1680'    |
| 4.0                   | 1350'    |
| 3.0                   | 1030'    |
| 2.0                   | 700'     |
| 1.0                   | 380'     |



|                        |     |     |     |     |     |     |
|------------------------|-----|-----|-----|-----|-----|-----|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 |
| Glide path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |



|   |                |                |                |
|---|----------------|----------------|----------------|
| <b>Standard</b> STRAIGHT-IN LANDING RWY 24R |                |                |                |
| DA(H)                                       | A: 275' (267') | B: 287' (279') | C: 295' (287') |
|   | D: 306' (298') |                |                |

**CIRCLE-TO-LAND**  
Not authorized Northwest of rwy 06L/24R

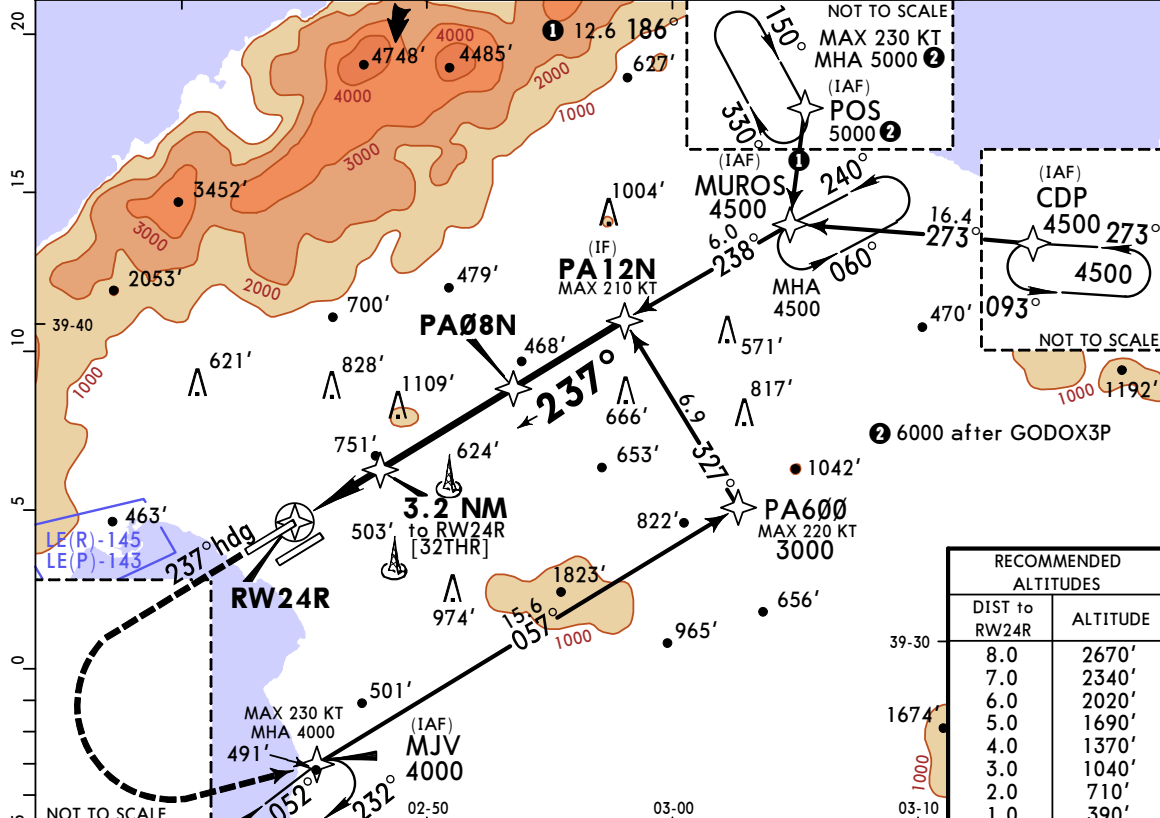
| A | RVR 750m | ALS out   | Max Kts | MDA(H)        | VIS   |
|---|----------|-----------|---------|---------------|-------|
|   |          |           | 100     | 610' (583')   | 1500m |
| B |          | RVR 1300m | 135     | 820' (793')   | 1600m |
| C |          |           | 180     | 1120' (1093') | 2400m |
| D |          | RVR 1400m | 205     | 1460' (1433') | 3600m |

# LEPA/PMI PALMA DE MALLORCA

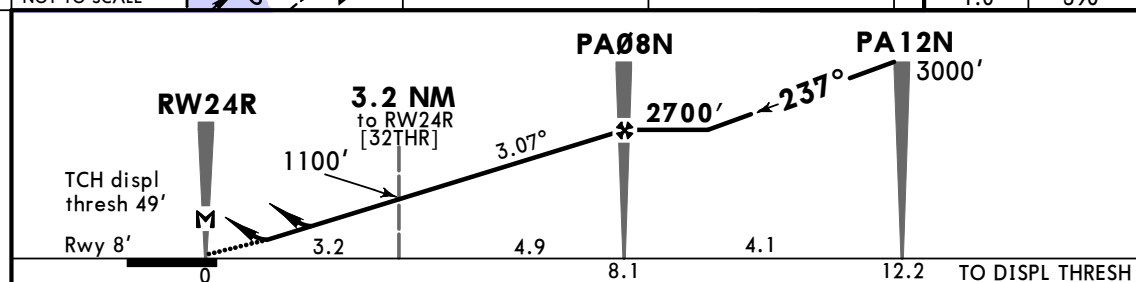
## JEPPESEN PALMA DE MALLORCA, SPAIN

14 APR 23 (12-5) Eff 20 Apr RNP Y Rwy 24R

|  |                               |                               |  |                        |                     |
|--|-------------------------------|-------------------------------|--|------------------------|---------------------|
| D-ATIS Arrival   | PALMA Approach(R)             |                               |  | PALMA Tower (ARR)      | Ground              |
| 119.255  | 118.955                       | 119.155                       | 119.405                                    | 118.305                | 121.905             |
| RNAV   | Final Apch Crs<br><b>237°</b> | PA08N<br><b>2700'</b> (2692') | RNAV/VNAV<br>DA(H)<br>Refer to<br>Minimums | Apt Elev 27'<br>Rwy 8' | 7000<br><br>MSA ARP |
| <b>MISSED APCH:</b> Climb on heading 237° to 4000', then turn LEFT (MAX 220 KT) at 4000' direct to MJV to join holding.              |                               |                               |  |                        |                     |
| Alt Set: hPa    Rwy Elev: 0 hPa    Trans level: By ATC    Trans alt: 6000'   |                               |                               |  |                        |                     |
| 1. RNP apch required. 2. RNAV1 required between CDP and MUROS.<br>3. Baro-VNAV not authorized below -15°C. VPA exceeds 3.5° at 50°C. |                               |                               |  |                        |                     |



| DIST to RW24R | ALTITUDE |
|---------------|----------|
| 8.0           | 2670'    |
| 7.0           | 2340'    |
| 6.0           | 2020'    |
| 5.0           | 1690'    |
| 4.0           | 1370'    |
| 3.0           | 1040'    |
| 2.0           | 710'     |
| 1.0           | 390'     |



|                  |       |     |     |     |     |     |   |
|------------------|-------|-----|-----|-----|-----|-----|---|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 | HIALS<br>REIL PAPI<br>PAPI<br>4000' on 237° hdg |
| Glide Path Angle | 3.07° | 380 | 489 | 543 | 652 | 760 |   |

|   |           |   |           |   |                            |
|---|-----------|---|-----------|---|----------------------------|
| <b>Standard</b> STRAIGHT-IN LANDING RWY 24R   |           |   |           | CIRCLE-TO-LAND                          |                            |
| LNAV/VNAV<br>DA(H) A: <b>288'</b> (280') B: <b>298'</b> (290')<br>C: <b>308'</b> (300') D: <b>318'</b> (310') |           | LNAV<br>CDA<br>DA/MDA(H) <b>510'</b> (502') |           | Not authorized Northwest of rwy 06L/24R |                            |
| ALS out   |           | ALS out                                     |           | Max Kts                                 | MDA(H) VIS                 |
| A   | RVR 1300m |   |           | 100                                     | <b>610'</b> (583') 1500m   |
| B   |           |   |           | 135                                     | <b>820'</b> (793') 1600m   |
| C   | RVR 750m  | RVR 1400m                                   |           | 180                                     | <b>1120'</b> (1093') 2400m |
| D   |           | RVR 1600m                                   | RVR 2400m | 205                                     | <b>1460'</b> (1433') 3600m |

CHANGES: ATIS.

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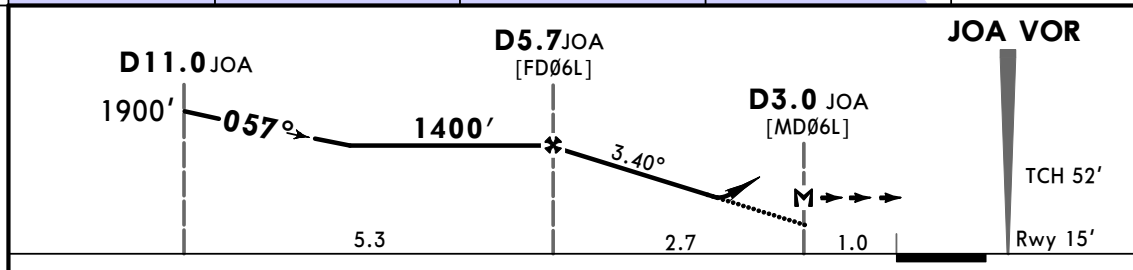
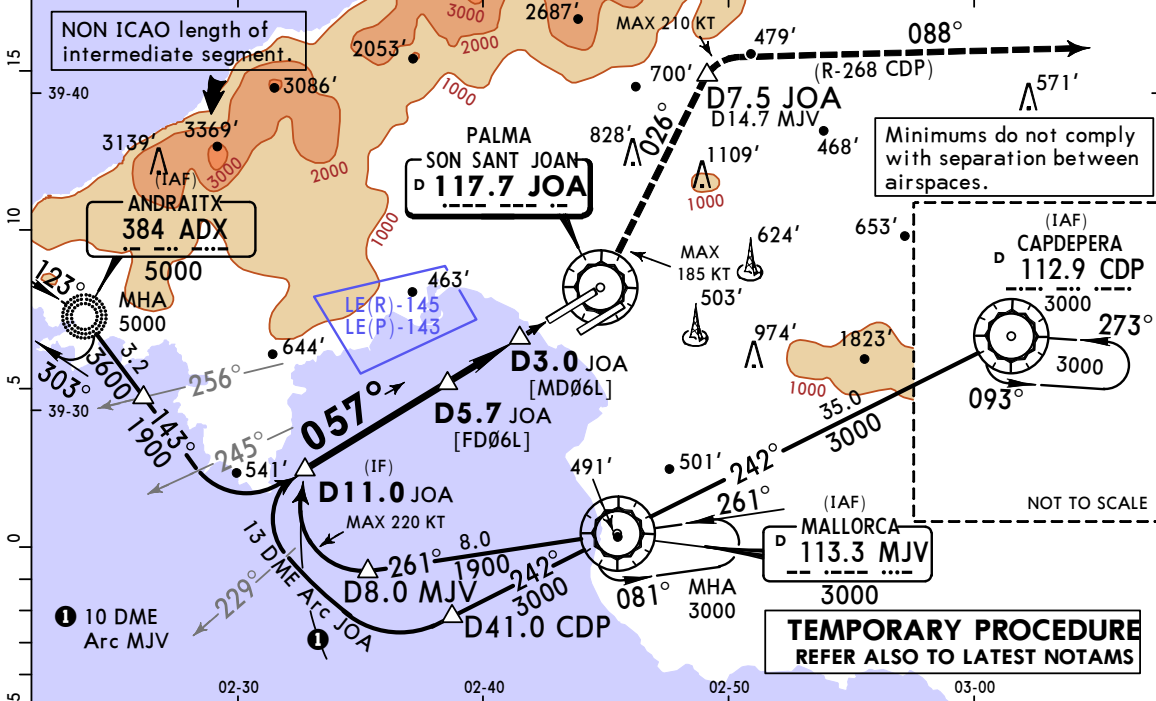
# LEPA/PMI PALMA DE MALLORCA 14 APR 23 (13-01) Eff 20 Apr

## JEPPESEN PALMA DE MALLORCA, SPAIN VOR Rwy 06L

|   |   |   |                                   |                                     |                          |
|---|---|---|-----------------------------------|-------------------------------------|--------------------------|
| D-ATIS Arrival<br><b>119.255</b>  | PALMA Approach(R)<br><b>118.955 119.155 119.405</b> |   |                                   | PALMA Tower (ARR)<br><b>118.305</b> | Ground<br><b>121.905</b> |
| VOR<br>JOA<br><b>117.7</b>  | Final<br>Apch Crs<br><b>057°</b>                    | <b>D5.7 JOA</b><br><b>1400'</b> (1385') | DA/MDA(H)<br>Refer to<br>Minimums | Apt Elev 27'<br>Rwy 15'             | <p>MSA JOA VOR</p>       |
| <p><b>MISSED APCH:</b> Climb direct to JOA VOR. Turn LEFT (MAX 185 KT) to intercept and follow R-026 JOA to D7.5 JOA (D14.7 MJV) at 3000'. Turn RIGHT (MAX 210 KT) to intercept and follow R-268 inbound CDP VOR. Maintain 3000' and wait for ATC instructions.</p> <p><b>MISSED APCH WITH LOST COMM:</b> Climb direct to JOA VOR. Turn LEFT (MAX 185 KT) and follow R-026 JOA to D7.5 JOA (D14.7 MJV) at 3000'. Turn RIGHT (MAX 210 KT) to intercept and follow R-268 inbound CDP VOR. Maintain 3000' and proceed to CDP VOR and hold.</p> |   |   |                                   |                                     |                          |

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'

1. DME and ADF required. 2. Final apch track offset 1° from rwy centerline.



|                     |     |     |     |     |     |     |   |
|---------------------|-----|-----|-----|-----|-----|-----|---|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI PAPI<br>JOA 117.7<br>185 KT<br>JOA 117.7<br>R-026<br>D7.5 JOA |
| Descent Angle 3.40° | 421 | 541 | 602 | 722 | 842 | 963 |   |

|   |           |           |           |   |           |
|---|-----------|-----------|-----------|---|-----------|
| STRAIGHT-IN LANDING RWY 06L<br>MACG MIN 5.0 % CDFA DA/MDA(H) <b>500'</b> (485') ALS out<br>MACG MIN 4.0 % CDFA DA/MDA(H) <b>740'</b> (725') ALS out<br>MACG MIN 2.5 % CDFA DA/MDA(H) <b>1400'</b> (1385') ALS out |           |           |           | CIRCLE-TO-LAND<br>Not authorized Northwest of rwy 06L/24R<br>Max Kts MDA(H) VIS<br>100 1590' (1563') 1500m<br>135 1590' (1563') 1600m<br>180 1590' (1563') 2400m<br>205 1590' (1563') 3600m |           |
| A   |           |           |           |   |           |
| B   |           |           |           |   |           |
| C   | RVR 1500m | RVR 2300m | RVR 2700m | RVR 3400m   | RVR 5000m |
| D   |           |           |           |   |           |

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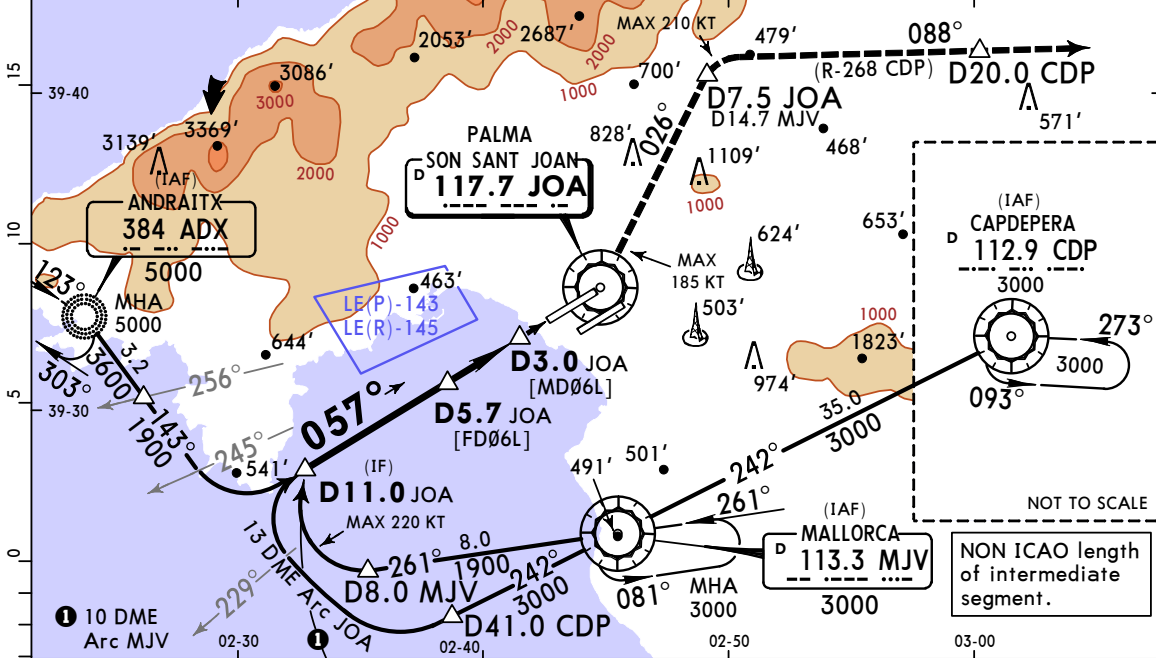
# LEPA/PMI PALMA DE MALLORCA, SPAIN

14 APR 23 (13-1) Eff 20 Apr VOR Rwy 06L

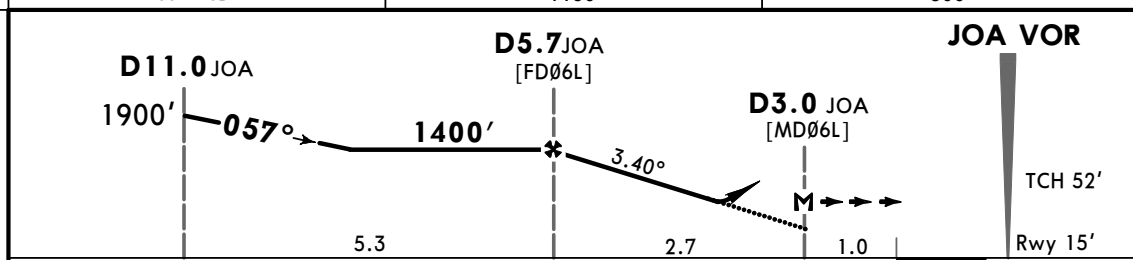
|  |                                  |                                  |                                 |                         |                    |
|--|----------------------------------|----------------------------------|---------------------------------|-------------------------|--------------------|
| D-ATIS Arrival   | PALMA Approach(R)                |                                  |                                 | PALMA Tower (ARR)       | Ground             |
| 119.255  | 118.955                          | 119.155                          | 119.405                         | 118.305                 | 121.905            |
| VOR<br>JOA<br><b>117.7</b>   | Final<br>Apch Crs<br><b>057°</b> | <b>D5.7 JOA</b><br>1400' (1385') | DA/MDA(H)<br><b>500'</b> (485') | Apt Elev 27'<br>Rwy 15' | <p>MSA JOA VOR</p> |
| <p><b>MISSED APCH:</b> Climb direct to JOA VOR. Turn LEFT (MAX 185 KT) to intercept and follow R-026 JOA to D7.5 JOA (D14.7 MJV). Turn RIGHT (MAX 210 KT) to intercept and follow R-268 inbound CDP VOR. Maintain MAX 2000' until D20.0 CDP. Then climb to 3000' and wait for ATC instructions.</p> <p><b>MISSED APCH WITH LOST COMM:</b> Climb direct to JOA VOR. Turn LEFT (MAX 185 KT) and follow R-026 JOA to D7.5 JOA (D14.7 MJV). Turn RIGHT (MAX 210 KT) to intercept and follow R-268 inbound CDP VOR. Maintain MAX 2000' until D20.0 CDP. Then continue climb to 3000' and proceed to CDP VOR and hold.</p> |                                  |                                  |                                 |                         |                    |

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'

1. DME and ADF required. 2. Final apch track offset 1° from rwy centerline.



|          |       |      |
|----------|-------|------|
| JOA DME  | 5.0   | 4.0  |
| ALTITUDE | 1160' | 800' |



|                 |       |     |     |     |     |     |  |  |
|-----------------|-------|-----|-----|-----|-----|-----|--|--|
| Gnd speed-Kts   | 70    | 90  | 100 | 120 | 140 | 160 |  |  |
| Descent Angle   | 3.40° | 421 | 541 | 602 | 722 | 842 |  |  |
| MAP at D3.0 JOA |       |     |     |     |     |     |  |  |

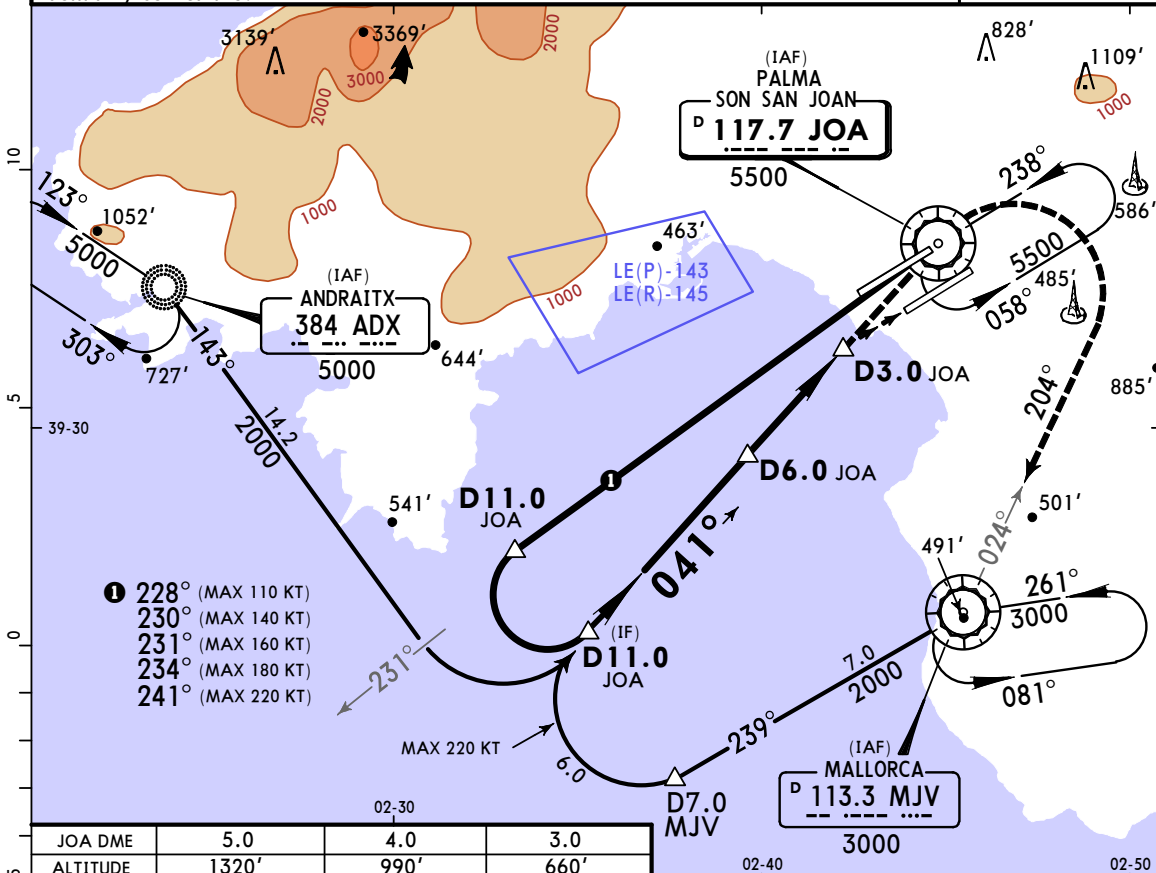
|          |   |           |                          |                       |
|----------|---|-----------|--------------------------|-----------------------|
| PANS OPS | <b>Standard</b> STRAIGHT-IN LANDING RWY 06L |           | CIRCLE-TO-LAND           |                       |
|          | CDFA  |           | Not authorized           |                       |
|          | DA/MDA(H) <b>500'</b> (485')                |           | Northwest of rwy 06L/24R |                       |
|          | ALS out                                     |           | Max Kts.                 | MDA(H) VIS            |
|          | A   | RVR 1500m | RVR 2300m                | 100 620' (593') 1500m |
| B        |   |           | 135 820' (793') 1600m    |                       |
| C        |   |           | 180 1210' (1183') 2400m  |                       |
| D        |   |           | 205 1510' (1483') 3600m  |                       |



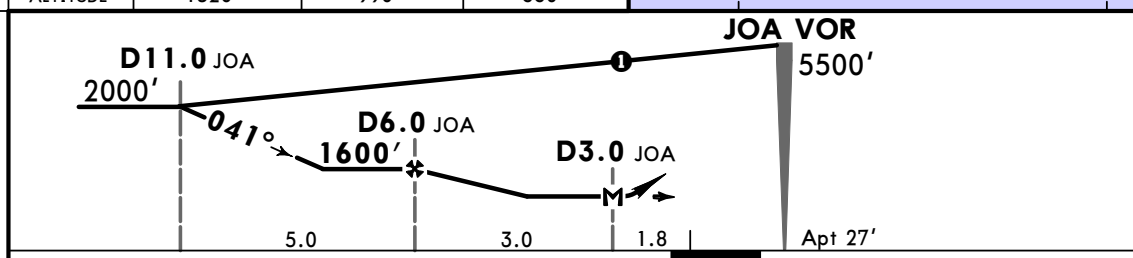
# LEPA/PMI PALMA DE MALLORCA, SPAIN

14 APR 23 (13-2) Eff 20 Apr VOR Rwy 06R

|  |  |                                  |                             |  |
|--|--|----------------------------------|-----------------------------|--|
| D-ATIS Arrival<br><b>119.255</b>   | PALMA Approach(R)<br>118.955 119.155 119.405 | PALMA Tower (ARR)<br>118.305     | Ground<br>121.705           |  |
| VOR JOA<br><b>117.7</b>  | Final Apch Crs<br><b>041°</b>                | <b>D6.0 JOA</b><br>1600' (1573') | MDA(H)<br>Refer to Minimums |  |
| Apt Elev 27'   |  |                                  |                             |  |
| <b>MISSED APCH:</b> Climb direct to JOA VOR, then turn RIGHT (MAX 185 KT) and follow R-024 inbound to MJV VOR climbing to 3000' and join holding.                                      |  |                                  |                             |  |
| Alt Set: hPa    Apt Elev: 1 hPa    Trans level: By ATC    Trans alt: 6000'<br>1. DME required. 2. ADF for ADX transition required. 3. Final apch track offset 17° from rwy centerline. |  |                                  |                             |  |



|          |       |      |      |
|----------|-------|------|------|
| JOA DME  | 5.0   | 4.0  | 3.0  |
| ALTITUDE | 1320' | 990' | 660' |



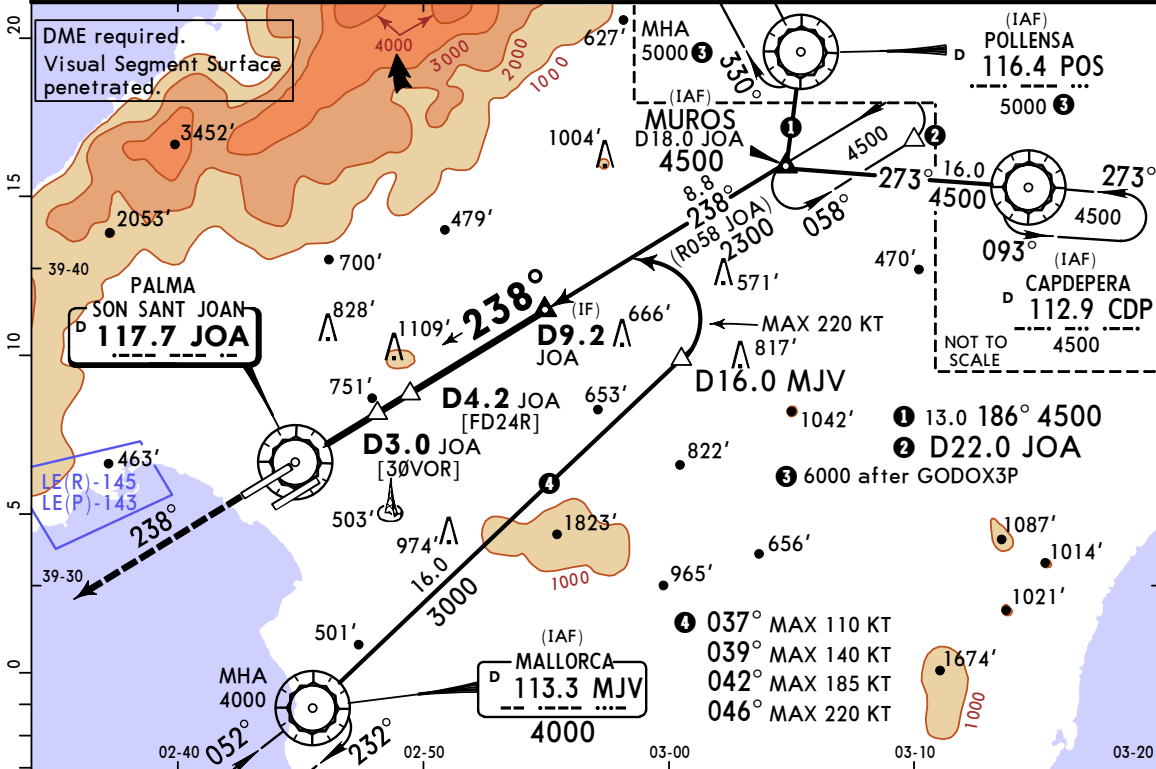
|                 |             |                     |
|-----------------|-------------|---------------------|
|                 | REIL PAPI-R | JOA<br><b>117.7</b> |
| MAP at D3.0 JOA |             |                     |

| <b>Standard</b> | <b>CIRCLE-TO-LAND</b><br>Not authorized Northwest of rwy 06R/24L   |                      |         |        |     |   |     |                    |       |   |     |                    |       |   |     |                      |       |   |     |                      |       |
|-----------------|--|----------------------|---------|--------|-----|---|-----|--------------------|-------|---|-----|--------------------|-------|---|-----|----------------------|-------|---|-----|----------------------|-------|
|                 | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th></th> <th>Max Kts</th> <th>MDA(H)</th> <th>VIS</th> </tr> <tr> <td>A</td> <td>100</td> <td><b>610'</b> (583')</td> <td>1500m</td> </tr> <tr> <td>B</td> <td>135</td> <td><b>820'</b> (793')</td> <td>1600m</td> </tr> <tr> <td>C</td> <td>180</td> <td><b>1210'</b> (1183')</td> <td>2400m</td> </tr> <tr> <td>D</td> <td>205</td> <td><b>1510'</b> (1483')</td> <td>3600m</td> </tr> </table> |                      | Max Kts | MDA(H) | VIS | A | 100 | <b>610'</b> (583') | 1500m | B | 135 | <b>820'</b> (793') | 1600m | C | 180 | <b>1210'</b> (1183') | 2400m | D | 205 | <b>1510'</b> (1483') | 3600m |
|                 | Max Kts  | MDA(H)               | VIS     |        |     |   |     |                    |       |   |     |                    |       |   |     |                      |       |   |     |                      |       |
| A               | 100  | <b>610'</b> (583')   | 1500m   |        |     |   |     |                    |       |   |     |                    |       |   |     |                      |       |   |     |                      |       |
| B               | 135  | <b>820'</b> (793')   | 1600m   |        |     |   |     |                    |       |   |     |                    |       |   |     |                      |       |   |     |                      |       |
| C               | 180  | <b>1210'</b> (1183') | 2400m   |        |     |   |     |                    |       |   |     |                    |       |   |     |                      |       |   |     |                      |       |
| D               | 205  | <b>1510'</b> (1483') | 3600m   |        |     |   |     |                    |       |   |     |                    |       |   |     |                      |       |   |     |                      |       |

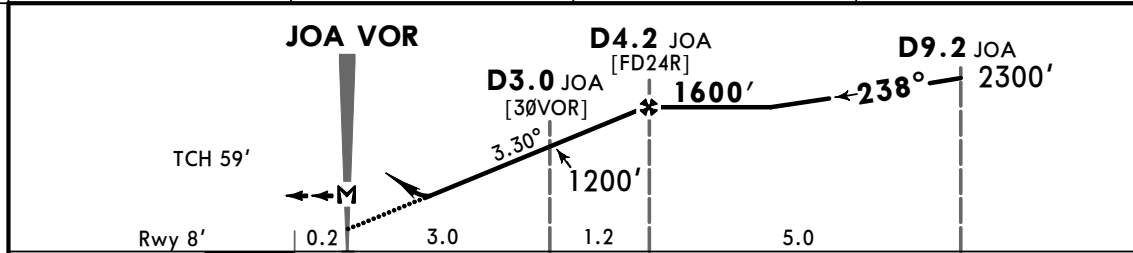
**LEPA/PMI**  
**PALMA DE MALLORCA**

**JEPPESEN PALMA DE MALLORCA, SPAIN**  
4 AUG 23 **(13-3) Eff 10 Aug**  
**VOR Rwy 24R**

|   |                                  |                                  |                                 |                        |                    |
|---|----------------------------------|----------------------------------|---------------------------------|------------------------|--------------------|
| D-ATIS Arrival  | PALMA Approach(R)                |                                  |                                 | PALMA Tower (ARR)      | Ground             |
| 119.255   | 118.955                          | 119.155                          | 119.405                         | 118.305                | 121.905            |
| VOR<br>JOA<br><b>117.7</b>  | Final<br>Apch Crs<br><b>238°</b> | <b>D4.2 JOA</b><br>1600' (1592') | DA/MDA(H)<br><b>630'</b> (622') | Apt Elev 27'<br>Rwy 8' | <p>MSA JOA VOR</p> |
| <p><b>MISSED APCH:</b> Climb on R-238 JOA to 4000' and as directed by ATC.</p> <p><b>MISSED APCH WITH LOST COMM:</b> Climb on R-238 JOA to 4000'. Turn LEFT and join hold at MJV VOR.</p> |                                  |                                  |                                 |                        |                    |
| Alt Set: hPa  |                                  | Rwy Elev: 0 hPa                  | Trans level: By ATC             |                        | Trans alt: 6000'   |



|          |      |       |       |
|----------|------|-------|-------|
| JOA DME  | 2.0  | 3.0   | 4.0   |
| ALTITUDE | 850' | 1200' | 1550' |



|                     |     |     |     |     |     |     |                  |
|---------------------|-----|-----|-----|-----|-----|-----|------------------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | <p>JOA 4000'</p> |
| Descent Angle 3.30° | 409 | 526 | 584 | 701 | 817 | 934 |                  |

|                 |           |                              |               |   |  |
|-----------------|-----------|------------------------------|---------------|---|--|
| <b>Standard</b> |           | STRAIGHT-IN LANDING RWY 24R  |               | CIRCLE-TO-LAND                          |  |
| CDFA            |           | DA/MDA(H) <b>630'</b> (622') |               | Not authorized Northwest of rwy 06L/24R |  |
| ALS out         |           | Max Kts                      | MDA(H)        | VIS                                     |  |
| A               | RVR 1500m | 100                          | 630' (603')   | 1500m                                   |  |
| B               |           | 135                          | 830' (803')   | 1600m                                   |  |
| C               | RVR 2200m | 180                          | 1230' (1203') | 2400m                                   |  |
| D               |           | 205                          | 1520' (1493') | 3600m                                   |  |

CHANGES: None.

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**LEPA/PMI**  
**PALMA DE MALLORCA**

**JEPPESEN PALMA DE MALLORCA, SPAIN**  
**HI-TACAN Rwy 06L**

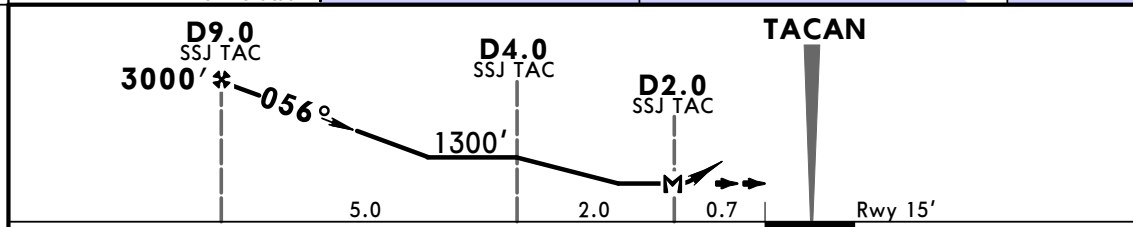
14 APR 23  
Eff 20 Apr (14-1) CAT D

|                                  |                |   |                                     |                          |
|----------------------------------|----------------|---|-------------------------------------|--------------------------|
| D-ATIS Arrival<br><b>119.255</b> | <b>118.955</b> | PALMA Approach(R)<br><b>119.155 119.405</b> | PALMA Tower (ARR)<br><b>118.305</b> | Ground<br><b>121.905</b> |
|----------------------------------|----------------|---|-------------------------------------|--------------------------|

For UHF see MIL-101 listing

BRIEFING STRIP

|  |                                  |  |                              |                         |      |
|--|----------------------------------|--|------------------------------|-------------------------|------|
| TACAN<br>SSJ<br>CH <b>21</b>   | Final<br>Apch Crs<br><b>056°</b> | Minimum Alt<br><b>D9.0 SSJ TAC</b><br><b>3000'</b> (2985') | MDA(H)<br><b>920'</b> (905') | Apt Elev 27'<br>Rwy 15' | 7000 |
| <b>MISSED APCH: Climb on 056° to 1350', then turn RIGHT and proceed direct to MJV VOR climbing to 3000'.</b> |                                  |  |                              |                         |      |
| Alt Set: hPa   | Rwy Elev: 1 hPa                  | Trans level: By ATC  | Trans alt: 6000'             | MSA SSJ TAC             |      |



|                    |                             |                  |                |
|--------------------|-----------------------------|------------------|----------------|
| MAP at 2.0 SSJ TAC | STRAIGHT-IN LANDING RWY 06L | CEILING REQUIRED | CIRCLE-TO-LAND |
|--------------------|-----------------------------|------------------|----------------|

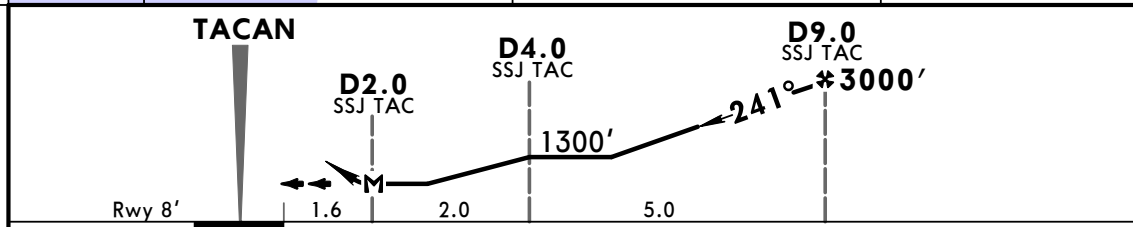
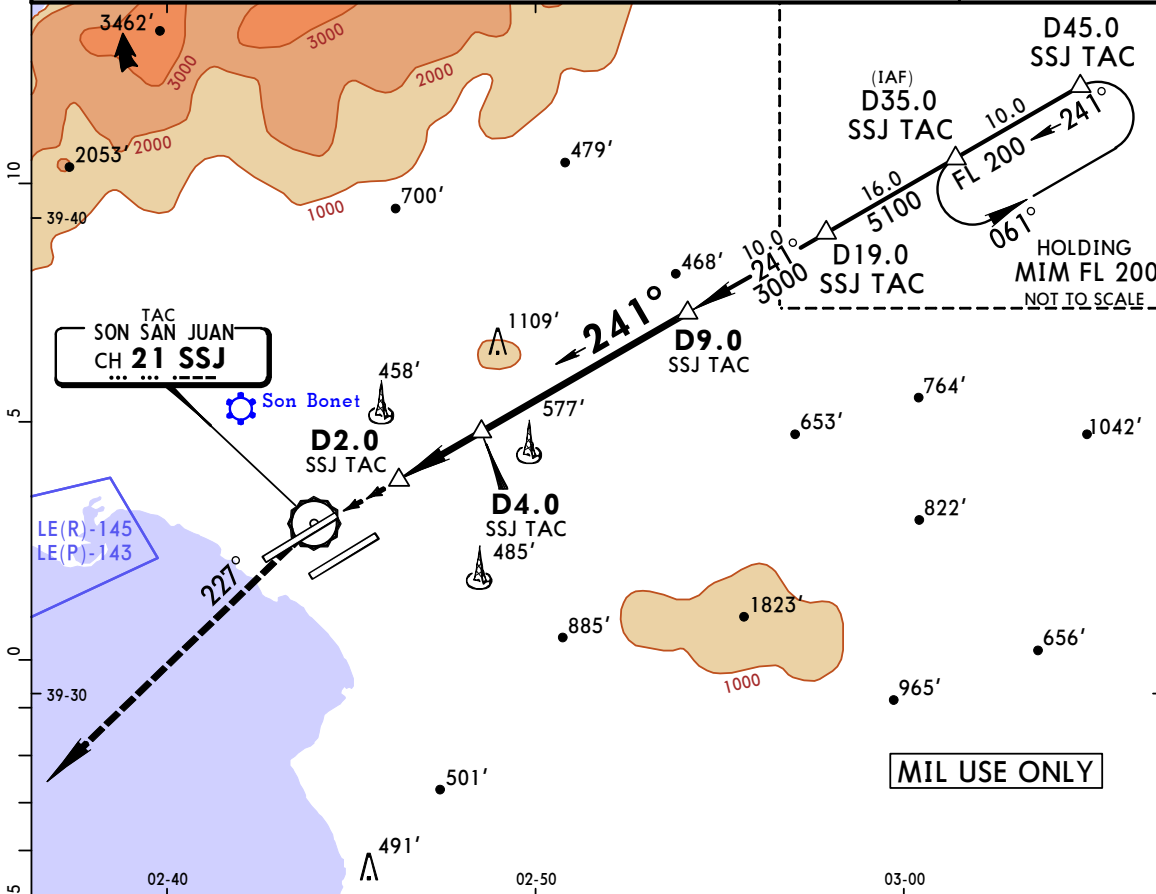
|                           |                |              |         |                    |              |
|---------------------------|----------------|--------------|---------|--------------------|--------------|
| MDA(H) <b>920'</b> (905') |                | ALS out      | Max Kts | MDA(H)             | CEIL-VIS     |
| A                         | NOT APPLICABLE |              | A       | NOT APPLICABLE     |              |
| B                         |                |              | B       |                    |              |
| C                         |                |              | C       |                    |              |
| D                         | 1000'- 4000m   | 1000'- 4800m | 205     | <b>920'</b> (893') | 1000'- 4800m |

CHANGES: ATIS.

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**LEPA/PMI**  
**PALMA DE MALLORCA** **JEPPESEN PALMA DE MALLORCA, SPAIN**  
 14 APR 23 Eff 20 Apr (14-2) CAT D **HI-TACAN Rwy 24R**

|  |                                  |  |                                     |                          |
|--|----------------------------------|--|-------------------------------------|--------------------------|
| D-ATIS Arrival<br><b>119.255</b>                                       | <b>118.955</b>                   | PALMA Approach(R)<br><b>119.155 119.405</b>                | PALMA Tower (ARR)<br><b>118.305</b> | Ground<br><b>121.905</b> |
| For UHF see MIL-101 listing  |                                  |  |                                     |                          |
| TACAN<br>SSJ<br>CH <b>21</b>   | Final<br>Apch Crs<br><b>241°</b> | Minimum Alt<br><b>D9.0 SSJ TAC</b><br><b>3000'</b> (2992') | MDA(H)<br><b>920'</b> (912')        | Apt Elev 27'<br>Rwy 8'   |
| <b>MISSED APCH: Climb on R-227 SSJ TAC to 3000', then as directed.</b> |                                  |  |                                     | 7000                     |
| Alt Set: hPa   | Rwy Elev: 0 hPa                  | Trans level: By ATC  | Trans alt: 6000'                    | MSA SSJ TAC              |



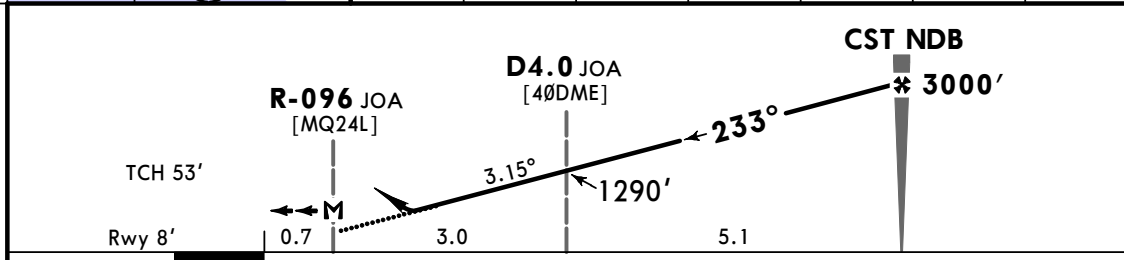
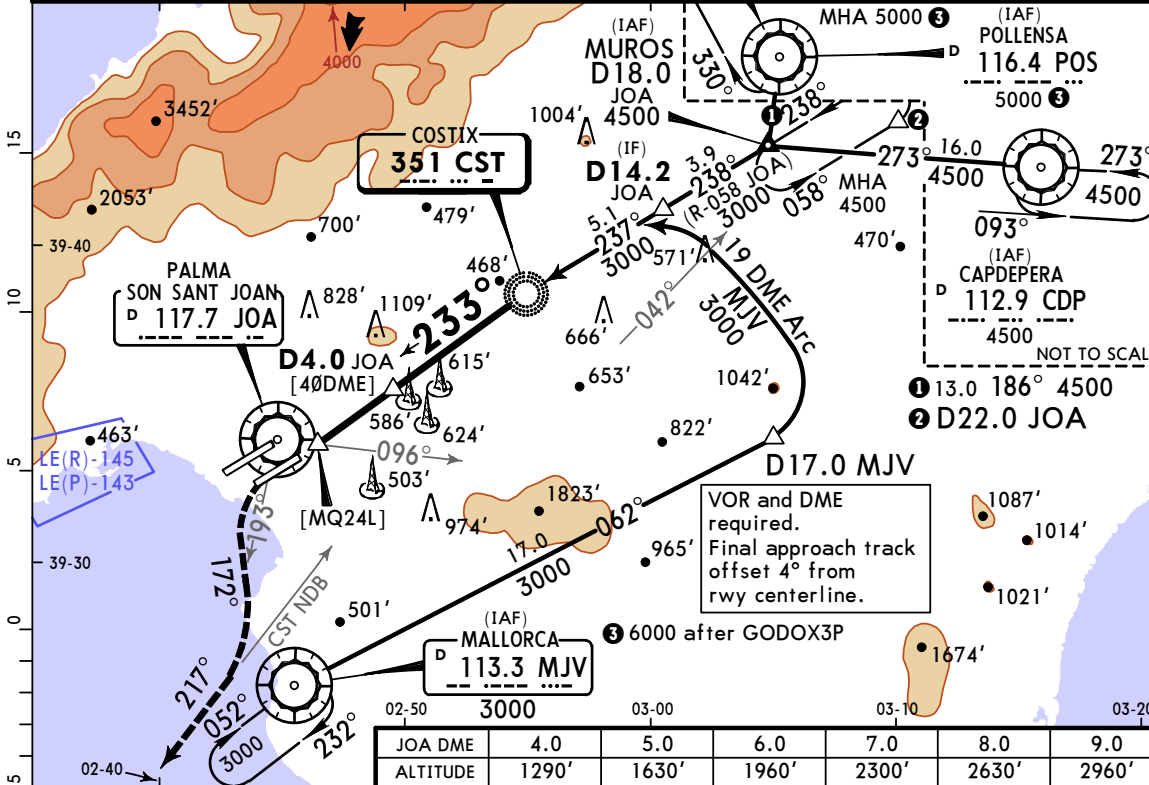
|                    |  |  |  |   |
|--------------------|--|--|--|---|
| MAP at 2.0 SSJ TAC |  |  |  | HIALS<br>REIL PAPI PAPI<br>3000' SSJ on CH 21<br>LT R-227 |
|--------------------|--|--|--|---|

|                           |                |                                    |     |                         |              |                       |                             |
|---------------------------|----------------|------------------------------------|-----|-------------------------|--------------|-----------------------|-----------------------------|
| <b>Standard</b>           |                | <b>STRAIGHT-IN LANDING RWY 24R</b> |     | <b>CEILING REQUIRED</b> |              | <b>CIRCLE-TO-LAND</b> |                             |
| MDA(H) <b>920'</b> (912') |                |                                    |     | ALS out                 |              | Max Kts               |                             |
| A                         | NOT APPLICABLE |                                    |     |                         | A            |                       | MDA(H) _____ CEIL-VIS _____ |
| B                         | NOT APPLICABLE |                                    |     |                         | B            |                       | NOT APPLICABLE              |
| C                         | NOT APPLICABLE |                                    |     |                         | C            |                       | NOT APPLICABLE              |
| D                         | 1000'- 4000m   | 1000'- 4800m                       | 205 | 920'(893')              | 1000'- 4800m |                       |                             |

**LEPA/PMI**  
**PALMA DE MALLORCA**

**JEPPESSEN PALMA DE MALLORCA, SPAIN**  
4 AUG 23 (16-1) Eff 10 Aug  
**NDB Rwy 24L**

|   |                |                   |                     |              |                   |                    |
|---|----------------|-------------------|---------------------|--------------|-------------------|--------------------|
| D-ATIS Arrival  |                | PALMA Approach(R) |                     |              | PALMA Tower (ARR) | Ground             |
| 119.255   |                | 118.955           | 119.155             | 119.405      | 118.305           | 121.705            |
| Lctr CST  | Final Apch Crs | CST NDB           | DA/MDA(H)           | Apt Elev 27' | Rwy 8'            |                    |
| 351   | 233°           | 3000' (2992')     | 1000' (992')        |              |                   |                    |
| <b>MISSED APCH:</b> Turn LEFT (MAX 185 KT) not before R-193 JOA, onto 172°. Intercept and track outbound on 217° from CST NDB, climb to 3000'. Contact ATC.<br><b>MISSED APCH WITH LOST COMM:</b> Turn LEFT (MAX 185 KT) not before R-193 JOA, onto track 172°. Intercept and track outbound on 217° from CST NDB and climb to 3000'. Then turn LEFT to MJV VOR and join holding. |                |                   |                     |              |                   | <p>MSA CST NDB</p> |
| Alt Set: hPa  |                | Rwy Elev: 0 hPa   | Trans level: By ATC |              | Trans alt: 6000'  |                    |



|                  |       |     |     |     |     |     |   |
|------------------|-------|-----|-----|-----|-----|-----|---|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II<br>PAPI PAPI<br>Refer to Missed Apch above |
| Descent Angle    | 3.15° | 390 | 502 | 557 | 669 | 780 |   |
| MAP at R-096 JOA |       |     |     |     |     |     |   |

|          |   |  |  |  |   |               |              |       |
|----------|---|--|--|--|---|---------------|--------------|-------|
| PANS OPS | <b>Standard</b> STRAIGHT-IN LANDING RWY 24L |  |  |  | CIRCLE-TO-LAND                          |               |              |       |
|          | CDFA  |  |  |  | Not authorized Northwest of rwy 06R/24L |               |              |       |
|          | DA/MDA(H) 1000' (992')                      |  |  |  | ALS out                                 |               |              |       |
|          | RVR 1500m                                   |  |  |  | Max Kts                                 | MDA(H)        | VIS          |       |
|          | A   |  |  |  |   | 100           | 1000' (973') | 1500m |
| B        |   |  |  |  | 135                                     | 1000' (973')  | 1600m        |       |
| C        | RVR 2400m                                   |  |  |  | 180                                     | 1230' (1203') | 2400m        |       |
| D        |   |  |  |  | 205                                     | 1520' (1493') | 3600m        |       |

CHANGES: Recommended altitudes.

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LEVC/VLC  
VALENCIA

JEPPESEN

12 FEB 21

10-1P

Eff 25 Feb

VALENCIA, SPAIN

AIRPORT BRIEFING

---

## 1. GENERAL

---

### 1.1. ATIS

D-ATIS 121.075

### 1.2. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4.

#### 1.2.1. REVERSE THRUST

The use of reverse power from the idle regime is not allowed from 2300-0700LT except for safety reasons, in this case Tower must be notified immediately.

#### 1.2.2. RUN-UP TESTS

Run-up tests higher than idle regime are allowed H24 at qualified motor tests areas.

The request for run-up test clearance in any regime type and any question about the test procedure must be addressed to:

Centro de Operaciones

Tel: 34-961 598 535

Fax: 34-961 598 537

### 1.3. LOW VISIBILITY PROCEDURES (LVP)

#### 1.3.1. GENERAL

LVP will be applied when RVR for RWY 12 and 30 or general visibility in the movement area for RWY 12 and 30 when anyone of them is 550m or below.

Pilots will be informed of the application of LVP by ATC and ATIS "LOW VISIBILITY PROCEDURE IN OPERATION".

Pilots will also be informed by ATC when the application of the LVP is cancelled, which will occur when RVR or the horizontal visibility is above 800m.

During LVP, operations shall be cancelled except commercial and emergency flights.

The movement of only one ACFT at a time will be authorized in the movement area when LVP are being applied.

Pilots will proceed to verify at every moment the ACFT position, checking that taxiing is being carried out under conditions of complete safety. If being disoriented or in doubt, pilots shall stop the ACFT and immediately notify ATC.

#### 1.3.2. ARRIVAL

ACFT that have already landed will notify: "RWY vacated" when the RWY vacated board on the TWY they use to leave has been passed.

Entry into all stands will be carried out with the guidance of Follow-me car.

At apron entry, ACFT must wait for the arrival of the Follow-me car in order to be guided to the assigned stand and will notify TWR: "FOLLOW-ME in sight".

#### 1.3.3. DEPARTURE

Pilots must request start-up or taxi clearance, indicating the stand in which they are. To establish a better transit sequence, pilots must not request clearance for engine start-up, push-back or taxiing, when the RVR values or the meteorological visibility is below their operational minimums.

When the RVR/visibility is lower than 550m, and not below 350m, only one ACFT at a time will be authorized to taxi in the maneuvering area.

Exit out of all stands will be carried out with the guidance of Follow-me car.

When a departing ACFT has to return to the apron, the pilot shall inform TWR and wait for new taxiing instructions.

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12 FEB 21

10-1P1

Eff 25 Feb

VALENCIA, SPAIN

AIRPORT BRIEFING

## 1. GENERAL

### 1.3.4. LVP TAXIING ROUTES FOR DEPARTING ACFT

From apron North to:

- RWY 12: Exit via gate C then via TWYs N2, N3 and N4 up to RWY holding position H9, unless ATC instructs otherwise. Code E or F ACFT parked on stand 25 will accomplish this via gate B.
- RWY 30: Exit via gate A, then via TWY N1 up to the RWY holding position TIRIO, except for code D, E or F ACFT which shall use the route defined for code E or F ACFT (B748 or A124) in the relevant section below. Entry into RWY may only be accomplished via TWY H1, unless other ATC instructions.

From Ramp Cargo to:

- RWY 12: Exit via gate D, then via TWYs N3 and N4 up to RWY holding position H9, unless ATC instructs otherwise.
- RWY 30: Exit via gate A, then via TWY N1 up to RWY holding position TIRIO, except for code D, E or F ACFT which shall use the route defined for code E or F ACFT (B748 or A124) in the relevant section below. Entry into RWY may only be accomplished via TWY H1, unless ATC instructs otherwise.

From apron South:

When LVPs are being applied, operations of ACFT parked on apron South will be cancelled. Only ACFT exempted from ATFCM measures will operate as follows:

- To RWY 12: Exit via gate F, then via TWYs S2, S3 and S4 up to RWY holding position TWY T4, unless ATC instructs otherwise.
- To RWY 30: Exit via gate E, then via TWY M1 up to RWY holding position TWY T1, unless ATC instructs otherwise.

Operations on apron R4 are not allowed.

### 1.3.5. COMMUNICATION FAILURE

#### ARRIVAL

ACFT shall maintain the position in the first segment of TWY where the ILS-sensitive area is free and wait for the Follow-me car in order to be guided to the assigned stand.

#### DEPARTING

ACFT shall continue along the assigned route to its clearance limit, exercising extreme caution to avoid detours. ACFT must hold this position and wait for the arrival of a Follow-me car in order to be guided to the assigned stand or holding bay.

### 1.4. TAXI PROCEDURES

During failure of TWY centerline or edge light with consequent loss of guidance, pilots will stop taxiing, contact ATC and wait for Follow-me car.

TWY H5 taxiing is allowed from North to South, unless otherwise instructed by ATC.

Operation of ACFT type MD-11 is not allowed on TWY H6.

Limited to MAX code A ACFT:

- TWY W1 (from stand BT5 to fuel pump).

Limited to MAX code B ACFT:

- TWYs W1 (from stand 6B to stand BT5), Y1, Y2 and apron R4.

Limited to MAX code C ACFT:

- TWYs W5, W6, W11, W13 (from stand 101 to 107), W14, W15, W16, N1, M2 and S5.

Limited to MAX code D ACFT:

- TWYs W2, W13 (from gate E to stand 108) and Ramp Cargo.

Limited to MAX code E ACFT:

- TWYs W3 and W4.

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10-1P2

Eff 16 Jun

VALENCIA, SPAIN

AIRPORT BRIEFING

## 1. GENERAL

Taxiing on TWY W3 is not allowed during the entry or exit operations of a code E or F ACFT to/from stand 25.

TWY N2 between gate C and intersection TWY H4 taxiing will not be allowed when ACFT is stopped on TWY H5 holding point. ACFT may leave RWY via gate C or gate D, as instructed by ATC, to continue taxiing to apron.

ACFT crossing RWY 30 from H1 to T1 and vice versa, shall report RWY cleared when the RWY holding position T1 or TIRIO is overshot.

TWY W13 is only available for access to stands 101 to 108.

Collision avoidance with other ACFT or obstacles is the responsibility of pilots when taxiing on the apron and in the area not visible from Tower.

In the curved sections of TWY N2 to H5, T2 to S2, S1 to T1, TWY T1 to RWY, gate B or gate C to TWY N2, N2 to W3, RWY to TWY T1, T1 to S1, S2 to T2, T2 to H4, H5 to N2, H9 to N4, H7 to N3 and on the apron access maneuver, ACFT code D (MD-11 or B767-400) and code E or F (B748 or A124) must perform an "oversteering" maneuver to correct course and maintain the safety clearance between the outer wheel of the main landing gear and the limit of the TWY paved area.

### 1.5. CODE E OR F ACFT (B748 OR A124) PROCEDURES

#### GENERAL

PAPI is not suitable for code E or F ACFT (B748 or A124).

Code E or F ACFT (B748 or A124) must taxi with its outer engines in idle regime.

#### TAXIING

Taxiing operations on apron R4 are not allowed from sunset to sunrise.

Under standard conditions (daytime), the Follow-me car shall only guide ACFT from the appropriate gate to the stand or vice versa. During nighttime and LVP conditions (LVP only departures), ACFT shall be guided from the stand to the RWY holding point of THR 30 (take-off RWY 30, landing RWY 12) or vice versa, and up to the appropriate gate B or gate C, for THR 12 (take-off RWY 12, landing RWY 30). In case of gate B, Follow-me car shall guide the ACFT until it aligns with TWY N2.

### 1.6. PARKING INFORMATION

On stands 1 thru 6B, 22 thru 25, 27, 29, 35A, 37A, 41 thru 44, 52 thru 54, 57 thru 60 and 141 thru 145 push-back required. Push-back from stands 141 thru 144 with nose to the West.

Stands 125 thru 135, 148, 149, 152 and 153 available for helicopters.

### 1.7. PROCEDURE FOR COORDINATION OF SLOT FOR GENERAL AND BUSINESS AVIATION FLIGHTS

Mandatory for all General and Business aviation flights is the prior request of the APT slot clearance delivered by the Aena's APT Slots Coordinator Office, in accordance with the modified article 2(g) of the EEC Regulation No. 95/93.

Slot requests for General and Executive aviation for the period between 15 June and 15 September, only admitted with MAX 15 days in advance over Day of Flight (DOF) and Estimated Time of Arrival (ETA).

The requests of slots of General and Business aviation flights must be sent to the Aena's APT Slots Coordinator Office to clearance.

- Via SITA: MADGSYA
- Via e-mail: [slot.coord.admin@aecfa.es](mailto:slot.coord.admin@aecfa.es)

General and Business aviation flights to operate in the APT must include in the Item 18 "Other Data" the following information:

- Flight handling agent or
- Hired General and Business aviation manager.

### 1.8. OTHER INFORMATION

Handling agent is mandatory.



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10 JUN 22

10-1P3

Eff 16 Jun

VALENCIA, SPAIN

AIRPORT BRIEFING

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## 2. ARRIVAL

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### 2.1. SPEED RESTRICTIONS

#### 2.1.1. SPEED ADJUSTMENT UNDER RADAR CONTROL

- MAX 250 KT at or below FL 100.
- 220 KT when leaving IAF (CLS or MULAT).
- 180 KT when leaving IF or when completing the final turn.
- 160 KT when crossing the FAF/FAP. ACFT shall maintain this speed till 4NM from THR.
- ACFT with cruising IAS lower than the before mentioned shall maintain cruising speed up to the corresponding adjustment point.

ATC shall be informed of the speeds that may be maintained, if unable to comply with the speed adjustments above.

ACFT will be exempt from complying with these speed limitations when performing an instrument Continuous Descent Arrival (CDA) procedure.

### 2.2. TAXI PROCEDURES

ACFT shall report RWY cleared and expect taxiing instructions.

If no taxiing instructions have been received, the ACFT, after vacating the RWY, shall stop at the end of the exit TWY segment and expect instructions from Tower or Follow-me car.

### 2.3. CODE E OR F ACFT (B748 OR A124) TAXI ROUTINGS

#### 2.3.1. ARRIVAL RWY 12

Vacate RWY 12 via TWY T1, report RWY vacated at the entrance to TWY S1, taxi via TWYs S1, S2 and T2, wait to cross the RWY at the RWY holding point, continue taxiing via TWY H4 or H5 according to stand.

##### **Code letter E ACFT to stands 23, 24, 25, 27 and 29**

ACFT may enter via gate B or C using TWY H4 or H5 and may taxi via TWY W3. If ACFT accesses via TWY H5, it shall report RWY vacated at the entrance to TWY N2.

##### **Code letter E or F ACFT to stand 27**

Taxi via TWY H5 and once on TWY N2 enter the apron via gate C. Code E ACFT may enter via gate B using TWY H4 and TWY W3. ACFT shall report RWY vacated at the entrance to TWY N2.

##### **Code letter F ACFT to stand 25**

Entrance from TWY H4 via gate B. ACFT shall report RWY vacated upon arrival at the gate B board.

##### **Code letter E or F to stand 44**

Access via gate B by means of TWY H4 and proceed directly to stand 44.

#### 2.3.2. ARRIVAL RWY 30

Vacate RWY 30 via TWY H9 or H7. Taxi via TWYs N4, N3 and N2. If RWY was vacated via TWY H9, report RWY vacated at the entrance to TWY N4. If RWY was vacated via TWY H7, taxi via TWYs N3 and N2 to gate B or gate C, depending on stand.

##### **Code letter E or F to stand 44**

Enter the apron via gate B and then proceed directly to stand 44.

### 2.4. CONTINUOUS DESCENT OPERATIONS

Depending on traffic situation, and if no need for interrupting the descent is foreseen, ACFT 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.

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10 JUN 22

10-1P4

Eff 16 Jun

VALENCIA, SPAIN  
AIRPORT BRIEFING

### 3. DEPARTURE

#### 3.1. START-UP PROCEDURES

To avert the automatic cancellation of flight plans, the EOBT must be maintained up-to-date.

- Permission to start up engines/jets shall be requested on the clearance frequency or, if this is not attended, on the frequency stated via ATIS or CLD message. When this permission is requested, the ACFT must be completely ready to start up immediately.
- For requests by voice, pilots must indicate the full ACFT call sign, together with the occupied stand and the ATIS message received. -Start-up clearance shall be requested:
  - ACFT without assigned CTOT: From 15 minutes prior to their EOBT, until 10 minutes after it if they are parked on stands with exit by towed push-back, or until 15 minutes after their EOBT for the remaining stands.
  - ACFT with assigned CTOT: From 20 minutes prior to their CTOT until 10 minutes prior to their CTOT, if they are parked on stands with exit by towed push-back, or from 15 minutes prior to their CTOT to 5 minutes prior to their CTOT for the remaining stands.
  - To improve the predictability of the TTOT, ATC may issue instructions for start-up clearance to be requested at a specific time.
  - In periods of high demand, ATC may apply other values which guarantee compliance with the TW of the flight.

##### 3.1.1. ATC CLEARANCE REQUEST AND START-UP VIA DATALINK

DCL departure procedures are applied in the provision of ATC clearance and start-up services.

In case of discrepancies, voice communications will always prevail over datalink. The pilot may request the ATC clearance via Datalink Departure Clearance (DCL) no earlier than 30 minutes before the EOBT.

- The pilot shall request ATC and start-up simultaneously via RCD. The RCD message shall contain the following information:
  1. ACFT callsign according to the submitted Flight Plan (FPL);
  2. Departure aerodrome;
  3. Parking position;
  4. Destination aerodrome;
  5. Letter of the ATIS information received;
  6. ICAO ACFT type.

Any free text sent via the RCD by the pilot will not be considered by ATC.

Special requests will always be made via voice communications.

- The pilot will receive a message acceptance "RCD RECEIVED" or cancellation "RCD REJECTED".
- In case of acceptance, VALENCIA Clearance will issue a CLD message with the following fields:
  1. ACFT call sign;
  2. Destination aerodrome;
  3. Assigned RWY for departure;
  4. Departure 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, which will include start-up clearance or instructions to request it if the start-up approval parameters not yet satisfied.
- When an FSM message of the type "REVERT TO VOICE PROCEDURES" is received, the datalink communication will be deemed to have concluded and the revert to voice procedures will be applied.

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Eff 16 Jun

VALENCIA, SPAIN

AIRPORT BRIEFING

### 3. DEPARTURE

- 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 clearance.
  - b. If the pilot considers the CLD clearance message to be correct, he/she must respond via datalink with a CDA message.
  - c. If the pilot is not ready for start-up, he/she shall not accept the clearance and shall contact the controller by voice when ready.
- 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 received, communication via datalink 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 ACFT a "CLEARANCE CONFIRMED" message in the FMS and will terminate the communication via datalink.

Push-back must be requested on the frequency stated in the appropriate CLD message and it may only be approved via voice on that frequency.

#### 3.1.2. REVERT TO VOICE PROCEDURES

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

#### 3.2. PUSH-BACK AND TAXI PROCEDURES

ACFT must be ready for towed push-back or taxiing within 5 minutes of the approved start-up time; pilots will contact ATC if this is not the case.

Taxiing to holding position RWY 12 will be accomplished via gate C, unless ATC instructs otherwise.

When the ACFT is ready for push-back or taxiing, the pilot shall request advance clearance from TWR.

ATC shall only be advised of 'ready to push-back' status when the maneuver is completely ready to start and can be accomplished within the following 30 seconds.

#### 3.3. CODE E OR F ACFT (B748 OR A124) ROUTINGS

##### 3.3.1. PUSH-BACK

###### 3.3.1.1. PUSH-BACK CODE E ACFT

**Stands 23, 24, 25, 27 or 29**

Exit with push-back nosing to East or West as instructed, then taxi via TWY W3 to gate B or gate C.

**Stand 44 (MAX B747-400)**

Exit with push-back nosing East, pushing it on TWY W3 direction up to stand 25 level. Once the ACFT is lined up with TWY W3, it shall taxi under own power in direction to gate B just as exit from stand 25.

###### 3.3.1.2. PUSH-BACK CODE F ACFT

**Stand 25**

Exit with push-back nosing East. Once the ACFT is lined up with the apron TWY, it will be towed forward until the wing tip is at the same level as stand 25, such that autonomous taxiing does not affect stand 24.

**Stand 27**

Exit with push-back nosing West. Once the ACFT is lined up with TWY W3, it will be towed forward until the wing tip is at the same level as stand 27, such that autonomous taxiing does not affect stand 25.

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VALENCIA

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10 JUN 22

10-1P6

Eff 16 Jun

VALENCIA, SPAIN

AIRPORT BRIEFING

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### 3. DEPARTURE

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#### 3.3.2. ROUTING

**Code E ACFT to THR 12**

Leave apron via gate B or gate C, taxiing via TWYs N2, N3, N4 and enter RWY via TWY H9 to THR 12.

**Code F ACFT to THR 12**

Leave apron via gate B or gate C, taxiing via TWYs N2 and H5, wait to cross the RWY at the RWY holding point, continue taxiing via TWYs T2, S2, S1 and T1 to THR 30. ACFT shall report RWY vacated, after crossing the same, at the entrance to TWY S2.

**To THR 30**

Leave apron via gate B or gate C, taxiing via TWYs N2, H5, , wait to cross the RWY at the RWY holding point, continue via TWYs T2, S2, S1 and T1. ACFT shall report RWY vacated, after crossing the same, at the entrance to TWY S2.

#### 3.4. NOISE ABATEMENT PROCEDURES

**RWY 12**

Deviations from the SID will not be cleared until the ACFT is at VLC 9 DME or has cleared the altitude of 6000', except for propeller-driven ACFT, helicopters, State and hospital ACFT, other than for reasons of operational safety.

**RWY 30**

Deviations from the SID will not be cleared below the altitude of 6000', except for propeller-driven ACFT, helicopters, State and hospital ACFT, other than for reasons of operational safety.

# LEVC/VLC VALENCIA

**JEPPESEN**  
11 FEB 22 **10-1R**

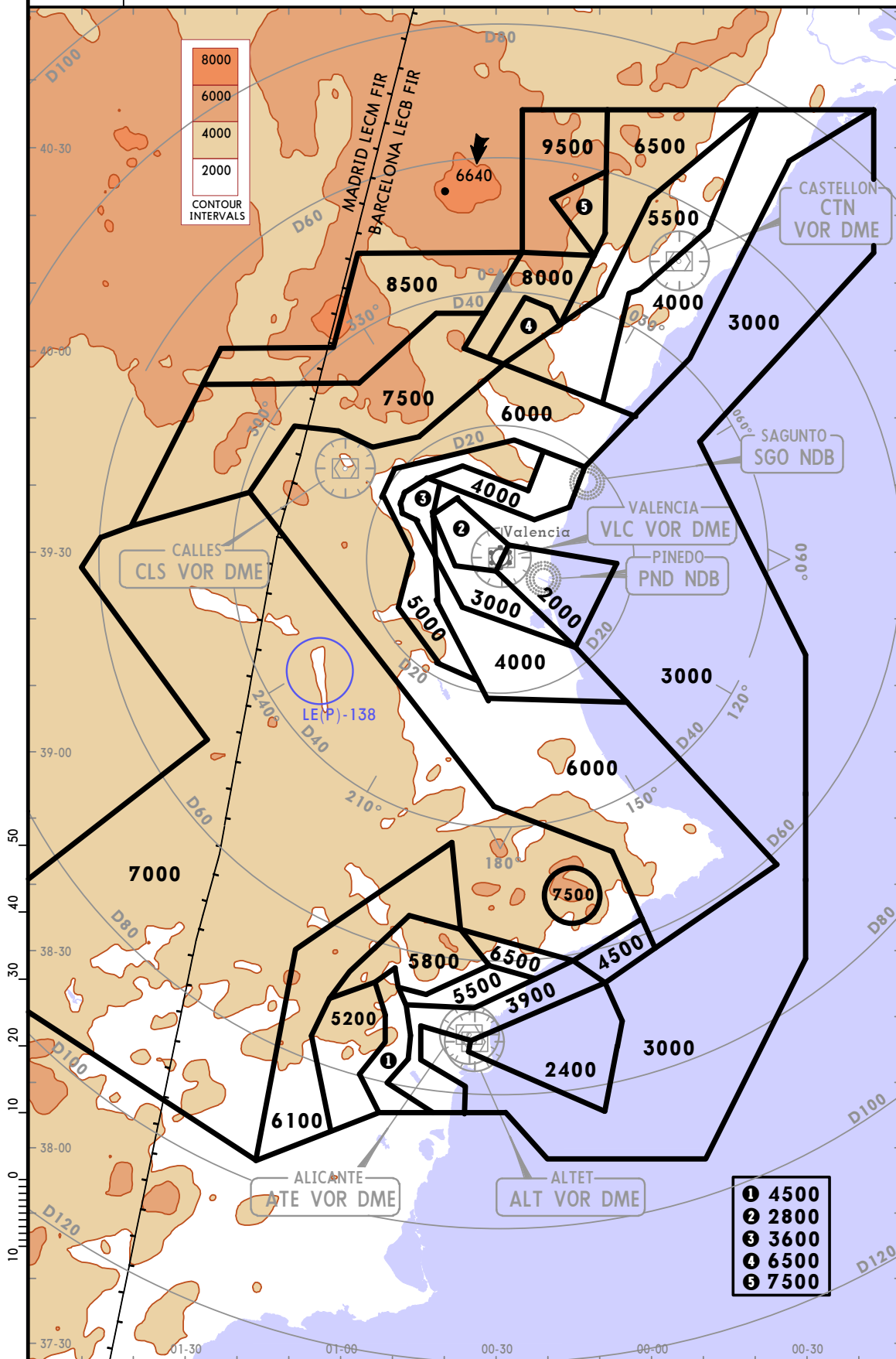
# VALENCIA, SPAIN

## RADAR MINIMUM ALTITUDES

Apt Elev  
**240**

Alt Set: hPa Trans level: By ATC Trans alt: 6000

1. The published minimum altitudes integrate no correction for low temperatures.
2. This chart should only be used for cross-checking of assigned altitudes while under RADAR control.



- ① 4500
- ② 2800
- ③ 3600
- ④ 6500
- ⑤ 7500

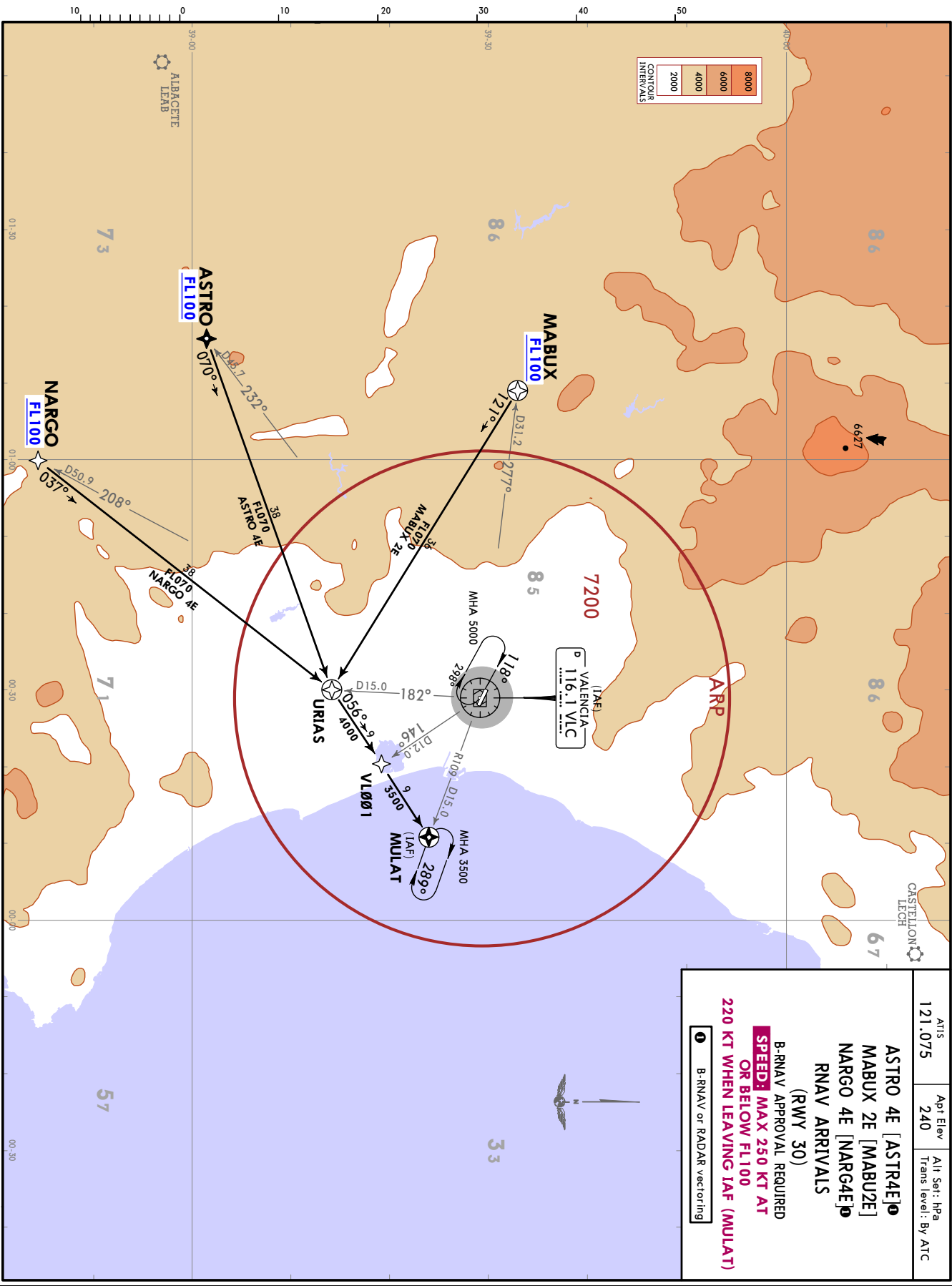
LEVC/VLC  
VALENCIA

**JEPPesen VALENCIA, SPAIN**  
24 NOV 23 10-2 EFF 30 NOV 23 **RNAV STAR**

|      |         |          |     |              |                     |
|------|---------|----------|-----|--------------|---------------------|
| ATIS | 121.075 | Apr Elev | 240 | All Ser: IPa | Trans level: By ATC |
|------|---------|----------|-----|--------------|---------------------|

ASTRO 4E [ASTR4E]  
MABUX 2E [MABU2E]  
NARGO 4E [NARG4E]  
RNAV ARRIVALS  
(RWY 30)  
B-RNAV APPROVAL REQUIRED  
SPEED MAX 250 KT AT  
OR BELOW FL100  
220 KT WHEN LEAVING IAF (MULAT)

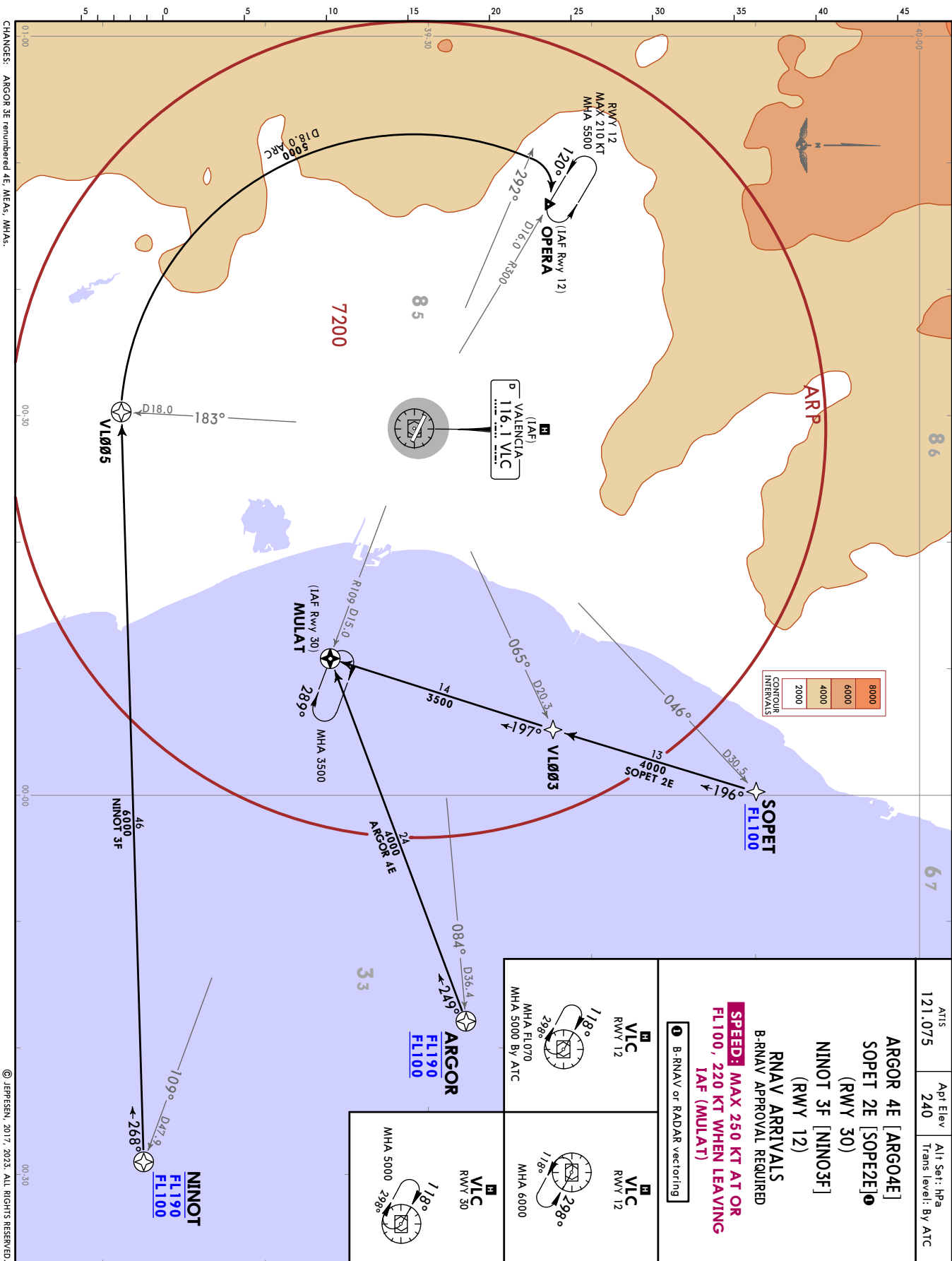
① B-RNAV or RADAR vectoring



CHANGES: ASTRO & NARGO STARS renumbered, MEAs, MHAs.

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VALENCIA

JEPPesen  
24 NOV 23  
10-2A EFF 30 Nov

VALENCIA, SPAIN  
RNAV STAR

CHANGES: ARGOR SE renumbered 4E, MEAs, MHAs.

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# LEVC/VLC VALENCIA

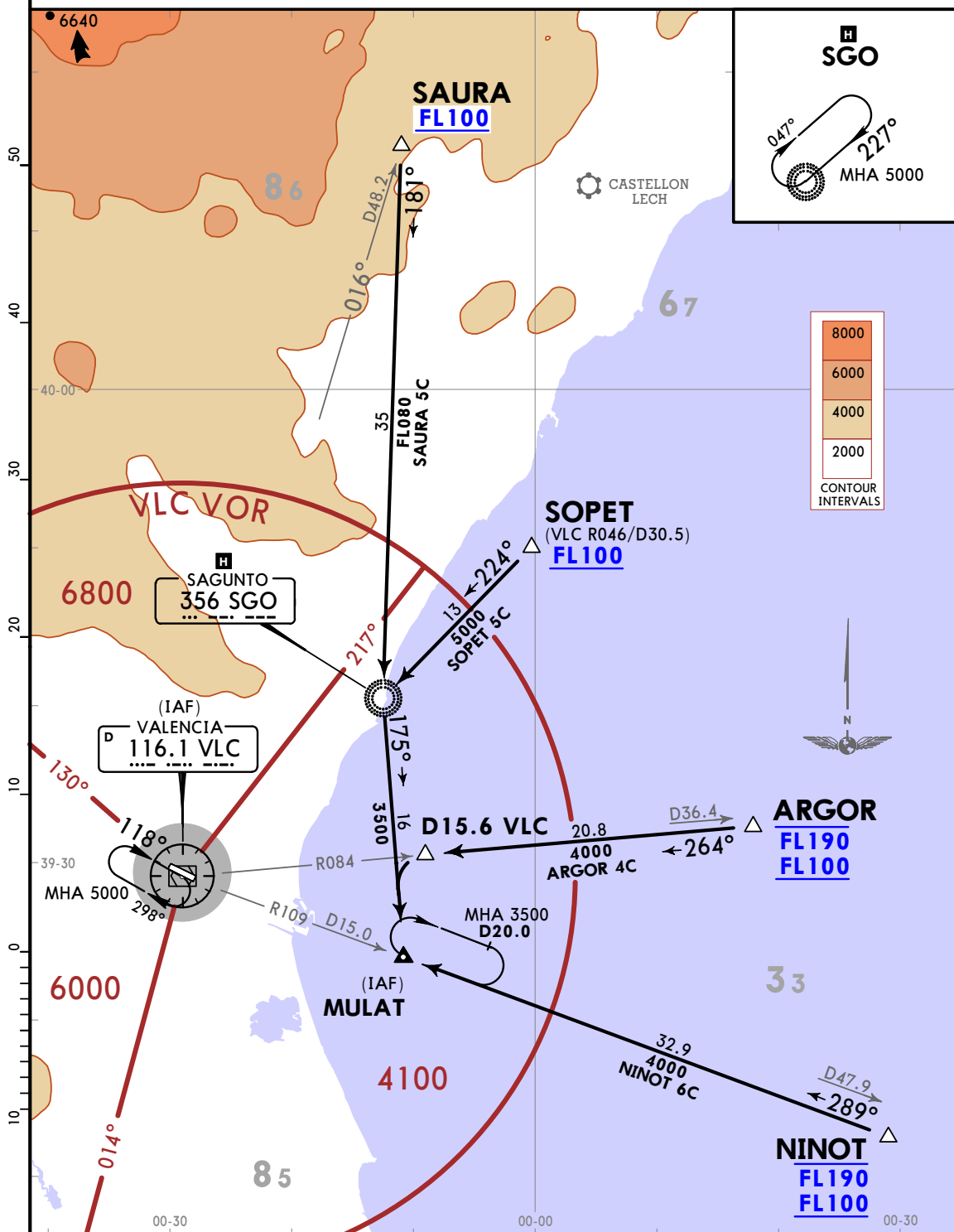
**JEPPESEN**  
24 NOV 23 **10-2B** Eff 30 Nov

**VALENCIA, SPAIN**  
**STAR**

|                 |                 |                                     |
|-----------------|-----------------|-------------------------------------|
| ATIS<br>121.075 | Apt Elev<br>240 | Alt Set: hPa<br>Trans level: By ATC |
|-----------------|-----------------|-------------------------------------|

ARGOR 4C [ARGO4C], NINOT 6C [NINO6C]  
SAURA 5C [SAUR5C], SOPET 5C [SOPE5C]  
**ARRIVALS**  
(RWY 30)

**SPEED: MAX 250 KT AT OR BELOW FL100**  
**220 KT WHEN LEAVING IAF (MULAT)**



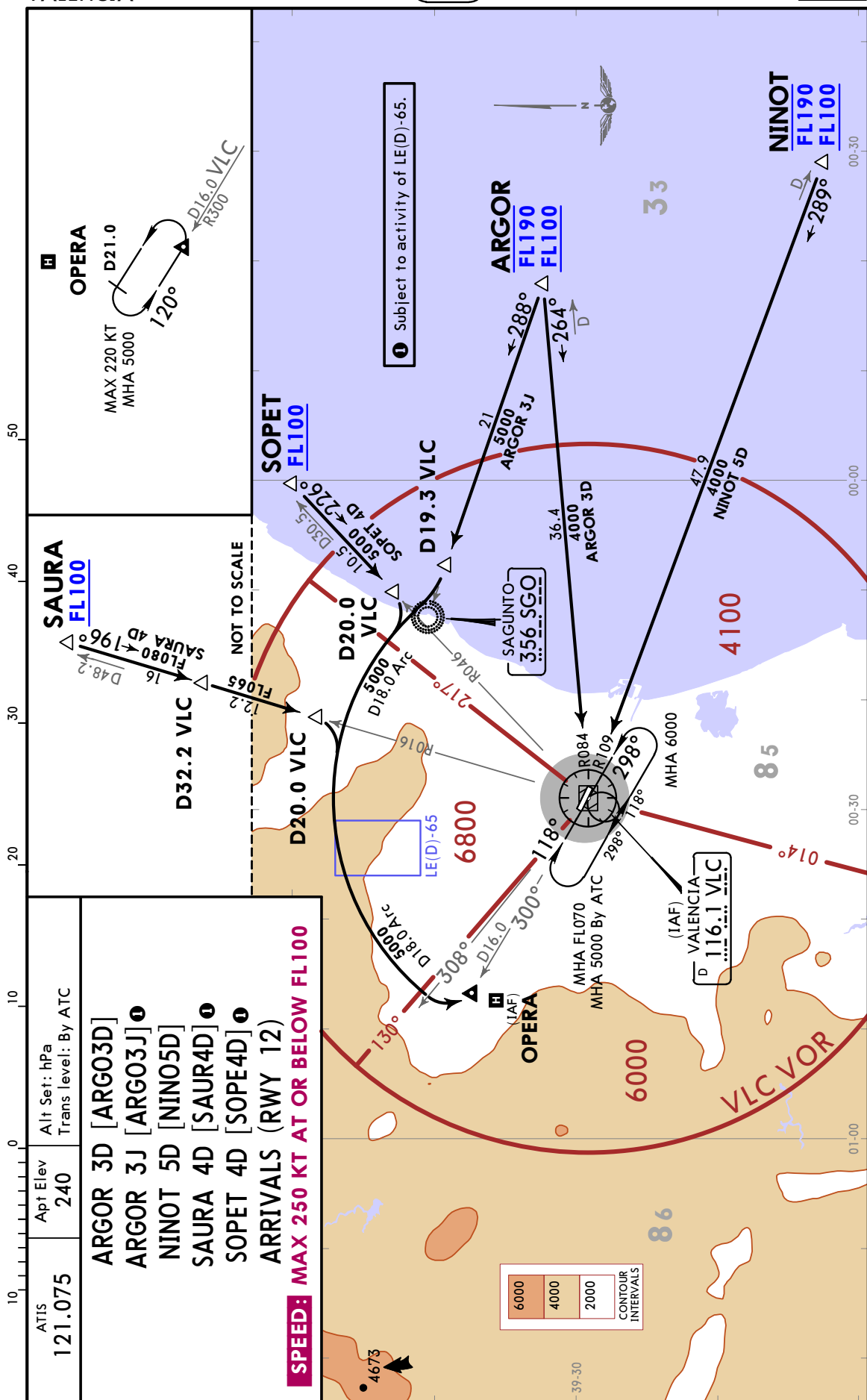
CHANGES: STARs renumbered, MEAs, MHAs.

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24 NOV 23 10-2C Eff 30 Nov

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CHANGES: VLC holding MHA.

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# LEVC/VLC VALENCIA

**JEPPESEN**  
24 NOV 23 **(10-2D)** Eff 30 Nov

**VALENCIA, SPAIN**  
**STAR**

ATIS  
121.075

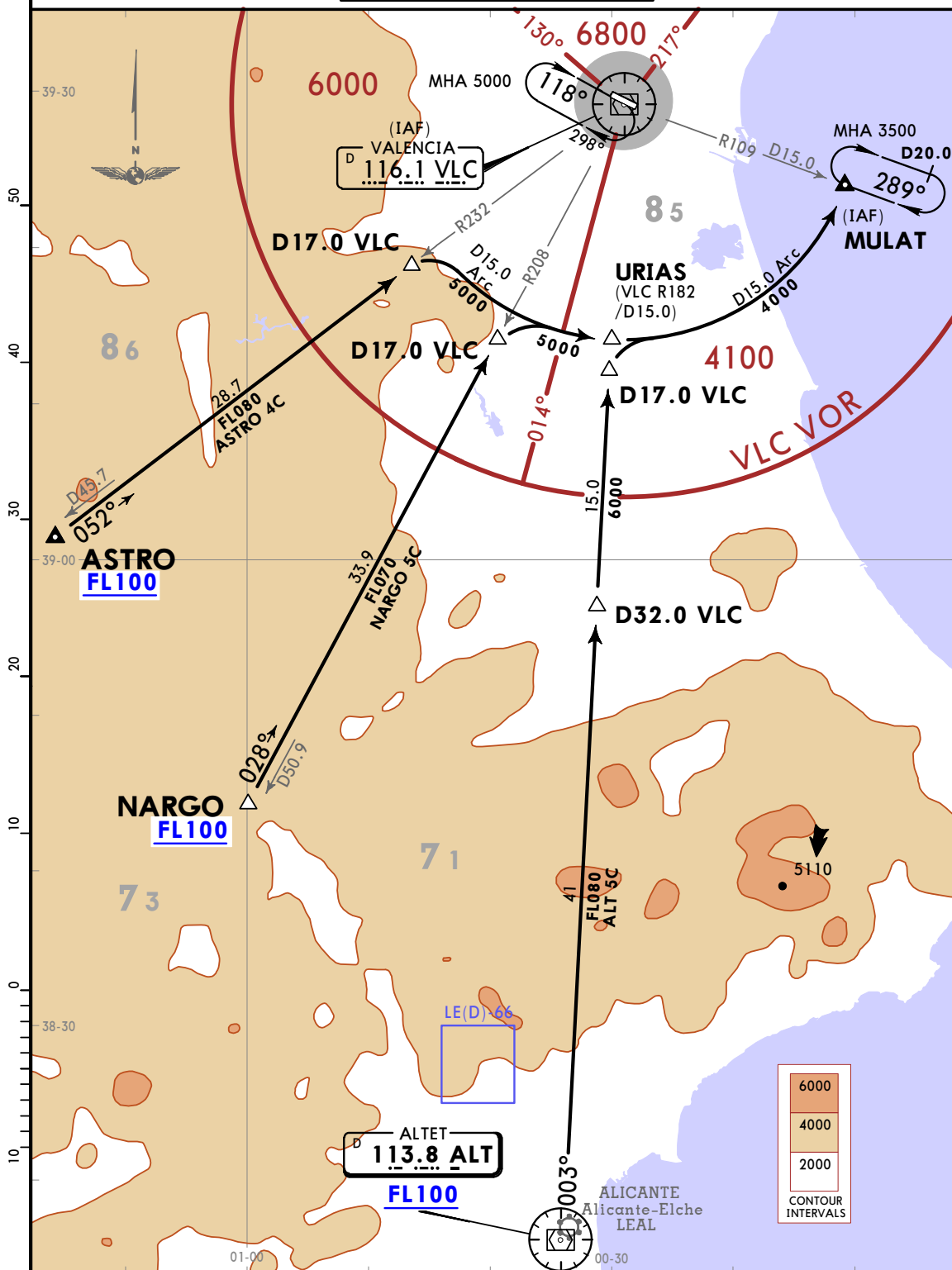
Apt Elev  
240

Alt Set: hPa  
Trans level: By ATC

**ALTET 5C (ALT 5C) [ALT5C] ●**  
**ASTRO 4C [ASTR4C], NARGO 5C [NARG5C]**  
**ARRIVALS (RWY 30)**

**SPEED: MAX 250 KT AT OR BELOW FL100**  
**220 KT WHEN LEAVING IAF (MULAT)**

● Subject to activity of LE(D)-66.



CHANGES: ALTET & NARGO 4C renumbered 5C, MEAs, MHAs.

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# LEVC/VLC VALENCIA

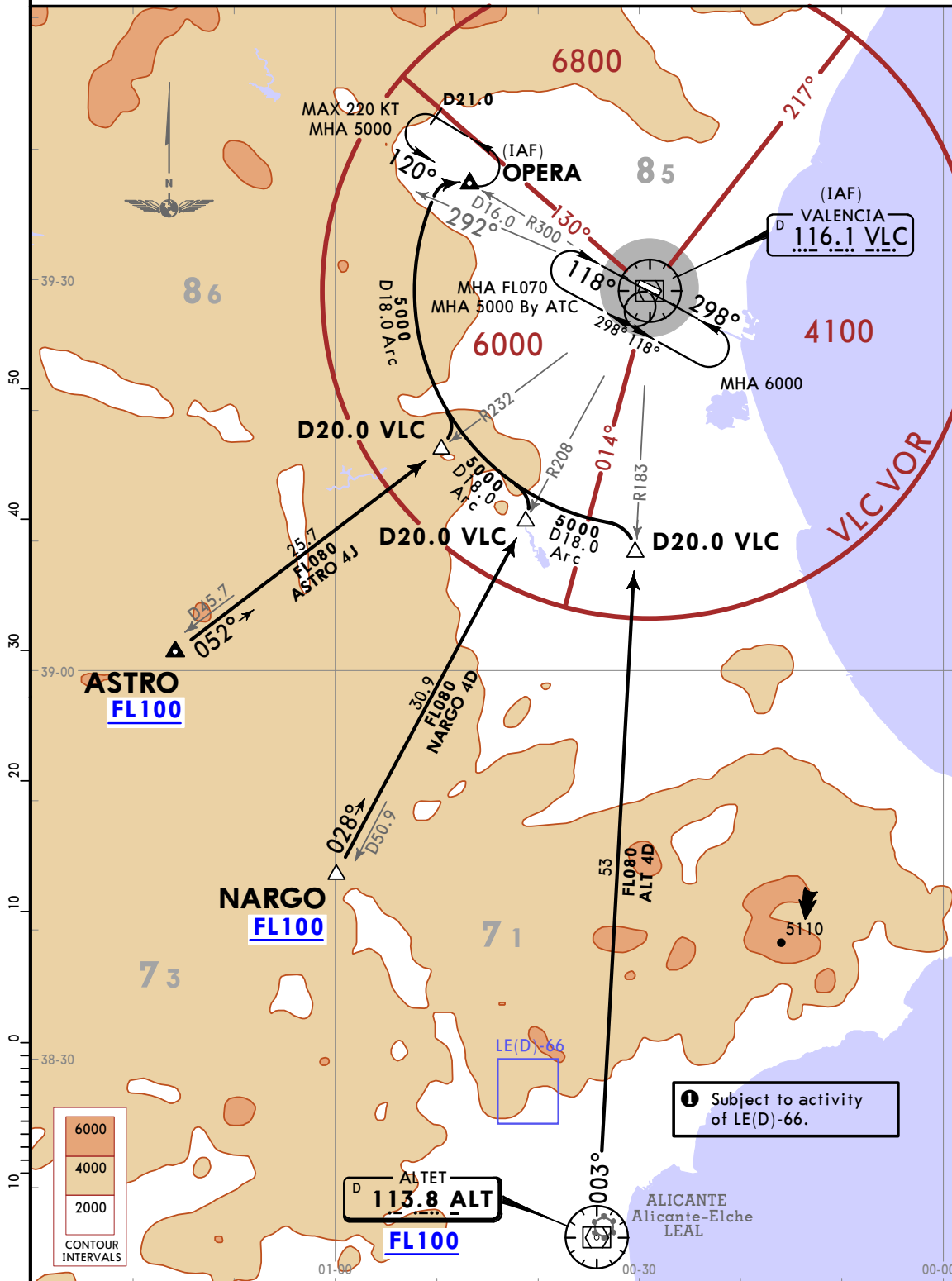
**JEPPESEN**  
24 NOV 23 **10-2E** Eff 30 Nov

**VALENCIA, SPAIN**  
**STAR**

|                 |                 |                                     |
|-----------------|-----------------|-------------------------------------|
| ATIS<br>121.075 | Apt Elev<br>240 | Alt Set: hPa<br>Trans level: By ATC |
|-----------------|-----------------|-------------------------------------|

**ALTET 4D (ALT 4D) [ALT4D] ①**  
**ASTRO 4J [ASTR4J]**  
**NARGO 4D [NARG4D]**  
**ARRIVALS (RWY 12)**

**SPEED: MAX 250 KT AT OR BELOW FL100**



CHANGES: VLC holding MHA.

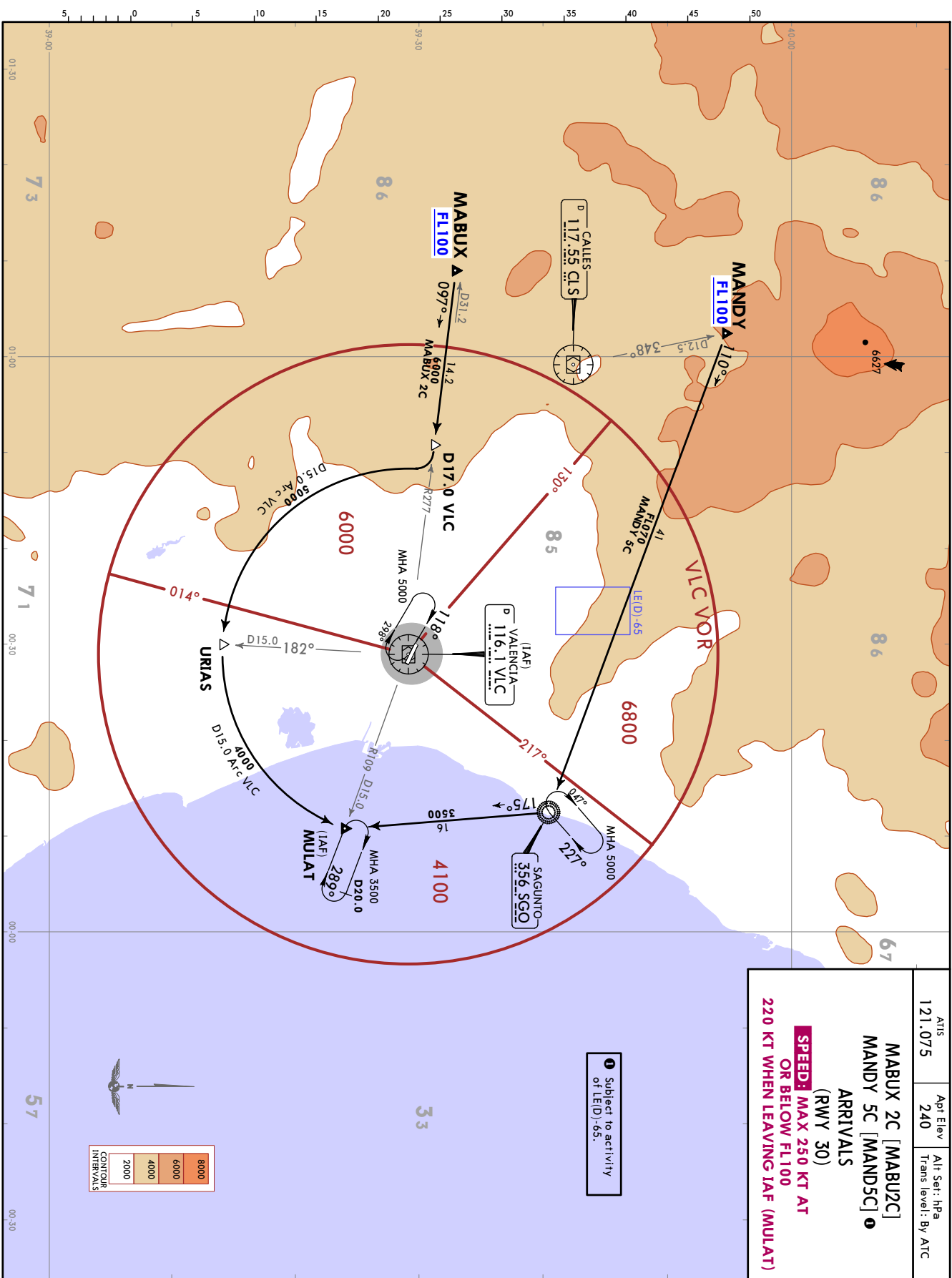
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LEVC/VLC  
VALENCIA

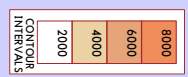
JEPPesen VALENCIA, SPAIN  
STAR  
24 NOV 23 10-2E EFF 30 NOV

|      |         |                     |     |              |
|------|---------|---------------------|-----|--------------|
| ATIS | 121.075 | Apr Elev            | 240 | Alt Set: hPa |
|      |         | Trans level: By ATC |     |              |

MABUX 2C [MABU2C]  
MANDY 5C [MAND5C] ●  
ARRIVALS  
(RWY 30)  
**SPEED: MAX 250 KT AT  
OR BELOW FL100**  
**220 KT WHEN LEAVING IAF (MULAT)**

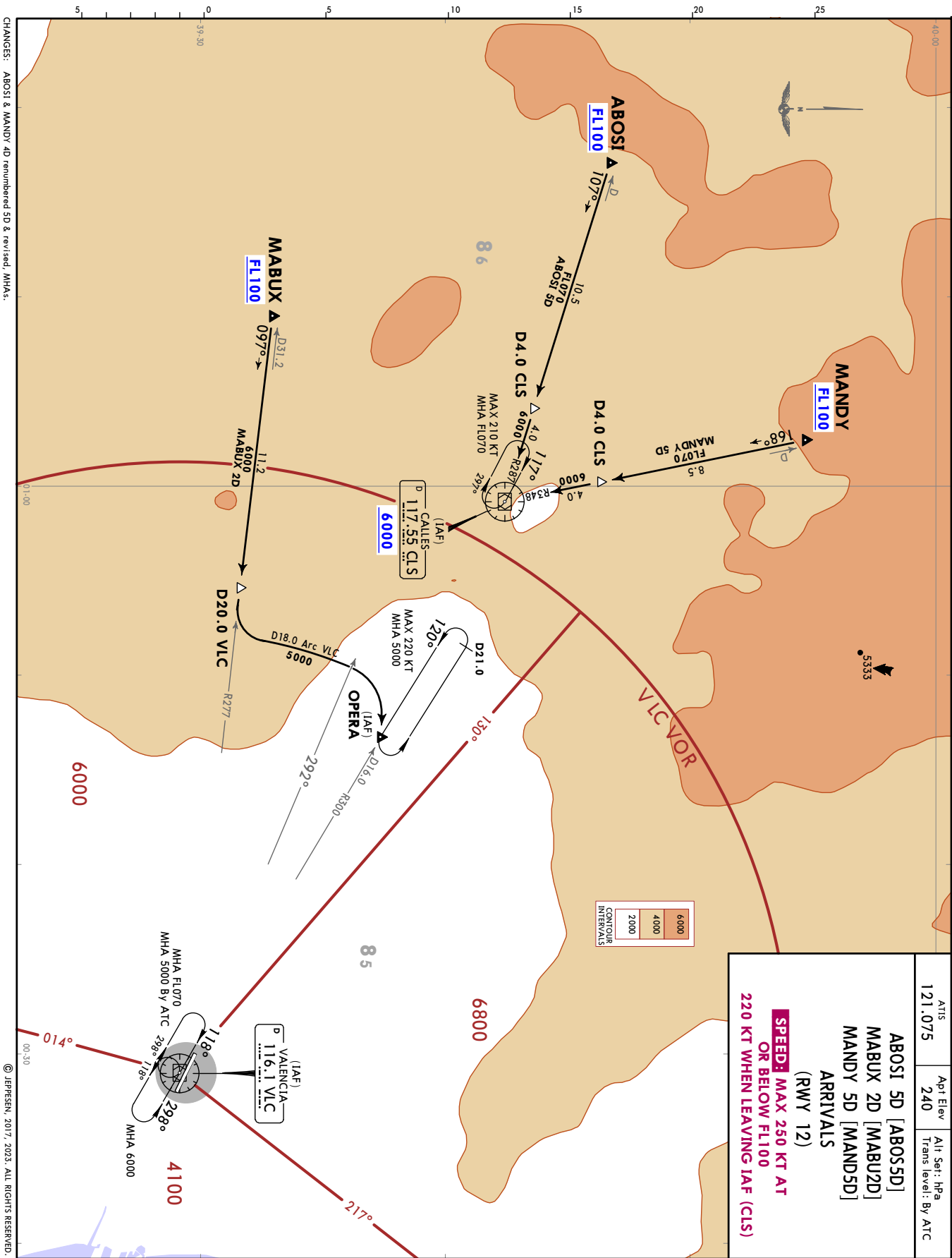


● Subject to activity of LEID: 65.



CHANGES: MANDY 4C renumbered 5C, MEAs, MHAs. © JEPPesen, 2017, 2023. ALL RIGHTS RESERVED.





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VALENCIA

JEPPesen  
24 NOV 23  
10-2G Eff 30 Nov

VALENCIA, SPAIN  
STAR

|  |         |              |        |              |
|--|---------|--------------|--------|--------------|
| ATIS   | 121.075 | Apt Elev     | 240    | Alt Set: hPa |
|  |         | Trans level: | By ATC |              |
| <b>ABOSI 5D [ABOS5D]</b><br><b>MABUX 2D [MABU2D]</b><br><b>MANDY 5D [MAND5D]</b><br>ARRIVALS<br>(RWY 12)<br><b>SPEED: MAX 250 KT AT</b><br><b>OR BELOW FL100</b><br><b>220 KT WHEN LEAVING IAF (CLS)</b> |         |              |        |              |

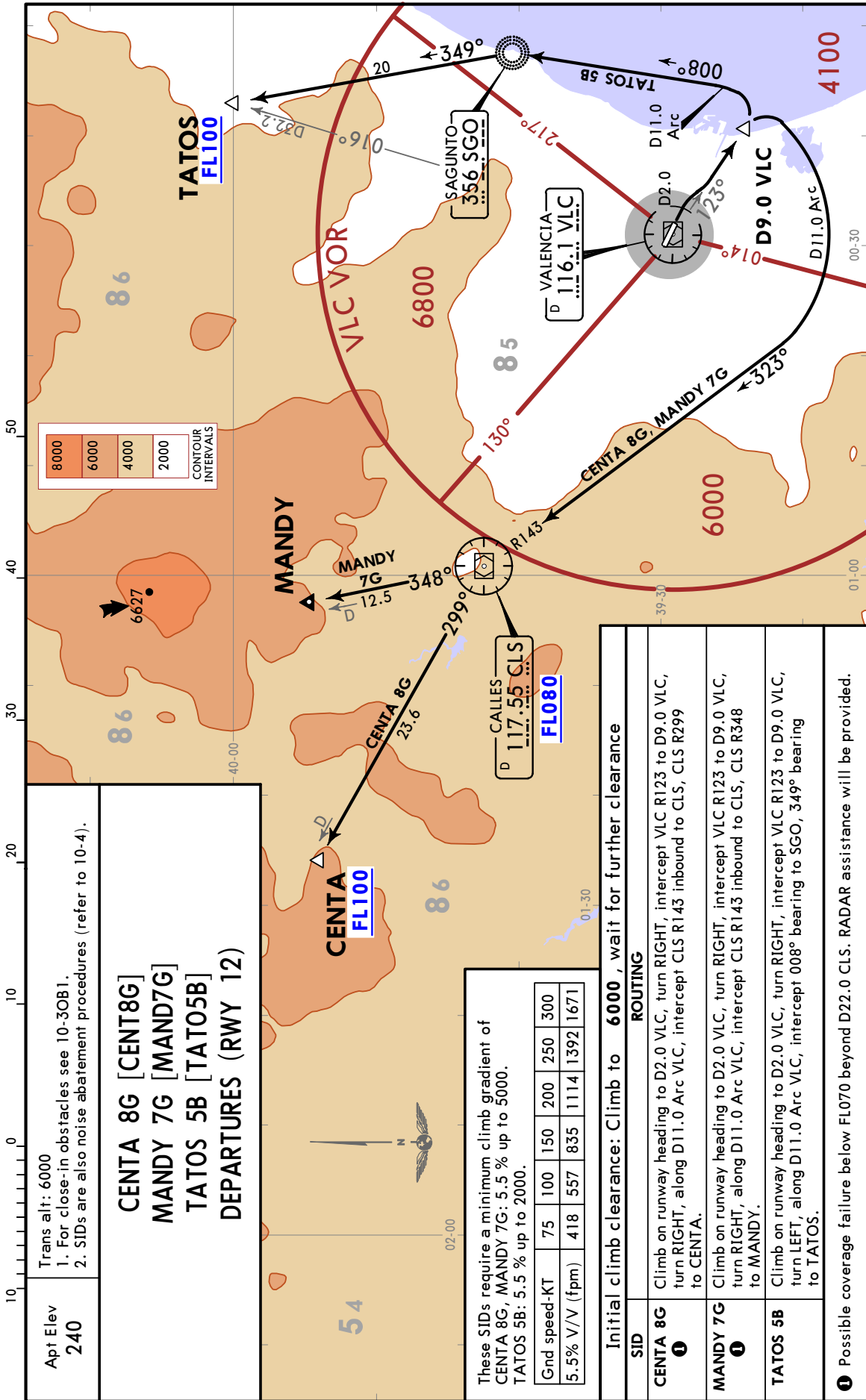
|           |
|-----------|
| 6000      |
| 4000      |
| 2000      |
| CONTOUR   |
| INTERVALS |

CHANGES: ABOSI & MANDY 4D renumbered 5D & revised, MHAs.  
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LEVC/VLC  
VALENCIA

JEPPESSEN  
24 NOV 23 10-3 Eff 30 Nov

VALENCIA, SPAIN  
SID



Trans alt: 6000  
1. For close-in obstacles see 10-3OB1.  
2. SIDs are also noise abatement procedures (refer to 10-4).

**CENTA 8G [CENT8G]**  
**MANDY 7G [MAND7G]**  
**TATOS 5B [TAT05B]**  
**DEPARTURES (RWY 12)**

These SIDs require a minimum climb gradient of  
CENTA 8G, MANDY 7G: 5.5 % up to 5000.  
TATOS 5B: 5.5 % up to 2000.

| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
|----------------|-----|-----|-----|------|------|------|
| 5.5% V/V (fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |

| SID             | ROUTING   |
|-----------------|---|
| <b>CENTA 8G</b> | Climb on runway heading to D2.0 VLC, turn RIGHT, intercept VLC R123 to D9.0 VLC, turn RIGHT, along D11.0 Arc VLC, intercept CLS R143 inbound to CLS, CLS R299 to CENTA. |
| <b>MANDY 7G</b> | Climb on runway heading to D2.0 VLC, turn RIGHT, intercept VLC R123 to D9.0 VLC, turn RIGHT, along D11.0 Arc VLC, intercept CLS R143 inbound to CLS, CLS R348 to MANDY. |
| <b>TATOS 5B</b> | Climb on runway heading to D2.0 VLC, turn RIGHT, intercept VLC R123 to D9.0 VLC, turn LEFT, along D11.0 Arc VLC, intercept 008° bearing to SGO, 349° bearing to TATOS.  |

Initial climb clearance: Climb to 6000, wait for further clearance

① Possible coverage failure below FL070 beyond D22.0 CLS. RADAR assistance will be provided.

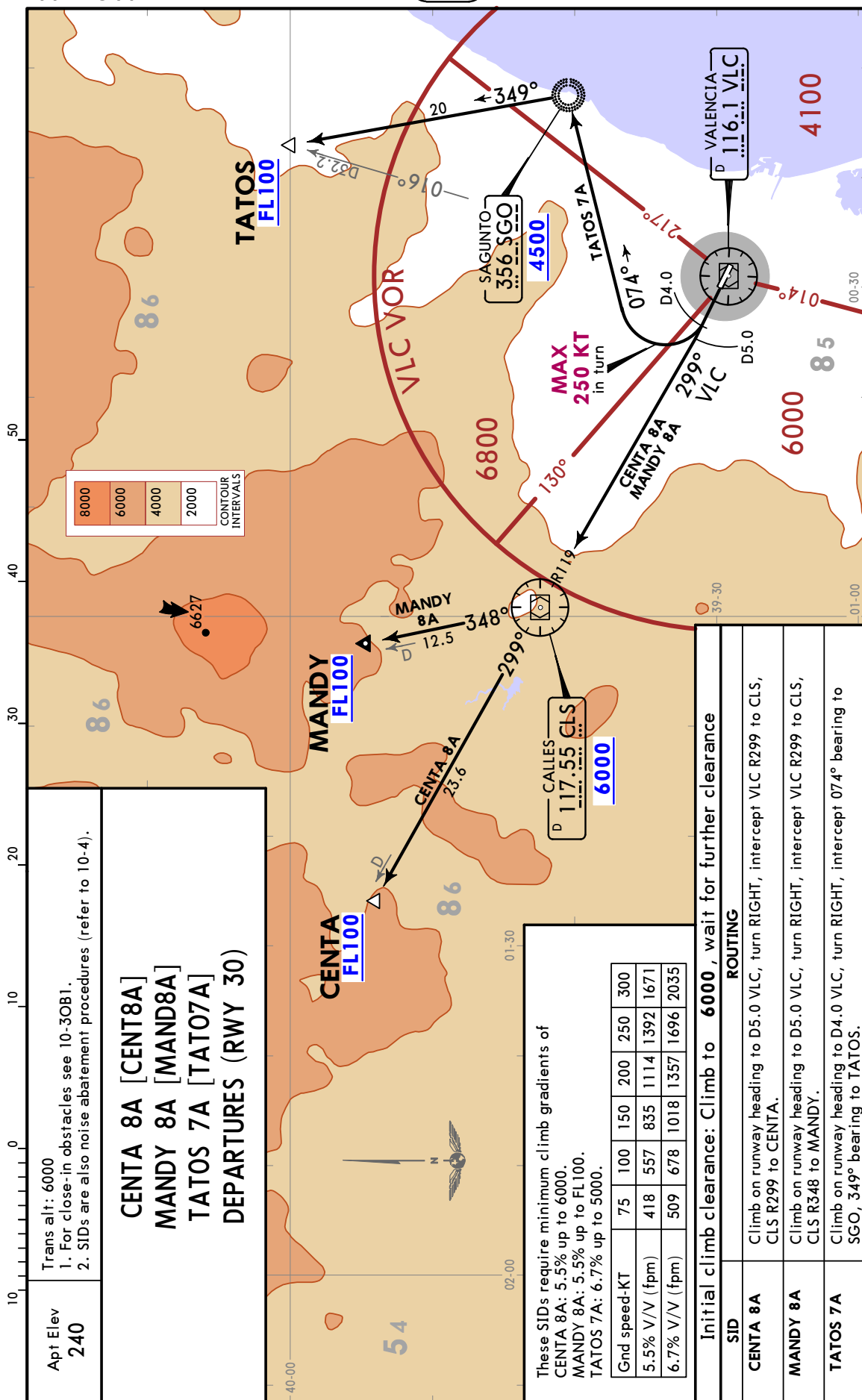
CHANGES: CENTA 7G & MANDY 6G renumbered 8G & 7G, climb gradients.

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LEVC/VLC  
VALENCIA

JEPPESEN  
24 NOV 23 10-3A Eff 30 Nov

VALENCIA, SPAIN  
SID



CHANGES: TATOS 6A renumbered 7A, climb gradient.

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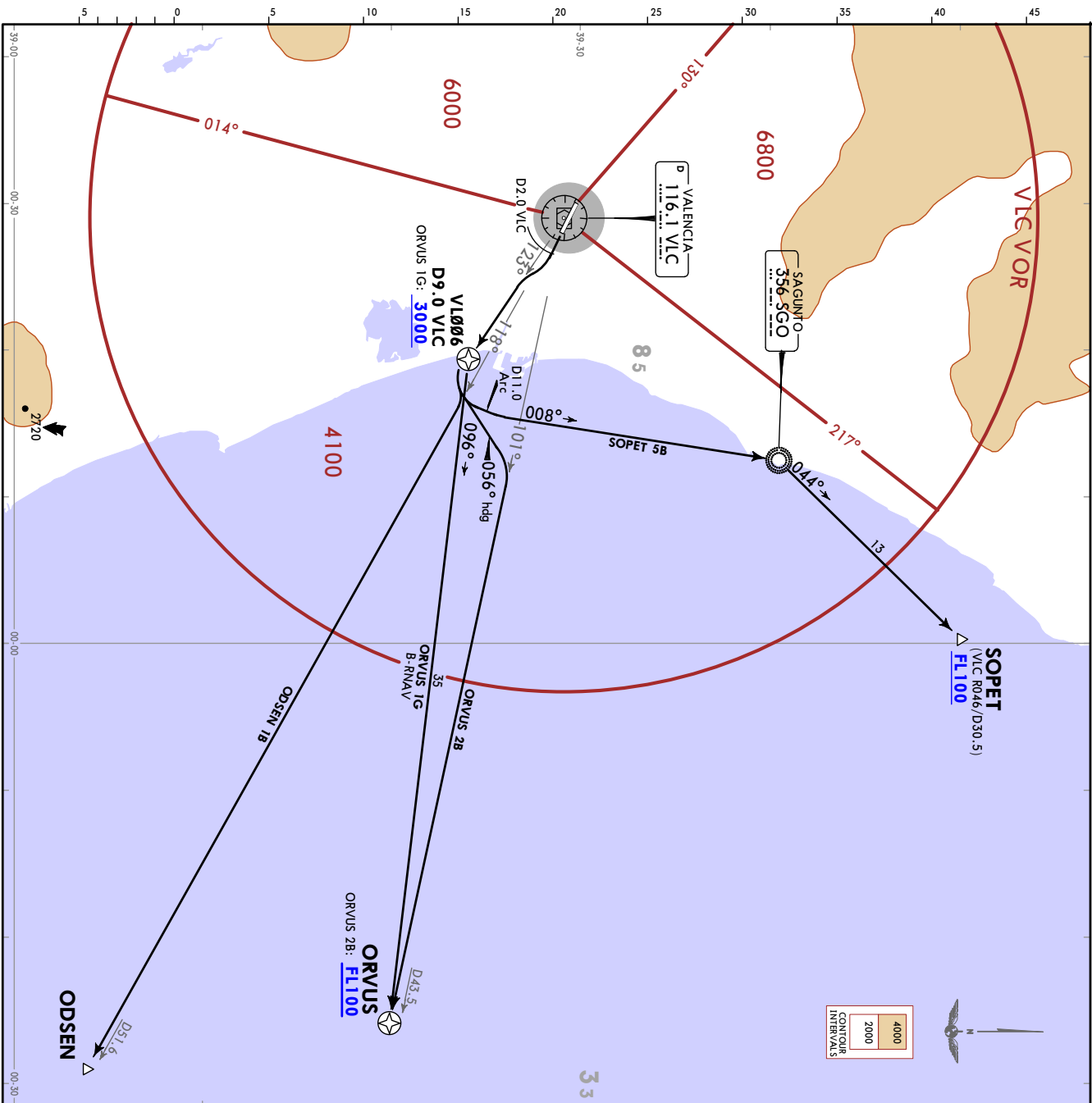
LEVC/VLC  
VALENCIA

**JEPPESSEN VALENCIA, SPAIN**  
SID

24 NOV 23 10-38R EFF 30 NOV

Apt Elev 240  
Trans alt: 6000  
1. For close-in obstacles see 10-30B1.  
2. SIDs are also noise abatement procedures (refer to 10-4).

**ODSEN 1B [ODSE1B]**  
**ORVUS 2B [ORVU2B]**  
**SOPET 5B [SOPESB]**  
**DEPARTURES (RWY 12)**  
**ORVUS 1G [ORVU1G]**  
**RNAV DEPARTURE (RWY 12)**  
**B-RNAV APPROVAL REQUIRED**



These SIDs require minimum climb gradients of

|   |
|---|
| ODSEN 1B, ORVUS 2B: 5.5% up to 2000.              |
| ORVUS 1G: 6.0% up to 5000.                        |
| SOPET 5B: 3.5% up to 2000, then 3.8% up to FL100. |

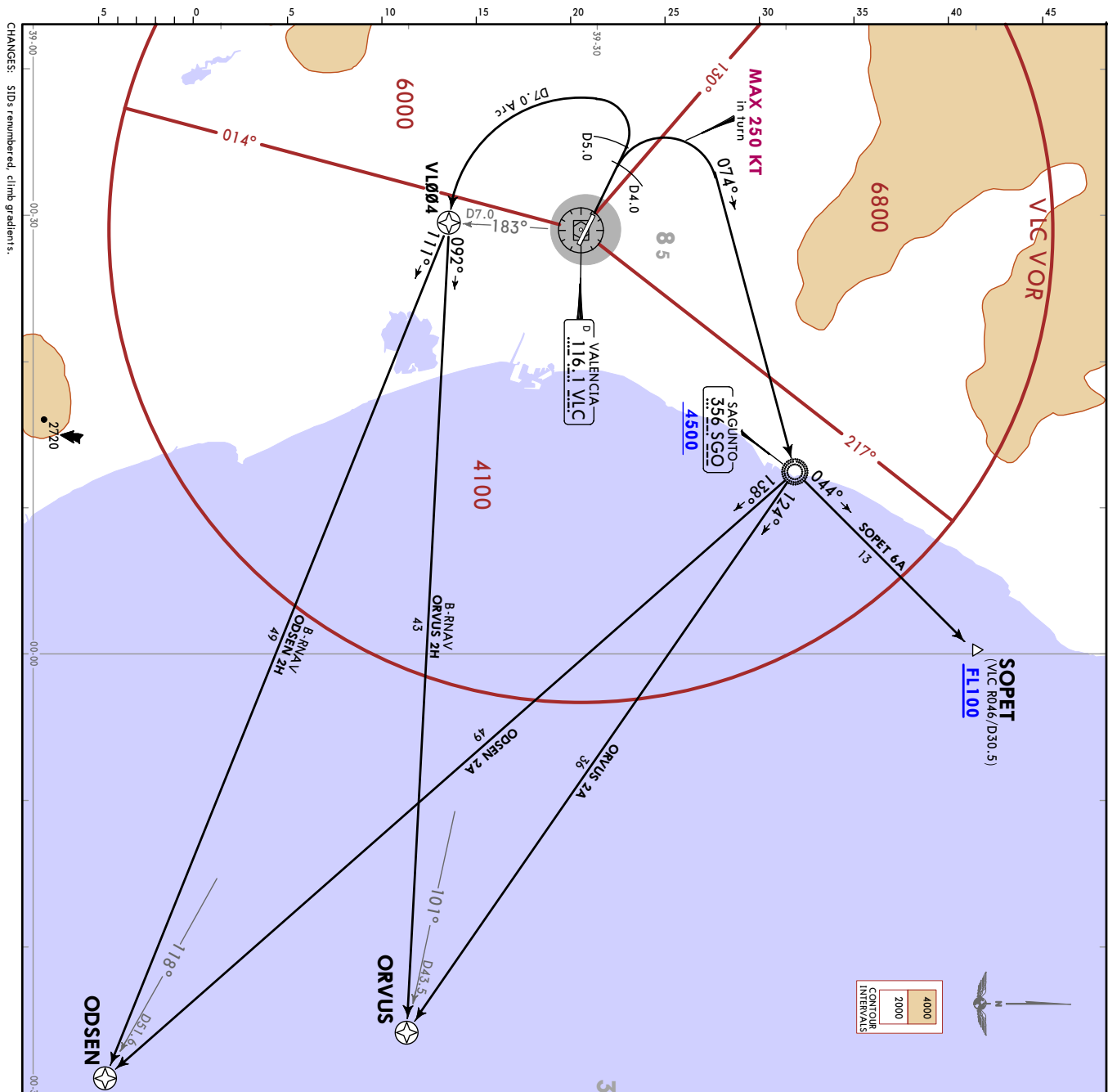
|                |     |     |     |      |      |      |
|----------------|-----|-----|-----|------|------|------|
| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
| 3.8% V/V (fpm) | 289 | 385 | 577 | 770  | 962  | 1154 |
| 5.5% V/V (fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |
| 6.0% V/V (fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |

Initial climb clearance: Climb to 6000, wait for further clearance

| SID             | ROUTING  |
|-----------------|--|
| ODSEN 1B        | Climb on runway heading to D2.0 V/LC, turn RIGHT, intercept V/LC R123 to D9.0 V/LC, turn LEFT, intercept V/LC R118 to ODSEN.   |
| ORVUS 2B        | Climb on runway heading to D2.0 V/LC, turn RIGHT, intercept V/LC R123 to D9.0 V/LC, turn LEFT, 056° heading, intercept V/LC R101 to ORVUS.                                 |
| ORVUS 1G B-RNAV | Climb on runway heading to D2.0 V/LC, turn RIGHT, intercept V/LC R123 to VL006, turn LEFT, 096° track to ORVUS.  |
| SOPET 5B        | Climb on runway heading to D2.0 V/LC, turn RIGHT, intercept V/LC R123 to D9.0 V/LC, turn LEFT, along D11.0 Arc V/LC, intercept 008° bearing to SGO, 044° bearing to SOPET. |

CHANGES: None

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LEVC/VLC  
VALENCIA

JEPPesen  
24 NOV 23 10:30 EFT 30 NOV

VALENCIA, SPAIN  
SID

Trans alt: 6000  
Apt Elev 240  
1. For close-in obstacles see 10-30B1.  
2. SIDs are also noise abatement procedures (refer to 10-4).

**ODSEN 2A [ODSE2A]**  
**ORVUS 2A [ORVU2A]**  
**SOPET 6A [SOPE6A]**  
**DEPARTURES (RWY 30)**  
**ODSEN 2H [ODSE2H]**  
**ORVUS 2H [ORVU2H]**  
**RNAV DEPARTURES (RWY 30)**  
**B-RNAV APPROVAL REQUIRED**

These SIDs require minimum climb gradients of

|  |     |     |      |      |      |      |
|--|-----|-----|------|------|------|------|
| ODSEN 2A, ORVUS 2A, SOPET 6A: 6.7% up to 5000. |     |     |      |      |      |      |
| ODSEN 2H, ORVUS 2H: 7.4% up to 5000.           |     |     |      |      |      |      |
| Gnd speed-KT                                   | 75  | 100 | 150  | 200  | 250  | 300  |
| 6.7% V/V (fpm)                                 | 509 | 678 | 1018 | 1357 | 1696 | 2035 |
| 7.4% V/V (fpm)                                 | 562 | 749 | 1124 | 1499 | 1873 | 2248 |

Initial climb clearance: Climb to **6000**, wait for further clearance

| SID      | ROUTING  |
|----------|--|
| ODSEN 2A | Climb on runway heading to D4.0 VLC, turn RIGHT, intercept 074° bearing to SGO, 138° bearing to ODSEN. |
| ODSEN 2H | Climb on runway heading to D5.0 VLC, turn LEFT, along D7.0 Arc VLC to VL004, 111° track to ODSEN.      |
| ORVUS 2A | Climb on runway heading to D4.0 VLC, turn RIGHT, intercept 074° bearing to SGO, 124° bearing to ORVUS. |
| ORVUS 2H | Climb on runway heading to D5.0 VLC, turn LEFT, along D7.0 Arc VLC to VL004, 092° track to ORVUS.      |
| SOPET 6A | Climb on runway heading to D4.0 VLC, turn RIGHT, intercept 074° bearing to SGO, 044° bearing to SOPET. |

**LEVC/VLC  
VALENCIA**

**JEPPESEN**  
24 NOV 23 **10-3D** Eff 30 Nov

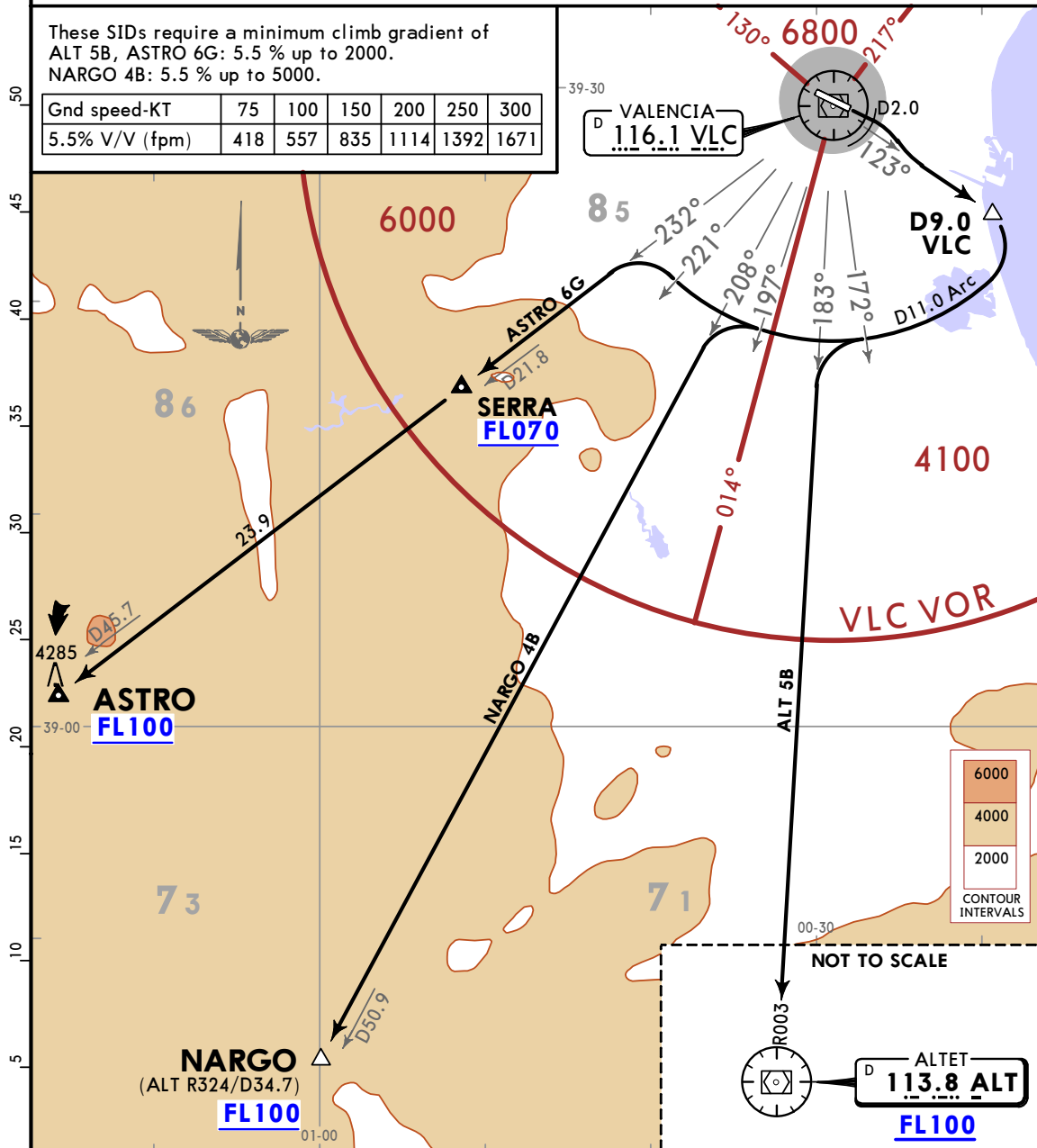
**VALENCIA, SPAIN  
SID**

|                        |   |
|------------------------|---|
| Apt Elev<br><b>240</b> | Trans alt: 6000<br>1. For close-in obstacles see 10-3OB1.<br>2. SIDs are also noise abatement procedures (refer to 10-4). |
|------------------------|---|

**ALTET 5B (ALT 5B) [ALT5B]  
ASTRO 6G [ASTR6G]  
NARGO 4B [NARG4B]  
DEPARTURES (RWY 12)**

These SIDs require a minimum climb gradient of  
ALT 5B, ASTRO 6G: 5.5 % up to 2000.  
NARGO 4B: 5.5 % up to 5000.

|                |     |     |     |      |      |      |
|----------------|-----|-----|-----|------|------|------|
| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
| 5.5% V/V (fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |



Initial climb clearance: Climb to **6000**, wait for further clearance

| SID             | ROUTING  |
|-----------------|--|
| <b>ALT 5B</b>   | Climb on runway heading to D2.0 VLC, turn RIGHT, intercept VLC R123 to D9.0 VLC, turn RIGHT, along D11.0 Arc VLC until passing VLC R172, turn LEFT, intercept VLC R183 to ALT.             |
| <b>ASTRO 6G</b> | Climb on runway heading to D2.0 VLC, turn RIGHT, intercept VLC R123 to D9.0 VLC, turn RIGHT, along D11.0 Arc VLC until passing VLC R221, turn LEFT, intercept VLC R232 via SERRA to ASTRO. |
| <b>NARGO 4B</b> | Climb on runway heading to D2.0 VLC, turn RIGHT, intercept VLC R123 to D9.0 VLC, turn RIGHT, along D11.0 Arc VLC until passing VLC R197, turn LEFT, intercept VLC R208 to NARGO.           |

CHANGES: ASTRO & NARGO SIDs renumbered, crossing at SERRA, climb gradient.

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**LEVC/VLC**  
**VALENCIA**

**JEPPESEN**  
24 NOV 23 **10-3E** Eff 30 Nov

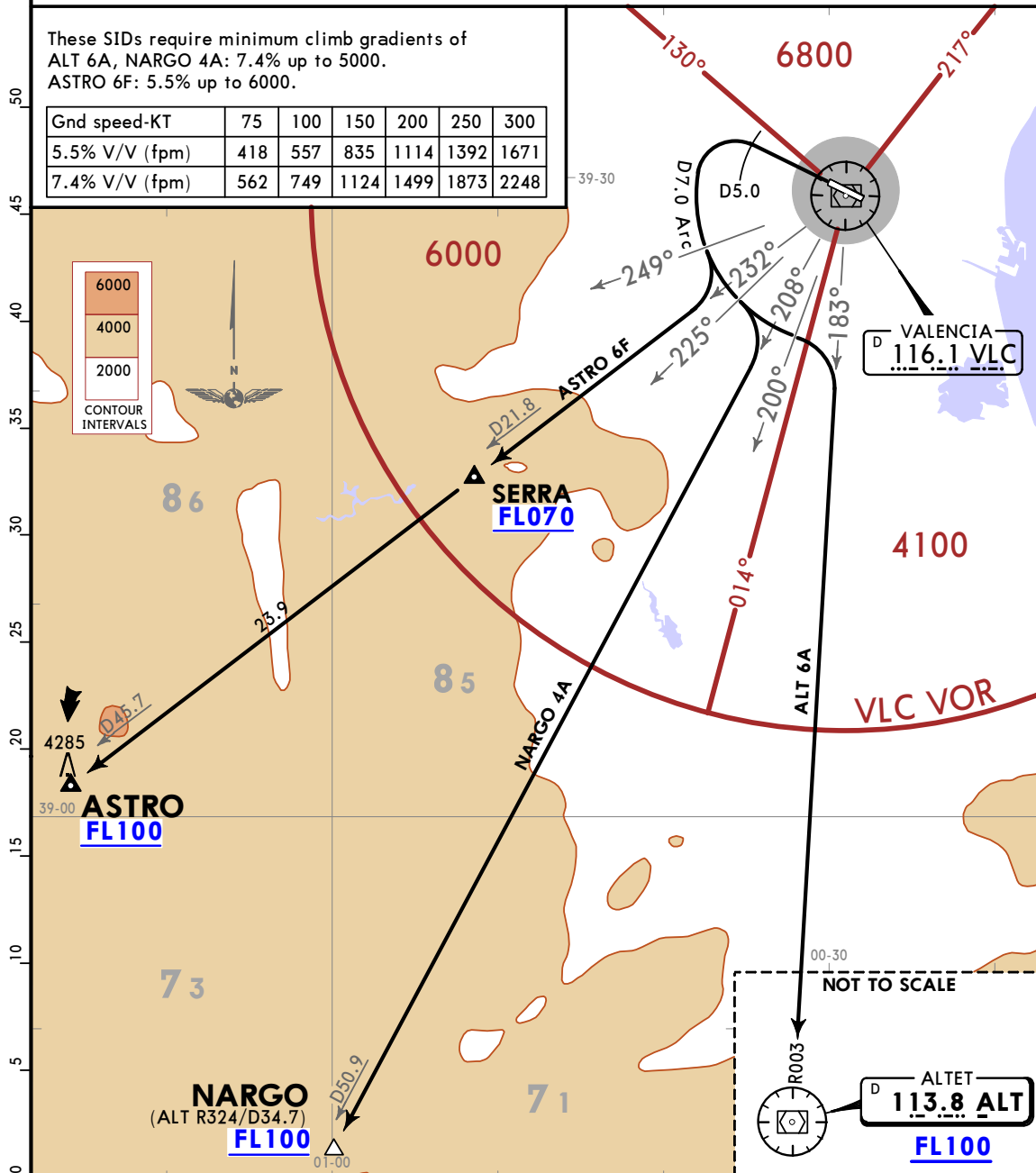
**VALENCIA, SPAIN**  
**SID**

|                        |   |
|------------------------|---|
| Apt Elev<br><b>240</b> | Trans alt: 6000<br>1. For close-in obstacles see 10-3OB1.<br>2. SIDs are also noise abatement procedures (refer to 10-4). |
|------------------------|---|

**ALTET 6A (ALT 6A) [ALT6A]**  
**ASTRO 6F [ASTR6F]**  
**NARGO 4A [NARG4A]**  
**DEPARTURES (RWY 30)**

These SIDs require minimum climb gradients of  
ALT 6A, NARGO 4A: 7.4% up to 5000.  
ASTRO 6F: 5.5% up to 6000.

|                |     |     |      |      |      |      |
|----------------|-----|-----|------|------|------|------|
| Gnd speed-KT   | 75  | 100 | 150  | 200  | 250  | 300  |
| 5.5% V/V (fpm) | 418 | 557 | 835  | 1114 | 1392 | 1671 |
| 7.4% V/V (fpm) | 562 | 749 | 1124 | 1499 | 1873 | 2248 |



Initial climb clearance: Climb to **6000**, wait for further clearance

| SID             | ROUTING   |
|-----------------|---|
| <b>ALT 6A</b>   | Climb on runway heading to D5.0 VLC, turn LEFT, along D7.0 Arc VLC until passing VLC R200, turn RIGHT, intercept VLC R183 to ALT.             |
| <b>ASTRO 6F</b> | Climb on runway heading to D5.0 VLC, turn LEFT, along D7.0 Arc VLC until passing VLC R249, turn RIGHT, intercept VLC R232 via SERRA to ASTRO. |
| <b>NARGO 4A</b> | Climb on runway heading to D5.0 VLC, turn LEFT, along D7.0 Arc VLC until passing VLC R225, turn RIGHT, intercept VLC R208 to NARGO.           |

CHANGES: SIDs renumbered, crossing at SERRA, climb gradients.

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**LEVC/VLC**  
**VALENCIA**

 **JEPPESEN**  
24 NOV 23 **10-3F** Eff 30 Nov

**VALENCIA, SPAIN**  
**DEPARTURE**

**CONTINGENCY DEPARTURES**  
**(ALL RWYS)**

In the event of failure of one or more nav aids used for the departures from runways 12/30, the following procedures shall be carried out:

Initial climb clearance: Climb to **6000**, wait for further clearance

**RWY 12:** Climb on runway heading to 3000, turn following ATC instructions.

**RWY 30:** Climb on runway heading to 5000, turn following ATC instructions.

These departures require minimum climb gradients of

RWY 12: 5.5%

RWY 30: 7.3%

|                |     |     |      |      |      |      |
|----------------|-----|-----|------|------|------|------|
| Gnd speed-KT   | 75  | 100 | 150  | 200  | 250  | 300  |
| 5.5% V/V (fpm) | 418 | 557 | 835  | 1114 | 1392 | 1671 |
| 7.3% V/V (fpm) | 554 | 739 | 1109 | 1479 | 1848 | 2218 |

**LEVC/VLC**  
**VALENCIA**

 **JEPPESEN**  
19 MAY 23 **(10-30B1)**

**VALENCIA, SPAIN**

**SID**

**CLOSE-IN OBSTACLES**

| OBSTACLE  | RWY | LOCATION                 | HGT | ALT |
|-----------|-----|--------------------------|-----|-----|
| LAMP POST | 12  | N39 29 03.7 W000 27 48.6 | 47  | 205 |
| TREE      | 12  | N39 29 04.0 W000 27 49.6 | 50  | 209 |
| TREE      | 30  | N39 29 44.9 W000 30 16.1 | 60  | 305 |
| TREE      | 30  | N39 29 45.1 W000 30 16.1 | 59  | 304 |
| TREE      | 30  | N39 29 45.1 W000 30 16.3 | 57  | 302 |
| TREE      | 30  | N39 29 48.1 W000 30 35.2 | 69  | 337 |
| TREE      | 30  | N39 29 47.9 W000 30 35.6 | 60  | 330 |
| TREE      | 30  | N39 29 48.0 W000 30 36.2 | 60  | 331 |
| TREE      | 30  | N39 29 48.1 W000 30 36.4 | 58  | 328 |
| TREE      | 30  | N39 29 48.3 W000 30 36.4 | 57  | 326 |
| TREE      | 30  | N39 29 45.6 W000 30 18.9 | 41  | 288 |
| TREE      | 30  | N39 29 48.3 W000 30 36.7 | 54  | 323 |
| TREE      | 30  | N39 29 48.9 W000 30 37.2 | 59  | 325 |

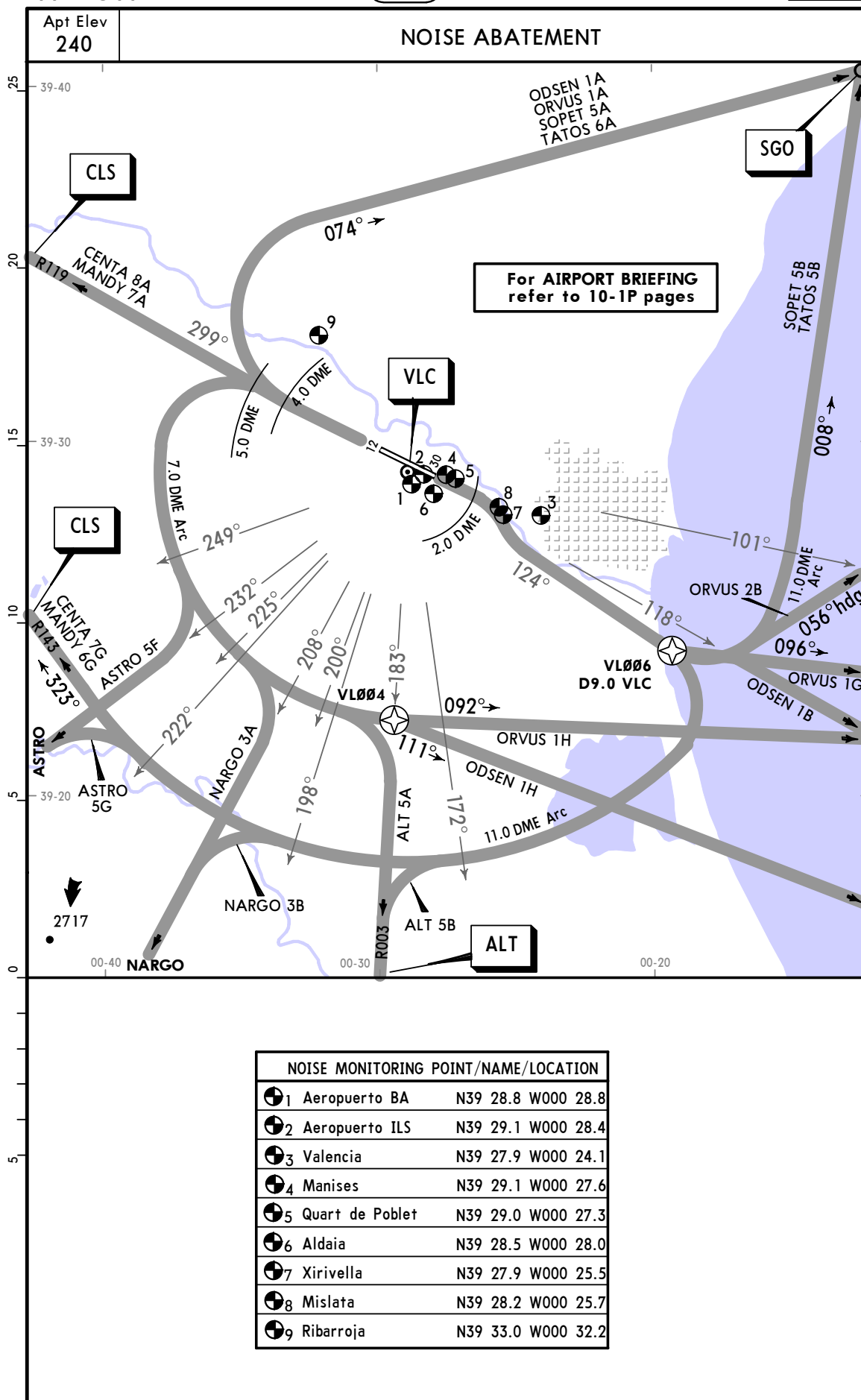
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11 FEB 22 10-4

VALENCIA, SPAIN

NOISE



LEVC/VLC

**JEPPESEN**  
4 AUG 23 **10-8** Eff 10 Aug

**VALENCIA, SPAIN**  
VALENCIA

**CONSTRUCTION WORKS**  
EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY  
REFER ALSO TO LATEST NOTAMS

**General:**  
Taxiing must be accomplished at minimum power on diversions.

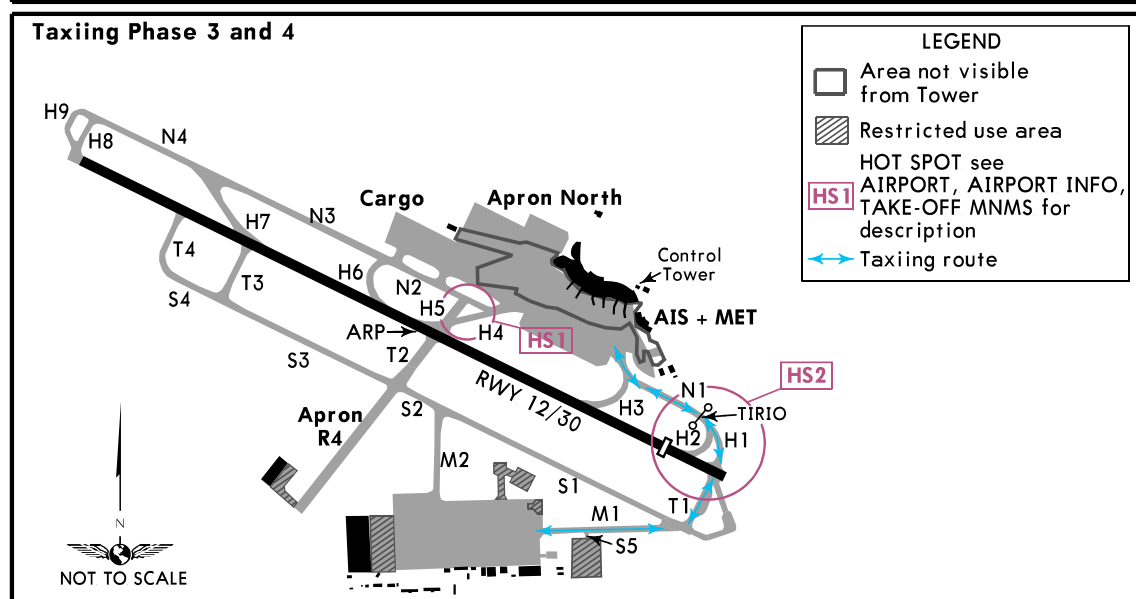
**Phase 0: Auxiliary works**  
Auxiliary works will be performed on the levelled strip and unlevelled strip north of RWY 12/30, between TWYs H3 and H8, the bay between TWYs H8 and H9 and the islet between TWYs H4 and H5.  
**Schedule**  
H24. The works will be adjusted to the traffic at any given time.  
**Operational restrictions**  
Works with operational impact will be performed in time windows without operations.  
If this is not possible, NOTAM will be published.

**Phase 1: Works on RWY levelled strip, zone 1**  
Civil engineering works, electricity and signage works will be performed on the levelled strip north of RWY 12/30 between TWYs H7 and H8, PAPI of RWY 12, the islet between TWYs H8 and H9, and in RWY strip pipelines.  
**Schedule**  
0000-0600 LT, published via NOTAM, which may be modified according to the APT operational needs.  
**Operational restrictions**  
- RWY 12/30 closed.

**Phase 2: Works on RWY levelled strip, zone 2**  
Civil engineering and electricity works will be performed on the levelled strip north of RWY 12/30 between TWYs H6 and H7, PAPI of RWY 12 and in RWY strip pipelines  
**Schedule**  
0000-0600 LT, published via NOTAM, which may be modified according to the APT operational needs.  
**Operational restrictions**  
- RWY 12/30 closed.

**Phase 3: Works on RWY levelled strip, zone 3**  
Civil engineering works, electricity and signage works will be performed on the levelled strip north of RWY 12/30 between TWYs H5 and H6, demolition and reconstruction of the access road to the RWY used by SSEI, and in RWY strip pipelines.  
**Schedule**  
0000-0600 LT, published via NOTAM, which may be modified according to the APT operational needs.  
**Operational restrictions**  
- RWY 12/30 closed.  
- TWYs H4 and H5 closed.  
- Taxiing between aprons by code letter C ACFT or less shall be performed via TWYs N1, H1, T1 and M1.

**Phase 4: Works on RWY levelled strip, zone 4**  
Civil engineering and electricity works will be performed on the levelled strip north of RWY 12/30 between TWYs H4 and H3, in runway strip pipelines, and the installation and commissioning of the new RWY 12 PAPI.  
**Schedule**  
0000-0600 LT, published via NOTAM, which may be modified according to the APT operational needs.  
**Operational restrictions**  
- RWY 12/30 closed.  
- TWYs H3, H4 and H5 closed.  
- Taxiing between aprons by code letter C ACFT or less shall be performed via TWYs N1, H1, T1 and M1.



LEVC/VLC

**JEPPESEN**  
4 AUG 23 (10-8A) Eff 10 Aug

VALENCIA, SPAIN  
VALENCIA

**CONSTRUCTION WORKS**  
EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY  
REFER ALSO TO LATEST NOTAMS

**Phase 5: Works in non-operational areas**

Civil engineering works will be performed on the levelled strip north of RWY 12/30 between TWYs H4 and H3.

**Schedule**

H24.

**Operational restrictions**

No.

**Phase 6: Islet paving works between TWYs H4 and H5**

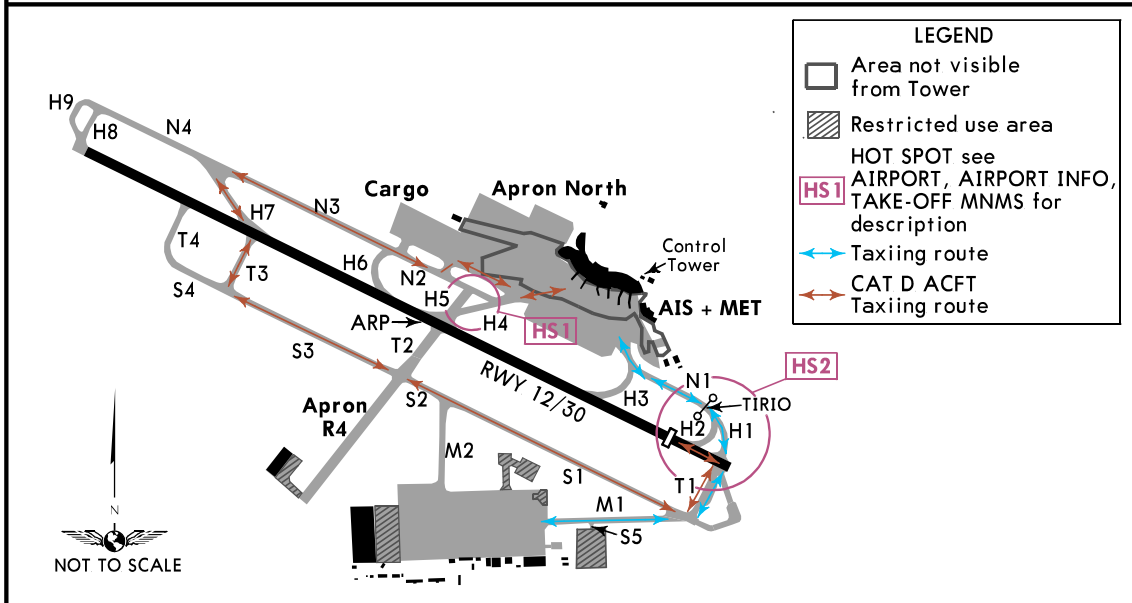
During this phase the islet between TWYs H4 and H5 will be paved.

**Schedule**

H24.

**Operational restrictions**

- TWYs H4, H5 and N2 between Gate B and Gate C closed.
- Taxiing between aprons by code letter C ACFT or less shall be performed via TWYs N1, H1, T1 and M1.
- No operations by code letter E ACFT or above will be authorised.
- Code letter D ACFT:
  - Departures on RWY 30 that cannot take-off from the intersection with TWY H3 shall follow the route Gate C, TWY N2, N3, H7, T3, S3, S2, S1 and T1.
  - Arrivals on RWY 12 which cannot vacate via TWY H3 shall follow the route TWY T1, S1, S2, S3, T3, H7, N3, N2 and Gate C.



**Phase 7: Final works**

Final works will be performed on the levelled strip and unlevelled strip north of RWY 12/30 between TWYs H3 and H8, the bay between TWY H8 and H9 and the islet between TWYs H4 and H5.

**Schedule**

H24. The works will be adjusted to the traffic at any given time.

**Operational restrictions**

Works with operational impact will be performed in time windows without operations. If this is not possible, NOTAM will be published.



LEVC/VLC

**JEPPESEN**  
29 SEP 23 (10-8B) Eff 5 Oct

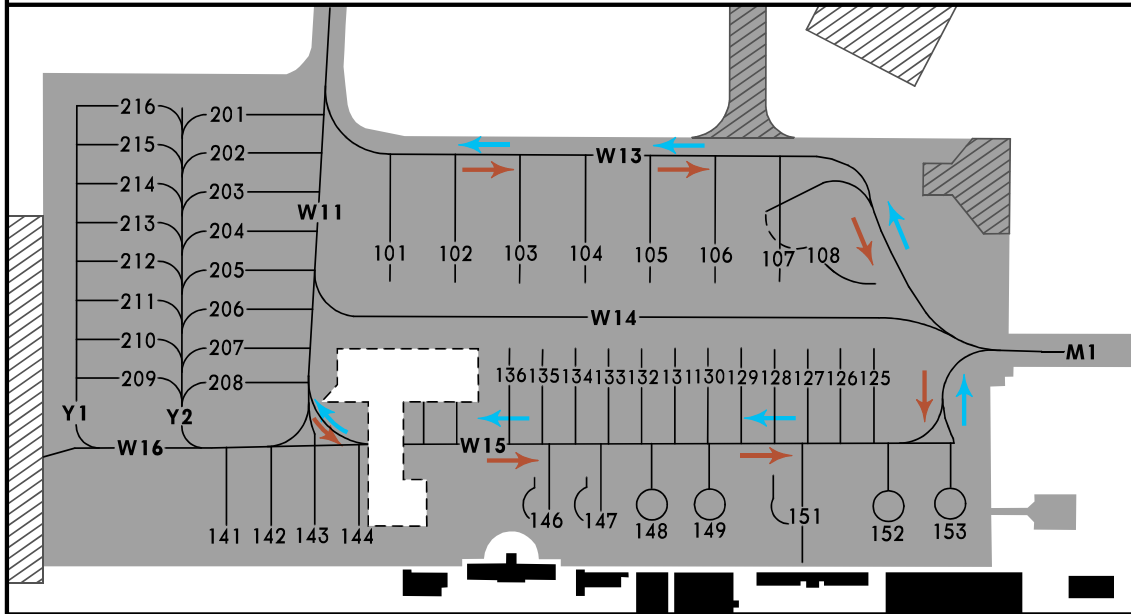
**VALENCIA, SPAIN**  
VALENCIA

**INSTALLATION OF TOWERS ON SOUTH APRON**  
EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY  
REFER ALSO TO LATEST NOTAMS




**Phase 0: Implementaion, stakeout and data collection on the SOUTH apron**  
**Schedule**  
Daytime.  
**Operational restrictions**  
No operational restrictions.

**Phase 1: Actions for the installation of Tower S-12**

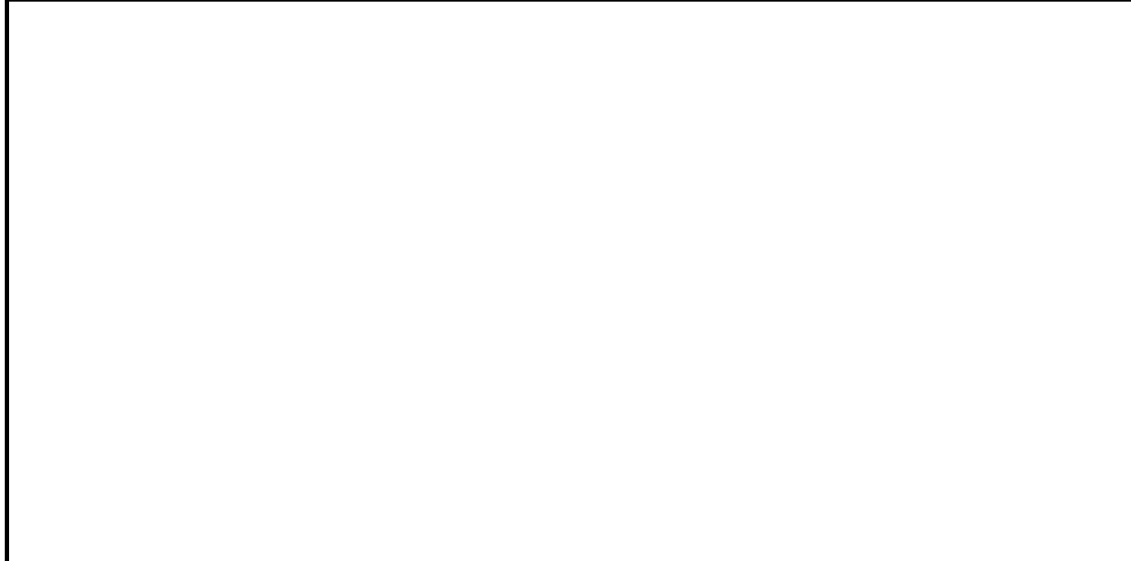
**Phase 1A: Civil engineering works**  
**Schedule**  
Daytime. This schedule may be extended to H24 due to airport's production or operational requirements.  
**Operational restrictions**  
Closure of stands 137, 138, 139 and 145;  
TWY W15 cut off between stands 139 and 145;  
Modification of RFFS access route to stand 153 passing through TWY W13.



**LEGEND**

|   |   |  |
|---|---|--|
|  Restricted use area |  Temporary entry route to stands |  Temporary exit route to stands |
|---|---|--|

**Phase 1B: Tower hoisting and installation**  
**Schedule**  
H24. Works with operational impact shall be scheduled in windows without ACFT operations.  
**Operational restrictions**  
Closure of stands 137, 138 and 139.



LEVC/VLC

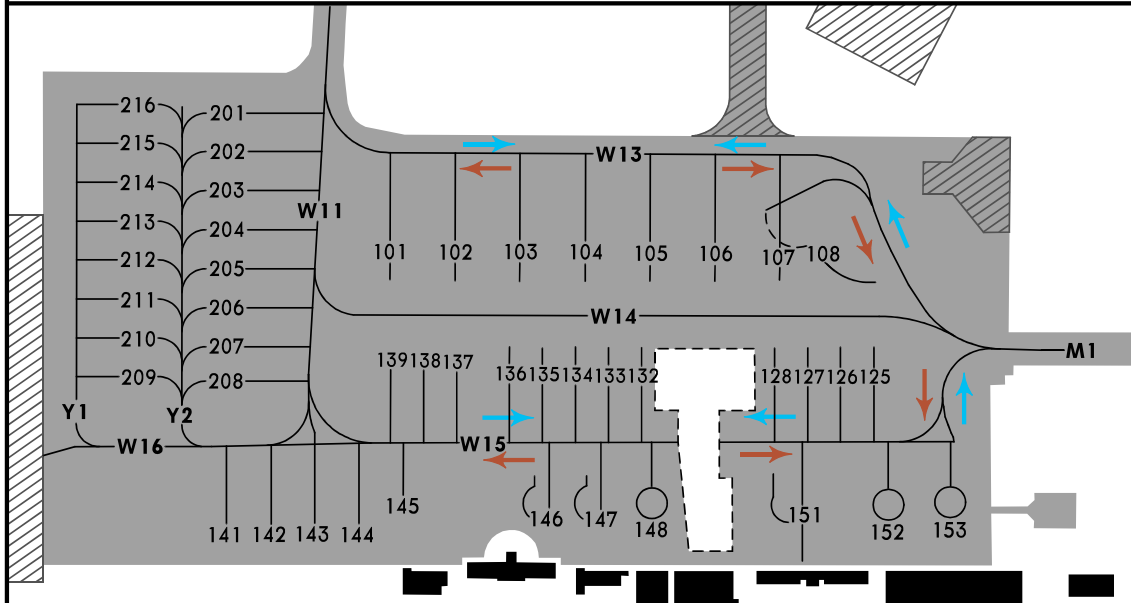
**JEPPESEN**  
29 SEP 23 (10-8C) Eff 5 Oct

**VALENCIA, SPAIN**  
VALENCIA

**INSTALLATION OF TOWERS ON SOUTH APRON (CONTD)**  
EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY  
REFER ALSO TO LATEST NOTAMS

**Phase 2: Actions for the installation of Tower S-13**

**Phase 2A: Civil engineering works**  
**Schedule**  
Daytime. This schedule may be extended to H24 due to airport's production or operational requirements.  
**Operational restrictions**  
Closure of stands 129, 130, 131 and 149;  
TWY W15 cut off between stands 130 and 149;  
Modification of RFFS access route to stand 153 passing through TWY W13.  
Accompaniment by Runway and Apron Service, signalmen available from stand 125 to stand 135.



**LEGEND**

- Restricted use area
- Temporary entry route to stands
- Temporary exit route to stands

**Phase 2B: Tower hoisting and installation**  
**Schedule**  
H24. Works with operational impact shall be scheduled in windows without ACFT operations.  
**Operational restrictions**  
Closure of stands 129, 130 and 131.

**Phase 3: Actions on Towers S-8 thru S-11**  
**Schedule**  
H24. Works with operational impact shall be scheduled in windows without ACFT operations.  
**Operational restrictions**  
No operational restrictions. Works with possible operational impact shall be scheduled in windows without ACFT operations.

**Phase 4: Other actions**  
**Operational restrictions**  
No operational restrictions.

**Phase 5: Removal and clean-up**  
**Operational restrictions**  
No operational restrictions.

# LEVC/VLC

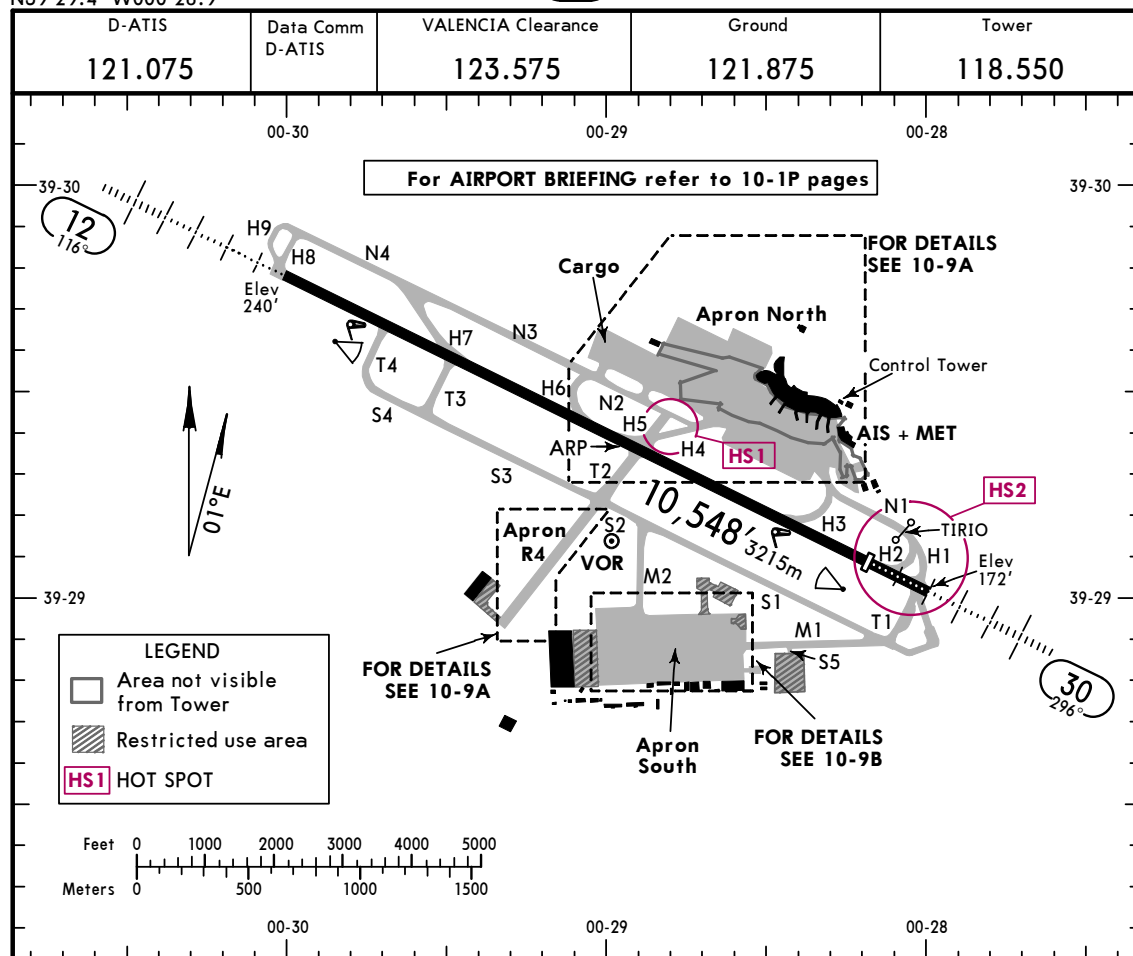
Apt Elev **240'**  
N39 29.4 W000 28.9



17 FEB 23 **(10-9)** Eff 23 Feb

# VALENCIA, SPAIN

VALENCIA



### ADDITIONAL RUNWAY INFORMATION

| RWY | HIRL (50m) CL (30m) HIALS PAPI-L (3.0°)          | USABLE LENGTHS |             | TAKE-OFF | WIDTH       |
|-----|--|----------------|-------------|----------|-------------|
|     |  | Threshold      | Glide Slope |          |             |
| 12  | HIRL (50m) CL (30m) HIALS PAPI-L (3.0°)          |                | 9333' 2845m | <b>1</b> | 148'<br>45m |
| 30  | HIRL (50m) CL (30m) HIALS REIL PAPI-L (3.0°) RVR | 9564' 2915m    | 8652' 2637m |          |             |

#### 1 TAKE-OFF RUN AVAILABLE

##### RWY 12:

|               |                 |
|---------------|-----------------|
| From rwy head | 10,548' (3215m) |
| twy T4 int    | 8934' (2723m)   |
| twy T3 int    | 7844' (2391m)   |
| twy H6 int    | 5863' (1787m)   |
| twy T2 int    | 4839' (1475m)   |

##### RWY 30:

|               |                 |
|---------------|-----------------|
| From rwy head | 10,548' (3215m) |
| twy H2 int    | 10,013' (3052m) |
| twy H3 int    | 8412' (2564m)   |
| twy T2 int    | 5863' (1787m)   |

### HOT SPOTS

For information only, not to be construed as ATC instructions.

- HS1** CAUTION: Possible runway incursion risk. It is necessary to continue taxiing via TWY N2 when accessing via Gate B to avoid access of TWY H4.
- HS2** CAUTION: Possible runway incursion risk overtaking TIRIO runway holding position. Hold on with aircraft parallel to runway.

#### Standard

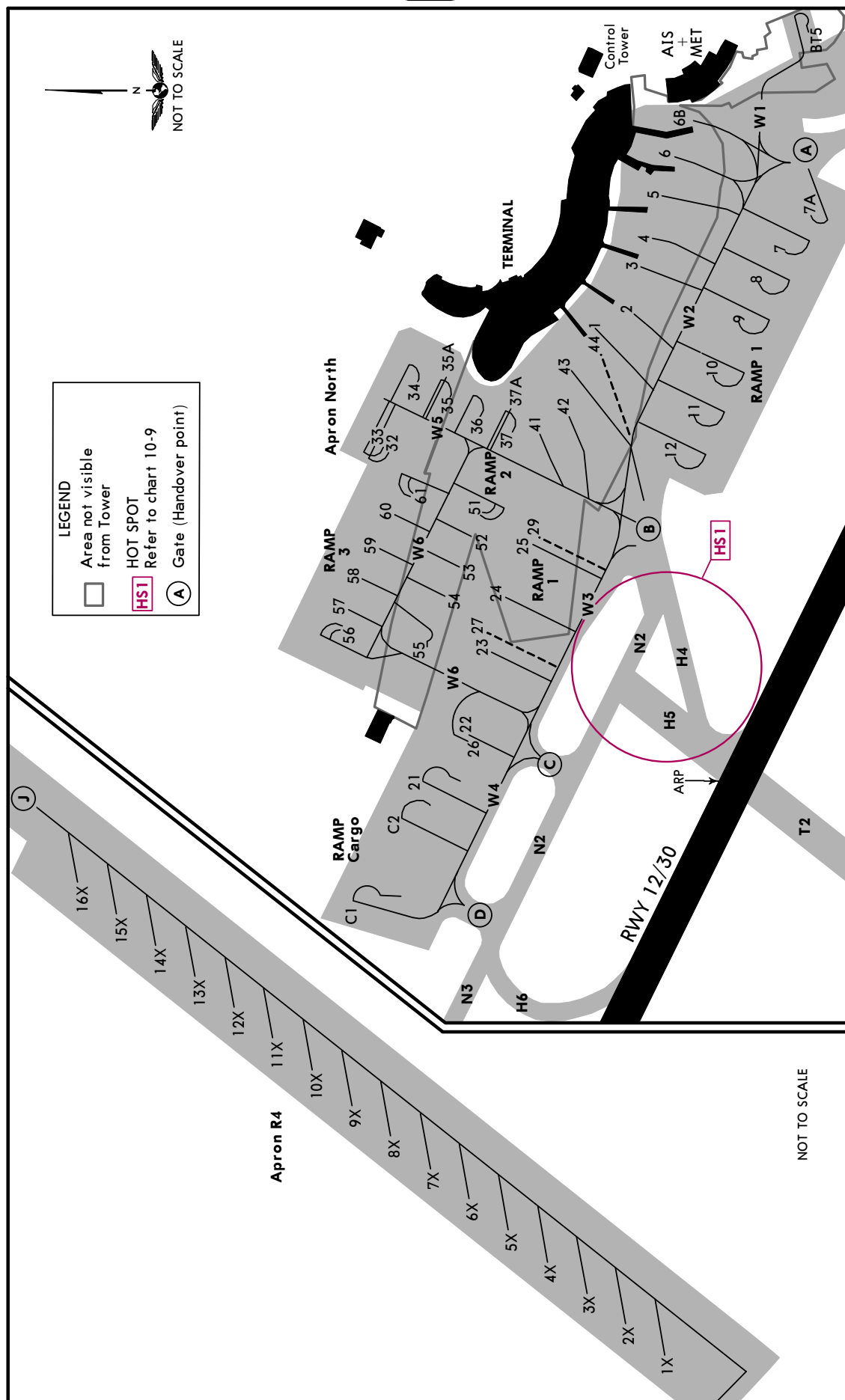
#### TAKE-OFF

|   | Low Visibility Take-off |         |                                   | Day: RL or RCLM<br>Night: RL or CL | Adequate vis ref<br>(Day only) |
|---|-------------------------|---------|-----------------------------------|------------------------------------|--------------------------------|
|   | RL, CL & relevant RVR   | RL & CL | Day: RL & RCLM<br>Night: RL or CL |                                    |                                |
| A |                         |         |                                   |                                    |                                |
| B |                         |         |                                   |                                    |                                |
| C |                         | 350m    |                                   | 400m                               | 500m                           |
| D |                         |         |                                   |                                    |                                |

LEVC/VLC

**JEPPESEN**  
17 FEB 23 **10-9A** Eff 23 Feb

**VALENCIA, SPAIN**  
VALENCIA



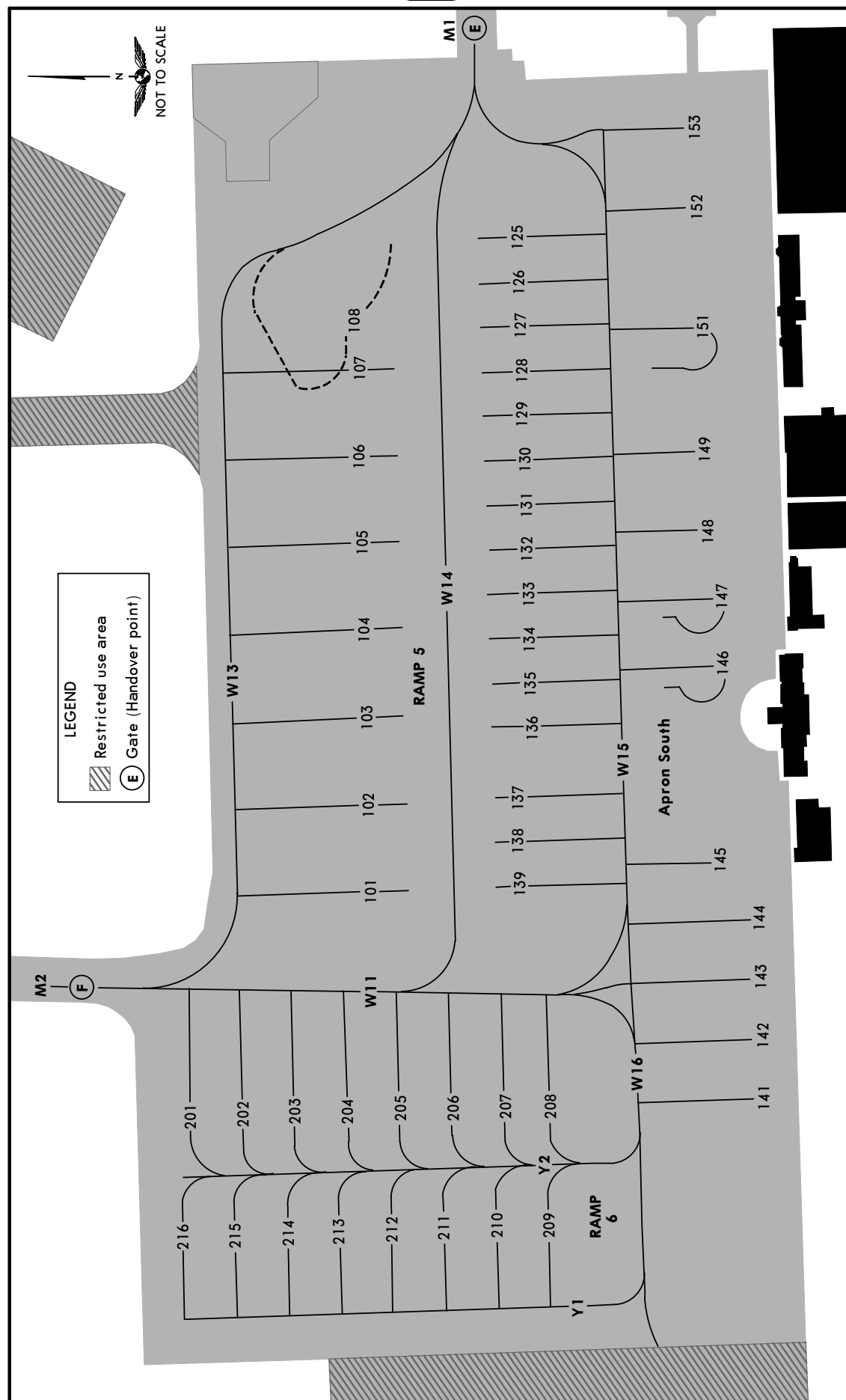
CHANGES: Handover points added.

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LEVC/VLC

**JEPPESSEN**  
17 FEB 23 (10-9B) Eff 23 Feb

**VALENCIA, SPAIN**  
VALENCIA



CHANGES: Handover points added.

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VALENCIA, SPAIN

17 FEB 23 (10-9C) Eff 23 Feb

VALENCIA

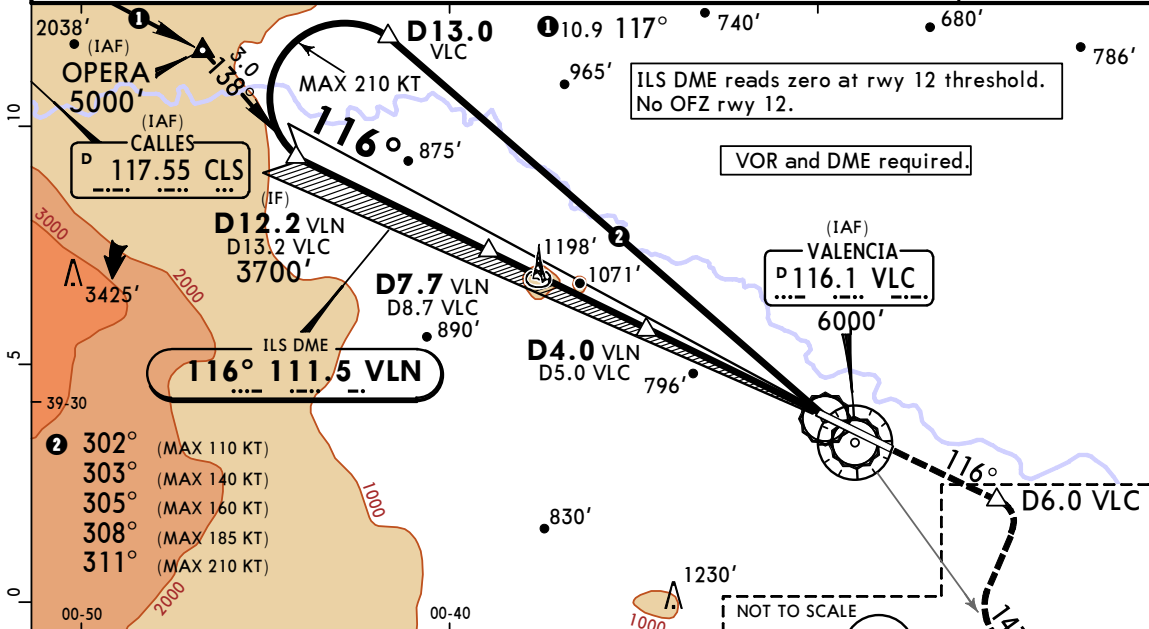
| INS COORDINATES                 |                    |                 |                    |
|---------------------------------|--------------------|-----------------|--------------------|
| STAND No.                       | COORDINATES        | STAND No.       | COORDINATES        |
| <b>RAMP 1, 2, 3 &amp; Cargo</b> |                    | <b>Apron R4</b> |                    |
| 1                               | N39 29.5 W000 28.5 | 1X thru 4X      | N39 29.0 W000 29.3 |
| 2                               | N39 29.4 W000 28.5 | 5X, 6X          | N39 29.0 W000 29.2 |
| 3 thru 5                        | N39 29.4 W000 28.4 | 7X thru 11X     | N39 29.1 W000 29.2 |
| 6, 6B                           | N39 29.4 W000 28.3 | 12X, 13X        | N39 29.1 W000 29.1 |
| 7, 7A                           | N39 29.3 W000 28.4 | 14X thru 16X    | N39 29.2 W000 29.1 |
| 8                               | N39 29.4 W000 28.4 | <b>RAMP 5</b>   |                    |
| 9, 10                           | N39 29.4 W000 28.5 | 101             | N39 28.9 W000 28.9 |
| 11, 12                          | N39 29.4 W000 28.6 | 102 thru 104    | N39 28.9 W000 28.8 |
| 21                              | N39 29.6 W000 28.9 | 105 thru 108    | N39 28.9 W000 28.7 |
| 22                              | N39 29.6 W000 28.8 | 125, 126        | N39 28.9 W000 28.6 |
| 23                              | N39 29.5 W000 28.8 | 127 thru 132    | N39 28.9 W000 28.7 |
| 24, 25                          | N39 29.5 W000 28.7 | 133 thru 138    | N39 28.9 W000 28.8 |
| 26                              | N39 29.5 W000 28.9 | 139             | N39 28.9 W000 28.9 |
| 27                              | N39 29.5 W000 28.8 | 141 thru 145    | N39 28.8 W000 28.9 |
| 29                              | N39 29.5 W000 28.7 | 146, 147        | N39 28.8 W000 28.8 |
| 32, 33                          | N39 29.6 W000 28.6 | 148 thru 151    | N39 28.8 W000 28.7 |
| 34 thru 35A                     | N39 29.6 W000 28.5 | 152, 153        | N39 28.8 W000 28.6 |
| 36                              | N39 29.5 W000 28.5 | <b>RAMP 6</b>   |                    |
| 37 thru 42                      | N39 29.5 W000 28.6 | 201             | N39 29.0 W000 28.9 |
| 43, 44                          | N39 29.5 W000 28.5 | 202 thru 208    | N39 28.9 W000 28.9 |
| 51                              | N39 29.5 W000 28.6 | 209 thru 215    | N39 28.9 W000 29.0 |
| 52                              | N39 29.5 W000 28.7 | 216             | N39 29.0 W000 29.0 |
| 53, 54                          | N39 29.6 W000 28.7 |                 |                    |
| 55, 56                          | N39 29.6 W000 28.8 |                 |                    |
| 57 thru 60                      | N39 29.6 W000 28.7 |                 |                    |
| 61                              | N39 29.6 W000 28.6 |                 |                    |
| BT5                             | N39 29.3 W000 28.2 |                 |                    |
| C1                              | N39 29.6 W000 29.0 |                 |                    |
| C2                              | N39 29.6 W000 28.9 |                 |                    |

**LEVC/VLC VALENCIA**

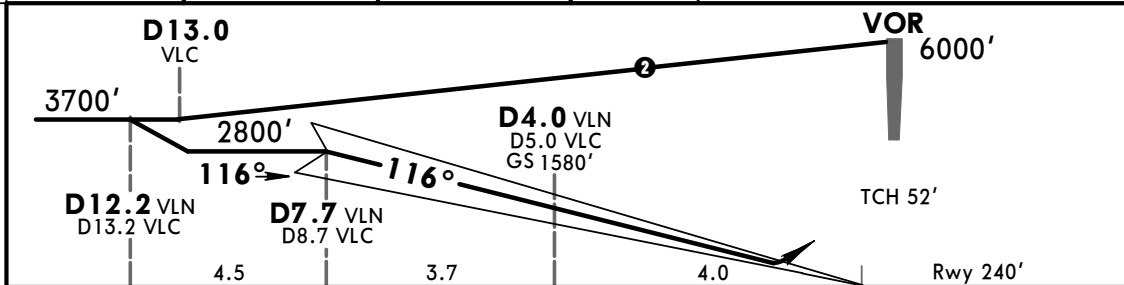
**JEPPESSEN**  
24 NOV 23 **(11-1) Eff 30 Nov**

**VALENCIA, SPAIN ILS Z Rwy 12**

|  |                               |   |  |                                  |                           |                          |  |
|--|-------------------------------|---|--|----------------------------------|---------------------------|--------------------------|--|
| D-ATIS<br><b>121.075</b>   |                               | VALENCIA Approach<br><b>124.750 120.1</b> |  | VALENCIA Tower<br><b>118.550</b> |                           | Ground<br><b>121.875</b> |  |
| LOC VLN<br><b>111.5</b>  | Final Apch Crs<br><b>116°</b> | D7.7 VLN<br><b>2800'</b> (2560')          |  | ILS DA(H)<br>Refer to Minimums   | Apt Elev 240'<br>Rwy 240' |                          |  |
| <b>MISSED APCH:</b> Climb on rwy heading to D6.0 VLC, then turn RIGHT to intercept and follow R-143 VLC, then turn RIGHT onto 15 DME Arc VLC to URIAS climb to 4500' and hold. Await instructions from ATC. Refer to minimums for missed approach climb gradients. |                               |   |  |                                  |                           |                          |  |
| Alt Set: hPa   |                               | Rwy Elev: 9 hPa                           |  | Trans level: By ATC              |                           | Trans alt: 6000'         |  |



|   |  |                               |
|---|--|-------------------------------|
| <p>(IAF) CLS<br/>MAX 210 KT<br/>MHA FLO70</p> | <p>D21.0 VLC<br/>MAX 220 KT<br/>MHA 5000</p> | <p>(IAF) VLC<br/>MHA 6000</p> |
|---|--|-------------------------------|



|               |       |     |     |     |     |     |  |  |
|---------------|-------|-----|-----|-----|-----|-----|--|--|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |  | <b>D6.0 VLC</b><br>↑<br>RT on <b>VLC 116.1 R-143</b> |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |  |  |

|                  |       |   |        |   |     |                       |        |
|------------------|-------|---|--------|---|-----|-----------------------|--------|
| <b>Std/State</b> |       | <b>STRAIGHT-IN LANDING</b>  |        |   |     | <b>CIRCLE-TO-LAND</b> |        |
|                  |       | <b>ILS</b><br>MACG MIN 4.0% (244'/NM)<br>DA(H) A: <b>440'</b> (200') C: <b>449'</b> (209')<br>B: <b>441'</b> (201') D: <b>460'</b> (220') |        | MACG MIN 2.5% (152'/NM)<br>DA(H) A: <b>819'</b> (579') C: <b>839'</b> (599')<br>B: <b>831'</b> (591') D: <b>850'</b> (610') |     |                       |        |
|                  |       | ALS out   |        | ALS out   |     | Max Kts               | MDA(H) |
| A                | R550m | R1200m  | R1500m |   | 100 | 1300' (1060')         | V1500m |
| B                |       |   | R2000m |   | 135 | 1300' (1060')         | V1600m |
| C                |       |   | R2100m |   | 180 | 1300' (1060')         | V2400m |
| D                |       |   |        |   | 205 | 1630' (1390')         | V3600m |

**1** R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: MHA CLS holding, minimums.

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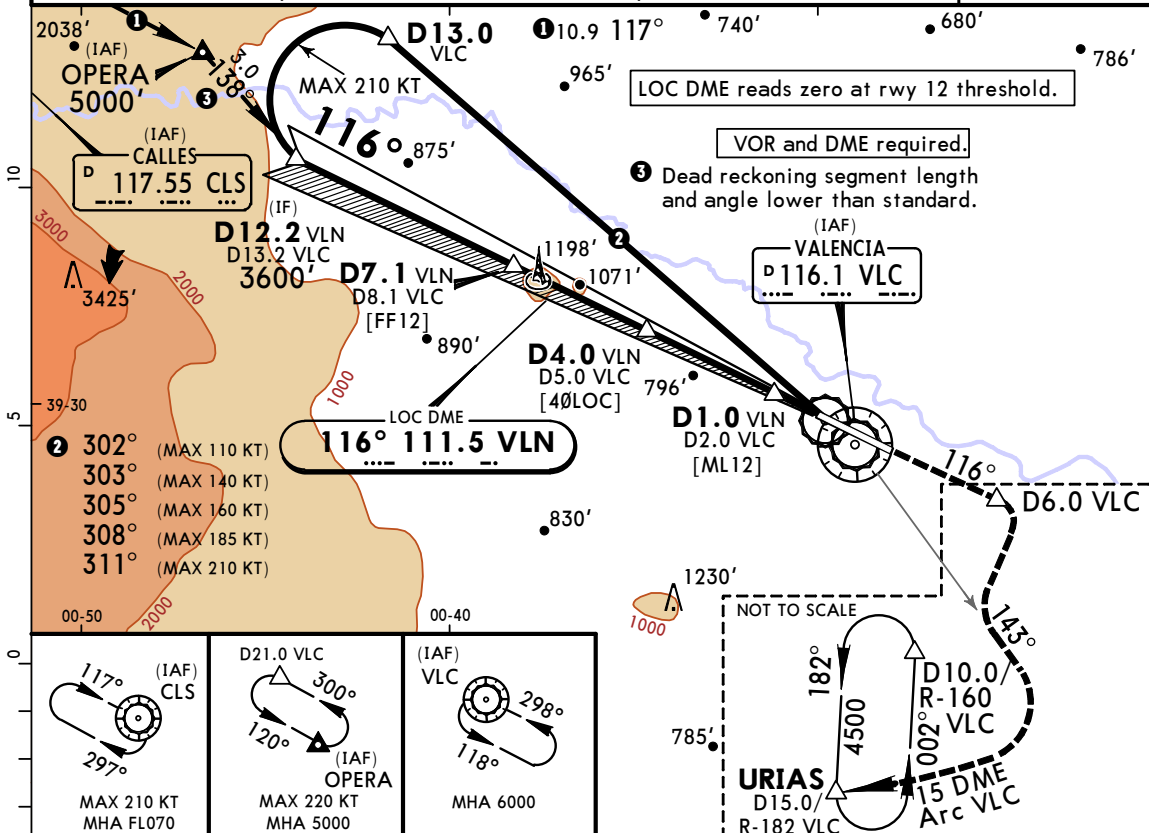


# LEVC/VLC VALENCIA

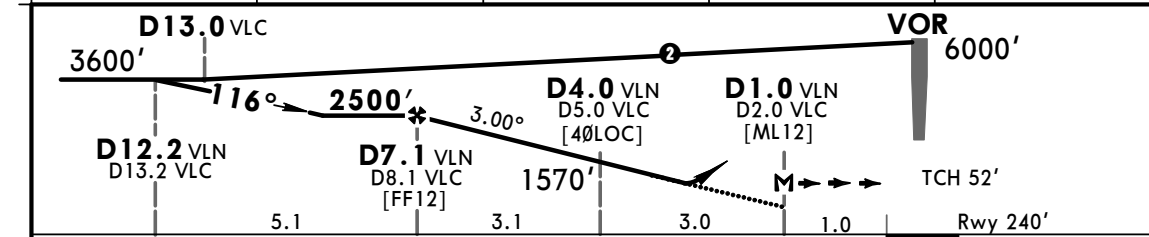
**JEPPESSEN**  
24 NOV 23 (11-2) Eff 30 Nov

# VALENCIA, SPAIN LOC Z Rwy 12

|   |                               |   |                                  |                                  |  |                          |             |
|---|-------------------------------|---|----------------------------------|----------------------------------|--|--------------------------|-------------|
| D-ATIS<br><b>121.075</b>  |                               | VALENCIA Approach<br><b>124.750 120.1</b> |                                  | VALENCIA Tower<br><b>118.550</b> |  | Ground<br><b>121.875</b> |             |
| LOC VLN<br><b>111.5</b>   | Final Apch Crs<br><b>116°</b> | <b>D7.1 VLN</b><br><b>2500'</b> (2260')   | DA/MDA(H)<br><b>1090'</b> (850') | Apt Elev 240'<br>Rwy 240'        |  |                          |             |
| <b>MISSED APCH:</b> Climb on rwy heading to D6.0 VLC, then turn RIGHT to intercept and follow R-143 VLC, then turn RIGHT onto 15 DME Arc VLC to URIAS climb to 4500' and hold. Await instructions from ATC. |                               |   |                                  |                                  |  |                          | MSA VLC VOR |
| Alt Set: hPa  |                               | Rwy Elev: 9 hPa                           |                                  | Trans level: By ATC              |  | Trans alt: 6000'         |             |



|          |       |       |       |       |
|----------|-------|-------|-------|-------|
| VLN DME  | 6.0   | 5.0   | 4.0   | 3.0   |
| ALTITUDE | 2200' | 1890' | 1570' | 1250' |



|                          |       |     |     |     |     |     |       |          |                    |
|--------------------------|-------|-----|-----|-----|-----|-----|-------|----------|--------------------|
| Gnd speed-Kts            | 70    | 90  | 100 | 120 | 140 | 160 | HIALS | D6.0 VLC | VLC on 116.1 R-143 |
| Descent Angle            | 3.00° | 372 | 478 | 531 | 637 | 849 |       |          |                    |
| MAP at D1.0 VLN/D2.0 VLC |       |     |     |     |     |     | PAPI  |          |                    |

|                               |                     |         |                |                      |
|-------------------------------|---------------------|---------|----------------|----------------------|
| Std/State                     | STRAIGHT-IN LANDING |         | CIRCLE-TO-LAND |                      |
|                               | CDFA                |         |                |                      |
| DA/MDA(H) <b>1090'</b> (850') |                     | ALS out |                | Max Kts              |
| A                             | R1500m              |         | 100            | 1300' (1060') V1500m |
| B                             | R2400m              |         | 135            | 1300' (1060') V1600m |
| C                             |                     |         | 180            | 1300' (1060') V2400m |
| D                             |                     |         | 205            | 1630' (1390') V3600m |

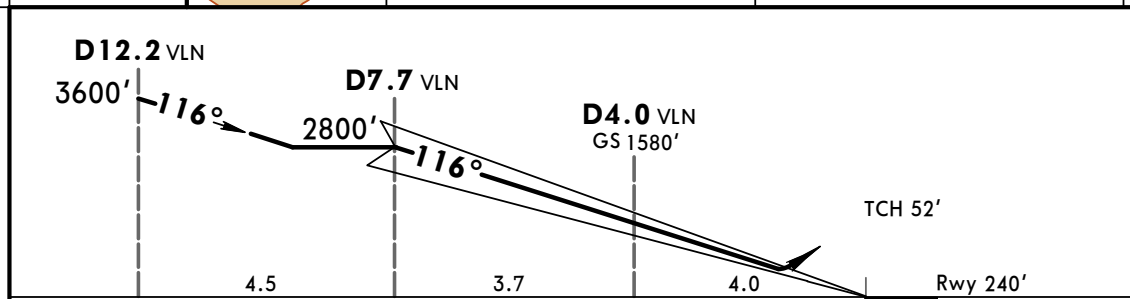
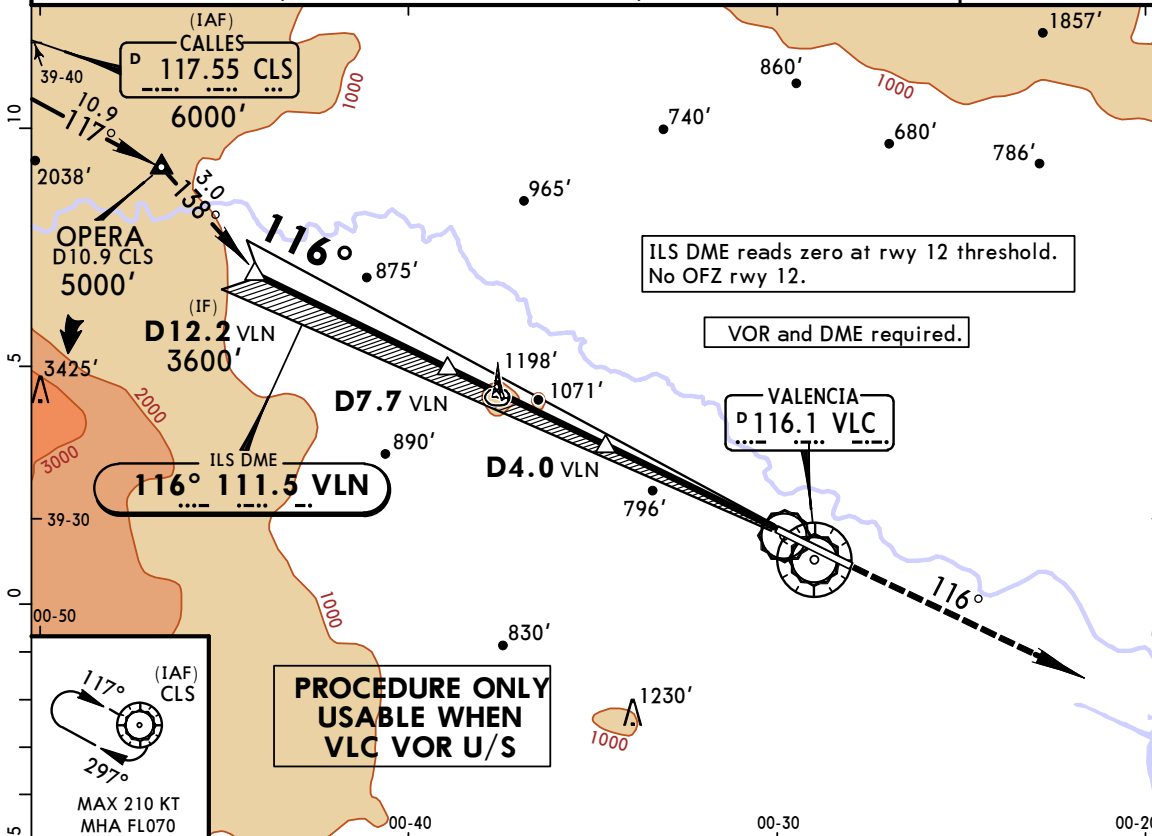
**V** VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
 CHANGES: MHA CLS holding, new AOM format. © JEPPESSEN, 2007, 2023. ALL RIGHTS RESERVED.

**LEVC/VLC**  
**VALENCIA**

**JEPPESSEN**  
24 NOV 23 **(11-3)** Eff 30 Nov

**VALENCIA, SPAIN**  
**ILS Y Rwy 12**

|  |                               |   |                                |                                  |                          |
|--|-------------------------------|---|--------------------------------|----------------------------------|--------------------------|
| D-ATIS<br><b>121.075</b>   |                               | VALENCIA Approach<br><b>124.750 120.1</b> |                                | VALENCIA Tower<br><b>118.550</b> | Ground<br><b>121.875</b> |
| LOC VLN<br><b>111.5</b>  | Final Apch Crs<br><b>116°</b> | D7.7 VLN<br><b>2800'</b> (2560')          | ILS DA(H)<br>Refer to Minimums | Apt Elev 240'<br>Rwy 240'        |                          |
| <b>MISSED APCH:</b> Climb on rwy heading to 3000', await instruction from ATC. |                               |   |                                |                                  |                          |
| Alt Set: hPa   |                               | Rwy Elev: 9 hPa                           | Trans level: By ATC            |                                  | Trans alt: 6000'         |



|               |       |     |     |     |     |     |  |
|---------------|-------|-----|-----|-----|-----|-----|--|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |  |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 849 |  |

| Std/State | STRAIGHT-IN LANDING   |        | CIRCLE-TO-LAND |                             |
|-----------|---|--------|----------------|-----------------------------|
|           | ILS<br>DA(H) A: <b>440'</b> (200') C: <b>449'</b> (209')<br>B: <b>441'</b> (201') D: <b>460'</b> (220') |        |                |                             |
|           | ALS out   |        | Max Kts        | MDA(H)                      |
| A         | R550m   | R1200m | 100            | <b>1300'</b> (1060') V1500m |
| B         |   |        | 135            | <b>1300'</b> (1060') V1600m |
| C         |   |        | 180            | <b>1300'</b> (1060') V2400m |
| D         |   |        | 205            | <b>1630'</b> (1390') V3600m |

**R750m** when a Flight Director or Autopilot or HUDLS to DA is not used.  
 CHANGES: MHA CLS holding, new AOM format. © JEPPESSEN, 2012, 2023. ALL RIGHTS RESERVED.

**LEVC/VLC**  
**VALENCIA**

**JEPPESSEN**  
24 NOV 23 **(11-4)** Eff 30 Nov

**VALENCIA, SPAIN**  
**LOC Y Rwy 12**

|   |   |                                  |                                  |
|---|---|----------------------------------|----------------------------------|
| <b>D-ATIS</b><br>121.075  | <b>VALENCIA Approach</b><br>124.750 120.1 | <b>VALENCIA Tower</b><br>118.550 | <b>Ground</b><br>121.875         |
| <b>LOC VLN</b><br>111.5   | <b>Final Apch Crs</b><br>116°             | <b>D7.1 VLN</b><br>2500' (2260') | <b>DA/MDA(H)</b><br>1090' (850') |
| <b>MISSED APCH:</b> Climb on rwy heading to 3000', await instruction from ATC.                |   |                                  | <b>Apt Elev 240'</b><br>Rwy 240' |
| <b>Alt Set: hPa</b> <b>Rwy Elev: 9 hPa</b> <b>Trans level: By ATC</b> <b>Trans alt: 6000'</b> |   |                                  | <b>MSA VLC VOR</b>               |

**PROCEDURE ONLY USABLE WHEN VLC VOR U/S**

|          |       |       |       |       |
|----------|-------|-------|-------|-------|
| VLN DME  | 6.0   | 5.0   | 4.0   | 3.0   |
| ALTITUDE | 2200' | 1890' | 1570' | 1250' |

|               |       |     |     |     |     |     |                                      |
|---------------|-------|-----|-----|-----|-----|-----|--------------------------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | <b>HIALS</b><br>PAPI<br><b>3000'</b> |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 |                                      |

MAP at D1.0 VLN

|                                      |   |
|--------------------------------------|---|
| <b>Std/State</b> STRAIGHT-IN LANDING | CIRCLE-TO-LAND                                  |
| <b>CDFA</b>                          |   |
| <b>DA/MDA(H) 1090' (850')</b>        |   |
| <b>ALS out</b>                       |   |
| A                                    | Max Kts: 100    MDA(H): 1300' (1060')    V1500m |
| B                                    | 135    1300' (1060')    V1600m                  |
| C                                    | 180    1300' (1060')    V2400m                  |
| D                                    | 205    1630' (1390')    V3600m                  |

**PANS OPS**    **1** VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: MHA CLS holding, new AOM format.

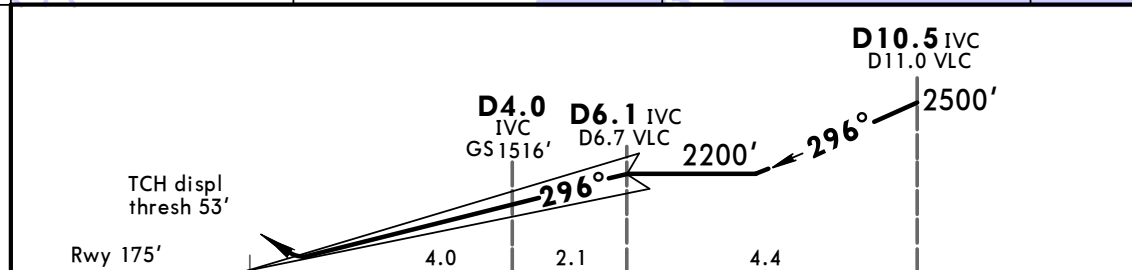
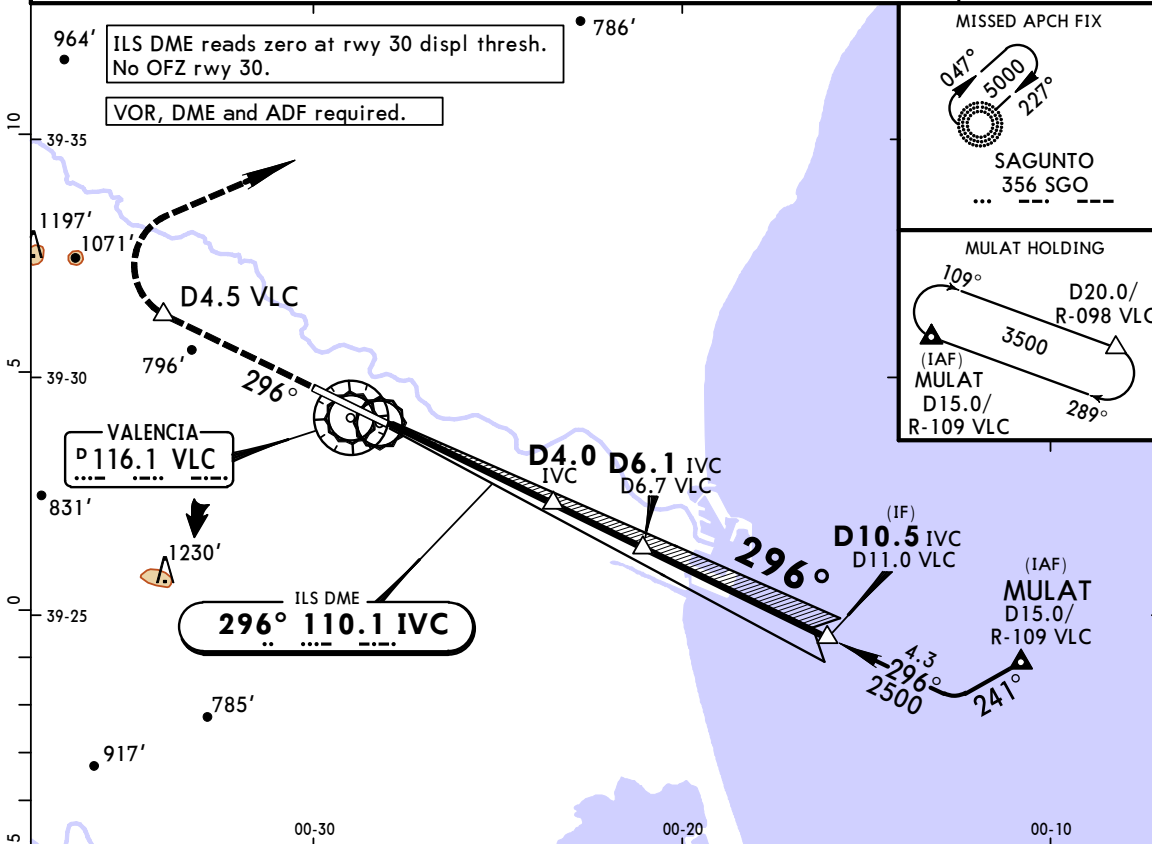
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**LEVC/VLC**  
**VALENCIA**

**JEPPESEN**  
24 NOV 23 **(11-5)** Eff 30 Nov

**VALENCIA, SPAIN**  
**ILS Rwy 30**

|  |                               |   |  |                                  |                           |                          |  |
|--|-------------------------------|---|--|----------------------------------|---------------------------|--------------------------|--|
| D-ATIS<br><b>121.075</b>   |                               | VALENCIA Approach<br><b>124.750 120.1</b> |  | VALENCIA Tower<br><b>118.550</b> |                           | Ground<br><b>121.875</b> |  |
| LOC IVC<br><b>110.1</b>  | Final Apch Crs<br><b>296°</b> | D6.1 IVC<br><b>2200' (2025')</b>          |  | ILS DA(H)<br>Refer to Minimums   | Apt Elev 240'<br>Rwy 175' |                          |  |
| <b>MISSED APCH:</b> Climb on rwy heading to D4.5 VLC, then turn RIGHT (MAX 230 KT) direct to SGO NDB climbing to 5000' and hold.<br>Refer to minimums for missed approach climb gradients. |                               |   |  |                                  |                           |                          |  |
| Alt Set: hPa   |                               | Rwy Elev: 6 hPa                           |  | Trans level: By ATC              |                           | Trans alt: 6000'         |  |



|               |       |     |     |     |     |     |  |
|---------------|-------|-----|-----|-----|-----|-----|--|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |  |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 849 |  |

| Std/State |              | STRAIGHT-IN LANDING   |        | CIRCLE-TO-LAND  |              |                                    |
|-----------|--------------|---|--------|---|--------------|------------------------------------|
|           |              | <b>ILS</b><br>MACG MIN 5.0% (304'/NM)<br>DA(H) A: <b>420'</b> (245') C: <b>440'</b> (265')<br>B: <b>432'</b> (257') D: <b>451'</b> (276') |        | MACG MIN 2.5% (152'/NM)<br>DA(H) A: <b>1604'</b> (1429') C: <b>1624'</b> (1449')<br>B: <b>1616'</b> (1441') D: <b>1635'</b> (1460') |              |                                    |
|           |              | ALS out   |        | ALS out   |              |                                    |
| A         | <b>R550m</b> | R1300m  | R1500m |   | Max Kts. 100 | MDA(H) <b>1610'</b> (1370') V1500m |
| B         |              |   | R2400m |   | 135          | <b>1620'</b> (1380') V1600m        |
| C         | <b>R600m</b> |   |        |   | 180          | <b>1630'</b> (1390') V2400m        |
| D         |              |   |        |   | 205          | <b>1640'</b> (1400') V3600m        |

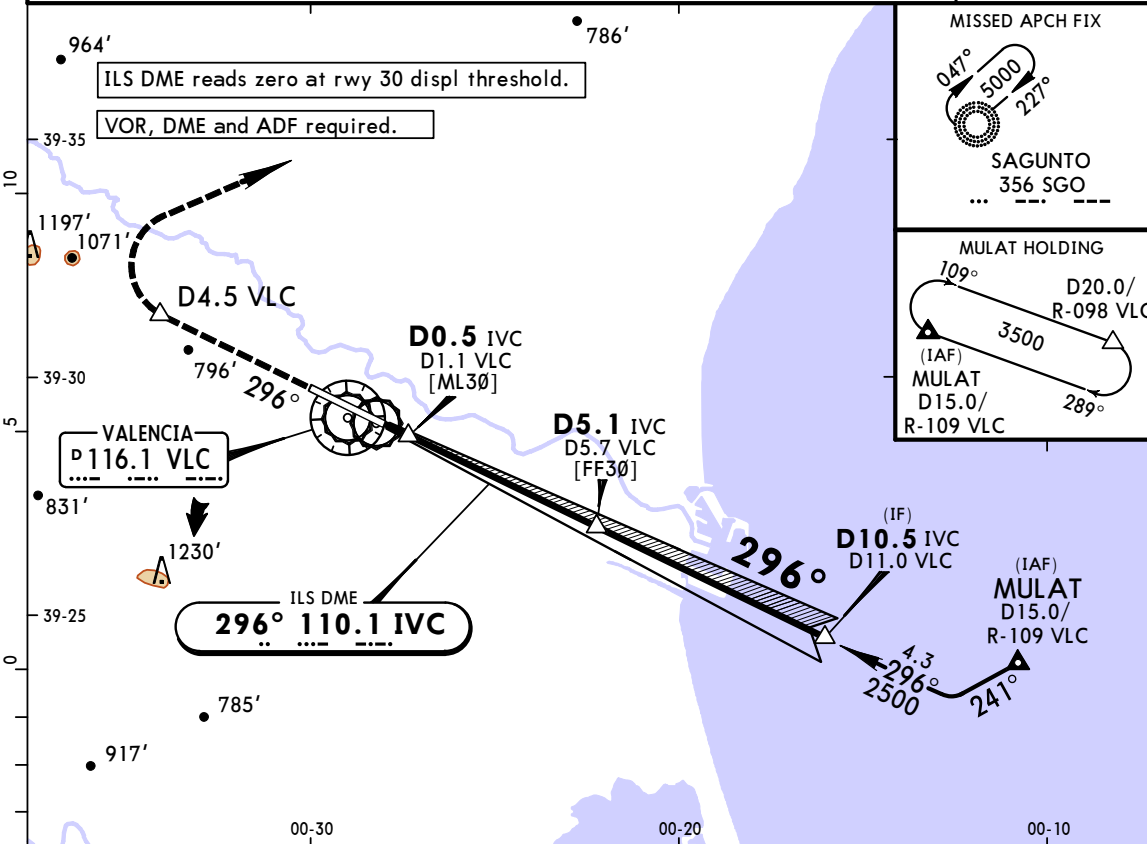
**PANS OPS** **R750m** when a Flight Director or Autopilot or HUDLS to DA is not used.

**LEVC/VLC**  
**VALENCIA**

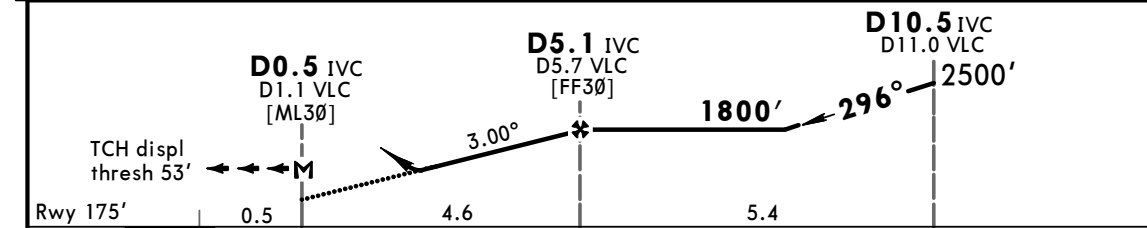
**JEPPESEN**  
24 NOV 23 **(11-6)** Eff 30 Nov

**VALENCIA, SPAIN**  
**LOC Rwy 30**

|   |                               |   |  |                                  |                           |                          |  |
|---|-------------------------------|---|--|----------------------------------|---------------------------|--------------------------|--|
| D-ATIS<br><b>121.075</b>  |                               | VALENCIA Approach<br><b>124.750 120.1</b> |  | VALENCIA Tower<br><b>118.550</b> |                           | Ground<br><b>121.875</b> |  |
| LOC IVC<br><b>110.1</b>   | Final Apch Crs<br><b>296°</b> | D5.1 IVC<br><b>1800'</b> (1625')          |  | DA/MDA(H)<br>Refer to Minimums   | Apt Elev 240'<br>Rwy 175' |                          |  |
| <b>MISSED APCH:</b> Climb on rwy heading to D4.5 VLC, then turn <b>RIGHT</b> (MAX 230 KT) direct to SGO NDB climbing to 5000' and hold.<br>Refer to minimums for missed approach climb gradients. |                               |   |  |                                  |                           |                          |  |
| Alt Set: hPa  |                               | Rwy Elev: 6 hPa                           |  | Trans level: By ATC              |                           | Trans alt: 6000'         |  |



|          |      |       |       |
|----------|------|-------|-------|
| IVC DME  | 2.0  | 3.0   | 4.0   |
| ALTITUDE | 870' | 1190' | 1500' |



|                     |     |     |     |     |     |     |  |
|---------------------|-----|-----|-----|-----|-----|-----|--|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 |  |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |  |

|                                |         |                                  |         |                |                     |
|--------------------------------|---------|----------------------------------|---------|----------------|---------------------|
| <b>Std/State</b>               |         | STRAIGHT-IN LANDING              |         | CIRCLE-TO-LAND |                     |
| MACG MIN 5.0%(304'/NM) CDFA    |         | MACG MIN 2.5%(152'/NM)           |         |                |                     |
| 1 DA/MDA(H) <b>630'</b> (455') |         | 1 DA/MDA(H) <b>1640'</b> (1465') |         |                |                     |
|                                | ALS out |                                  | ALS out | Max Kts        | MDA(H)              |
| A                              | R1400m  | R1500m                           | R1500m  | 100            | 1640'(1400') V1500m |
| B                              |         |                                  |         | 135            | 1640'(1400') V1600m |
| C                              |         |                                  |         | 180            | 1640'(1400') V2400m |
| D                              |         | R2100m                           | R2400m  | 205            | 1640'(1400') V3600m |

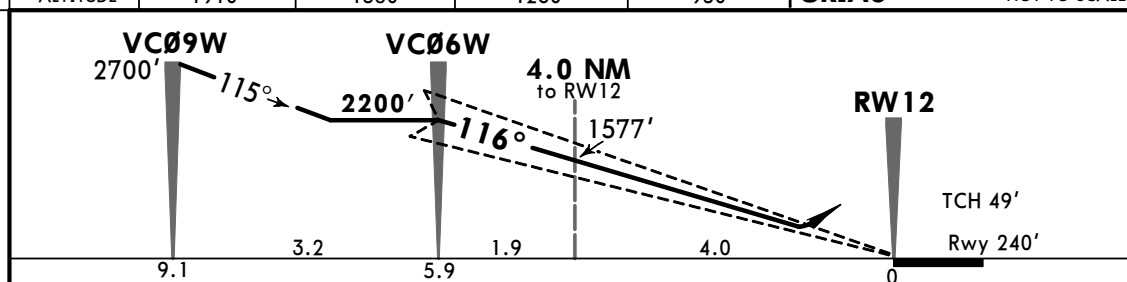
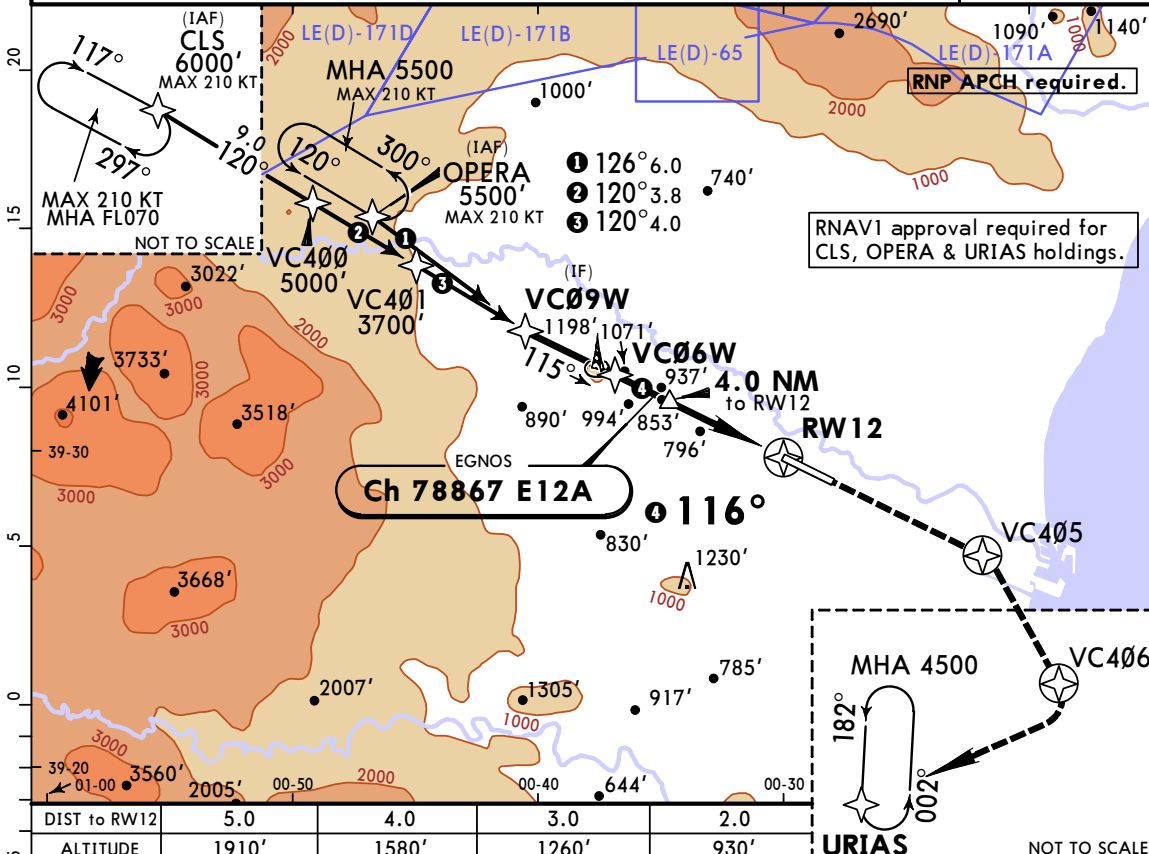
**1** VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
CHANGES: Missed approach altitude, MHA SGO holding, note, minimums. © JEPPESEN, 2000, 2023. ALL RIGHTS RESERVED.

**LEVC/VLC**  
**VALENCIA**

**JEPPESSEN**  
24 NOV 23 (12-1) Eff 30 Nov

**VALENCIA, SPAIN**  
**RNP Z Rwy 12 (LPV)**

|  |  |   |  |                                  |  |   |  |
|--|--|---|--|----------------------------------|--|---|--|
| D-ATIS<br><b>121.075</b>   |  | VALENCIA Approach<br><b>124.750 120.1</b> |  | VALENCIA Tower<br><b>118.550</b> |  | Ground<br><b>121.875</b>  |  |
| EGNOS<br><b>Ch 78867</b><br>E12A   |  | Final<br>Apch Crs<br><b>116°</b>          |  | VC06W<br><b>2200'</b> (1960')    |  | LPV<br>DA(H)<br>Refer to<br>Minimums<br>Apt Elev 240'<br>Rwy 240' |  |
| <b>MISSED APCH:</b> Climb direct to VC05, then turn RIGHT direct to VC06.<br>Then turn RIGHT direct to URIAS to join holding at 4500' or above.<br>Wait for ATC instructions. Refer to minimums for missed approach climb gradients. |  |   |  |                                  |  |   |  |
| Alt Set: hPa   |  | Rwy Elev: 9 hPa                           |  | Trans level: By ATC              |  | Trans alt: 6000'  |  |



|                  |       |     |     |     |     |     |                            |
|------------------|-------|-----|-----|-----|-----|-----|----------------------------|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI<br>VC05<br>↑ |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 |                            |

| Std/State | STRAIGHT-IN LANDING    |                       |                        |                       | CIRCLE-TO-LAND        |                      |
|-----------|------------------------|-----------------------|------------------------|-----------------------|-----------------------|----------------------|
|           | LPV                    |                       | LPV                    |                       | CIRCLE-TO-LAND        |                      |
|           | MACG MIN 3.0%(183'/NM) |                       | MACG MIN 2.5%(152'/NM) |                       |                       |                      |
| DA(H)     | A: <b>619'</b> (379')  | C: <b>639'</b> (399') | DA(H)                  | A: <b>749'</b> (509') | C: <b>769'</b> (529') |                      |
|           | B: <b>631'</b> (391')  | D: <b>650'</b> (410') |                        | B: <b>761'</b> (521') | D: <b>780'</b> (540') |                      |
|           | ALS out                |                       | ALS out                |                       | Max Kts               | MDA(H)               |
| A         | R1000m                 | R1500m                | R1500m                 |                       | 100                   | 830' (590') V1500m   |
| B         | R1100m                 |                       |                        |                       | 135                   | 1100' (860') V1600m  |
| C         | R1800m                 | R1700m                | R2400m                 | 180                   | 1230' (990') V2400m   |                      |
| D         | R1200m                 |                       |                        | R1900m                | 205                   | 1640' (1400') V3600m |

CHANGES: MHA CLS holding, procedure, minimums.

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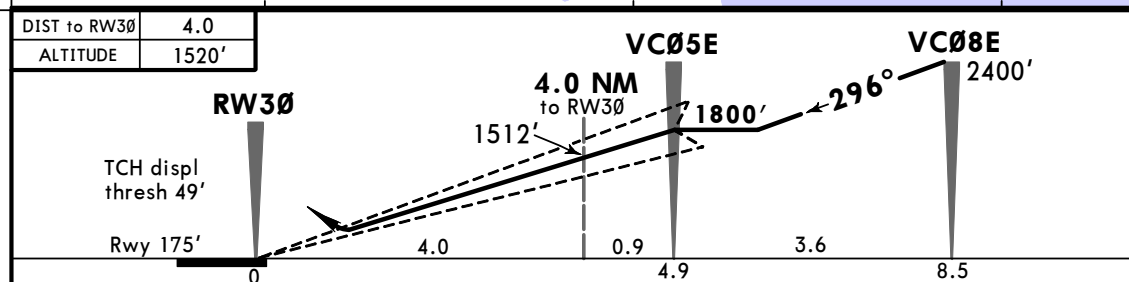
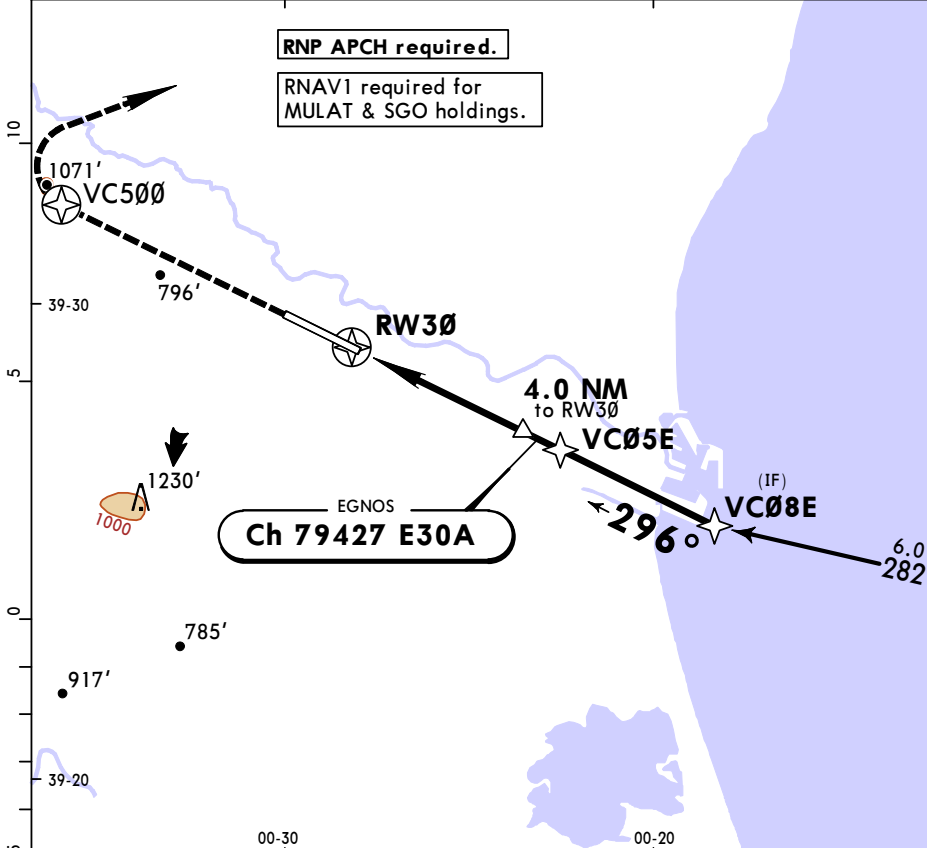
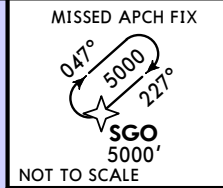
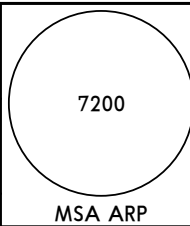


# LEVC/VLC VALENCIA

**JEPPESSEN**  
24 NOV 23 (12-3) Eff 30 Nov

# VALENCIA, SPAIN RNP Z Rwy 30 (LPV)

|   |  |   |  |                                  |  |   |  |
|---|--|---|--|----------------------------------|--|---|--|
| D-ATIS<br><b>121.075</b>  |  | VALENCIA Approach<br><b>124.750 120.1</b> |  | VALENCIA Tower<br><b>118.550</b> |  | Ground<br><b>121.875</b>  |  |
| EGNOS<br><b>Ch 79427</b><br>E30A  |  | Final<br>Apch Crs<br><b>296°</b>          |  | VC05E<br><b>1800'</b> (1625')    |  | LPV<br>DA(H)<br>Refer to<br>Minimums<br>Apt Elev 240'<br>Rwy 175' |  |
| <b>MISSED APCH: Climb direct to VC500, then turn RIGHT (MAX 210 KT) direct to SGO to join holding at 5000' or above. Refer to minimums for missed approach climb gradients.</b> |  |   |  |                                  |  |   |  |
| Alt Set: hPa  |  | Rwy Elev: 6 hPa                           |  | Trans level: By ATC              |  | Trans alt: 6000'  |  |



|              |       |
|--------------|-------|
| DIST to RW30 | 4.0   |
| ALTITUDE     | 1520' |

| Std/State |       | STRAIGHT-IN LANDING                 |        |   |     | CIRCLE-TO-LAND |        |
|-----------|-------|-------------------------------------|--------|---|-----|----------------|--------|
|           |       | LPV                                 |        | MACG MIN 2.5%(152'/NM)                  |     |                |        |
|           |       | MACG MIN 4.0%(244'/NM)              |        |   |     |                |        |
|           |       | DA(H) A: 469' (294') C: 489' (314') |        | DA(H) A: 1419' (1244') C: 1439' (1264') |     |                |        |
|           |       | B: 481' (306') D: 500' (325')       |        | B: 1431' (1256') D: 1450' (1275')       |     |                |        |
|           |       | ALS out                             |        | ALS out                                 |     |                |        |
| A         | R650m |                                     |        |   |     | Max Kts        | MDA(H) |
| B         | R700m | R1400m                              | R1500m |   | 100 | 1440' (1200')  | V1500m |
| C         |       |                                     |        |   | 135 | 1440' (1200')  | V1600m |
| D         | R800m | R1500m                              | R2400m |   | 180 | 1440' (1200')  | V2400m |
|           |       |                                     |        |   | 205 | 1640' (1400')  | V3600m |

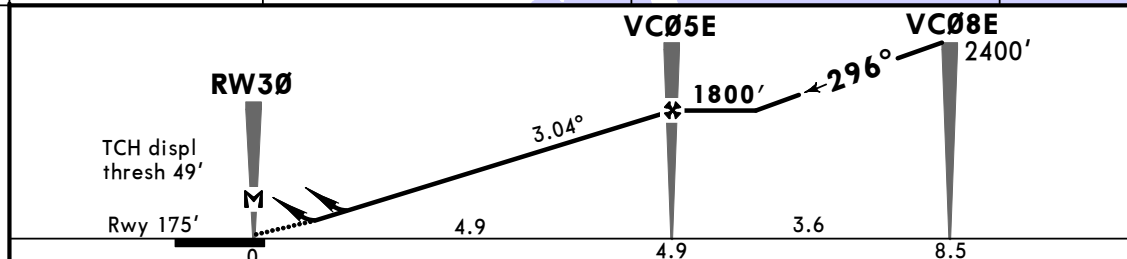
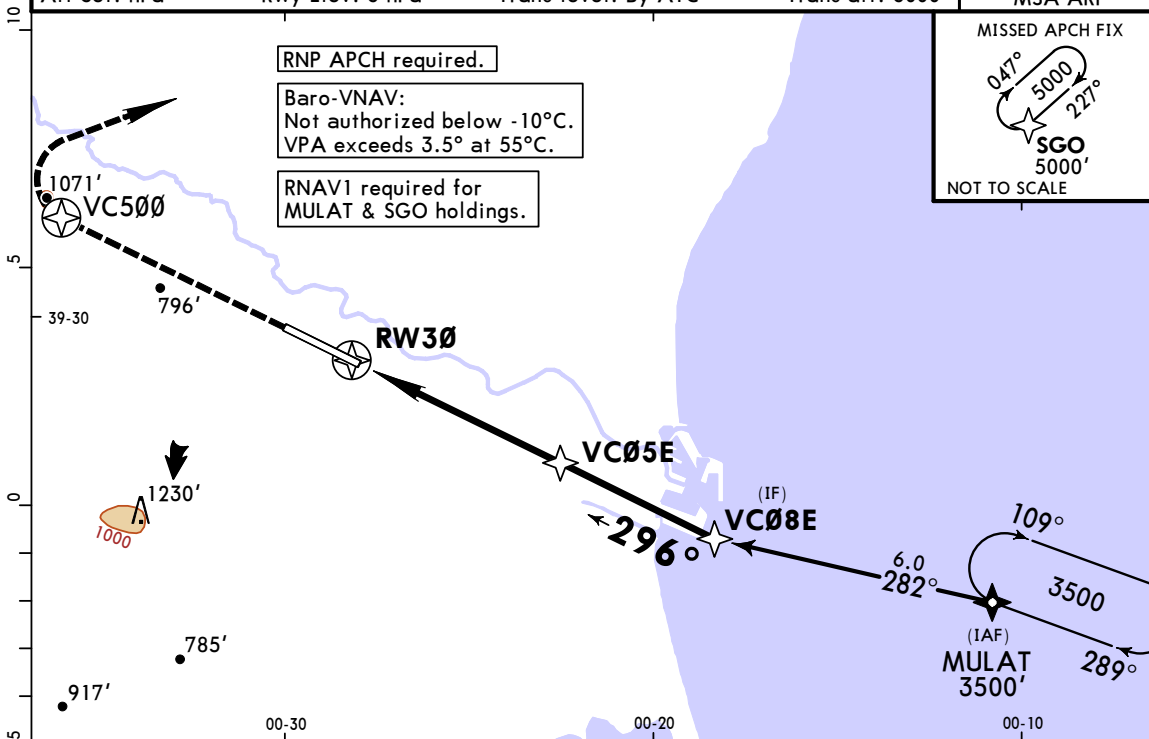
CHANGES: Missed approach altitude, MHA SGO holding, minimums. © JEPPESSEN, 2018, 2023. ALL RIGHTS RESERVED.

**LEVC/VLC**  
**VALENCIA**

**JEPPESEN**  
24 NOV 23 (12-4) Eff 30 Nov

**VALENCIA, SPAIN**  
**RNP Y Rwy 30**

|   |                               |   |                                      |                                  |                           |                          |         |
|---|-------------------------------|---|--------------------------------------|----------------------------------|---------------------------|--------------------------|---------|
| D-ATIS<br><b>121.075</b>  |                               | VALENCIA Approach<br><b>124.750 120.1</b> |                                      | VALENCIA Tower<br><b>118.550</b> |                           | Ground<br><b>121.875</b> |         |
| RNAV  | Final Apch Crs<br><b>296°</b> | <b>VC05E</b><br><b>1800'</b> (1625')      | LNAV/VNAV DA(H)<br>Refer to Minimums |                                  | Apt Elev 240'<br>Rwy 175' | 7200                     |         |
| <b>MISSED APCH: Climb direct to VC500, then turn RIGHT (MAX 210 KT) direct to SGO to join holding at 5000' or above. Refer to minimums for missed approach climb gradients.</b> |                               |   |                                      |                                  |                           |                          | MSA ARP |
| Alt Set: hPa  |                               | Rwy Elev: 6 hPa                           |                                      | Trans level: By ATC              |                           | Trans alt: 6000'         |         |



|                     |     |     |     |     |     |     |                                |
|---------------------|-----|-----|-----|-----|-----|-----|--------------------------------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | HIALS<br>REIL<br>PAPI<br>VC500 |
| Descent Angle 3.04° | 376 | 484 | 538 | 645 | 753 | 861 |                                |

|                               |                |                               |  |                            |  |                         |  |                       |                             |
|-------------------------------|----------------|-------------------------------|--|----------------------------|--|-------------------------|--|-----------------------|-----------------------------|
| <b>Std/State</b>              |                |                               |  | <b>STRAIGHT-IN LANDING</b> |  |                         |  | <b>CIRCLE-TO-LAND</b> |                             |
| MACG MIN 5.0% LNAV/ (304'/NM) |                | MACG MIN 2.5% (152'/NM)       |  | MACG MIN 5.0% (304'/NM)    |  | MACG MIN 2.5% (152'/NM) |  | Max Kts               | MDA(H)                      |
| A: <b>475'</b> (300')         |                | A: <b>1545'</b> (1370')       |  | CDFA                       |  | CDFA                    |  |                       |                             |
| DA(H) B: <b>485'</b> (310')   |                | DA(H) B: <b>1555'</b> (1380') |  | DA/ <b>580'</b>            |  | DA/ <b>1630'</b>        |  | 100                   | <b>1630'</b> (1390') V1500m |
| C: <b>495'</b> (320')         |                | C: <b>1565'</b> (1390')       |  | MDA(H) (405')              |  | MDA(H) (1455')          |  | 135                   | <b>1630'</b> (1390') V1600m |
| D: <b>515'</b> (340')         |                | D: <b>1575'</b> (1400')       |  |                            |  |                         |  | 180                   | <b>1630'</b> (1390') V2400m |
| ALS out                       |                | ALS out                       |  | ALS out                    |  | ALS out                 |  | 205                   | <b>1640'</b> (1400') V3600m |
| A                             | <b>1</b> R650m | R1500m                        |  | R1500m                     |  | R1500m                  |  |                       |                             |
| B                             | <b>1</b> R700m | R1400m                        |  | R1200m                     |  | R1900m                  |  |                       |                             |
| C                             |                | R2400m                        |  | R1900m                     |  | R2400m                  |  |                       |                             |
| D                             | R800m          | R1500m                        |  |                            |  |                         |  |                       |                             |

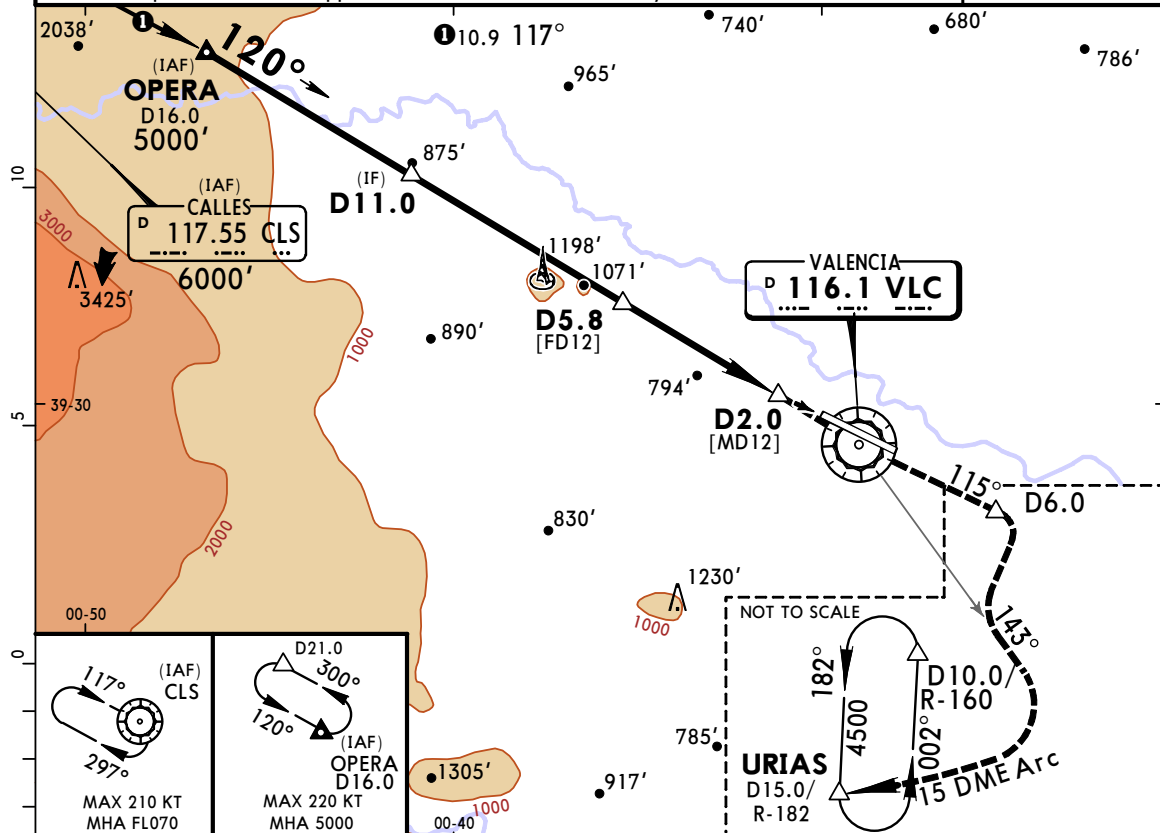
**1** R750m when a Flight Director or Autopilot or HUDLS to DA is not used.  
**2** VNAV DA(H) in lieu of MDA(H) depends on operator policy.

**LEVC/VLC**  
**VALENCIA**

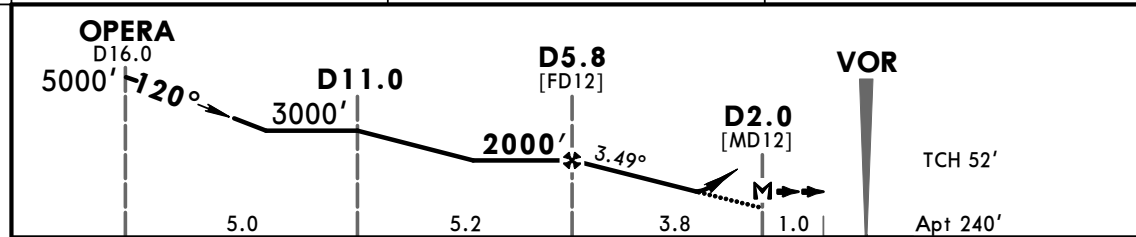
**JEPPESEN**  
24 NOV 23 **(13-1)** Eff 30 Nov

**VALENCIA, SPAIN**  
**VOR Rwy 12**

|  |                                  |   |                                  |                                  |                          |
|--|----------------------------------|---|----------------------------------|----------------------------------|--------------------------|
| D-ATIS<br><b>121.075</b>   |                                  | VALENCIA Approach<br><b>124.750 120.1</b> |                                  | VALENCIA Tower<br><b>118.550</b> | Ground<br><b>121.875</b> |
| VOR<br>VLC<br><b>116.1</b>   | Final<br>Apch Crs<br><b>120°</b> | <b>D5.8</b><br><b>2000'</b> (1760')       | DA/MDA(H)<br><b>1210'</b> (970') | Apt Elev 240'                    |                          |
| <b>MISSED APCH:</b> Climb direct to VOR to intercept R-115. At D6.0 turn RIGHT to intercept R-143, then turn RIGHT onto 15 DME Arc to URIAS climbing to 4500' and hold. Await instructions from ATC. |                                  |   |                                  |                                  |                          |
| Alt Set: hPa Apt Elev: 9 hPa Trans level: By ATC Trans alt: 6000'<br>1. DME required. 2. Final approach track offset 4° from rwy centerline.   |                                  |   |                                  |                                  |                          |



|          |       |       |
|----------|-------|-------|
| VLC DME  | 5.0   | 4.0   |
| ALTITUDE | 1780' | 1410' |



|               |       |     |     |     |     |     |  |
|---------------|-------|-----|-----|-----|-----|-----|--|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI<br>VLC<br><b>116.1</b><br>LT<br>VLC<br>on <b>116.1</b><br><b>R-115</b> |
| Descent Angle | 3.49° | 432 | 556 | 618 | 741 | 865 |  |

|          |                               |        |                     |                      |                      |        |
|----------|-------------------------------|--------|---------------------|----------------------|----------------------|--------|
| PANS OPS | <b>Std/State</b>              |        | STRAIGHT-IN LANDING |                      | CIRCLE-TO-LAND       |        |
|          | CDFA                          |        |                     |                      |                      |        |
|          | DA/MDA(H) <b>1210'</b> (970') |        |                     |                      |                      |        |
|          | ALS out                       |        |                     |                      | Max Kts              | MDA(H) |
|          | A                             | R1500m |                     | 100                  | <b>1300'</b> (1060') | V1500m |
| B        | R1500m                        |        | 135                 | <b>1300'</b> (1060') | V1600m               |        |
| C        | R2400m                        |        | 180                 | <b>1300'</b> (1060') | V2400m               |        |
| D        | R2400m                        |        | 205                 | <b>1630'</b> (1390') | V3600m               |        |

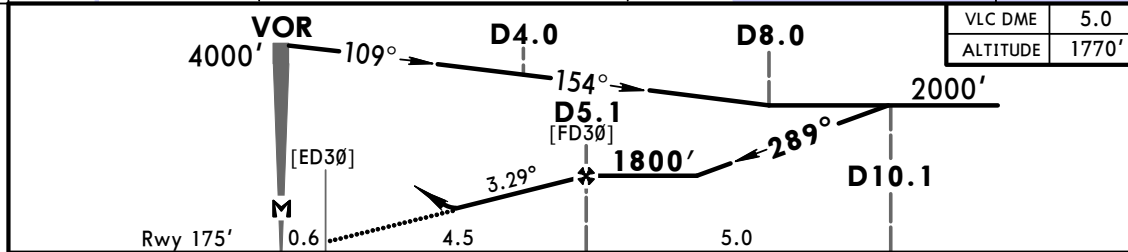
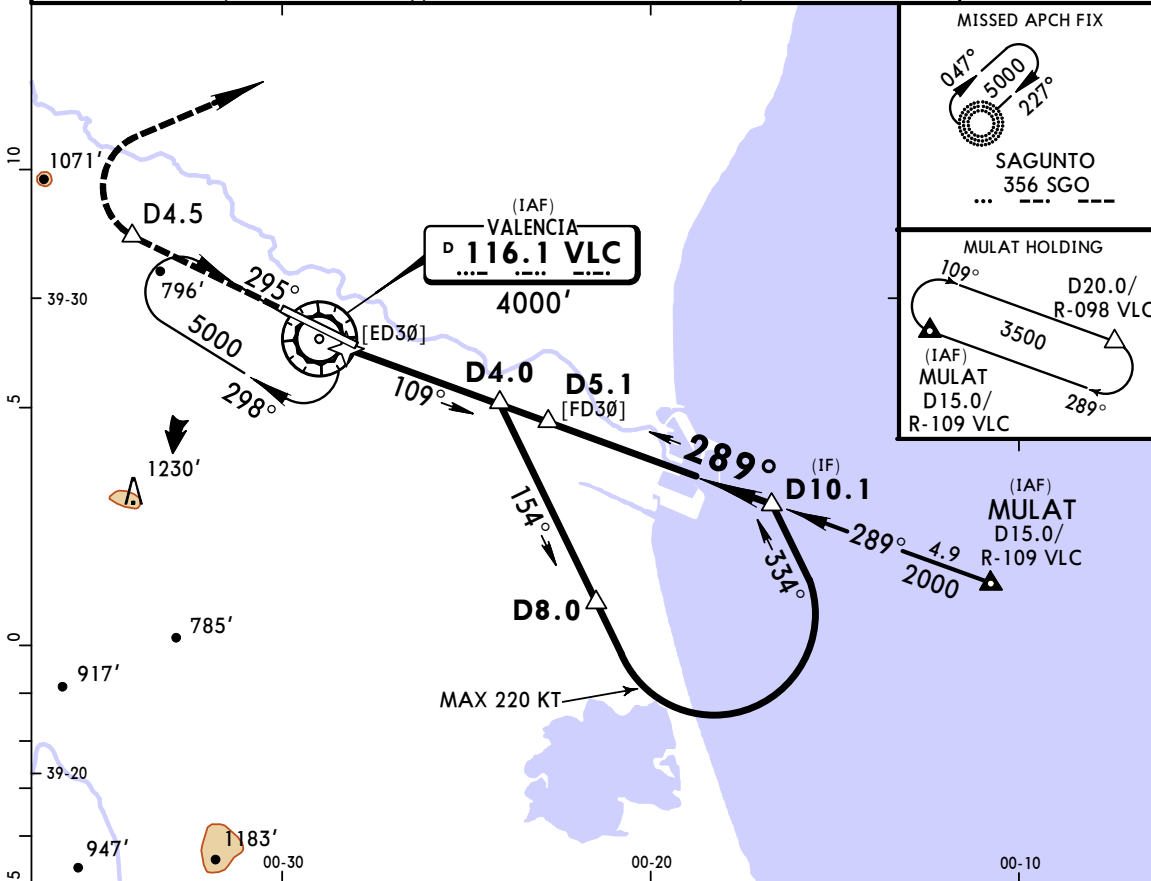
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
 CHANGES: MHA CLS holding, new AOM format. © JEPPESEN, 2000, 2023. ALL RIGHTS RESERVED.

**LEVC/VLC**  
**VALENCIA**

**JEPPESEN**  
24 NOV 23 **(13-2)** Eff 30 Nov

**VALENCIA, SPAIN**  
**VOR Rwy 30**

|  |                                  |   |  |                                   |                           |                          |  |
|--|----------------------------------|---|--|-----------------------------------|---------------------------|--------------------------|--|
| D-ATIS<br><b>121.075</b>   |                                  | VALENCIA Approach<br><b>124.750 120.1</b> |  | VALENCIA Tower<br><b>118.550</b>  |                           | Ground<br><b>121.875</b> |  |
| VOR<br>VLC<br><b>116.1</b>   | Final<br>Apch Crs<br><b>289°</b> | D5.1<br><b>1800'</b> (1625')              |  | DA/MDA(H)<br>Refer to<br>Minimums | Apt Elev 240'<br>Rwy 175' |                          |  |
| <b>MISSED APCH: Climb on R-295 to D4.5, then turn RIGHT (MAX 240 KT) direct to SGO NDB climbing to 5000' and hold.</b><br>Refer to minimums for missed approach climb gradients. |                                  |   |  |                                   |                           |                          |  |
| Alt Set: hPa   |                                  | Rwy Elev: 6 hPa                           |  | Trans level: By ATC               |                           | Trans alt: 6000'         |  |
| 1. DME & ADF required. 2. Final approach track offset 7° from rwy centerline.  |                                  |   |  |                                   |                           |                          |  |



|                     |     |     |     |     |     |     |                       |                         |
|---------------------|-----|-----|-----|-----|-----|-----|-----------------------|-------------------------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | HIALS<br>REIL<br>PAPI | D4.5<br>VLC on<br>R-295 |
| Descent Angle 3.29° | 407 | 524 | 582 | 699 | 815 | 931 |                       |                         |

|   |          |  |          |   |          |  |        |                                |  |                               |
|---|----------|--|----------|---|----------|--|--------|--------------------------------|--|-------------------------------|
| MAP at VOR  |          |  |          | VOR<br>4000'<br>[ED30]<br>M<br>Rwy 175' |          | D4.0<br>109°<br>D5.1<br>[FD30]<br>154°<br>1800'<br>3.29° |        | D8.0<br>289°<br>2000'<br>D10.1 |  | VLC DME 5.0<br>ALTITUDE 1770' |
| <b>Std/State</b> STRAIGHT-IN LANDING<br>MACG MIN 5.0%(304'/NM)<br>CDFA<br>DA/MDA(H) <b>610'</b> (435')<br>ALS out |          | STRAIGHT-IN LANDING<br>MACG MIN 2.5%(152'/NM)<br>CDFA<br>DA/MDA(H) <b>1740'</b> (1565')<br>ALS out |          | CIRCLE-TO-LAND<br>MDA(H)                |          | Max Kts<br>A<br>B  |        | SEE 13-3                       |  |                               |
| A   | SEE 13-3 |  | SEE 13-3 |   | SEE 13-3 |  |        |                                |  |                               |
| C   | R1300m   | R2000m   | R2400m   |   | 180      | 1740' (1500')  | V2400m |                                |  |                               |
| D   |          |  |          |   | 205      | 1740' (1500')  | V3600m |                                |  |                               |

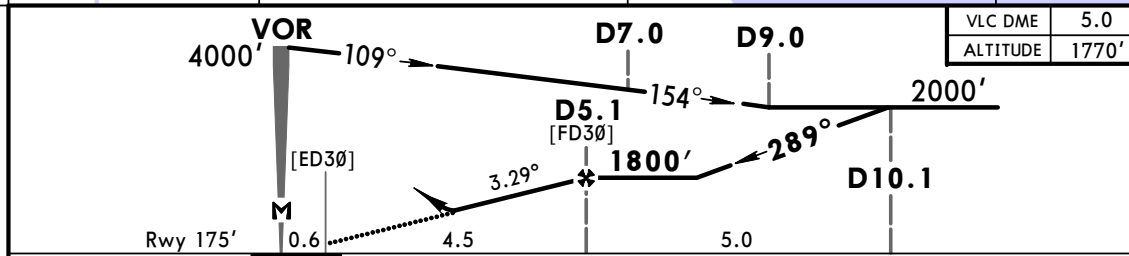
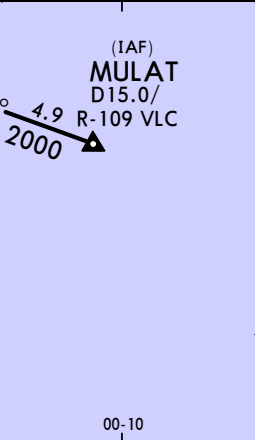
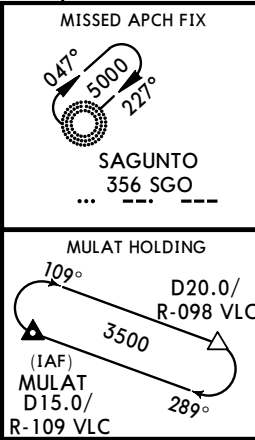
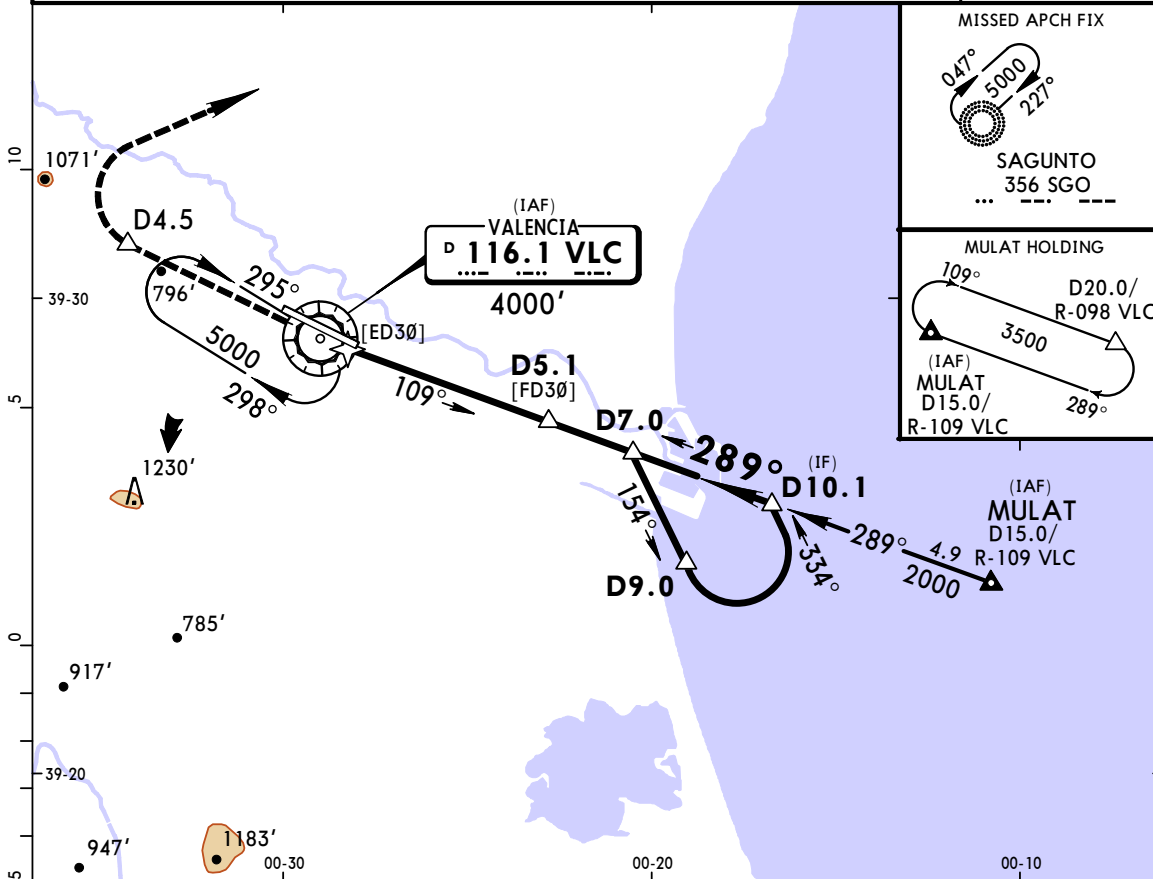
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**LEVC/VLC**  
**VALENCIA**

**JEPPESEN**  
24 NOV 23 **(13-3)** Eff 30 Nov

**VALENCIA, SPAIN**  
**CAT A & B VOR Rwy 30**

|  |                                  |   |  |                                   |                           |                          |                    |
|--|----------------------------------|---|--|-----------------------------------|---------------------------|--------------------------|--------------------|
| D-ATIS<br><b>121.075</b>   |                                  | VALENCIA Approach<br><b>124.750 120.1</b> |  | VALENCIA Tower<br><b>118.550</b>  |                           | Ground<br><b>121.875</b> |                    |
| VOR<br>VLC<br><b>116.1</b>   | Final<br>Apch Crs<br><b>289°</b> | D5.1<br><b>1800'</b> (1625')              |  | DA/MDA(H)<br>Refer to<br>Minimums | Apt Elev 240'<br>Rwy 175' |                          |                    |
| <b>MISSED APCH: Climb on R-295 to D4.5, then turn RIGHT (MAX 240 KT) direct to SGO NDB climbing to 5000' and hold.</b><br>Refer to minimums for missed approach climb gradients. |                                  |   |  |                                   |                           |                          | <p>MSA VLC VOR</p> |
| Alt Set: hPa   |                                  | Rwy Elev: 6 hPa                           |  | Trans level: By ATC               |                           | Trans alt: 6000'         |                    |
| 1. DME & ADF required. 2. Final approach track offset 7° from rwy centerline.  |                                  |   |  |                                   |                           |                          |                    |



|                     |     |     |     |     |     |     |                       |                                       |
|---------------------|-----|-----|-----|-----|-----|-----|-----------------------|---------------------------------------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | HIALS<br>REIL<br>PAPI | D4.5<br>VLC on<br>116.1<br>↑<br>R-295 |
| Descent Angle 3.29° | 407 | 524 | 582 | 699 | 815 | 931 |                       |                                       |

|                                      |          |                                     |        |                |  |                      |  |
|--------------------------------------|----------|-------------------------------------|--------|----------------|--|----------------------|--|
| MAP at VOR                           |          |                                     |        | VLC DME 5.0    |  | ALTITUDE 1770'       |  |
| <b>Std/State</b> STRAIGHT-IN LANDING |          |                                     |        | CIRCLE-TO-LAND |  |                      |  |
| MACG MIN 5.0% (304' / NM)            |          | MACG MIN 2.5% (152' / NM)           |        | Max Kts        |  | MDA(H)               |  |
| CDFA DA/MDA(H) <b>610'</b> (435')    |          | CDFA DA/MDA(H) <b>1740'</b> (1565') |        | 100            |  | 1740' (1500') V1500m |  |
| ALS out                              |          | ALS out                             |        | 135            |  | 1740' (1500') V1600m |  |
| A                                    | R1300m   | R1500m                              | R1500m | C              |  | SEE 13-2             |  |
| B                                    |          |                                     |        | D              |  | SEE 13-2             |  |
| C                                    | SEE 13-2 |                                     |        |                |  |                      |  |
| D                                    | SEE 13-2 |                                     |        |                |  |                      |  |

CHANGES: Chart reindexed, procedure alts, MHAs, descent angle, minimums. © JEPPESEN, 2000, 2023. ALL RIGHTS RESERVED.

LEAL/ALC

JEPPesen

Eff 23 Feb

ALICANTE, SPAIN

ALICANTE-ELCHE MIGUEL HERNANDEZ

10-1P

10 FEB 23

AIRPORT BRIEFING

---

## 1. GENERAL

---

### 1.1. ATIS

D-ATIS 120.080

### 1.2. NOISE ABATEMENT PROCEDURES

#### 1.2.1. RUN-UP TESTS

Engine performance testing higher than idle regime are not allowed between 2300-0600LT and must be requested from CEOPS in written form.

Exceptions to schedule according to local procedure.

#### 1.2.2. DEPARTURES

RWY 10: Any diversion for SIDs via RESTU, ASTRO and CATON - MANDY shall only be authorized provided that traffic must fly over the coastline, after turning over the sea, at 6000' or above, except for prop ACFT, helicopters, state or hospital ACFT or for safety reasons.

RWY 28: Diversions below 6000' shall not be permitted, except for prop ACFT, helicopters, state or hospital ACFT or for safety reasons.

### 1.3. LOW VISIBILITY PROCEDURES (LVP)

#### 1.3.1. GENERAL

LVP will be applied, when:

- RVR is 550m or below; or
- general visibility in the movement area is 800m or below (only in the event that all the transmissometers are out of service).

LVP will be cancelled when the following conditions take place simultaneously:

- RVR is 1000m or above at least 5 minutes.
- Visibility is 1000m or above at least 5 minutes (only in the event that all the transmissometers are out of service).
- Forecast of visibility is higher than 1000m with a strong trend towards improvement.

RWY 10/28 is authorized for take-off under low visibility conditions.

Pilots will be informed about the application of LVP by ATIS and/or radio frequency.

Any incident notified or detected that may affect the LVP will be immediately communicated to the ACFT and ATC units implicated.

#### 1.3.2. GROUND MOVEMENT

Pilots will proceed to verify the ACFT position at all times, especially at the intersections, checking that taxiing is being executed under total safety conditions. In the event of being disoriented or in doubt, pilots will stop the ACFT and immediately notify TWR.

Entries and exits at all stands of the APT will be guided with a Follow-me car.

In order to establish a better transit sequence, pilots will avoid requesting clearance for start-up, push-back or taxiing, when the RVR values and/or the visibility are below their operational minima.

#### 1.3.3. ARRIVALS

RWY 10: Exit via TWY C9. Rapid exit TWYs and TWY C5 prohibited.

Follow-me car will wait for ACFT on TWY C6, guiding it up to its stand.

RWY 28: Exit via TWY A6. Rapid exit TWYs prohibited. Follow-me car will wait for ACFT on TWY A3, guiding it up to its stand.

Pilots shall notify TWR when the RWY is vacated, as soon as the "RWY vacated" sign is crossed.



LEAL/ALC

JEPPESSEN

Eff 23 Feb

ALICANTE, SPAIN

ALICANTE-ELCHE MIGUEL HERNANDEZ

10-1P1

10 FEB 23

AIRPORT BRIEFING

## 1. GENERAL

### 1.3.4. DEPARTURES

Pilots, when requesting clearance to start up, will notify to ATC the stand where the ACFT is located at.

Departing traffic initiating taxiing, independently of the stand, will be guided by a Follow-me car leaving the apron via gates A, B, C or D, until being oriented on the TWY which leads to the RWY in use:

RWY 10: Follow-me car will guide the ACFT to TWY A3. Follow-me car will vacate TWY A3 via TWY A4. ACFT continue taxi until reaching TWY A6 preferably.

RWY 28: Follow-me car will guide the ACFT to TWY C6. Follow-me car will vacate TWY C6 via TWY C7. ACFT continue taxi until reaching TWY C9.

Access to RWY 10/28 will be carried out preferably via TWYs A6 and C9, according to the RWY in use, being forbidden the access via TWY C5.

### 1.3.5. COMMUNICATION FAILURE AND ANOMALOUS OCCURENCES IN THE MANEUVERING AREA

Whenever an ACFT operating in the maneuvering area suffers a communication failure will proceed as follows:

If it already has permission to taxi, ACFT will continue along the assigned route up to the limit of the ATC clearance, taking extreme precautions to avoid detours. Once there, it will hold its position and wait for the arrival of a Follow-me car to be guided to the stand.

If it has just landed, ACFT will hold its position when abandoning the RWY (or the sensitive area) and wait for the arrival of a Follow-me car to be guided to the assigned stand.

## 1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

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

ACFT operators shall ensure that the Mode S transponder is able to operate when the ACFT is on the ground.

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

- When the ACFT receives the instruction to enter the RWY.
- When ACFT is not on the RWY it shall select STBY.

Select STBY when ACFT is fully parked.

Whenever ACFT is capable of reporting ACFT ident (i.e. call sign used in flight), ACFT ident should also be entered at the time of the request for towed push-back or taxi, whichever is earlier (through the FMS or the transponder control panel). Flight crew must use the specific format defined by ICAO to enter the ACFT ident (e.g. BAW123, AFR6380, etc.).

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, and should be deselected after vacating the RWY.

ACFT taxiing without a flight plan, Mode A code 2000 should be selected.

## 1.5. TAXI PROCEDURES

TWY B, segment of TWY access between stand 6A and TWY C and Eastern area of apron from stand 200 including ACFT turning apron MAX wingspan 171'/52m.

Segment of TWY access between stand 4C and TWY A, between TWYs C and D and TWY access to stand 200 MAX wingspan 213'/65m.

ACFT with code letter F must taxi with its external engines in idle regime.

ACFT MD-11 shall perform oversteering manoeuvres when taxiing at gate D, as the distance between the outer main gear wheel and the edge of the TWY is less than 14.8'/4.5m.



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JEPPesen

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ALICANTE-ELCHE MIGUEL HERNANDEZ

10-1P2

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AIRPORT BRIEFING

## 1. GENERAL

### 1.6. PARKING INFORMATION

On stands 1A, 1B, 1C, 3A, 3B, 5, 7, 9, 9A, 11, 11A, 19, 23 thru 49, 81 thru 89 and 200 push-back required.

Stands 19, 23 thru 49 and 200 equipped with Visual Docking Guidance System.

#### 1.6.1. USE OF APU

On every stand equipped with 400 Hz system supply the use of the 400 Hz system is mandatory.

The use of the ACFT's APU is prohibited in these positions within the period from 5 minutes after the AIBT (chock time) and 10 minutes before the TOBT; it shall only be allowed outside this period when neither the 400 Hz facilities nor the mobile units are in operation, or when the air conditioning service is required and the equipment is not available, upon communication to the Operational Coordination Center (CEOPS).

The use of the ACFT's APU is prohibited at all remote stands within the period from 5 minutes after the AIBT (chock time) and 10 minutes before the TOBT; it shall only be allowed outside this period when the mobile units are not in operation, or when ACFT technical reasons make it inadvisable to turn off the APU, upon communication to the Operational Coordination Center (CEOPS).

### 1.7. PROCEDURE FOR COORDINATION OF SLOTS FOR GENERAL AND BUSINESS AVIATION FLIGHTS

Mandatory request for prior APT slot clearance for all General and Business aviation flights, from the Aena APT Slots Coordination Office through application of Article 2 (g) of Regulation (EEC) No. 95/93.

Slot requests for General and Executive aviation for the period between 15 June and 15 September, only accepted MAX 15 days in advance regarding Day of Flight (DOF) and Estimated Time of Arrival (ETA).

Slot requests corresponding to General and Business aviation flights must be referred to the Department of Slots Coordination AECFA, for its clearance:

- Via e-mail: slots@aecfa.es

For General and Business aviation flights wishing to operate at the APT, the following information shall be included in box 18 "Other data":

- Flight handling agent; or
- Contracted General and Business aviation manager.

Overnight applications of more than one night shall be coordinated:

- Depending on the type of ACFT;
- The means of the handling agent;
- The parking capacity of the apron.

### 1.8. OTHER INFORMATION

RWY 10 right-hand circuit.

Birds in vicinity of APT.

**LEAL/ALC**

ALICANTE-ELCHE MIGUEL HERNANDEZ

**JEPPESEN**

10-1P3

Eff 10 Aug

4 AUG 23

**ALICANTE, SPAIN****AIRPORT BRIEFING**

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## 2. ARRIVAL

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### 2.1. SPEED RESTRICTIONS

#### SPEED ADJUSTMENTS UNDER RADAR CONTROL

- MAX 250 KT at or below FL 100.
- MAX 220 KT when leaving IAF.
- MAX 180 KT when leaving IF or when completing the final turn.
- MAX 160 KT when crossing the FAF. ACFT shall maintain this speed till 4NM from THR.
- ACFT with cruising speed lower to the aforementioned shall maintain cruising speed up to the adjusting fix concerned.

If this speed adjustment cannot be carried out, pilots shall notify to ATC which speed can be maintained.

ACFT will be exempt from complying with these speed limitations when a continuous descent arrival is being performed, but not from complying with those which are explicitly shown in some charts.

### 2.2. RWY OPERATIONS

#### 2.2.1. GENERAL

Vacate RWY 10 only via TWYs C2, C4, C5, C7, C8 or C9.

TWYs C2, C5 and C7 restricted to ACFT with MAX code letter C (MAX wingspan 118'/36m). ACFT A346, A35K and B77W may only use TWY C8.

Vacate RWY 28 only via TWYs A2, A4, A5 or A6. TWY A4 restricted to ACFT with MAX code letter C (MAX wingspan 118'/36m). ACFT A346, A35K and B77W may only use TWY A5.

#### 2.2.2. MINIMUM RWY OCCUPANCY TIME

To make maximum use of the RWY, reduce its occupancy time and the incidence of go-around, it is important for the pilot-in-command, without prejudice to the safety and normal operation of the ACFT, to adapt their landing maneuvers to vacate the RWY rapidly via:

- Landings on RWY 28: TWY A2.
- Landings on RWY 10: TWY C2 (code letter C or lower ACFT) or TWY C4 (code letters D, E or F ACFT).

ACFT that have already landed will report 'RWY vacated' and the exit TWY used. They will hold position waiting for taxiing instructions from ATC.

#### 2.2.3. ACFT WITH CODE LETTER F OPERATION

PAPI is not suitable to use by ACFT with code letter F.

RWY 10 in use: Exit RWY preferably via TWYs C4, C8 or C9.

RWY exit via TWYs C2, C5 or C7 not authorized for ACFT of code letter higher than C.

RWY 28 in use: Exit RWY preferably via TWYs A2, A5 or A6.

RWY exit via TWY A4 not authorized for ACFT of code letter higher than C.

When the ACFT has vacated the RWY and is on the parallel TWY, the Follow-me car will guide it to the stand.

### 2.3. TAXI PROCEDURES

After vacating the RWY, if no taxiing instructions have been received, ACFT shall hold short of the TWY parallel to the RWY.

The guidance service will be provided with a Follow-me vehicle to the GA stands, and to those where the visual docking guidance system is unserviceable.

The guidance service will also be provided in cases when the apron pavement is wet, as well as upon request either by TWR or the pilot, or in exceptional cases.

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4 AUG 23

ALICANTE, SPAIN

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## 2. ARRIVAL

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### 2.4. CONTINUOUS DESCENT INFORMATION

Depending on traffic situation, and if no need for interrupting the descent is foreseen, ACFT 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.

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## 3. DEPARTURE

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### 3.1. ATC CLEARANCE REQUEST AND START-UP VIA DATA LINK

#### 3.1.1. GENERAL

DCL departure procedures are applied at Alicante-Elche Miguel Hernandez APT in the provision of ATC clearance and start-up services.

In case of discrepancies, voice communications will always prevail over datalink. The pilot may request ATC clearance via DCL from 30 minutes before their TOBT until 5 minutes after their TOBT.

The pilot shall request ATC clearance and start-up simultaneously via RCD. The RCD message shall contain the following data:

- ACFT callsign according to the submitted flight plan (FPL);
- departure aerodrome;
- parking position;
- destination aerodrome;
- letter corresponding to the ATIS information received;
- ICAO ACFT type.

Any free text sent via the RCD by the pilot will not be considered by ATC. Special requests will always be made via voice communications.

The pilot will receive a message of acceptance, "RCD RECEIVED", or of rejection, "RCD REJECTED".

In the case of acceptance, ALICANTE Clearance will issue a CLD message with the following fields:

- ACFT callsign;
- destination aerodrome;
- assigned RWY for departure;
- departure procedure (SID)  
(Note: The initial altitude will correspond to the published SID.);
- SSR code mode A (SQUAWK);
- ADT (Approved Departure Time)  
(Note: ADT = CTOT of the flight, if applicable.);
- next frequency;
- current ATIS information letter;
- additional information, which will include start-up clearance or instructions to request it in the case of failure to comply with the start-up approval parameters indicated under A-CDM PROCESS below.

When a CLD message is sent in the valid range of TOBT and TSAT, ATC and start-up clearance will be received. If the pilot is not ready for start-up, he/she shall not accept the clearance and shall contact the controller by voice when ready.

When an FSM message of the type "REVERT TO VOICE PROCEDURES" is received, the datalink communication will be deemed to have concluded and the revert to voice procedures will be applied.

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ALICANTE, SPAIN

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### 3. DEPARTURE

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When the CLD message is received:

- if any inconsistencies in the received message are detected, the pilot must revert to voice procedures and request a new clearance;
- if the pilot considers the CLD clearance message to be correct, he/she must respond via data link with a CDA message.

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 datalink will be terminated and a "CDA REJECTED" message will be received in the FMS.

When a correct CDA message is received, the ATC system will send the ACFT a "CLEARANCE CONFIRMED" message in the FMS and will terminate the communication via datalink.

Push-back must be requested on the frequency stated in the appropriate CLD message, and it may only be approved via voice on that frequency.

#### 3.1.2. REVERT TO VOICE PROCEDURES

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

### 3.2. APT-COLLABORATIVE DECISION MAKING (A-CDM)

#### 3.2.1. DEFINITIONS

EOBT: Estimated Off-Block Time.

NMOC: Network Manager Operations Center.

CTOT: Calculated Take-Off Time.

TOBT: Target Off-Block Time. Time by which air carrier or ground handling agent expects to be ready, with doors closed, airbridge disconnected and ACFT push-back equipment connected.

TSAT: Target Start-Up Approval Time. Estimated start-up time calculated based on the TOBT, taxi time from stand, the CTOT (if subject to regulation) and APT operational capability.

TTOT: Target Take-Off Time.

#### 3.2.2. GENERAL

APT applies A-CDM processes in the ACFT departure sequence. The A-CDM processes start 3 hours prior to the EOBT and end with ACFT take-off. Throughout the process, all flight-related information must be kept up-to-date. The information will be sent automatically to the NMOC at Eurocontrol and will be used to improve management in assigning CTOT.

APT 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.

#### 3.2.3. A-CDM PROCESS

ACFT may request ATC clearance from 30 minutes prior to their TOBT, and may request start-up from 5 minutes prior to their TOBT until 5 minutes after TSAT.

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

On their first call (if they are not using data link), ACFT must:

- report ACFT type and series, stand and ATIS message received;
- communicate the need to perform a cross-bleed start if required.

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ALICANTE-ELCHE MIGUEL HERNANDEZ

JEPPESSEN

10-1P6

Eff 10 Aug

4 AUG 23

ALICANTE, SPAIN

AIRPORT BRIEFING

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### 3. DEPARTURE

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Between TOBT -5 and TSAT +5, the pilot shall request start-up. When possible (TSAT -5, TSAT +5), approval for this will be issued. 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 shall not log the start-up request and pilot must contact his/her flight coordinator to correct A-CDM parameters.

Once the start-up request has been logged and TSAT information has been provided, in order to avoid saturating the frequency, pilots shall refrain from making additional calls before requesting start-up clearance in accordance with the updated TSAT.

If no start-up request is received within 5 minutes after TSAT, the flight will lose its TSAT and its start-up will not be cleared. A new updated TOBT and EOBT shall be required in order to sequence the flight again and to receive a new TSAT.

The TOBT and/or EOBT may only be updated by the air carrier or its ground handling agent, therefore pilots shall refrain from making requests of this nature to ATC.

### 3.3. START-UP, PUSH-BACK AND TAXI PROCEDURES

#### 3.3.1. START-UP

To avert the automatic cancellation of flight plans, the Estimated Off-Block Time (EOBT) must be maintained up-to-date.

Permission to start up engines/turbines shall be requested on the clearance frequency or, if this is not attended, on the frequency stated via ATIS or CLD message. When this permission is requested, the ACFT must be completely ready to start up immediately.

For requests by voice, pilots must indicate the full ACFT callsign to ATC, together with the stand occupied and the ATIS message received.

ACFT must comply with the provisions described under A-CDM PROCESS above.

Start-up of engines above idling at all stands in contact with the terminal is forbidden, until the ACFT is lined up with the TWY.

#### 3.3.2. CARRYING OUT OF CROSS-BLEED START

On remote stands (second line) with autonomous exit, cross-bleed start (to start the second engine by means of bleeding the first one) overseen by the Follow-me car is authorized subject to prior coordination with ATC.

This operation must be carried out increasing the power only to the minimum needed to start the rest of the engines.

The autonomous exit from those stands where it is allowed shall be carried out in such a way that, when turning, idling power is not exceeded. Pilots will be responsible for carrying out the stand exit maneuver observing the Guidance System and leaving the apron through the first available gate to go to the RWY in service, unless otherwise instructed by ATC.

#### 3.3.3. PUSH-BACK

Clearance for ACFT towing shall be requested from TWR on the appropriate frequency.

ACFT must be ready for towed push-back at approved start-up time; otherwise pilots will contact ATC. The time between the end of the towing maneuver and the beginning of taxiing must be 3 minutes at the most.

At remote stands, ACFT must request taxiing instructions at most 3 minutes after receiving approval for start-up.

LEAL/ALC

ALICANTE-ELCHE MIGUEL HERNANDEZ

 JEPPESEN

10-1P7

Eff 10 Aug

4 AUG 23

ALICANTE, SPAIN

AIRPORT BRIEFING

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### 3. DEPARTURE

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Unless otherwise directed, push-back maneuvers shall be accomplished as follows:

- RWY 10 in service: Push-back with nose to West.
- RWY 28 in service: Push-back with nose to East.

**Exceptions:**

Regardless of RWY in use, ACFT parked on

- Stands 1A, 36, 37 thru 49: Push-back with nose to South.
- Stands 1B, 1C, 200: Push-back with nose to West.
- Stands 33, 35, 87 and 89: Push-back with nose to East.

#### 3.3.4. TAXI PROCEDURES

##### 3.3.4.1. ACFT WITH CODE LETTER E OPERATION

ACFT exit from stands 2 or 4C will always be carried out via gate A.

#### 3.4. RWY OPERATIONS

##### 3.4.1. MINIMUM RWY OCCUPANCY TIME

ATC will consider that every ACFT at holding position is able to commence line-up on RWY and take-off run immediately after take-off clearance is issued.

Pilots unable to comply with this requirement shall notify ATC before reaching holding position.

Limitations on departure operations through holding position of RWY 10:

- TWY A4 is limited to ACFT of MAX code letter C (MAX wingspan 118'/36m).
- ACFT A346, A35K and B77W may only use TWY A5.

Limitations on departure operations through holding position of RWY 28:

- TWYs C5 and C7 are limited to ACFT with MAX wingspan 118'/36m.
- ACFT A346, A35K and B77W may only use TWY C8.

##### 3.4.2. ACFT WITH CODE LETTER F OPERATION

RWY 10 in use: Enter RWY preferably via TWYs A5 or A6.

RWY entry via TWY A4 not authorized for ACFT with code letter higher than C.

RWY 28 in use: Enter RWY preferably via TWYs C8 or C9.

RWY entry via TWYs C5 and C7 not authorized for ACFT with code letter higher than C.



# LEAL/ALC ALICANTE-ELCHE

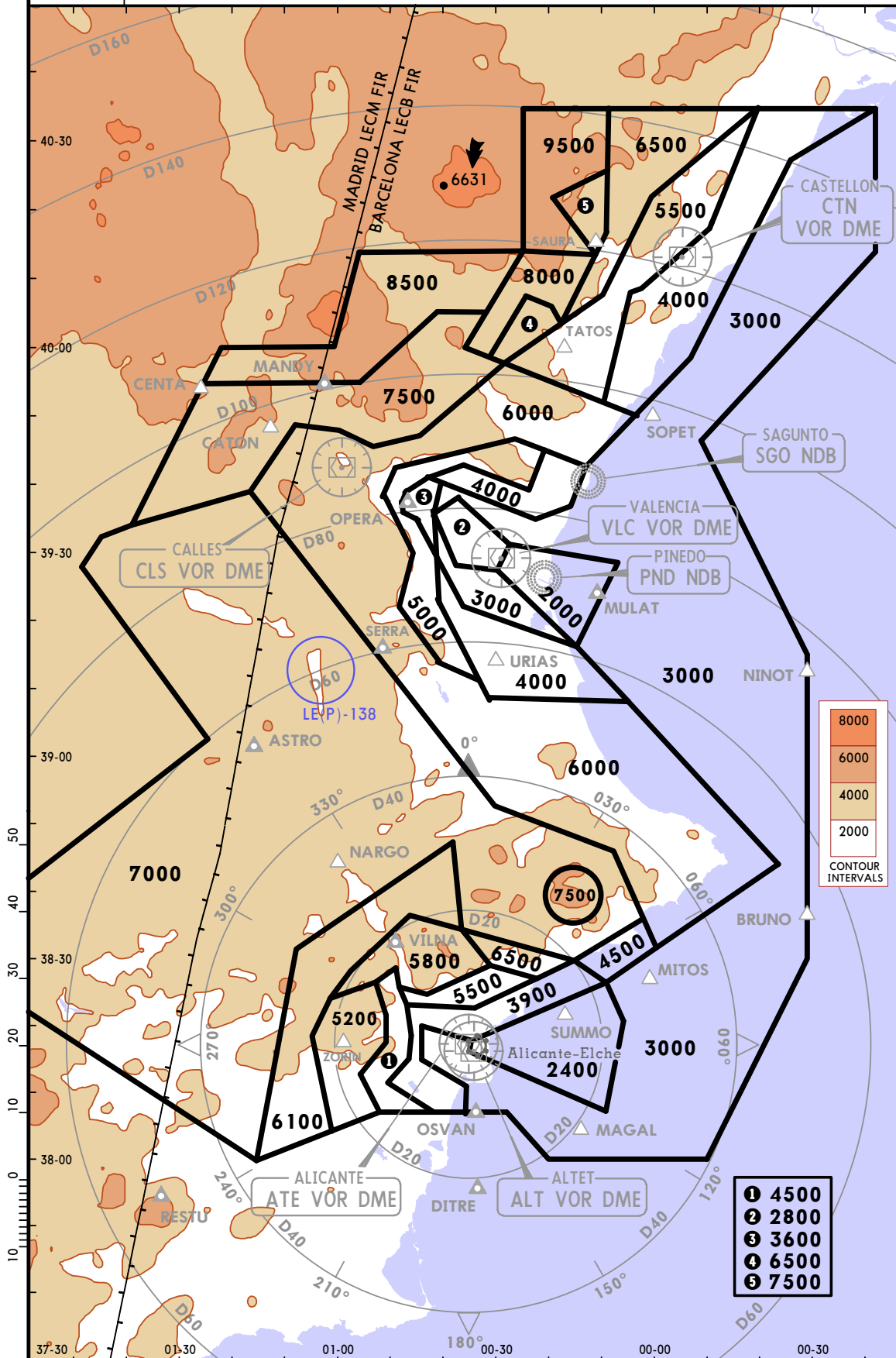
26 OCT 18 **10-1R** Eff 8 Nov

# ALICANTE, SPAIN

**RADAR MINIMUM ALTITUDES**

Apt Elev  
**142'**

Alt Set: hPa Trans level: By ATC Trans alt: 6000'  
1. The published minimum altitudes integrate no correction for low temperatures.  
2. This chart should only be used for cross-checking of assigned altitudes while under RADAR control.





# LEAL/ALC

# JEPPESEN ALICANTE, SPAIN

ALICANTE-ELCHE MIGUEL HERNANDEZ

24 NOV 23

10-2

Eff 30 Nov

STAR

D-ATIS  
120.080

Apt Elev  
142

Alt Set: hPa  
Trans level: By ATC

ASTRO 2L [ASTR2L]  
ARRIVAL (RWY 10)

ASTRO 3N [ASTR3N] ①  
ARRIVAL (RWY 28)

**SPEED: MAX 250 KT AT OR BELOW FL100.  
MAX 220 KT WHEN LEAVING IAF.**

① Subject to activity of LE(D)-66.



CHANGES: MHA at BESOR, airport name.

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# LEAL/ALC

ALICANTE-ELCHE MIGUEL HERNANDEZ

**JEPPESEN ALICANTE, SPAIN**  
 24 NOV 23 **(10-2A)** Eff 30 Nov **STAR**

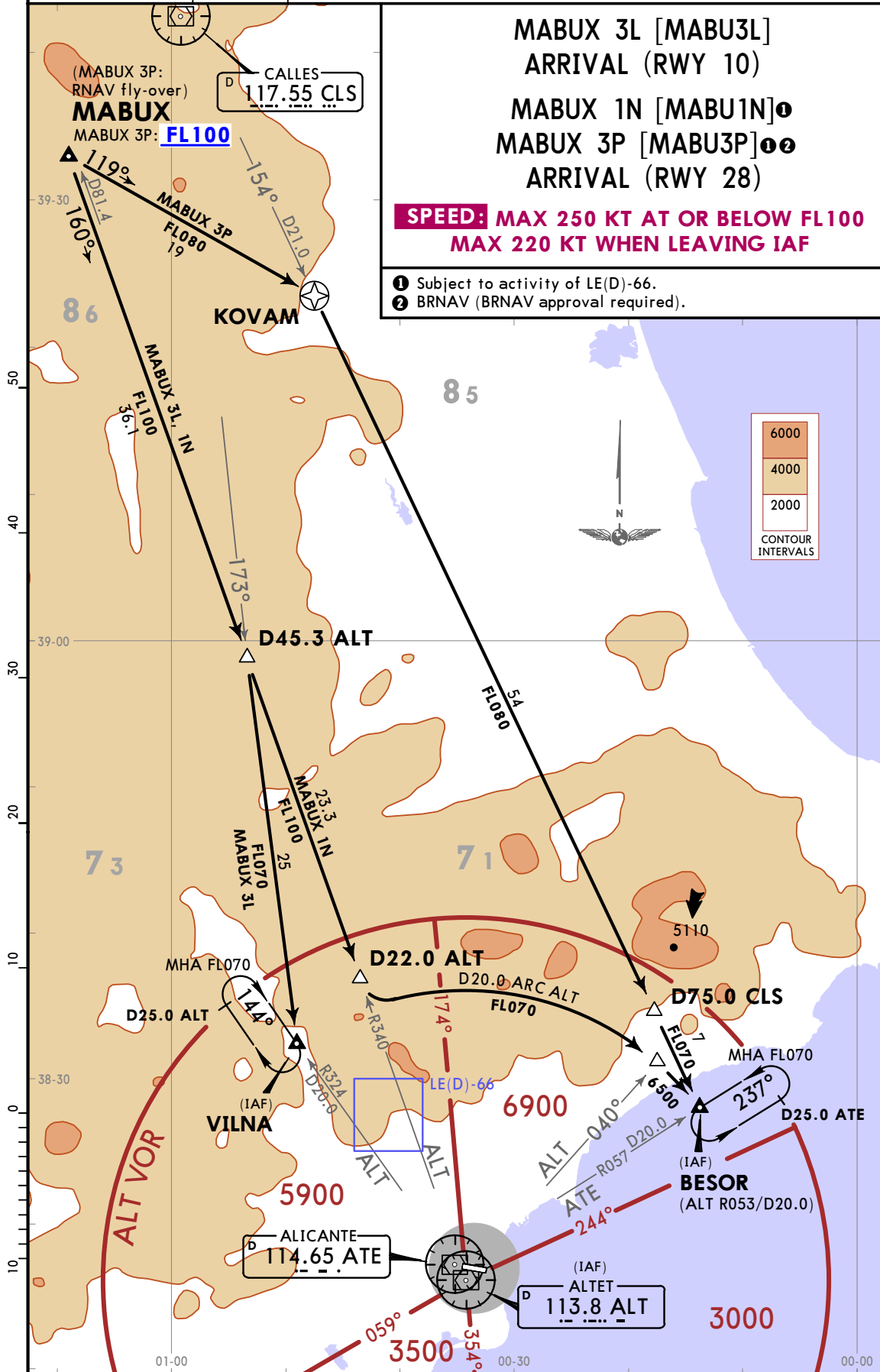
|                          |                        |                                     |
|--------------------------|------------------------|-------------------------------------|
| D-ATIS<br><b>120.080</b> | Apt Elev<br><b>142</b> | Alt Set: hPa<br>Trans level: By ATC |
|--------------------------|------------------------|-------------------------------------|

**MABUX 3L [MABU3L]**  
ARRIVAL (RWY 10)

**MABUX 1N [MABU1N]**①  
**MABUX 3P [MABU3P]**①②  
ARRIVAL (RWY 28)

**SPEED: MAX 250 KT AT OR BELOW FL100**  
**MAX 220 KT WHEN LEAVING IAF**

- ① Subject to activity of LE(D)-66.
- ② BRNAV (BRNAV approval required).



CHANGES: MABUX 2P renumbered 3P, MEAs, MHA at BESOR, airport name.

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# LEAL/ALC

ALICANTE-ELCHE MIGUEL HERNANDEZ

24 NOV 23

10-2B

Eff 30 Nov

STAR

## JEPPESEN ALICANTE, SPAIN

|                   |                 |                                     |
|-------------------|-----------------|-------------------------------------|
| D-ATIS<br>120.080 | Apt Elev<br>142 | Alt Set: hPa<br>Trans level: By ATC |
|-------------------|-----------------|-------------------------------------|

- ➊ CALLES 2L (CLS2L), VALENCIA 3L (VLC3L)  
ARRIVALS (RWY 10)
- ➋ CALLES 4N (CLS4N), VALENCIA 3N (VLC3N)  
ARRIVALS (RWY 28)

**SPEED: MAX 250 KT AT OR BELOW FL100**  
**MAX 220 KT WHEN LEAVING IAF**

➌ Possible coverage failure below FL130.  
 RADAR assistance will be provided.



CHANGES: CLS 3N renumbered 4N, MEAs, MHA at BESOR, airport name.

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# LEAL/ALC

ALICANTE-ELCHE MIGUEL HERNANDEZ

24 NOV 23

10-2C

Eff 30 Nov

STAR

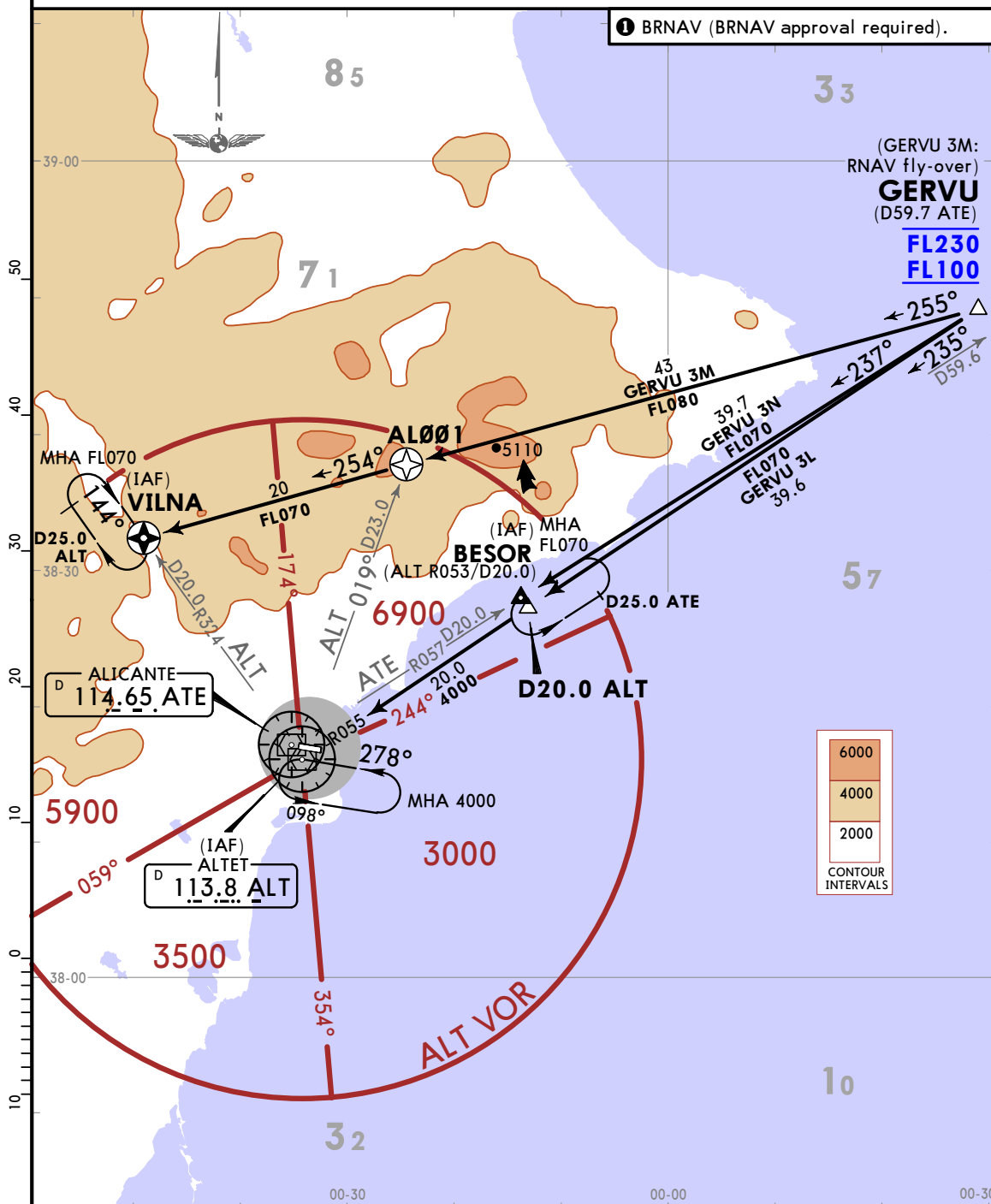


|                   |                 |                                     |
|-------------------|-----------------|-------------------------------------|
| D-ATIS<br>120.080 | Apt Elev<br>142 | Alt Set: hPa<br>Trans level: By ATC |
|-------------------|-----------------|-------------------------------------|

GERVU 3L [GERV3L]  
 GERVU 3M [GERV3M] **①**  
 ARRIVALS (RWY 10)  
 GERVU 3N [GERV3N]  
 ARRIVAL (RWY 28)

**SPEED: MAX 250 KT AT OR BELOW FL100**  
**MAX 220 KT WHEN LEAVING IAF**

**①** BRNAV (BRNAV approval required).



CHANGES: STARs renumbered & revised, airport name.

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# LEAL/ALC

ALICANTE-ELCHE MIGUEL HERNANDEZ

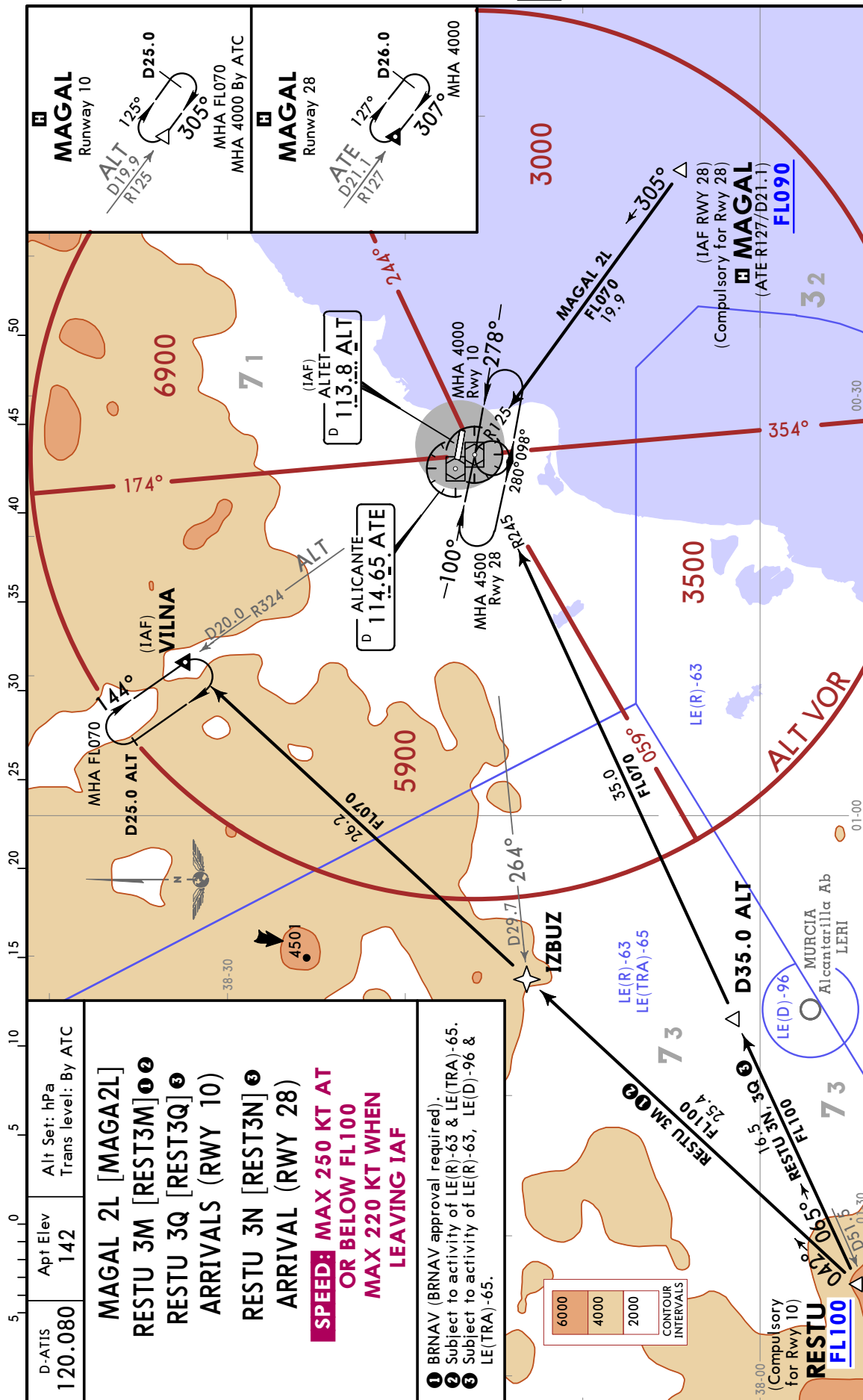
24 NOV 23

10-2D

Eff 30 Nov

STAR

## JEPPESEN ALICANTE, SPAIN



CHANGES: STARs renumbered & revised, airport name.

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# LEAL/ALC

ALICANTE-ELCHE MIGUEL HERNANDEZ

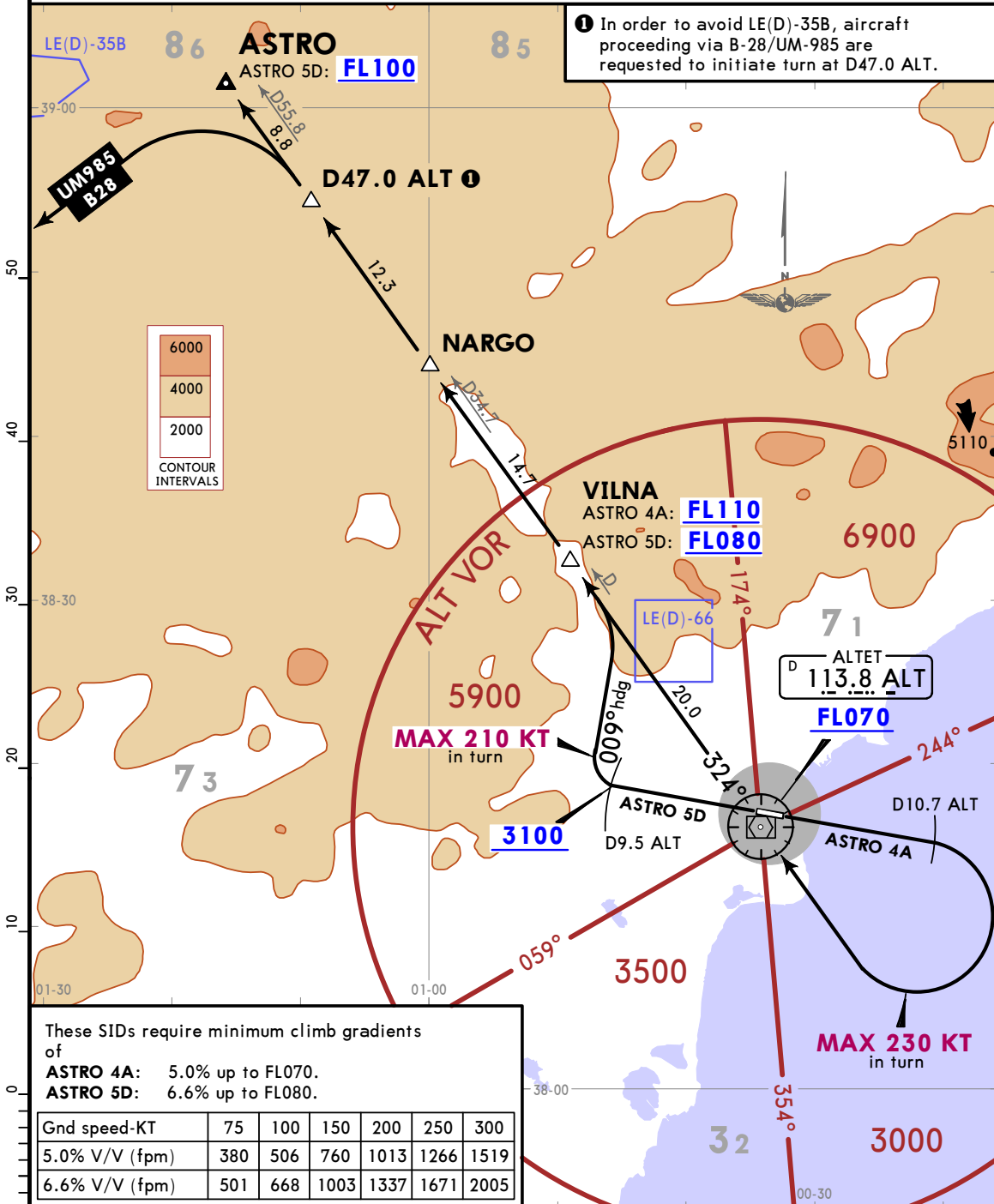
**JEPPESEN**  
8 DEC 23 **10-3**

# ALICANTE, SPAIN

**SID**

Apt Elev **142**  
 Trans alt: 6000  
 1. RWY 28: For close-in obstacles refer to chart 10-3OB1.  
 2. ASTRO 5D: Length of the dead reckoning segment is not standard.

## ASTRO 4A [ASTR4A], ASTRO 5D [ASTR5D] DEPARTURES (ALL RWYS)



① In order to avoid LE(D)-35B, aircraft proceeding via B-28/UM-985 are requested to initiate turn at D47.0 ALT.

These SIDs require minimum climb gradients of

**ASTRO 4A:** 5.0% up to FL070.  
**ASTRO 5D:** 6.6% up to FL080.

|                |     |     |      |      |      |      |
|----------------|-----|-----|------|------|------|------|
| Gnd speed-KT   | 75  | 100 | 150  | 200  | 250  | 300  |
| 5.0% V/V (fpm) | 380 | 506 | 760  | 1013 | 1266 | 1519 |
| 6.6% V/V (fpm) | 501 | 668 | 1003 | 1337 | 1671 | 2005 |

Initial climb clearance: Climb to **6000** and wait for further clearance.

| SID                  | RWY       | ROUTING   |
|----------------------|-----------|---|
| <b>ASTRO 4A</b><br>② | <b>10</b> | Climb on runway heading to D10.7 ALT, turn RIGHT to ALT, ALT R324 via VILNA and NARGO to ASTRO.                 |
| <b>ASTRO 5D</b>      | <b>28</b> | Climb on runway heading to D9.5 ALT, turn RIGHT, 009° heading, intercept ALT R324 via VILNA and NARGO to ASTRO. |

② Subject to activity of LE(D)-66.

**LEAL/ALC**  
ALICANTE-ELCHE MIGUEL HERNANDEZ

**JEPPESEN**  
8 DEC 23 **10-3A**

**ALICANTE, SPAIN**  
**RNAV SID**

Apt Elev **142** Trans alt: 6000  
1. RWY 28: For close-in obstacles refer to chart 10-3OB1.  
2. CATON 4C: Length of the dead reckoning segment is not standard.

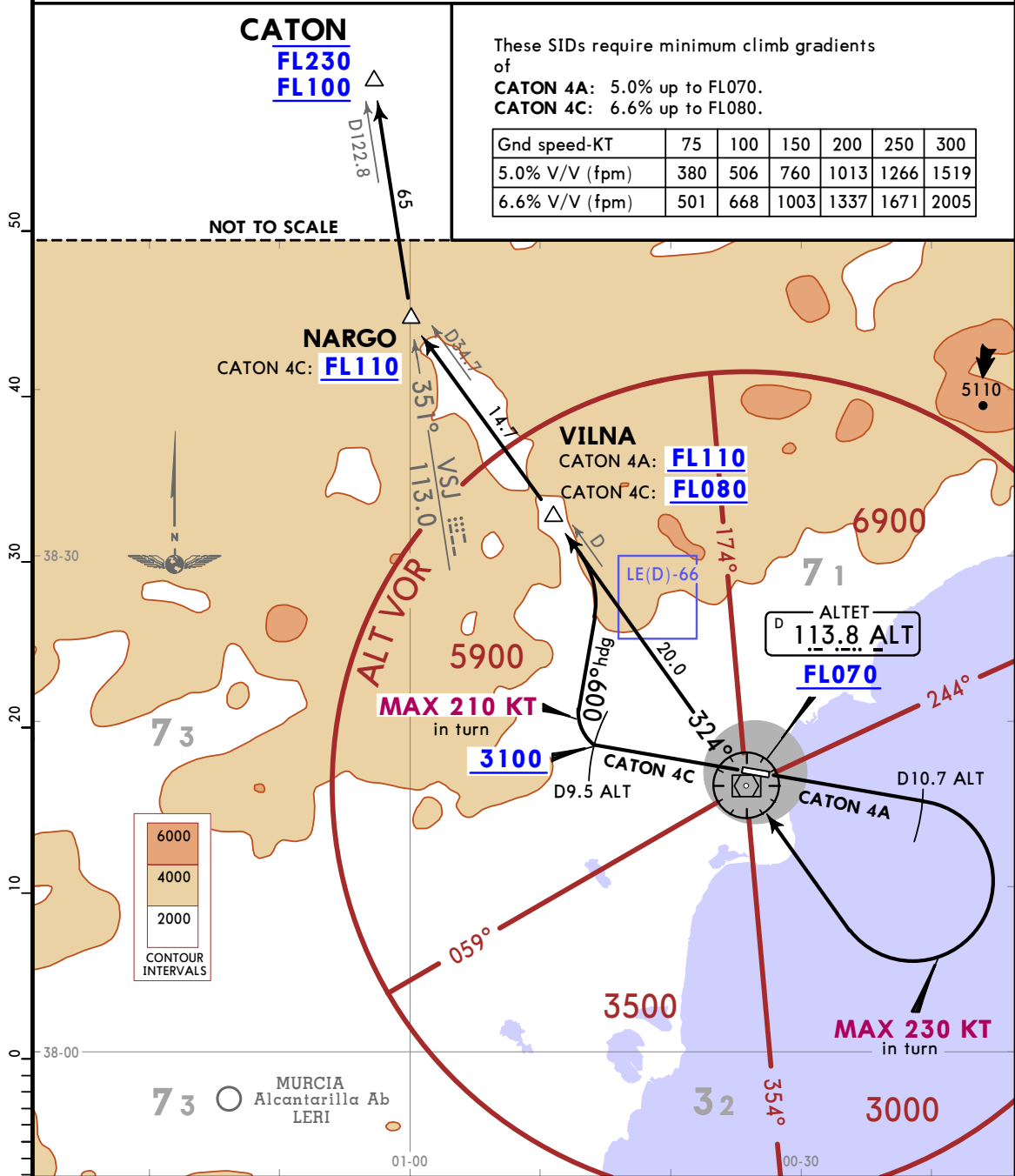
**CATON 4A [CAT04A], CATON 4C [CAT04C]**  
**B-RNAV DEPARTURES**  
**(ALL RWYS)**  
**B-RNAV APPROVAL REQUIRED**

**CATON**  
**FL230**  
**FL100**

These SIDs require minimum climb gradients of

**CATON 4A:** 5.0% up to FL070.  
**CATON 4C:** 6.6% up to FL080.

|                |     |     |      |      |      |      |
|----------------|-----|-----|------|------|------|------|
| Gnd speed-KT   | 75  | 100 | 150  | 200  | 250  | 300  |
| 5.0% V/V (fpm) | 380 | 506 | 760  | 1013 | 1266 | 1519 |
| 6.6% V/V (fpm) | 501 | 668 | 1003 | 1337 | 1671 | 2005 |



Initial climb clearance: Climb to **6000** and wait for further clearance.

| SID                         | RWY       | ROUTING  |
|-----------------------------|-----------|--|
| <b>CATON 4A</b><br><b>①</b> | <b>10</b> | Climb on runway heading to D10.7 ALT, turn RIGHT to ALT, ALT R324 via VILNA to NARGO, then to CATON.                 |
| <b>CATON 4C</b>             | <b>28</b> | Climb on runway heading to D9.5 ALT, turn RIGHT, 009° heading, intercept ALT R324 via VILNA to NARGO, then to CATON. |

**①** Subject to activity of LE(D)-66.

CHANGES: Close-in obstacles reference note.

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# LEAL/ALC

ALICANTE-ELCHE MIGUEL HERNANDEZ



# JEPPESEN ALICANTE, SPAIN

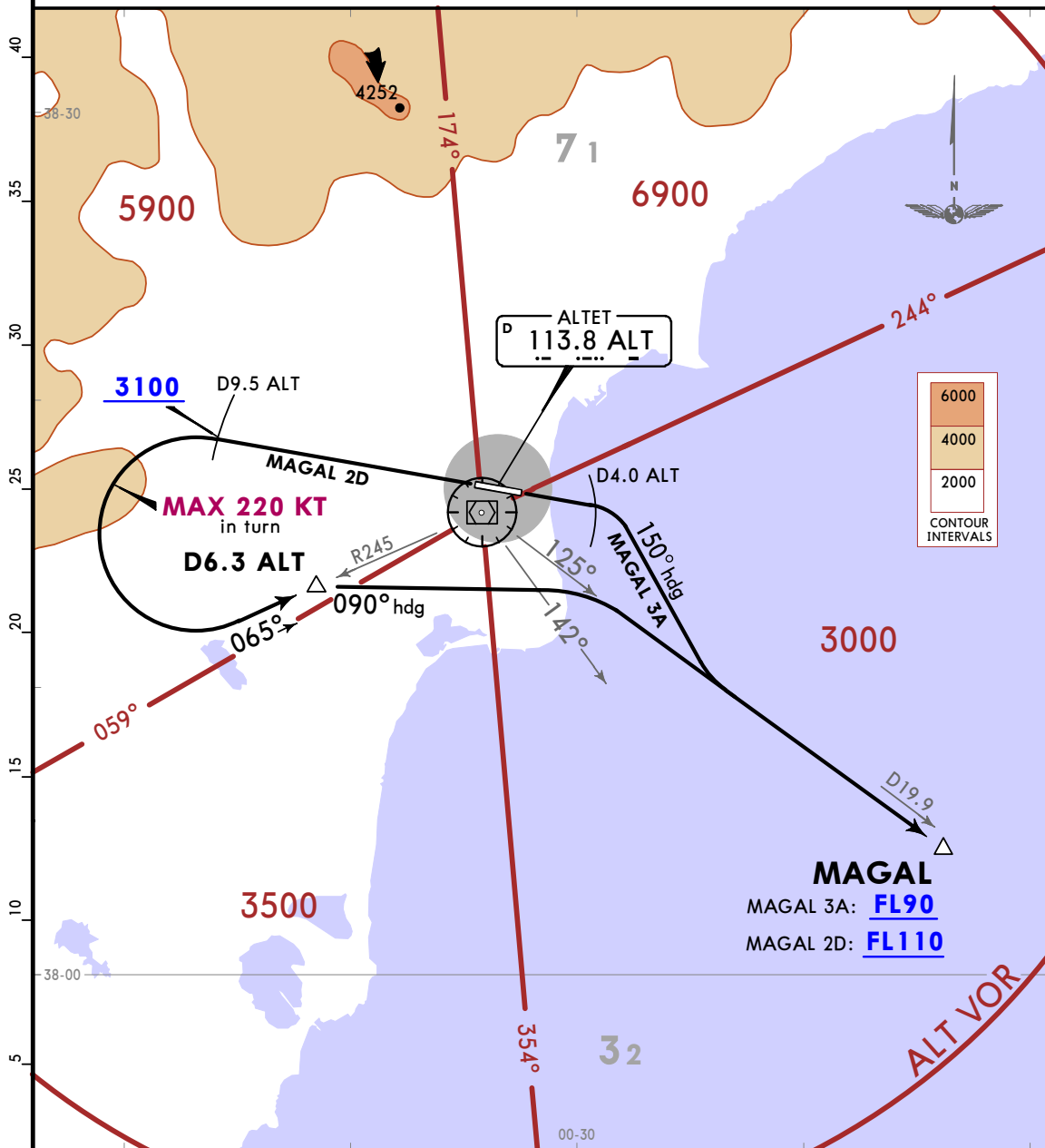
8 DEC 23 (10-3B)

**SID**

Apt Elev  
**142**

Trans alt: 6000  
RWY 28: For close-in obstacles refer to chart 10-30B1.

## MAGAL 3A [MAGA3A] MAGAL 2D [MAGA2D] DEPARTURES



These SIDs require minimum climb gradients of  
**MAGAL 3A:** 7.3% up to FL90.  
**MAGAL 2D:** 5.5% up to FL70.

|                |     |     |      |      |      |      |
|----------------|-----|-----|------|------|------|------|
| Gnd speed-KT   | 75  | 100 | 150  | 200  | 250  | 300  |
| 5.5% V/V (fpm) | 418 | 557 | 835  | 1114 | 1392 | 1671 |
| 7.3% V/V (fpm) | 554 | 739 | 1109 | 1479 | 1848 | 2218 |

Initial climb clearance: Climb to **6000** and wait for further clearance.

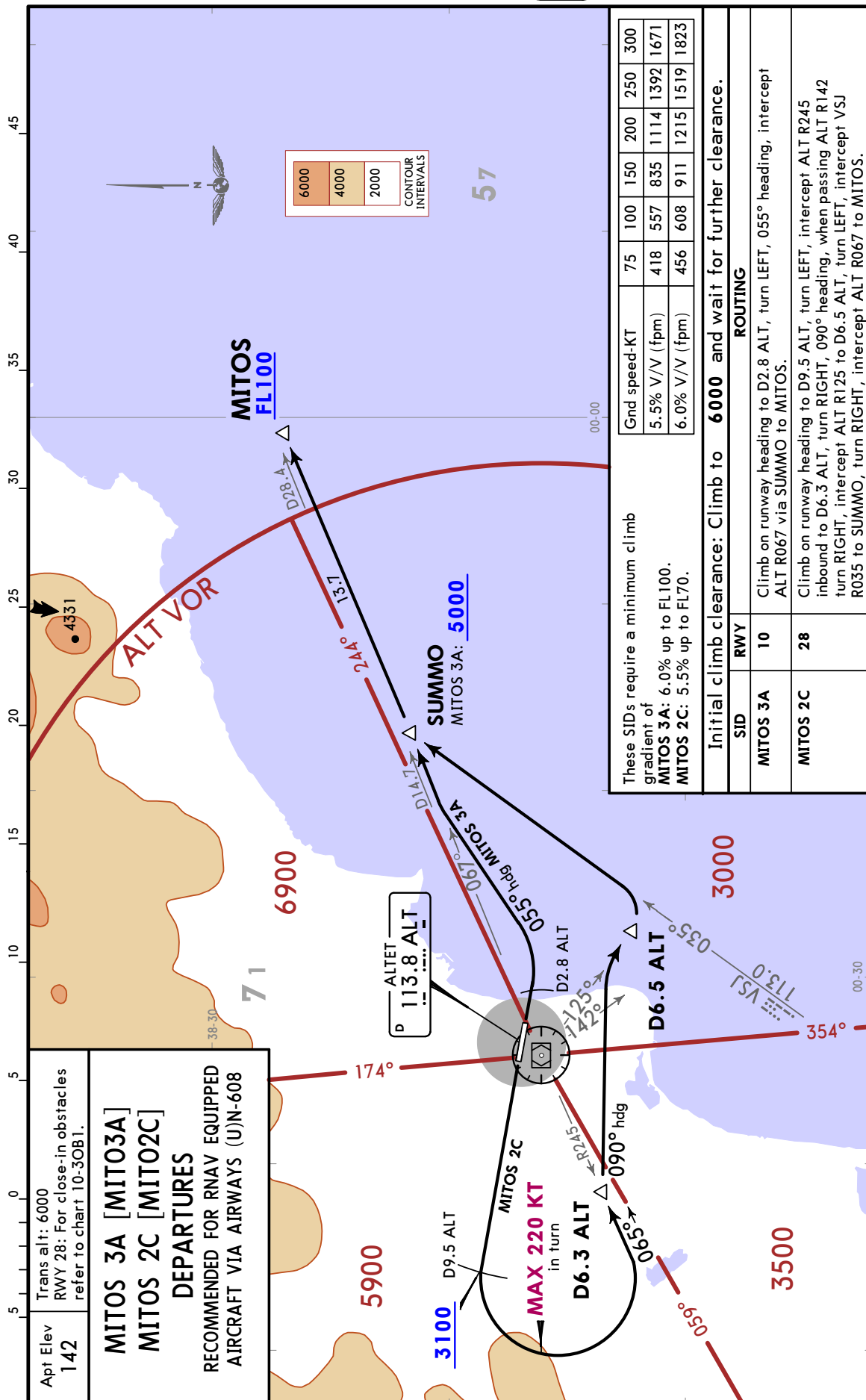
| SID             | RWY       | ROUTING  |
|-----------------|-----------|--|
| <b>MAGAL 3A</b> | <b>10</b> | Climb on runway heading to D4.0 ALT, turn RIGHT, 150° heading, intercept ALT R125 to MAGAL.  |
| <b>MAGAL 2D</b> | <b>28</b> | Climb on runway heading to D9.5 ALT, turn LEFT, intercept ALT R245 inbound to D6.3 ALT, turn RIGHT, 090° heading, when passing ALT R142 turn RIGHT, intercept ALT R125 to MAGAL. |

CHANGES: Close-in obstacles reference note.

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**LEAL/ALC**  
ALICANTE-ELCHE MIGUEL HERNANDEZ

**JEPPESEN ALICANTE, SPAIN**  
8 DEC 23 **10-3C** **SID**



Apt Elev  
**142**

Trans alt: 6000  
RWY 28: For close-in obstacles refer to chart 10-3OB1.

**MITOS 3A [MITO3A]**  
**MITOS 2C [MITO2C]**  
**DEPARTURES**  
RECOMMENDED FOR RNAV EQUIPPED AIRCRAFT VIA AIRWAYS (U/N-608)

These SIDs require a minimum climb gradient of  
**MITOS 3A: 6.0% up to FL100.**  
**MITOS 2C: 5.5% up to FL70.**

| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
|----------------|-----|-----|-----|------|------|------|
| 5.5% V/V (fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |
| 6.0% V/V (fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |

**Initial climb clearance: Climb to 6000 and wait for further clearance.**

| SID             | RWY       | ROUTING  |
|-----------------|-----------|--|
| <b>MITOS 3A</b> | <b>10</b> | Climb on runway heading to D2.8 ALT, turn LEFT, 055° heading, intercept ALT R067 via SUMMO to MITOS.   |
| <b>MITOS 2C</b> | <b>28</b> | Climb on runway heading to D9.5 ALT, turn LEFT, intercept ALT R245 inbound to D6.3 ALT, turn RIGHT, 090° heading, when passing ALT R142 turn RIGHT, intercept ALT R125 to D6.5 ALT, turn LEFT, intercept VSI R035 to SUMMO, turn RIGHT, intercept ALT R067 to MITOS. |

CHANGES: Close-in obstacles reference note.

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# LEAL/ALC

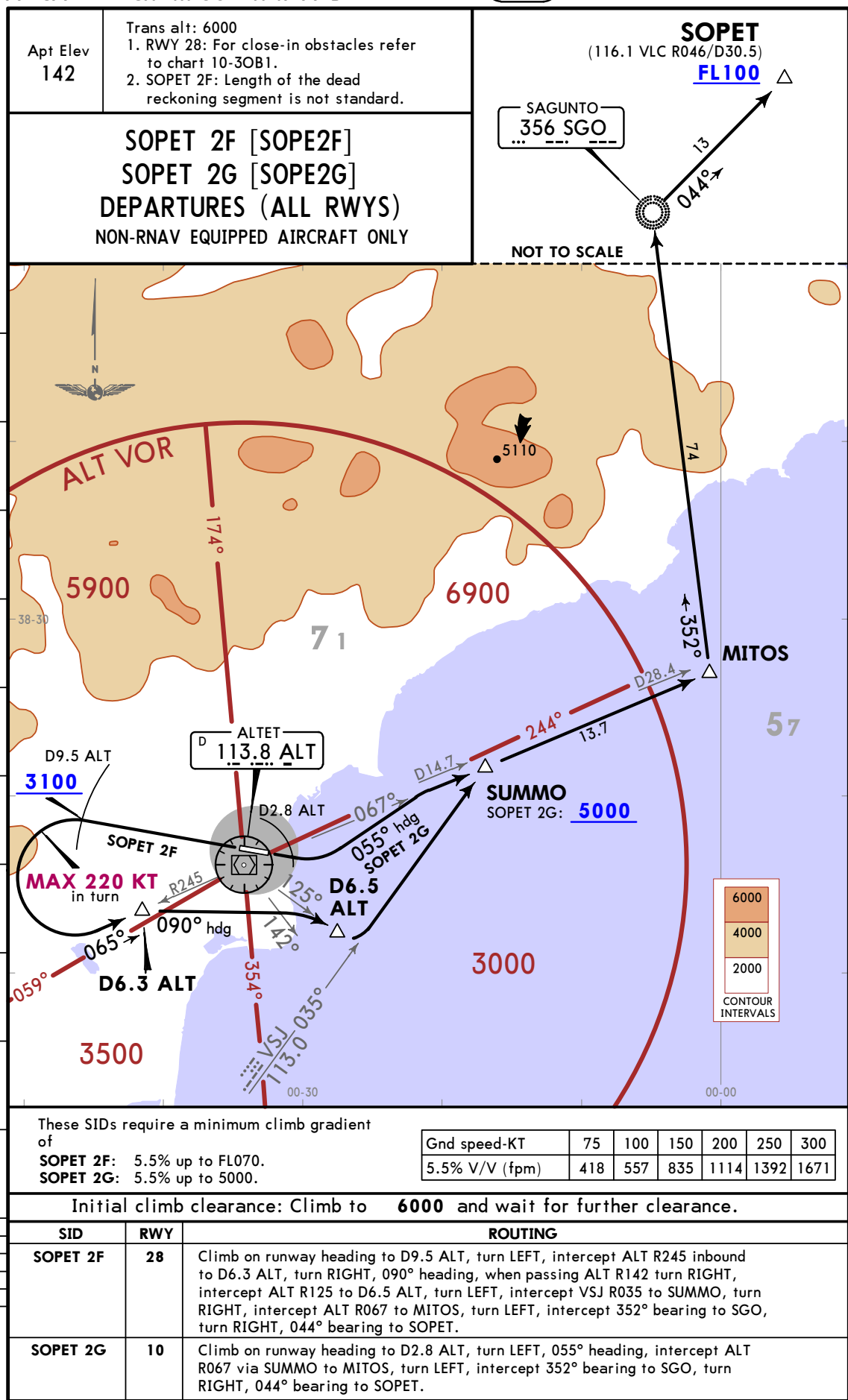
ALICANTE-ELCHE MIGUEL HERNANDEZ



# ALICANTE, SPAIN

8 DEC 23 10-3E

**SID**



CHANGES: Close-in obstacles reference note.

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# LEAL/ALC

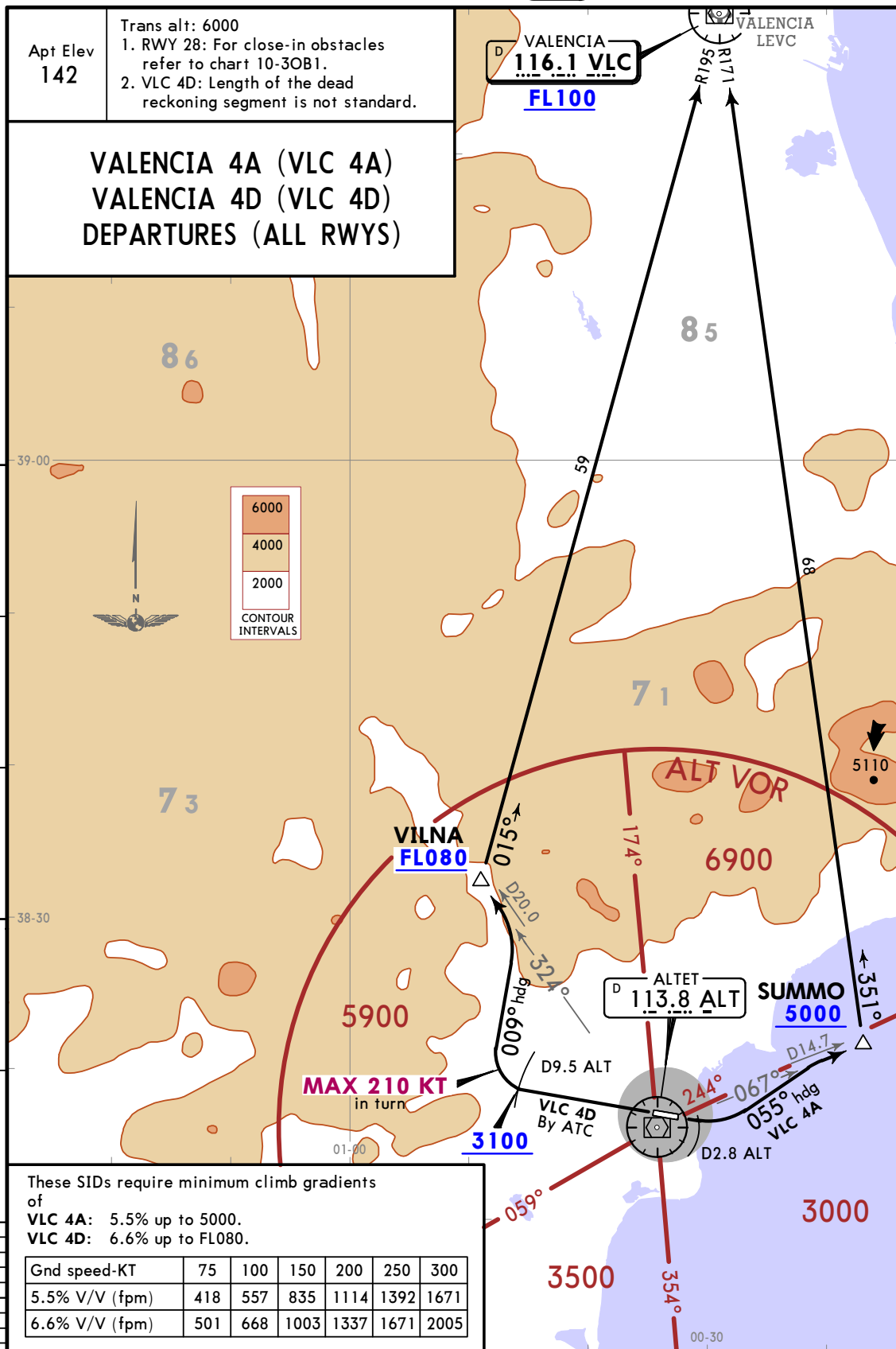
ALICANTE-ELCHE MIGUEL HERNANDEZ



# ALICANTE, SPAIN

8 DEC 23 10-3F

**SID**



These SIDs require minimum climb gradients of

**VLC 4A:** 5.5% up to 5000.  
**VLC 4D:** 6.6% up to FL080.

| Gnd speed-KT   | 75  | 100 | 150  | 200  | 250  | 300  |
|----------------|-----|-----|------|------|------|------|
| 5.5% V/V (fpm) | 418 | 557 | 835  | 1114 | 1392 | 1671 |
| 6.6% V/V (fpm) | 501 | 668 | 1003 | 1337 | 1671 | 2005 |

Initial climb clearance: Climb to **6000** and wait for further clearance.

| SID                  | RWY       | ROUTING  |
|----------------------|-----------|--|
| <b>VLC 4A</b>        | <b>10</b> | Climb on runway heading to D2.8 ALT, turn LEFT, 055° heading, intercept ALT R067 to SUMMO, turn LEFT, intercept VLC R171 inbound to VLC.   |
| <b>VLC 4D By ATC</b> | <b>28</b> | Climb on runway heading to D9.5 ALT, turn RIGHT, 009° heading, intercept ALT R324 to VILNA, turn RIGHT, intercept VLC R195 inbound to VLC. |

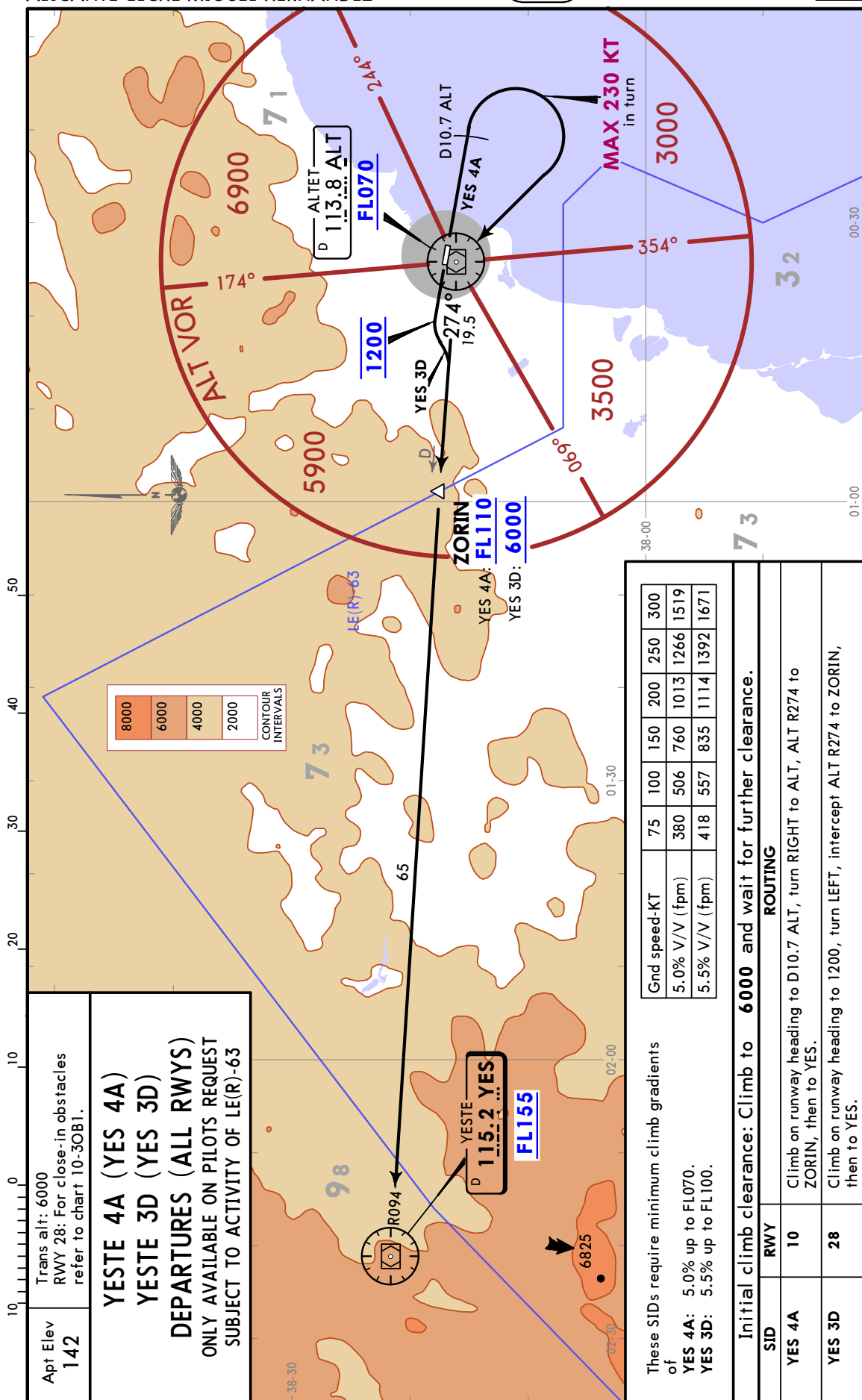
CHANGES: Close-in obstacles reference note.

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**LEAL/ALC**  
ALICANTE-ELCHE MIGUEL HERNANDEZ

**JEPPesen**  
8 DEC 23 **10-3G**

**ALICANTE, SPAIN**  
**SID**



Apt Elev  
**142**

Trans alt: 6000  
RWY 28: For close-in obstacles refer to chart 10-30B1.

**YESTE 4A (YES 4A)**  
**YESTE 3D (YES 3D)**  
**DEPARTURES (ALL RWYS)**  
ONLY AVAILABLE ON PILOTS REQUEST  
SUBJECT TO ACTIVITY OF LE(R)-63

These SIDs require minimum climb gradients of

|                |     |     |     |      |      |      |
|----------------|-----|-----|-----|------|------|------|
| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
| 5.0% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 5.5% V/V (fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |

Initial climb clearance: Climb to **6000** and wait for further clearance.

| SID           | RWY       | ROUTING  |
|---------------|-----------|--|
| <b>YES 4A</b> | <b>10</b> | Climb on runway heading to D10.7 ALT, turn RIGHT to ALT, ALT R274 to ZORIN, then to YES. |
| <b>YES 3D</b> | <b>28</b> | Climb on runway heading to 1200, turn LEFT, intercept ALT R274 to ZORIN, then to YES.    |

CHANGES: Close-in obstacles reference note.

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**LEAL/ALC**

ALICANTE-ELCHE MIGUEL HERNANDEZ



**JEPPESEN**

**ALICANTE, SPAIN**

24 NOV 23

10-3H

Eff 30 Nov

**DEPARTURE**

**CONTINGENCY DEPARTURES  
(ALL RWYS)**

In the event of failure of one or more nav aids used for the departures from runways 10, 28 the following procedures shall be carried out:

**RWY 10:** Climb on runway heading to 3500, turn by following ATC instructions.

**RWY 28:** Climb on 270° heading to 4500, turn by following ATC instructions.

These departures require minimum climb gradients of

**RWY 10:** 5.5%.

**RWY 28:** 7.0%.

|                |     |     |      |      |      |      |
|----------------|-----|-----|------|------|------|------|
| Gnd speed-KT   | 75  | 100 | 150  | 200  | 250  | 300  |
| 5.5% V/V (fpm) | 418 | 557 | 835  | 1114 | 1392 | 1671 |
| 7.0% V/V (fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |



**LEAL/ALC**  
ALICANTE-ELCHE MIGUEL HERNANDEZ

 **JEPPESEN** ALICANTE, SPAIN  
8 DEC 23 (10-30B1) **SID**

**CLOSE-IN OBSTACLES**

| OBSTACLE       | RWY | LOCATION                 | HGT | ALT |
|----------------|-----|--------------------------|-----|-----|
| TREE           | 28  | N38 17 17.7 W000 35 27.3 | 92  | 299 |
| TREE           | 28  | N38 17 19.6 W000 35 00.2 | 60  | 246 |
| LIGHTING TOWER | 28  | N38 16 59.5 W000 34 41.5 | 29  | 187 |
| TREE           | 28  | N38 17 18.1 W000 34 57.7 | 8   | 226 |
| TREE           | 28  | N38 17 18.0 W000 35 01.6 | 48  | 233 |
| TREE           | 28  | N38 17 18.1 W000 35 00.3 | 45  | 230 |
| LIGHTING TOWER | 28  | N38 17 00.0 W000 34 43.1 | 28  | 187 |
| TREE           | 28  | N38 17 18.6 W000 35 05.9 | 50  | 239 |
| TREE           | 28  | N38 17 18.8 W000 35 06.4 | 50  | 239 |
| LIGHTING TOWER | 28  | N38 17 00.3 W000 34 44.7 | 27  | 187 |
| LIGHTING TOWER | 28  | N38 16 57.8 W000 34 45.4 | 27  | 187 |
| TREE           | 28  | N38 17 18.6 W000 35 06.4 | 47  | 236 |
| TREE           | 28  | N38 17 19.4 W000 35 06.3 | 45  | 236 |
| POLE           | 28  | N38 16 59.1 W000 34 47.5 | 27  | 190 |
| POLE           | 28  | N38 17 00.5 W000 34 48.9 | 29  | 194 |
| POLE           | 28  | N38 16 57.9 W000 34 46.3 | 28  | 187 |
| POLE           | 28  | N38 16 59.8 W000 34 47.5 | 27  | 190 |
| TREE           | 28  | N38 17 00.3 W000 34 47.8 | 29  | 190 |
| LIGHTING TOWER | 28  | N38 16 58.8 W000 34 46.6 | 27  | 187 |
| LAMPPOST       | 28  | N38 16 58.9 W000 34 38.5 | 17  | 171 |
| TREE           | 28  | N38 17 00.0 W000 34 48.4 | 27  | 190 |
| POLE           | 28  | N38 17 00.7 W000 34 50.2 | 28  | 194 |
| TREE           | 28  | N38 17 06.4 W000 35 17.5 | 59  | 249 |
| LAMPPOST       | 28  | N38 16 59.2 W000 34 39.2 | 16  | 171 |
| TREE           | 28  | N38 17 17.0 W000 34 56.9 | 31  | 213 |
| TREE           | 28  | N38 17 06.4 W000 35 17.7 | 60  | 249 |
| TREE           | 28  | N38 17 22.2 W000 35 22.8 | 57  | 266 |

LEAL/ALC



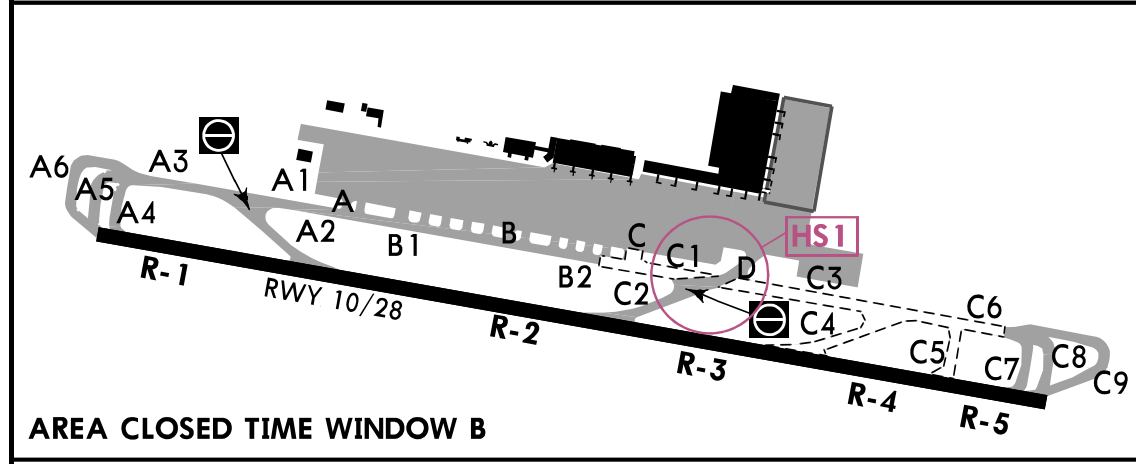
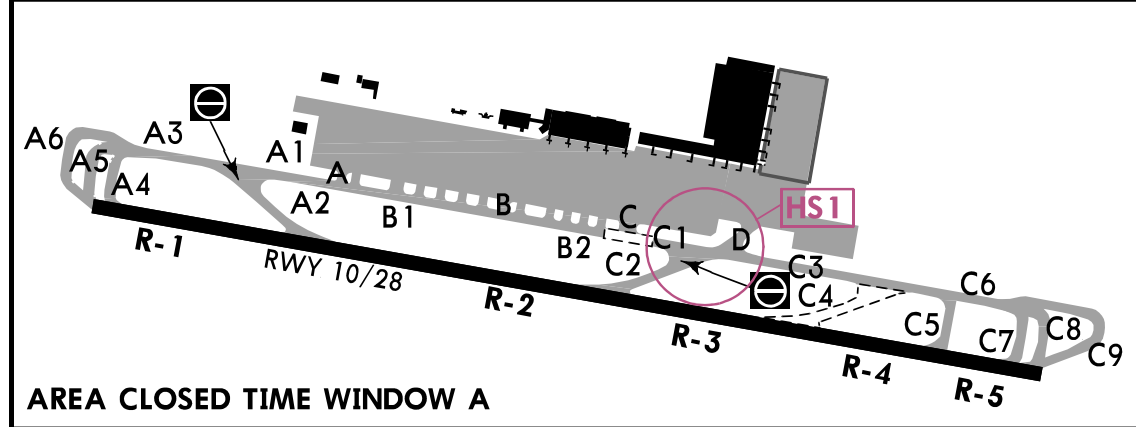
ALICANTE, SPAIN

1 DEC 23 (10-8) ALICANTE-ELCHE MIGUEL HERNANDEZ

**WORKS ON TAXIWAYS**  
**EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY**  
**REFER ALSO TO LATEST NOTAMS**

**GENERAL:**  
 All work areas shall be duly marked and lit.  
 No works shall be performed when Low Visibility Procedures are active.  
 Helicopter operations might be affected by closures. ATC instructions shall be followed at all times.  
 ACFT with code letter E and F operations shall not be permitted during activation of any phase except for contingency operations.

**PHASE 1: RESURFACING PARALLEL TWY C1 AND C3.**



|               |                             |                  |
|---------------|-----------------------------|------------------|
| <b>LEGEND</b> |                             | <br>NOT TO SCALE |
| R-1           | Rwy segment                 |                  |
| A1            | Twy                         |                  |
|               | No entry                    |                  |
|               | HOT SPOT                    |                  |
|               | Area not visible from Tower |                  |
|               | Work area                   |                  |

**Schedule:** The works shall take place during time windows A (high operational impact between 06:00-21:00 UTC) and B (moderate operational impact between 21:00-06:00 UTC), in accordance with the operational status activation NOTAM.

**Operational Restrictions:** Closure TWY C1, C4 and GATE C: H24.  
 Closure TWY C3, C5 and C6: time window B.  
 Closure parking stands 16, 18, 18A, 20 and 22: H24.

**Impact on ACFT Taxiing:**  
**Time Window A:** TWY C1 and GATE C closed: Alternative taxiing along the inner apron road.  
**Time Window B:** Landing via RWY 10: Exit runway via TWY C2 to apron or TWY C7, enter runway via TWY C9, taxi on runway and exit to apron via TWY A2. Guidance by signalman.  
 Take-off via RWY 28: Enter runway via TWY A4, A5 or A6, taxi along runway, exit runway via TWY C7 and enter runway via TWY C9 for take-off. Guidance by signalman.

LEAL/ALC

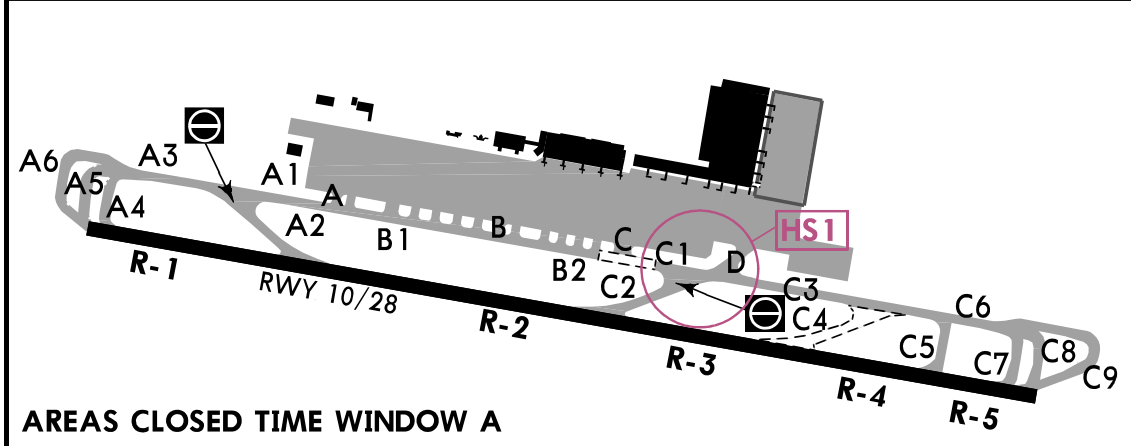


ALICANTE, SPAIN

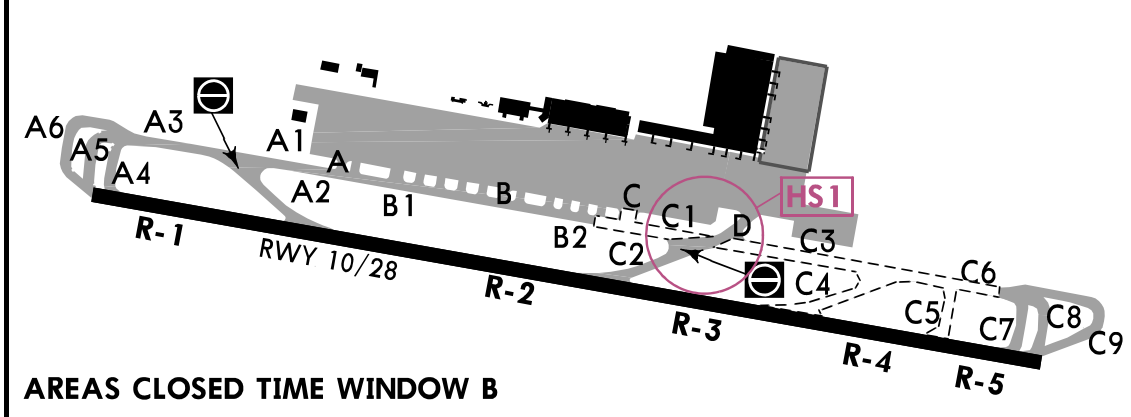
1 DEC 23 (10-8A) ALICANTE-ELCHE MIGUEL HERNANDEZ

**WORKS ON TAXIWAYS (CONTD 1)**  
 EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY  
 REFER ALSO TO LATEST NOTAMS

**PHASE 2: RESURFACING PARALLEL TWY C1, C3 AND C4.**



**AREAS CLOSED TIME WINDOW A**



**AREAS CLOSED TIME WINDOW B**

**LEGEND**

- R-1 Rwy segment
- A1 Twy
- ⊘ No entry
- HS ○ HOT SPOT
- Area not visible from Tower
- - - Work area



**Schedule:** The works shall take place during time windows A (high operational impact between 06:00-21:00 UTC) and B (moderate operational impact between 21:00-06:00 UTC), in accordance with the operational status activation NOTAM.

**Operational Restrictions:** Closure TWY C1, C4 and GATE C: H24.  
 Closure TWY C3, C5 and C6: time window B.  
 Closure parking stands 16, 18, 18A, 20 and 22: H24.

**Impact on ACFT Taxiing:**  
**Time Window A:** TWY C1 and GATE C closed: Alternative taxiing along the inner apron road.

**Time Window B:** Landing via RWY 10: Exit runway via TWY C2 or TWY C7, enter runway via TWY C9, taxi on runway and exit to apron via TWY A2. Guidance by signalman.  
 Take-off via RWY 28: Enter runway via TWY A4, A5 or A6, taxi along runway, exit runway via TWY C7 and enter runway via TWY C9 for take-off. Guidance by signalman.

LEAL/ALC

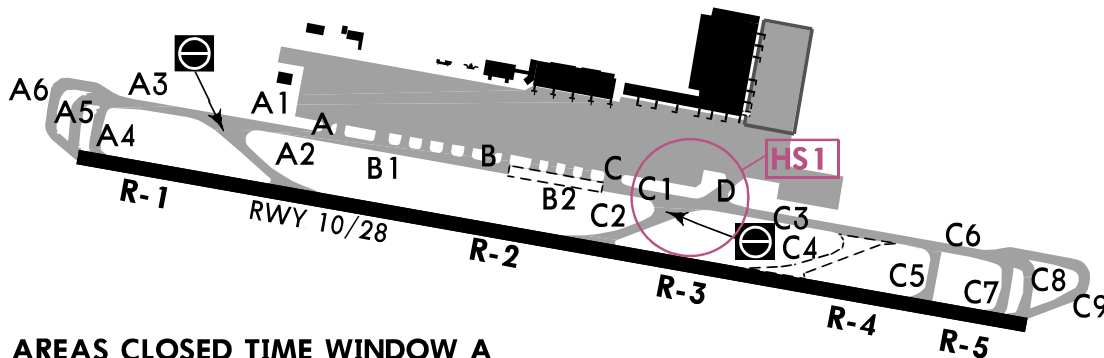


ALICANTE, SPAIN

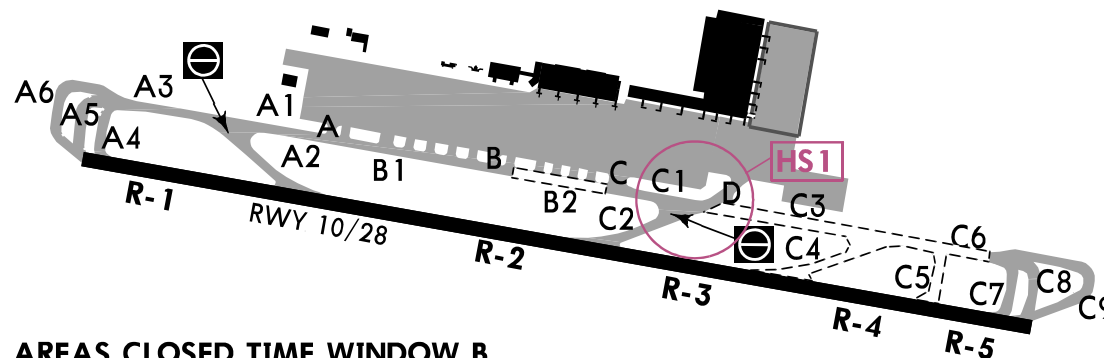
1 DEC 23 (10-8B) ALICANTE-ELCHE MIGUEL HERNANDEZ

**WORKS ON TAXIWAYS (CONTD 2)**  
 EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY  
 REFER ALSO TO LATEST NOTAMS

**PHASE 3: RESURFACING PARALLEL TWY B2, C3 AND C4.**



**AREAS CLOSED TIME WINDOW A**



**AREAS CLOSED TIME WINDOW B**

**LEGEND**

- R-1 Rwy segment
- A1 Twy
- ⊘ No entry
- HS ○ HOT SPOT
- Area not visible from Tower
- - - Work area



**Location:** TWY B2, C3, C4, C5, and C6.

**Schedule:** The works shall take place during time windows A (high operational impact between 06:00-21:00 UTC) and B (moderate operational impact between 21:00-06:00 UTC), in accordance with the operational status activation NOTAM.

**Operational Restrictions:** Closure TWY B2 and C4: H24.  
 Closure TWY C3, C5 and C6: time window B.  
 Closure parking stands 8, 10, 12, 14 and 16: H24.

**Impact on ACFT Taxiing:**

**Time Window A:** TWY B2 closed: Alternative taxiing along the inner apron road.

**Time Window B:** Landing on RWY 10: Exit runway via TWY C2 to apron or TWY C7, enter runway via TWY C9, taxi on runway and exit to apron via TWY A2. Guidance by signalman.

Take-off from RWY 28: Enter runway via TWY A4, A5 or A6, taxi on runway, exit runway via TWY C7 and enter runway via TWY C9 for take-off. Guidance by signalman.

LEAL/ALC

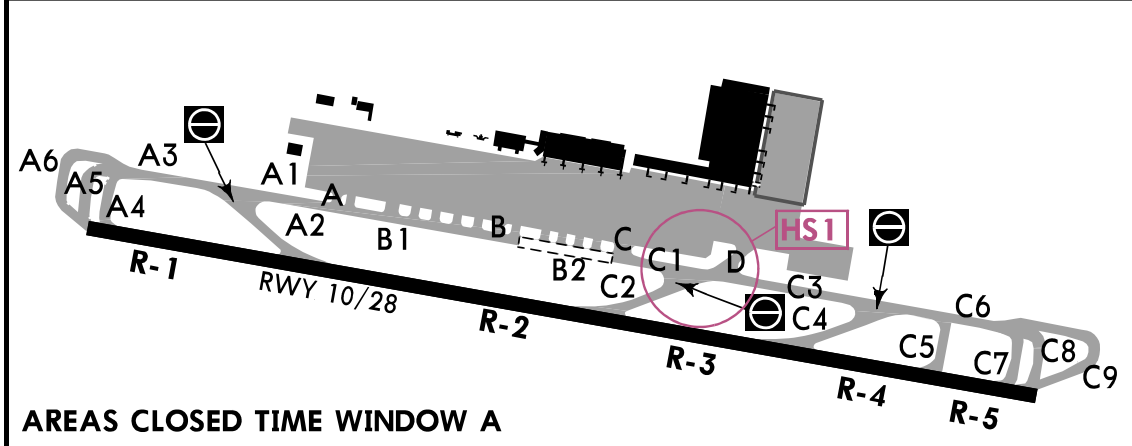


ALICANTE, SPAIN

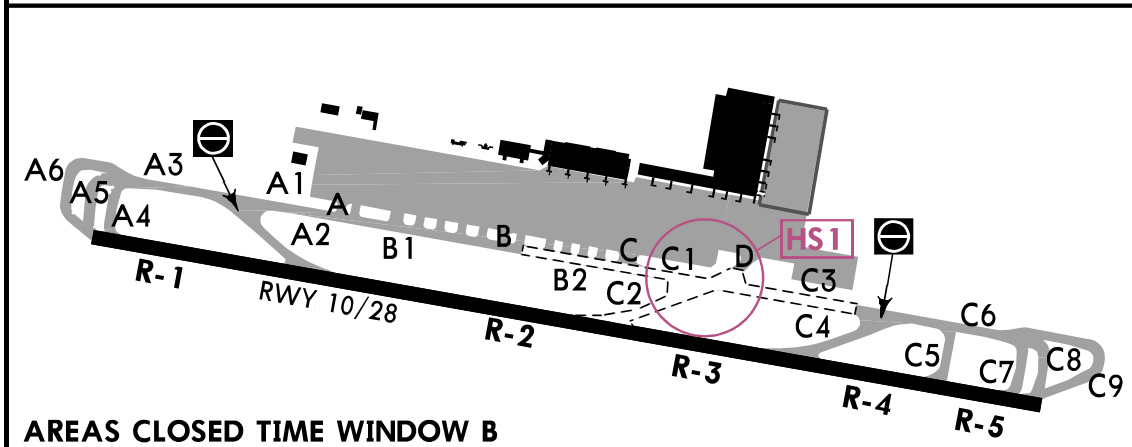
1 DEC 23 (10-8C) ALICANTE-ELCHE MIGUEL HERNANDEZ

**WORKS ON TAXIWAYS (CONTD 3)**  
 EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY  
 REFER ALSO TO LATEST NOTAMS

**PHASE 4: RESURFACING PARALLEL TWY B2 and GATE D.**



**AREAS CLOSED TIME WINDOW A**



**AREAS CLOSED TIME WINDOW B**

**LEGEND**

- R-1 Rwy segment
- A1 Twy
- ⊘ No entry
- HS ○ HOT SPOT
- Area not visible from Tower
- ▭ Work area



**Schedule:** The works shall take place during time windows A (high operational impact between 06:00-21:00 UTC) and B (moderate operational impact between 21:00-06:00 UTC), in accordance with the operational status activation NOTAM.

**Operational Restrictions:** Closure TWY B2: H24.  
 Closure TWY C1, C2, C3, D and GATE C: time window B.  
 Closure parking stands 8, 10, 12, 14 and 16: H24.

**Impact on ACFT Taxiing:**

**Time Window A:** TWY B2 closed: Alternative taxiing along the inner apron road.

**Time Window B:** Landing on RWY 10: Exit runway via TWY C4 to apron or TWY C7, enter runway via TWY C9, taxi on runway and exit to apron via TWY A2. Guidance by signalman.

Take-off from RWY 28: Enter runway via TWY A4, A5 or A6, taxi on runway, exit runway via TWY C4 and enter runway via TWY C5, C7, C8 or C9 for take-off. Guidance by signalman.

LEAL/ALC

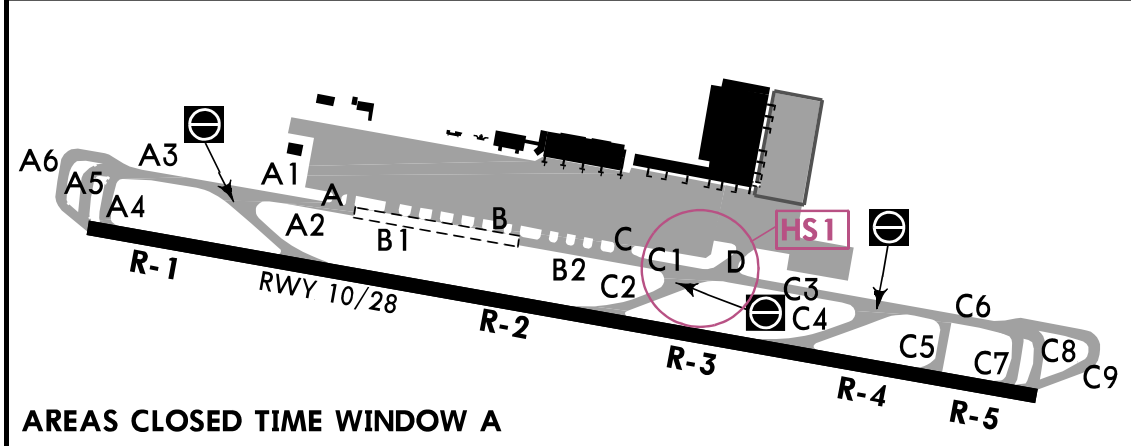


ALICANTE, SPAIN

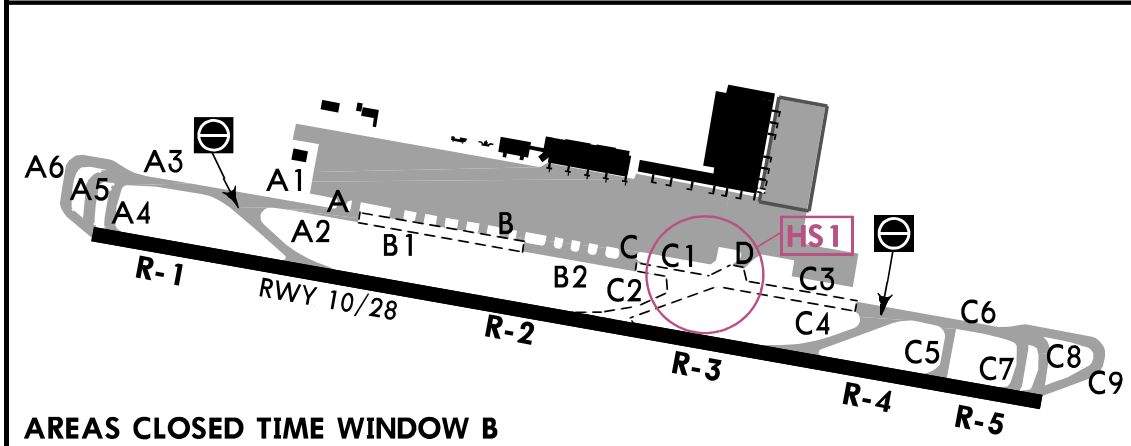
1 DEC 23 (10-8D) ALICANTE-ELCHE MIGUEL HERNANDEZ

**WORKS ON TAXIWAYS (CONTD 4)**  
**EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY**  
**REFER ALSO TO LATEST NOTAMS**

**PHASE 5: RESURFACING TWY B1, GATE B and GATE D.**



**AREAS CLOSED TIME WINDOW A**



**AREAS CLOSED TIME WINDOW B**

**LEGEND**

- R-1 Rwy segment
- A1 Twy
- ⊘ No entry
- HS ○ HOT SPOT
- Area not visible from Tower
- ▭ Work area



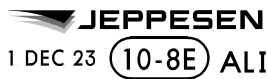
**Schedule:** The works shall take place during time windows A (high operational impact between 06:00-21:00 UTC) and B (moderate operational impact between 21:00-06:00 UTC), in accordance with the operational status activation NOTAM.

**Operational Restrictions:** Closure TWY B1, B2 and GATE B: H24.  
 Closure TWY C1, C2, C3 and Gate D: time window B.  
 Closure parking stands 2, 4A, 4B, 4C, 6A, 6B, 6C and 8: H24.

**Impact on ACFT Taxiing:**  
**Time Window A:** TWY B1, B2 and GATE B closed: Alternative taxiing along the inner apron road.

**Time Window B:** Landing via RWY 10: Exit runway via TWY C4 or TWY C7, enter runway via TWY C9, taxi on runway and exit to apron via TWY A2. Guidance by signalman.  
  
 Take-off via RWY 28: Enter runway via TWY A4, A5 or A6, taxi on runway, exit runway via TWY C4 and enter runway via TWY C5, C7, C8 or C9 for take-off. Guidance by signalman.

LEAL/ALC

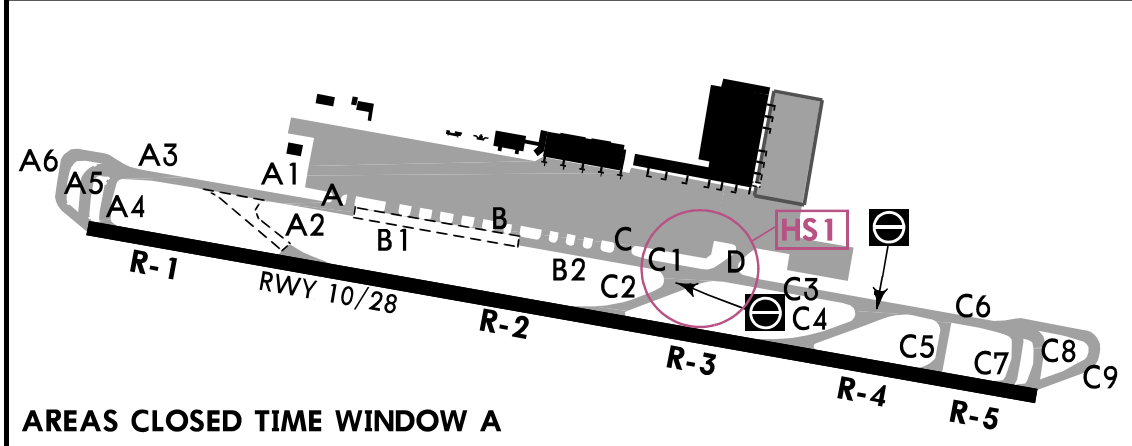


ALICANTE, SPAIN

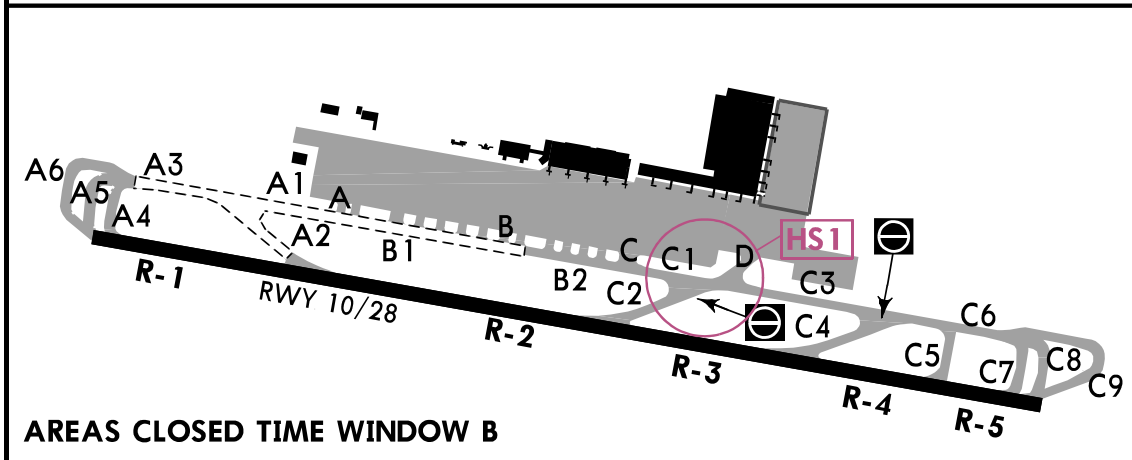
ALICANTE-ELCHE MIGUEL HERNANDEZ

**WORKS ON TAXIWAYS (CONTD 5)**  
 EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY  
 REFER ALSO TO LATEST NOTAMS

**PHASE 6: RESURFACING TWY A1, A3, B1, GATE A and GATE B.**



**AREAS CLOSED TIME WINDOW A**



**AREAS CLOSED TIME WINDOW B**

**LEGEND**

- R-1 Rwy segment
- A1 Twy
- ⊘ No entry
- HS ○ HOT SPOT
- Area not visible from Tower
- - - Work area



**Schedule:** The works shall take place during time windows A (high operational impact between 06:00-21:00 UTC) and B (moderate operational impact between 21:00-06:00 UTC), in accordance with the operational status activation NOTAM.

**Operational Restrictions:** Closure TWY A2, B1, B2 and GATE B: H24.  
 Closure TWY A1, A3 and Gate A: time window B.  
 Closure parking stands 2, 4A, 4B, 4C, 6A, 6B, 6C and 8: H24.

**Impact on ACFT Taxiing:**  
**Time Window A:** TWY B1, B2 and GATE B closed: Alternative taxiing along the inner apron road.

**Time Window B:** Landing on RWY 28: Exit runway via TWY A4, enter runway via TWY A6, taxi on runway and exit to apron via TWY C2 or C4. Guidance by signalman.  
 Take-off from RWY 10: Enter runway via TWY C5, C7, C8 or C9, taxi on runway, exit runway via TWY A4 and enter runway via TWY A6 for take-off. Guidance by signalman.



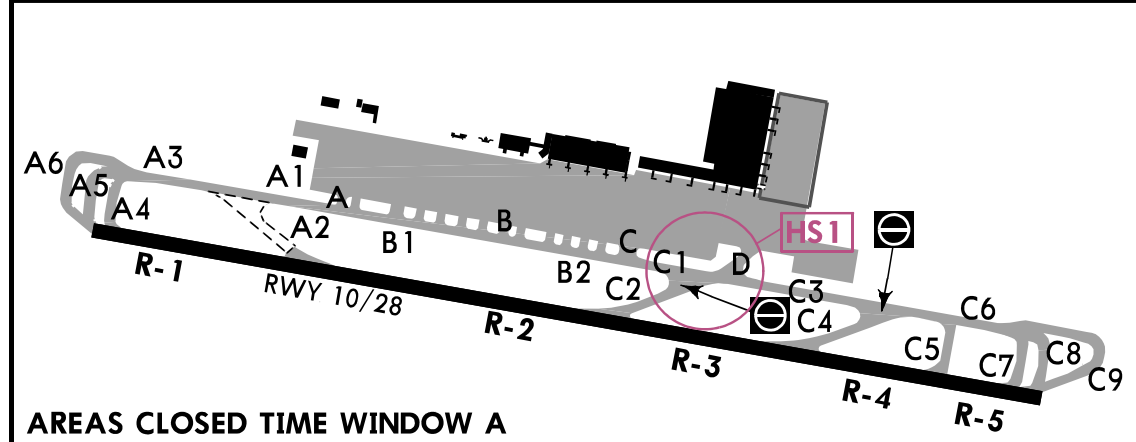
LEAL/ALC

**JEPPESEN**  
1 DEC 23 (10-8F) ALICANTE-ELCHE MIGUEL HERNANDEZ

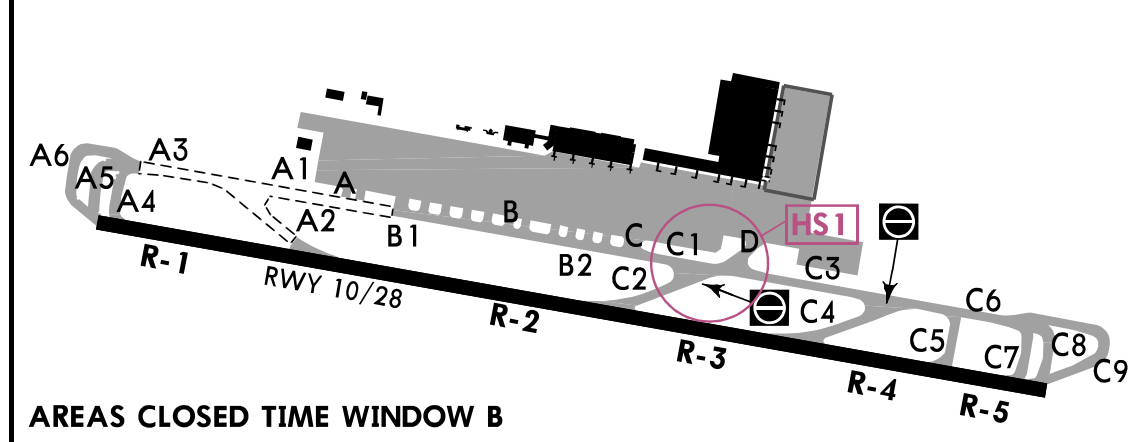
ALICANTE, SPAIN

**WORKS ON TAXIWAYS (CONTD 6)**  
EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY  
REFER ALSO TO LATEST NOTAMS

**PHASE 7: RESURFACING TWY A1, A3 and GATE A.**



**AREAS CLOSED TIME WINDOW A**



**AREAS CLOSED TIME WINDOW B**

**LEGEND**

- R-1 Rwy segment
- A1 Twy
- ⊘ No entry
- HS ⊘ HOT SPOT
- Area not visible from Tower
- - - Work area



**Schedule:** The works shall take place during time windows A (high operational impact between 06:00-21:00 UTC) and B (moderate operational impact between 21:00-06:00 UTC), in accordance with the operational status activation NOTAM.

**Operational Restrictions:** Closure TWY A2: H24.  
Closure TWY A1, A3 and Gate A: time window B.  
Closure parking stand 2: H24.

**Impact on ACFT Taxiing:**

**Time Window B:** Landing on RWY 28: Exit runway via TWY A4, enter runway via TWY A6, taxi on runway and exit to apron via TWY C2 or C4. Guidance by signalman.  
  
Take-off from RWY 10: Enter runway via TWY C5, C7, C8 or C9, taxi on runway, exit runway via TWY A4 and enter runway via TWY A6 for take-off. Guidance by signalman.

LEAL/ALC

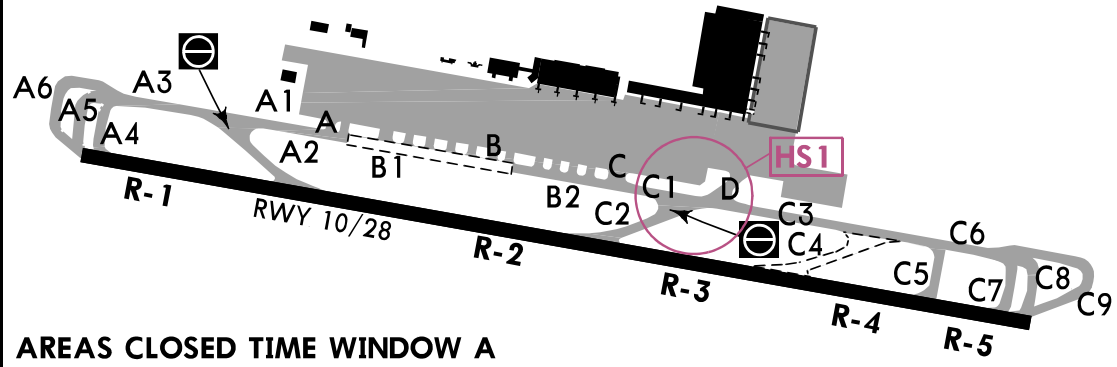


ALICANTE, SPAIN

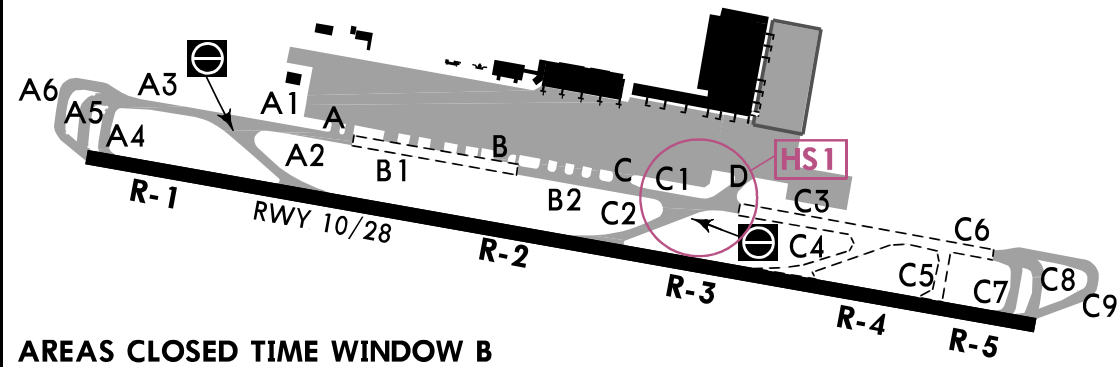
1 DEC 23 (10-8G) ALICANTE-ELCHE MIGUEL HERNANDEZ

**WORKS ON TAXIWAYS (CONTD 7)**  
 EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY  
 REFER ALSO TO LATEST NOTAMS

**PHASE 8: RESURFACING PARALLEL TWY B1, C3 and C4.**



**AREAS CLOSED TIME WINDOW A**



**AREAS CLOSED TIME WINDOW B**

**LEGEND**

- R-1 Rwy segment
- A1 Twy
- ⊘ No entry
- HS ○ HOT SPOT
- Area not visible from Tower
- ▭ Work area



**Schedule:** The works shall take place during time windows A (high operational impact between 06:00-21:00 UTC) and B (moderate operational impact between 21:00-06:00 UTC), in accordance with the operational status activation NOTAM.

**Operational Restrictions:** Closure TWY C4, B1, B2 and GATE B: H24.  
 Closure TWY C3, C5 and C6: time window B.  
 Closure parking stands 2, 4A, 4B, 4C, 6A, 6B, 6C and 8: H24.

**Impact on ACFT Taxiing:**

**Time Window A:** TWY B1, B2 and GATE B closed: Alternative taxiing along the inner apron road.

**Time Window B:** Landing via RWY 10: Exit runway via TWY C2 to apron or TWY C7, enter runway via TWY C9, taxi on runway and exit to apron via TWY A2. Guidance by signalman.

Take-off via RWY 28: Enter runway via TWY A4, A5 or A6, taxi along runway, exit runway via TWY C7 and enter runway via TWY C9 for take-off. Guidance by signalman.

LEAL/ALC

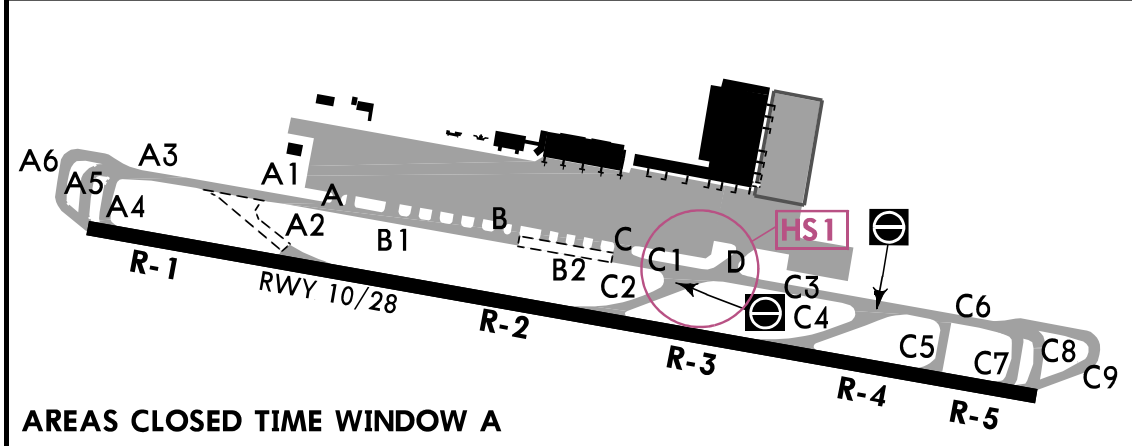


ALICANTE, SPAIN

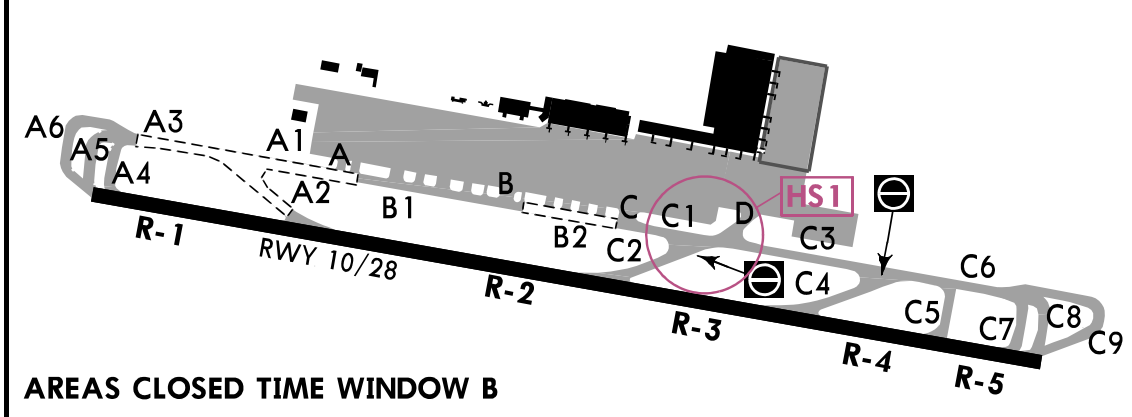
1 DEC 23 (10-8H) ALICANTE-ELCHE MIGUEL HERNANDEZ

**WORKS ON TAXIWAYS (CONTD 8)**  
 EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY  
 REFER ALSO TO LATEST NOTAMS

**PHASE 9: RESURFACING PARALLEL TWY A1, A3, B2 and GATE A.**



**AREAS CLOSED TIME WINDOW A**



**AREAS CLOSED TIME WINDOW B**

**LEGEND**

- R-1 Rwy segment
- A1 Twy
- ⊘ No entry
- HS-◯ HOT SPOT
- Area not visible from Tower
- - - Work area

NOT TO SCALE

**Schedule:** The works shall take place during time windows A (high operational impact between 06:00-21:00 UTC) and B (moderate operational impact between 21:00-06:00 UTC), in accordance with the operational status activation NOTAM.

**Operational Restrictions:** Closure TWY A2 and B2: H24.  
 Closure TWY A1, A3 and GATE A: time window B.  
 Closure parking stands 2, 8, 10, 12, 14 and 16: H24.

**Impact on ACFT Taxiing:**

**Time Window A:** TWY B2 closed: Alternative taxiing along the inner apron road.

**Time Window B:** Landing on RWY 28: Exit runway via TWY A4, enter runway via TWY A6, taxi on runway and exit to apron via TWY C2 or C4. Guidance by signalman.

Take-off from RWY 10: Enter runway via TWY C5, C7, C8 or C9, taxi on runway, exit runway via TWY A4 and enter runway via TWY A6 for take-off. Guidance by signalman.

LEAL/ALC

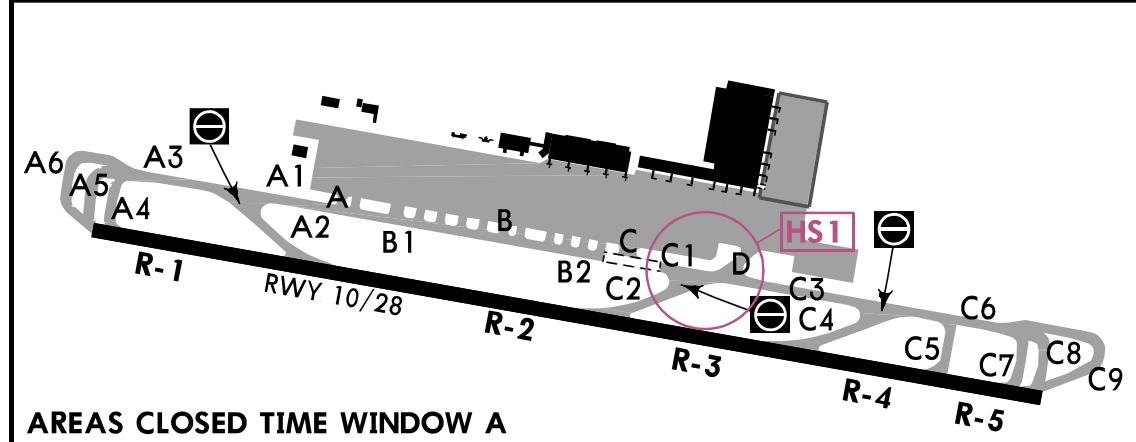


ALICANTE, SPAIN

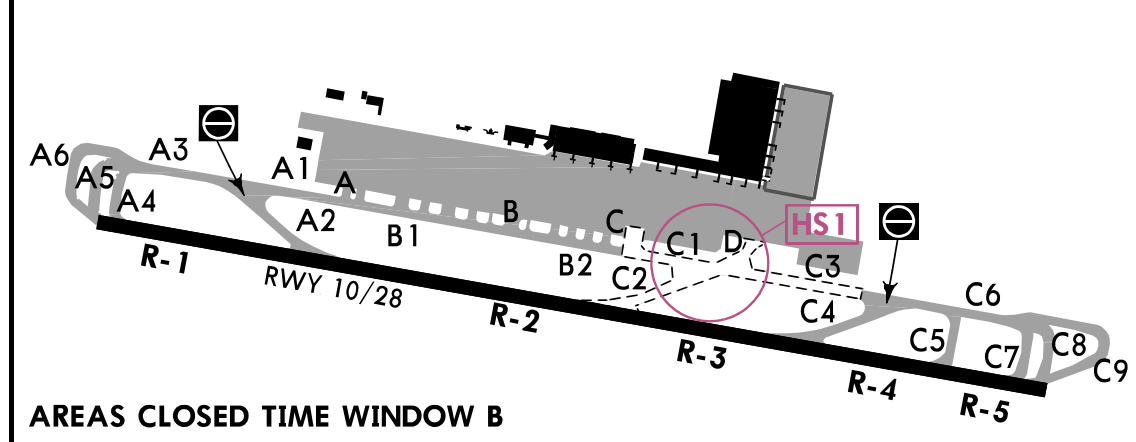
1 DEC 23 (10-8J) ALICANTE-ELCHE MIGUEL HERNANDEZ

**WORKS ON TAXIWAYS (CONTD 9)**  
**EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY**  
**REFER ALSO TO LATEST NOTAMS**

**PHASE 10: RESURFACING PARALLEL TWY C1 and GATE D.**



**AREAS CLOSED TIME WINDOW A**



**AREAS CLOSED TIME WINDOW B**

**LEGEND**

- R-1 Rwy segment
- A1 Twy
- ⊘ No entry
- HS ○ HOT SPOT
- Area not visible from Tower
- - - Work area



**Schedule:** The works shall take place during time windows A (high operational impact between 06:00-21:00 UTC) and B (moderate operational impact between 21:00-06:00 UTC), in accordance with the operational status activation NOTAM.

**Operational Restrictions:** Closure TWY C1 and GATE C.  
 Closure TWY C2, C3 and GATE D: time window B.  
 Closure parking stands 16, 18, 18A, 20 and 22: H24.

**Impact on ACFT Taxiing:**

**Time Window A:** TWY C1 and GATE C closed: Alternative taxiing along the inner apron road.

**Time Window B:** Landing on RWY 10: Exit runway via TWY C4 or C7, enter runway via TWY C9, taxi on runway and exit to apron via TWY A2. Guidance by signalman.

Take-off from RWY 28: Enter runway via TWY A4, A5 or A6, taxi on runway, exit runway via TWY C4 and enter runway via TWY C5, C7, C8 or C9 for take-off. Guidance by signalman.

LEAL/ALC



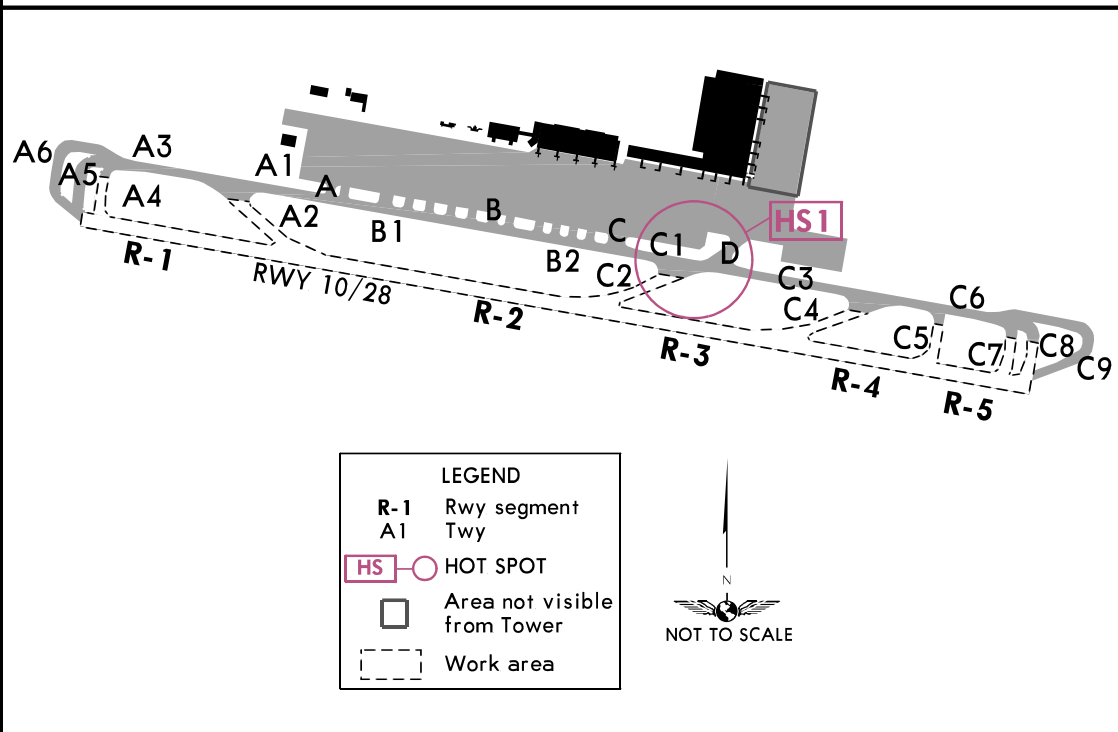
ALICANTE, SPAIN

ALICANTE-ELCHE MIGUEL HERNANDEZ

**WORKS ON TAXIWAYS AND RUNWAY (CONTD 10)**

EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY  
REFER ALSO TO LATEST NOTAMS

**PHASE 11: COMPLIANCE OF COMB AND CATCH BASIN DRAINAGE IN THE RUNWAY AREA.**



**Time window:** The works shall take place in the early morning time window without coordinated operations, according to the operational status activation NOTAM.

**Operational Restrictions:** Closure RWY.

**Impact on ACFT Taxiing:** No operations.

# LEAL/ALC

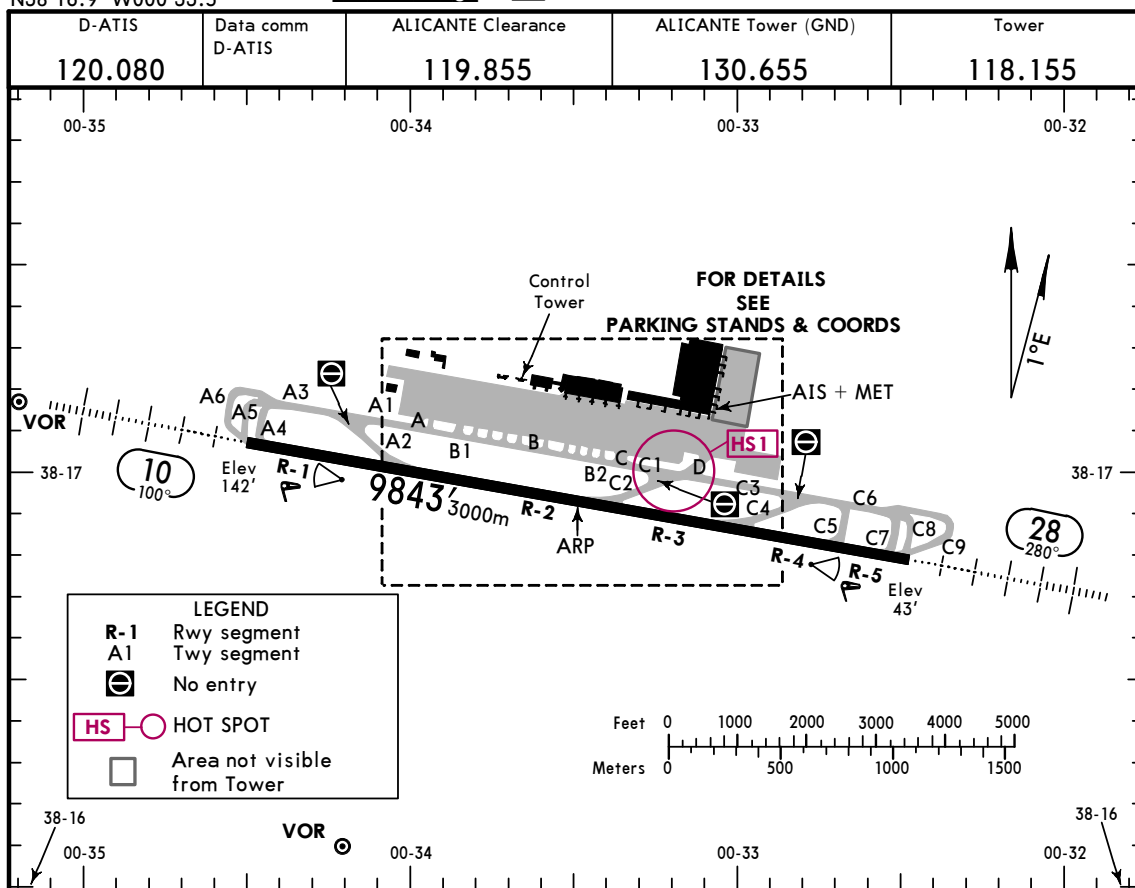
Apt Elev **142'**  
N38 16.9 W000 33.5



4 AUG 23  
Eff 10 Aug (10-9)

# ALICANTE, SPAIN

ALICANTE-ELCHE MIGUEL HERNANDEZ



### ADDITIONAL RUNWAY INFORMATION

| RWY |  | RVR | USABLE LENGTHS           |             | TAKE-OFF | WIDTH |
|-----|--|-----|--------------------------|-------------|----------|-------|
|     |  |     | LANDING BEYOND Threshold | Glide Slope |          |       |
| 10  | ① HIRL (50m) ① CL (15m) ①② HIALS REIL<br>③ PAPI (3.0°) ① HSTIL-C2 & C4 | RVR |                          | 8629' 2630m | ④        | 148'  |
| 28  | ① HIRL (50m) ① CL (15m) ② HIALS REIL<br>PAPI (3.0°) ① HSTIL-A2         | RVR |                          |             |          | 45m   |

- ① LED lights
  - ② length 900m
  - ③ not suitable for use of B747 ACFT
  - ④ TAKE-OFF RUN AVAILABLE
- RWY 10:  
 From rwy head 9843' (3000m)  
 twy A4 int 9731' (2966m)
- RWY 28:  
 From rwy head 9843' (3000m)  
 twy C7 int 9603' (2927m)  
 twy C5 int 8858' (2700m)

### HOT SPOT

(For information only, not to be construed as ATC instructions.)

**HS1** CAUTION: When instructed to taxi to Rwy 10/28 holding position, do not enter Twy C2. Possible disorientation area, pay attention to markings and ATC instructions.

| Std/State                                      |   | TAKE-OFF  |           |          |            |                  |                  |       |
|--|---|-----------|-----------|----------|------------|------------------|------------------|-------|
| Low Visibility Take-off                        |   | RL & RCLM |           | RL or CL |            | Adequate Vis Ref |                  |       |
| HIRL & CL (spacing 15m or less) & relevant RVR | RL & CL & relevant RVR                  | RL & CL   | RL & RCLM | RL or CL | RL or RCLM | RL or CL         | Adequate Vis Ref |       |
|  |   |           | DAY       | NIGHT    | DAY        | NIGHT            | DAY              | NIGHT |
| TDZ R125m<br>Mid R125m<br>Rollout R125m        | TDZ R150m<br>Mid R150m<br>Rollout R150m | R200m     | R300m     |          | R/V400m    |                  | R/V500m          | NA    |

CHANGES: LED & HIALS length notes added.

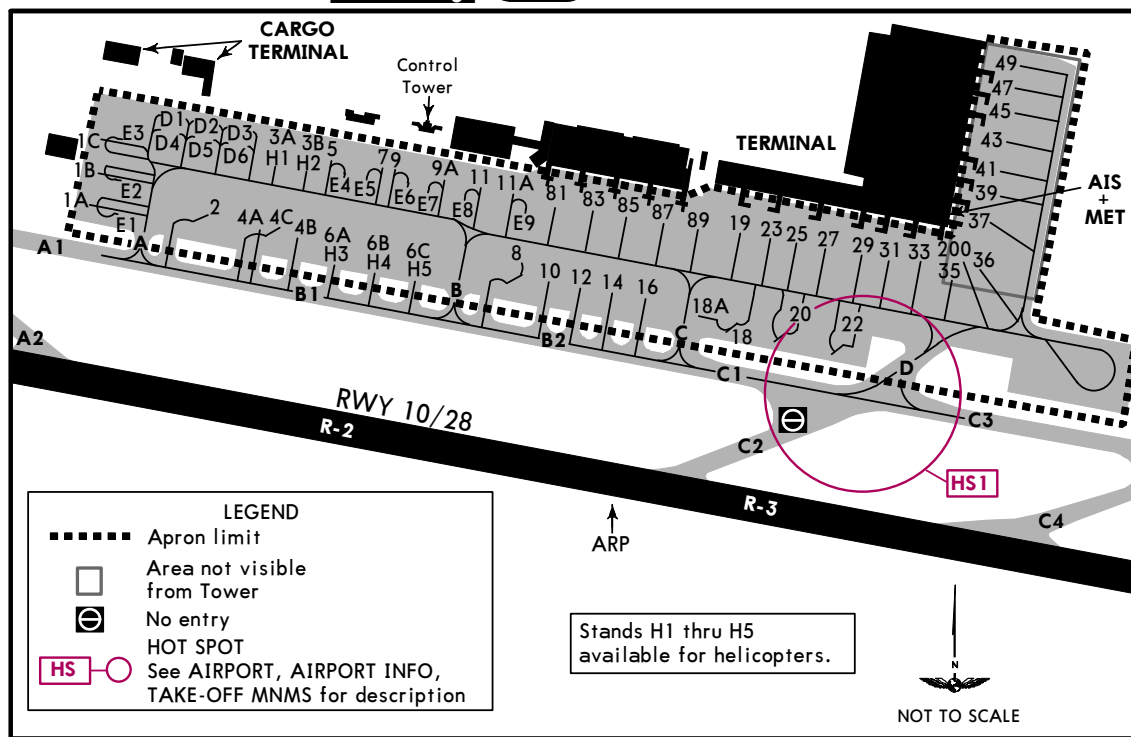
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LEAL/ALC



ALICANTE, SPAIN

4 AUG 23  
Eff 10 Aug (10-9A) ALICANTE-ELCHE MIGUEL HERNANDEZ



| INS COORDINATES |                    |            |                    |
|-----------------|--------------------|------------|--------------------|
| STAND No.       | COORDINATES        | STAND No.  | COORDINATES        |
| 1A thru 1C      | N38 17.2 W000 34.0 | 31 thru 36 | N38 17.1 W000 33.1 |
| 2               | N38 17.1 W000 33.9 | 37         | N38 17.1 W000 33.0 |
| 3A, 3B          | N38 17.2 W000 33.8 | 39 thru 45 | N38 17.2 W000 33.0 |
| 4A thru 4C      | N38 17.1 W000 33.8 | 47, 49     | N38 17.3 W000 33.0 |
| 5               | N38 17.2 W000 33.8 | 81, 83     | N38 17.2 W000 33.5 |
| 6A thru 6C      | N38 17.1 W000 33.7 | 85, 87     | N38 17.2 W000 33.4 |
| 7               | N38 17.2 W000 33.7 | 89         | N38 17.1 W000 33.3 |
| 8               | N38 17.1 W000 33.5 | 200        | N38 17.1 W000 33.1 |
| 9               | N38 17.2 W000 33.7 | D1 thru D6 | N38 17.2 W000 33.9 |
| 9A              | N38 17.2 W000 33.6 | E1         | N38 17.1 W000 34.0 |
| 10              | N38 17.1 W000 33.5 | E2, E3     | N38 17.2 W000 34.0 |
| 11, 11A         | N38 17.2 W000 33.6 | E4         | N38 17.2 W000 33.8 |
| 12              | N38 17.1 W000 33.5 | E5, E6     | N38 17.2 W000 33.7 |
| 14, 16          | N38 17.1 W000 33.4 | E7 thru E9 | N38 17.2 W000 33.6 |
| 18              | N38 17.0 W000 33.3 | H1, H2     | N38 17.2 W000 33.8 |
| 18A, 19         | N38 17.1 W000 33.3 | H3         | N38 17.1 W000 33.8 |
| 20              | N38 17.0 W000 33.3 | H4, H5     | N38 17.1 W000 33.7 |
| 22              | N38 17.0 W000 33.2 |            |                    |
| 23              | N38 17.1 W000 33.3 |            |                    |
| 25 thru 29      | N38 17.1 W000 33.2 |            |                    |





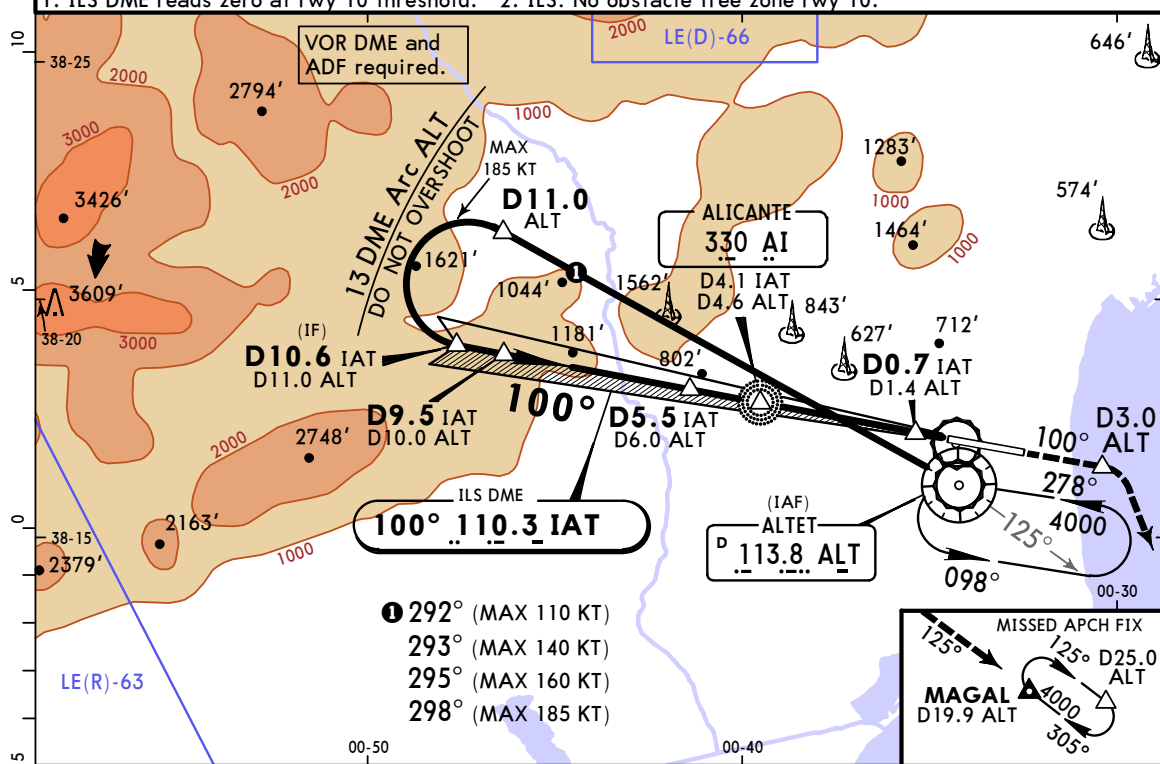
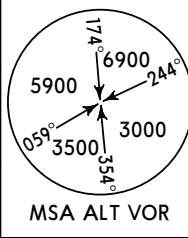
**LEAL/ALC** 17 NOV 23 **JEPPESEN** **ALICANTE, SPAIN**  
**ALICANTE-ELCHE MIGUEL HERNANDEZ** (11-2) **ILS Y Rwy 10 or LOC B**

|                          |  |  |   |
|--------------------------|--|--|---|
| D-ATIS<br><b>120.080</b> | VALENCIA Control (APP)<br><b>120.4 118.8</b> | ALICANTE Tower<br><b>118.155</b>       | Ground<br><b>130.655</b>                                    |
| LOC IAT<br><b>110.3</b>  | Final Apch Crs<br><b>100°</b>                | <b>9.5 IAT</b><br><b>3300'</b> (3158') | ILS DA(H)<br>Refer to Minimums<br>Apt Elev 142'<br>RWY 142' |

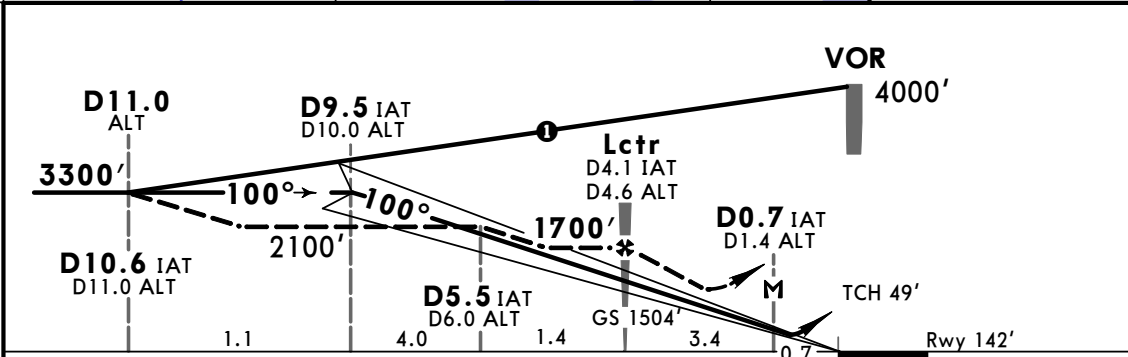
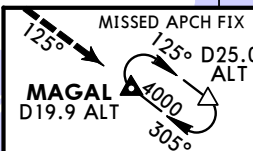
**MISSED APCH:** Climb on 100° to D3.0 ALT. Climbing turn RIGHT to intercept and follow R-125 direct to MAGAL to 4000' and hold.

Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 6000'

1. ILS DME reads zero at rwy 10 threshold. 2. ILS: No obstacle free zone rwy 10.



- 292° (MAX 110 KT)
- 293° (MAX 140 KT)
- 295° (MAX 160 KT)
- 298° (MAX 185 KT)



|               |       |     |     |     |     |     |                                |                                   |
|---------------|-------|-----|-----|-----|-----|-----|--------------------------------|-----------------------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HI ALS<br>REIL<br>PAPI<br>PAPI | <b>D3.0</b><br>ALT on <b>100°</b> |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |                                |                                   |

MAP at D0.7 IAT/D1.4 ALT

| Std/State | ILS STRAIGHT-IN LANDING  | LOC (GS out) | CIRCLE-TO-LAND<br>Not authorized<br>North of airport |
|-----------|--|--------------|--|
|           | A: <b>392'</b> (250')<br>B: <b>404'</b> (262')<br>C: <b>412'</b> (270')<br>D: <b>423'</b> (281') |              |  |
|           | FULL   | ALS out      |  |
| A         | <b>R550m</b>   |              | Max Kts<br>100 <b>960'</b> (818') V1500m             |
| B         | <b>R600m</b>   | R1300m       | 135 <b>1090'</b> (948') V1600m                       |
| C         |  |              | 180 <b>1240'</b> (1098') V2400m                      |
| D         | <b>R650m</b>   | R1400m       | 205 <b>1370'</b> (1228') V3600m                      |

Refer to CIRCLE-TO-LAND

**R750m** when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: None.

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# LEAL/ALC



# ALICANTE, SPAIN

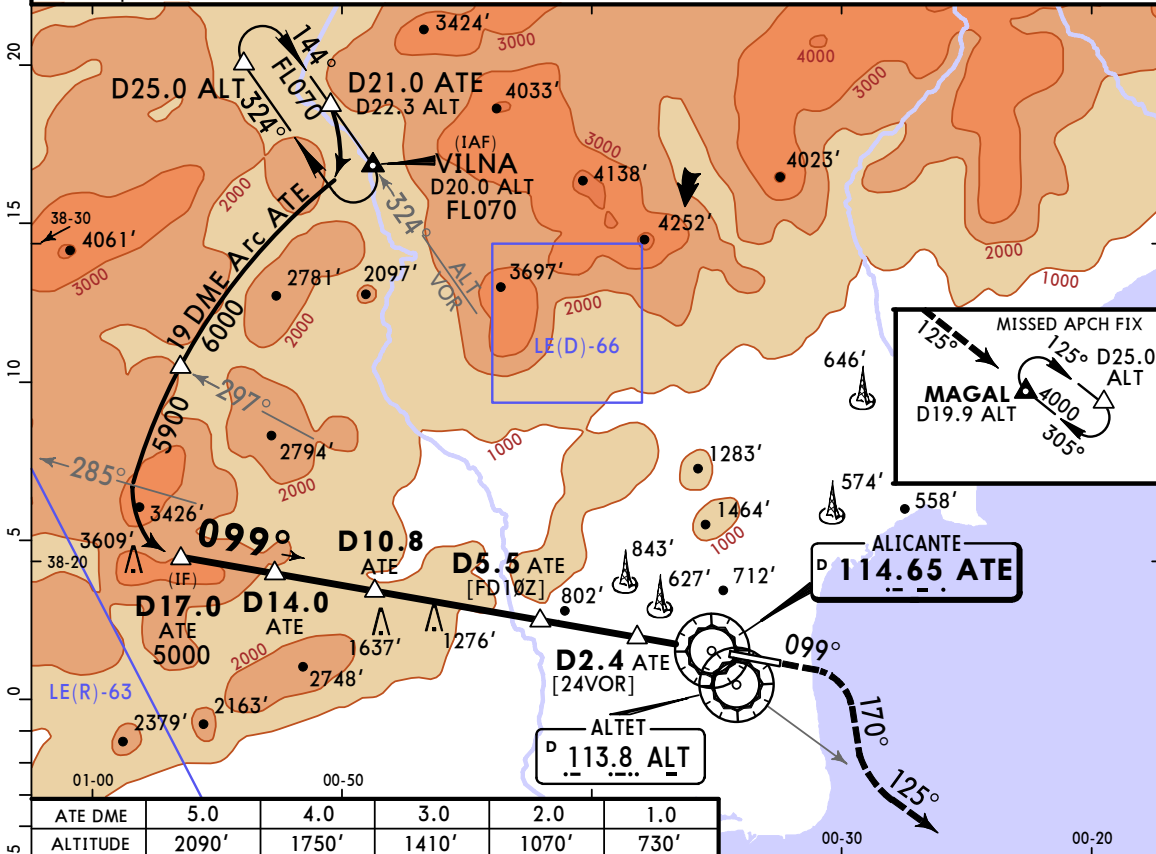
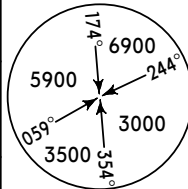
ALICANTE-ELCHE MIGUEL HERNANDEZ

(13-1)

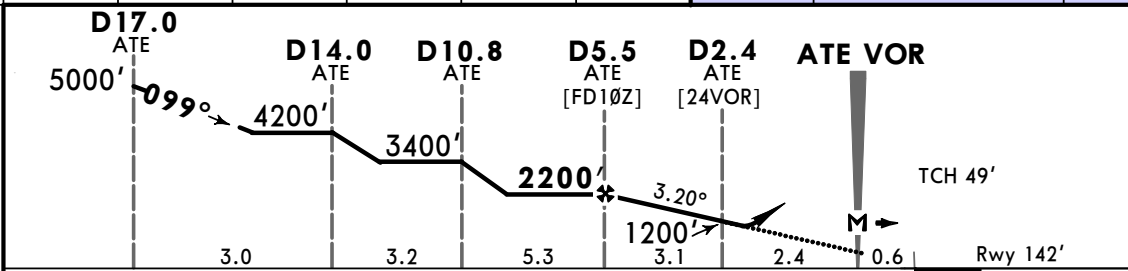
17 NOV 23  
Eff 30 Nov

VOR Z Rwy 10

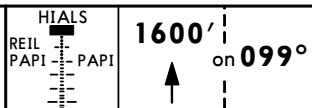
|  |  |                                       |  |                           |  |                           |  |
|--|--|---------------------------------------|--|---------------------------|--|---------------------------|--|
| D-ATIS<br>120.080  |  | VALENCIA Control (APP)<br>120.4 118.8 |  | ALICANTE Tower<br>118.155 |  | Ground<br>130.655         |  |
| VOR ATE<br>114.65  |  | Final Apch Crs<br>099°                |  | D5.5 ATE<br>2200' (2058') |  | DA/MDA(H)<br>730' (588')  |  |
|  |  |                                       |  |                           |  | Apt Elev 142'<br>RWY 142' |  |
| <b>MISSED APCH:</b> Climb on R-099 ATE to 1600', then turn RIGHT onto 170° and follow R-125 ALT direct to MAGAL to 4000' and hold. |  |                                       |  |                           |  |                           |  |
| Alt Set: hPa   |  | Rwy Elev: 5 hPa                       |  | Trans level: By ATC       |  | Trans alt: 6000'          |  |
| DME required.  |  |                                       |  |                           |  |                           |  |



|          |       |       |       |       |      |
|----------|-------|-------|-------|-------|------|
| ATE DME  | 5.0   | 4.0   | 3.0   | 2.0   | 1.0  |
| ALTITUDE | 2090' | 1750' | 1410' | 1070' | 730' |



|                     |     |     |     |     |     |     |
|---------------------|-----|-----|-----|-----|-----|-----|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 |
| Descent Angle 3.20° | 396 | 510 | 566 | 679 | 793 | 906 |



|  |        |  |                      |
|--|--------|--|----------------------|
| <b>Std/State</b> STRAIGHT-IN LANDING<br>CDFA<br>DA/MDA(H) <b>730'</b> (588') |        | CIRCLE-TO-LAND<br>Not authorized<br>North of airport |                      |
| ALS out  |        | Max Kts  | MDA(H)               |
| A  | R1500m | 100  | 960' (818') V1500m   |
| B  | R1500m | 135  | 1090' (948') V1600m  |
| C  | R2000m | 180  | 1240' (1098') V2400m |
| D  | R2400m | 205  | 1370' (1228') V3600m |

VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Altitudes, lead radial, descent angle.

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ALICANTE, SPAIN

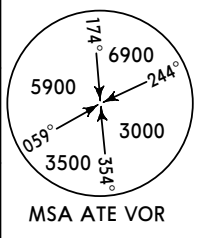
ALICANTE-ELCHE MIGUEL HERNANDEZ

(13-2) 17 NOV 23 Eff 30 Nov

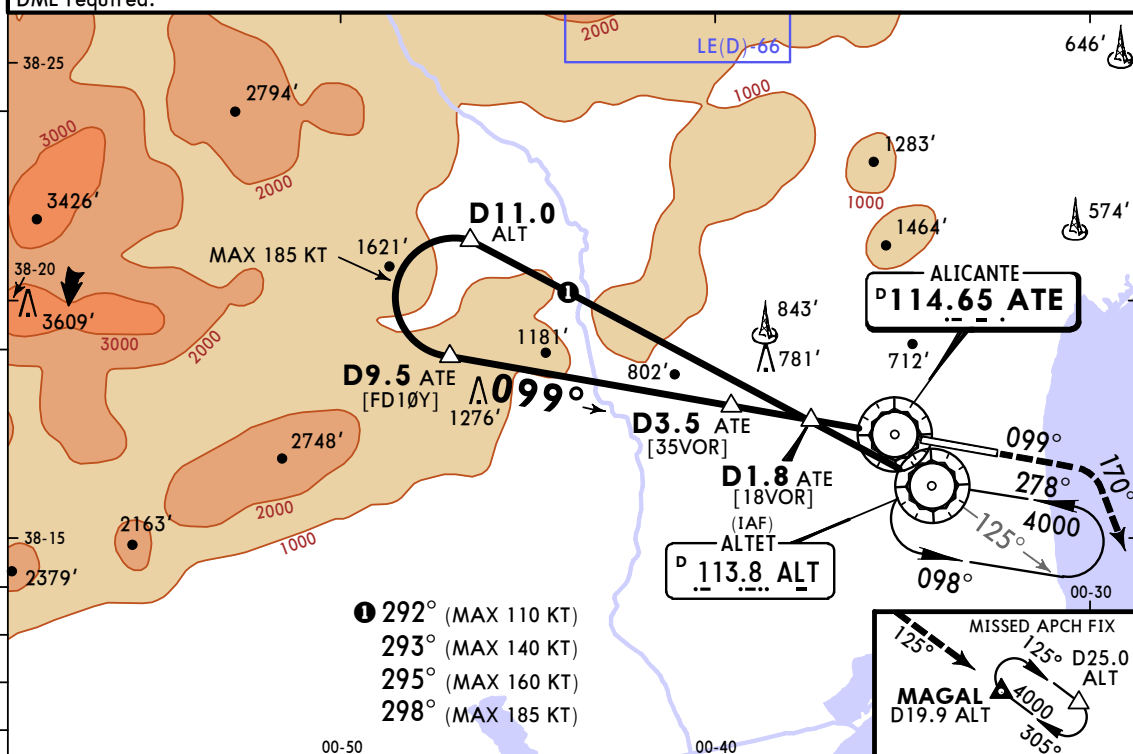
VOR Y Rwy 10

|                   |                                       |                           |                           |
|-------------------|---------------------------------------|---------------------------|---------------------------|
| D-ATIS<br>120.080 | VALENCIA Control (APP)<br>120.4 118.8 | ALICANTE Tower<br>118.155 | Ground<br>130.655         |
| VOR ATE<br>114.65 | Final Apch Crs<br>099°                | D9.5 ATE<br>3600' (3458') | DA/MDA(H)<br>730' (588')  |
|                   |                                       |                           | Apt Elev 142'<br>RWY 142' |

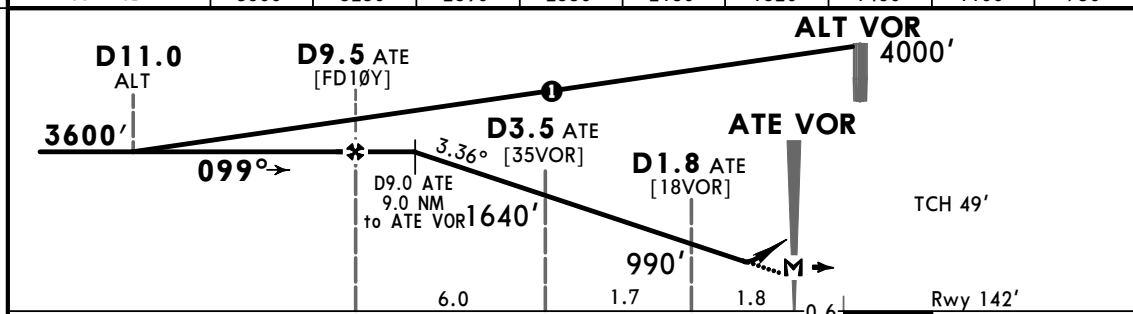
**MISSED APCH:** Climb on R-099° ATE to 1600', then turn RIGHT onto 170° and follow R-125 ALT direct to MAGAL to 4000' and hold.



Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 6000'



|          |       |       |       |       |       |       |       |       |      |
|----------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| ATE DME  | 9.0   | 8.0   | 7.0   | 6.0   | 5.0   | 4.0   | 3.0   | 2.0   | 1.0  |
| ALTITUDE | 3600' | 3250' | 2890' | 2530' | 2180' | 1820' | 1460' | 1100' | 750' |



|               |       |     |     |     |     |     |  |
|---------------|-------|-----|-----|-----|-----|-----|--|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS<br>REIL<br>PAPI<br>PAPI<br>1600' on 099° |
| Descent Angle | 3.36° | 416 | 535 | 595 | 713 | 832 |  |

|                  |        |                       |        |  |                     |                      |
|------------------|--------|-----------------------|--------|--|---------------------|----------------------|
| <b>Std/State</b> |        | STRAIGHT-IN LANDING   |        | CIRCLE-TO-LAND<br>Not authorized<br>North of airport |                     |                      |
|                  |        | CDFA                  |        |  |                     |                      |
|                  |        | DA/MDA(H) 730' (588') |        |  |                     |                      |
|                  |        | ALS out               |        | Max Kts  |                     |                      |
| A                | R1500m |                       | 100    |  | 960' (818') V1500m  |                      |
| B                | R1500m |                       | 135    |  | 1090' (948') V1600m |                      |
| C                | R2000m | R2400m                |        | 180  |                     | 1240' (1098') V2400m |
| D                | R2000m |                       | R2400m |  | 205                 | 1370' (1228') V3600m |

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**LEAL/ALC**



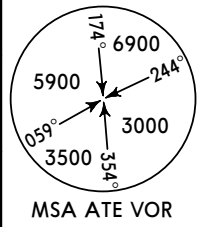
**ALICANTE, SPAIN**

ALICANTE-ELCHE MIGUEL HERNANDEZ

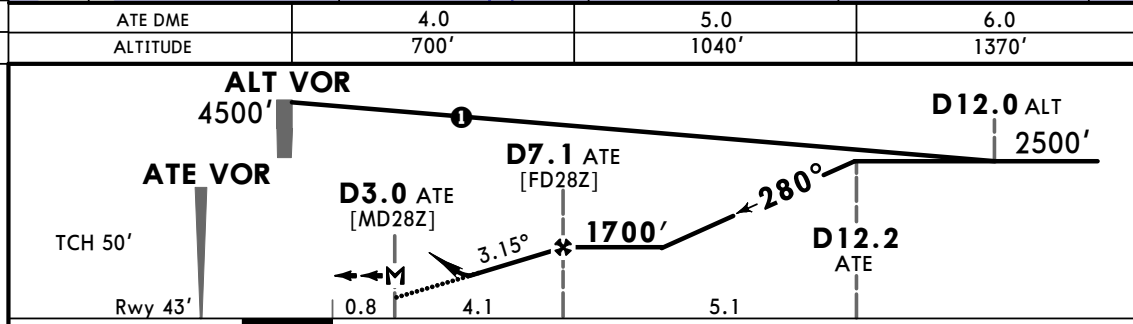
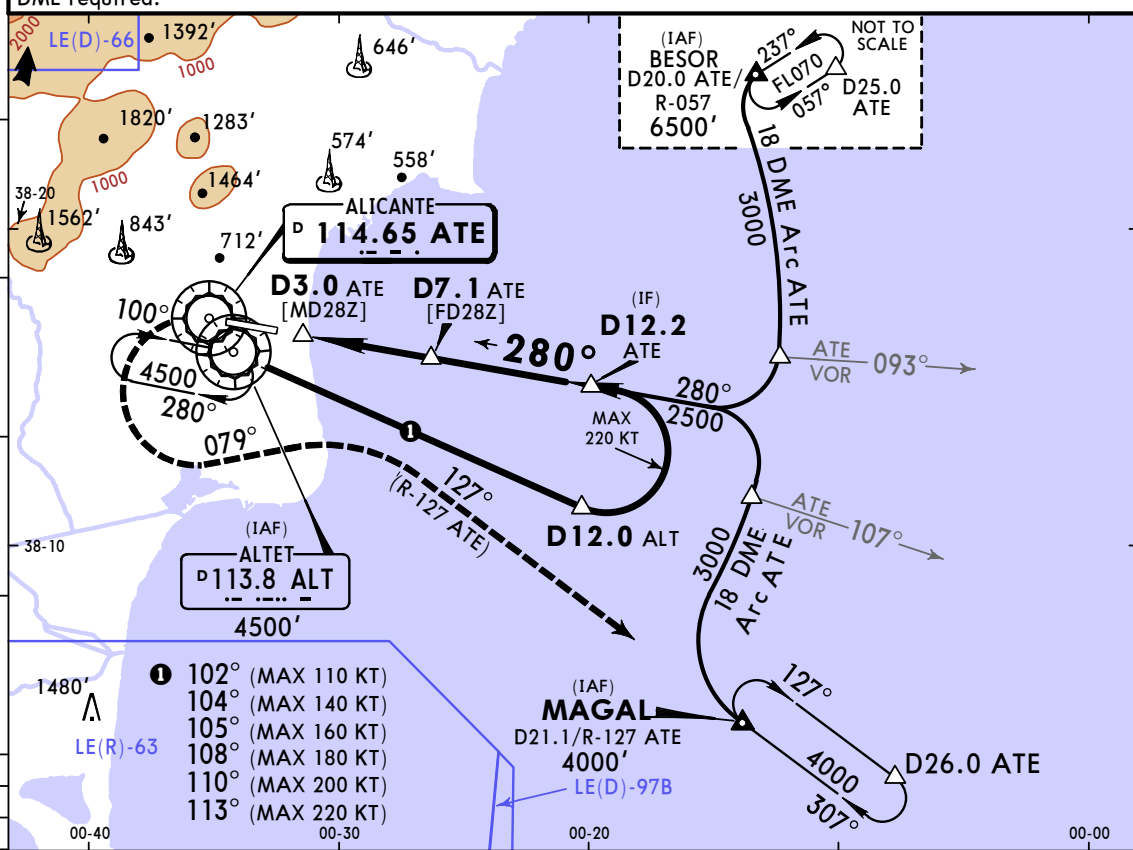
13-3 17 NOV 23 Eff 30 Nov

VOR Z Rwy 28

|   |                                       |                                  |                                 |
|---|---------------------------------------|----------------------------------|---------------------------------|
| D-ATIS<br><b>120.080</b>  | VALENCIA Control (APP)<br>120.4 118.8 | ALICANTE Tower<br>118.155        | Ground<br>130.655               |
| VOR ATE<br><b>114.65</b>  | Final Apch Crs<br><b>280°</b>         | D7.1 ATE<br><b>1700'</b> (1657') | DA/MDA(H)<br><b>530'</b> (487') |
| MISSED APCH: Climb direct to ATE VOR, then turn LEFT (MAX 200 KT) onto 079° and follow R-127 ATE direct to MAGAL to 4000' and hold. |                                       |                                  | Apt Elev 142'<br>Rwy 43'        |



Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 6000'



|               |       |     |     |     |     |     |                    |                      |            |               |
|---------------|-------|-----|-----|-----|-----|-----|--------------------|----------------------|------------|---------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI PAPI | ATE<br><b>114.65</b> | 079°<br>LT | 200 KT<br>MAX |
| Descent Angle | 3.15° | 390 | 502 | 557 | 669 | 780 |                    |                      |            |               |

|           |                              |        |   |                      |
|-----------|------------------------------|--------|---|----------------------|
| Std/State | STRAIGHT-IN LANDING<br>CDFA  |        | CIRCLE-TO-LAND<br>Not authorized North of airport |                      |
|           | DA/MDA(H) <b>530'</b> (487') |        | Max Kts MDA(H)                                    |                      |
| A         | R1500m                       |        | 100   | 960' (818') V1500m   |
| B         | R1500m                       |        | 135   | 1090' (948') V1600m  |
| C         | R1500m                       | R2300m | 180   | 1240' (1098') V2400m |
| D         |                              |        | 205   | 1370' (1228') V3600m |

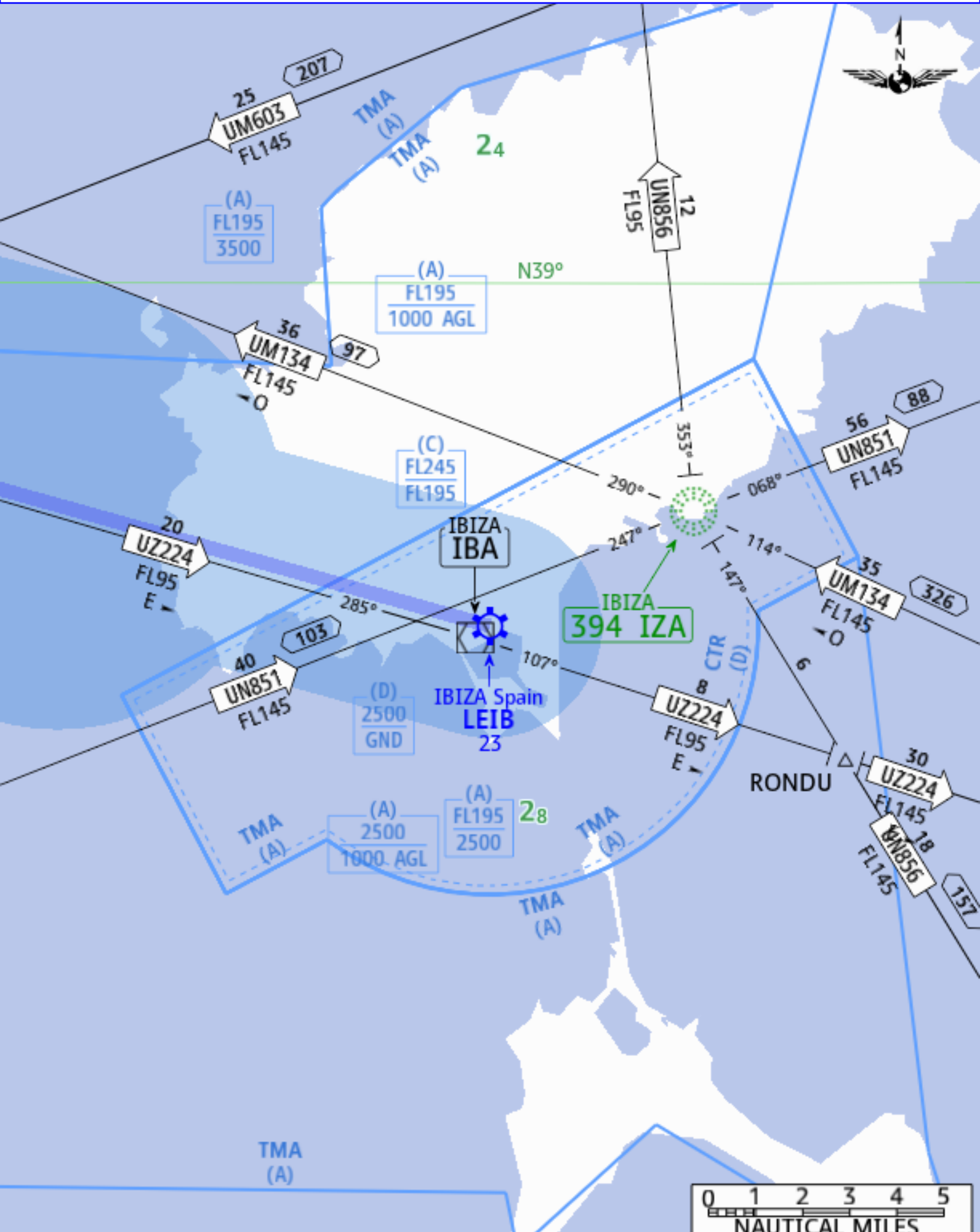
CHANGES: Altitudes. © JEPPESEN, 2009, 2023. ALL RIGHTS RESERVED.





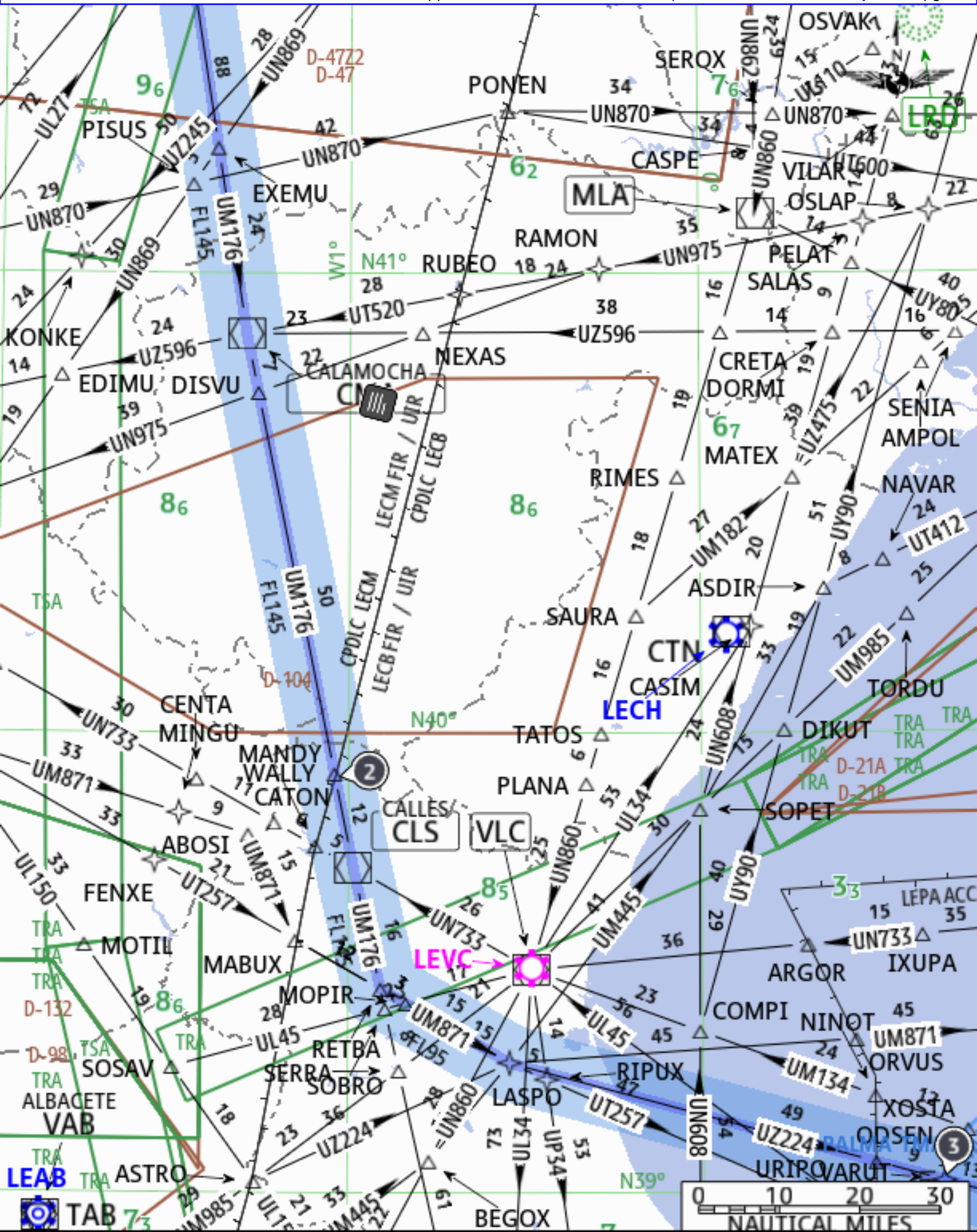


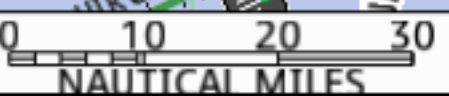
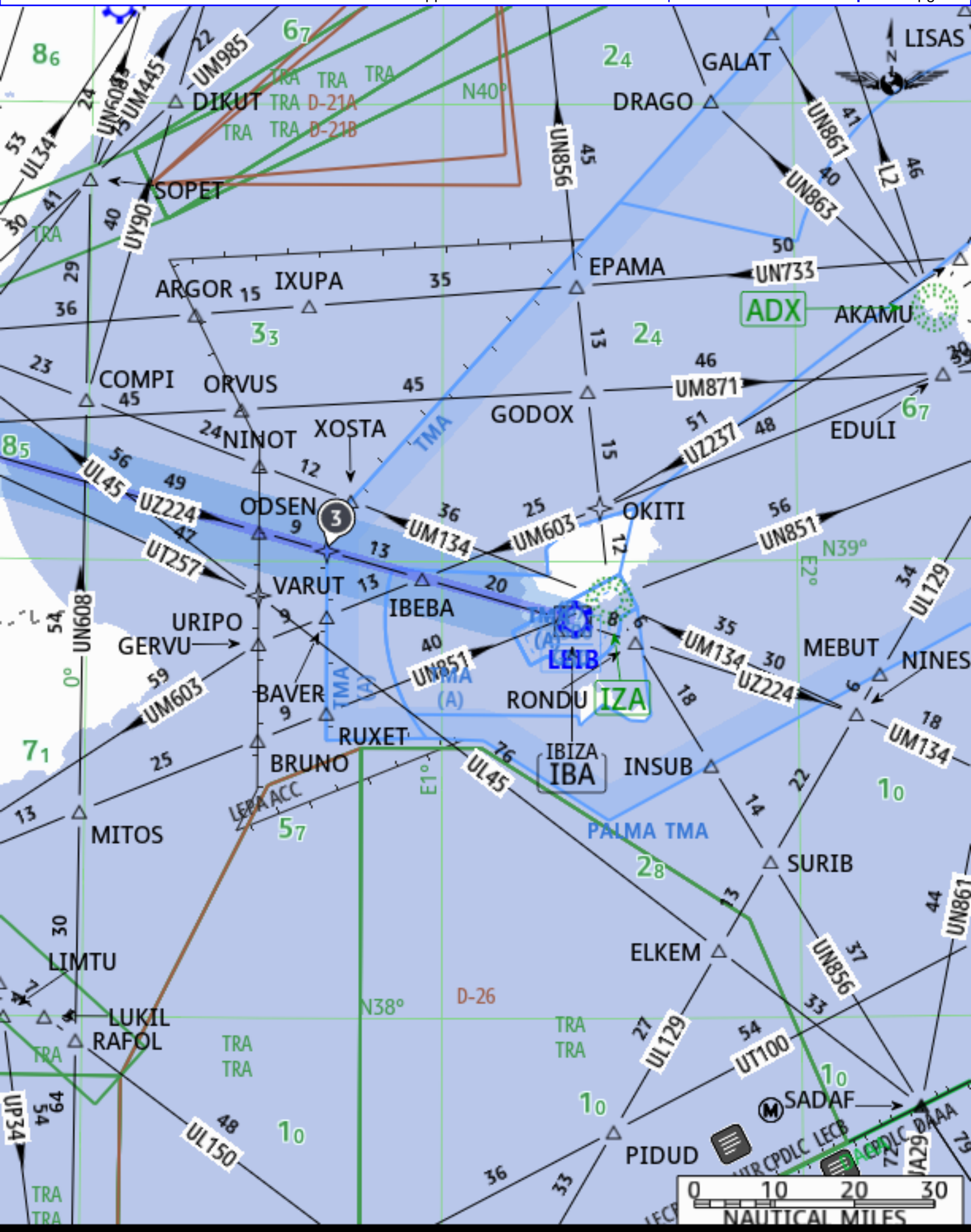














# Operational Notes

## MADRID FIR/UIR

ACC 118.27 119.630

### ① LECM

#### Communication

W-Bound aircraft entering Shanwick OCA directly from Madrid FIR/UIR should request Oceanic Clearance on HF at least 40 Minutes before the ETA for 45N. While in communication with Shanwick for Oceanic Clearance, aircraft must also maintain communication with the ATC authority for the airspace in which they are operating. Aircraft unable to contact Shanwick should request Madrid ACC to relay their request for Oceanic Clearance to Shanwick.

#### Equipment

Above FL145 the entire Madrid FIR is a Transponder Mandatory Zone (TMZ01), except TMA Asturias, TMA Galicia, TMA Madrid, TMA Seville, TMA Valencia, TMA Zaragoza, CTA Albacete and Prohibited, Restricted, Danger, Temporary Reserved and Temporary Segregated airspaces.

#### Air Traffic

Free Route Airspace (HISPAFRA) Cell 1 between FL245 and FL660. Excluding the Delegated Areas to Portugal (LPPC). Additionally the Delegated Areas (between FL245 and FL660) within the Portugal FIR are part of HISPAFRA.

#### Communication

Delegation to Seville ACC: Seville Regional Control Centre acts as a delegate for Madrid ACC in the provision of flight information, alerting and air traffic control services to aircraft overflying the area delegated to the South of the parallel 3900N.

#### Communication

CPDLC service (ATN B1) is available with Logon address of LECM in Madrid FIR/UIR. Logon should be established at least 10 minutes prior to entering the data link airspace CPDLC. CPDLC service is available above FL285; if the availability of a VDL2 station is guaranteed, CPDLC can additionally be used below FL 285.

#### Air Traffic

Any change to the EOBT of more than 15 minutes (+ or -) for any IFR flight within the Initial Flight Planning Zone (IFPZ) shall be communicated to IFPS.

#### Air Traffic

ATS ROUTE AIRSPACE CLASSIFICATION: Class C above FL145, Class D FL95/MEA - FL145.

#### Equipment

RVSM airspace FL290-FL410 inclusive.

## BARCELONA FIR/UIR

ACC 118.035 119.665

### ② LECB

#### Air Traffic

Any change to the EOBT of more than 15 minutes (+ or -) for any IFR flight within the Initial Flight Planning Zone (IFPZ) shall be communicated to IFPS.

#### Equipment

Above FL145 the entire Barcelona FIR is a Transponder Mandatory Zone (TMZ02), except TMA Barcelona, TMA Palma, TMA Valencia, TMA Zaragoza, CTR San Javier and Prohibited, Restricted, Danger, Temporary Reserved and Temporary Segregated airspaces.

#### Air Traffic

ATS ROUTE AIRSPACE CLASSIFICATION: Class C above FL145, Class D between FL95/MEA - FL145.

#### Communication

CPDLC service (ATN B1) is available with Logon address of LECB in Barcelona FIR/UIR. Logon should be established at least 10 minutes prior to entering the data link airspace CPDLC. CPDLC service is available above FL285; if the availability of a VDL2 station is guaranteed, CPDLC can additionally be used below FL 285. Data Link Services (DLS) are provided by the ATS units Barcelona ACC and Palma APP.

#### Air Traffic

Free Route Airspace (HISPAFRA) Cell 1 between FL245 and FL660.

**Equipment**

RVSM airspace FL290-FL410 inclusive.

**③ PALMA TMA Controlled Airspace****Air Traffic**

Palma TMA is additionally used as RMZ.

# FIR/UIR Communications

## Communication Information for LECM FIR/UIR

MADRID CONTROL 118.27 MHz (R)  
MADRID CONTROL 119.630 MHz (R)  
MADRID CONTROL 119.92 MHz (R)  
MADRID CONTROL 124.87 MHz (R)  
MADRID CONTROL 125.22 MHz (R) Secondary  
MADRID CONTROL 125.75 MHz (R)  
MADRID CONTROL 125.77 MHz (R)  
MADRID CONTROL 126.55 MHz (R) Secondary  
MADRID CONTROL 126.67 MHz (R)  
MADRID CONTROL 127.230 MHz (R)  
MADRID CONTROL 127.32 MHz (R) Secondary  
MADRID CONTROL 129.455 MHz (R) Secondary  
MADRID CONTROL 130.97 MHz (R) Secondary  
MADRID CONTROL 131.02 MHz (R) Secondary  
MADRID CONTROL 132.055 MHz (R)  
MADRID CONTROL 132.55 MHz (R)  
MADRID CONTROL 132.980 MHz (R)  
MADRID CONTROL 133.12 MHz (R)  
MADRID CONTROL 133.2 MHz (R)  
MADRID CONTROL 133.45 MHz (R)  
MADRID CONTROL 133.755 MHz (R)  
MADRID CONTROL 133.85 MHz (R)  
MADRID CONTROL 134.355 MHz (R)  
MADRID CONTROL 135.17 MHz (R)  
MADRID CONTROL 135.7 MHz (R)  
MADRID CONTROL 135.955 MHz (R)  
MADRID CONTROL 136.355 MHz (R)  
MADRID CONTROL 136.405 MHz (R) Secondary  
MADRID CONTROL 136.52 MHz (R)  
MADRID CONTROL 138.4 MHz (R)  
MADRID CONTROL 139.25 MHz (R)  
MADRID CONTROL 141.7 MHz (R)  
MADRID CONTROL 143.9 MHz (R)  
MADRID CONTROL 240.37 MHz (R)  
MADRID CONTROL 240.4 MHz (R)  
MADRID CONTROL 240.42 MHz (R)  
MADRID CONTROL 240.8 MHz (R)  
MADRID CONTROL 244.37 MHz (R)  
MADRID CONTROL 249.75 MHz (R)  
MADRID CONTROL 278.3 MHz (R)  
MADRID CONTROL 282.62 MHz (R)  
MADRID CONTROL 292.6 MHz (R)  
MADRID CONTROL 296.72 MHz (R)  
MADRID CONTROL 328.35 MHz (R)  
MADRID CONTROL 359.1 MHz (R)  
MADRID CONTROL 359.4 MHz (R)  
MADRID CONTROL 363.2 MHz (R)  
MADRID CONTROL 363.55 MHz (R)  
MADRID CONTROL 377.72 MHz (R)  
SEVILLE CONTROL 126.430 MHz (R) Secondary  
SEVILLE CONTROL 127.55 MHz (R) Secondary  
SEVILLE CONTROL 128.45 MHz (R) Secondary  
SEVILLE CONTROL 129.155 MHz (R)  
SEVILLE CONTROL 132.47 MHz (R)  
SEVILLE CONTROL 132.6 MHz (R)  
SEVILLE CONTROL 132.67 MHz (R)  
SEVILLE CONTROL 133.35 MHz (R)  
SEVILLE CONTROL 134.8 MHz (R)



SEVILLE CONTROL 135.02 MHz (R)  
SEVILLE CONTROL 135.77 MHz (R) Secondary  
SEVILLE CONTROL 277.9 MHz (R)  
SEVILLE CONTROL 279.0 MHz (R)  
SEVILLE CONTROL 369.27 MHz (R)  
ALICANTE 126.005 MHz  
BARCELONA 127.605 MHz  
MADRID 126.205 MHz  
SANTIAGO 126.605 MHz  
SEVILLE 128.380 MHz

## Communication Information for LECB FIR/UIR

BARCELONA CONTROL 118.035 MHz (R)  
BARCELONA CONTROL 119.665 MHz (R)  
BARCELONA CONTROL 120.535 MHz (R)  
BARCELONA CONTROL 124.455 MHz (R) Secondary  
BARCELONA CONTROL 125.67 MHz (R)  
BARCELONA CONTROL 125.730 MHz (R)  
BARCELONA CONTROL 126.65 MHz (R)  
BARCELONA CONTROL 126.855 MHz (R)  
BARCELONA CONTROL 128.0 MHz (R)  
BARCELONA CONTROL 129.530 MHz (R)  
BARCELONA CONTROL 131.380 MHz (R)  
BARCELONA CONTROL 132.355 MHz (R)  
BARCELONA CONTROL 132.580 MHz (R)  
BARCELONA CONTROL 132.655 MHz (R)  
BARCELONA CONTROL 133.030 MHz (R)  
BARCELONA CONTROL 133.080 MHz (R)  
BARCELONA CONTROL 134.455 MHz (R)  
BARCELONA CONTROL 134.680 MHz (R)  
BARCELONA CONTROL 134.985 MHz (R)  
BARCELONA CONTROL 135.215 MHz (R)  
BARCELONA CONTROL 135.355 MHz (R)  
BARCELONA CONTROL 135.555 MHz (R)  
BARCELONA CONTROL 135.805 MHz (R)  
BARCELONA CONTROL 138.62 MHz (R)  
BARCELONA CONTROL 141.9 MHz (R)  
BARCELONA CONTROL 240.55 MHz (R)  
BARCELONA CONTROL 249.7 MHz (R)  
BARCELONA CONTROL 259.75 MHz (R)  
BARCELONA CONTROL 276.22 MHz (R)  
BARCELONA CONTROL 279.0 MHz (R)  
BARCELONA CONTROL 335.57 MHz (R)  
BARCELONA CONTROL 359.27 MHz (R)  
BARCELONA CONTROL 363.55 MHz (R)  
BARCELONA CONTROL 373.6 MHz (R)  
BARCELONA CONTROL 374.45 MHz (R)  
BARCELONA CONTROL 398.37 MHz (R)  
ALICANTE 126.005 MHz  
BARCELONA 127.605 MHz  
MADRID 126.205 MHz  
SANTIAGO 126.605 MHz  
SEVILLE 128.380 MHz

# Reference

## **TRANSPONDER SETTING - EUROPE**

(Secondary Surveillance Radar-SSR) For Beacon Code procedures see Secondary Surveillance Radar - SSR .

## **RVSM PROCEDURES - EUROPE**

REDUCED VERTICAL SEPARATION MINIMUMS (FL290 - FL410) For RVSM procedures and equipment requirements see Reduced Vertical Separation Minimum (RVSM)EUR , Reduced Vertical Separation Minimum (RVSM) Airspace - EUROPE .

## **ATS ROUTE RESTRICTIONS - EUROPE**

For information regarding flight planning purposes refer to AIRWAY RESTRICTIONS - EUROPE LOWER AND UPPER AIRSPACE .