The published minimum altitudes integrate no correction for low temperatures.
VFR Procedures within Palma TMA

Note: See also the corresponding Approach Charts of Ibiza, Menorca, Palma de Mallorca and Mallorca (Son Bonet) for the according CTR entry and exit procedures.

Use of Transponder

The use of SSR transponder is compulsory for all ACFT operating within Palma TMA. In case of transponder failure, Pilots have to request an ATC clearance.

ACFT shall contact or monitor on frequencies as depicted in boxes on Palma 10-1V.
**ATIS**

<table>
<thead>
<tr>
<th>Alt Set: hPa</th>
<th>Trans level: By ATC</th>
<th>Trans alt: 6000'</th>
</tr>
</thead>
<tbody>
<tr>
<td>119.8</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**WARNING**

Do not proceed beyond IAF without ATC clearance.

**SPEED RESTRICTION**

MAX 250 KT at or below FL100. When receiving vectors to final for LOC intercept, reduce to and maintain 210 KT up to 12 NM from THR. Reduce to and maintain 160 KT up to 5 NM from THR.

**BRUNO ONE NOVEMBER**  
(BRUNO 1N) \([BRUN1N]\)

**CORDA TWO NOVEMBER**  
(CORDA 2N) \([CORD2N]\)

**MORSS ONE NOVEMBER**  
(MORSS 1N) \([MORS1N]\)

**NINOT ONE NOVEMBER**  
(NINOT 1N) \([NINO1N]\)

**RWY 24 ARRIVALS**

---

**CHANGES:** ATIS.
WARNING
Do not proceed beyond IAF without ATC clearance.

SPEED RESTRICTION
MAX 250 KT at or below FL100.
When receiving vectors to final for LOC intercept, reduce to and maintain 200 KT up to 12 NM from THR.
Reduce to and maintain 160 KT up to 5 NM from THR.

HOLDING OVER TILNO

CHANGES:
ATIS.
POLLENSA ONE NOVEMBER (POS 1N)
RIXOT ONE NOVEMBER (RIXOT 1N) [RIX01N]
SURIB ONE NOVEMBER (SURIB 1N) [SURI1N]
TOLSO TWO NOVEMBER (TOLSO 2N) [TOLS2N] ☀

RWY 24 ARRIVALS

WARNING
Do not proceed beyond IAF without ATC clearance.

SPEED RESTRICTION
MAX. 250 KT at or below FL100. When receiving vectors to final for LOC intercept, reduce to and maintain 210 KT up to 12 NM from THR. Reduce to and maintain 160 KT up to 5 NM from THR.

CHANGES:
ATIS.

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BRUNO ONE DELTA CHARLIE NOVEMBER (BRUNO 1DCN) [BR1DCN]
CORDA ONE DELTA CHARLIE NOVEMBER (CORDA 1DCN) [CO1DCN]
NINOT ONE DELTA CHARLIE NOVEMBER (NINOT 1DCN) [NI1DCN]

RWY 24 CONTINUOUS DESCENT ARRIVALS (CDA)
BY ATC

USABLE BETWEEN
SUMMER: 2300-0700LT
WINTER: 2300-0000LT
PRIOR PERMISSION REQUIRED

WARNING
Do not proceed beyond IAF without ATC clearance.

CHANGES: Holdings over BEBES & IZA withdrawn.
BRUNO ONE DELTA CHARLIE VICTOR (BRUNO 1DCV) [BR1DCV]
CORDA ONE DELTA CHARLIE VICTOR (CORDA 1DCV) [CO1DCV]
MORSS ONE DELTA CHARLIE VICTOR (MORSS 1DCV) [MO1DCV]
NINOT ONE DELTA CHARLIE VICTOR (NINOT 1DCV) [NI1DCV]

RWY 06 CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC

USABLE BETWEEN
SUMMER: 2300-0700LT
WINTER: 2300-0000LT

PRIOR PERMISSION REQUIRED

WARNING
Do not proceed beyond IAF without ATC clearance.

HAVINGS WITHDRAWN.
**WARNING**
Do not proceed beyond IAF without ATC clearance.

**CHANGES:** Holdings over BEBES & IZA withdrawn.
LEIB/IBZ
IBIZA
17 JUN 11
199
Apt Elev
24'
Alt Set: hPa
Trans level: By ATC
Trans alt: 6000'
POLLENSA ONE DELTA CHARLIE VICTOR
(P01DCV)
RIXOT ONE DELTA CHARLIE VICTOR
(R11DCV)
SURIB ONE DELTA CHARLIE VICTOR
(SU1DCV)
TOLSO ONE DELTA CHARLIE VICTOR
(T01DCV)
RWY 06 CONTINUOUS DESCENT ARRIVALS (CDA)
BY ATC
USABLE BETWEEN
SUMMER: 2300-0700LT
WINTER: 2300-0000LT
PRIOR PERMISSION REQUIRED

WARNING
Do not proceed beyond IAF without ATC clearance.

CHANGES: Holding over IBA withdrawn.

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BRUNO ONE ECHO (BRUNO 1E) [BRUN1E]
BRUNO ONE ROMEO (BRUNO 1R) [BRUN1R]
GATOS TWO ECHO (GATOS 2E) [GATO2E]
GATOS ONE FOXTROT (GATOS 1F) [GATO1F]

RWYS 24, 06 DEPARTURES

At or above FL70

At or above 5000’

At or above 5000’

At or above 5000’

At or above 5000’

At or above 5000’

BRUNO ONE ECHO (BRUNO 1E) [BRUN1E]
BRUNO ONE ROMEO (BRUNO 1R) [BRUN1R]
GATOS TWO ECHO (GATOS 2E) [GATO2E]
GATOS ONE FOXTROT (GATOS 1F) [GATO1F]

RWYS 24, 06 DEPARTURES

At or above FL70

At or above 5000’

At or above 5000’

At or above 5000’

At or above 5000’

These SIDs require minimum climb gradients of

BRUNO 1E, GATOS 2E
243’ per NM (4%) up to 1000’.

BRUNO 1R
395’ per NM (6.5%) up to 8000’.

GATOS 1F
267’ per NM (4.4%) up to 5000’.

Initial ATC clearance:

BRUNO 1E, 1R, GATOS 1F: Climb and maintain 6000’ and request flight level change enroute.

GATOS 2E: Climb and maintain FL70 and request flight level change enroute.
**MENORCA TWO ECHO (MHN 2E)**

**MENORCA THREE FOXTROT (MHN 3F)**

**NINOT ONE ECHO (NINOT 1E) [NIN01E]**

**NINOT ONE FOXTROT (NINOT 1F) [NIN01F]**

**SID ROUTING**

INITIAL ATC CLEARANCE: Climb and maintain 6000' and request flight level change enroute.

**MINIMUM CLimb GRADIENTS**

- Menorca Two Echo (MHN 2E): 243' per NM (4%) up to 1000', 267' per NM (4.4%) up to 5000'.
- Menorca Three Foxtrot (MHN 3F): 243' per NM (4%) up to 1000', 267' per NM (4.4%) up to 5000'.
- Ninot One Echo (NINOT 1E): 243' per NM (4%) up to 1000', 267' per NM (4.4%) up to 5000'.
- Ninot One Foxtrot (NINOT 1F): 243' per NM (4%) up to 1000', 267' per NM (4.4%) up to 5000'.

**SPEED**

MAX 250 KT UNTIL LEAVING FL100

**NOT TO SCALE**
**LEIB/IBZ**

IBIZA, SPAIN

**SID**

**MJV 1E**

This SID requires a minimum climb gradient of 243' per NM (4%) up to 1000'.

Initial ATC clearance: Climb and maintain 6000' and request flight level change enroute.

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>MJV 1E</td>
<td>24</td>
<td>Climb on IBA R-244 to 1000', turn LEFT, intercept IBA R-187 to D9.0 IBA, turn LEFT, 130° track to MOLAR, turn LEFT, intercept MJV R-226 inbound to MJV.</td>
</tr>
<tr>
<td>MJV 2R</td>
<td>06</td>
<td>Climb on 077° heading to 1000', turn RIGHT, intercept IBA R-077, intercept 108° bearing from IZA to LAMPA, turn LEFT, intercept MJV R-226 inbound to MJV.</td>
</tr>
</tbody>
</table>

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

**CHANGES:** None.
These SIDs require minimum climb gradients of

**SURIB 1E**  
243' per NM (4%) up to 1000'.

**SURIB 1F**  
395' per NM (6.5%) up to 6000'.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>395' per NM</td>
<td>494</td>
<td>658</td>
<td>987</td>
<td>1317</td>
<td>1646</td>
<td>1975</td>
</tr>
<tr>
<td>243' per NM</td>
<td>304</td>
<td>405</td>
<td>608</td>
<td>810</td>
<td>1013</td>
<td>1215</td>
</tr>
</tbody>
</table>

Initial ATC clearance: Climb and maintain 6000' and request flight level change enroute.

**RWY 24 CONTINGENCY DEPARTURES**

RWY 06, 24 CONTINGENCY DEPARTURES  
EXPECT RADAR VECTORING BY PALMA APPROACH TO JOIN THE ATS ROUTE

These departures require a minimum climb gradient of

280' per NM (4.6%) up to 3000'.

<table>
<thead>
<tr>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>06</td>
<td>Climb on 077° heading to 3000', turn and follow the ATC instructions.</td>
</tr>
<tr>
<td>24</td>
<td>Climb on runway heading to 3000', turn and follow the ATC instructions.</td>
</tr>
</tbody>
</table>

CHANGES: Contingency departures established.
LEIB/IBZ
Apt Elev 24' 10 DEC 10 10-9
N38 52.4 E001 22.4
IBIZA, SPAIN

*ATIS 119.8
*IBIZA Clearance Delivery 121.37
*IBIZA Tower (GND) 121.92
*Tower 118.5

For AIRPORT BRIEFING refer to 10-1P pages

FOR PARKING POSITIONS SEE 10-9A

LEGEND
No entry

CAUTION:
When leaving rwy on twy E or F act shall not stop until 246'/75m from rwy axis.

RVY

Additional Runway Information

<table>
<thead>
<tr>
<th>RWY</th>
<th>LANDING BEYOND</th>
<th>TAKE-OFF</th>
<th>WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>06</td>
<td>HIRL (50m) CL (15m) HIALS PAPI(3.0°)</td>
<td>8214' 2504m</td>
<td>148' 45m</td>
</tr>
<tr>
<td>24</td>
<td>HIRL (50m) CL (15m) HIALS PAPI(3.0°)</td>
<td>8202' 2500m</td>
<td></td>
</tr>
</tbody>
</table>

HST-F with HSTIL  HST-E with HSTIL

Standard

<table>
<thead>
<tr>
<th>Approved Operators</th>
<th>LVP must be in force</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIRL, CL &amp; mult. RVR req</td>
<td>RCLM (DAY only)</td>
</tr>
<tr>
<td>RL, CL &amp; mult. RVR req</td>
<td>RCLM (DAY only) or RL</td>
</tr>
<tr>
<td>RL &amp; CL</td>
<td>NIL (DAY only)</td>
</tr>
</tbody>
</table>

| Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>125m</td>
<td>150m</td>
<td>200m</td>
<td>250m</td>
<td>400m</td>
</tr>
<tr>
<td>B</td>
<td>C</td>
<td>D</td>
<td>E</td>
<td>F</td>
<td>G</td>
</tr>
</tbody>
</table>

CHANGES: Variation. Rwy bearings.
Simultaneous exit from stands 20A and 20B, 21 and 22, and 22 and 23 are not allowed.
### Straight-in RWY

<table>
<thead>
<tr>
<th>STRAIGHT-IN RWY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>06</strong> ILS</td>
<td>239'</td>
<td>251'</td>
<td>259'</td>
<td>270'</td>
</tr>
<tr>
<td>ALS out</td>
<td>R800m</td>
<td>R1000m</td>
<td>R800m</td>
<td>R900m</td>
</tr>
<tr>
<td>LOC</td>
<td>510'</td>
<td>510'</td>
<td>510'</td>
<td>510'</td>
</tr>
<tr>
<td>ALS out</td>
<td>R1500m</td>
<td>R1500m</td>
<td>R1800m</td>
<td>R2000m</td>
</tr>
<tr>
<td>VOR</td>
<td>810'</td>
<td>810'</td>
<td>810'</td>
<td>810'</td>
</tr>
<tr>
<td>ALS out</td>
<td>R1500m</td>
<td>R1500m</td>
<td>R2000m</td>
<td>R2000m</td>
</tr>
<tr>
<td><strong>24</strong> ILS</td>
<td>285'</td>
<td>297'</td>
<td>305'</td>
<td>316'</td>
</tr>
<tr>
<td>ALS out</td>
<td>R650m</td>
<td>R1200m</td>
<td>R650m</td>
<td>R650m</td>
</tr>
<tr>
<td>LOC</td>
<td>850'</td>
<td>850'</td>
<td>850'</td>
<td>850'</td>
</tr>
<tr>
<td>ALS out</td>
<td>R1200m</td>
<td>R1500m</td>
<td>R1400m</td>
<td>R1800m</td>
</tr>
<tr>
<td>VOR</td>
<td>680'</td>
<td>680'</td>
<td>680'</td>
<td>680'</td>
</tr>
<tr>
<td>ALS out</td>
<td>R1200m</td>
<td>R1500m</td>
<td>R1400m</td>
<td>R1800m</td>
</tr>
<tr>
<td>NDB</td>
<td>1070'</td>
<td>1070'</td>
<td>1070'</td>
<td>1070'</td>
</tr>
<tr>
<td>ALS out</td>
<td>R1200m</td>
<td>R1500m</td>
<td>R1400m</td>
<td>R1800m</td>
</tr>
</tbody>
</table>

### Circle-to-Land

<table>
<thead>
<tr>
<th>CIRCLE-TO-LAND</th>
<th>100 KT</th>
<th>135 KT</th>
<th>180 KT</th>
<th>205 KT</th>
</tr>
</thead>
<tbody>
<tr>
<td>After ILS/LOC 06</td>
<td>990'</td>
<td>990'</td>
<td>1090'</td>
<td>1200'</td>
</tr>
<tr>
<td></td>
<td>V1500m</td>
<td>V1600m</td>
<td>V2400m</td>
<td>V3600m</td>
</tr>
<tr>
<td>After VOR 06</td>
<td>1190'</td>
<td>1360'</td>
<td>1870'</td>
<td>2120'</td>
</tr>
<tr>
<td></td>
<td>V1500m</td>
<td>V1600m</td>
<td>V2400m</td>
<td>V3600m</td>
</tr>
<tr>
<td>After ILS/LOC 24</td>
<td>1090'</td>
<td>1090'</td>
<td>1190'</td>
<td>1450'</td>
</tr>
<tr>
<td></td>
<td>V1500m</td>
<td>V1600m</td>
<td>V2400m</td>
<td>V3600m</td>
</tr>
<tr>
<td>After VOR 24</td>
<td>920'</td>
<td>920'</td>
<td>1020'</td>
<td>1250'</td>
</tr>
<tr>
<td></td>
<td>V1500m</td>
<td>V1600m</td>
<td>V2400m</td>
<td>V3600m</td>
</tr>
<tr>
<td>After NDB 24</td>
<td>1130'</td>
<td>1170'</td>
<td>1270'</td>
<td>1510'</td>
</tr>
<tr>
<td></td>
<td>V1500m</td>
<td>V1600m</td>
<td>V2400m</td>
<td>V3600m</td>
</tr>
</tbody>
</table>

### Take-off RWY 06, 24

<table>
<thead>
<tr>
<th>LVP must be in Force</th>
<th>RL &amp; CL</th>
<th>RCLM (DAY only) or RL</th>
<th>RCLM (DAY only) or RL</th>
<th>NIL (DAY only)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>200m</td>
<td>400m</td>
<td>500m</td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>250m</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>300m</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**CHANGES:** Circling minimums after NDB 24.
MISSED APCH: Climb on heading 242° to 2000', then turn LEFT to NDB climbing to 3000' and hold.

Alt Set: hPa  Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'
1. VOR, ADF and DME required.  2. ILS DME reads zero at rwy 24 threshold.
MISSED APCH: Climb to VOR. Proceed on R-064 climbing to 3000', then turn RIGHT to VOR and hold.

1. DME required. 2. Final approach track offset 2° from rwy centerline.

LEIB/IBZ

IBIZA, SPAIN

VOR Rwy 06

R-064

Bearings.

CHANGES:

Gnd speed-Kts

Descent angle

MAP at D2.0

Standard STRAIGHT-IN LANDING RWY 06

CIRCLE-TO-LAND

Not authorized North of runway

D8.0

DA(H) 810' (793')

Max

M&I

VIS

A

RVR 1500m

100

1190' (1166')

1500m

B

1360' (1336')

1600m

135

C

1870' (1846')

2400m

180

D

2120' (2096')

3600m

205

PANS OPS 4

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**BRIEFING STRIP**

**MISSED APCH:** Climb on R-240 to 2200', then turn LEFT to VOR climbing to 3000' and hold.

1. **DME required.**
2. **Final approach track offset 2° from rwy centerline.**

**Changes:**
- VOR 1
- D5.0
- D10.0
- 240°
- 1400'
- MDA(H) 680' (656')
- Ave Elev 24'
- MSA IBA VOR

**IBIZA, SPAIN**

**IBIZA**

- *ATIS*
- 119.8
- *IBIZA Approach*
- Final Apch Crs
- 240°
- *IBIZA Tower*
- Minimum Alt
- D5.0 1400' (1376')
- DA(H) 680' (656')
- Apt Elev 24'
- *Ground*
- 121.92

**VOR**

- IBA 117.8

**IBIZA DME**

<table>
<thead>
<tr>
<th>Altitude</th>
<th>3.0</th>
<th>4.0</th>
</tr>
</thead>
<tbody>
<tr>
<td>IBA DME</td>
<td>730'</td>
<td>1090'</td>
</tr>
</tbody>
</table>

**Gnd speed-Kts**

<table>
<thead>
<tr>
<th>Gnd speed-Kts</th>
<th>70</th>
<th>90</th>
<th>100</th>
<th>120</th>
<th>140</th>
<th>160</th>
</tr>
</thead>
<tbody>
<tr>
<td>Descent angle</td>
<td>3.40°</td>
<td>421</td>
<td>541</td>
<td>602</td>
<td>722</td>
<td>842</td>
</tr>
<tr>
<td>MAP at D2.0</td>
<td>963'</td>
<td>240°</td>
<td>3000</td>
<td>TCH 50'</td>
<td>3000</td>
<td>4000</td>
</tr>
</tbody>
</table>

**Standard**

- STRAIGHT-IN LANDING RWY 24
- CIRCLE-TO-LAND

**Not authorized North of runway**

**ALS out**

<table>
<thead>
<tr>
<th>Max Kts</th>
<th>D5.0 MDA(H)</th>
<th>VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>920' (896')</td>
<td>1500m</td>
</tr>
<tr>
<td>135</td>
<td>920' (896')</td>
<td>1600m</td>
</tr>
<tr>
<td>180</td>
<td>1020' (996')</td>
<td>2400m</td>
</tr>
<tr>
<td>205</td>
<td>1250' (1226')</td>
<td>3600m</td>
</tr>
</tbody>
</table>

**RVR 1500m**

**CMV 2300m**

**CMV 2400m**

**10 DEC 10**

**JEPPSEN JeppView 3.7.5.0**
**IBIZA, SPAIN**

**NDB Rwy 24**

**BRIEFING STRIP**

<table>
<thead>
<tr>
<th><em>ATIS</em></th>
<th>119.8</th>
</tr>
</thead>
<tbody>
<tr>
<td>Final Apc Crs</td>
<td>241°</td>
</tr>
<tr>
<td>Minimum Alt</td>
<td>1400' (1376')</td>
</tr>
<tr>
<td>DA(H)</td>
<td>1070' (1046')</td>
</tr>
<tr>
<td>Apt Elev</td>
<td>24'</td>
</tr>
<tr>
<td>MSA IZA NDB</td>
<td></td>
</tr>
</tbody>
</table>

**NOTICE:** PRINTED FROM AN EXPIRED REVISION. Disc 18-2011

**MISSED APCH:** Climb on heading 241° to 2000’, then turn LEFT to NDB climbing to 3000’ and hold.

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

1. Racetrack restricted to MAX 210 KT. 2. Final approach track offset 1° from RCL.

**CHANGES:** Circling minimums.

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**RWY Incursion Hot Spots**

When leaving RWY via TWY 'E' or 'F', do not stop less than 75m away from RCL.

---

**RWY 06/24**:
- Respective first 104m hydraulic concrete.

**Arrivals**

Contact TWR over REPs S (La Sabina) or N (San Antonio Abad) at MAX 1000' SFC and request clearance to enter CTR.

Before entering the CTR pilot shall report position and altitude and may be required to hold over the REPs before a clearance to enter the CTR can be issued.

The Final Approach Areas must not be crossed without clearance from TWR.

ATC will not provide Estimated Arrival Time information to ACFT holding on APCH, when holding time does not exceed 20 MIN.

Unless ATC advises otherwise, ACFT shall enter Apron by
- Gate A, when RWY 06 is in use.
- Gate B, when RWY 24 is in use.

All GA personnel movements on apron must be executed with the assistance of the Airport Service or an authorised handling agent.

---

**Radio Communication Failure**

Enter CTR through 'N' or 'S' corridors, observing which RWY is in use by using AVBL resources like ATIS, in sight traffic, pre-flight information, etc. Afterwards proceed to tail wind position within cross 'abeam' TWR, to make there 360° turns in opposite direction of RWY-in-use. Segment nearest to TWR must coincide with 'tail wind' direction and 'abeam' TWR at 500' SFC or below while waiting for visual signals to be issued by TWR.