

Palma de Mallorca International Airport

IATA/ICAO CODE: PMI/LEPA
CITY: Palma de Mallorca
COUNTRY: Spain

AIRPORT CONTACT

No changes reported by the airport in 2011
[Verify information below with the airport](#)

Name: AENA
Title:
Airport: Palma de Mallorca International
Address: Aeropuerto de Palma de Mallorca
07611 Palma de Mallorca
Spain
Phone: +34 971 789 000
Fax: +34 971 789 010
Email: pmi_secdirec@aena.es
Airport Web Site: www.aena.es

ELEVATION: 8m/27 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
06L/24R	3270	24R/70m	-	45
06R/24L	3000	6R/410 m	-	45

NOISE ABATEMENT PROCEDURES

1. The following procedures have been established to avoid excessive noise to the surroundings of Palma de Mallorca airport.
2. The procedures are applicable to every landing and take-off. None compliance with the procedures will be cause of sanctions to aircraft operators.
3. Pilots and ATC may omit these procedures when requested for aircraft safety reasons.
4. Operators which can not comply with the procedures shall submit to the correspondent authority the procedure that may apply to this purpose for its possible approval.
5. The term night hours is defined as the period comprised between:
V: 2100-0500 and I: 2200-0600
6. Training flights are forbidden at night time. All training operations must be undertaken on runway 24R/06L.
7. Departure and arrival paths will be radar monitored and noise levels will be measured for

each operation. (see noise monitor system below for location details). This measurement system works 24 hours a day in automatic form and disposes of radar data, flight plan and aircraft position at every moment for the aircraft identification.

8. Change on the procedures must not be requested for or cleared until reaching FL60 except for propeller aircraft.

9. Runway 06R may be used for arrivals exclusively by propeller aircraft and at daytime, except in the case of operational contingency. Runway 24L will not be used for take-off, save for operational contingency.

Take-off	- Take-off power - Take-off flap/slat - Accelerate up to $V_2 + 10$ kt - Climb up to 1500 ft AAL maintaining $V_2 + 10$kt
At 1500 ft	- Reduce to power of ascent - Accelerate up to $V_{zf} + 10$ kt maintaining a minimum climb gradient of 500 ft/min. V_{zf}: Zero flap minimum safety maneuver speed - Retract Flap/Slat according to need
Up to FL60	- Do not exceed 250 kt and continue SID in force, except ATC clearance

Landing

Reverse Thrust other than idle thrust can not be used except for safety reasons, during the night hours.

Landing and approach procedures on visual meteorological conditions will be performed with an angle equal to or higher then the ILS GP or PAPI of each runway.

Training Flights

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

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS

West configuration:

West configuration will be preferential whenever the tail wind component does not exceed 10 kt and the runway is dry, or wet with braking action good.

Arrivals: Runway 24L

Departures: Runway 24R

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

East configuration:

Arrivals: Runway 06L

Departures: Runway 06R

To accelerate arrival traffic the Runway 06L could be used on ATC request.

Pilots sasking for the use of a runway other than the described system shall assume the possible delays.

OPERATING QUOTA - **NONE**

ENGINE RUN-UP RESTRICTIONS

Run-up tests will only be authorized outside of the night hours. Any other situation shall be authorized at the airport's direction.

Engine tests higher than idle regime will be only permitted at taxiway SOUTH and are forbidden during the night hours.

APU OPERATING RESTRICTIONS

- It is mandatory the use of the 400 Hz system.
- The use of aircraft APU (Auxiliary Power Unit) is forbidden for the period from 2 minutes after blocks-on for arrivals and 5 minutes before offblocks for departures.
- The aircraft APU (Auxiliary Power Unit) will only be used when neither the 400 Hz system nor the mobile units are operative, or when the air conditioning service is required and it is not available.
- The use of a harness hook is recommended for fastening of the 400 Hz system to the aircraft. Otherwise, the airport authority will not accept responsibility for any damages the aircraft could suffer.
 - When it is necessary to connect the 400 Hz system before an aircraft turn off the engines, either due to the aircraft APU (Auxiliary Power Unit) is not available or a company procedure with prior permission of the airport authority:
- The TOAM (Movement Area Operations Technician) will make quite sure that the aircraft is totally stopped and will confirm it by means of signals with the pilot in charge of the aircraft (RCA, Appendix C, Adjunct 5) before the blocks will be on.
- Any operation will not be carried out until the blocks will be on.
 - On the remote stands without 400 Hz system, the use of APU (Auxiliary Power Unit) is forbidden during the night hours, (see item 21), except for aircraft cleared to start-up engines and taxiing.

NOISE BUDGET RESTRICTIONS - **NONE**

NOISE SURCHARGE

6/2011 - IATA Airport, ATC and Fuel Charges Monitor

Surcharges according to the noise level of the aircraft at Alicante, Barcelona, Gran Canaria, Madrid/Barajas, Málaga, Palma de Mallorca, Tenerife Sur and Valencia airports, for civil subsonic jet aeroplanes, the resulting quantities of the landing charges and will be increased in the following percentages on the basis of the time period in which the landing or take off takes place and the acoustic classification of each aircraft

Landing Fee - Based on maximum take-off weight

Landing Charge	Rate per Tonne	

Within EC & International Flights	EUR6.31	
Minimum		EUR 94.65

The acoustic category of an airplane is determined as per the following:

Category 1	cumulative margin relative to Chapter 3 of less than 5 EPNdB	
Category 2	cumulative margin relative to Chapter 3 of between 5-10 EPNdB	
Category 3	cumulative margin relative to Chapter 3 of between 10-15 EPNdB	
Category 4	cumulative margin relative to Chapter 3 of over 15 EPNdB	
Acoustic Category	from 0700 to 2259	from 2300 to 0659
Category 1	70%	140%
Category 2	20%	40%
Category 3	0%	0%
Category 4	0%	0%

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

The airport has 9 noise monitors. A map showing the location of each monitor is available in AIP Spain AD2.21 LEPA. The physical locations is shown below. Departure and arrival paths will be radar monitored and noise levels will be measured for each operation. This measurement system works 24 hours a day in automatic form and disposes of radar data, flight plan and aircraft position at every moment for the aircraft identification.

Location of Noise Monitors	
San Jordi	393322N 0024639E
Casa Blanca	393401N 0024523E
THR Pista 24L	393310N 0024534E
THR Pista 24R	393342N 0024418E
THR Pista 06L	393300N 0024250E
Can Pastilla	393205N 0024246E
Coll Den Rabassa	393247N 0024156E
Illetas	393238N 0023546E
Palmanova	393100N 0023216E

FLIGHT TRACK MONITORING SYSTEM

Yes, see information under noise monitoring system.

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - [NONE](#)