



LOCAL FLIGHT RULES

SON BONET Airport

(LESB)

Fly EPT Spain



INTENTIONALLY LEFT BLANK



Table of Contents

LOCAL FLIGHT RULESON SON BONET Airport (LESB).....	1
GLOSSARY of TERMS and ABBREVIATIONS	4
AIRSPACE AROUND SON BONET AIRPORT (LESB)	5
AIRSPACE AROUND SON BONET AND PALMA CTA	8
SON BONET (LESB) REPORTING POINTS	9
REPORTING POINTS SON BONET (cont.).....	10
MALLORCA TRAINING AREAS	11
SON BONET AIRPORT - - LOCAL REGULATIONS	12
SON BONET AIRPORT DIAGRAMS	13
RADIO PROCEDURES	15
NORMAL PROCEDURES AT LESB	15
COMMUNICATION FAILURE PROCEDURE.....	16
PARKING AREAS AND PROCEDURES AT LESB	17
TAXI PROCEDURES AT LESB	18
TAXYING FROM MAIN APRON TO POWER CHECK AREA (STAND 66/67)	18
ENTERING / EXITING THE RUNWAY	19
• Runway 23 in use.....	19
RUNWAY 23 IN USE	19
• Runway 05 in use.....	20
RUNWAY 05 IN USE	20
REFUELLING PROCEDURES	21
• AIRCRAFT FUEL REQUIREMENTS	21
POWER CHECKS AREAS	22
CIRCUITS	23
LEAVING AND JOINING THE CIRCUIT	24
LEAVING AND JOINING THE CIRCUIT	25
VFR NAVIGATION	26
LAND AWAY	26
MENORCA SAN LUIS (LESL)	27
.....	27
IBIZA (LEIB).....	29
APPENDIX	31



GLOSSARY of TERMS and ABBREVIATIONS

Standard EASA abbreviations are used throughout this manual and a number of the more frequently used are reproduced for convenience as follows:

AD	Aerodrome
AFIS	Aerodrome Flight Information Service
AFISO	Aerodrome Flight Information Service Officer
AFT	Atlantic Flight Training
AGL	Above Ground Level
AIP	Aeronautical Information Publication
AMSL	Above Mean Sea Level
APP	Approach
ARP	Airport Reference Point
ATC	Air Traffic Control
ATIS	Automatic Terminal Information Service
ATS	Air Traffic Services
CFI	Chief Flying Instructor
CRM	Crew Resource Management
CTA	Control Area
CTR	Control Zone
DA/DH	Decision Altitude/Decision Height
DME	Distance Measure Equipment
ENR	Enroute
FI	Flight Instructor
FIR	Flight Information Region
FIZ	Flight Information Zone
GND	Ground
IF	Instrument Flight
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IMC	Instrument Meteorological Conditions
IR	Instrument Rating
LFR	Local Flight Rules
LVP	Low Visibility Procedures
MSL	Mean Sea Level
NAV	Navigation
NDB	Non-Directional Beacon
NOTAM	Notice to Airmen
OPS	Operations
PAPI	Precision Approach Path Indicator
PIC	Pilot in Command
RWY	Runway
SPIC	Supervised Pilot in Command
TMA	Terminal Area
TWR	Tower
TWY	Taxiway
VFR	Visual Flight Rules
VMC	Visual Meteorological Conditions
VOR	VHF Omni-directional Radio-range
VRP	VFR Reporting Points



AIRSPACE AROUND SON BONET AIRPORT (LESB)

PALMA AIRSPACE

Son Bonet airport sits immediately underneath the Palma ATZ and TMA and immediately outside the Palma CTR. This airspace is some of the busiest in Europe, particularly during the summer and careful planning is required to avoid infringements.

Palma TMA:

- Class A: from 1,000 AGL to FL195.

Palma ATZ:

- Class A: from 1,000 AGL to 3,000 AGL.

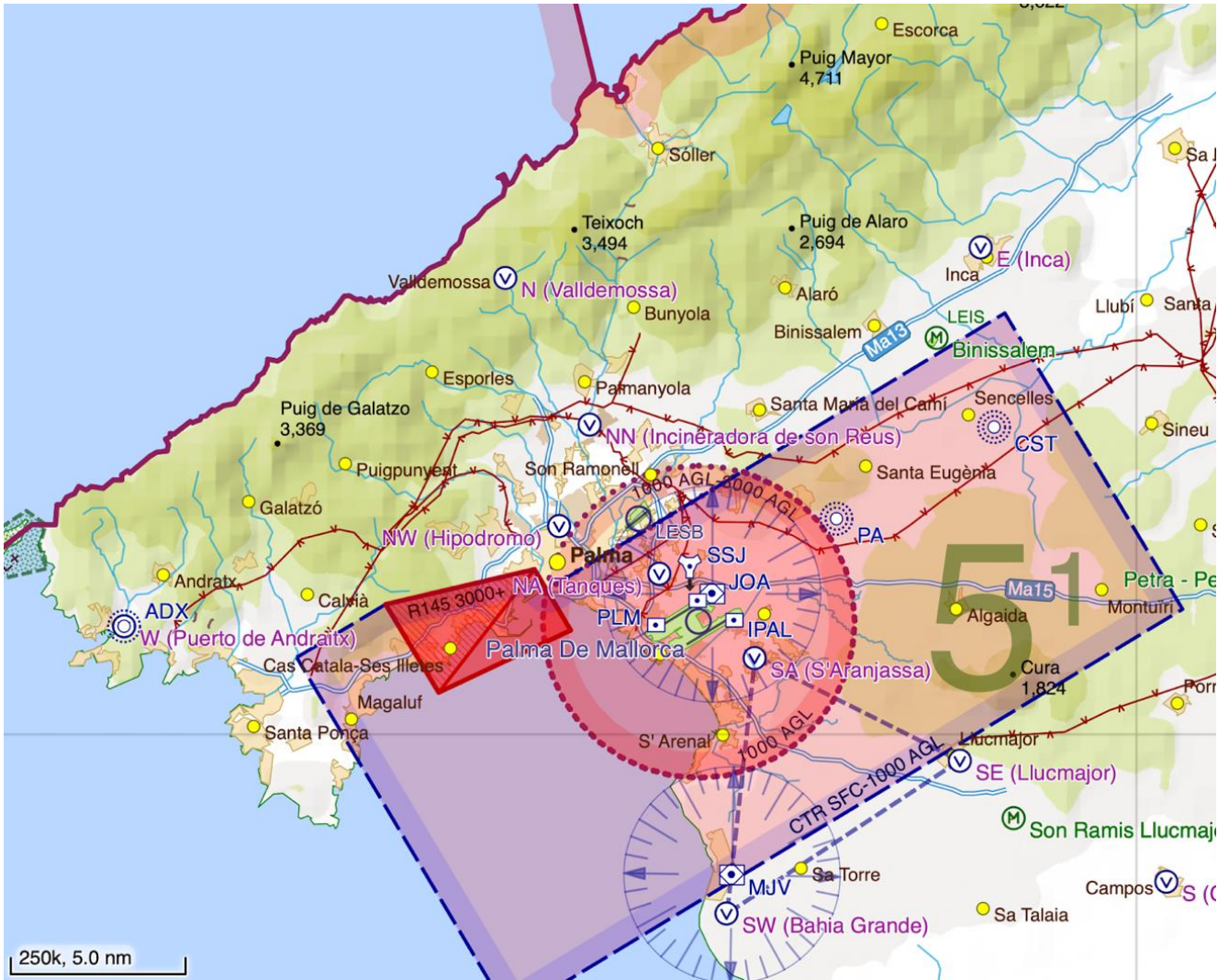
Palma CTR:

- Class D: from SFC to 1,000 AGL.

Inside Palma TMA, there are two airports:

- **Palma De Mallorca (LEPA)**. It is a major commercial, domestic and international airport, one of the busiest in Europe. See Palma AIP for further information.
- **Palma Son Bonet (LESB)**. Son Bonet is an uncontrolled airport. The airport is only for private and general aviation operations (including flight schools). See Son Bonet AIP for further information.

Note: further information about LESB in following Local Flight Rules sections





RESTRICTED / PROHIBITED AIRSPACE

Within the Palma CTR, there are the following restricted and prohibited areas:

- **LEP-143 Cala Mayor** is located 3nm South-West of the filed within the Palma CTR, prohibited overflying from SFC – 3000 ft. AMSL
- **LER-145 Cala Mayor** is co-located with LEP-143, 3nm south west of the airfield within the Palma CTR, and is a restricted area for VFR traffic from 3000 ft. AMSL – Unlimited.
- **LER-115 Cabrera** is located off the south east coast of Mallorca, and is restricted from SFC – 6000 ft. AMSL

There are often unmanned aircraft flights and Spanish military exercises taking place within the training area.

Before commencing any flight, **NOTAMS MUST BE CHECKED** in order to know if any restrictions for commercial/training flights are applied

Check NOTAMS before your flight





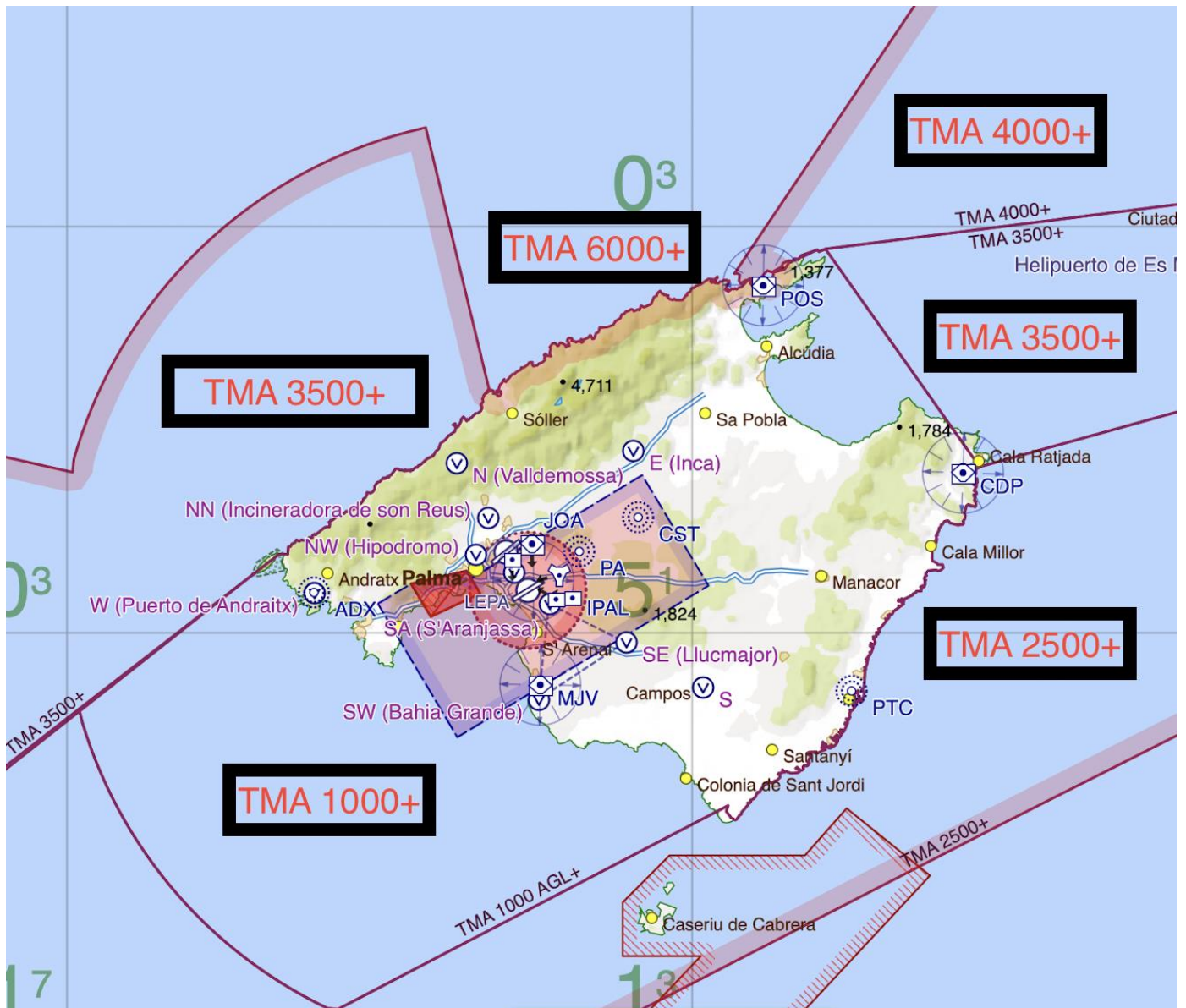
AIRSPACE around SON BONET and PALMA CTA

- All of Mallorca over land is class A airspace above 1000' AGL.
- Terrain to the North is mountainous (up to 4,700' AMSL).
- Below 1000' AGL is class G airspace with the exception of the Palma CTR
- Palma CTR is 0.5nm to the South-East of the runway centreline.
- Circuits are ALWAYS to the North (23 LH, 05 RH)
- Over the sea the airspace is Class G (uncontrolled) up to differing altitudes (see map below)

This means that we need to keep a good lookout during our flights looking for any other traffic in the vicinity, especially ultralight or helicopters.

Binissalem microlight field is 10nm North-East of Son Bonet Airport (LESB).

For flights landing away from LESB, i.e., Menorca, Ibiza, or the mainland, coordinate with Palma Approach.





SON BONET (LESB) REPORTING POINTS

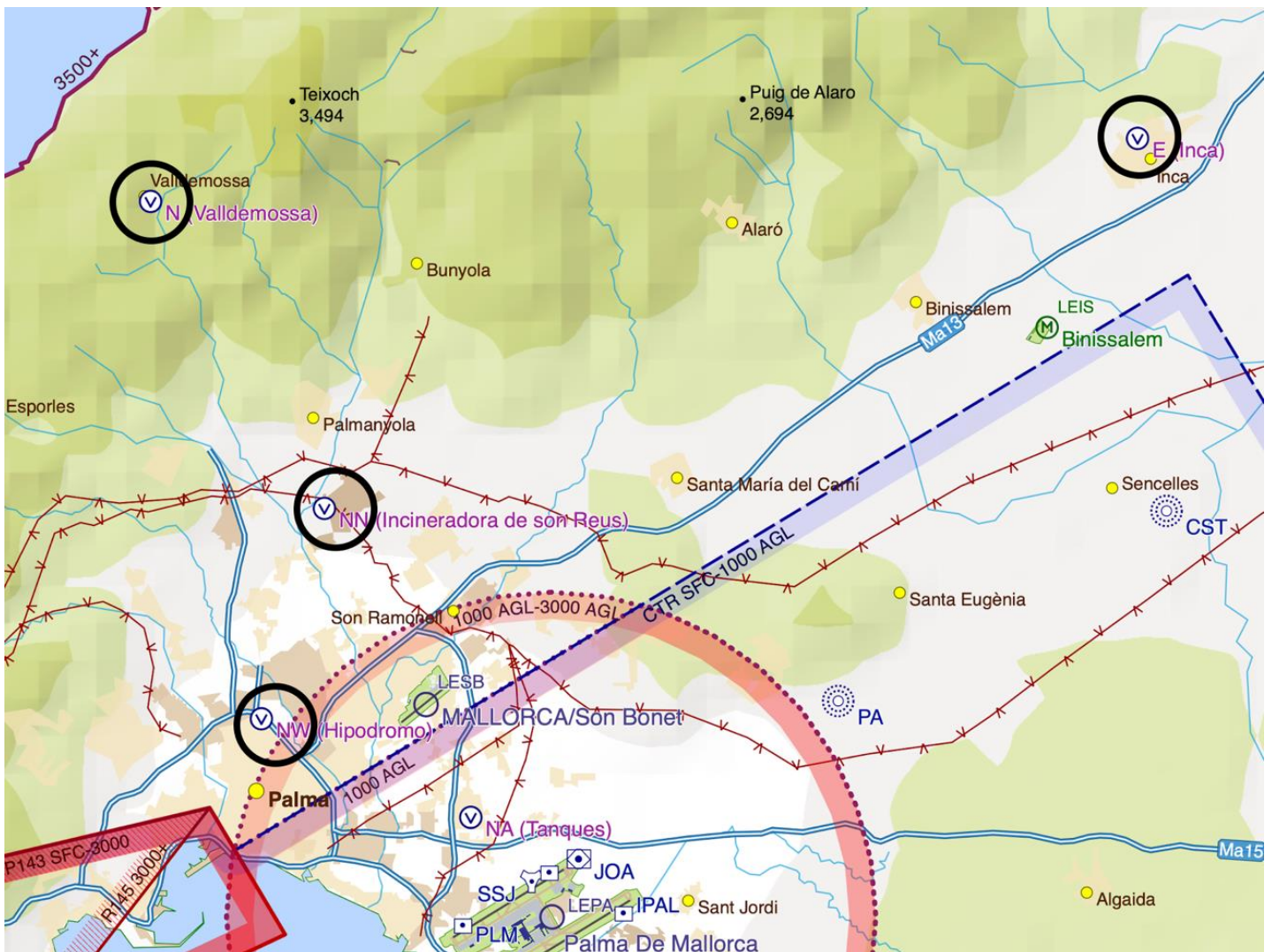
If you are flying outbound or inbound from LESB, there are four (4) VFR Mandatory Reporting Points (VRP). The VRP are as follows:

- **November (N)** – Valldemossa (village in the mountains) - beware of transiting traffic from NN to coastline. Report altitudes on CTAF
- **November November (NN)** – Incinerator de Son Reus - used for entering / exiting the circuit and holding during radio failure.
- **November Whisky (NW)** – Hipodromo (Oval race course next to prison)
- **Echo (E)** – Inca (large town, 10nm North-East of LESB)

Within the circuit at Son Bonet, traffic information calls should be made on the Son Bonet Traffic frequency (**122.705**). When leaving the circuit and conducting general handling outside of the circuit, traffic information calls should be made on Son Bonet Traffic (**123.5**)

From the AIP:

- Under no circumstances shall the CTR of Palma de Mallorca or the final approach areas to the runways of Palma de Mallorca AD be crossed without permission from ATC.
- No flights shall be conducted in the ATZ of Palma de Mallorca without prior authorization from Palma TWR (LEPA TWR).





REPORTING POINTS SON BONET (cont.)

Echo (E) – Inca (large town, 10nm North-East of LESB)

November (N) – Valldemossa (village in the mountains)



November November (NN) – Incinerator de Son Reus - used for entering / exiting the circuit and holding during radio failure.

November Whisky (NW) – Hippodromo (Oval race course next to prison)



SON BONET AIRPORT - LOCAL REGULATIONS

- ATC is not available at LESB, only ATIS service is provided.
- Airport operational hours are as follows:

SUNRISE or 0500 – SUNSET

- Fuel is available at the following times

Summer: 0730-1200 and 1400-1630

Winter: 0745-1215

Telephone: **+34-639 300 697**

- It is mandatory to submit a flight plan and carry radio equipment on board flights when Son Bonet Airport (LESB) is used as an origin / destination / alternate.
- All flights must have a flight plan opened by Palma Operations (**130.250**) before departure.
- All **local** flights must have a flight plan closed by Palma Operations after landing at LESB

Son Bonet VFR Chart from Spain AIP. See next page.

NOTE: for further information see *Spain AIP*



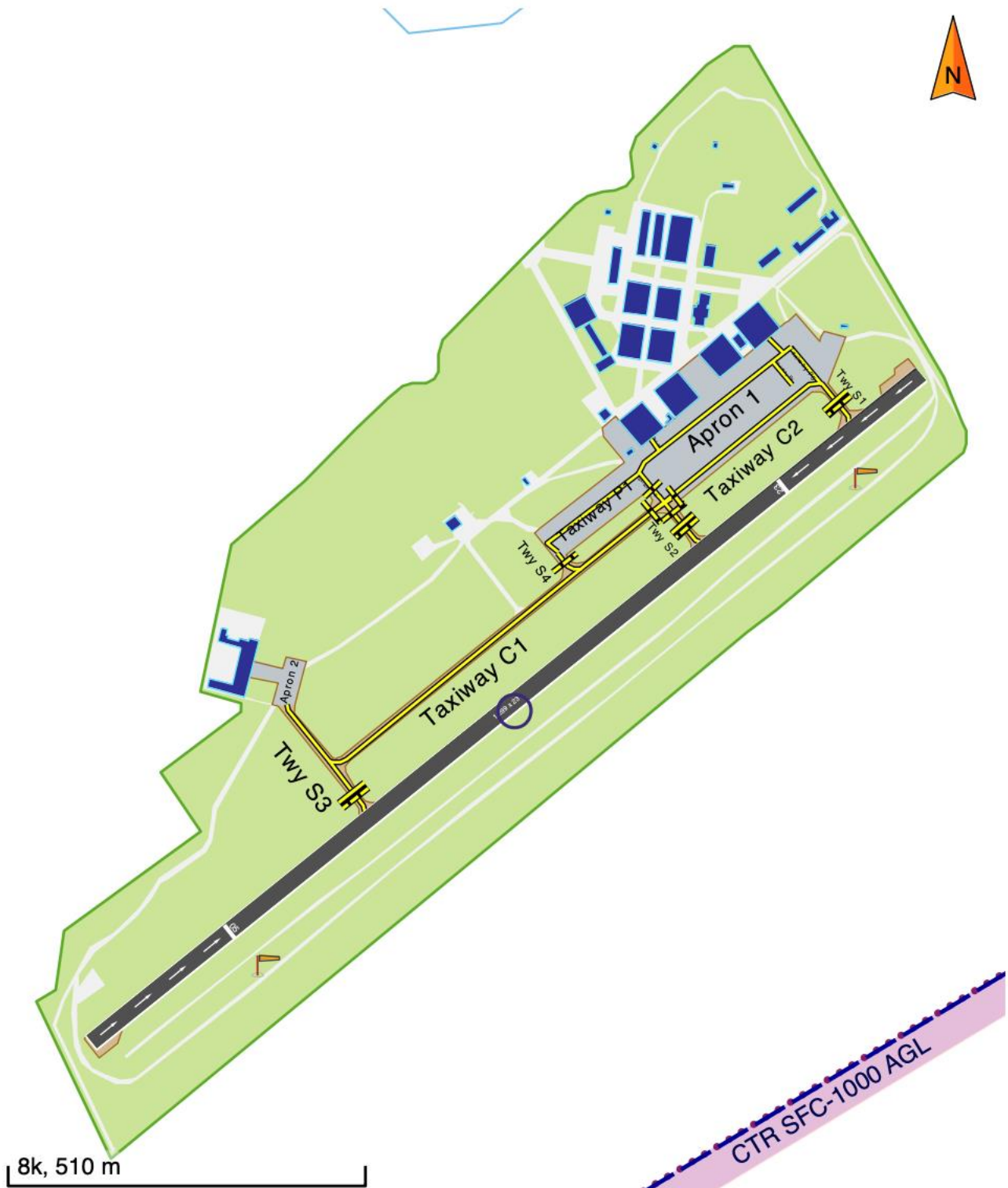
SON BONET AIRPORT DIAGRAMS

GENERAL PLAN VIEW OF LESB

2.5 nm NE Palma

N393556 E0024210 (E1.8°)

153 ft (6 hPa)

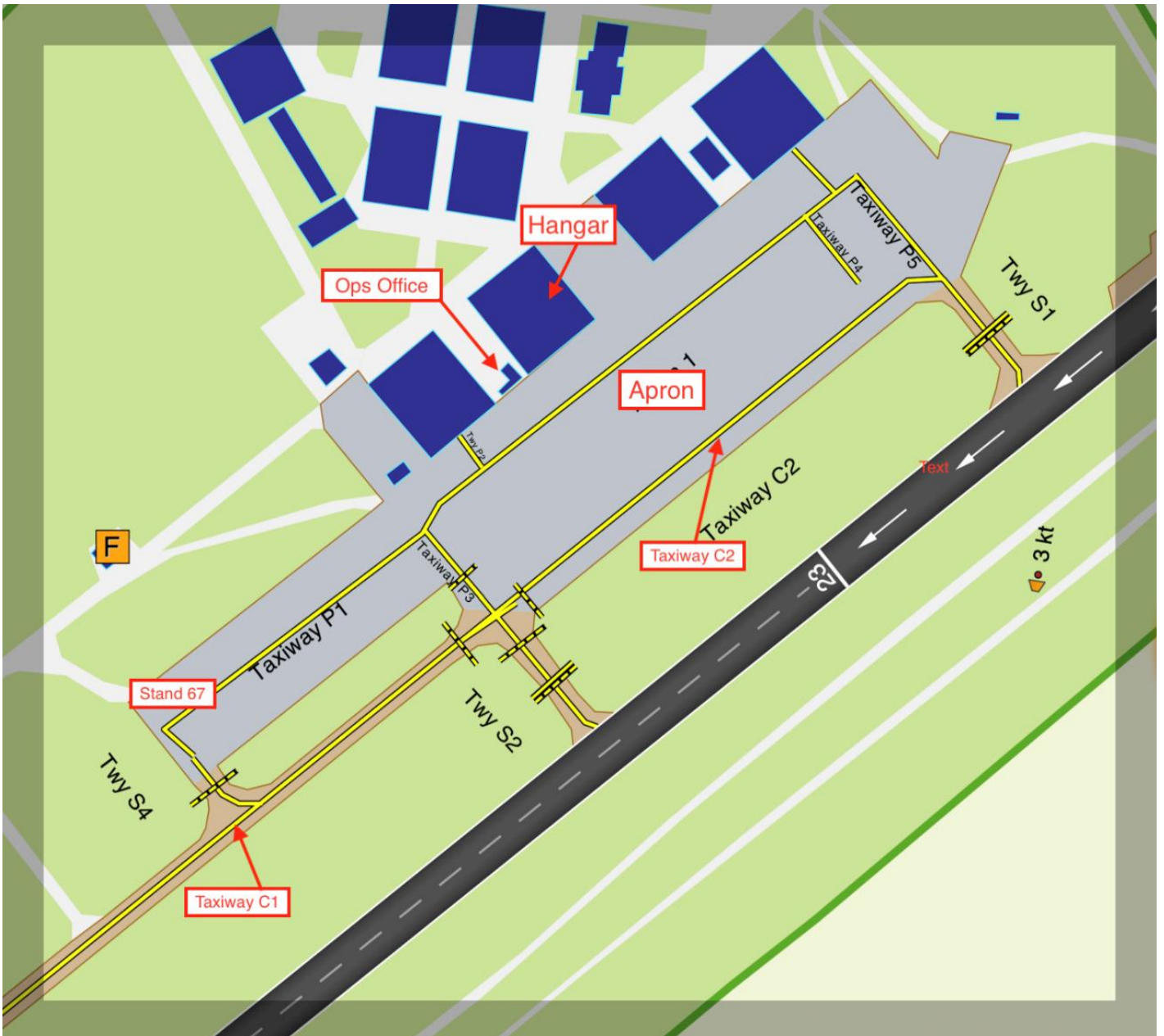




DESIGNATED AREAS

Designated areas are:

- Runway 23 / 05
- Taxiway C1 / C2
- Apron
- Power check area (Stand 67)
- Ops Office
- Hangar



Note: For further information, see Spain AIP LESB



RADIO PROCEDURES

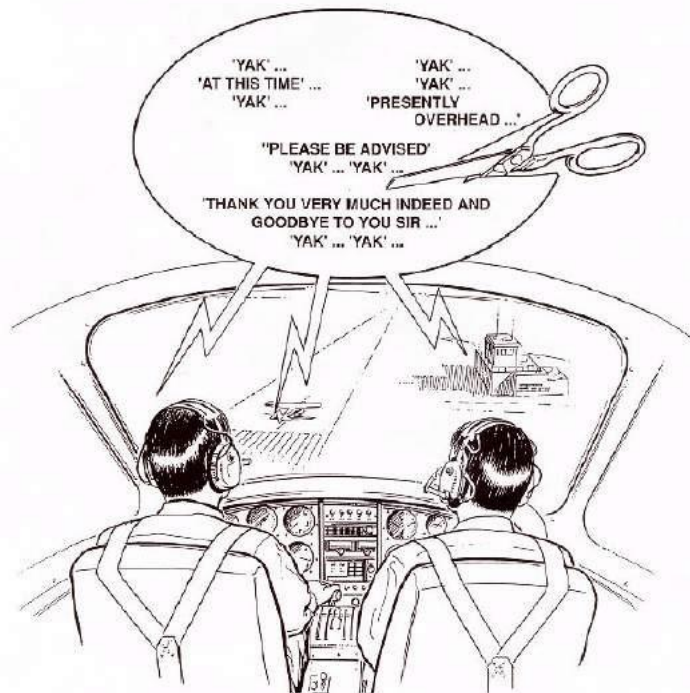
IMPORTANT: Before commencing any manoeuvre on ground the flight crew will communicate their intentions on the appropriate frequency.

NORMAL PROCEDURES AT LESB

Relevant frequencies are:

- ATIS: **122.875** (LESB) **119.250** (LEPA)
- Palma Operations: **130.250** – for flight plan opening.
- Son Bonet Radio: **122.705** (on ground and within circuit)
- Son Bonet Radio (CTAF): **123.5** (outside circuit on Mallorca)
- Palma Approach: **118.950** (enter CTR / TMA – IFR only! Or Radar Service leaving island)
- Palma Tower: **118.3** (crossing / zone transit LEPA ATZ)
- Flying to Ibiza / Menorca / mainland: Report “COASTING OUT. REQUEST AN ALERTING SERVICE”

CUT THE CHAT!



KEEP IT BRIEF

REFER TO CAP 413 (Radiotelephony Manual)
- available on the CAA's website www.caa.co.uk -
TO KEEP YOUR PROCEDURES CORRECT

FSP 4 040407 Prepared by the CAA's QA Safety Promotion, SPC Gatwick



**YOUR R/T TECHNIQUE HAS TO BE ACCURATE AND PRECISE
THIS IS A MATTER OF SAFETY**



COMMUNICATION FAILURE PROCEDURE

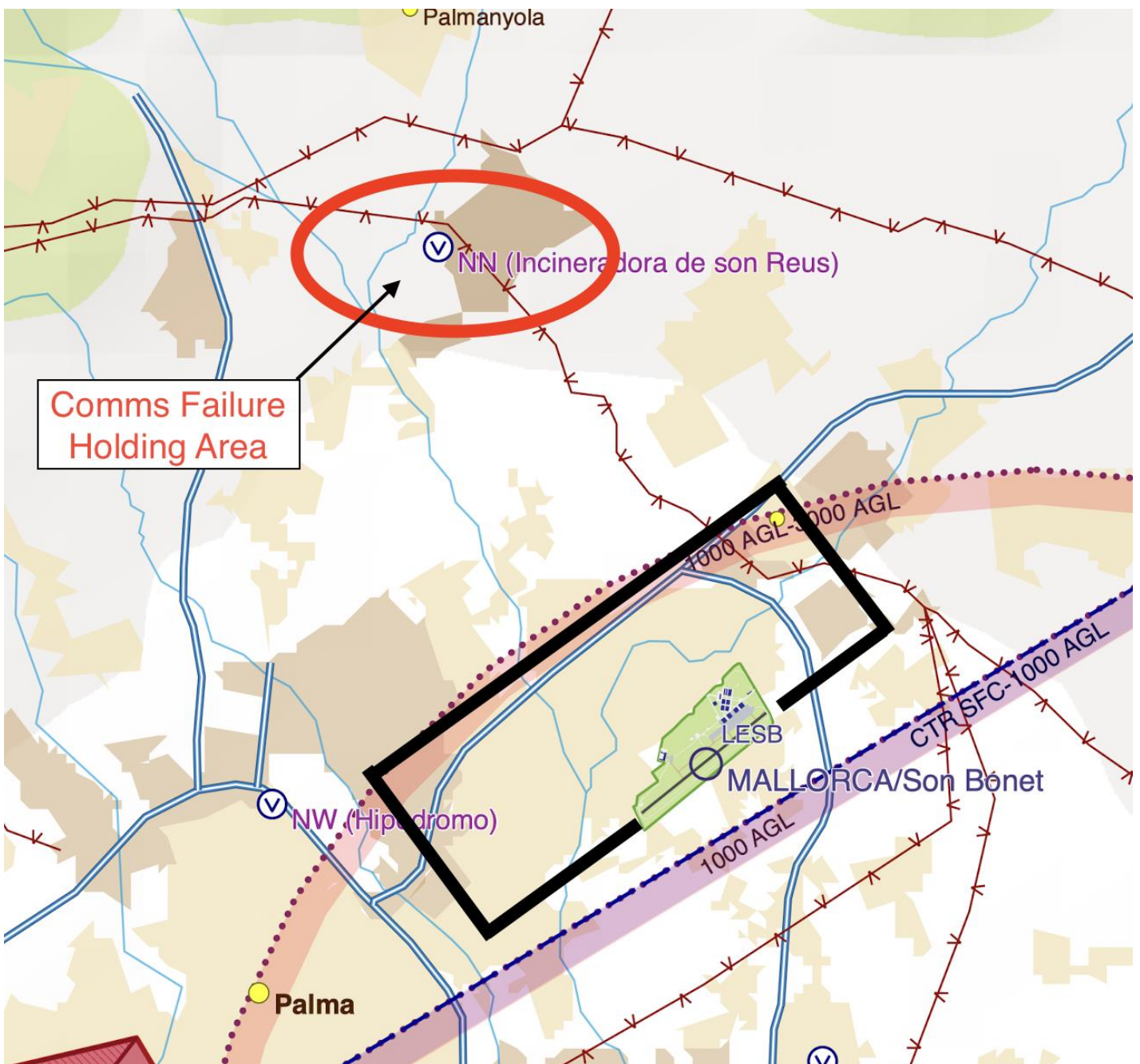
- **IN CASE OF RADIO FAILURE**

Follow the procedure published by AIP for LESB, which is as follows:

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

Palma Operations: +34 971 78 92 96

Remember: Some aircraft might be practicing the bad weather circuit exercises and the altitude for those aircraft in the circuit pattern will be 700 ft. AMSL (i.e., 500 ft. AGL)





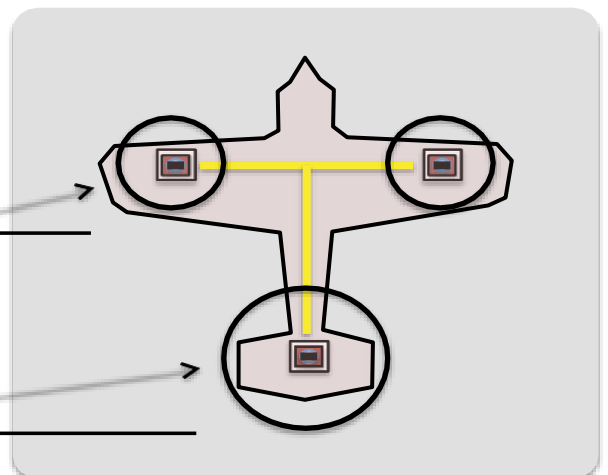
PARKING AREAS AND PROCEDURES AT LESB

There are two (2) main parking areas for Fly EPT Spain aircraft.

- **MAIN APRON PARKING AREA**
Aircraft on odd numbered stands should face the hangars.
Aircraft on even numbered stands should face the runway.
- **OVERFLOW PARKING AREA**
All aircraft should face the taxiway centreline



Last flight of the day, always use at least one (1) tie down. If strong winds are forecast, or aircraft will not be used again anytime soon, aircraft must be secured at 3 points using the tie downs in the cabin. Aircraft must be covered, if cover is available.





TAXI PROCEDURES AT LESB

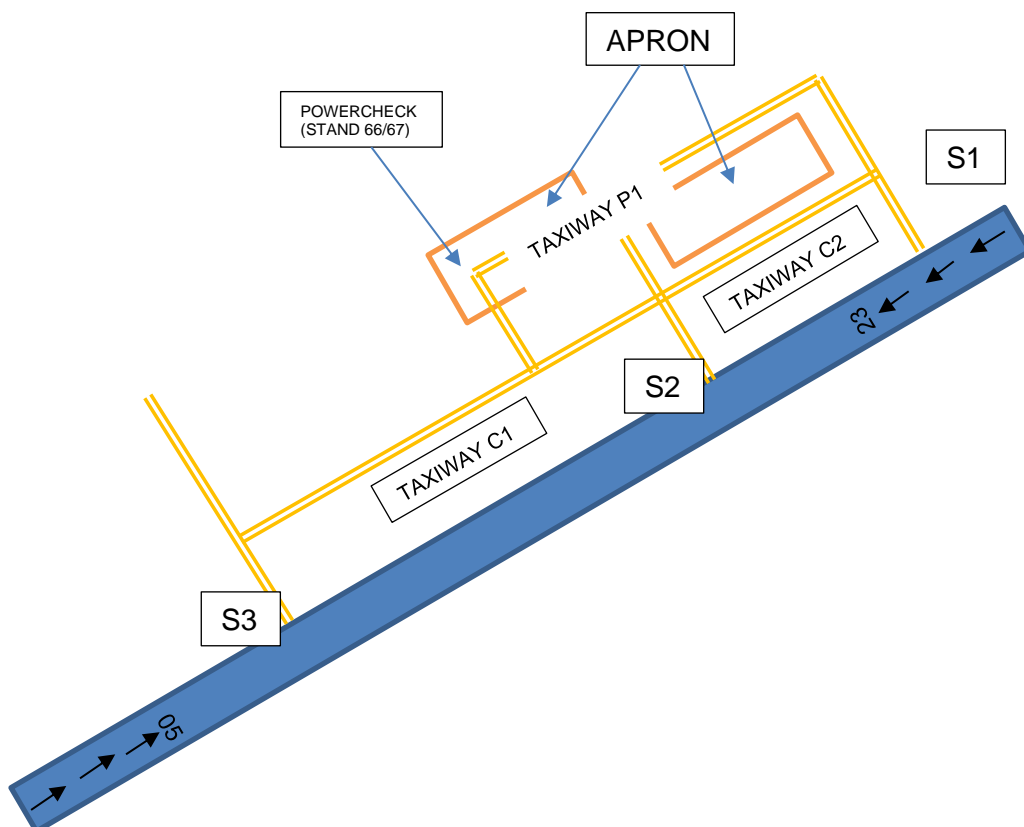
IMPORTANT: Before commencing any manoeuvre on ground the flight crew will communicate intentions on the appropriate frequency

If Fire-fighting aircraft or rescue helicopters declare an emergency take off, all Fly EPT Spain aircraft will hold positions and provide maximum support.

All Fly EPT Spain crews will taxi aircraft at a safe speed (brisk walking pace) due to the busy apron. Due to lack of ATC a good lookout will always be required minimizing any possible risk of accident/incident.

TAXYING FROM MAIN APRON TO POWER CHECK AREA (STAND 66/67)

- Before maneuvering crews will request a radio check from other aircraft on frequency. From main apron, proceed via taxiway P1 and/or C2 to Stand 66/67 for power checks.
- After power checks, taxi via C1/C2 to holding point S1 (runway 23 active) or holding point S3 (runway 05 active).





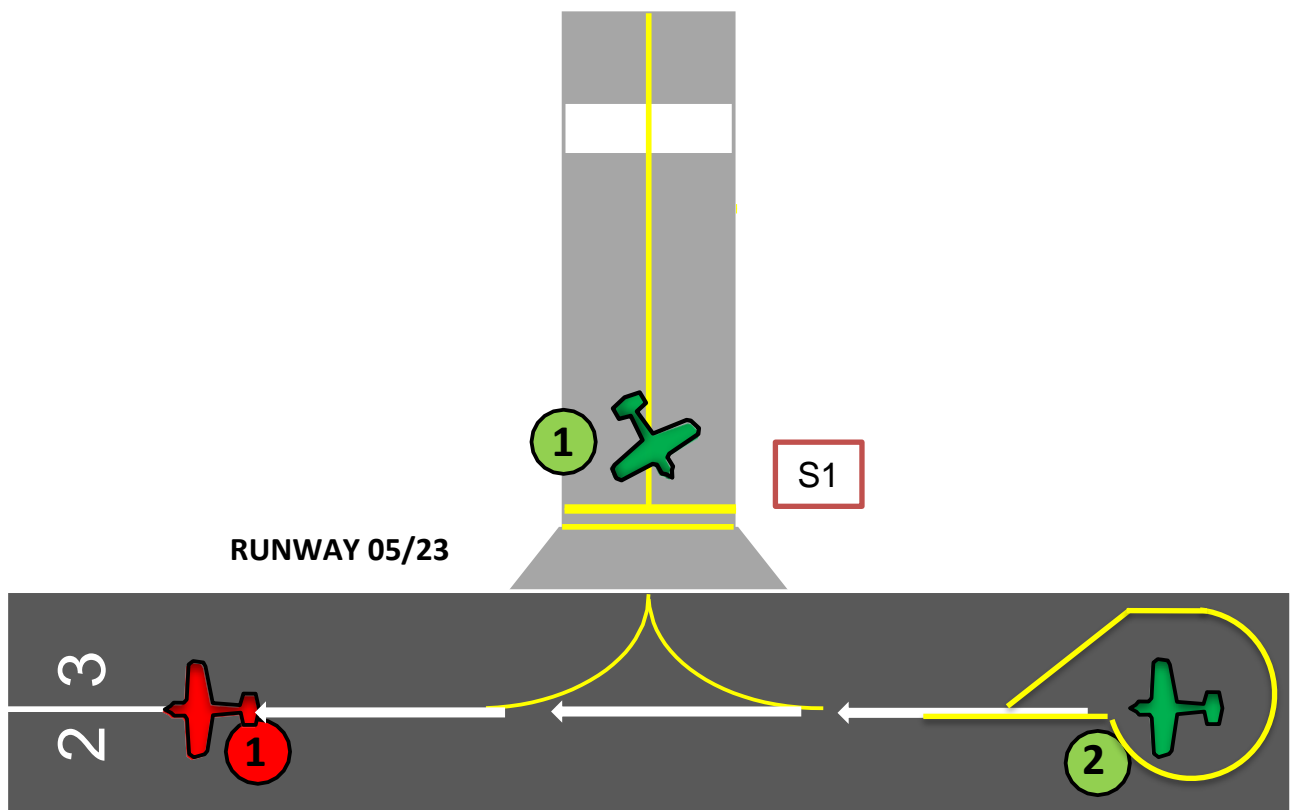
ENTERING / EXITING THE RUNWAY

- **Runway 23 in use**

Aircraft to depart (1) will hold at **S1**, and radio to check if any aircraft are on base leg or final approach. If other aircraft are in the circuit, continue holding until aircraft (1) have landed, before entering and backtracking to the end of the displaced threshold (2).

After landing, aircraft will likely exit at **S3**, or exceptionally **S2**, but should not leave the runway until speed is under control. Taxi back to Apron via **C1** and **C2**.

RUNWAY 23 IN USE



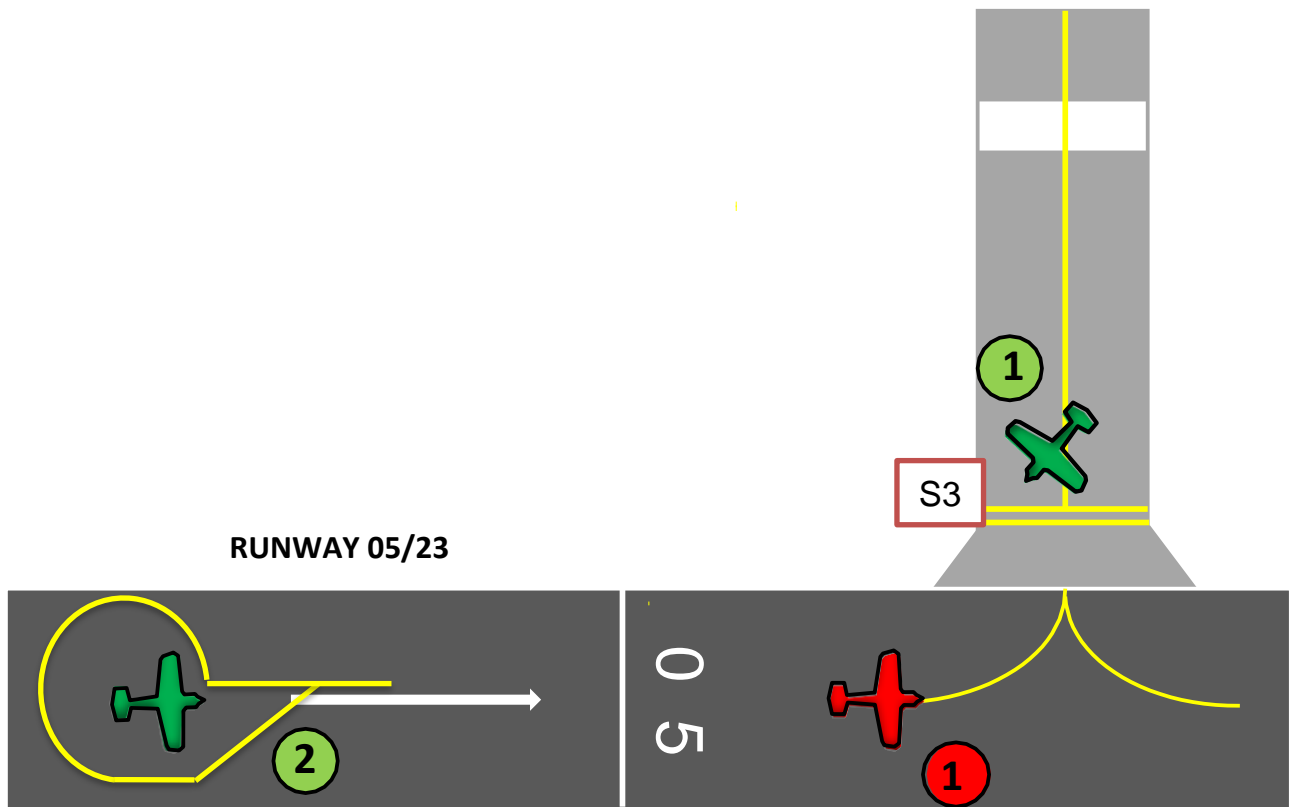


- **Runway 05 in use**

Aircraft to depart (1) will hold at **S3**, and radio to check if any aircraft are on base leg or on final approach. If other aircraft are in the circuit, continue holding until aircraft (1) has landed, before entering and back-tracking to the end of the displaced threshold (2).

After landing, aircraft will likely exit at **S2**, or exceptionally **S1** or **S3**, but should not leave the runway until speed is under control. Taxi back to Apron via **C1** and **C2**.

RUNWAY 05 IN USE



**ALL AIRCRAFT ON FINAL WILL COMPLETE THE FINAL SAFETY CHECKS BEFORE LANDING.
ALL THE AIRCRAFT ENTERING THE RUNWAY WILL CONFIRM THAT FINAL IS CLEAR OF AIRCRAFT**



REFUELLING PROCEDURES

IMPORTANT:

- Aircraft will be refueled by CLH on the Apron
- Contact CLH: +34 639 30 06 97
- It is the pilot's responsibility to ensure that the correct fuel is used. Both Jet-A1 and AVGAS are available at Son Bonet (LESB).

• AIRCRAFT FUEL REQUIREMENTS

Tecnam P2002-JF EC-NZS AVGAS or MOGAS
(Cleaner MoGas is always preferable)

Cessna C172 EC-ETC AVGAS ONLY



POWER CHECKS AREAS

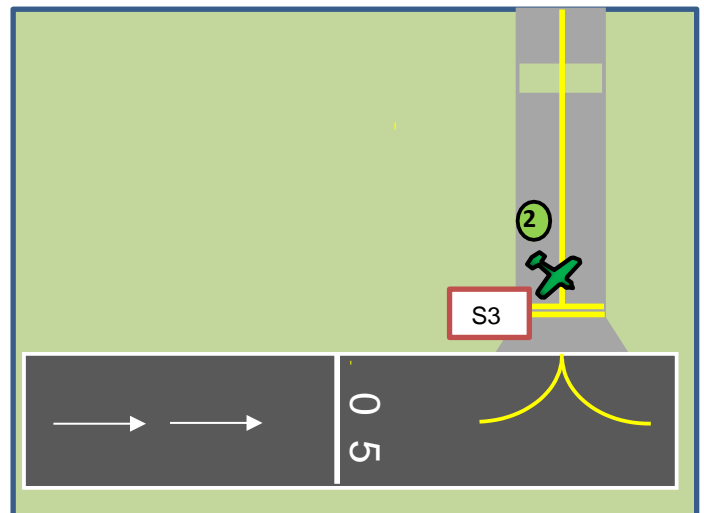
Fly EPT Spain flight crew will complete power checks using the designated areas. In case of two (2) aircraft or more, all aircraft will coordinate and report their intentions.

These two (2) areas are located at:

- 1) Stand 66 / 67
- 2) Holding Point S3 before entering runway 05

Aircraft should face into the wind, if possible.

See pictures below.

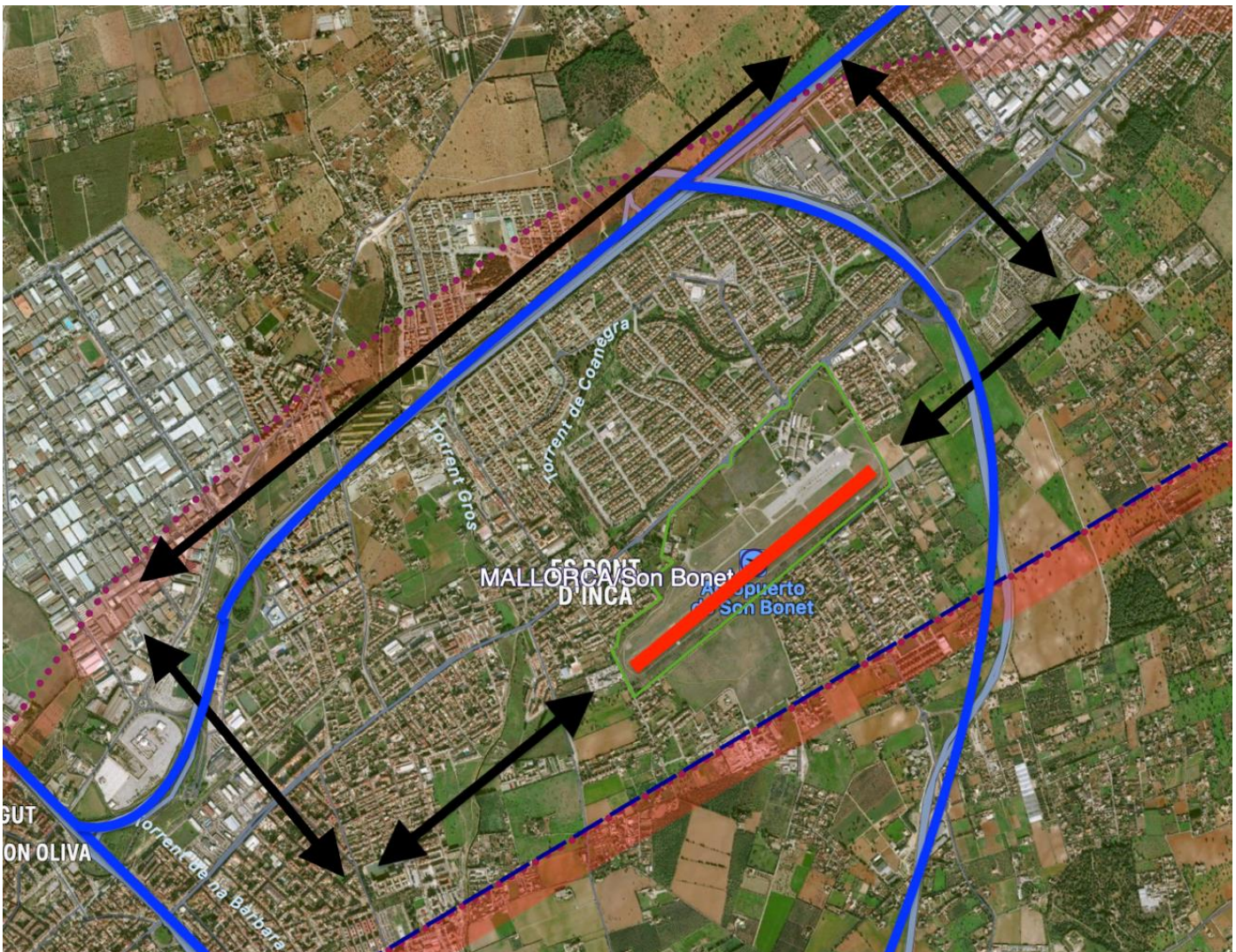




CIRCUITS

IMPORTANT:

- In the circuit, the flight crew will communicate position and intentions on the appropriate frequency.
 - TAKE OFF IN SEQUENCE IS PROHIBITED. The next departing aircraft will wait at the holding point runway 05/23 until the runway is clear of aircraft before entering the active runway.
 - DEAD SIDE CIRCUIT IS PROHIBITED.
 - Traffic altitude 1,000 ft. AMSL
-
- Due to the proximity of Palma CTR / ATZ, all circuits are to the North of the airfield i.e., Runway 23 Right-hand; Runway 05 Left-hand.
 - Downwind leg is always outside the motorway (blue).
 - Crosswind 23 / Base 05 is outside the city ring road.



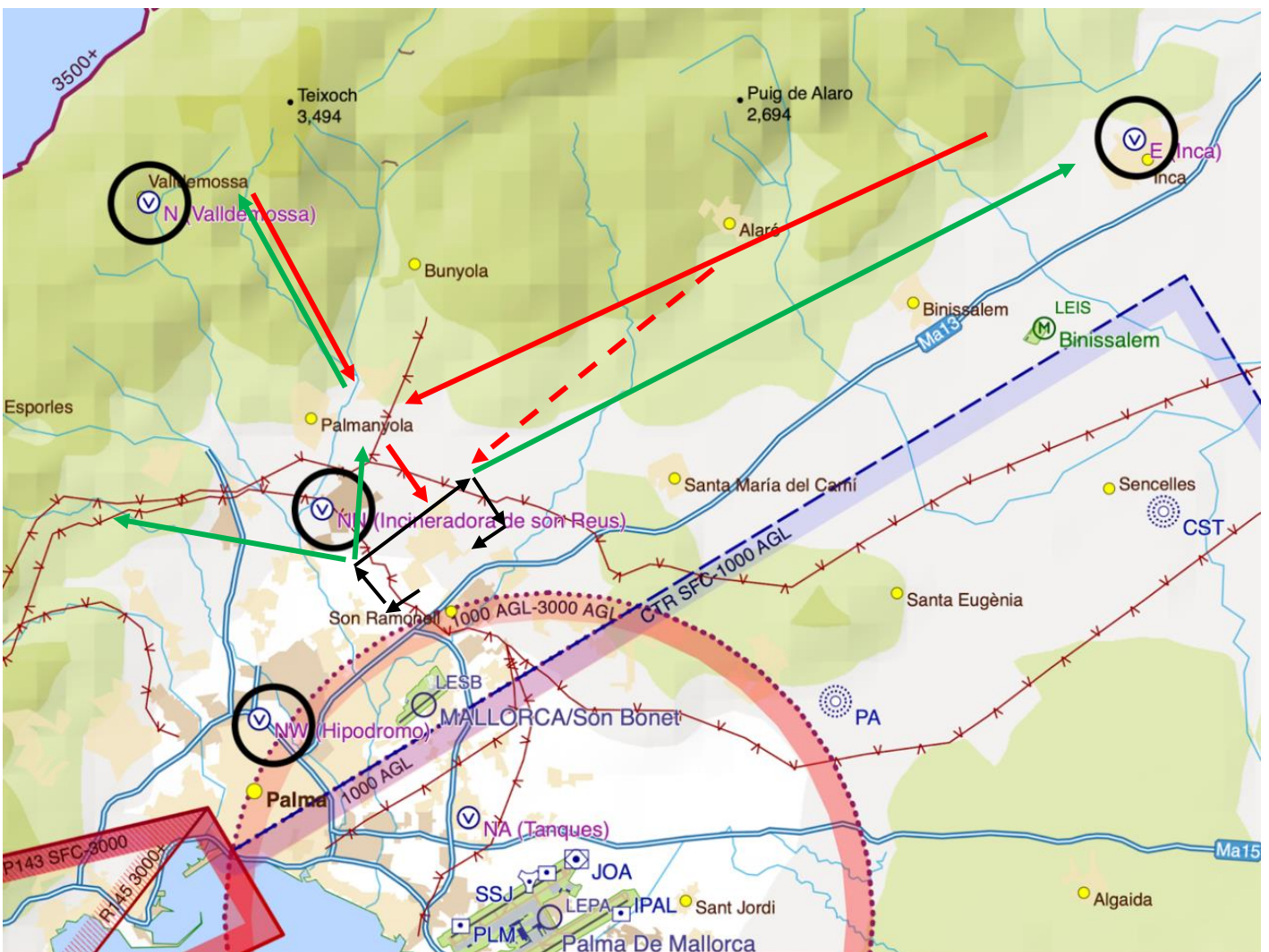
Note: For further information, see Son Bonet AIP (Visual Approach Chart – Remarks)



LEAVING AND JOINING THE CIRCUIT

• RUNWAY 23

- For **departure** to NORTH / training areas:
 - from end of crosswind, proceed towards NN at 1200'
 - climbing to 2500' by N
 - be aware of traffic transiting in opposite direction.
- For **departure** to EAST:
 - from end of downwind leg, proceed to abeam of E at 1200'
 - maintain right of motorway before Binissalem village
 - be aware of traffic around Binissalem microlight site.
- For **arrivals** from NORTH / training areas:
 - from N, descend to 1200' before NN
 - be aware of traffic transiting in opposite direction
 - from NN proceed to mid-downwind turning left before motorway.
- For **arrivals** from EAST:
 - from E, proceed to NN maintaining right of the motorway
 - be aware of traffic transiting in opposite direction
 - from NN proceed to mid-downwind turning left before motorway
 - with no conflicting traffic in circuit, base join is permitted.
- **Circuit traffic has right of way over joining traffic, hold at NN if necessary.**

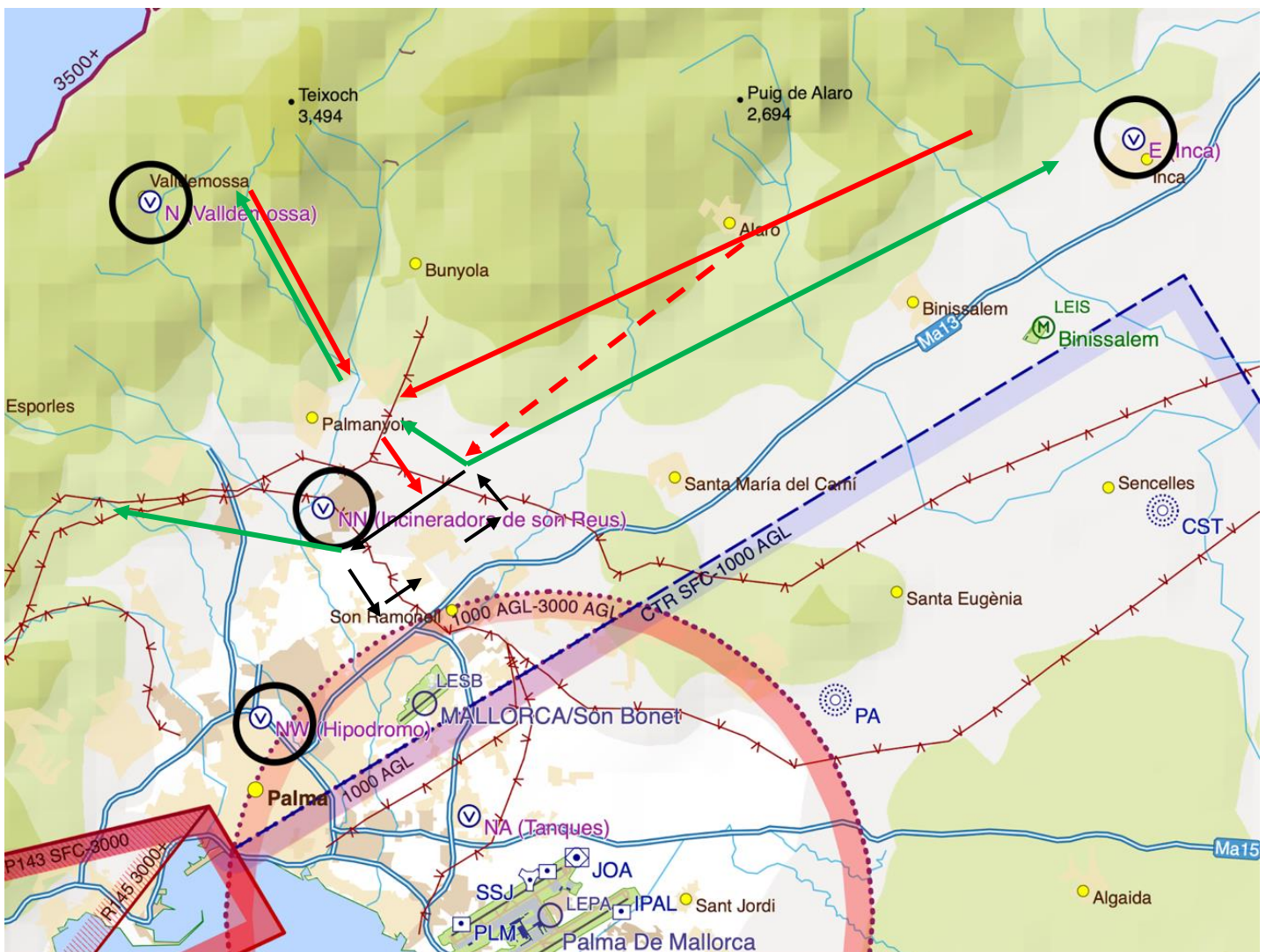




LEAVING AND JOINING THE CIRCUIT

• RUNWAY 05

- For **departure** to NORTH / training areas:
 - from end of crosswind, proceed towards NN at 1200'
 - climbing to 2500' by N
 - be aware of traffic transiting in opposite direction.
- For **departure** to EAST:
 - from end of crosswind, turn right and proceed to abeam of E at 1200'
 - maintain right of motorway before Binissalem village
 - be aware of traffic around Binissalem microlight site.
- For **arrivals** from NORTH / training areas
 - from N, descend to 1200' before NN
 - be aware of traffic transiting in opposite direction
 - from NN proceed to mid-downwind turning right before motorway
- For **arrivals** from EAST
 - from E, proceed to NN maintaining right of the motorway
 - be aware of traffic transiting in opposite direction
 - from NN proceed to mid-downwind turning right before motorway
 - with no conflicting traffic in circuit, downwind join is permitted
- **Circuit traffic has right of way over joining traffic, hold at NN if necessary.**





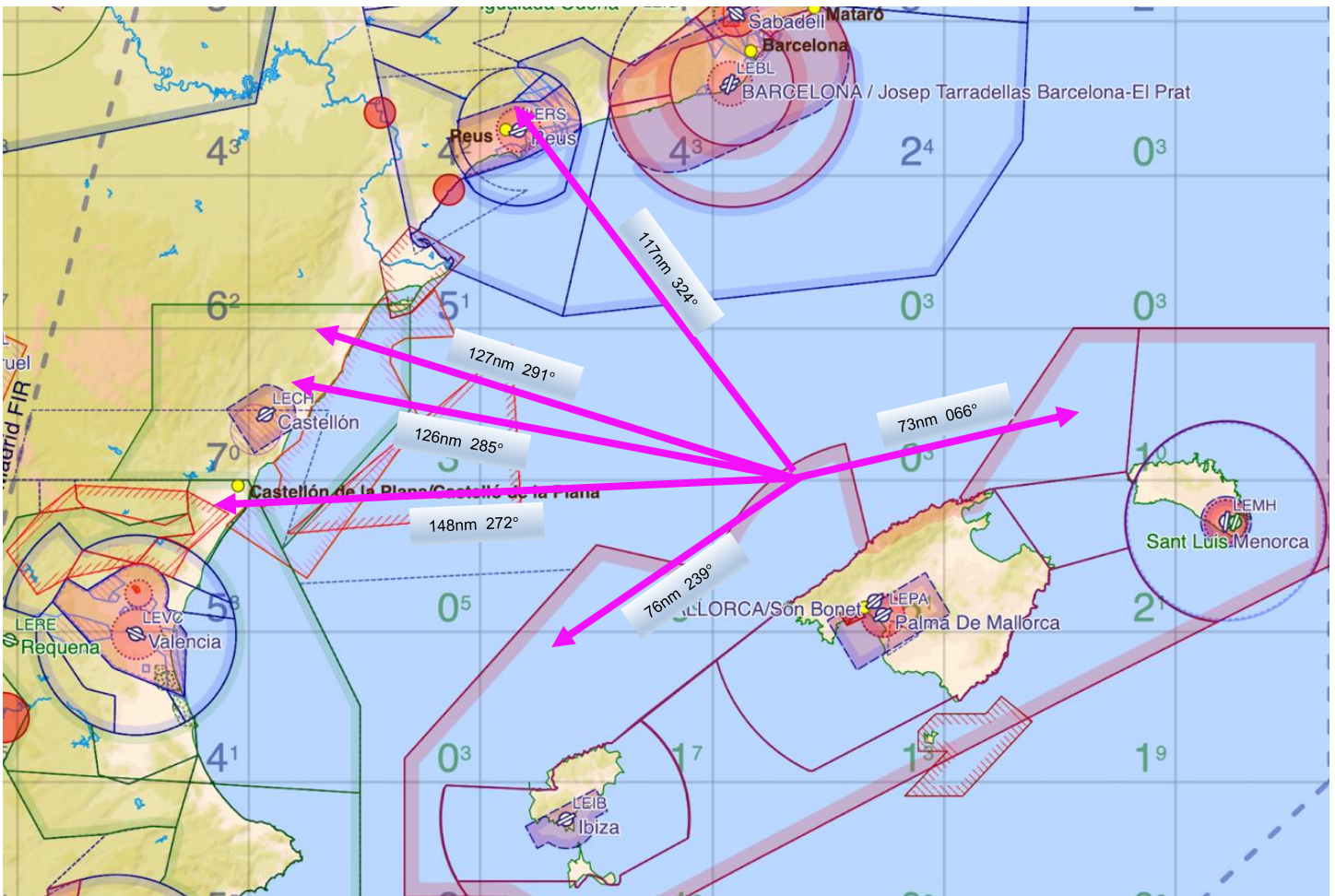
VFR NAVIGATION

LAND AWAY

Two (2) main airports are available close to LESB for landing away while on navigation cross country exercises:

- 1) Menorca San Luis (LESL)
- 2) Ibiza (LEIB)

Other airports used on the mainland include Castellon La Plana (LECN), Castellon Costa Azahar (LECH), Valencia (LEVC), Reus (LERS).



Prior to every land away, the flight crew will check the Spain AIP and revise airport information and data, especially airports with AFIS, for specific VFR arrival or departure procedures, etc.

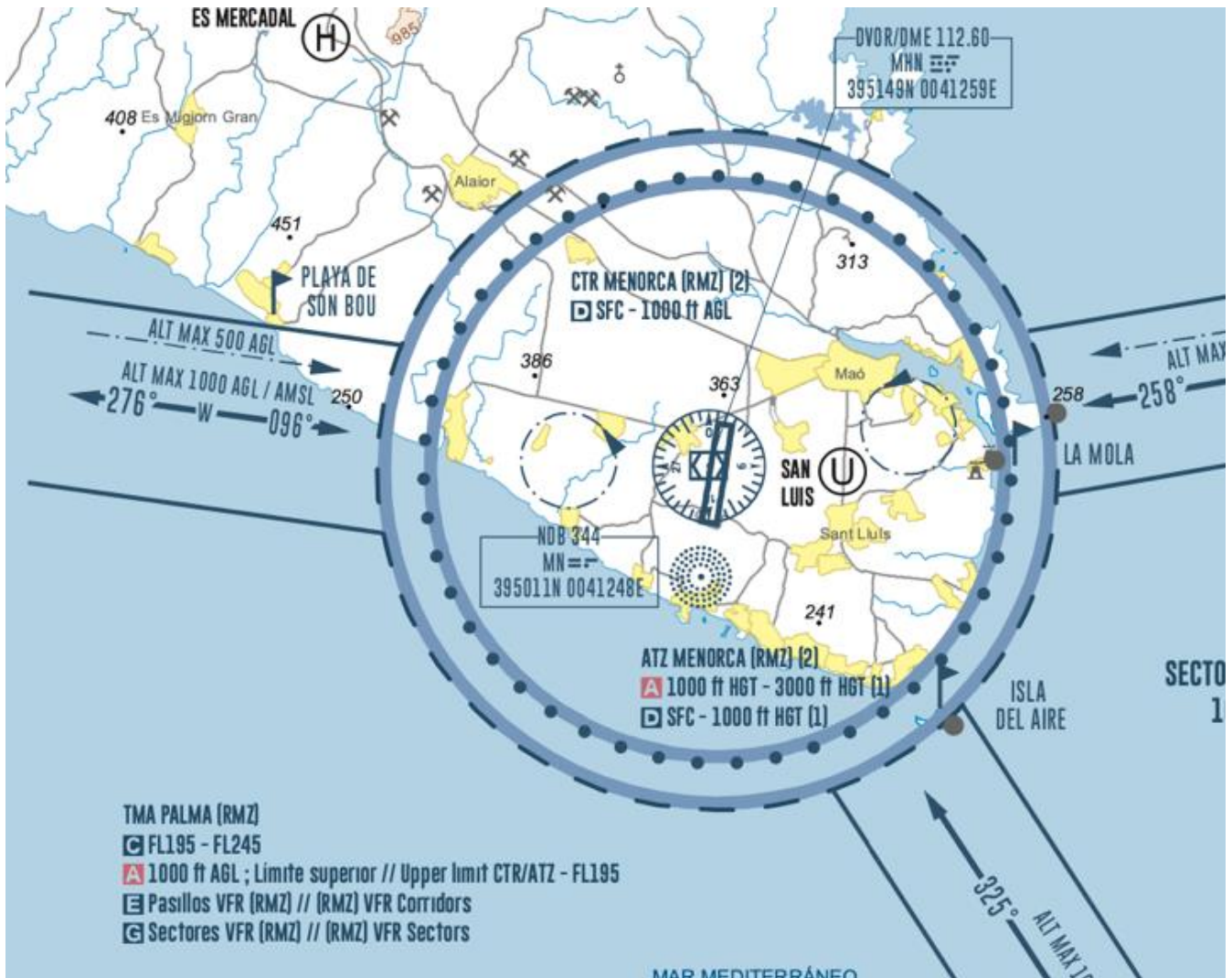
Remember that every airport / aerodrome has different VRPs for VFR arrival or departures; for this document, we only consider the most common VRPs for Fly EPT Spain VFR navigation exercises. If flight crew are going to use different VRP's than the one that we are considering, they must check the Visual Approach Chart for the desired airport / aerodrome in order to get the information related to altitude, specific procedures, etc...

IF YOU PLAN TO LAND AWAY, CHECK NOTAMS, AIRPORT AIP, AVAILABILITY OF FUEL, PARKING AREAS...

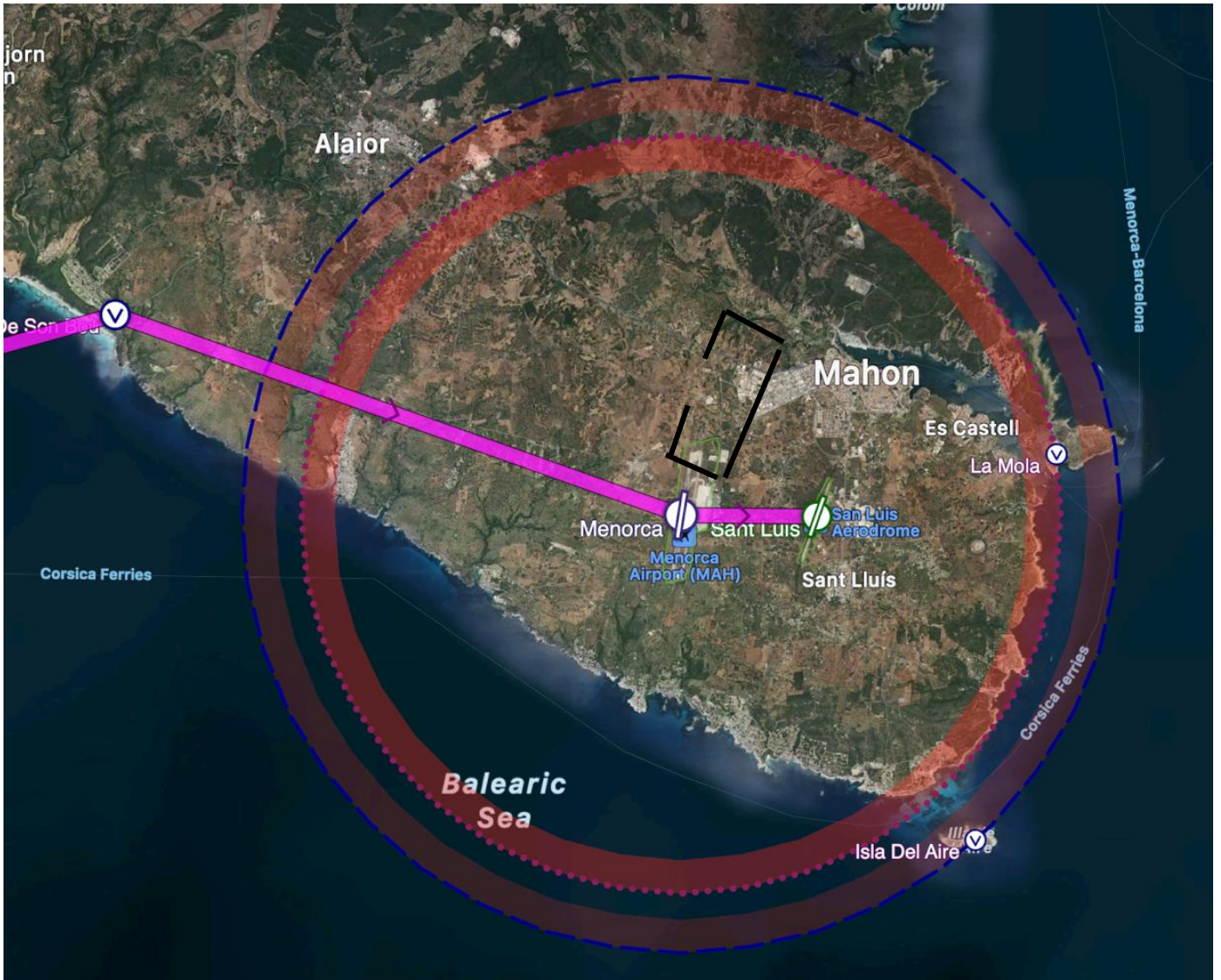


MENORCA SAN LUIS (LESL)

See AIP for LEMH, which contains important instructions for aircraft inbound to LESL



- From Mallorca, proceed via the VFR corridor towards Playa de San Bou VRP not above 1000' AGL
- Contact LEMH tower at least 5nm before CTR boundary and cross CTR according to ATC instructions
- Circuits at LESL are **ALWAYS** East of the field to avoid conflict with LEMH traffic.
- In the event of communications failure, enter CTR via E corridor, land and advise ATS by phone
- Before departure, contact LEMH tower whilst on ground at LESL
- Remain East of airfield until crossing clearance received.



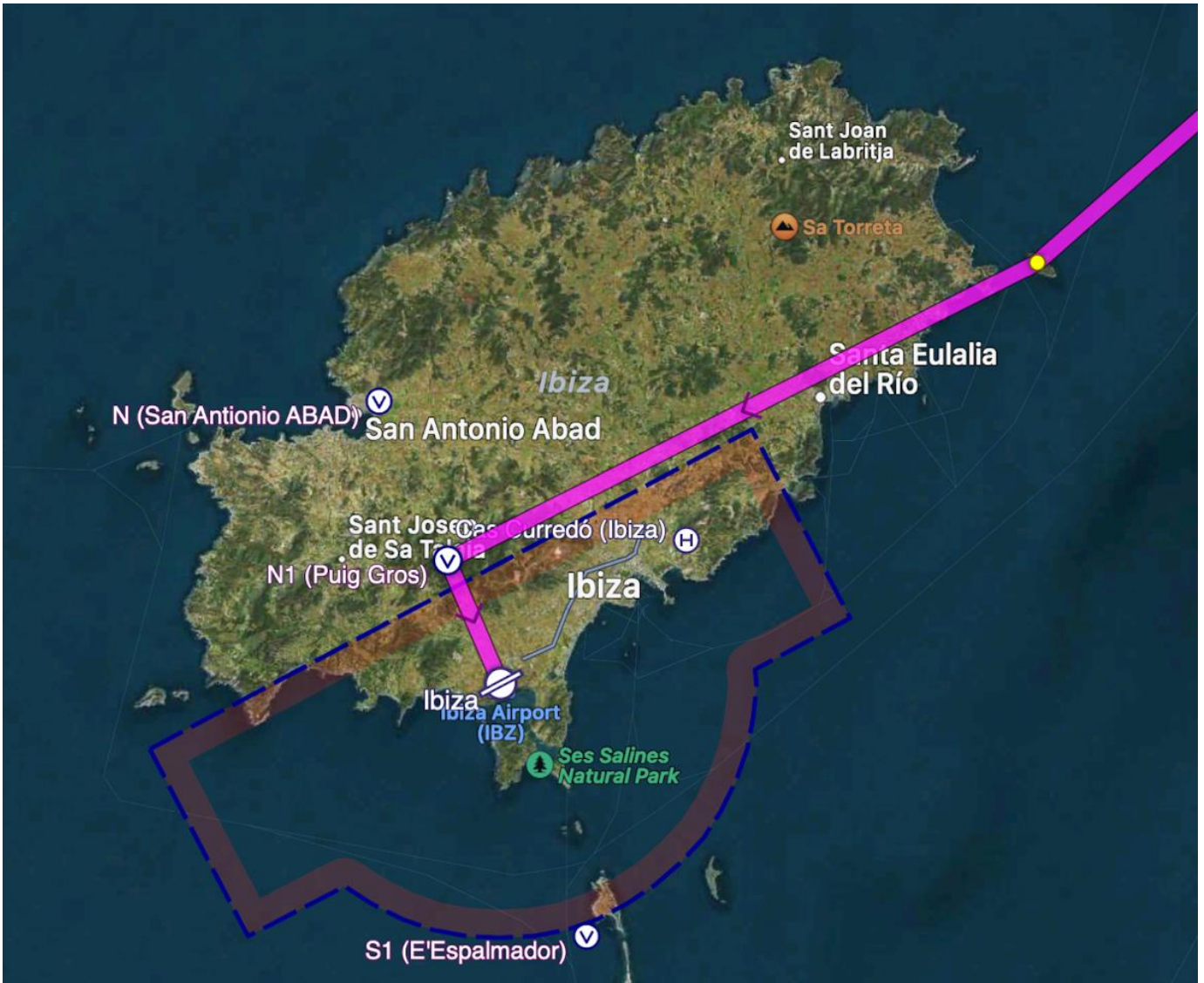


IBIZA (LEIB)

See AIP for LEIB, which contains important instructions for aircraft.



- From Mallorca, proceed towards the LEIB CTR not above 1000'
- Contact LEIB tower at least 5nm before CTR boundary, enter as per ATC instructions.
- Aircraft may be required to hold at N (San Antonio) or S (Formentera) if traffic requires
- In the event of communications failure, enter CTR via N-1 or S-1 and orbit in sight of the tower without crossing the QMS.
- Upon departure contact TWR when ready to taxi with PRKG and CTR exit point.





APPENDIX

APPENDIX 1 – CLASS OF AIRSPACE

CLASS	TYPE OF FLIGHT	SEPARATION PROVIDED	SERVICE PROVIDED	SPEED LIMITATION	RADIO COMMS REQUIRED	SUBJECT TO AN ATC CLEARANCE
A	IFR ONLY	All Aircraft	Air Traffic Control Service	N/A	Continuous Two-way	Yes
B	IFR	All Aircraft	Air Traffic Control Service	N/A	Continuous Two-way	Yes
	VFR	All Aircraft	Air Traffic Control Service	N/A	Continuous Two-way	Yes
C	IFR	IFR from IFR IFR from VFR	Air Traffic Control Service	N/A	Continuous Two-way	Yes
	VFR	IFR from VFR	1) Air Traffic Control Service separation from IFR; 2) VFR/VFR traffic information (and traffic avoidance advice on request)	250 KIAS below 3,050m (10,000ft) AMSL	Continuous TwoWay	Yes
D	IFR	IFR from IFR	Air Traffic Control Service, traffic information about VFR (and traffic avoidance advice on request)	250 KIAS below 3,050m (10,000ft) AMSL	Continuous TwoWay	Yes
	VFR	Nil	IFR/IFR and VFR/VFR traffic information (and traffic avoidance advice on request)	250 KIAS below 3,050m (10,000ft) AMSL	Continuous TwoWay	Yes
E	IFR	IFR from IFR	Air Traffic Control Service and, as far as practical, traffic information about VFR flights	250 KIAS below 3,050m (10,000ft) AMSL	Continuous TwoWay	Yes
	VFR	Nil	Traffic information as far as practical	250 KIAS below 3,050m (10,000ft) AMSL	No	No
F	IFR	IFR from IFR as far as practical	Air Traffic Advisory Service; Flight Information Service	250 KIAS below 3,050m (10,000ft) AMSL	Continuous TwoWay	No
	VFR	Nil	Flight Information Service	250 KIAS below 3,050m (10,000ft) AMSL	No	No
G	IFR	Nil	Flight Information Service	250 KIAS below 3,050m (10,000ft) AMSL	Continuous TwoWay	No
	VFR	Nil	Flight Information Service	250 KIAS below 3,050m (10,000ft) AMSL	No	No