

## **General Information**

Location: IBIZA ESP  
ICAO/IATA: LEIB / IBZ  
Lat/Long: N38° 52.37', E001° 22.38'  
Elevation: 24 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: -1:00 = UTC  
Magnetic Variation: 0.0° E

Fuel Types: 100 Octane (LL), Jet A-1  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No  
Traffic Pattern Altitude: 1024 ft (1000 ft AGL)

Sunrise: 0658 Z  
Sunset: 1632 Z

## **Runway Information**

Runway: 06  
Length x Width: 9186 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 20 ft  
Lighting: Edge, ALS, Centerline

Runway: 24  
Length x Width: 9186 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 24 ft  
Lighting: Edge, ALS, Centerline

## **Communication Information**

ATIS: 119.800 (90°-190°) At or below 33574432 ft Out to 45 mi.  
Ibiza Tower: 118.500 VHF-DF  
Ibiza Tower: 25.780 Military  
Ibiza Ground: 121.925  
Ibiza Clearance Delivery: 121.375  
Palma Approach: 134.825

**LEIB/IBZ**  
**IBIZA****JEPPESEN**  
27 OCT 17**10-1P****Eff 9 Nov****IBIZA, SPAIN**  
**AIRPORT BRIEFING**

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**1. GENERAL**

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**1.1. ATIS**

\*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 10 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 manoeuvring 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 D or TWY H2 for RWY 24, and via TWY G or TWY H3 for RWY 06.

The standard taxi route will be:

- RWY 24: proceed to Gate B via TWY D-C or TWY H2-C.
- RWY 06: proceed to Gate A via TWY G-C or TWY H3-C.

**DEPARTURE**

RWY shall be entered via RWY holding positions for RWY 24 in TWY H3, RWY 06 in TWY H2.

The standard taxi route will be:

- RWY 24: proceed to RWY 24 holding position via TWY A-C-H3.
- RWY 06: proceed to RWY 06 holding position via TWY B-C-H2.

**LEIB/IBZ**  
**IBIZA****JEPPESEN**  
27 OCT 17**10-1P1****Eff 9 Nov****IBIZA, SPAIN**  
**AIRPORT BRIEFING****1. GENERAL****1.3.3. COMMUNICATION FAILURE**

If an ACFT operating in the manoeuvring 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 B.

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

ACFT length in TWY D or TWY G	MAX ACFT on TWY C
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 & C
197'/60m and over	None

**Simultaneous Capacity Restrictions in Holding Points TWY H2/H1**

ACFT code letter holding at TWY H2	MAX ACFT allowed to taxi in TWY H1
A	C
B	C
C	C
D	C
E (ACFT length up to 240'/73m)	B
E (ACFT length over 240'/73m)	A

**Simultaneous Capacity Restrictions in Holding Points TWY H3/H4**

ACFT code letter holding at TWY H3	MAX ACFT allowed to taxi in TWY H4
A	C
B	C
C	C
D	C
E (ACFT length up to 240'/73m)	B
E (ACFT length over 240'/73m)	A

TWY H1 and H4 limited to MAX ACFT code letter C (wingspan less than 118'/36m).

TWY E and F limited to MAX ACFT code letter D (MAX wingspan 171'/52 m).

Access TWY to GA apron 1 limited to ACFT with MAX wingspan 59'/18 m.

Access TWY to apron A limited to ACFT with MAX wingspan 171'/52 m.

B767-400 ACFT, when vacating the RWY on TWY F, must access the apron via gate A, and shall not turn on TWY C towards gate B.

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9 JUN 17

**JEPPESEN**

**10-1P2**

**Eff 22 Jun**

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

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## **1. GENERAL**

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ACFT code letter E must use oversteering manoeuvring as much as possible when accessing from:

- TWY D, G, H2 or H3 to TWY C;
- TWY C to TWY D, G, H2 or H3;

as there is less than 4.5 metres between the outer wheel of the main landing gear and the edge of the TWY.

### **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 9, 10, 32, 33 and 1X thru 7X available for helicopters.

Push-back required on stands 10 thru 12, 25B, 29, 32 thru 37, 51N thru 55N, 57N thru 70S, 72S and 73S.

Push-back possible on stands 27 and 28.

### **1.7. OTHER INFORMATION**

Birds in vicinity of APT.

**LEIB/IBZ**  
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9 JUN 17

**JEPPESEN****10-1P3****Eff 22 Jun****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 threshold 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).

Aircraft 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.

Standard arrivals (STAR) CORDA 1S, TOLSO 1S and VARUT 1Y 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 discretionary tactical ATC use.

Arriving ACFT proceeding on a Standard Arrival (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:**

Via TWY A: When RWY 06 is in use.

Via TWY B: When RWY 24 is in use or whenever ACFT is heading for stand 18.

**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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27 OCT 17 (10-1P4)

Eff 9 Nov

IBIZA, SPAIN  
AIRPORT BRIEFING**3. DEPARTURE****3.1. NOISE ABATEMENT PROCEDURES**

**RWY 06:** Immediately after take-off reduce engine power. Traffic to Northwest do not turn LEFT before IBA 8 DME.

**RWY 24:** Immediately after take-off reduce engine power. Traffic to Northwest between 2300-0600LT do not turn RIGHT before IBA 8 DME.

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

When requesting engine start-up, report the need to perform a cross-bleed start if so required.

The use of the reverse power is forbidden in the apron for the backward operation.

Unless ATC advises otherwise, ACFT with wingspan less than 171'/52m, shall exit the Apron: Via gate A when RWY 24 in use and via gate B when RWY 06 in use.

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 manoeuvres 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 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 manoeuvres will be carried out:

**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.

**General aviation apron:**

Noising to South in PRKG of the North area (named with "N"), except PRKG 57N that will accomplish straight push-back. Nosing to the North in the PRKG of the South area (named with "S"), except PRKG 70S that will accomplish straight push-back. Simultaneous push-backs shall not be authorised in every area (North or South) in general aviation apron.

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16 JUN 17 (10-1R) Eff

**IBIZA, SPAIN**

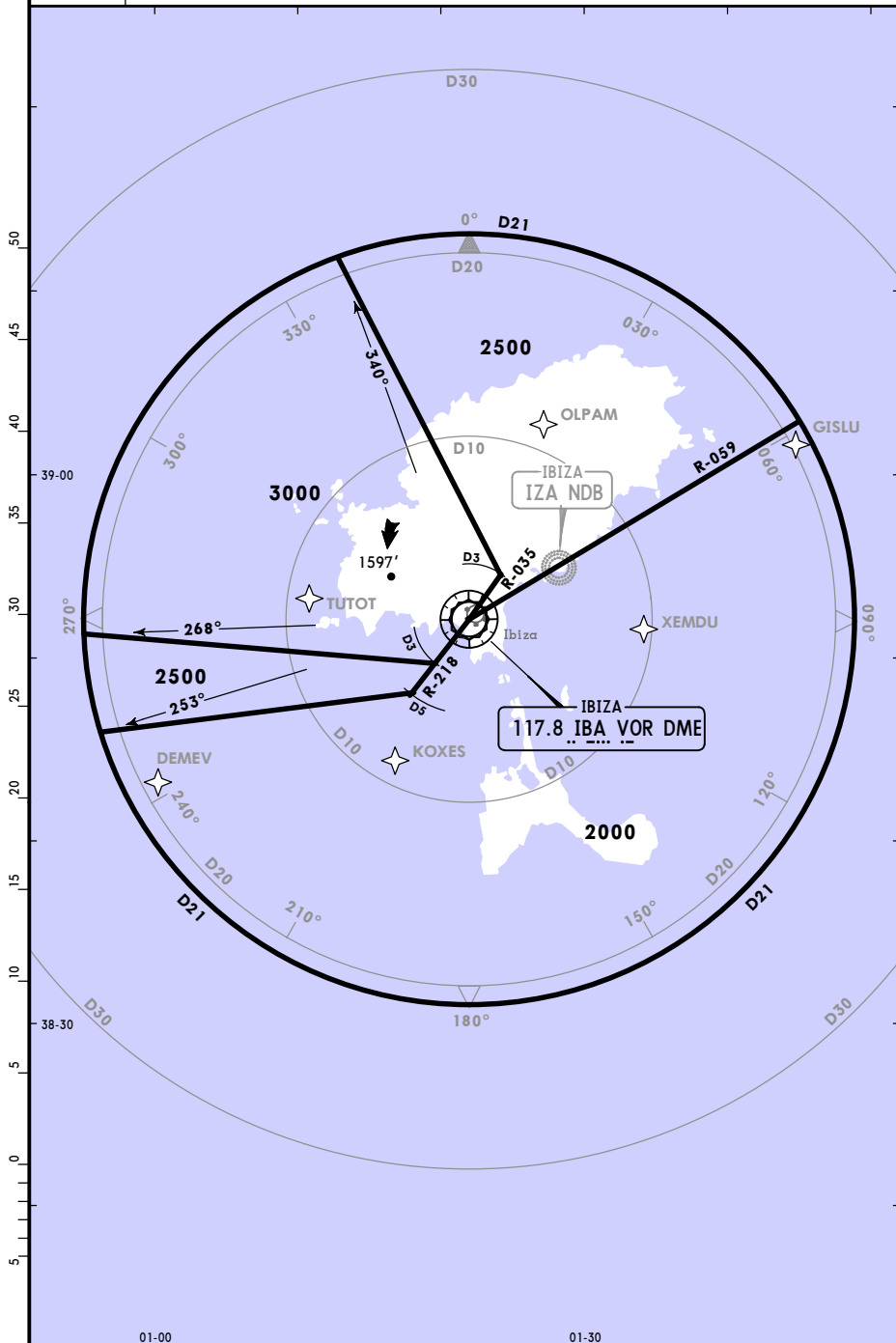
**Eff 22 Jun RADAR MINIMUM ALTITUDES**

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.

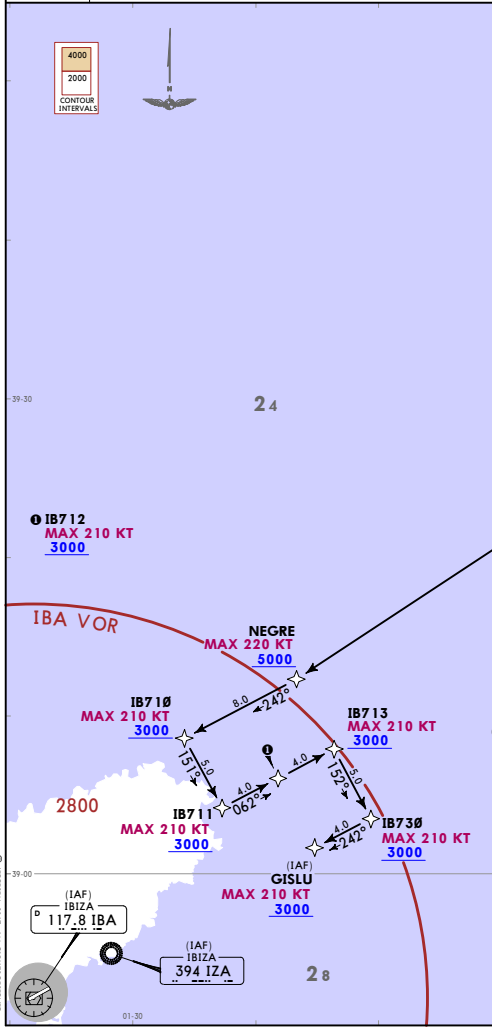
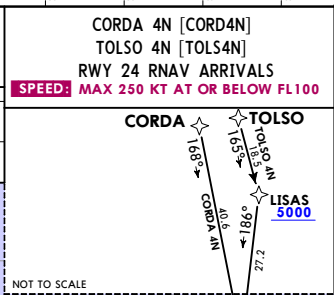


**CHANGES:** Waypoints.

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CHANGES: None

*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.
STAR		ROUTING	
CORDA 4N		CORDA - IB810 (5000+) - ADX (5000+) - NEGRE (K220; 5000+) - IB710 (K210; 3000+) - IB711 (K210; 3000+) - IB712 (K210; 3000+) - IB713 (K210; 3000+) - IB730 (K210; 3000+) - GISLU (K210; 3000+).	
TOLSO 4N		TOLSO - LISAS (5000+) - IB810 (5000+) - ADX (5000+) - NEGRE (K220; 5000+) - IB710 (K210; 3000+) - IB711 (K210; 3000+) - IB712 (K210; 3000+) - IB713 (K210; 3000+) - IB730 (K210; 3000+) - GISLU (K210; 3000+).	



HOLDINGS OVER	
<b>IBA</b> conventional 	<b>NEGRE</b> MAX 220 KT MHA 5000 
<b>IZA</b> conventional 	<b>GISLU</b> MAX 210 KT MHA 3000 

CORDA 4N [CORD4N]  
TOLSO 4N [TOLS4N]  
RWY 24 RNAV ARRIVALS



CHANGES: WPT TUTOR not usable as IAF.

\*ATIS  
119.8

Apt Ele  
24

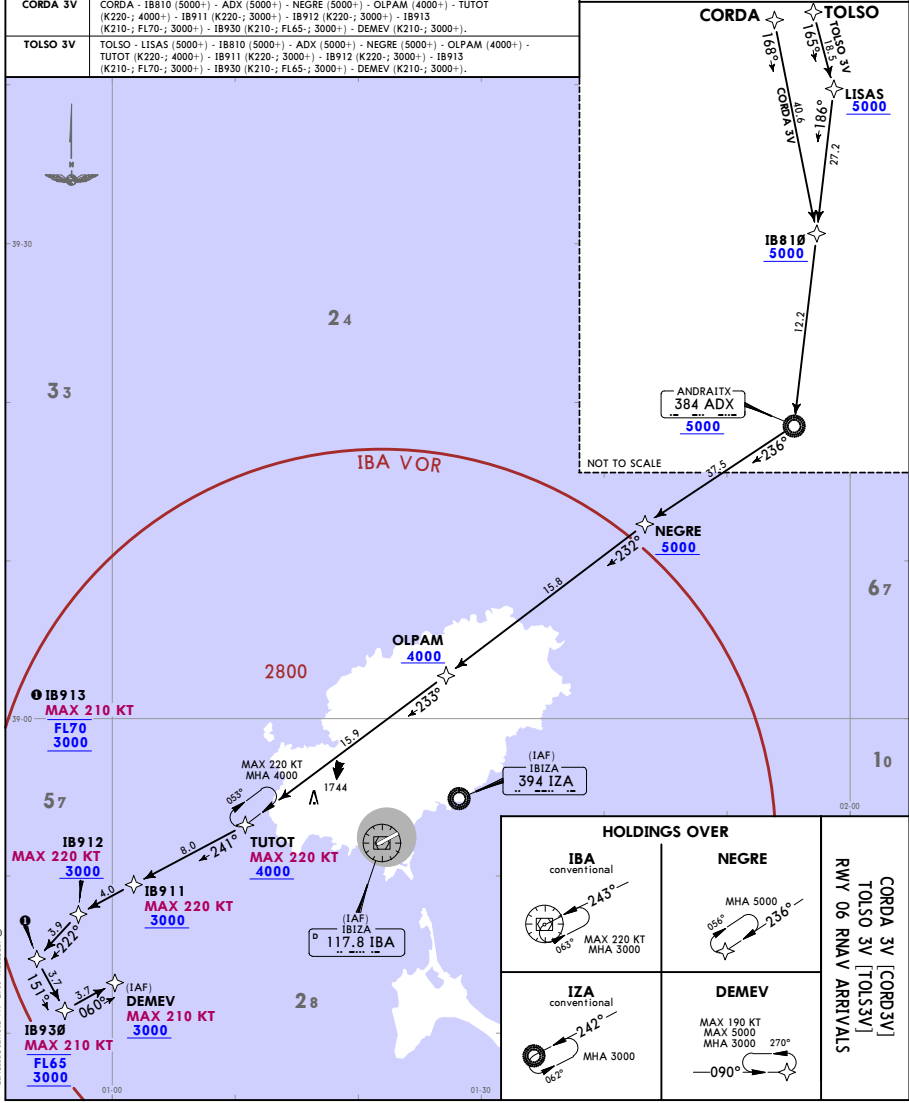
1. RNAV 1 approval required.
2. The IAF shall be considered the clearance limit. Without ATC clearance incorporate to the holding pattern.
3. Wait for instructions: "direct to" or radar vectoring for the sequence.

CORDA 3V [CORD3V]  
TOLSO 3V [TOLS3V]

RWY 06 RNAV ARRIVALS

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

**CORDA ✧ ✧ TOLSO**



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**IBIZA**

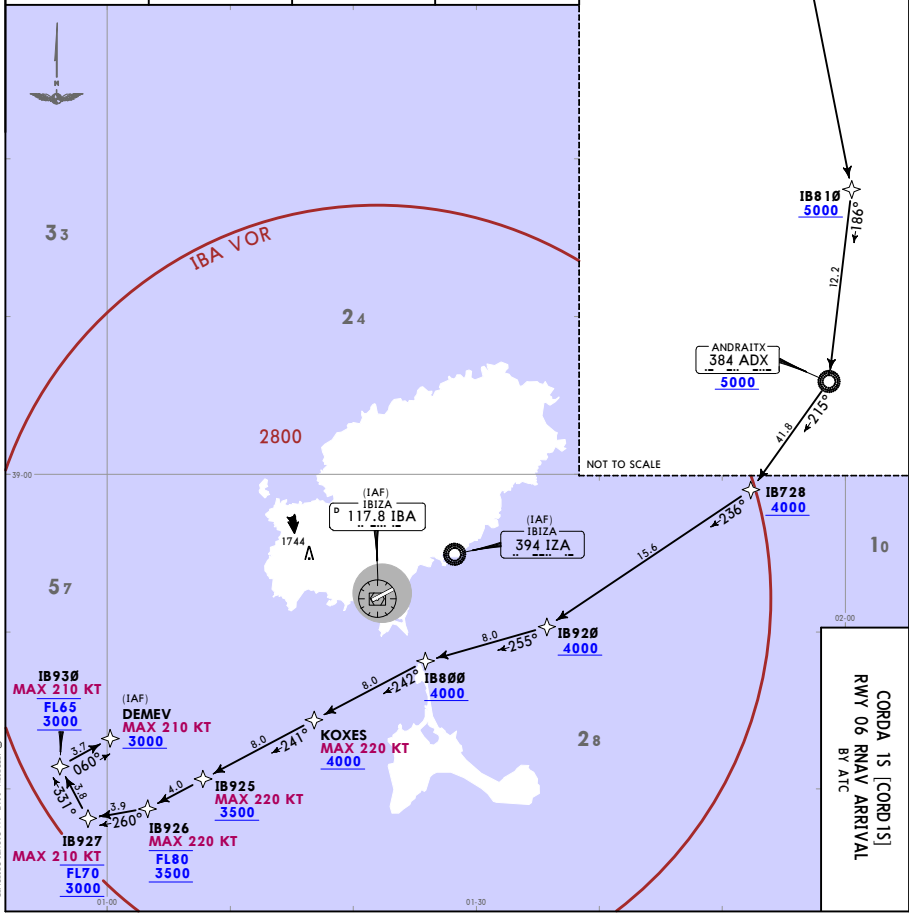
11 AUG 17 10-2A

IBIZA, SPAIN  
RNAV STAR

CHANGES: WP1 KOXES not usable as IAF.

*ATIS <b>119.8</b>	Apt Elev <b>24</b>	Alt Set: hPa Trans level: By ATC <b>1. RNAV 1 approval required.</b> 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.
<b>ROUTING</b> CORDA - IB810 (5000+) - ADX (5000+) - IB728 (4000+) - 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+).		
<b>HOLDINGS OVER</b>		
<b>IBA</b> conventional  MAX 220 KT MHA 3000	<b>KOXES</b>  MAX 220 KT MHA 4000	<b>IZA</b> conventional  MHA 3000
<b>DEMEV</b> MAX 190 KT MAX 5000 MHA 3000 270° —090° 		

**CORDA 1S [CORD1S]**  
**RWY 06 RNAV ARRIVAL**  
BY ATC  
**SPEED: MAX 250 KT AT OR BELOW FL100**



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**CORDA 1S [CORD1S]**  
**RWY 06 RNAV ARRIVAL**  
BY ATC

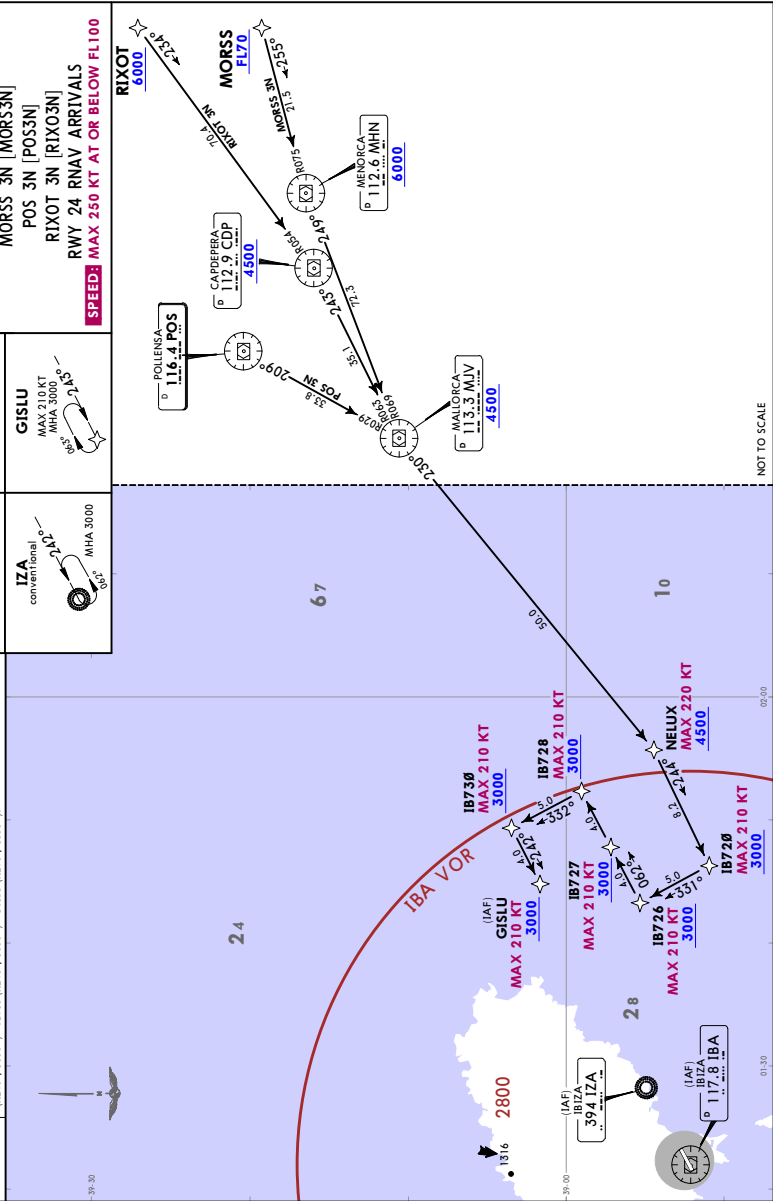
LEIR/IBZ  
IBIZA  
JEPPESEN  
IBIZA, SPAIN  
RNAV STAR  
11 AUG 17 (10-2B)

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TOLSO 1S [TOLS1S]  
RWY 06 RNAV ARRIVAL  
BY ATC  
**SPEED: MAX 250 KT AT OR BELOW FL100**



STAR	ROUTING	HOLDINGS OVER	Alt Set: hPa	Trans level: By ATC
MORSS 3N	MORSS (F700) - MHN (6000) - M/V (4500) - NELUX (K210 - 4500) - 18720 (K210 - 3000) - 18726 (K210 - 3000) - 18727 (K210 - 3000) - 18728 (K210 - 3000) - 18730 (K210 - 3000) - G1SLU (K210 - 3000) -	IBA conventional MAX 220 KT MHA 3000	*ATIS 119.8	1. RNAV 1 approval required. 2. The IAF shall be considered the clearance limit. Clearance is not to be incorporated to the holding pattern. 3. Wait for instructions: "direct to" or "vector" for the sequence.
POS 3N	POS - M/V (4500) - NELUX (K210 - 4500) - 18720 (K210 - 3000) - 18726 (K210 - 3000) - 18727 (K210 - 3000) - 18728 (K210 - 3000) - 18730 (K210 - 3000) - G1SLU (K210 - 3000) -	NELUX MAX 220 KT MHA 4500		
R1XOT 3N	R1XOT (4000) - CDP (4500) - M/V (4500) - NELUX (K210 - 4500) - 18720 (K210 - 3000) - 18726 (K210 - 3000) - 18727 (K210 - 3000) - 18728 (K210 - 3000) - 18730 (K210 - 3000) - G1SLU (K210 - 3000) -	G1SLU MAX 210 KT MHA 3000		
		IZA conventional MAX 250 KT MHA 3000		









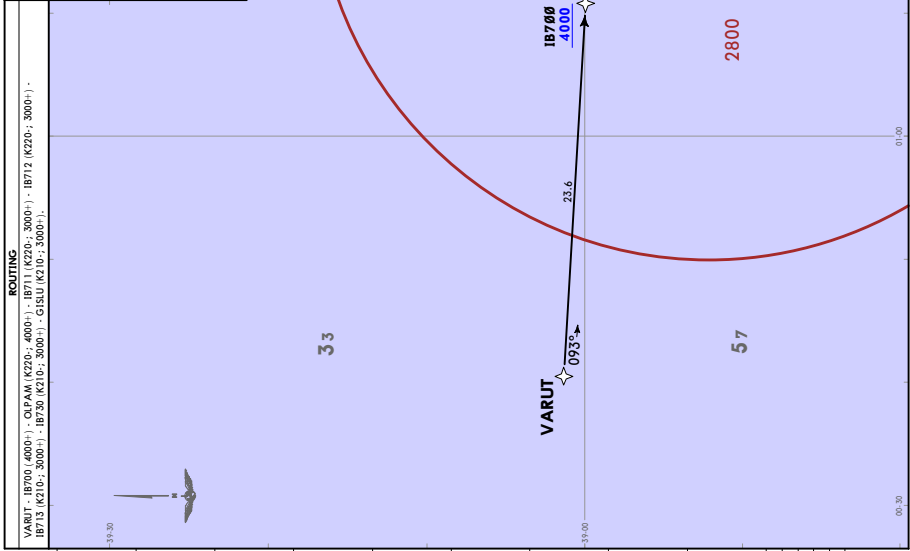




LEIB/IBZ  
IBIZA

JEPPESEN IBIZA, SPAIN  
11 AUG 17 (10-2H) RNAV STAR

<b>HOLDINGS OVER</b>			
<b>IBA</b> conventional MAX 230 KT MHA 3000		<b>GISLU</b> MAX 210 KT MHA 3000	
<b>IZA</b> conventional MAX 230 KT MHA 3000		<b>OLPAM</b> MAX 230 KT MHA 4000	
		<b>VARUT 2N [VARU2N] RWY 24 RNAV ARRIVAL SPEED: MAX 250 KT AT OR BELOW FL100</b>	
		All Set: IFA. Trans level: By ATC 1. <b>RNAV 1 approval required.</b> 2. The IAF shall be considered the clearance limit. Without ATC clearance the pilot must not descend below the published minimum altitude. 3. Wait for instructions: "direct to" or radar vectoring for the sequence.	



CHANGES: WPT OLPAM not usable as IAF.

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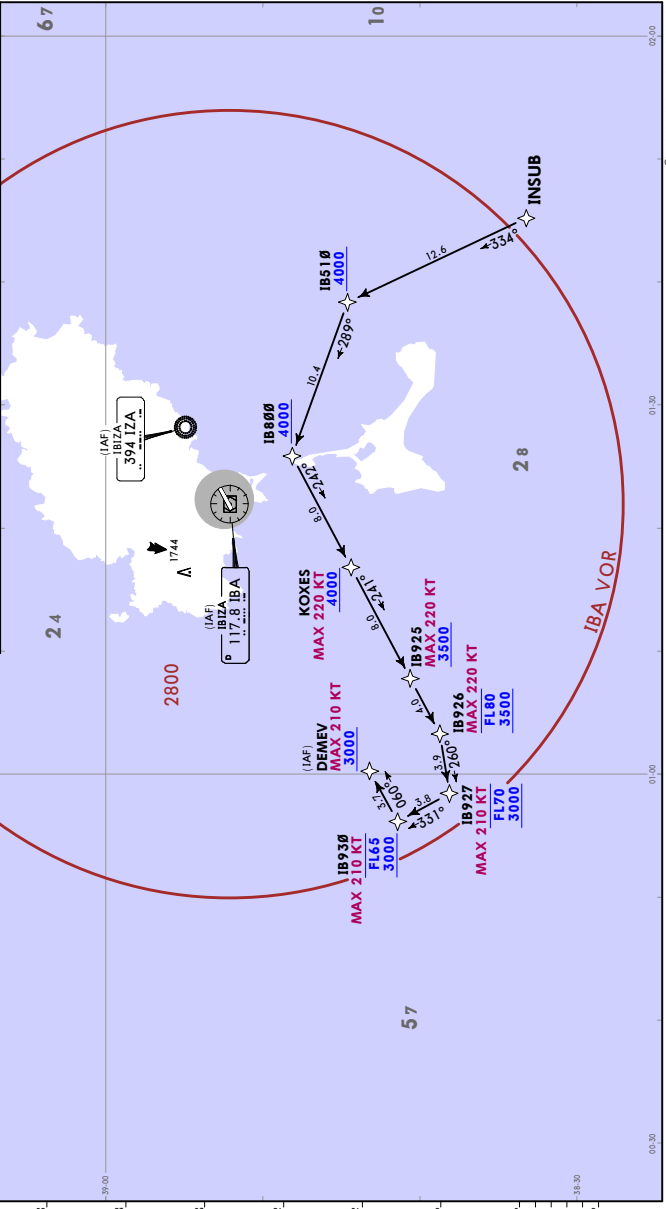
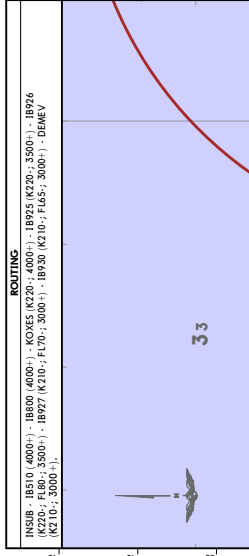


JEPPesen IBIZA, SPAIN  
11 AUG 17 10-2L

LEIB/IBZ  
IBIZA

ROUTING	
INSUB - IB930 (4050) - K0XES (4250; 3500) - IB926 (4220; FL80; 3500) - IB927 (4210; FL70; 3000) - IB930 (4210; FL65; 3000) - DEMEV (4210; 3000) -	
*ATIS	119.8 24
All Sea IFR - Trans Level By ATC 1. RNAV approval required. 2. The IAF shall be considered the clearance limit. Without ATC clearance, the aircraft shall not proceed beyond the IAF. 3. Wait for instructions: "direct to" or radar vectoring for the sequence.	

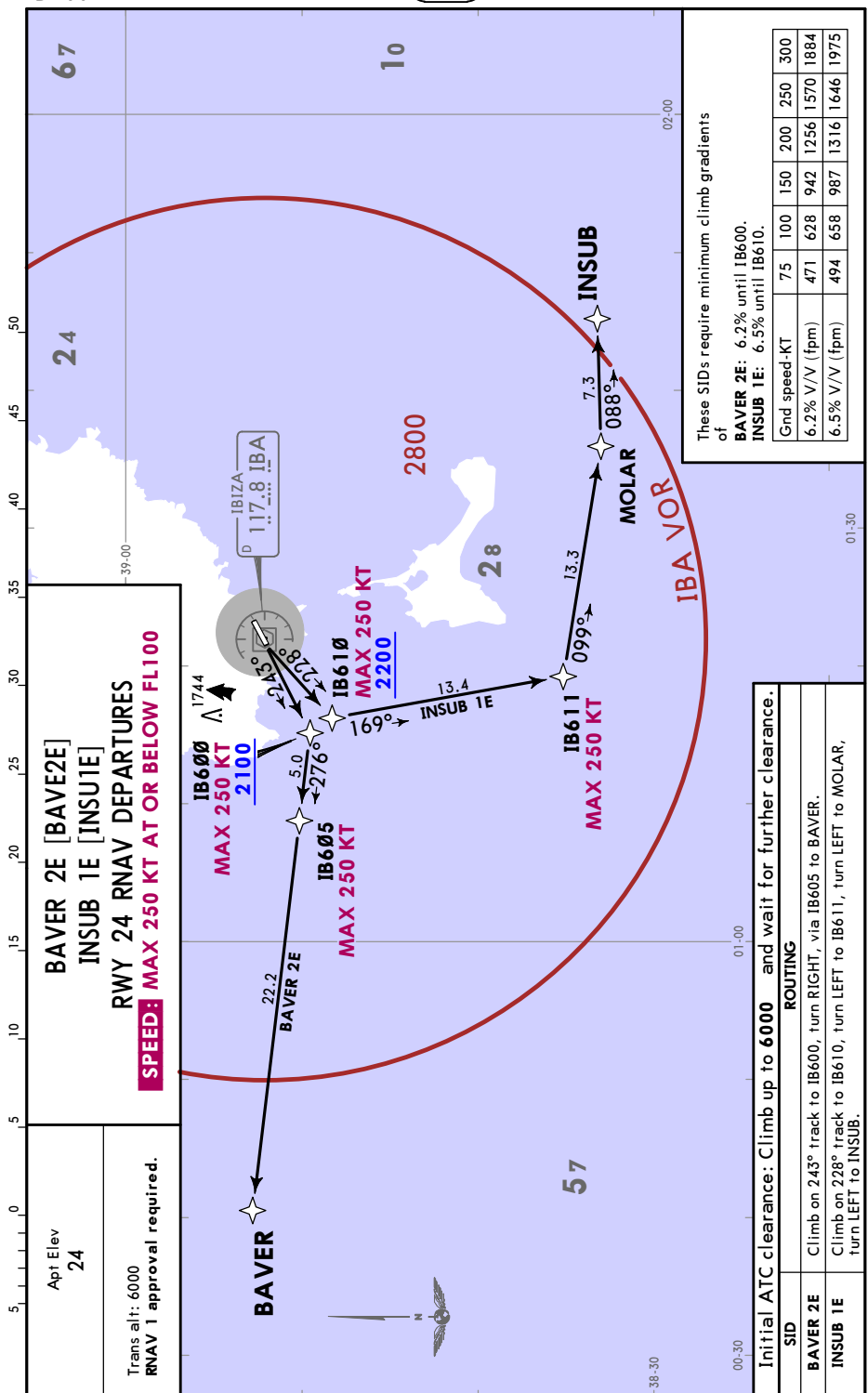
HOLDINGS OVER	
IBA conventional MAX 220 KT MHA 3000 95°	KOXES MAX 220 KT MHA 4000 95°
IZA conventional MAX 190 KT MHA 3000 95°	DEMEV MAX 190 KT MHA 3000 270° -090°



LEIB/IBZ  
IBIZA

16 JUN 17 10-3 Eff 22 Jun

IBIZA, SPAIN  
RNAV SID





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

**JEPPESSEN**  
28 JUL 17 (10-3B)

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

Apt Elev  
**24**

Trans alt: 6000  
RNAV 1 approval required.

**EPAMA 1E [EPAM1E]**  
**XOSTA 2E [XOST2E]**  
**RWY 24 RNAV DEPARTURES**

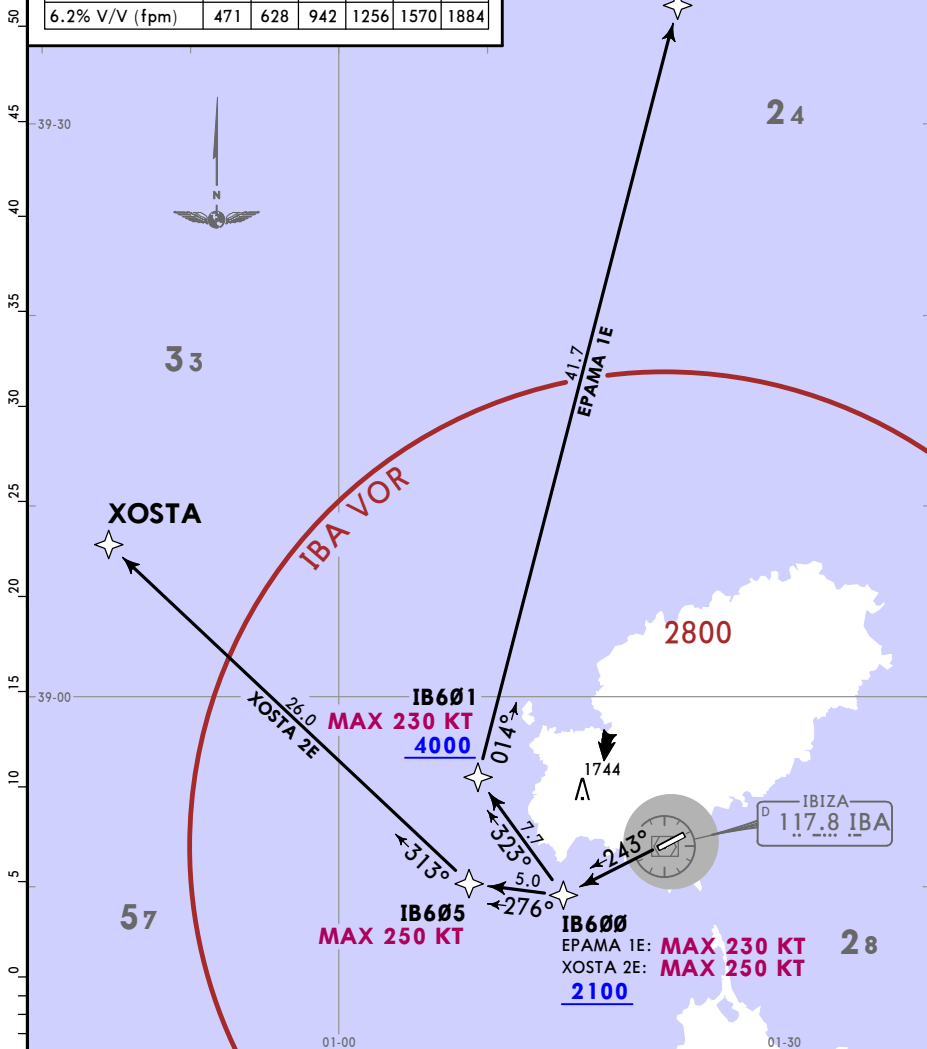
**SPEED: MAX 250 KT AT OR BELOW FL100**

These SIDs require a minimum climb gradient of

**EPAMA 1E:** 6.2% up to 4000.

**XOSTA 2E:** 6.2% until IB600.

Gnd speed-KT	75	100	150	200	250	300
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
<b>EPAMA 1E</b>	Climb on 243° track to IB600, turn RIGHT to IB601, turn RIGHT to EPAMA.
<b>XOSTA 2E</b>	Climb on 243° track to IB600, turn RIGHT to IB605, turn RIGHT to XOSTA.

CHANGES: None.

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LEIB/IBZ  
IBIZA

JEPPESSEN  
28 JUL 17 (10-3C)

IBIZA, SPAIN  
RNAV SID

Apt Elev  
24

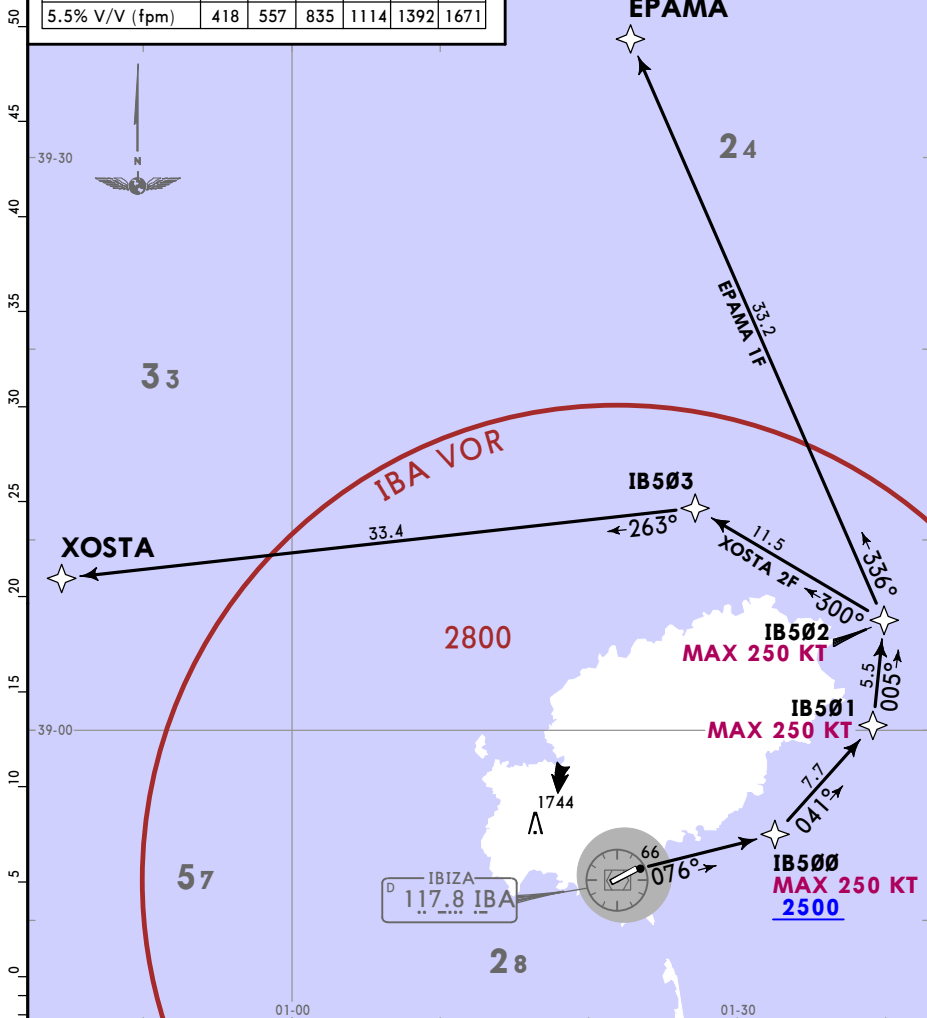
Trans alt: 6000  
1. RNAV 1 approval required.  
2. EXPECT close-in obstacles.

EPAMA 1F [EPAM1F]  
XOSTA 2F [XOST2F]  
RWY 06 RNAV DEPARTURES

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

These SIDs require a minimum climb gradient of 5.5% until IB500.

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
EPAMA 1F	Climb on 076° track to IB500, turn LEFT to IB501, turn LEFT to IB502, turn LEFT to EPAMA.
XOSTA 2F	Climb on 076° track to IB500, turn LEFT to IB501, turn LEFT to IB502, turn LEFT to IB503, turn LEFT to XOSTA.

LEIB/IBZ  
IBIZA

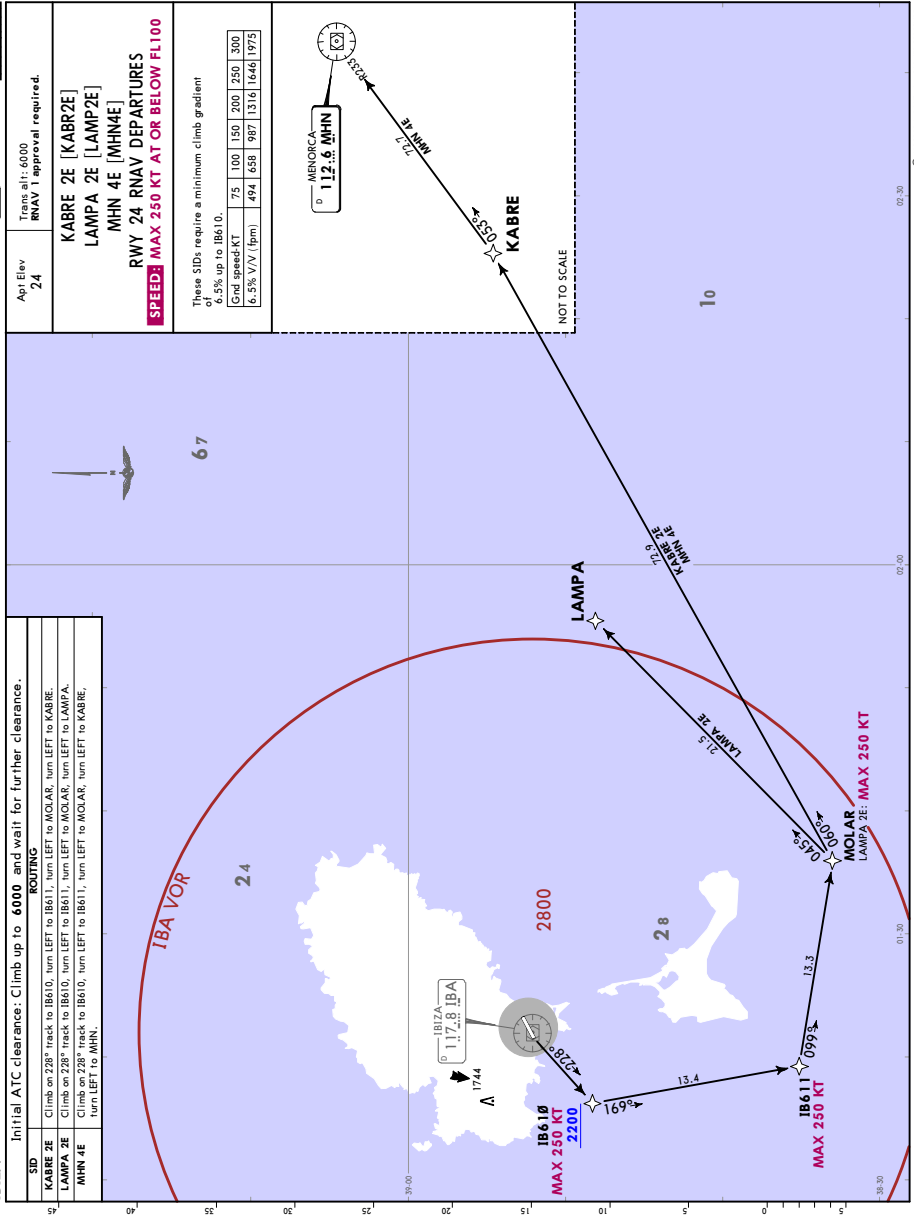
JEPPESEN 1B17A, SPAIN  
16 JUN 17 10-3D 1B17A-2000 RNAV SID

Initial ATC clearance: Climb up to 6000 and wait for further clearance.	
ROUTING	
KABRE 2E	Climb on 228° track to IB610, turn LEFT to IB611, turn LEFT to MOLA; turn LEFT to KABRE.
LAMPA 2E	Climb on 228° track to IB610, turn LEFT to MOLA; turn LEFT to LAMPA.
MHN 4E	Climb on 228° track to IB610, turn LEFT to IB611, turn LEFT to MOLA; turn LEFT to KABRE, turn LEFT to MHN.

Apv Elev 24	Trans alt: 6000 RNAV 1 approval required.
KABRE 2E [KABR2E] LAMPA 2E [LAMP2E] MHN 4E [MHN4E] RWY 24 RNAV DEPARTURES <b>SPEED: MAX 250 KT AT OR BELOW FL100</b>	

These SIDs require a minimum climb gradient of 4.5% up to IB610.

Gradient	7.5	100	150	200	250	300
Grd speed KT	494	458	423	387	351	316
6.5% VV (ft/min)	1316	1244	1172	1100	1028	956







**LEIB/IBZ**

Apt Elev **24'**  
N38 52.4 E001 22.4

**JEPPESSEN**

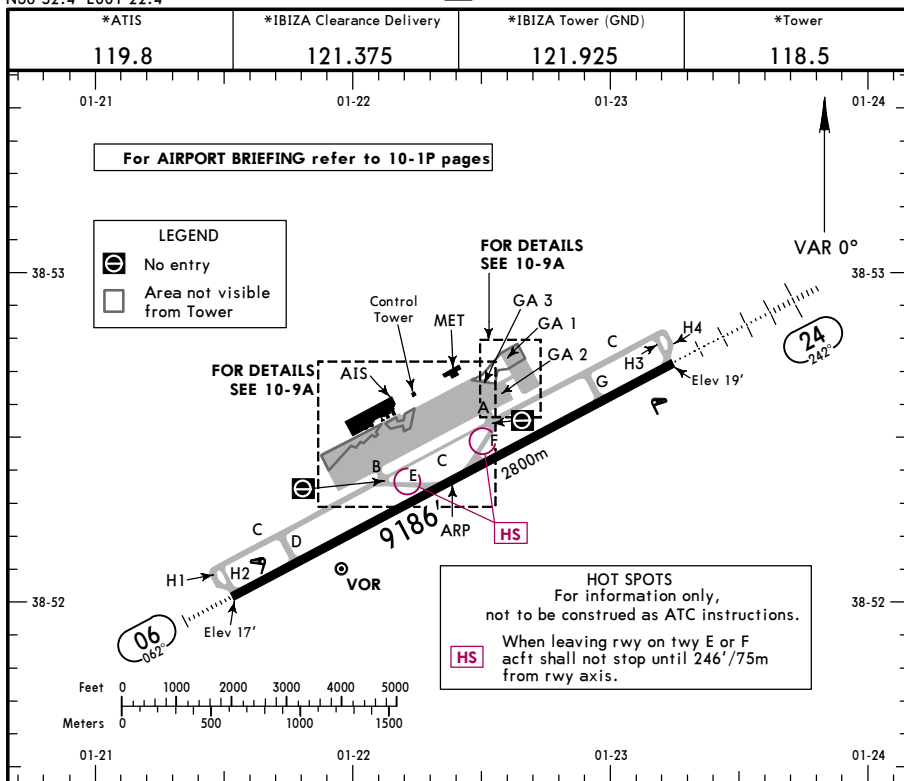
7 JUL 17

(10-9)

Eff 20 Jul

**IBIZA, SPAIN**

**IBIZA**



ADDITIONAL RUNWAY INFORMATION											
RWY							USABLE LENGTHS		TAKE-OFF	WIDTH	
							LANDING BEYOND				
							Threshold	Glide Slope			
06		HIRL (50m)	CL (15m)	HIALS	PAPI(3.0°)	①		8214' 2504m			
24		HIRL (50m)	CL (15m)	HIALS	PAPI(3.0°)	②		8202' 2500m	③		148' 45m

① HST-F with HSTIL      ② HST-E with HSTIL

③ TAKE-OFF RUN AVAILABLE

RWY 06:

From rwy head      9186' (2800m)  
twy D int      7923' (2415m)

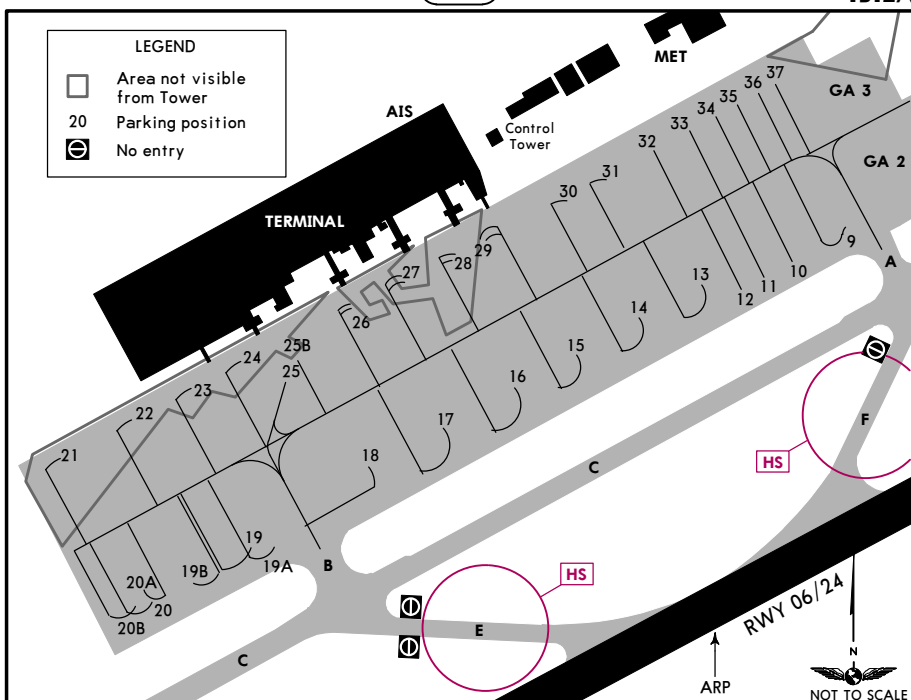
RWY 24:

From rwy head      9186' (2800m)  
twy G int      7733' (2357m)

**Standard**

**TAKE-OFF**

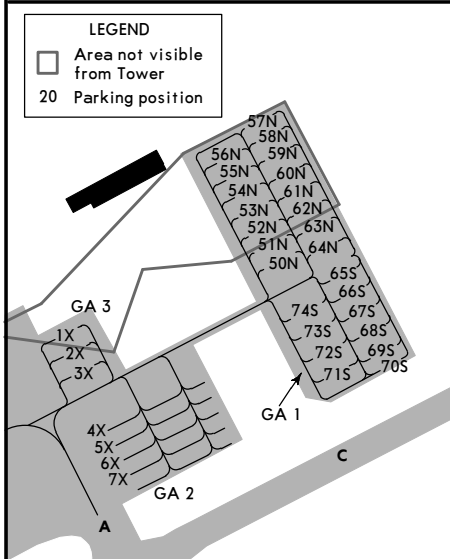
	Low Visibility Take-off				Day: RL or RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL				
A	350m				400m	500m	
B							
C							
D							



INS COORDINATES				
STAND No.	COORDINATES			ELEV
1X	N38	52.7	E001 22.5	43
2X	N38	52.7	E001 22.5	42
3X	N38	52.7	E001 22.4	41
4X, 5X	N38	52.6	E001 22.5	39
6X, 7X	N38	52.6	E001 22.5	38
9, 10	N38	52.6	E001 22.5	39
11	N38	52.6	E001 22.4	-
12	N38	52.5	E001 22.4	-
13	N38	52.6	E001 22.4	-
14, 15	N38	52.5	E001 22.3	-
16, 17	N38	52.5	E001 22.2	-
18, 19	N38	52.4	E001 22.1	-
19A thru 20A	N38	52.4	E001 22.0	-
20B	N38	52.4	E001 21.9	-
21	N38	52.5	E001 21.9	-
22 thru 24	N38	52.5	E001 22.0	-
25 thru 26	N38	52.5	E001 22.1	-
27	N38	52.5	E001 22.2	-
28, 29	N38	52.6	E001 22.2	-
30, 31	N38	52.6	E001 22.3	-
32	N38	52.6	E001 22.4	43
33	N38	52.6	E001 22.4	42
34, 35	N38	52.6	E001 22.4	-
36, 37	N38	52.7	E001 22.4	-
50N thru 55N	N38	52.7	E001 22.6	-
56N thru 60N	N38	52.8	E001 22.6	-
61N thru 72S	N38	52.7	E001 22.7	-
73S, 74S	N38	52.7	E001 22.6	-

**HOT SPOTS**  
For information only,  
~~not to be construed as ATC instructions.~~

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



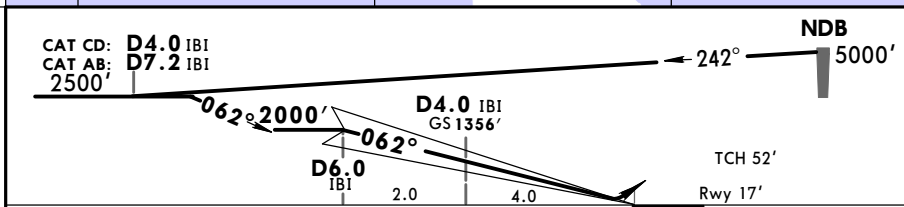
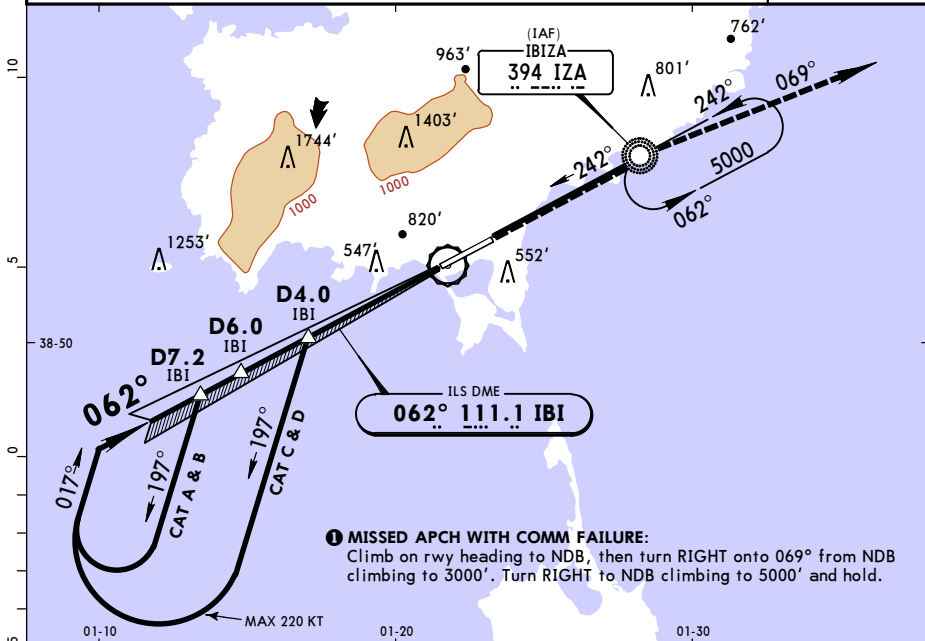


LEIB/IBZ  
IBIZA

JEPPesen  
18 AUG 17 11-2

IBIZA, SPAIN  
ILS Y Rwy 06

*ATIS	PALMA Control (APP)		*IBIZA Tower	*Ground
119.8	134.825		118.5	121.925
LOC IBI 111.1	Final ApcH Crs 062°	GS D4.0 IBI 1356' (1339')	ILS DA(H) Refer to Minimums	Apt Elev 24' Rwy 17'
<b>MISSED APCH:</b> Climb on rwy heading to NDB, then turn RIGHT onto 069° from NDB climbing to 3000', then as directed. ①				2800
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000' 1. DME and ADF required. 2. ILS DME reads zero at rwy 06 thresh. 3. No obstacle free zone rwy 06.				MSA IZA NDB



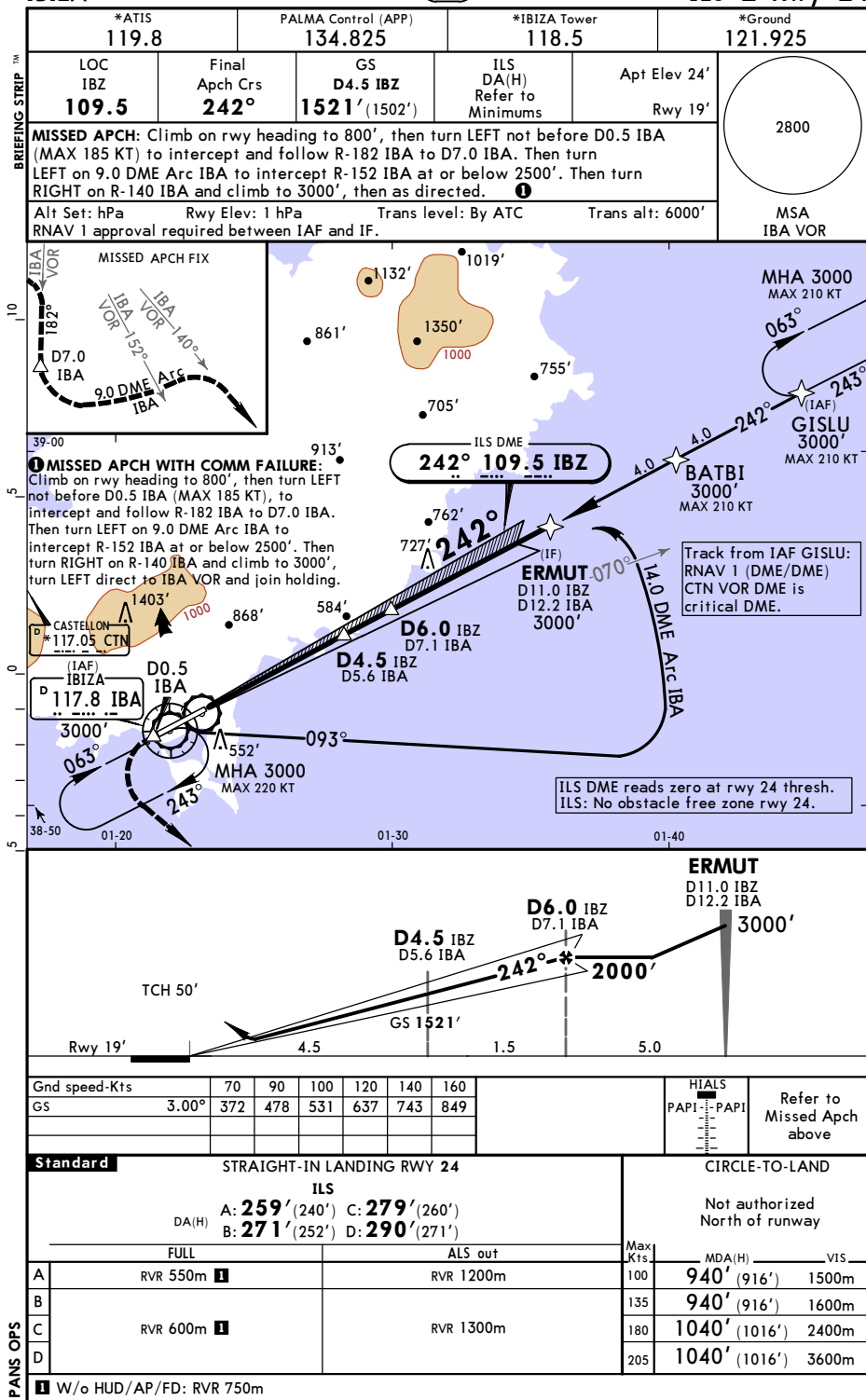
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI=PAPI		IZA 394	on hdg	RWY
ILS GS	3.00°	372	478	531	637	743	849				

<b>Standard</b>				STRAIGHT-IN LANDING RWY 06		CIRCLE-TO-LAND Not authorized North of runway	
DA(H)				A: 239' (222') C: 259' (242')			
				B: 251' (234') D: 270' (253')			
FULL				ALS out		Max Kts	MDA(H) V15
A				RVR 1200m		100	870' (846') 1500m
B	RVR 1000m					135	870' (846') 1600m
C				RVR 1300m		180	970' (946') 2400m
D	RVR 1100m					205	1200' (1176') 3600m

LEIB/IBZ  
IBIZA

JEPPESON  
18 AUG 17 (11-3)

IBIZA, SPAIN  
ILS Z Rwy 24



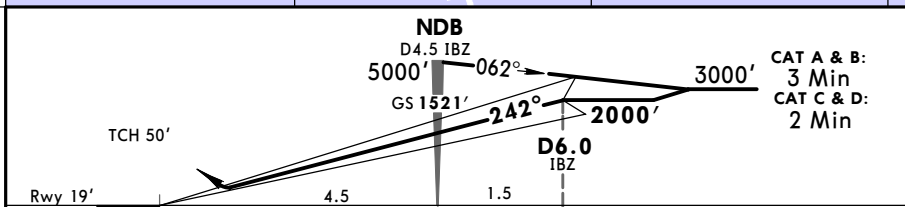
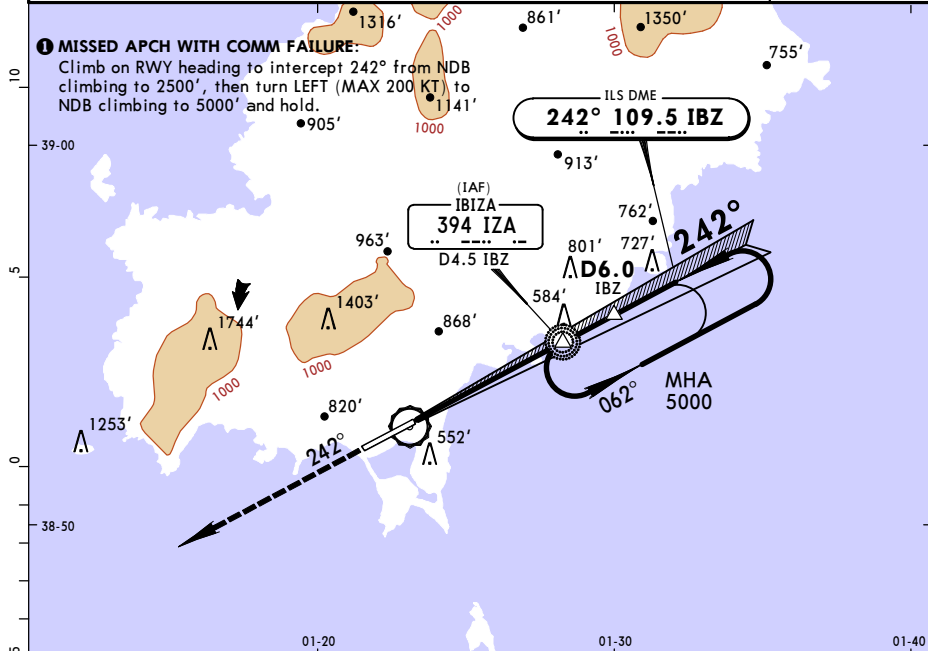
LEIB/IBZ  
IBIZA

JEPPESSEN  
18 AUG 17 (11-4)

IBIZA, SPAIN  
ILS Y Rwy 24

BRIEFING STRIP

*ATIS 119.8		PALMA Control (APP) 134.825		*IBIZA Tower 118.5		*Ground 121.925	
LOC IBZ 109.5	Final Apch Crs 242°	GS NDB 1521'(1502')	ILS DA(H) Refer to Minimums	Apt Elev 24' Rwy 19'		<div>2800</div> <div>MSA IZA NDB</div>	
MISSED APCH: Climb on RWY heading to intercept 242° from NDB climbing to 3000', then as directed. ①							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 6000'	
1. DME and ADF required. 2. ILS DME reads zero at rwy 24 threshold. 3. Racetrack restricted to MAX 210 KT. 4. No obstacle free zone rwy 24.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI		3000' on Rwy hdg
ILS GS	3.00°	372	478	531	637	849			

Standard		STRAIGHT-IN LANDING RWY 24		CIRCLE-TO-LAND		
		A: <b>302'</b> (283') C: <b>322'</b> (303') DA(H) B: <b>314'</b> (295') D: <b>333'</b> (314')		Not authorized North of runway		
		FULL		ALS out		
A	RVR 650m <b>1</b>		RVR 1400m		Max Kts	MDA(H) _____ VIS _____
B					100	<b>940'</b> (916') 1500m
C					135	<b>940'</b> (916') 1600m
D	RVR 700m <b>1</b>				180	<b>1040'</b> (1016') 2400m
				205	<b>1040'</b> (1016') 3600m	

PANS OPS

① W/o HUD/AP/FD: RVR 750m

CHANGES: None.

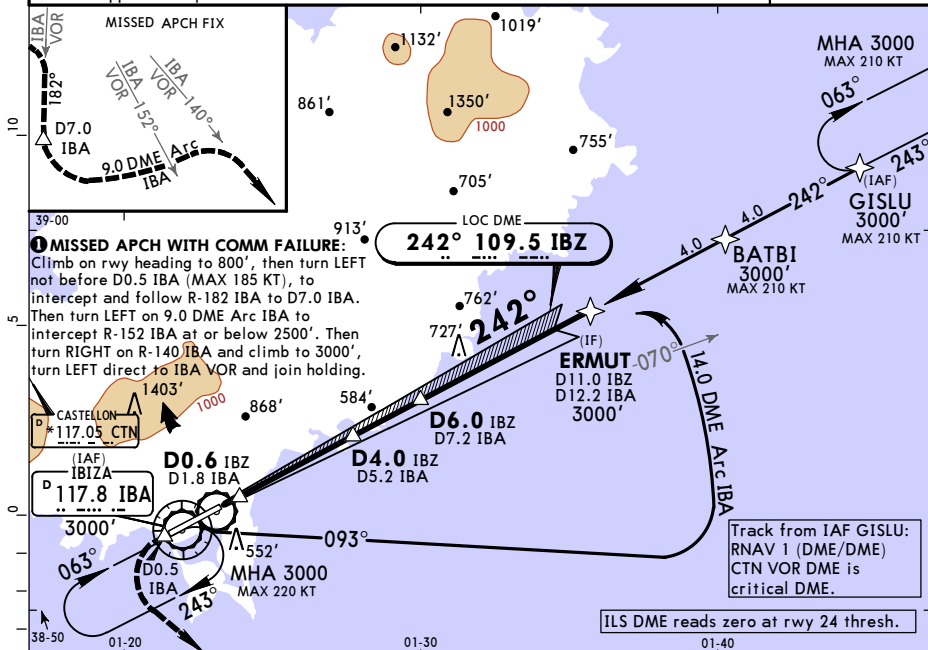
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LEIB/IBZ  
IBIZA

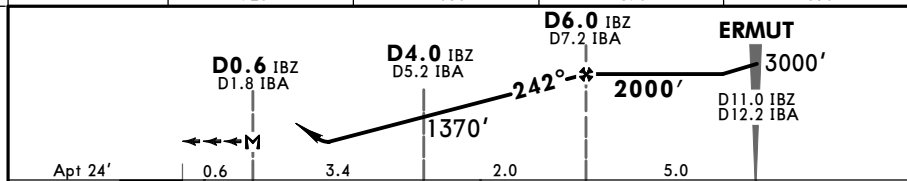
JEPPESSEN  
18 AUG 17 (11-5)

IBIZA, SPAIN  
LOC Rwy 24

*ATIS 119.8	PALMA Control (APP) 134.825	*IBIZA Tower 118.5	*Ground 121.925
LOC IBZ 109.5	Final ApcH Crs 242°	Minimum Alt D6.0 IBZ 2000' (1976')	DA/MDA(H) 640' (616')
Apt Elev 24'			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-182 IBA to D7.0 IBA. Then turn LEFT on 9.0 DME Arc IBA to intercept R-152 IBA at or below 2500'. Then turn RIGHT on R-140 IBA and climb to 3000', then as directed. ①			MSA IBA VOR
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: By ATC
RNAV 1 approval required between IAF and IF.		Trans alt: 6000'	



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



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.05°	378	486	540	648	863
MAP at D0.6 IBZ/D1.8 IBA						

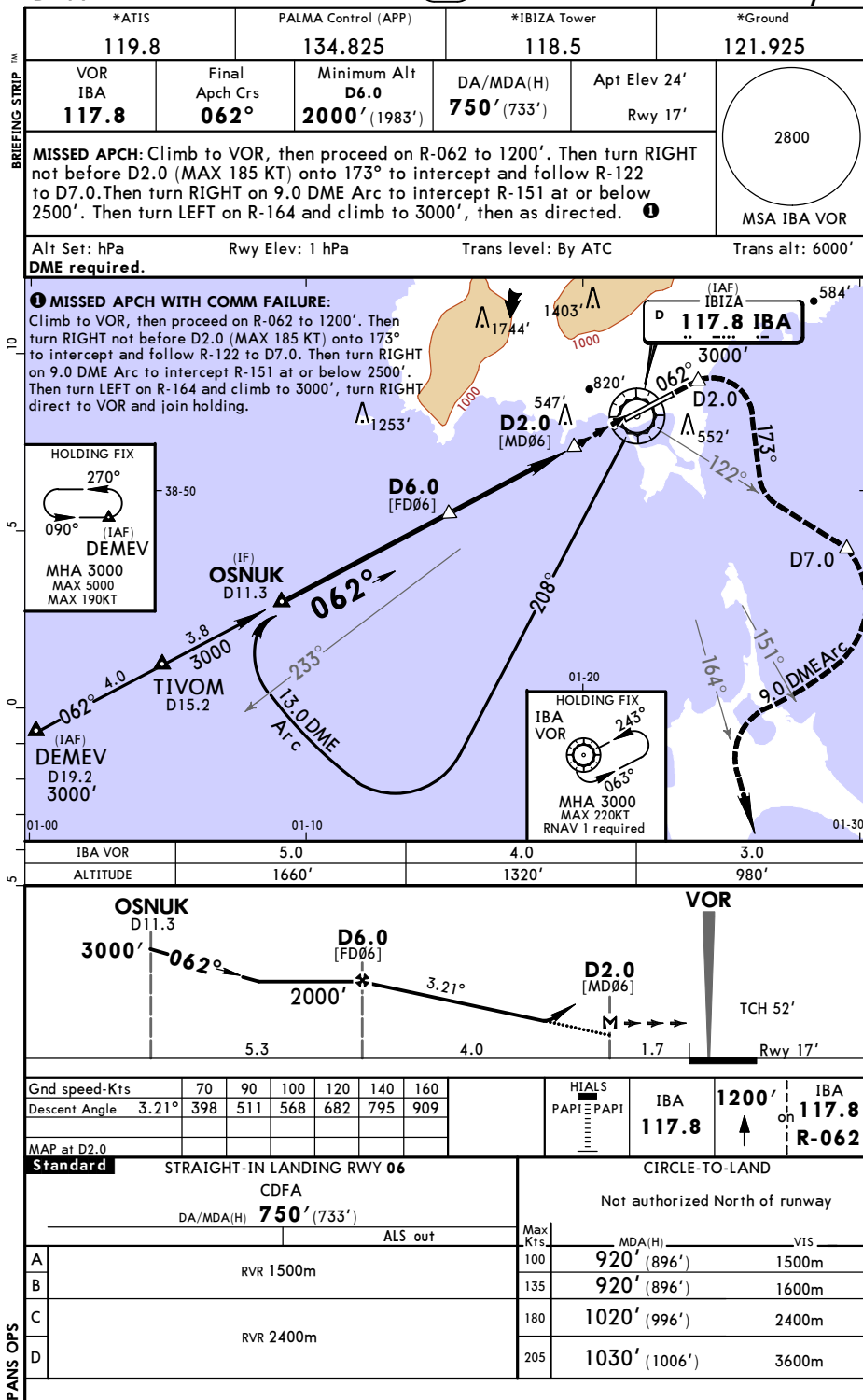
STRAIGHT-IN LANDING RWY 24			CIRCLE-TO-LAND		
CDFA			Not authorized		
DA/MDA(H) 640' (616')			North of runway		
ALS out			Max Kts		
RVR 1500m			100	940' (916')	1500m
RVR 2100m			135	940' (916')	1600m
RVR 2400m			180	1040' (1016')	2400m
			205	1040' (1016')	3600m



LEIB/IBZ  
IBIZA

JEPPESSEN  
4 AUG 17 (13-1) Eff 17 Aug

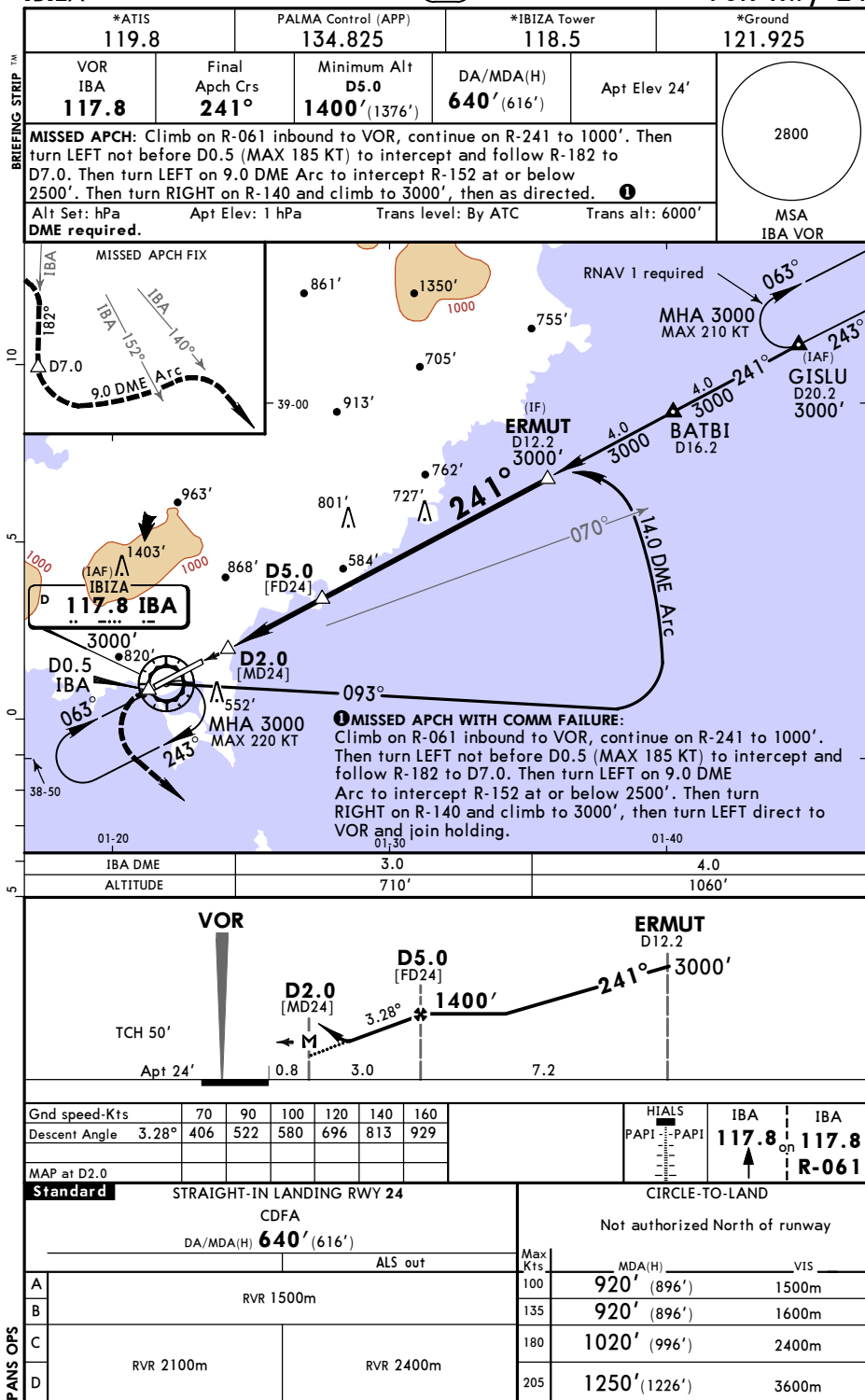
IBIZA, SPAIN  
VOR Rwy 06



LEIB/IBZ  
IBIZA

JEPPESSEN  
4 AUG 17 13-2 Eff 17 Aug

IBIZA, SPAIN  
VOR Rwy 24



PANS OPS

