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Airport Information For LEIB

Terminal Charts For LEIB

Revision Letter For Cycle 13-2014

Change Notices

Notebook

General Information

Location: Ibiza Esp
IATA Code: IBZ
Lat/Long: N38° 52.4' E001° 22.4'
Elevation: 24 ft

Airport Use: Public
Magnetic Variation: 0.2°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
Pattern Altitude: 1000 ft AGL

Sunrise: 0430 Z
Sunset: 1923 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 119.8
Ibiza Tower 121.925
Ibiza Tower 121.375
Ibiza Tower 118.5
Ibiza Tower 25.78 Military
Ibiza Approach Control 134.825

1. GENERAL

1.1. ATIS

*ATIS 119.8

1.2. NOISE ABATEMENT PROCEDURE

1.2.1. PREFERENTIAL RUNWAY

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 time period will be between 0730-2359LT.

Engine tests higher than idle regimes will be accomplished at the locations indicated by TWR.

The request for runway engine test must be addressed to:

OFICINA CEFAL

FAX: +34-971 809 271

E-mail: ibizaoperacionesCPO@aena.es

The request must include:

- 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 or visibility is 550m or below. Pilots will be informed via ATIS about the application of LVP.

1.3.2. GROUND MOVEMENT

Pilots will proceed to 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 must stop the ACFT and notify TWR.

Pilots will not request clearance for start-up, push-back or taxiing, when RVR or visibility is below their operational minimums.

ACFT, that have landed, will notify:

- RWY vacated and
- TWY used.

Only one ACFT at a time will be authorized to move in the manoeuvring area. The following applies:

ARRIVAL

RWY shall be exited via TWY D or TWY C for RWY 24, and via TWY G or TWY C for RWY 06.

The standard taxi route will be:

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

DEPARTURE

RWY shall be entered via RWY holding positions for RWY 24 or RWY 06 on TWY C.

The standard taxi route will be:

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

1.3.3. COMMUNICATION FAILURE

If an ACFT that operates in the manoeuvring area suffers a communication failure, it will comply as follows:

Departing ACFT: The ACFT will continue the assigned route to the authorized maximum and wait for "Follow me" vehicle.

Arriving ACFT: If the ACFT just has landed, it will keep its position after vacating the RWY and wait for "Follow me" vehicle.

If the ACFT already has taxiing authorization, it will continue the assigned route to the authorized maximum and wait for "Follow me" vehicle.

1. GENERAL

1.4. TAXI PROCEDURE

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

1.5. OTHER INFORMATION

Birds in vicinity of APT.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

MAX 250 KT below FL 100.

When receiving vectors to final for LOC intercept, reduce to and maintain 210 KT up to 12NM from THR.

Reduce to and maintain 160 KT up to 5NM from THR.

CAUTION: Do not proceed beyond the applicable IAF without ATC clearance.

2.2. NOISE ABATEMENT PROCEDURE

2.2.1. REVERSE THRUST

Reverse thrust other than idle regime cannot be used except for safety reasons 0000-0700LT (Winter 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 or whenever ACFT head for stand 11.

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

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 0000-0700LT (Winter 2300-0600LT) do not turn RIGHT before IBA 8 DME.

3.2. PUSH-BACK AND TAXI PROCEDURES

ACFT must be ready for towed push-back or taxiing within the next 5 minutes to the approved start-up time; pilots will contact ATC if otherwise.

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.

Push-back mandatory for A320 with sharklets on stand 29.

Simultaneous exit from stands 20A and 20B and 28 and 29 are not allowed.

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

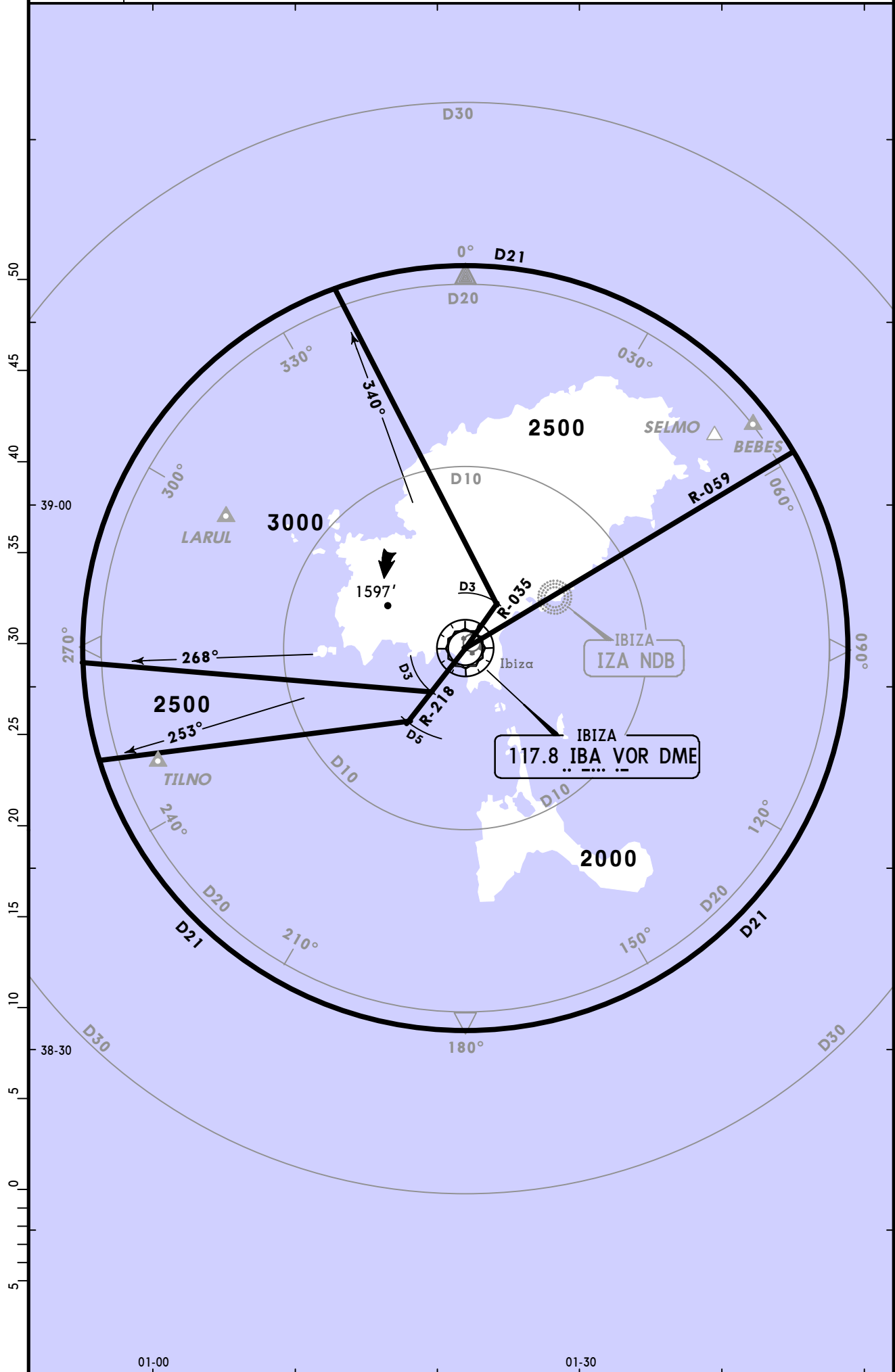
Apron exit:

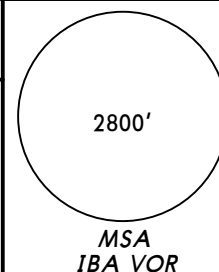
Via TWY A: when RWY 24 is in use.

Via TWY B: when RWY 06 is in use.

Apt Elev
24'

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



*ATIS
119.8Apt Elev
24'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

BAKAX ONE NOVEMBER (BAKAX 1N) [BAKA1N] ①
CORDA THREE NOVEMBER (CORDA 3N) [CORD3N]
TOLSO THREE NOVEMBER (TOLSO 3N) [TOLS3N] ②
RWY 24 ARRIVALS



NOT TO SCALE

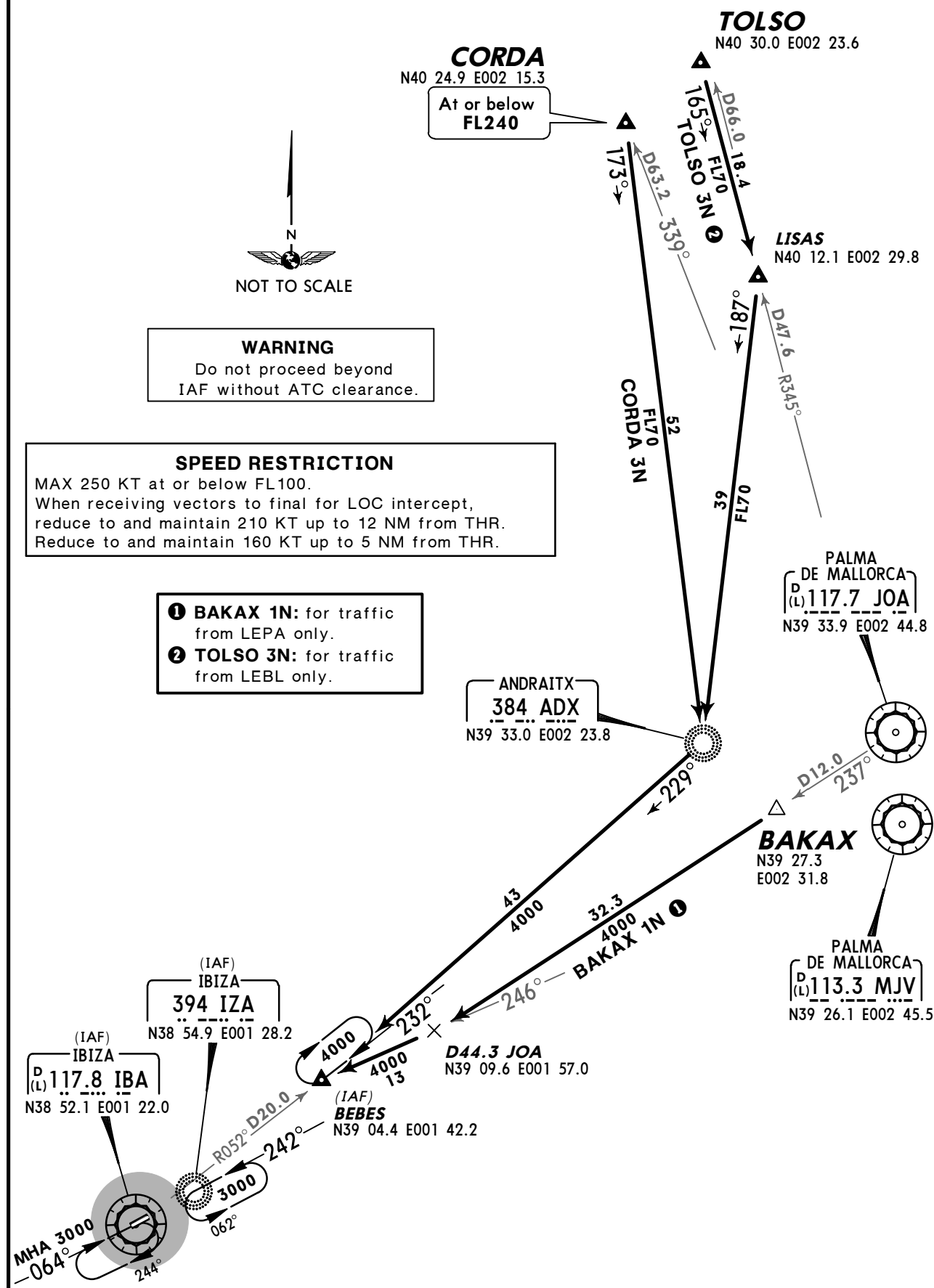
WARNING

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.

- ① BAKAX 1N: for traffic from LEPA only.
- ② TOLSO 3N: for traffic from LEBL only.





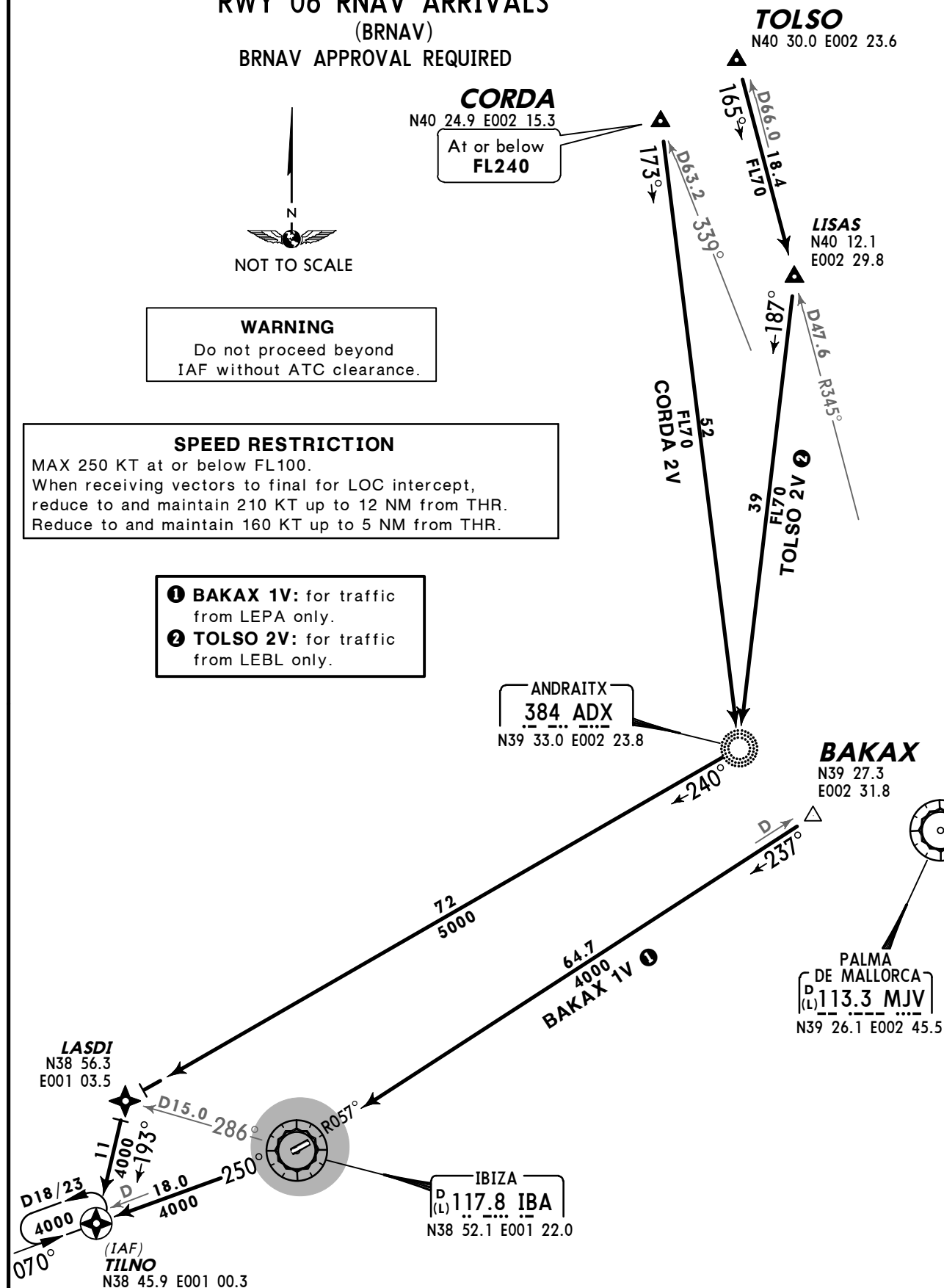
(BRNAV)
BRNAV APPROVAL REQUIRED



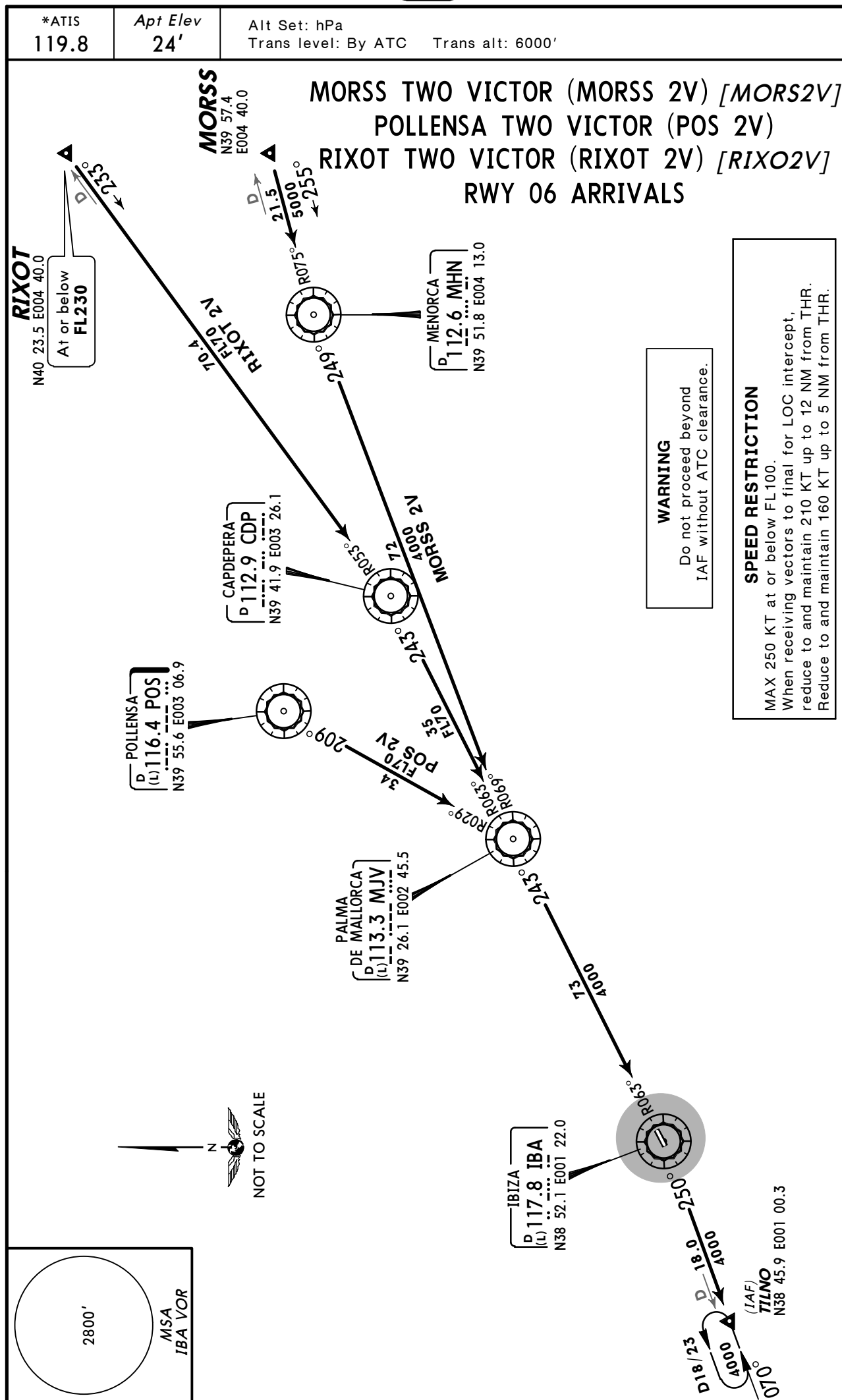
Do not proceed beyond
IAF without ATC clearance.

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.

- 1 **BAKAX 1V:** for traffic from LEPA only.
- 2 **TOLSO 2V:** for traffic from LEBL only.



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*ATIS
119.8Apt Elev
24'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'CASOL ONE NOVEMBER (CASOL 1N) [CASO1N] ①
NEVIC ONE NOVEMBER (NEVIC 1N) [NEVI1N] ②
RWY 24 RNAV ARRIVALS

(BRNAV)

BRNAV APPROVAL REQUIRED

MENORCA
D 112.6 MHN
N39 51.8 E004 13.0PALMA
DE MALLORCA
D 113.3 MJV
N39 26.1 E002 45.5

WARNING

Do not proceed beyond
IAF without ATC clearance.

2800'

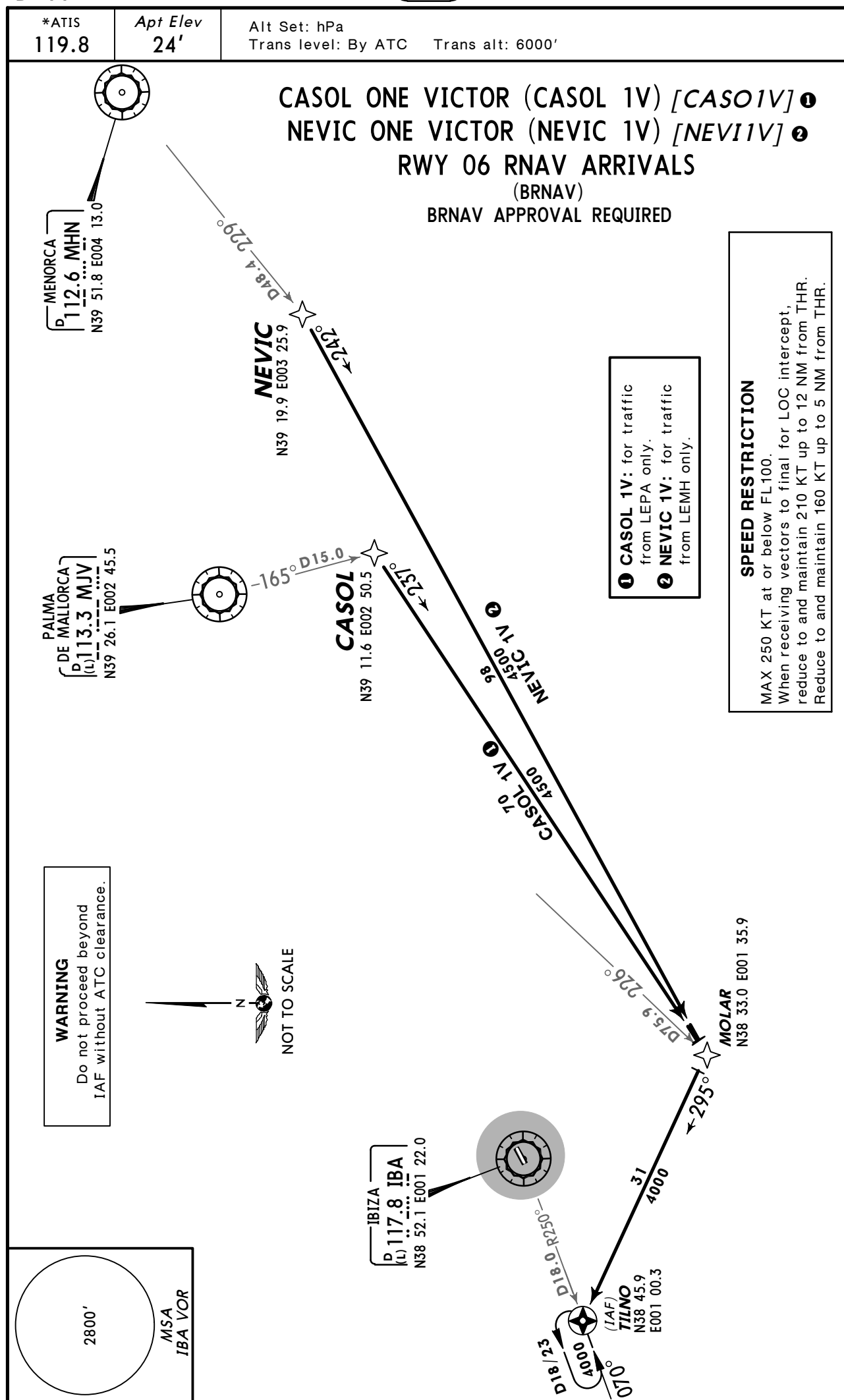
MSA
IBA VOR(IAF) IBIZA
394 IZA
N38 54.9 E001 28.2(IAF) IBIZA
D 117.8 IBA
N38 52.1 E001 22.0(IAF) BEBES
N39 04.4 E001 42.2

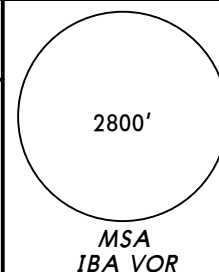
- ① CASOL 1N: for traffic
from LEPA only.
- ② NEVIC 1N: for traffic
from LEMH only.

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.

NOT TO SCALE



*ATIS
119.8Apt Elev
24'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

RUXET ONE NOVEMBER (RUXET 1N) [RUXE1N]
SURIB TWO NOVEMBER (SURIB 2N) [SURI2N]
VARUT ONE NOVEMBER (VARUT 1N) [VARU1N]

RWY 24 RNAV ARRIVALS

(BRNAV)

BRNAV APPROVAL REQUIRED

WARNING

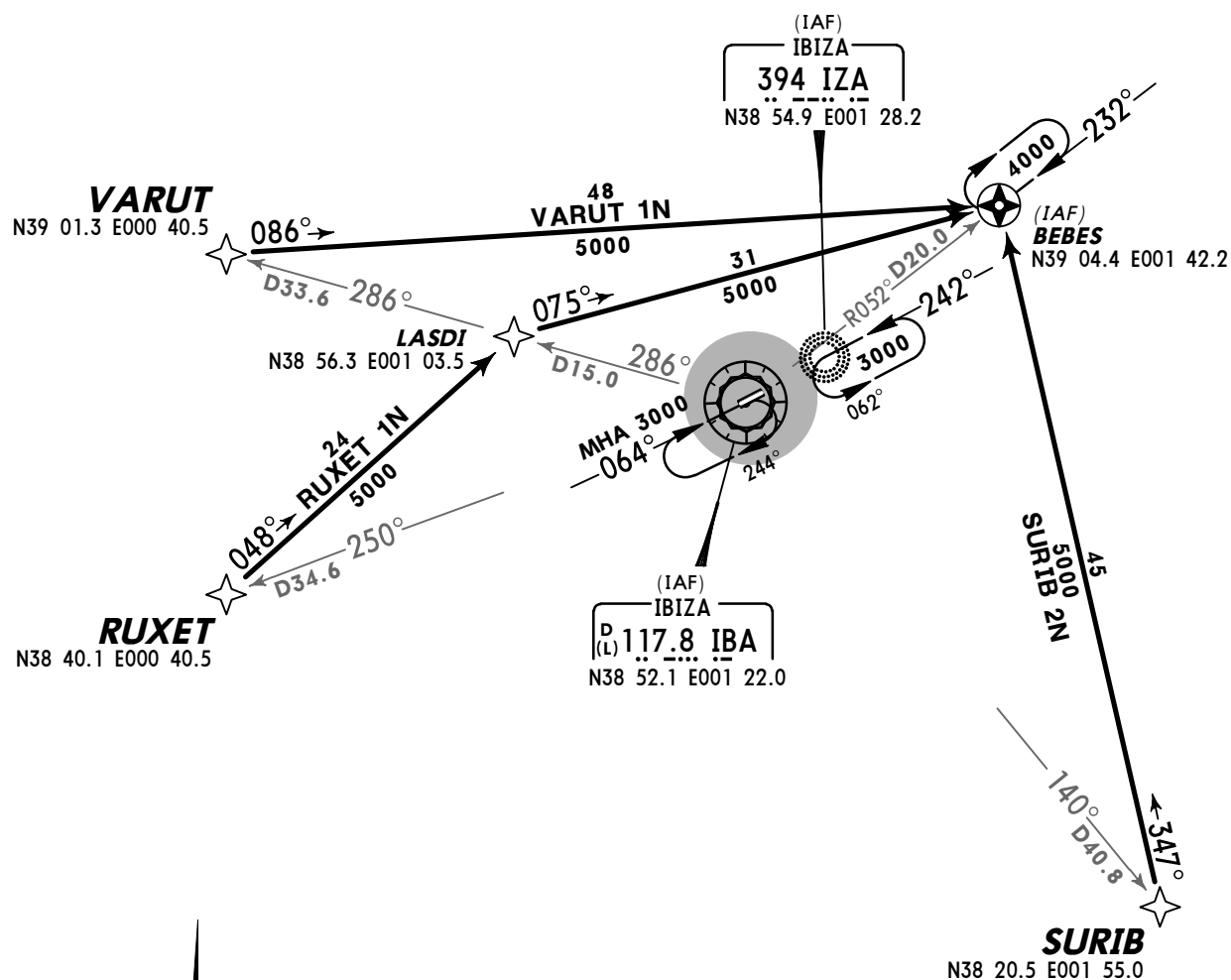
Do not proceed beyond
IAF without ATC clearance.

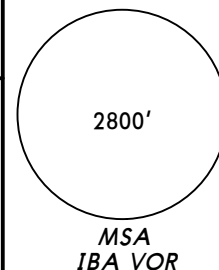
SPEED RESTRICTION

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.



*ATIS
119.8Apt Elev
24'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

RUXET ONE VICTOR (RUXET 1V) [RUXE1V]
RWY 06 ARRIVAL

SURIB TWO VICTOR (SURIB 2V) [SUR12V]
VARUT ONE VICTOR (VARUT 1V) [VARU1V]
RWY 06 RNAV ARRIVALS
(BRNAV)
BRNAV APPROVAL REQUIRED

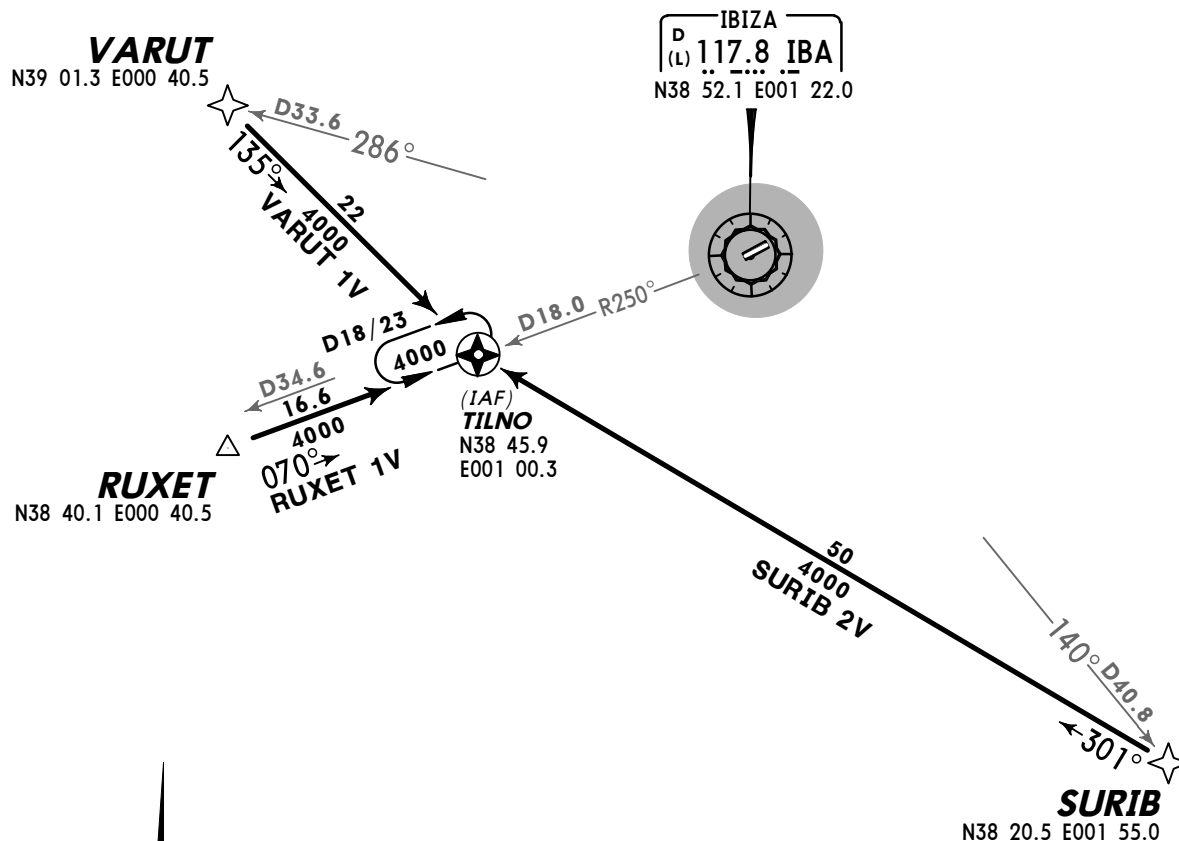
WARNING

Do not proceed beyond
IAF without ATC clearance.

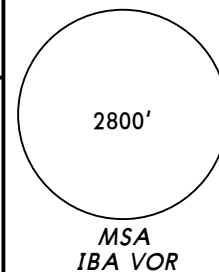
SPEED RESTRICTION

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.



NOT TO SCALE

*ATIS
119.8Apt Elev
24'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

CORDA TWO DELTA CHARLIE NOVEMBER
(CORDA 2DCN) [CO2DCN]
TOLSO TWO DELTA CHARLIE NOVEMBER
(TOLSO 2DCN) [TO2DCN]
RWY 24 CONTINUOUS DESCENT ARRIVALS (CDA)
BY ATC
USABLE BETWEEN
SUMMER: 2300-0700LT
WINTER: 2300-0000LT
PRIOR PERMISSION REQUIRED

CORDA
N40 24.9 E002 15.3
(115.2 NM to THR 24)

At or below
FL240



NOT TO SCALE

WARNING

Do not proceed beyond
IAF without ATC clearance.

TOLSO

N40 30.0 E002 23.6
(120.7 NM to THR 24)

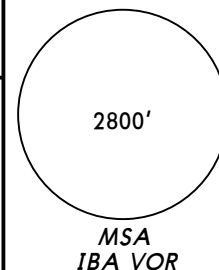
LISAS

N40 12.1 E002 29.8
(102.2 NM to THR 24)

ANDRAITX
384 ADX
N39 33.0 E002 23.8
(62.8 NM to THR 24)

IBIZA
D 117.8 IBA
(L) 117.8 IBA
N38 52.1 E001 22.0

(IAF)
BEBES
N39 04.4 E001 42.2
(19.8 NM to THR 24)

*ATIS
119.8Apt Elev
24'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

CORDA TWO DELTA CHARLIE VICTOR
(CORDA 2DCV) [CO2DCV]
TOLSO TWO DELTA CHARLIE VICTOR
(TOLSO 2DCV) [TO2DCV]

RWY 06 RNAV CONTINUOUS DESCENT ARRIVALS (CDA)
(BRNAV)

BRNAV APPROVAL REQUIRED
BY ATC

USABLE BETWEEN

SUMMER: 2300-0700LT

WINTER: 2300-0000LT

PRIOR PERMISSION REQUIRED

CORDA

N40 24.9 E002 15.3
(153.3 NM to THR 06)

At or below
FL240



WARNING

Do not proceed beyond
IAF without ATC clearance.

TOLSO

N40 30.0 E002 23.6
(158.9 NM to THR 06)

LISAS

N40 12.1 E002 29.8
(140.4 NM to THR 06)

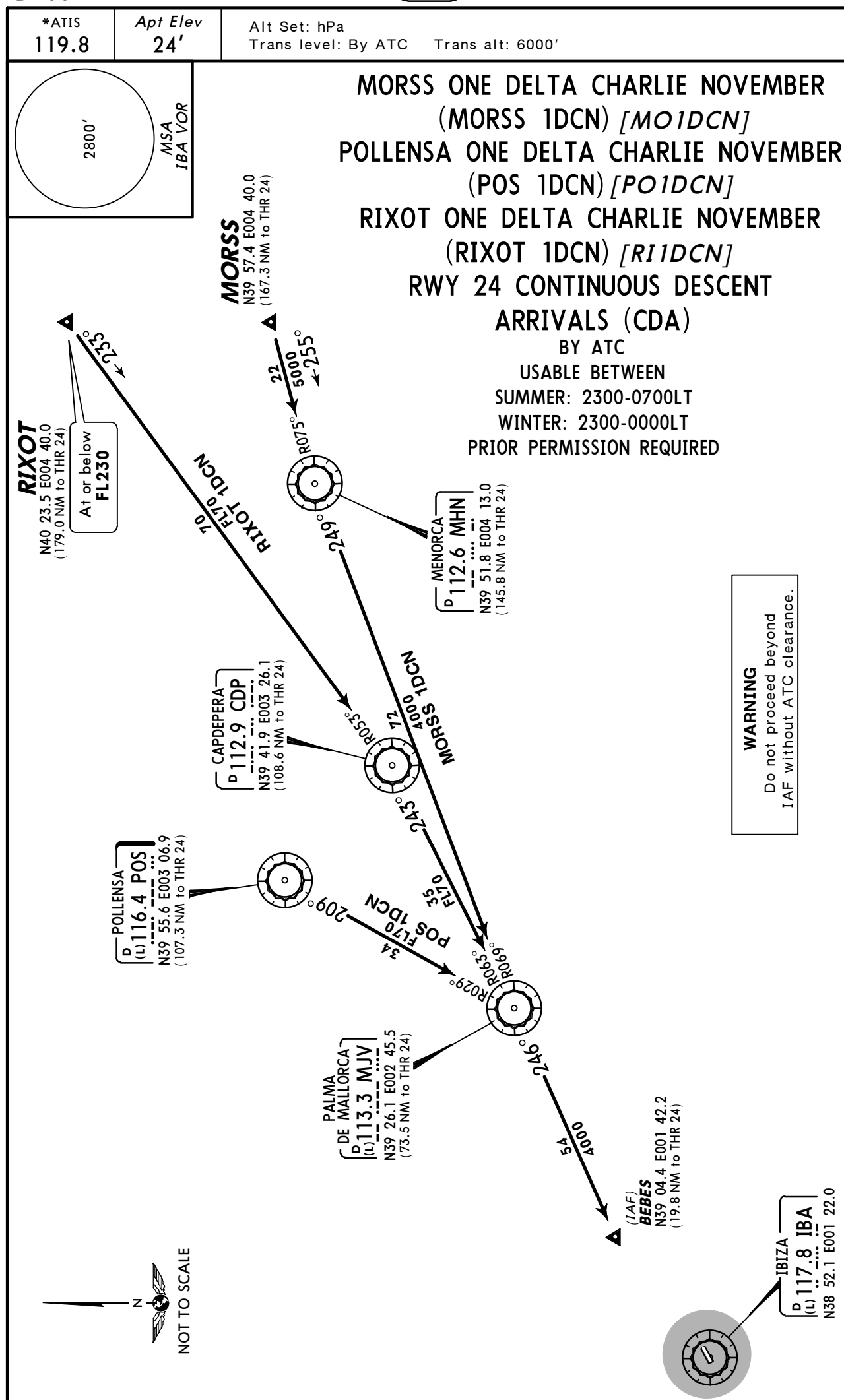
ANDRAITX
384 ADX

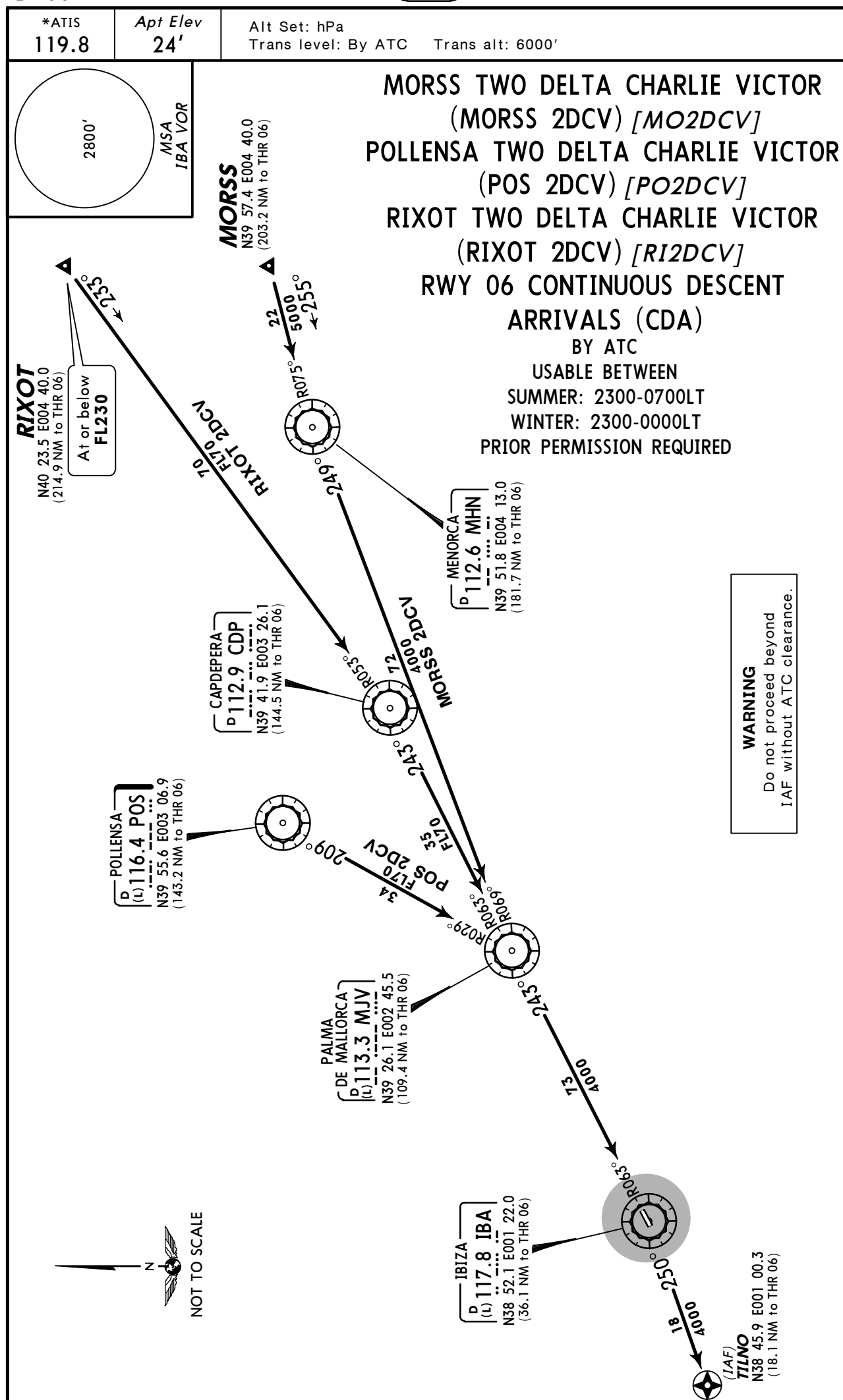
N39 33.0 E002 23.8
(101.0 NM to THR 06)

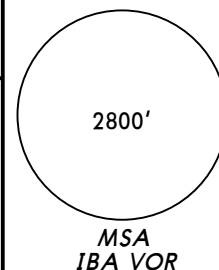
LASDI
N38 56.3 E001 03.5
(28.6 NM to THR 06)

(IAF)
TILNO
N38 45.9 E001 00.3
(18.1 NM to THR 06)

IBIZA
D(L) 117.8 IBA
N38 52.1 E001 22.0



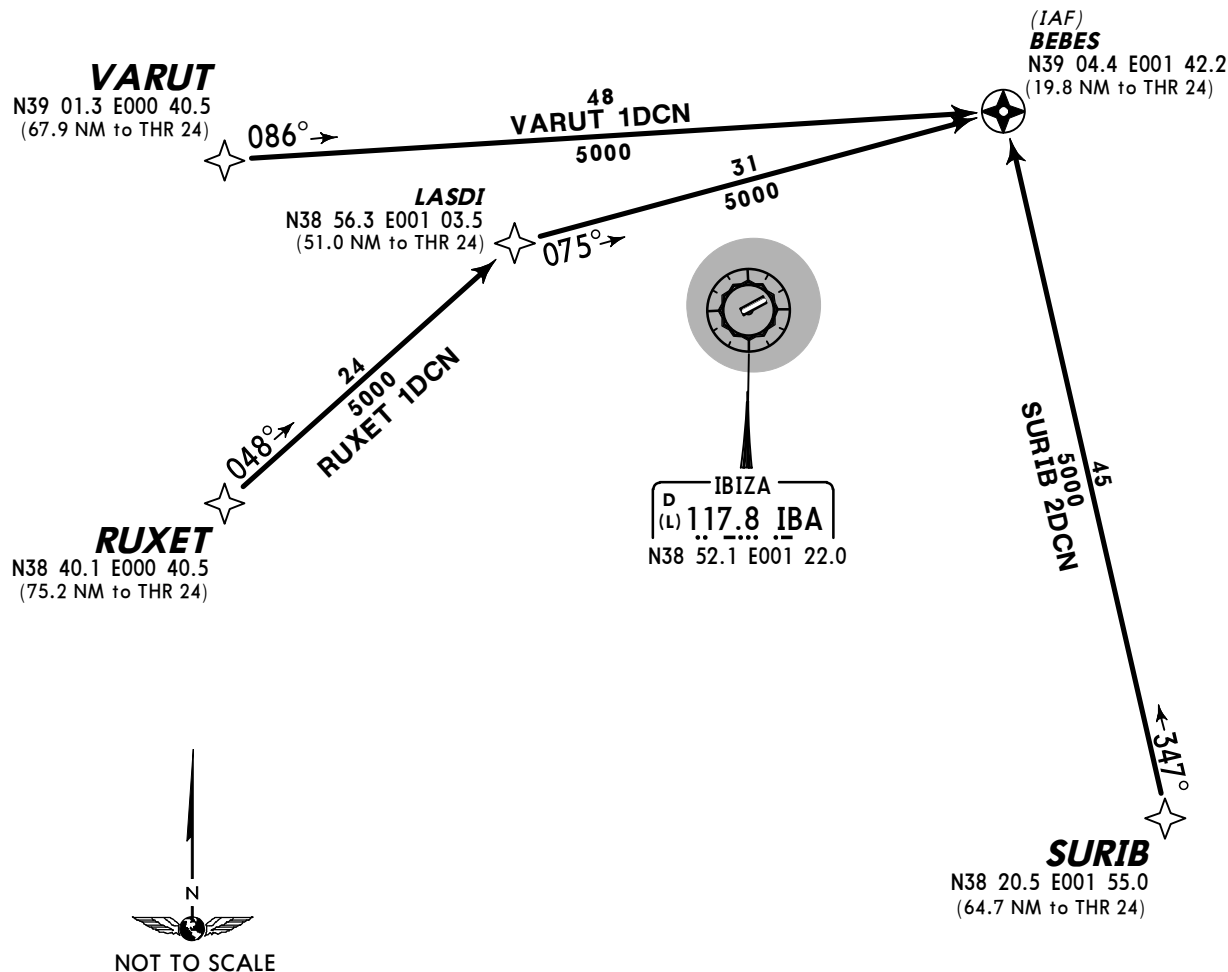


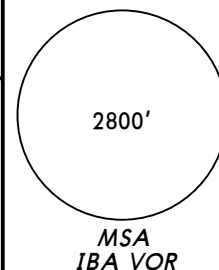
*ATIS
119.8Apt Elev
24'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

RUXET ONE DELTA CHARLIE NOVEMBER
(RUXET 1DCN) [RU1DCN]
SURIB TWO DELTA CHARLIE NOVEMBER
(SURIB 2DCN) [SU2DCN]
VARUT ONE DELTA CHARLIE NOVEMBER
(VARUT 1DCN) [VA1DCN]
RWY 24 RNAV CONTINUOUS DESCENT ARRIVALS (CDA)
(BRNAV)
BRNAV APPROVAL REQUIRED
BY ATC
USABLE BETWEEN
SUMMER: 2300-0700LT
WINTER: 2300-0000LT
PRIOR PERMISSION REQUIRED

WARNING

Do not proceed beyond
IAF without ATC clearance.



*ATIS
119.8Apt Elev
24'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

RUXET ONE DELTA CHARLIE VICTOR
(RUXET 1DCV) [RU1DCV]
RWY 06 CONTINUOUS DESCENT ARRIVAL (CDA)
SURIB TWO DELTA CHARLIE VICTOR
(SURIB 2DCV) [SU2DCV]
VARUT ONE DELTA CHARLIE VICTOR
(VARUT 1DCV) [VA1DCV]
RWY 06 RNAV CONTINUOUS DESCENT ARRIVALS (CDA)
(BRNAV)
BRNAV APPROVAL REQUIRED

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

WARNING

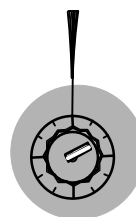
Do not proceed beyond
IAF without ATC clearance.



VARUT
N39 01.3 E000 40.5
(39.8 NM to THR 06)

135°
22
4000
VARUT 1DCV

IBIZA
D 117.8 IBA
(L)
N38 52.1 E001 22.0



(IAF)
TILNO
N38 45.9
E001 00.3
(18.1 NM to THR 06)

RUXET
N38 40.1 E000 40.5
(34.7 NM to THR 06)

070°
17
4000
RUXET 1DCV

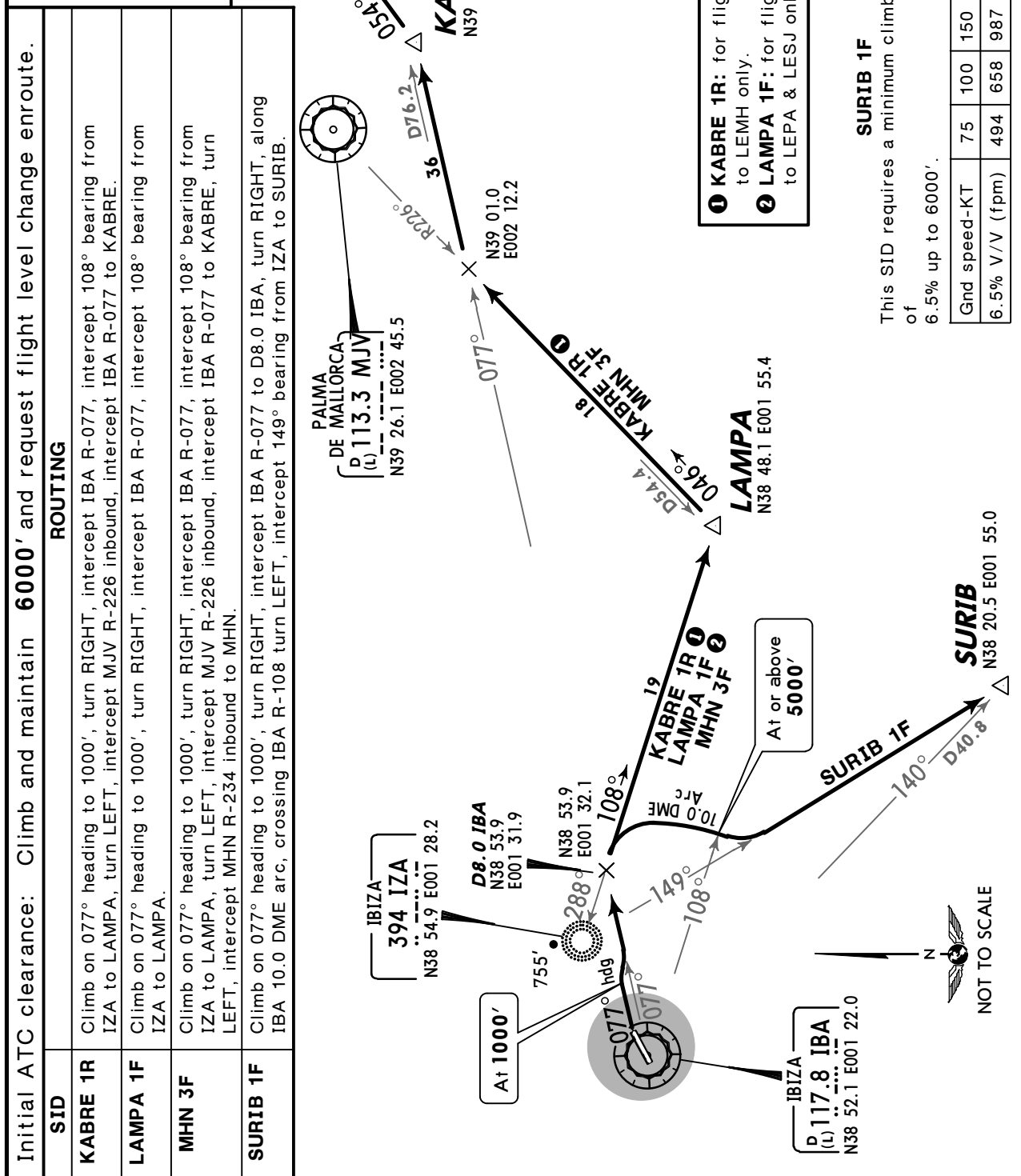
50
4000
SURIB 2DCV

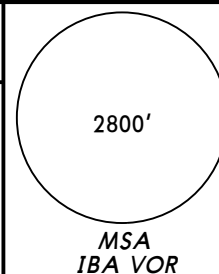
SURIB
N38 20.5 E001 55.0
(67.7 NM to THR 06)

301°

Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles.



Apt Elev
24'Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles.

Apt Elev
24'Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles.

BAVER ONE ECHO (BAVER 1E) [BAVE1E]
GODOX ONE ECHO (GODOX 1E) [GODO1E]
XOSTA ONE ECHO (XOSTA 1E) [XOST1E]
RWY 24 DEPARTURES
~~SPEED~~ MAX 250 KT UNTIL LEAVING FL100

**XOSTA**
N39 08.0 E000 44.5

D33.2

XOSTA 1E

BAVER
N38 52.8
E000 40.5

D32.4

BAVER 1E

SONTA
N38 46.4 E001 07.0At or above
2600'**GODOX**
N39 22.4 E001 24.7

D30.3

GODOX 1E

At or above
6000'

15.0 DME Arc

At or above
5000'299°
284°
271°

1253'

D13.0

244°

IBIZA
D 117.8 IBA
N38 52.1 E001 22.0

These SIDs require a minimum climb gradient
of
4% up to 1000'.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

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

SID	ROUTING
BAVER 1E	Climb on IBA R-244 to SONTA, turn RIGHT, along IBA 15.0 DME arc, intercept IBA R-271 to BAVER.
GODOX 1E	Climb on IBA R-244 to SONTA, turn RIGHT, along IBA 15.0 DME arc, intercept IBA R-004 to GODOX.
XOSTA 1E	Climb on IBA R-244 to SONTA, turn RIGHT, along IBA 15.0 DME arc, intercept IBA R-299 to XOSTA.

Apt Elev
24'Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles.

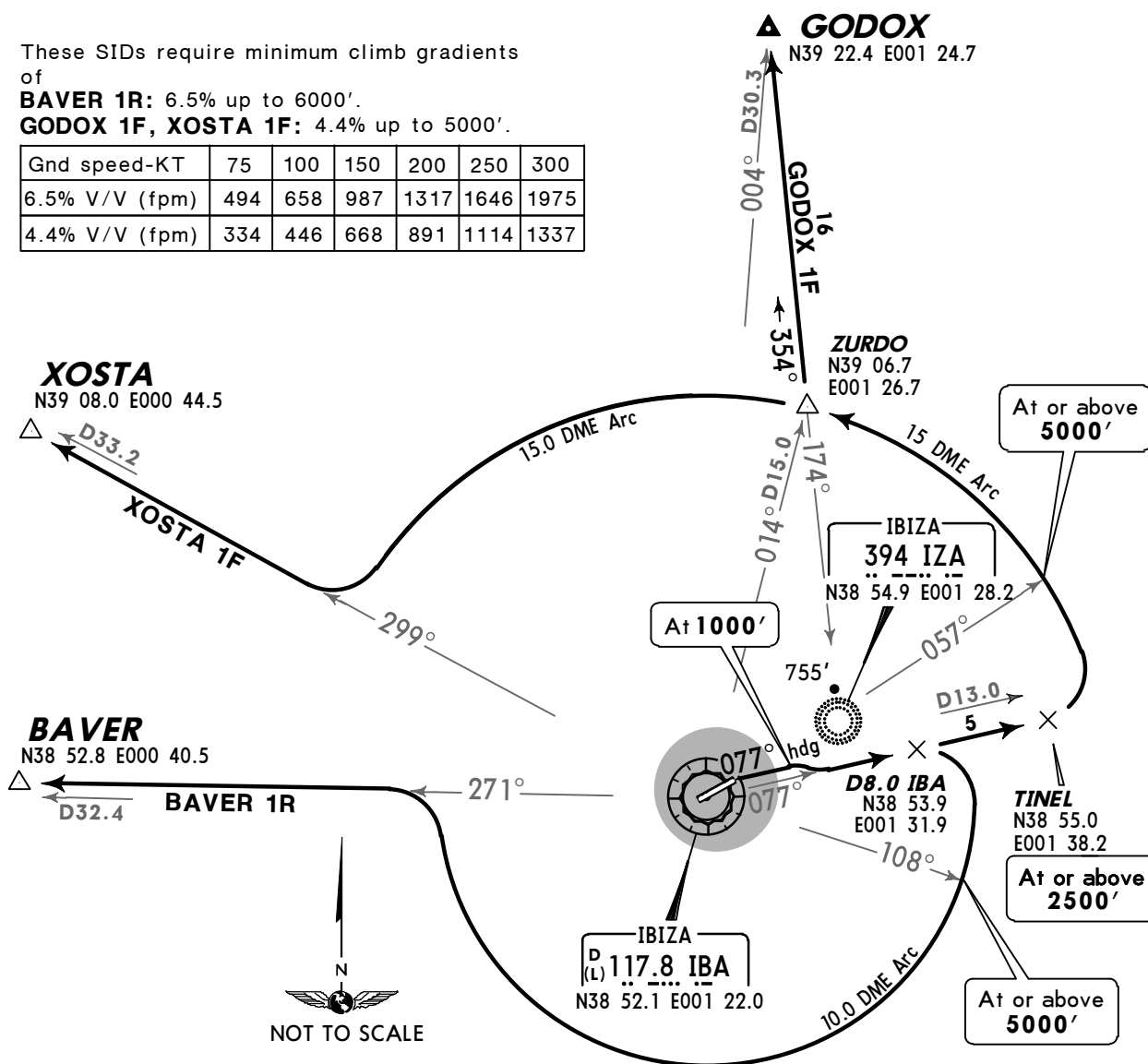
**BAVER ONE ROMEO (BAVER 1R) [BAVE1R]
GODOX ONE FOXTROT (GODOX 1F) [GODO1F]
XOSTA ONE FOXTROT (XOSTA 1F) [XOST1F]
RWY 06 DEPARTURES**

~~SPEED~~ MAX 250 KT UNTIL LEAVING FL100

These SIDs require minimum climb gradients of

BAVER 1R: 6.5% up to 6000'.**GODOX 1F, XOSTA 1F:** 4.4% up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975
4.4% V/V (fpm)	334	446	668	891	1114	1337

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

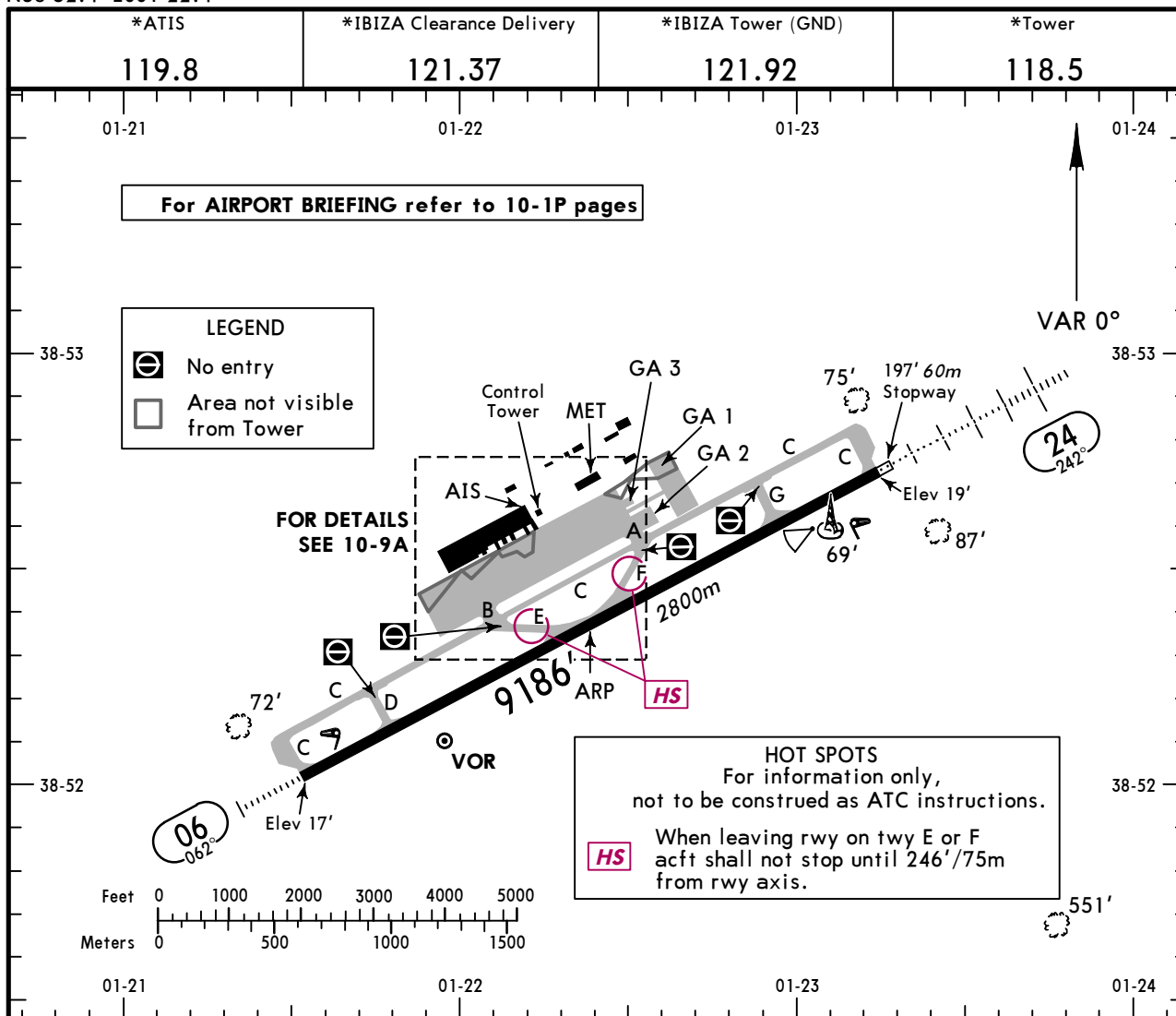
SID	ROUTING
BAVER 1R	Climb on 077° heading to 1000', turn RIGHT, intercept IBA R-077 to D8.0 IBA, turn RIGHT, along IBA 10.0 DME arc, intercept IBA R-271 to BAVER.
GODOX 1F	Climb on 077° heading to 1000', turn RIGHT, intercept IBA R-077 to TINEL, turn LEFT, along IBA 15.0 DME arc, to ZURDO, turn RIGHT, intercept 354° bearing from IZA to GODOX.
XOSTA 1F	Climb on 077° heading to 1000', turn RIGHT, intercept IBA R-077 to TINEL, turn LEFT, along IBA 15.0 DME arc via ZURDO, intercept IBA R-299 to XOSTA.

RWYS 06, 24 CONTINGENCY DEPARTURES
EXPECT RADAR VECTORED BY IBIZA APP TO JOIN THE ATS ROUTE

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	1398

RWY	ROUTING
06	Climb on 077° heading to 3000', turn and follow the ATC instructions.
24	Climb on runway heading to 3000', turn and follow the ATC instructions.

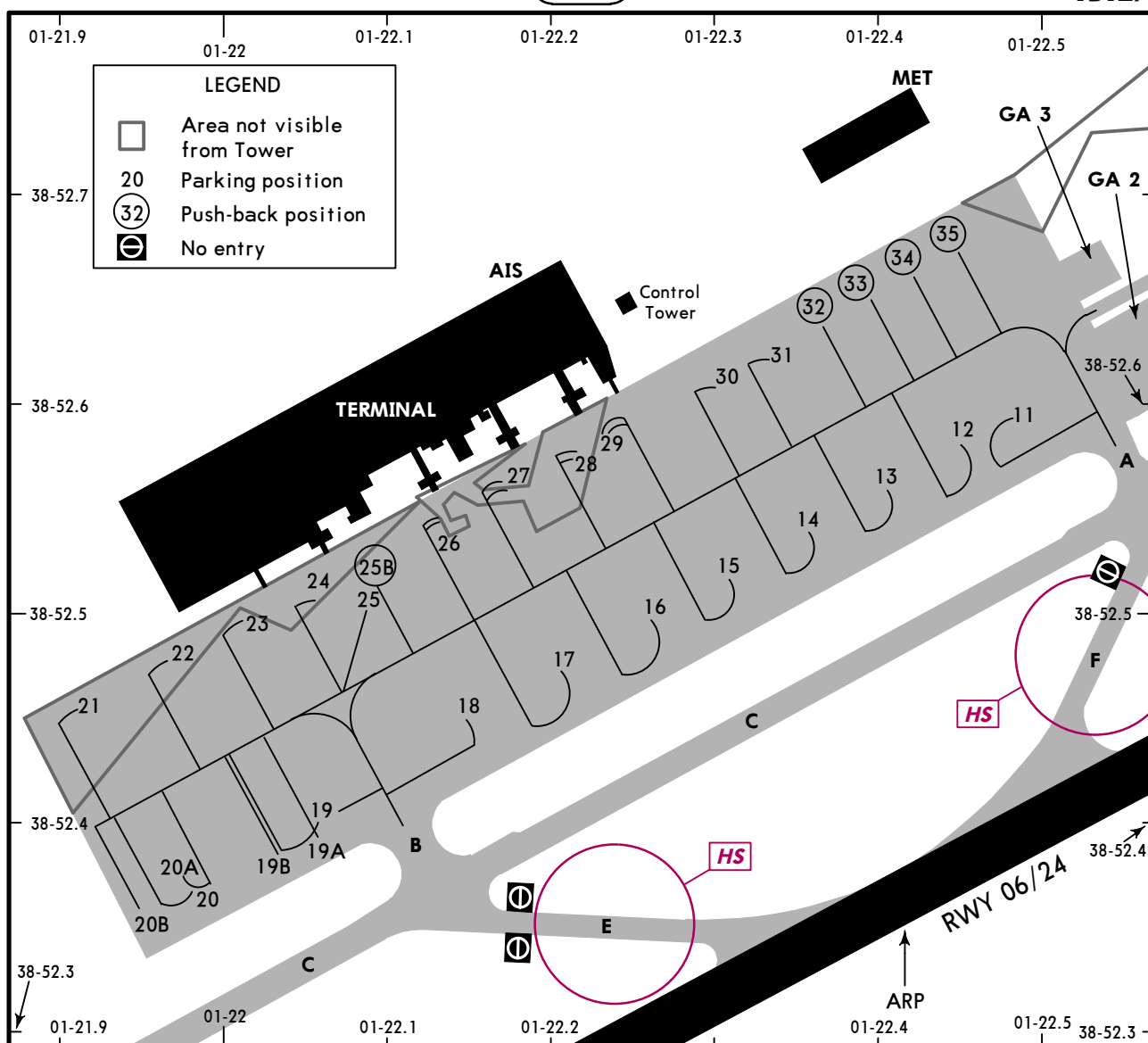


ADDITIONAL RUNWAY INFORMATION									
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						Threshold	Glide Slope		
06	HIRL (50m)	CL (15m)	HIALS	PAPI(3.0°)	①		8214' 2504m		148'
24	HIRL (50m)	CL (15m)	HIALS	PAPI(3.0°)	②	RVR	8202' 2500m		45m

① HST-F with HSTIL ② HST-E with HSTIL

Standard TAKE-OFF ①					
	LVP must be in force				
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A					
B	125m	150m	200m	250m	400m
C					
D	150m	200m	250m	300m	500m

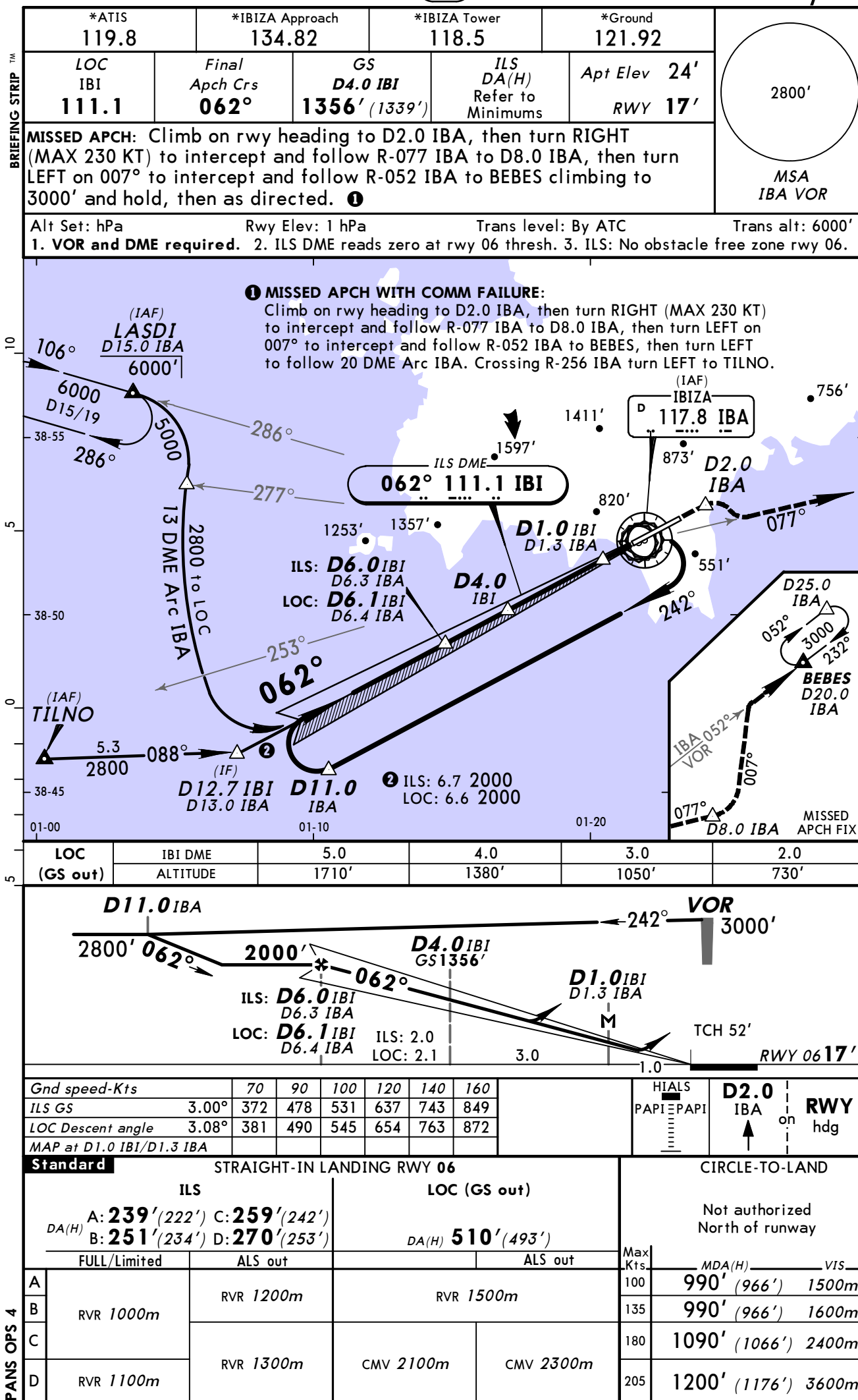
① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

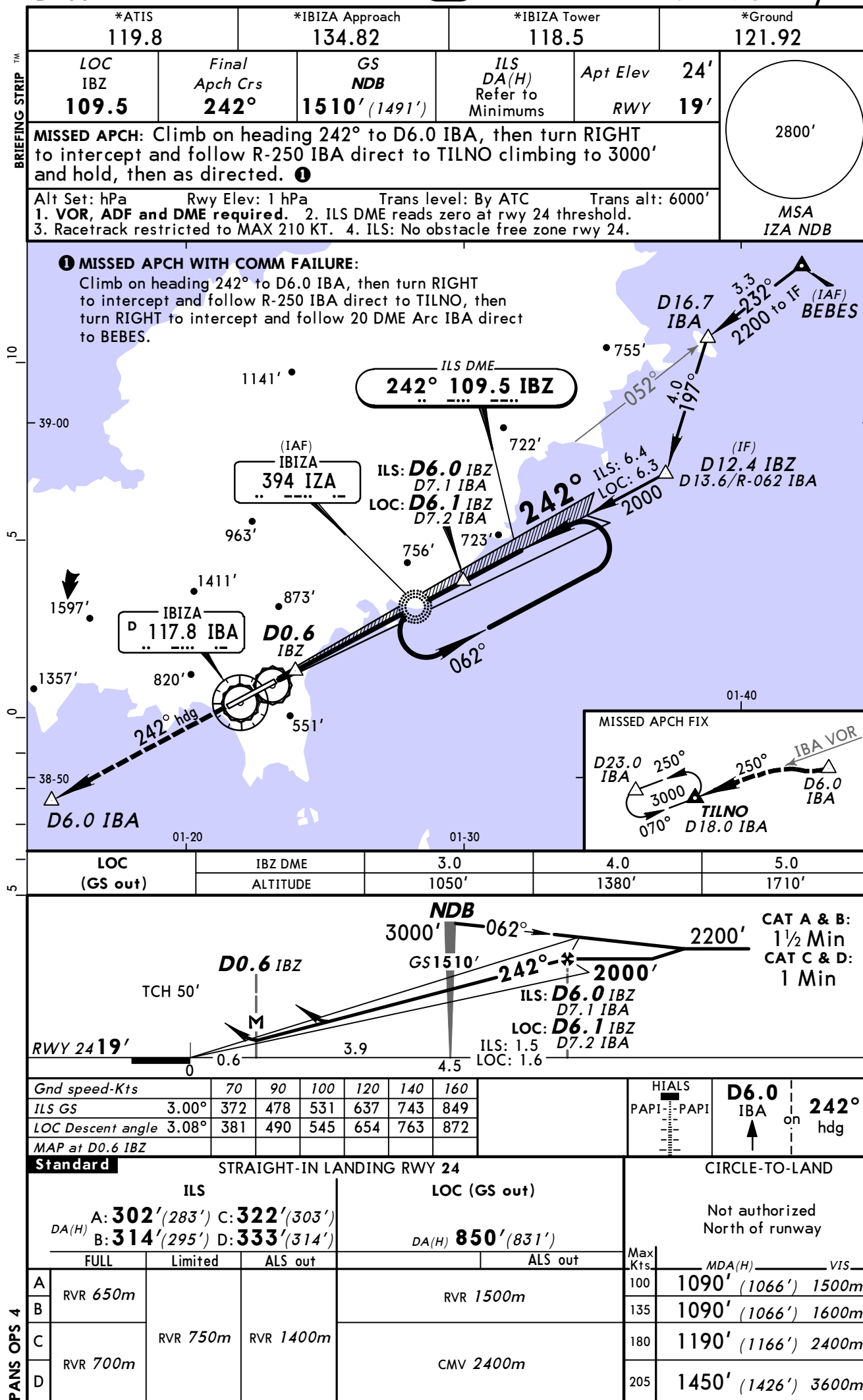


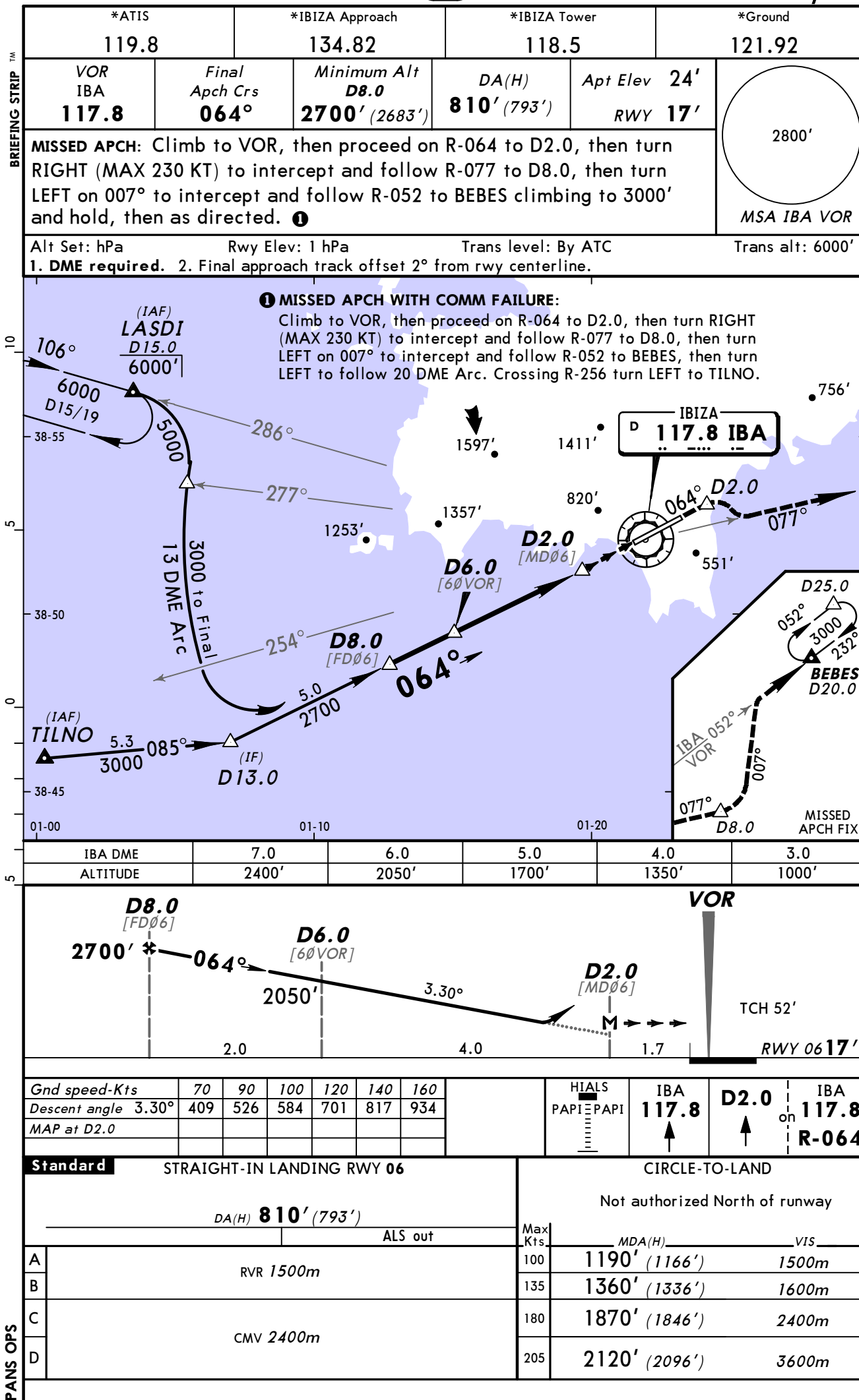
INS COORDINATES	
STAND No.	COORDINATES
11	N38 52.6 E001 22.5
12, 13	N38 52.6 E001 22.4
14, 15	N38 52.5 E001 22.3
16, 17	N38 52.5 E001 22.2
18	N38 52.4 E001 22.1
19	N38 52.4 E001 22.1
19A thru 20A	N38 52.4 E001 22.0
20, 20A	N38 52.4 E001 22.0
20B	N38 52.4 E001 21.9
21	N38 52.5 E001 21.9
22 thru 24	N38 52.5 E001 22.0
25, 25B, 26	N38 52.5 E001 22.1
27	N38 52.5 E001 22.2
28, 29	N38 52.6 E001 22.2
30 thru 32	N38 52.6 E001 22.3
33	N38 52.6 E001 22.4
34, 35	N38 52.7 E001 22.4

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

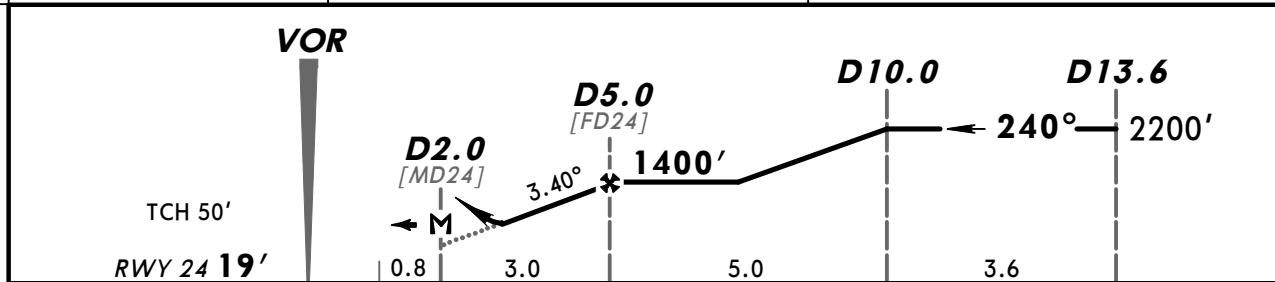
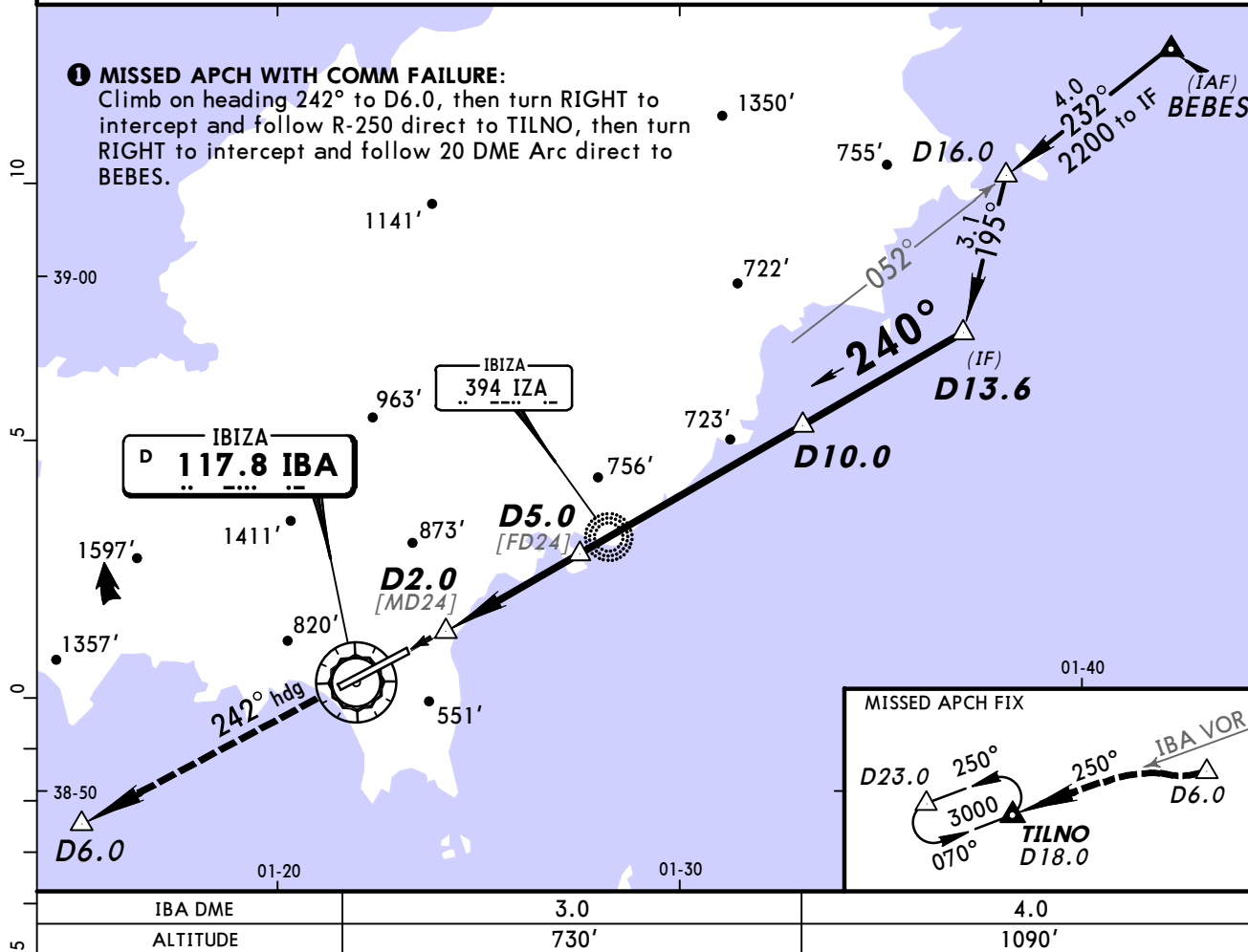
HS When leaving rwy on twy E or F
acft shall not stop until 246'/75m
from rwy axis.







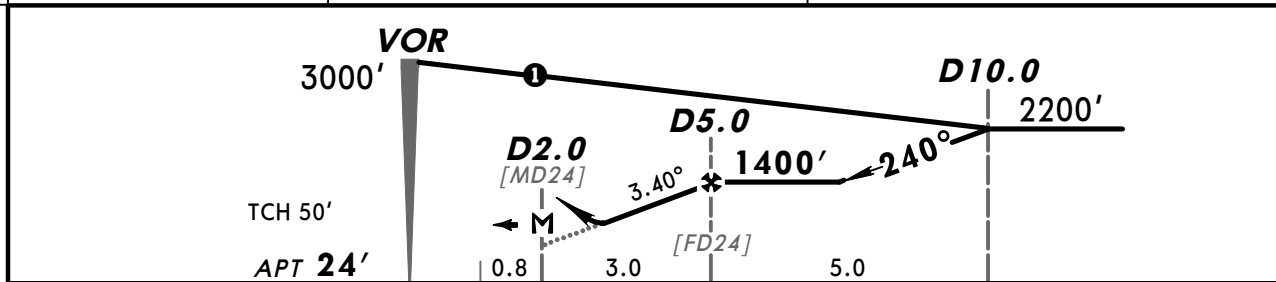
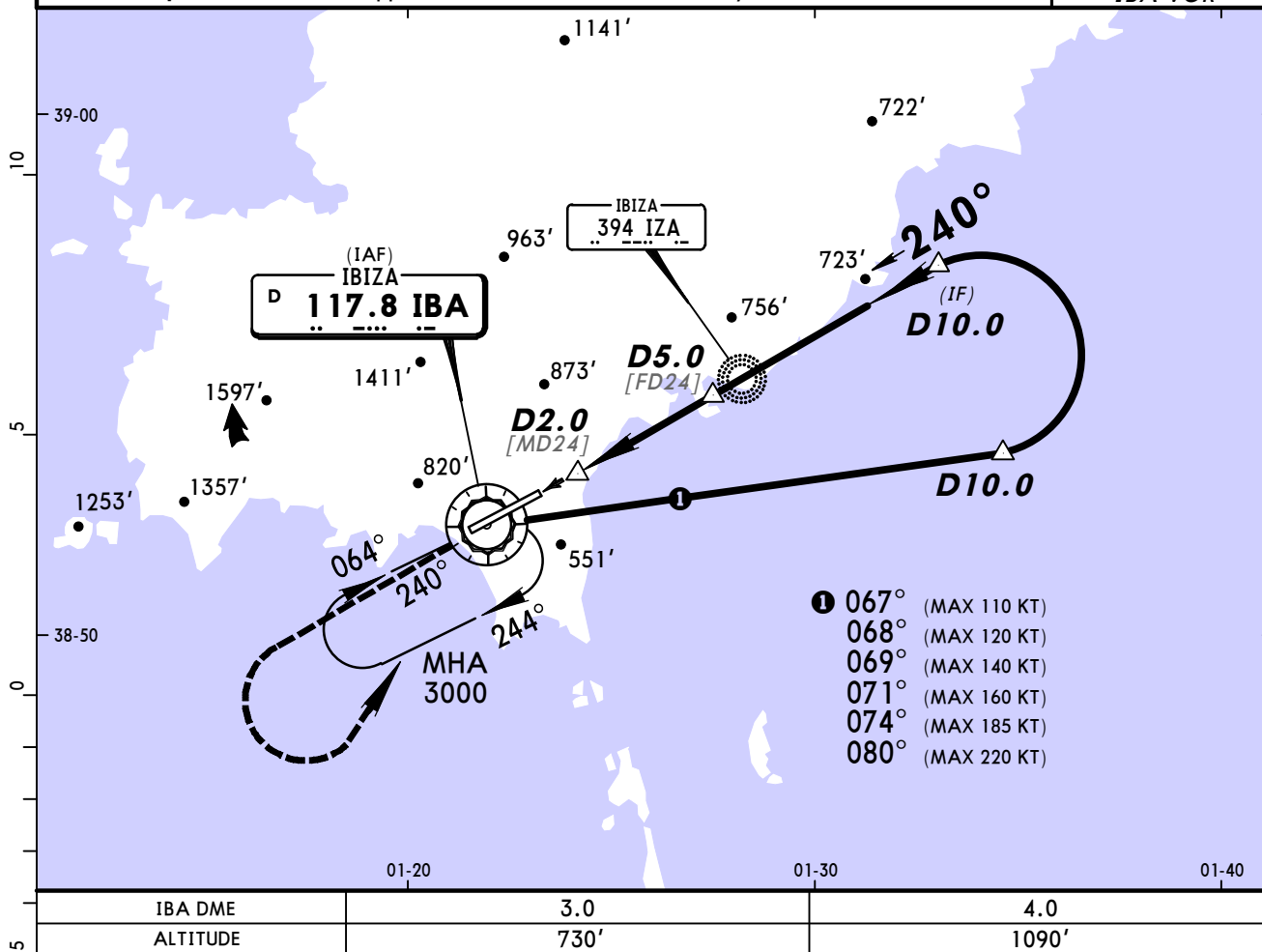
*ATIS 119.8	*IBIZA Approach 134.82	*IBIZA Tower 118.5	*Ground 121.92
VOR IBA 117.8	Final Apch Crs 240°	Minimum Alt D5.0 1400' (1381')	DA(H) 680' (661')
		Apt Elev 24'	RWY 19'
MISSED APCH: Climb on heading 242° to D6.0, then turn RIGHT to intercept and follow R-250 direct to TILNO climbing to 3000' and hold, then as directed. ①			
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000'
1. DME required. 2. Final approach track offset 2° from rwy centerline.			MSA IBA VOR



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.40°	421	541	602	722	842	963
MAP at D2.0						

Standard STRAIGHT-IN LANDING RWY 24			CIRCLE-TO-LAND		
DA(H) 680' (661')			Not authorized North of runway		
ALS out			Max Kts	MDA(H)	VIS
A RVR 1500m			100	920' (896')	1500m
			135	920' (896')	1600m
C CMV 2400m			180	1020' (996')	2400m
			205	1250' (1226')	3600m

*ATIS 119.8	*IBIZA Approach 134.82	*IBIZA Tower 118.5	*Ground 121.92
VOR IBA 117.8	Final Apch Crs 240°	Minimum Alt D5.0 1400' (1376')	DA(H) 680' (656')
MISSED APCH: Climb on R-240 to 2200', then turn LEFT to VOR climbing to 3000' and hold.			
Alt Set: hPa	Apt Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000'
1. DME required. 2. Final approach track offset 2° from rwy centerline.			
2800'			
MSA IBA VOR			



Gnd speed-Kts	70	90	100	120	140	160	2200' ↑ on 117.8 R-240
Descent angle 3.40°	421	541	602	722	842	963	
MAP at D2.0							

Standard STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND			
DA(H) 680' (656')				Not authorized North of runway			
ALS out				Max Kts	MDA(H)	VIS	
RVR 1500m				100	920' (896')	1500m	
				135	920' (896')	1600m	
				180	1020' (996')	2400m	
				205	1250' (1226')	3600m	

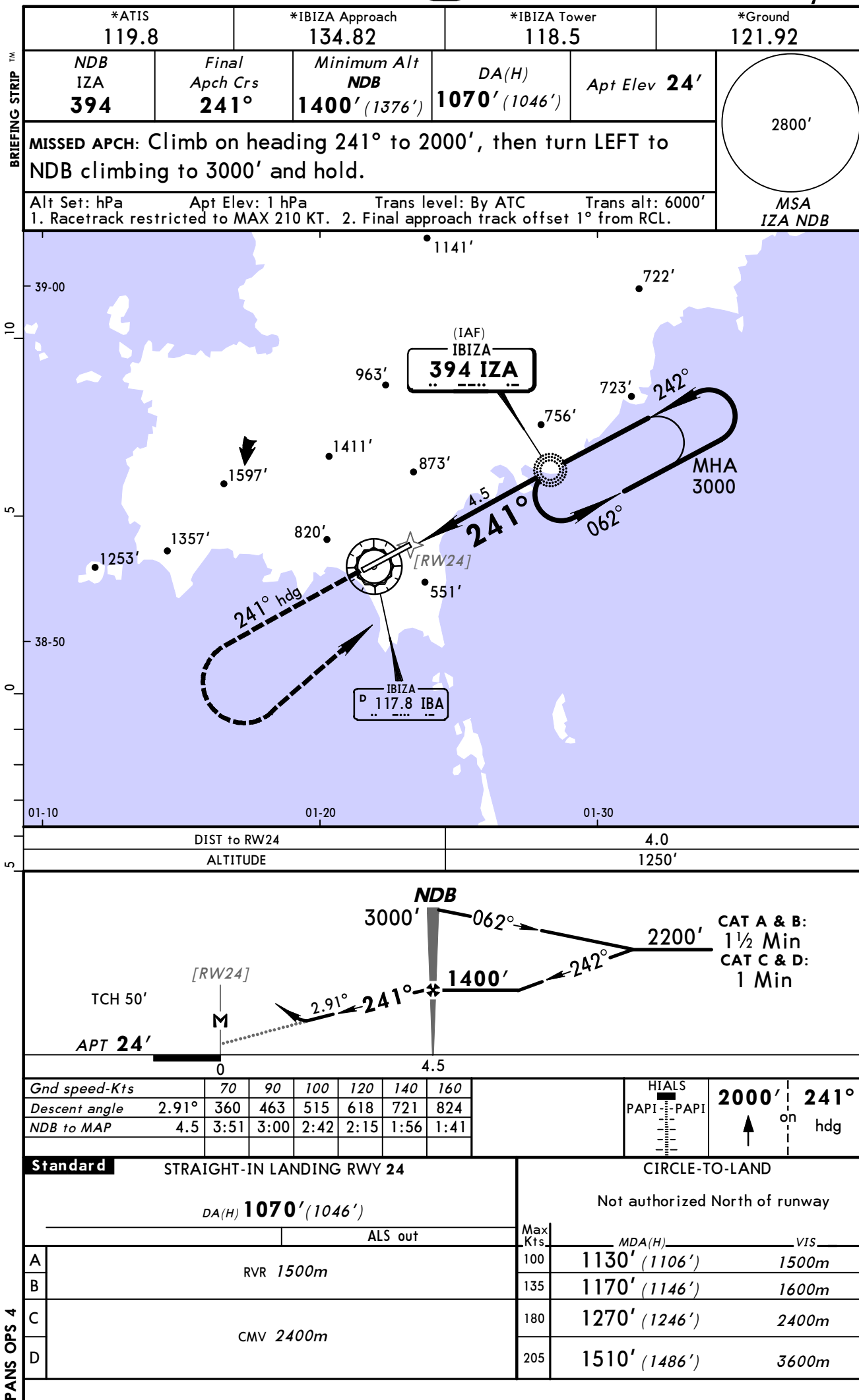


Chart changes since cycle 12-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
IBIZA, (IBIZA - LEIB)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LEIB