

List of pages in this Trip Kit

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Airport Information For LEIB

Terminal Charts For LEIB

Revision Letter For Cycle 01-2016

Change Notices

Notebook

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: 0713 Z
Sunset: 1651 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
Ibiza Tower: 25.780 Military
Ibiza Tower: 121.925
Ibiza Tower: 121.375
Ibiza Tower: 118.500
Ibiza Approach: 134.825

LEIB/IBZ
IBIZA

JEPPESEN

14 AUG 15

10-1P

EFF 20 Aug

IBIZA, SPAIN

AIRPORT BRIEFING

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 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 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.

1. GENERAL

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.

1.4. 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.
When an ACFT is on RWY-holding position located in TWY D or TWY G, behind this ACFT the following taxiing restrictions for TWY C will occur:

ACFT length in TWY D or TWY G	MAX ACFT on TWY C
Up to but not including 40m	All
40m up to but not including 47m	Code letter A, B, C and D
47m up to but not including 60m	Code letter A, B & C
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	B

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	B

1.5. OTHER INFORMATION

Birds in vicinity of APT.

2. ARRIVAL

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 230 KT while in holding pattern at or below FL140.

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12 JUN 15

10-1P2

Eff 25 Jun

IBIZA, SPAIN

AIRPORT BRIEFING

2. ARRIVAL

- 220 KT when leaving the IAF.
- 210 KT when being sequenced by RADAR vectoring, to maintain to 12.0 DME (or equivalent position).
- 180 KT at 9.0 DME (or equivalent position).
- Thereafter, 160 KT to 4.0 DME.

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. 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 or whenever ACFT head for stand 11.

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

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.

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.

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

Exit from stand 24 and entry to stand 25 cannot be performed simultaneously.

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.

LEIB/IBZ
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IBIZA, SPAIN

28 MAY 10

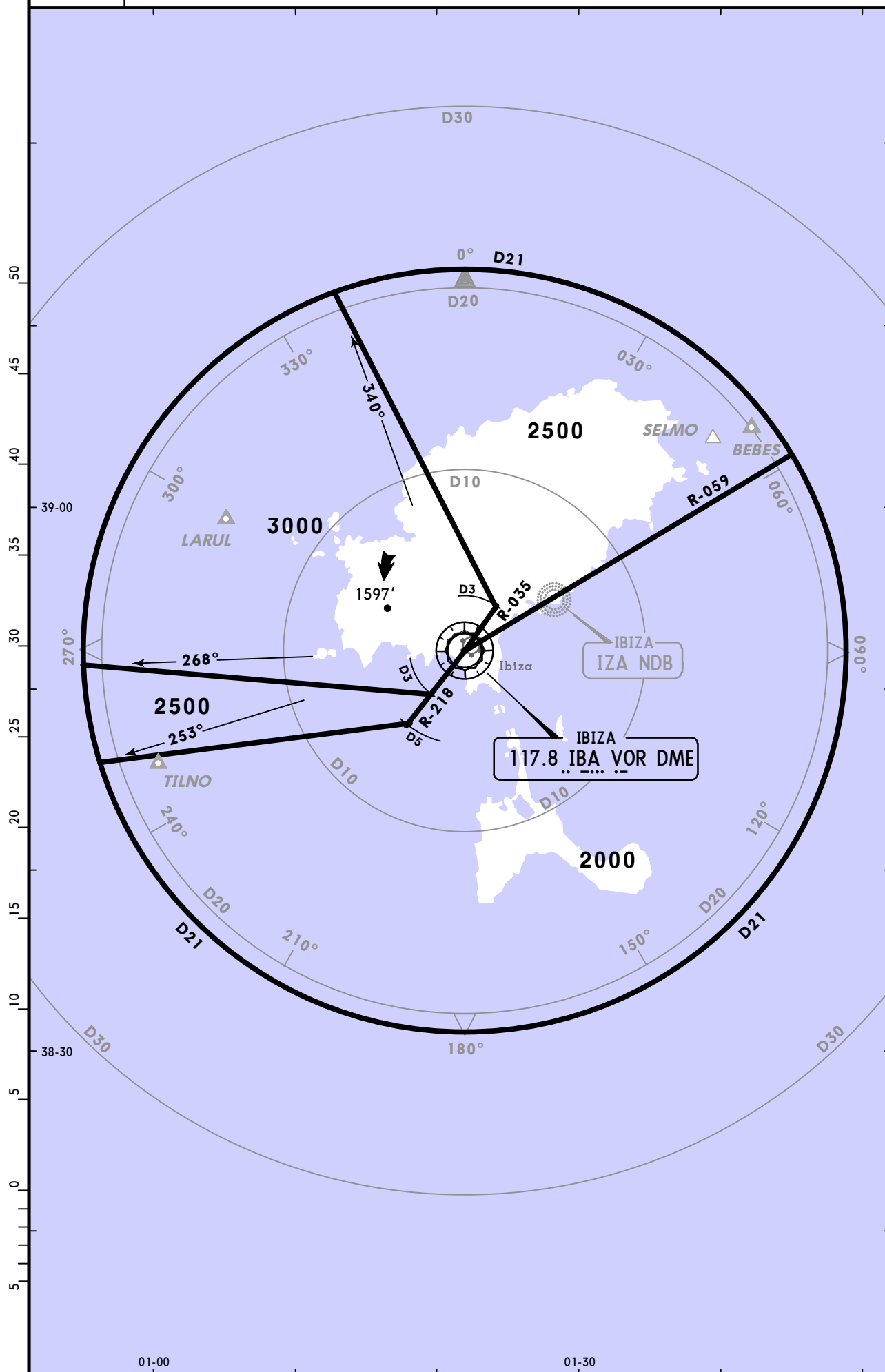
10-1R

Eff 3 Jun

RADAR MINIMUM ALTITUDES

Apt Elev
24'

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



CHANGES: New chart.

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IBIZA, SPAIN

17 APR 15

10-2

Eff 30 Apr

STAR

*ATIS
119.8

Apt 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

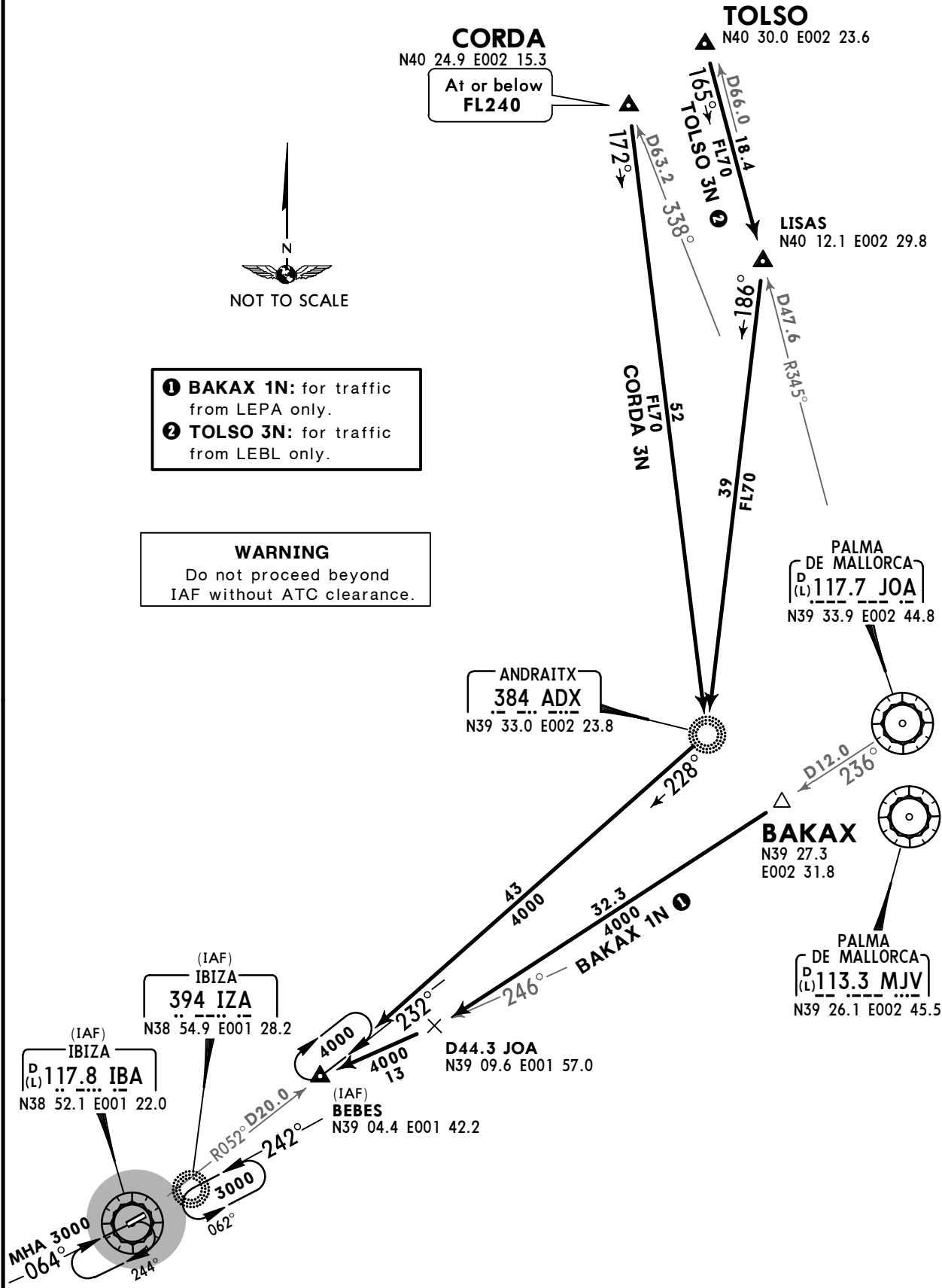
SPEED: MAX 250 KT BELOW FL100



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

WARNING

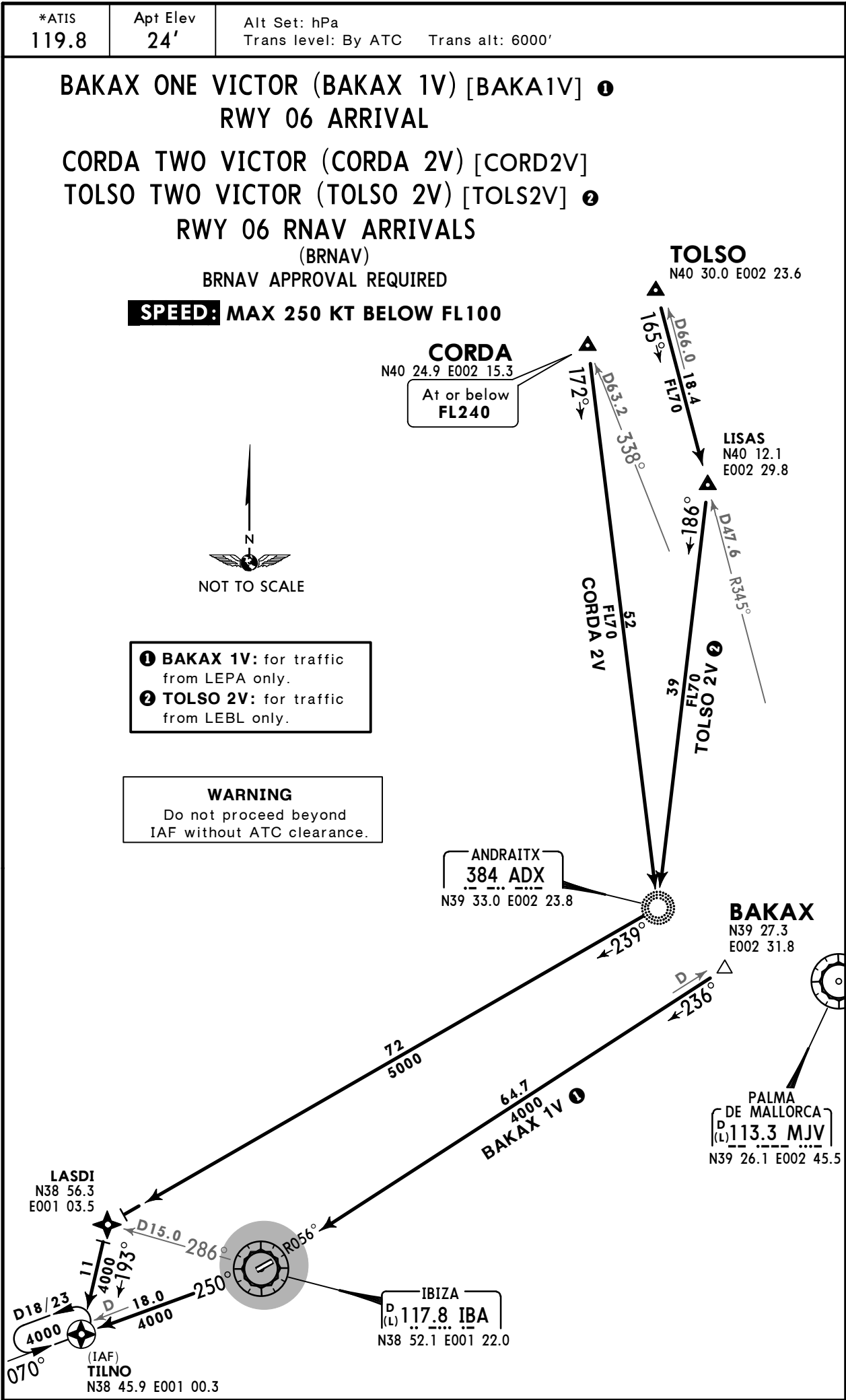
Do not proceed beyond IAF without ATC clearance.



LEIB/IBZ
IBIZA

JEPPESSEN
17 APR 15 10-2A Eff 30 Apr

IBIZA, SPAIN
RNAV STAR

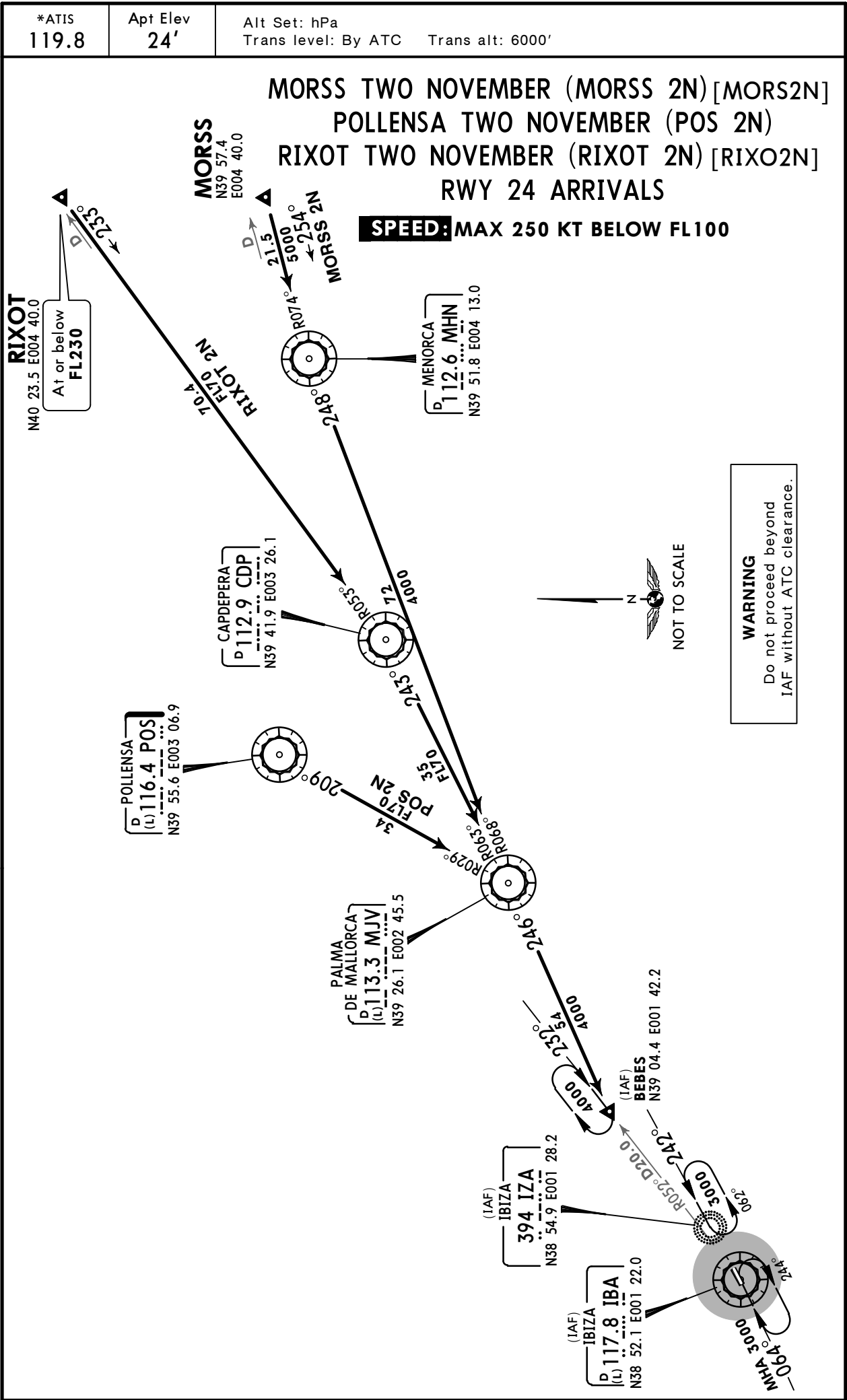


LEIB/IBZ
IBIZA

JEPPESEN
17 APR 15 10-2B

Eff 30 Apr

IBIZA, SPAIN
STAR

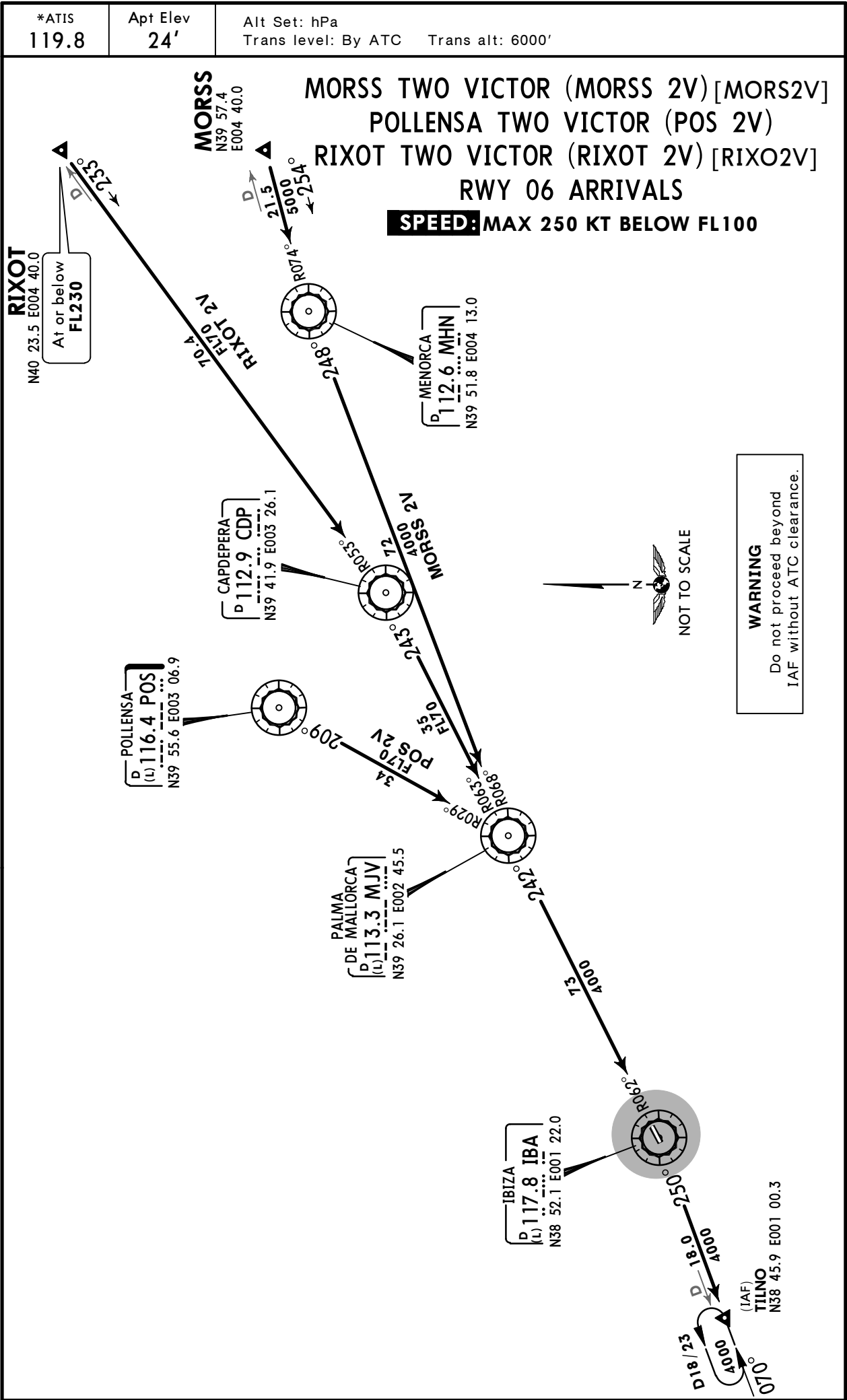


LEIB/IBZ
IBIZA

JEPPESSEN
17 APR 15 10-2C

Eff 30 Apr

IBIZA, SPAIN
STAR

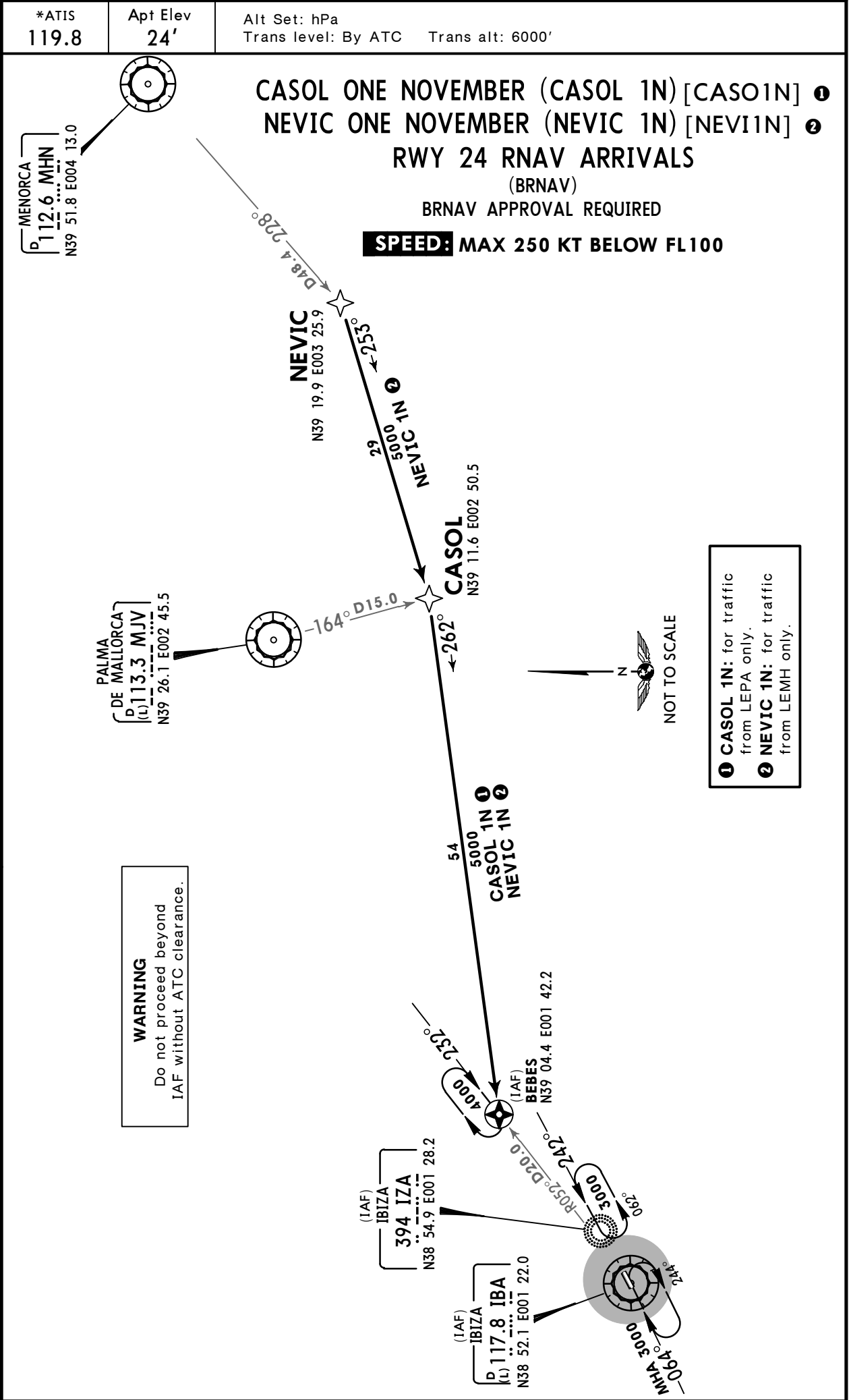


LEIB/IBZ
IBIZA

JEPPESSEN
17 APR 15 10-2D

Eff 30 Apr

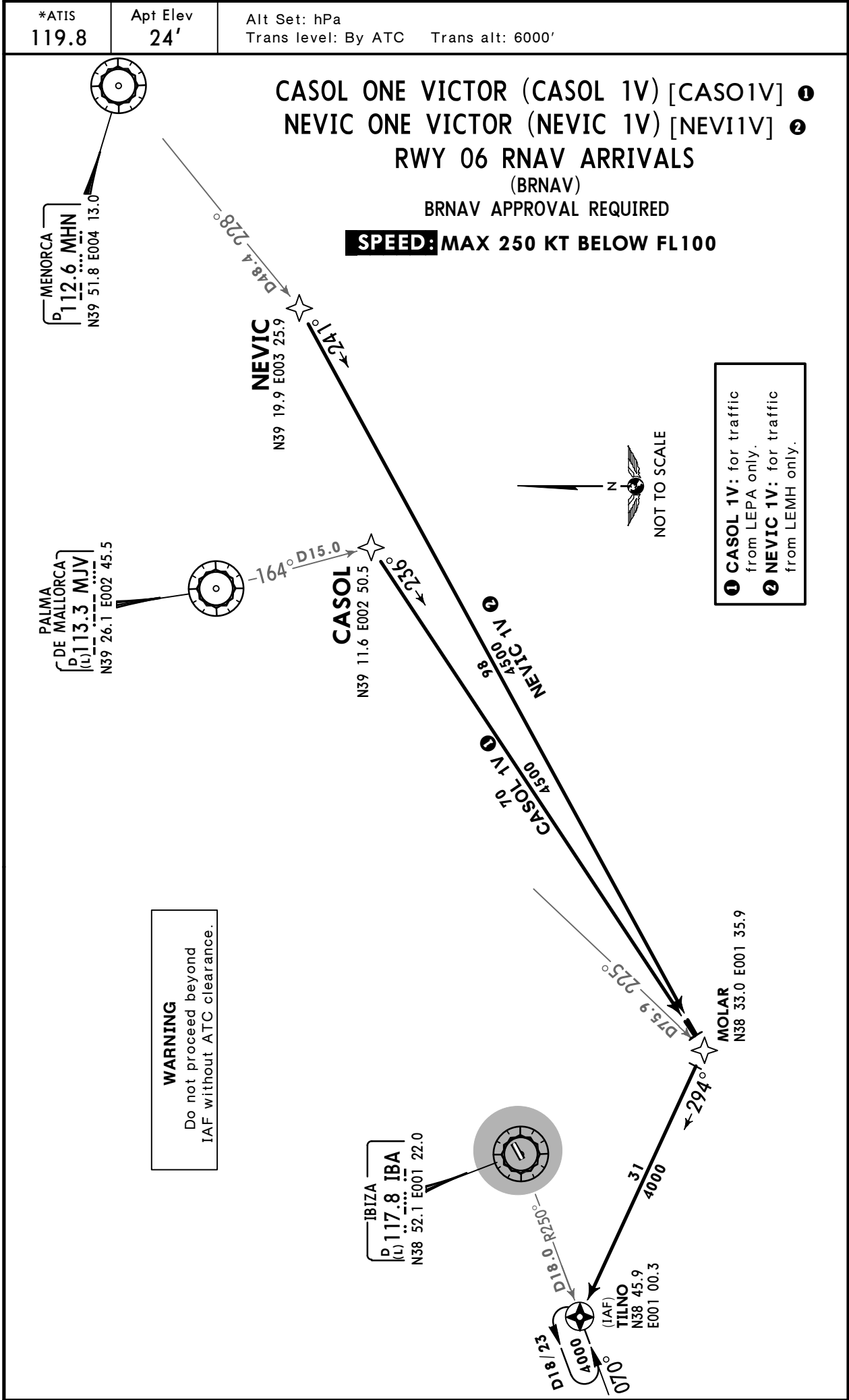
IBIZA, SPAIN
RNAV STAR



LEIB/IBZ
IBIZA

JEPPESSEN
17 APR 15 10-2E Eff 30 Apr

IBIZA, SPAIN
RNAV STAR



LEIB/IBZ
IBIZA

JEPPESEN

IBIZA, SPAIN

17 APR 15

10-2F

Eff 30 Apr

RNAV STAR

*ATIS
119.8

Apt 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]

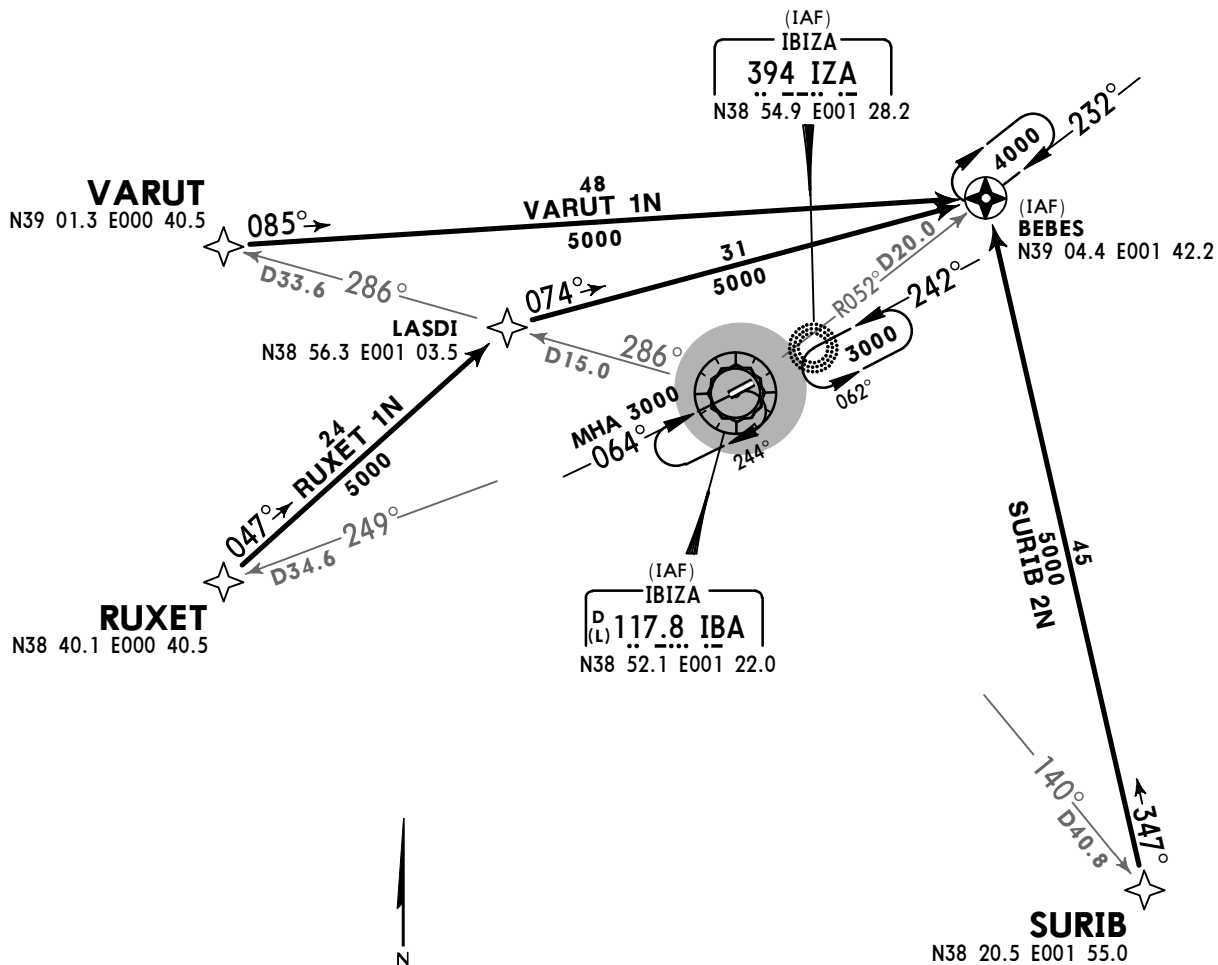
RWY 24 RNAV ARRIVALS
(BRNAV)

BRNAV APPROVAL REQUIRED

SPEED: MAX 250 KT BELOW FL100

WARNING

Do not proceed beyond
IAF without ATC clearance.



LEIB/IBZ
IBIZA

JEPPESEN
17 APR 15 (10-2G) Eff 30 Apr

IBIZA, SPAIN
RNAV STAR

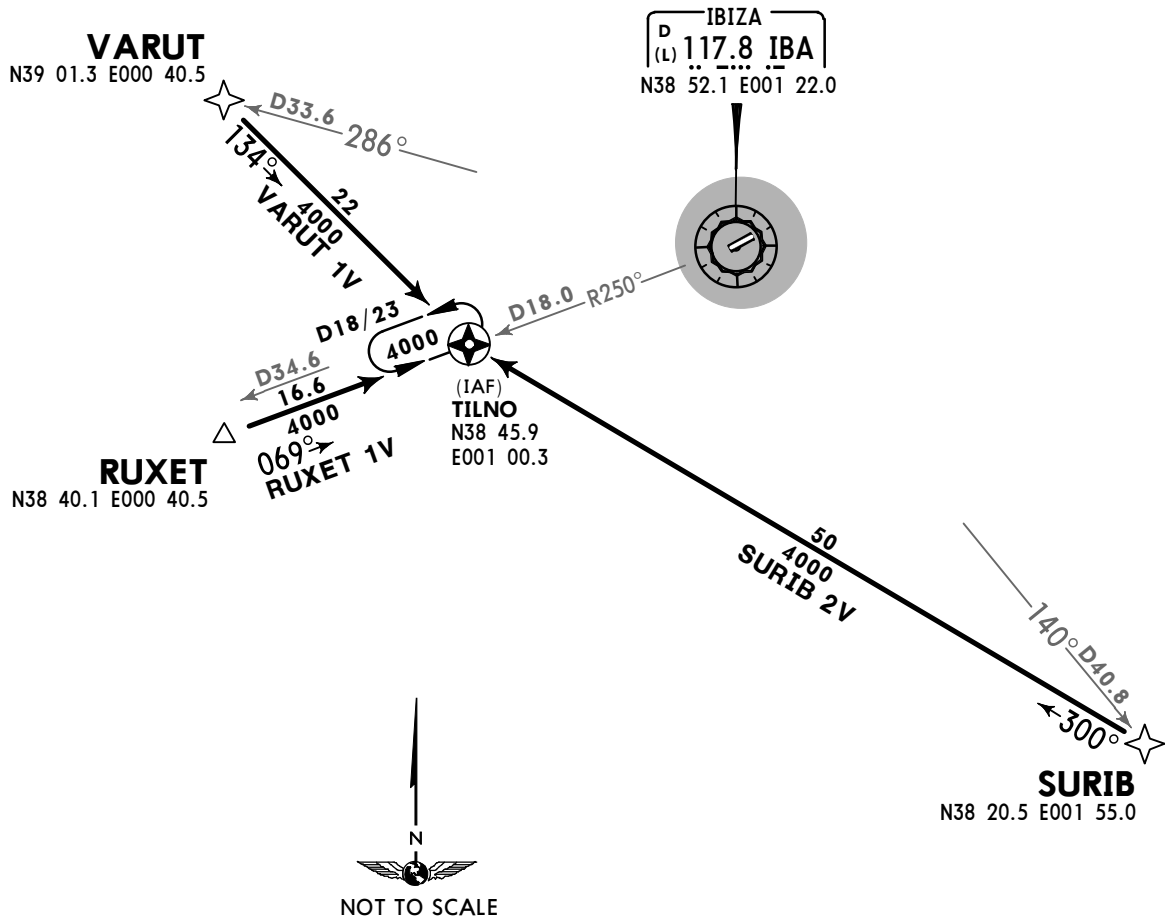
*ATIS 119.8	Apt Elev 24'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
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RUXET ONE VICTOR (RUXET 1V) [RUXE1V]
RWY 06 ARRIVAL

SURIB TWO VICTOR (SURIB 2V) [SURI2V]
VARUT ONE VICTOR (VARUT 1V) [VARU1V]
RWY 06 RNAV ARRIVALS
(BRNAV)
BRNAV APPROVAL REQUIRED

SPEED: MAX 250 KT BELOW FL100

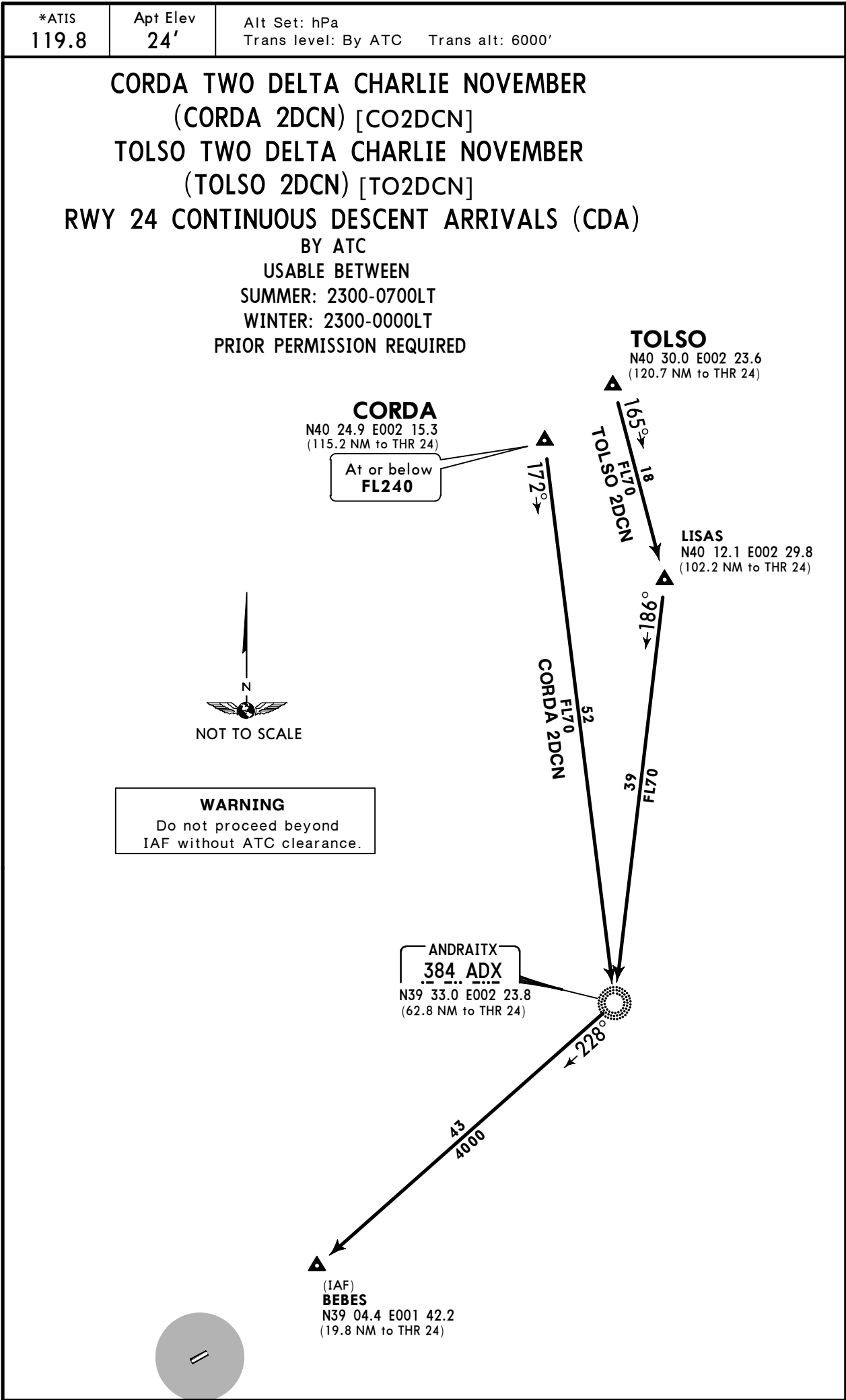
WARNING
Do not proceed beyond
IAF without ATC clearance.



LEIB/IBZ
IBIZA

JEPPESEN
17 APR 15 10-2H Eff 30 Apr

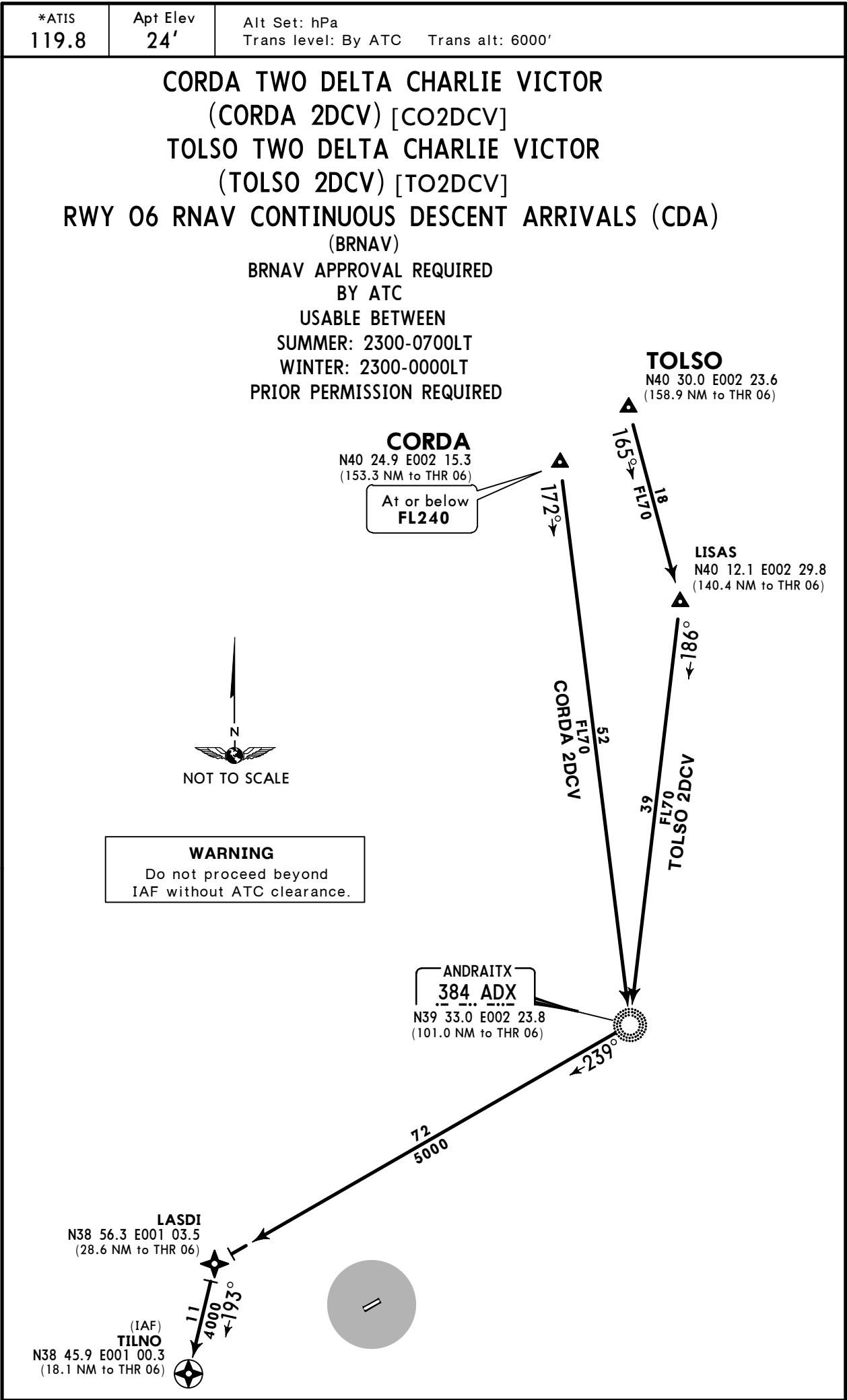
IBIZA, SPAIN
STAR



LEIB/IBZ
IBIZA

JEPPESEN
17 APR 15 (10-2J) Eff 30 Apr

IBIZA, SPAIN
RNAV STAR



LEIB/IBZ
IBIZA

JEPPESSEN

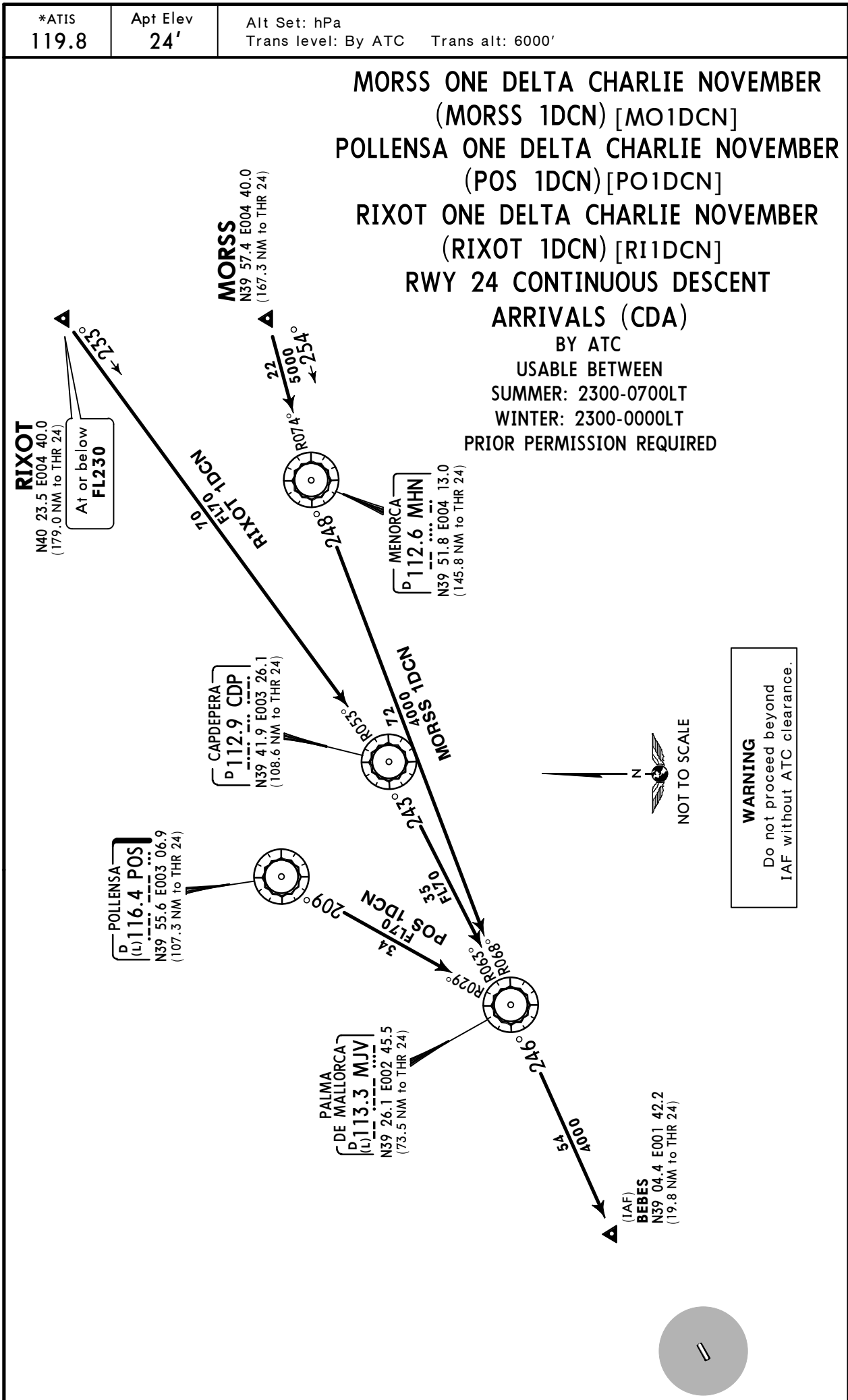
IBIZA, SPAIN

17 APR 15

10-2K

Eff 30 Apr

STAR



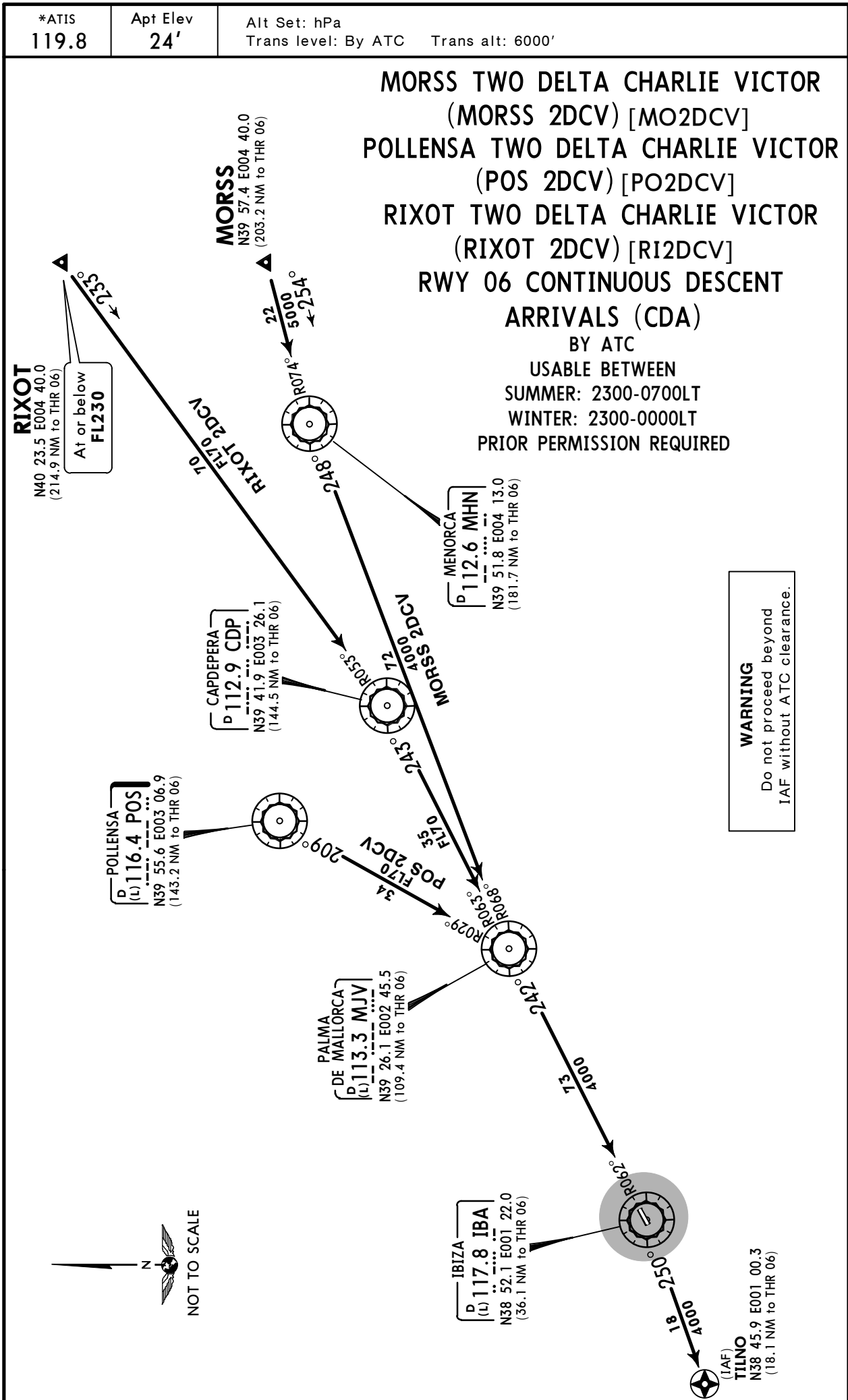
LEIB/IBZ
IBIZA

JEPPESSEN
17 APR 15 10-2L

Eff 30 Apr

IBIZA, SPAIN

STAR



LEIB/IBZ
IBIZA

JEPPESEN

IBIZA, SPAIN

17 APR 15

10-2M

Eff 30 Apr

RNAV STAR

*ATIS
119.8

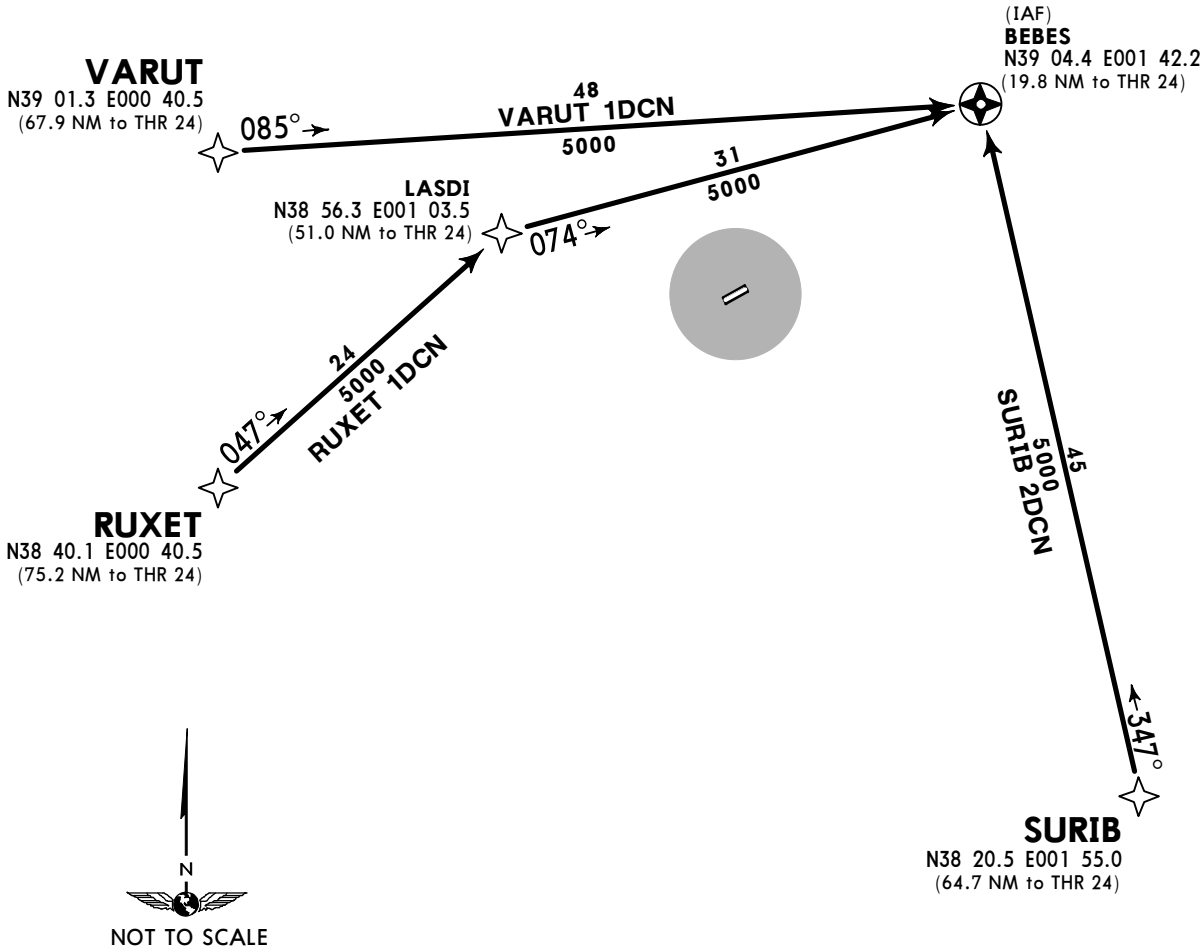
Apt Elev
24'

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.



LEIB/IBZ
IBIZA

JEPPESEN

IBIZA, SPAIN

17 APR 15

10-2N

Eff 30 Apr

STAR

*ATIS
119.8

Apt 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

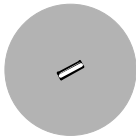
Do not proceed beyond
IAF without ATC clearance.



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

134°
22
4000
VARUT 1DCV

(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)

069°
17
4000
RUXET 1DCV

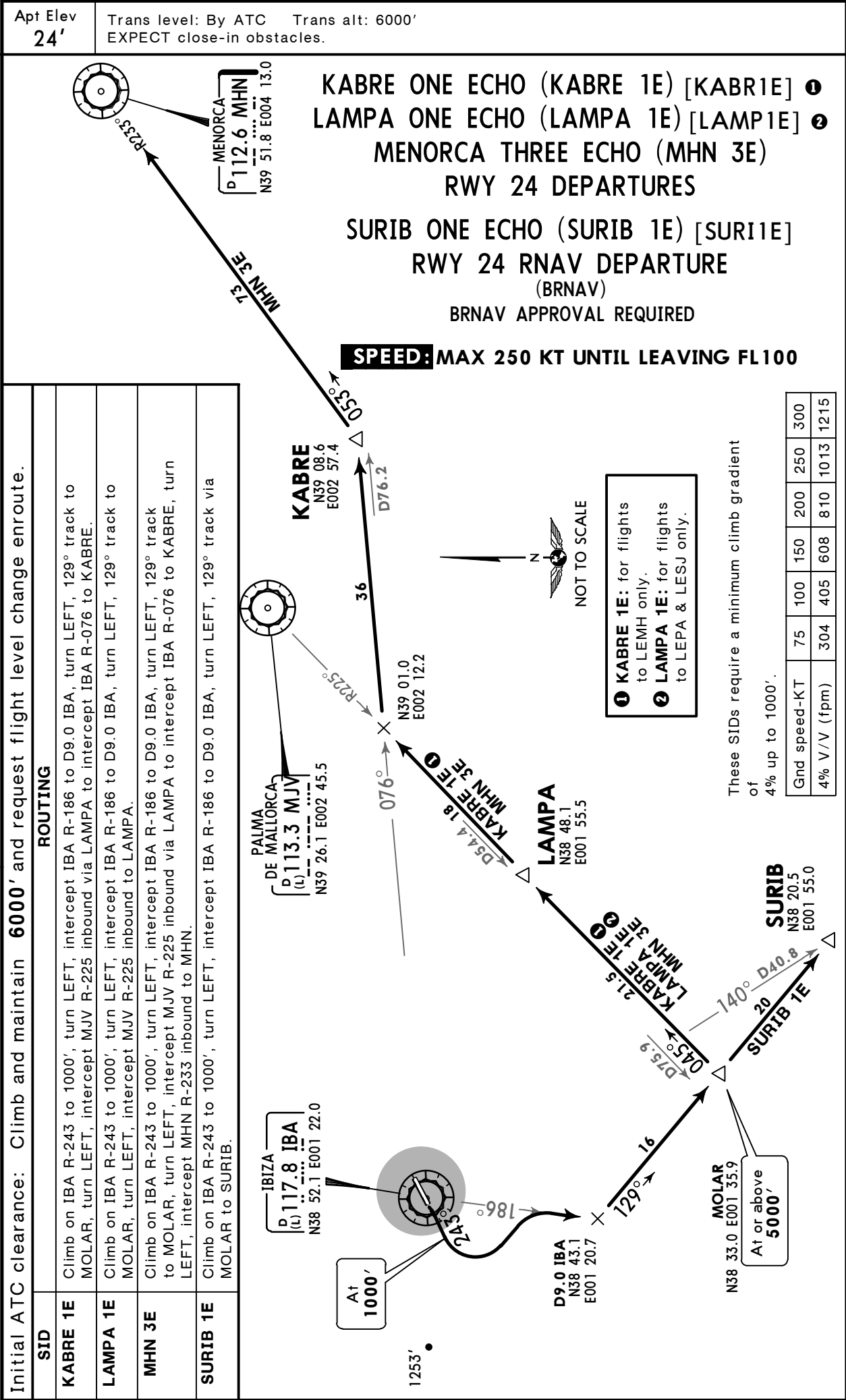
50
4000
SURIB 2DCV

300°
SURIB
N38 20.5 E001 55.0
(67.7 NM to THR 06)

LEIB/IBZ
IBIZA

JEPPESSEN
17 APR 15 10-3 Eff 30 Apr

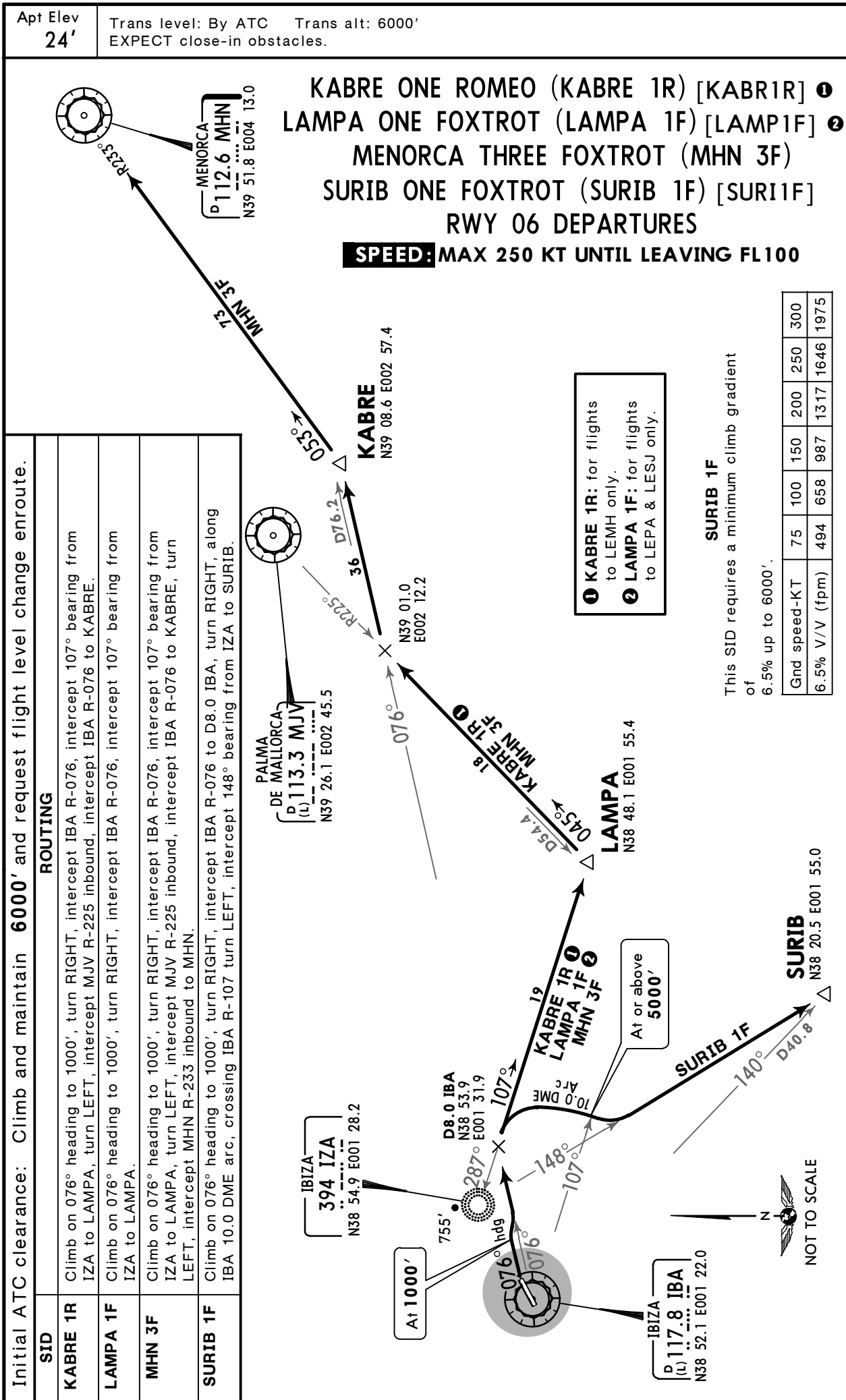
IBIZA, SPAIN
SID



LEIB/IBZ
IBIZA

JEPPESSEN
17 APR 15 10-3A Eff 30 Apr

IBIZA, SPAIN
SID



LEIB/IBZ
IBIZA

JEPPESSEN
17 APR 15 10-3C Eff 30 Apr

IBIZA, SPAIN
SID

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

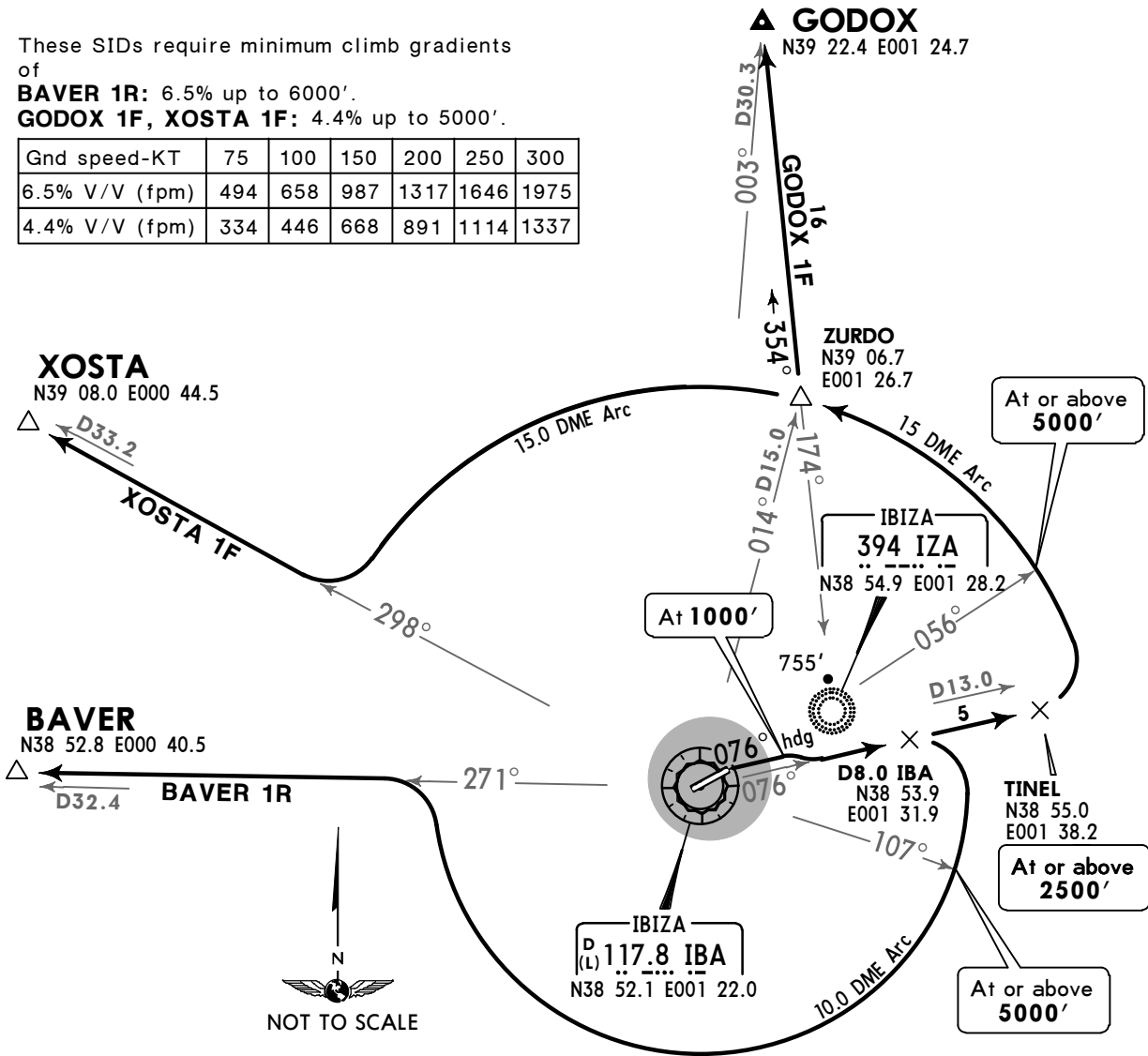
BAVER ONE ROMEO (BAVER 1R) [BAVE1R]
GODOX ONE FOXTROT (GODOX 1F) [GODO1F]
XOSTA ONE FOXTROT (XOSTA 1F) [XOST1F]
RWY 06 DEPARTURES

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 076° heading to 1000', turn RIGHT, intercept IBA R-076 to D8.0 IBA, turn RIGHT, along IBA 10.0 DME arc, intercept IBA R-271 to BAVER.
GODOX 1F	Climb on 076° heading to 1000', turn RIGHT, intercept IBA R-076 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 076° heading to 1000', turn RIGHT, intercept IBA R-076 to TINEL, turn LEFT, along IBA 15.0 DME arc via ZURDO, intercept IBA R-298 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 076° heading to 3000', turn and follow the ATC instructions.
24	Climb on runway heading to 3000', turn and follow the ATC instructions.

LEIB/IBZ

Apt Elev 24'
N38 52.4 E001 22.4

JEPPESSEN

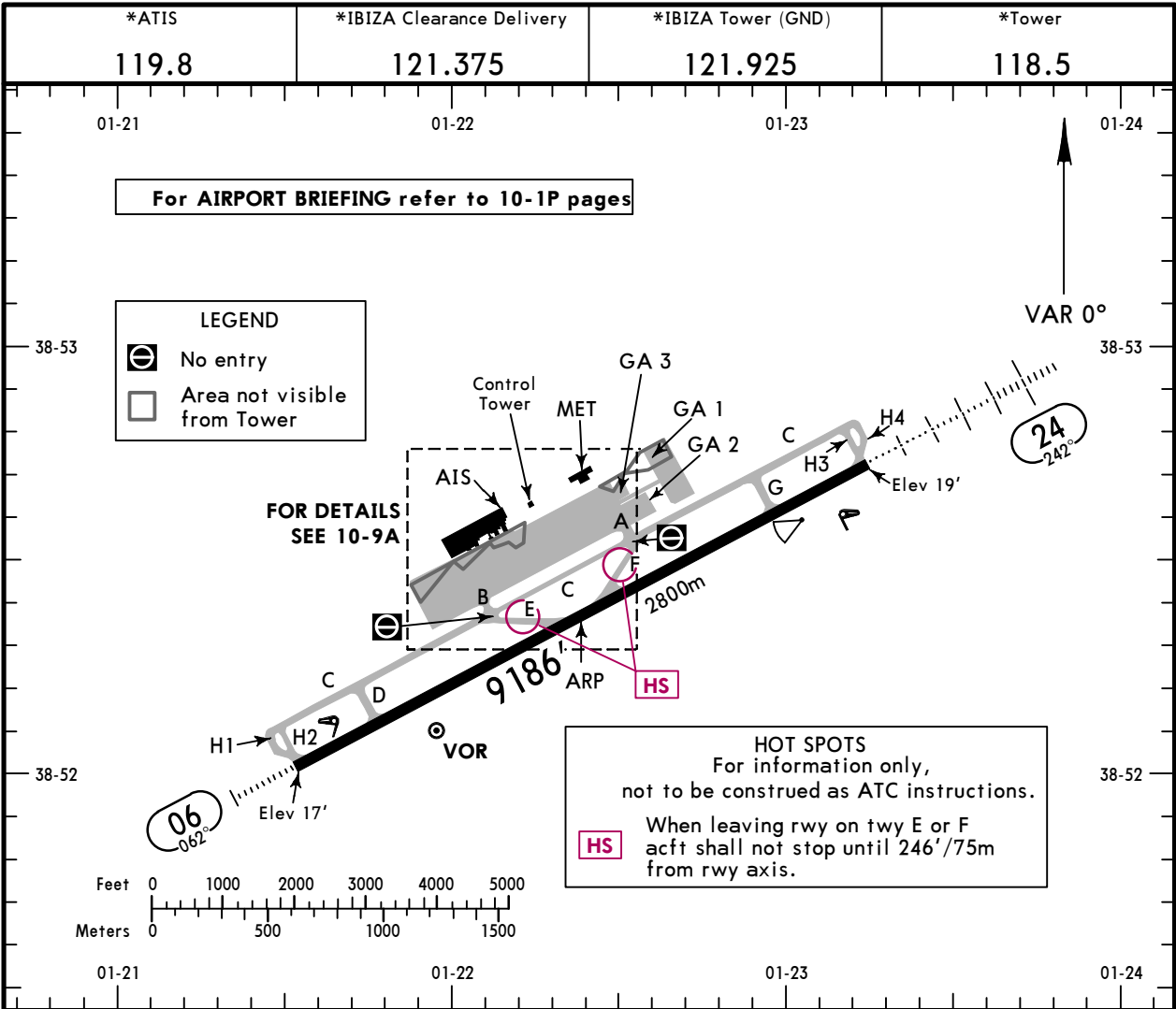
12 JUN 15

10-9

Eff 25 Jun

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	③	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

③ TAKE-OFF RUN AVAILABLE

RWY 06:
From rwy head 9186' (2800m)
twy D int 7874' (2400m)

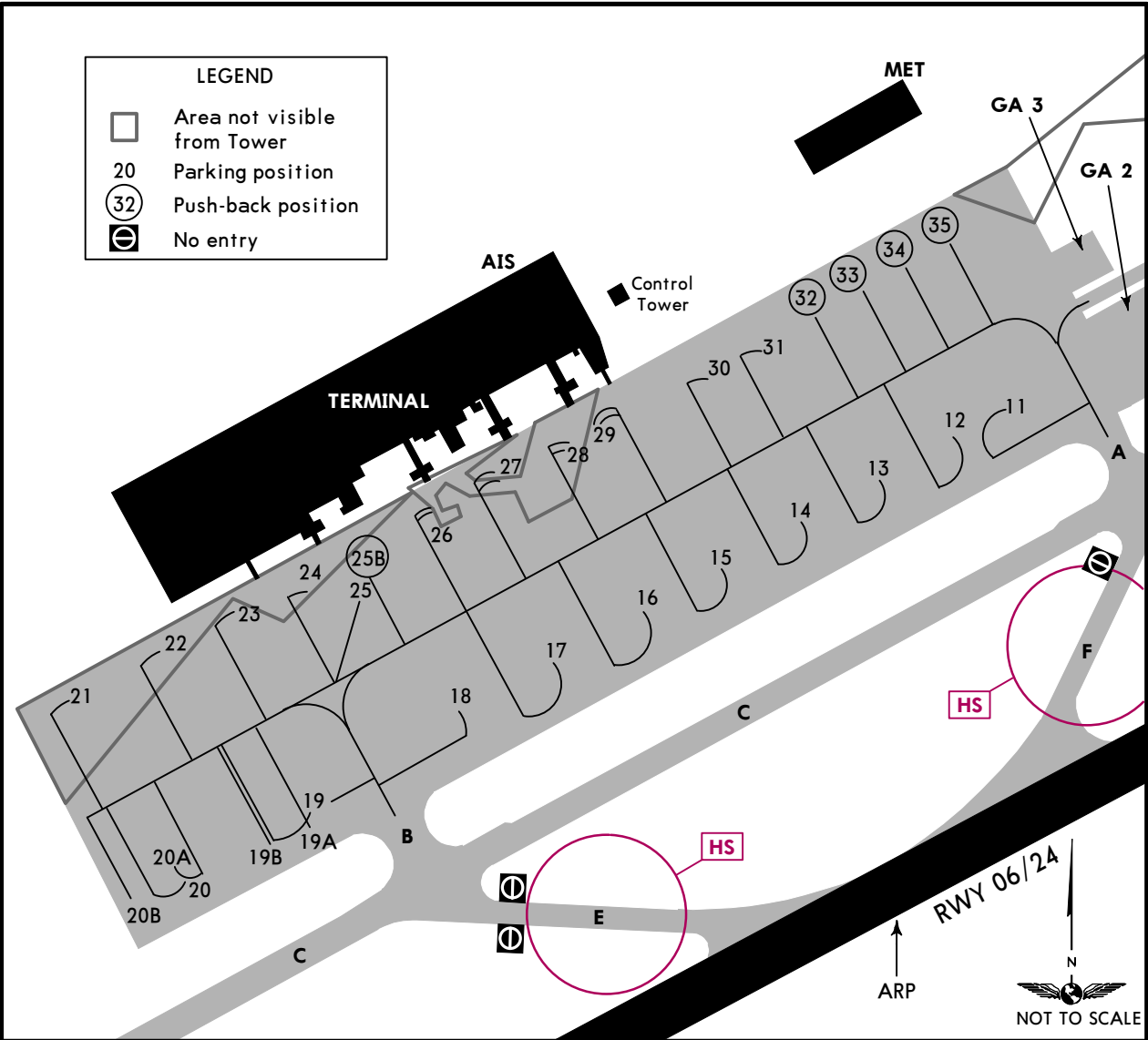
RWY 24:
From rwy head 9186' (2800m)
twy G int 7677' (2340m)

Standard TAKE-OFF ①					
LVP must be in force					
Approved Operators	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A					
B	125m	150m	200m	250m	400m
C					500m
D	150m	200m	250m	300m	
① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.					

LEIB/IBZ

JEPPESEN
12 JUN 15 10-9A Eff 25 Jun

IBIZA, SPAIN
IBIZA



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.

LEIB/IBZ
IBIZA

JEPPESSEN

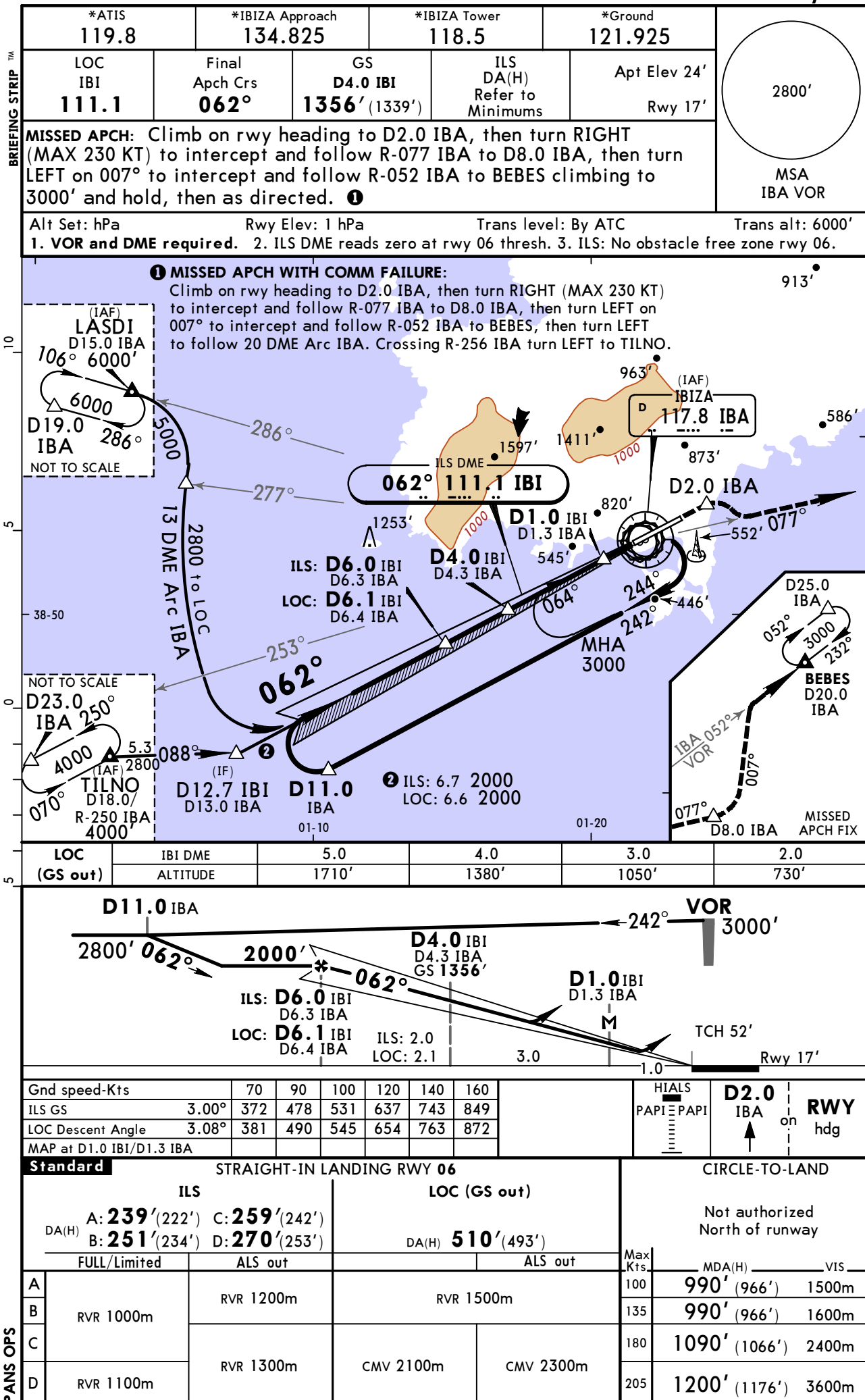
17 APR 15

(11-1)

Eff 30 Apr

IBIZA, SPAIN

ILS or LOC Rwy 06



LEIB/IBZ
IBIZA

JEPPESEN

IBIZA, SPAIN

17 APR 15 11-2

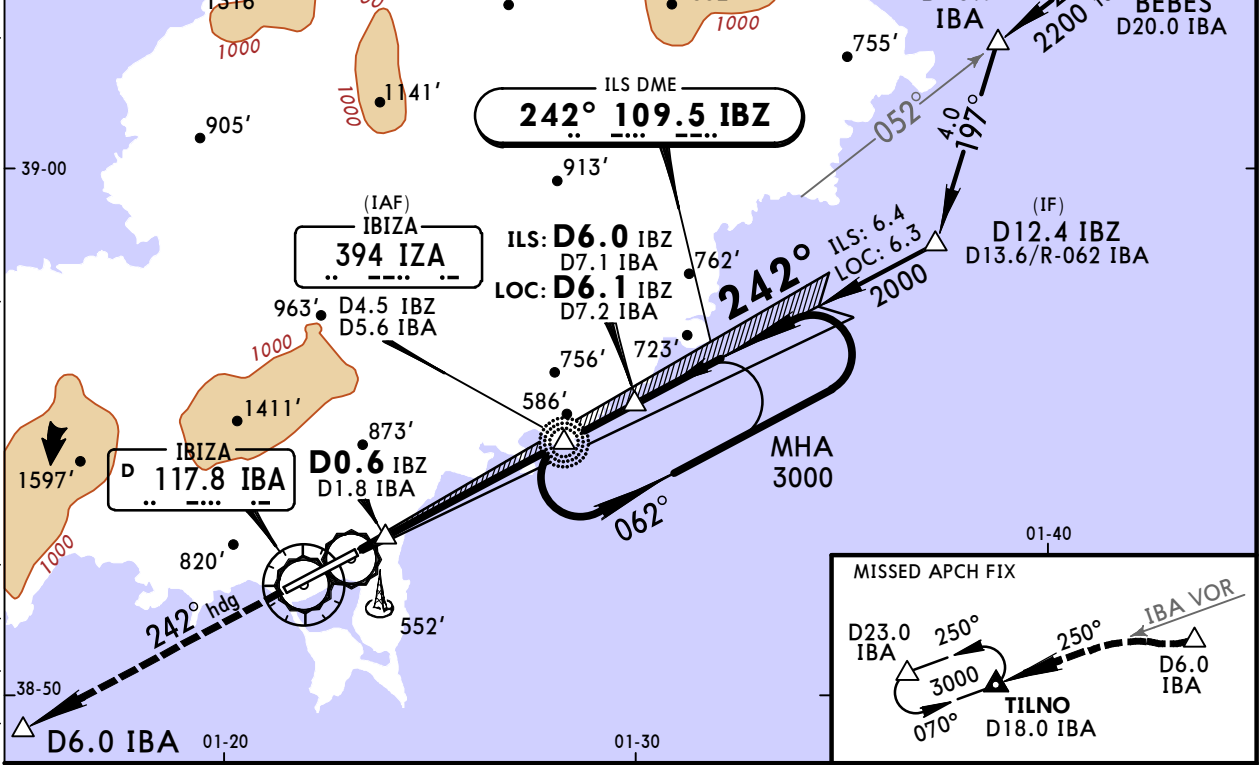
Eff 30 Apr

ILS or LOC Rwy 24

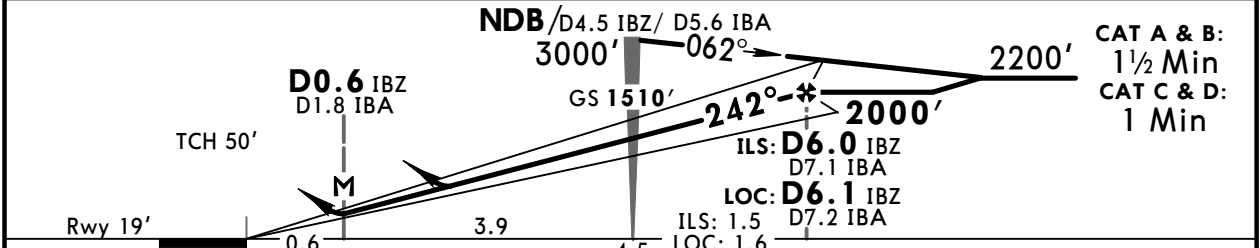
*ATIS 119.8		*IBIZA Approach 134.825		*IBIZA Tower 118.5		*Ground 121.925	
LOC IBZ 109.5	Final Apch Crs 242°	GS NDB 1510' (1491')	ILS DA(H) Refer to Minimums	Apt Elev 24' Rwy 19'		2800' MSA IZA NDB	
MISSED APCH: Climb on heading 242° to D6.0 IBA, then turn RIGHT to intercept and follow R-250 IBA direct 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. VOR, ADF and DME required. 2. ILS DME reads zero at rwy 24 threshold. 3. Racetrack restricted to MAX 210 KT. 4. ILS: No obstacle free zone rwy 24.							

① MISSED APCH WITH COMM FAILURE:

Climb on heading 242° to D6.0 IBA, then turn RIGHT to intercept and follow R-250 IBA direct to TILNO, then turn RIGHT to intercept and follow 20 DME Arc IBA direct to BEBES.



LOC (GS out)	IBZ DME ALTITUDE	3.0 1050'	4.0 1380'	5.0 1710'
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Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI D6.0 IBA on 242° hdg
ILS GS	3.00°	372	478	531	637	743	
LOC Descent Angle	3.08°	381	490	545	654	763	
MAP at D0.6 IBZ							

Standard			STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND		
ILS				LOC (GS out)			Not authorized North of runway		
DA(H) A: 302' (283') C: 322' (303') B: 314' (295') D: 333' (314')				DA(H) 850' (831')					
FULL		Limited	ALS out	ALS out		Max Kts			
A	RVR 650m	RVR 750m	RVR 1400m	RVR 1500m		100	MDA(H) _____ VIS _____		
B						135	1090' (1066') 1500m		
C	RVR 700m			CMV 2400m		180	1190' (1166') 1600m		
D						205	1450' (1426') 2400m		

CHANGES: Holdings added. Additional DME reading.

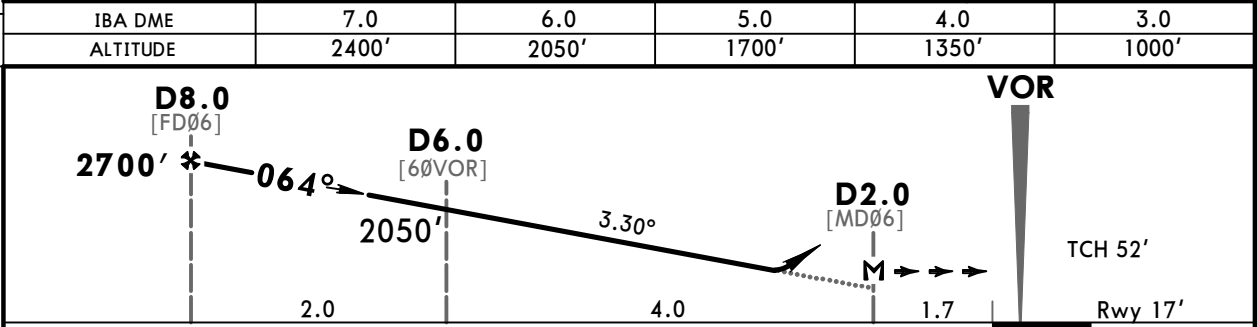
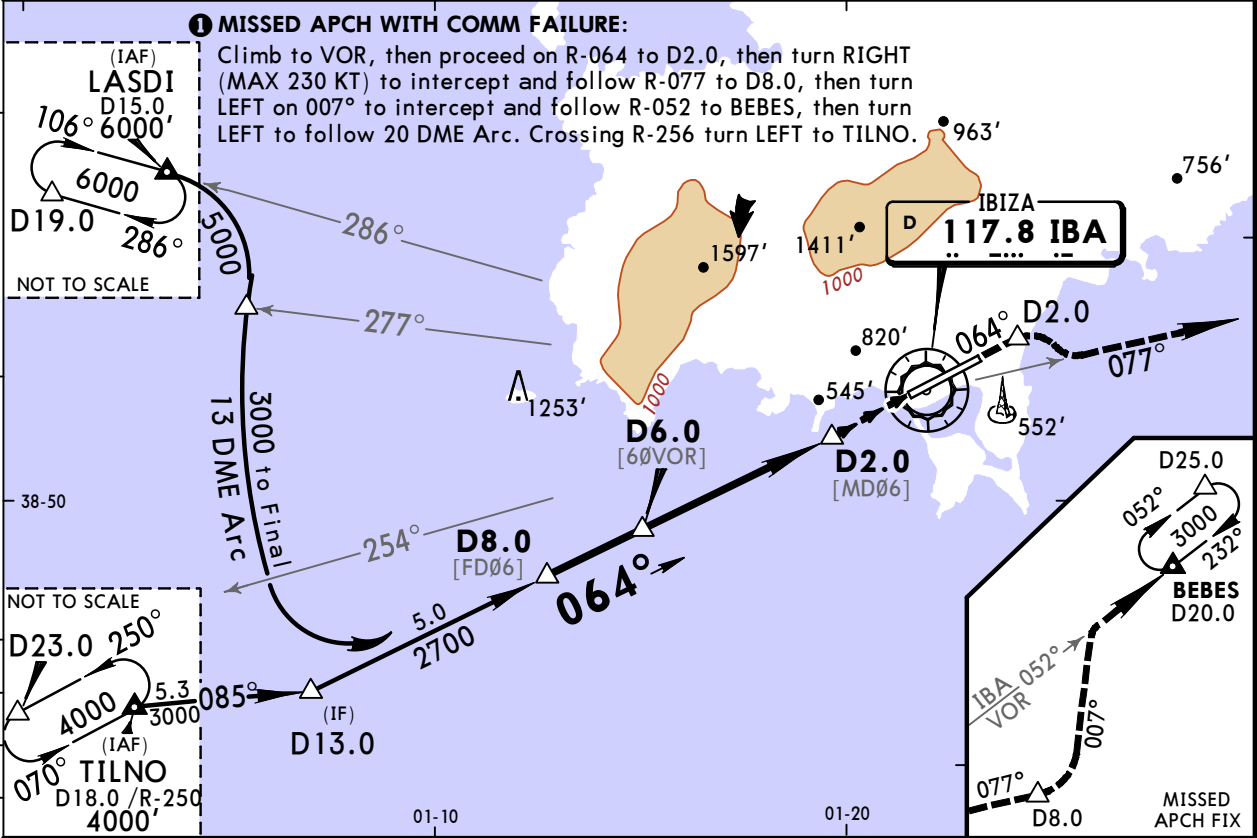
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LEIB/IBZ
IBIZA

JEPPESEN
17 APR 15 13-1 Eff 30 Apr

IBIZA, SPAIN
VOR Rwy 06

*ATIS 119.8		*IBIZA Approach 134.825		*IBIZA Tower 118.5		*Ground 121.925	
VOR IBA 117.8	Final Apch Crs 064°	Minimum Alt D8.0 2700' (2683')	DA(H) 810' (793')	Apt Elev 24' Rwy 17'		2800' MSA IBA VOR	
MISSED APCH: Climb to VOR, then proceed on R-064 to D2.0, then turn RIGHT (MAX 230 KT) to intercept and follow R-077 to D8.0, then turn LEFT on 007° to intercept and follow R-052 to BEBES 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.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI
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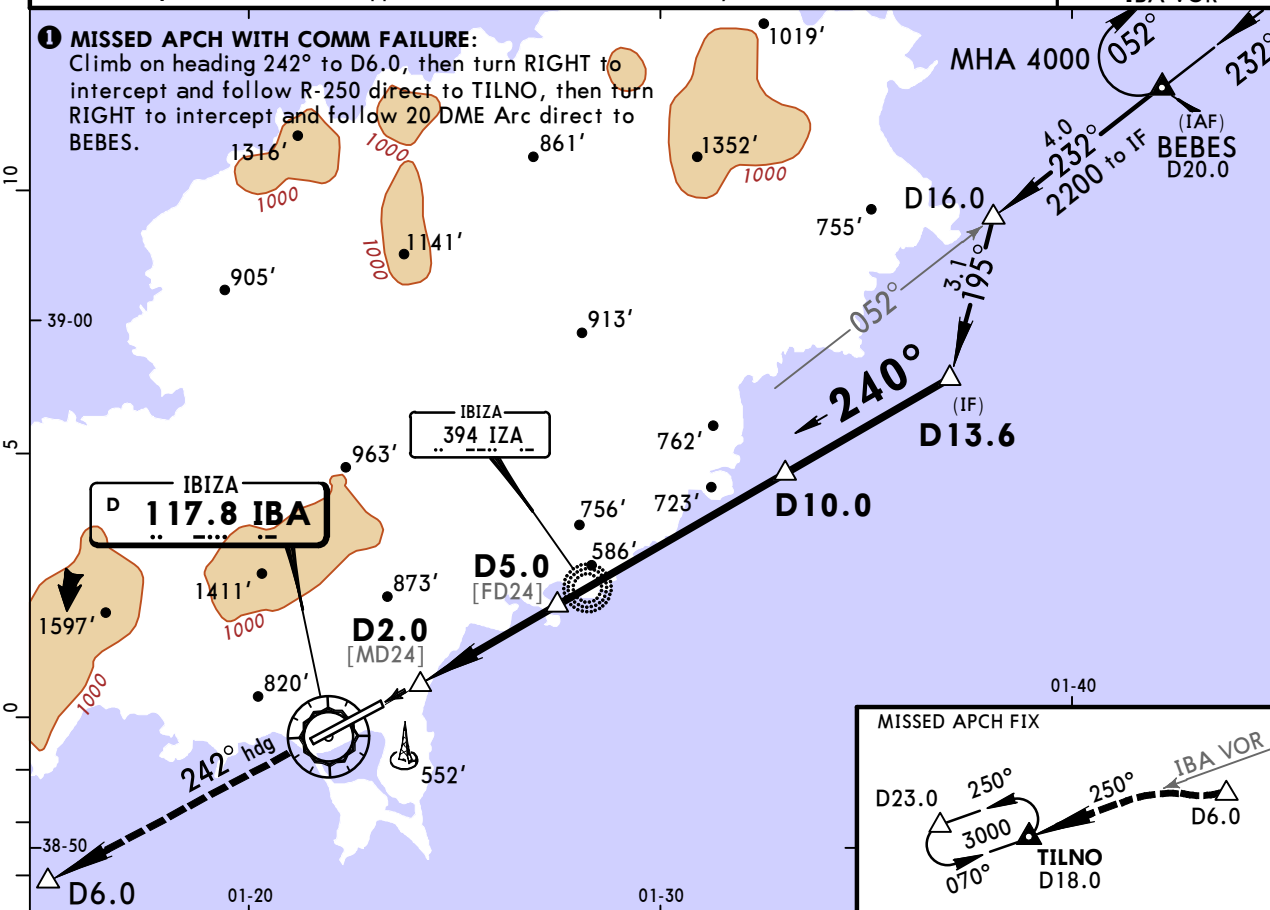
Standard STRAIGHT-IN LANDING RWY 06					CIRCLE-TO-LAND				
DA(H) 810' (793')					Not authorized North of runway				
ALS out					Max Kts	MDA(H)		VIS	
A	RVR 1500m				100	1190' (1166')		1500m	
B					135	1360' (1336')		1600m	
C					180	1870' (1846')		2400m	
D	CMV 2400m				205	2120' (2096')		3600m	

LEIB/IBZ
IBIZA

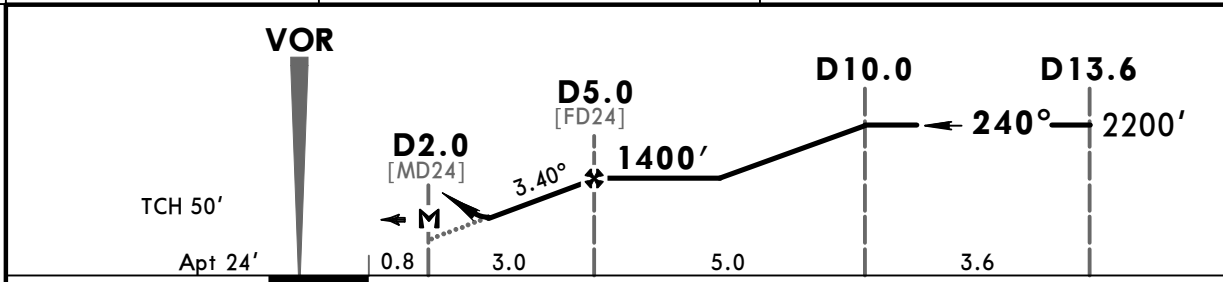
JEPPESEN
17 APR 15 (13-2) Eff 30 Apr

IBIZA, SPAIN
VOR Z Rwy 24

*ATIS 119.8	*IBIZA Approach 134.825	*IBIZA Tower 118.5	*Ground 121.925
VOR IBA 117.8	Final Apch Crs 240°	Minimum Alt D5.0 1400' (1376')	DA(H) 680' (656')
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	Apch 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



IBA DME	3.0	4.0
ALTITUDE	730'	1090'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	D6.0	242°
Descent Angle	3.40°	421	541	602	722	842	PAPI PAPI	on	hdg
MAP at D2.0								RT	

Standard				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 24				Not authorized North of runway			
DA(H) 680' (656')							
ALS out				Max Kts	MDA(H)	VIS	
A	RVR 1500m			100	920' (896')	1500m	
B				135	920' (896')	1600m	
C	CMV 2300m			180	1020' (996')	2400m	
D				205	1250' (1226')	3600m	

CHANGES: Holding added. Minimums.

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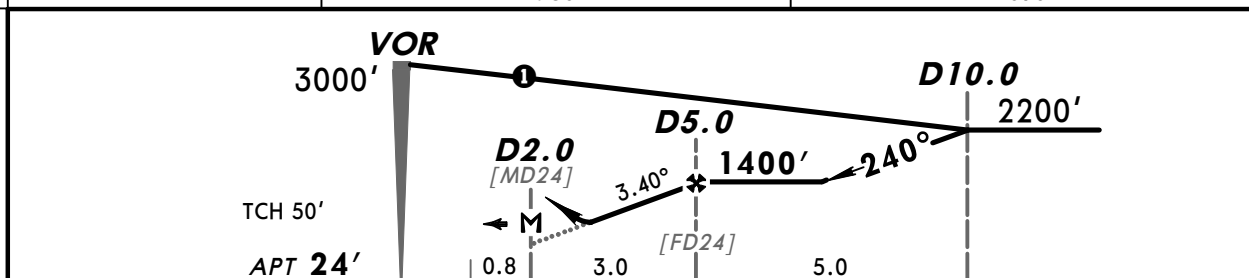
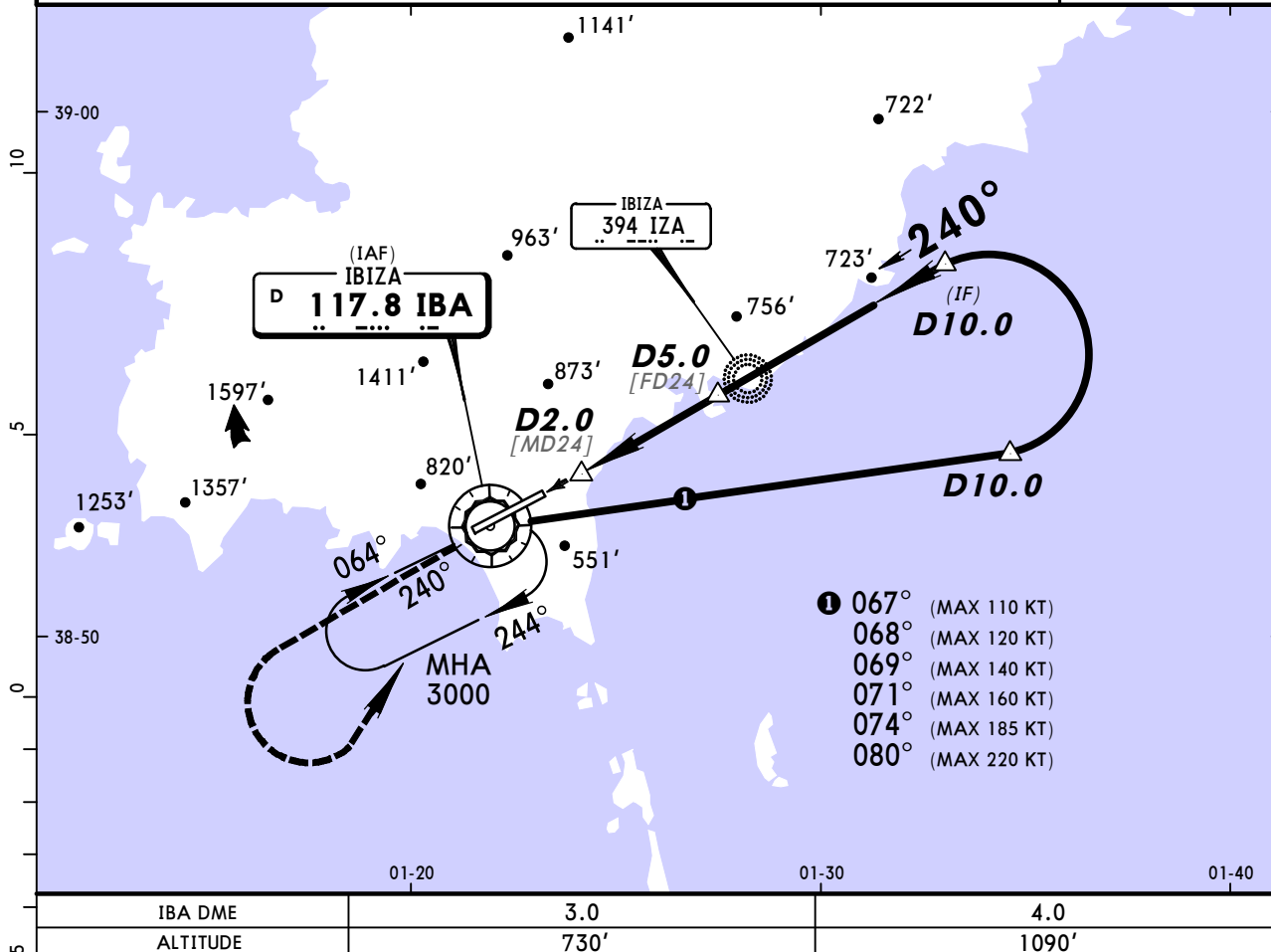
LEIB/IBZ
IBIZA

JEPPESEN
27 APR 12 (13-3) Eff 3 May

IBIZA, SPAIN
VOR Y Rwy 24

BRIEFING STRIP

*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')	Apt Elev 24'		2800' MSA IBA VOR	
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.							



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

Standard				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 24				Not authorized North of runway			
DA(H) 680' (656')				Max Kts			
ALS out				MDA(H) VIS			
RVR 1500m				100	920'	(896')	1500m
				135	920'	(896')	1600m
				180	1020'	(996')	2400m
				205	1250'	(1226')	3600m
CMV 2300m				CMV 2400m			

CHANGES: Procedure transferred from 13-2.

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LEIB/IBZ
IBIZA

JEPPESSEN
27 APR 12 **(16-1)** **Eff 3 May**

IBIZA, SPAIN
NDB Rwy 24

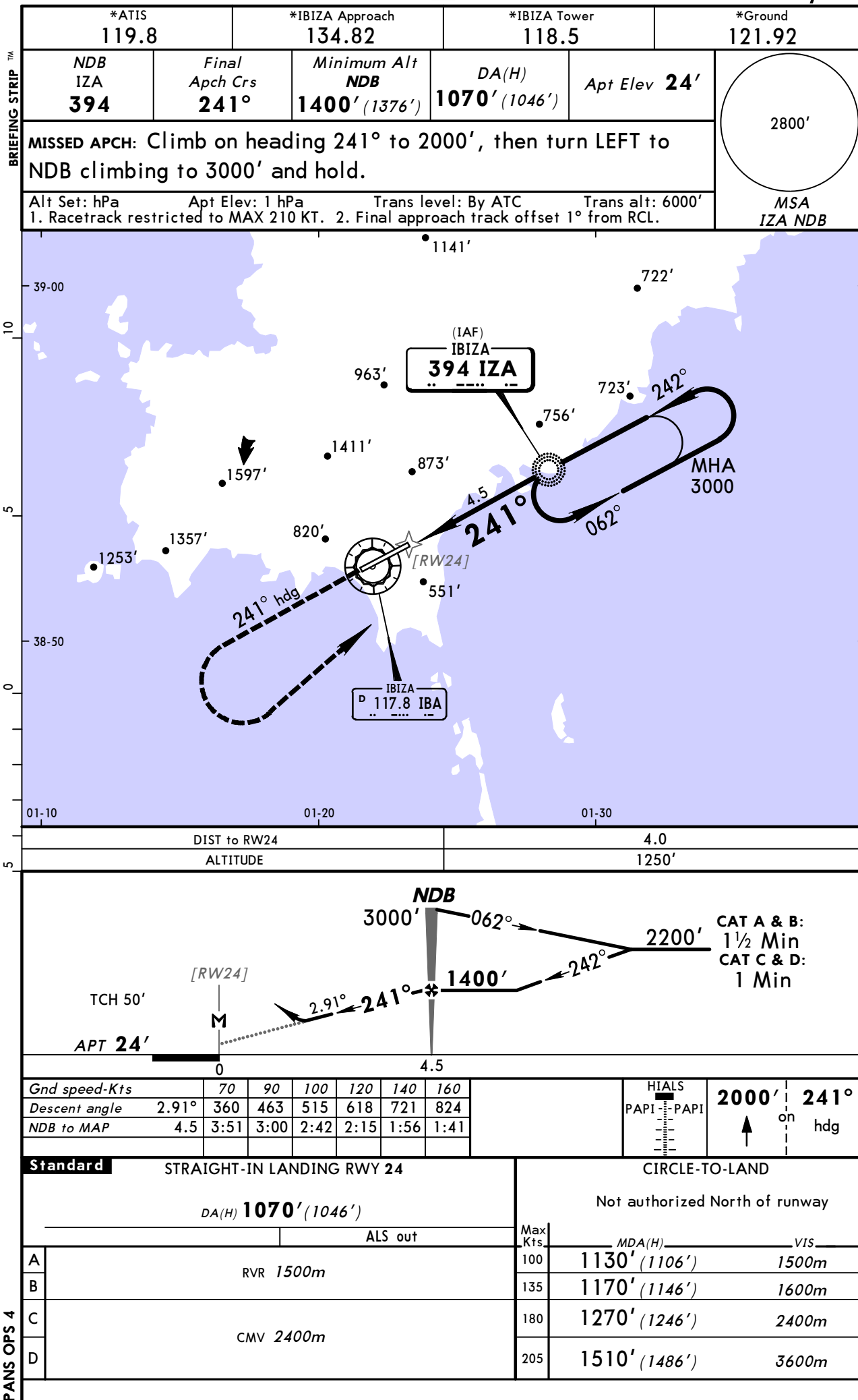


Chart changes since cycle 26-2015

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

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

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LEIB

Type: Terminal

Effectivity: Temporary

Begin Date: 20151210

End Date: Until Further Notice

Apron General Aviation 1 closed. Refer also to latest NOTAMs.