

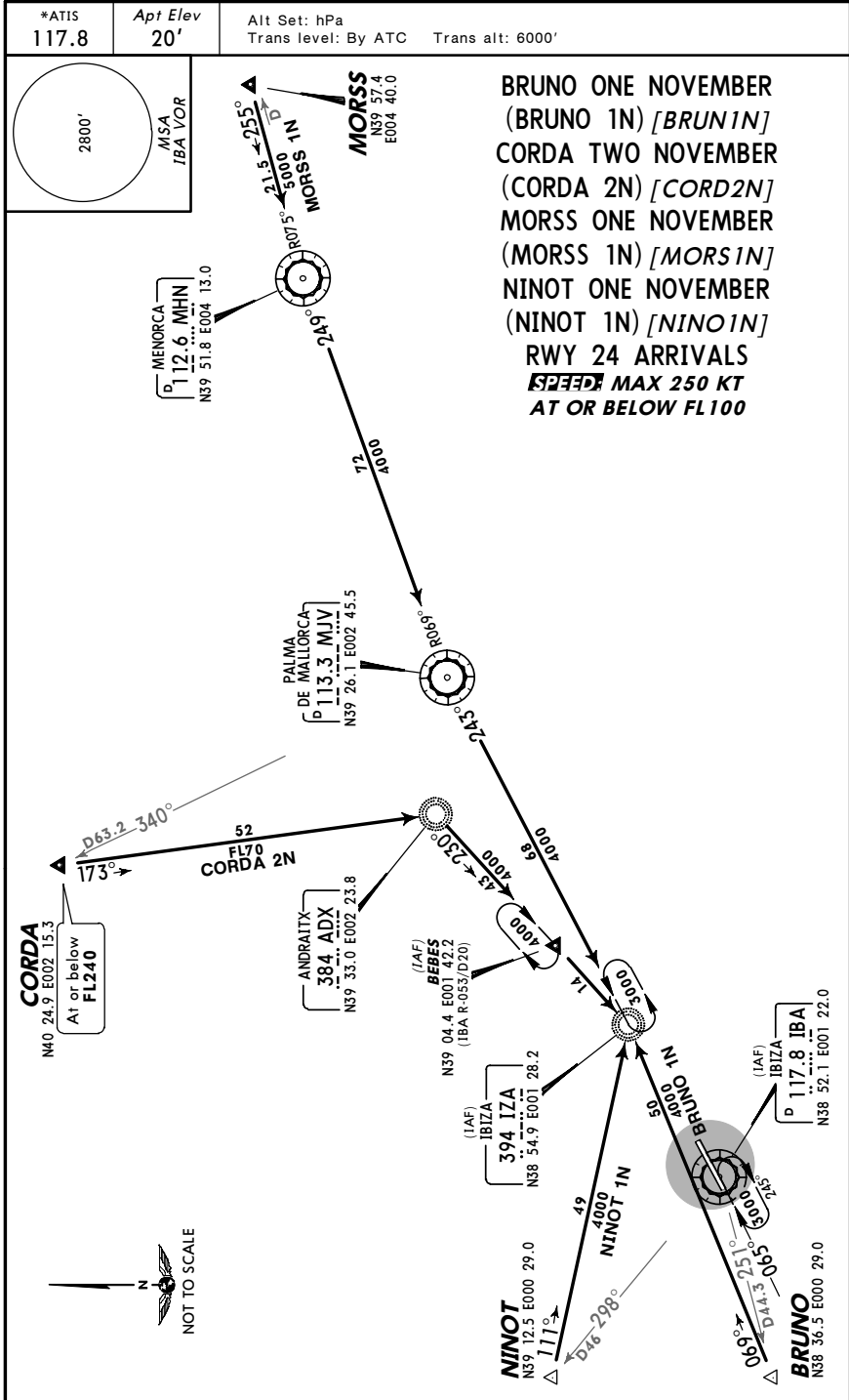
LEIB/IBZ
 IBIZA

JEPPESEN

IBIZA, SPAIN

STAR

26 AUG 05 (10-2)



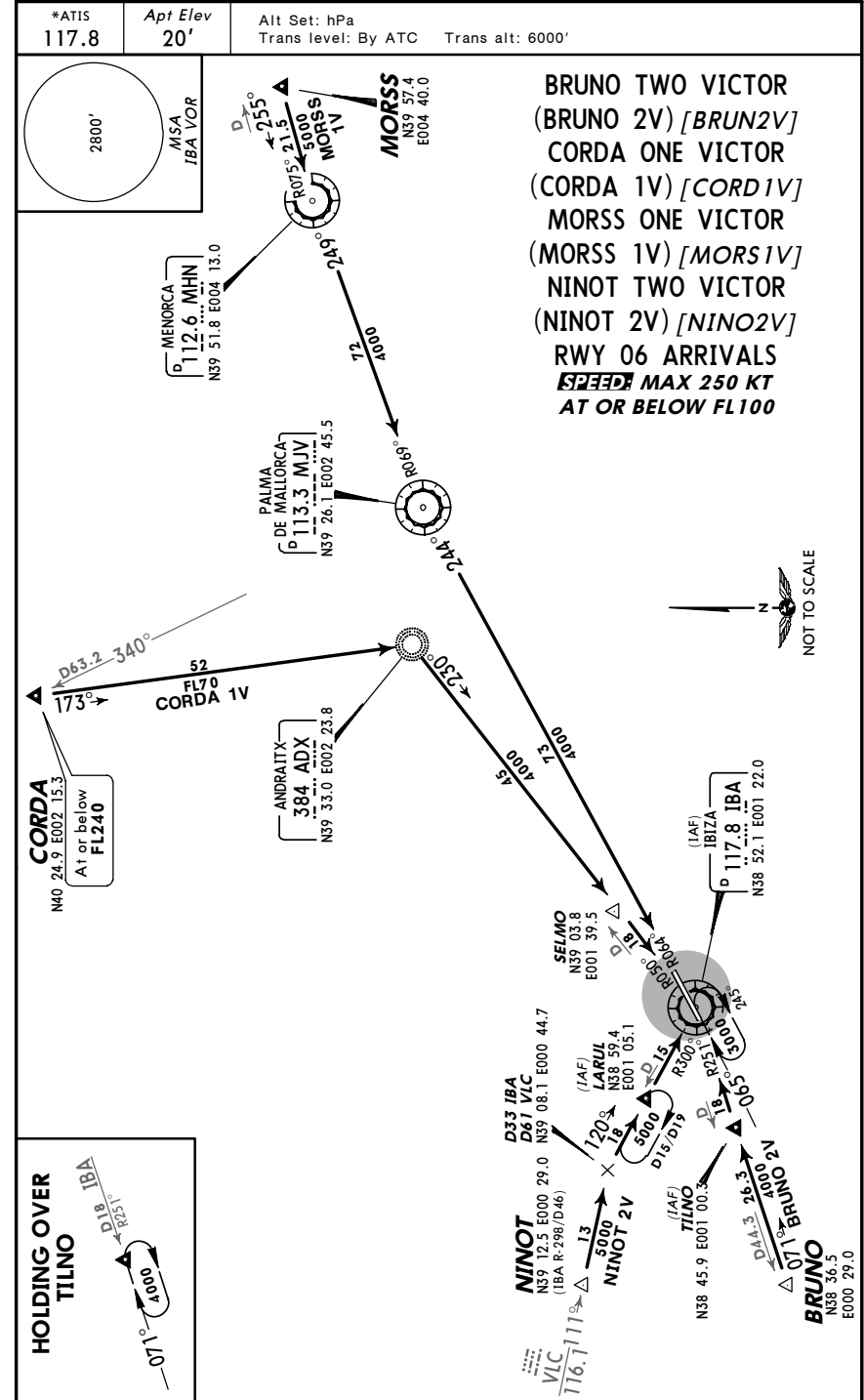
LEIB/IBZ
 IBIZA

JEPPESEN

IBIZA, SPAIN

STAR

26 AUG 05 (10-2A)



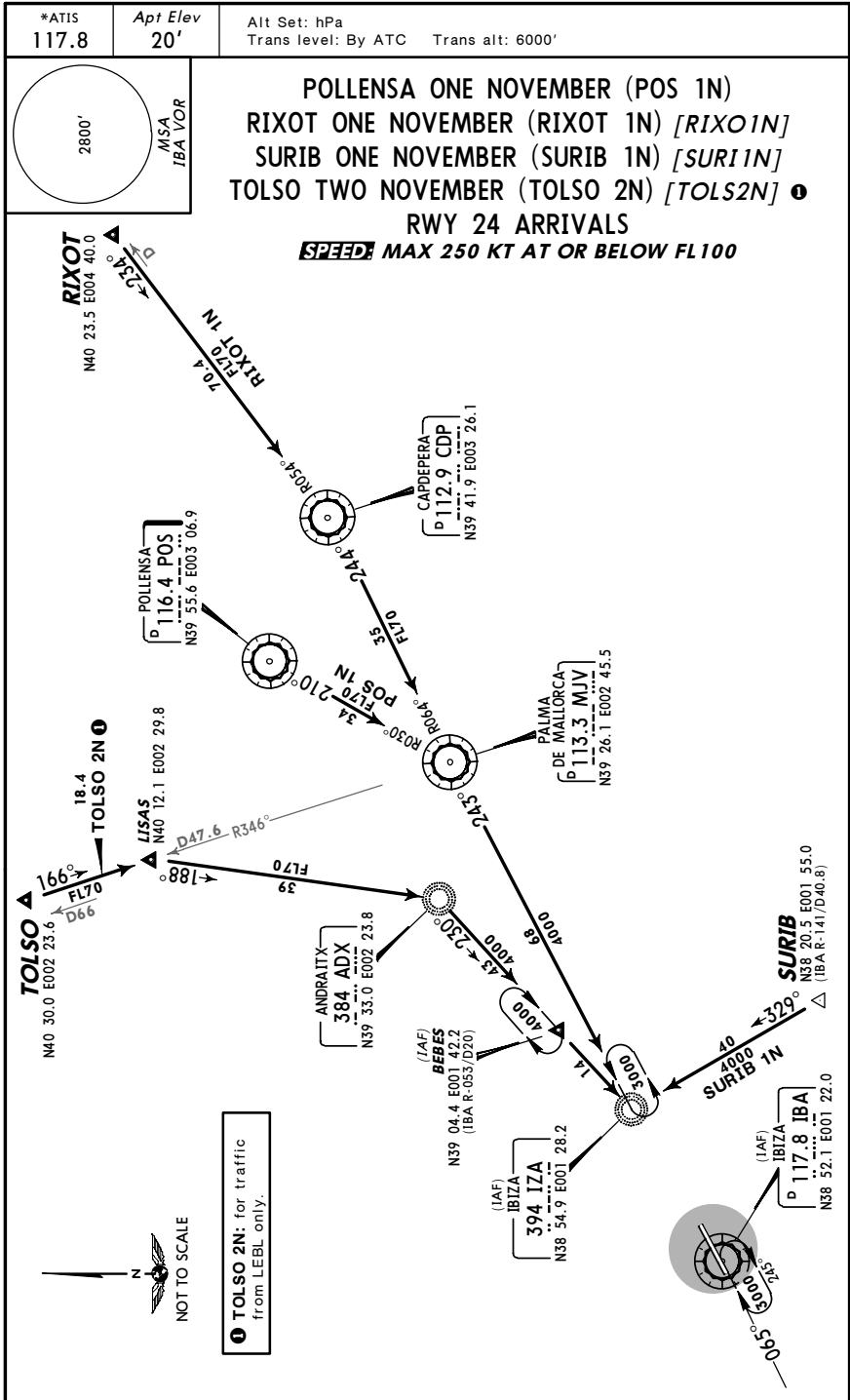
LEIB/IBZ
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JEPPESEN

IBIZA, SPAIN

26 AUG 05 (10-2B)

STAR



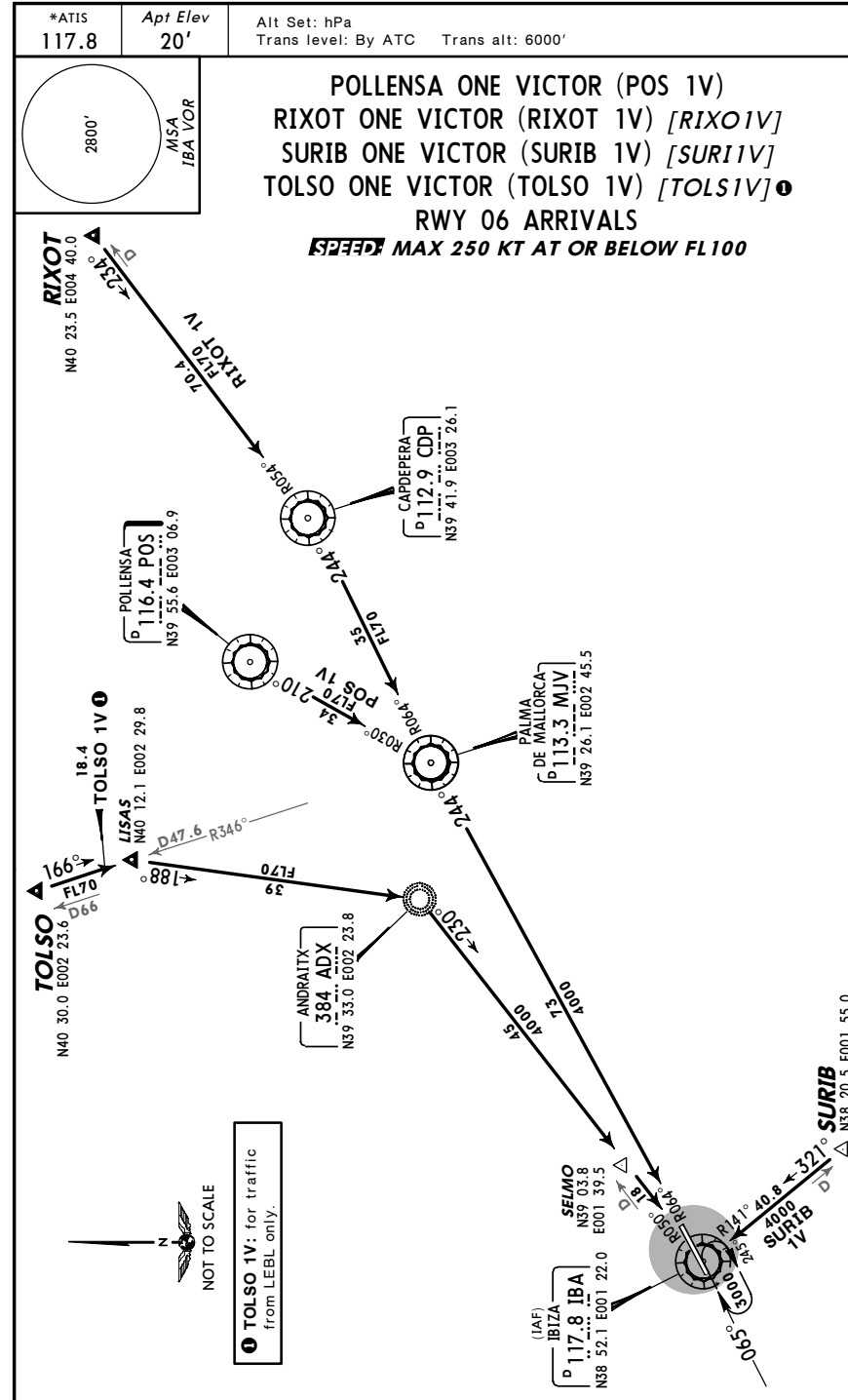
LEIB/IBZ
 IBIZA

JEPPESEN

IBIZA, SPAIN

26 AUG 05 (10-2C)

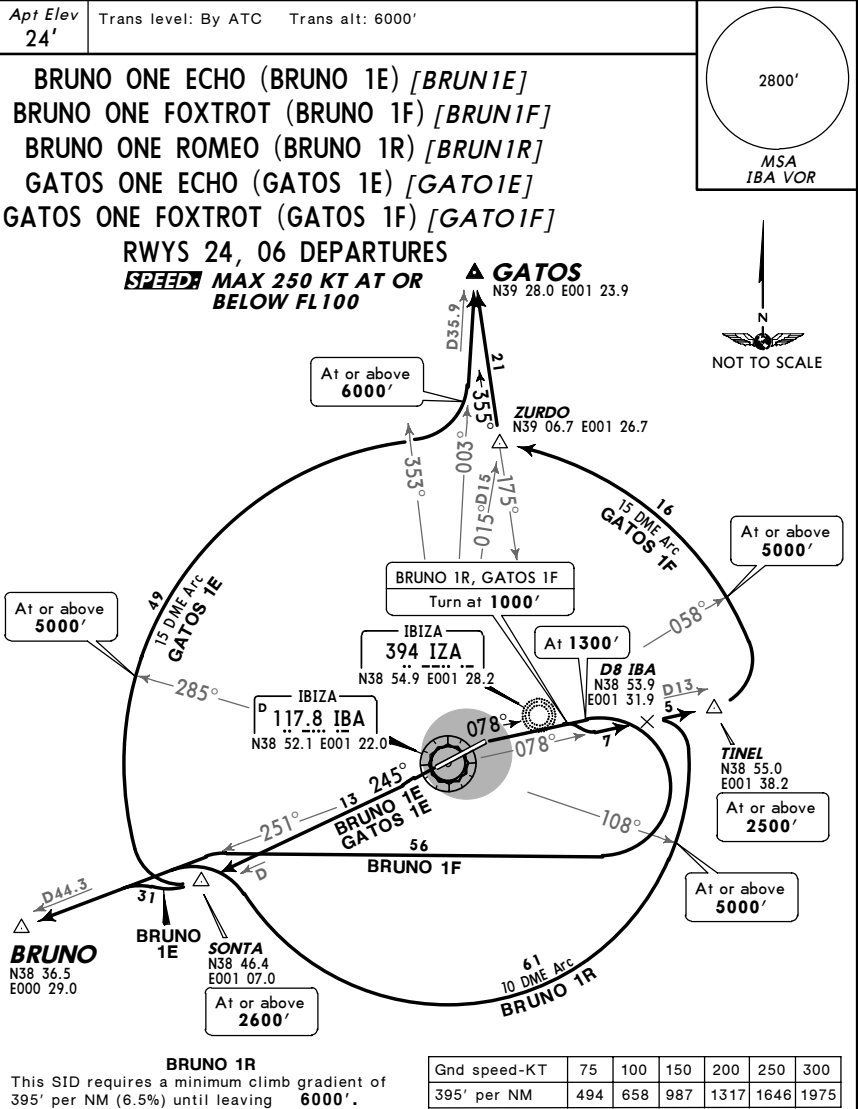
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LEIB/IBZ
 IBIZA

JEPPESEN
 7 SEP 07 (10-3)

IBIZA, SPAIN
 SID



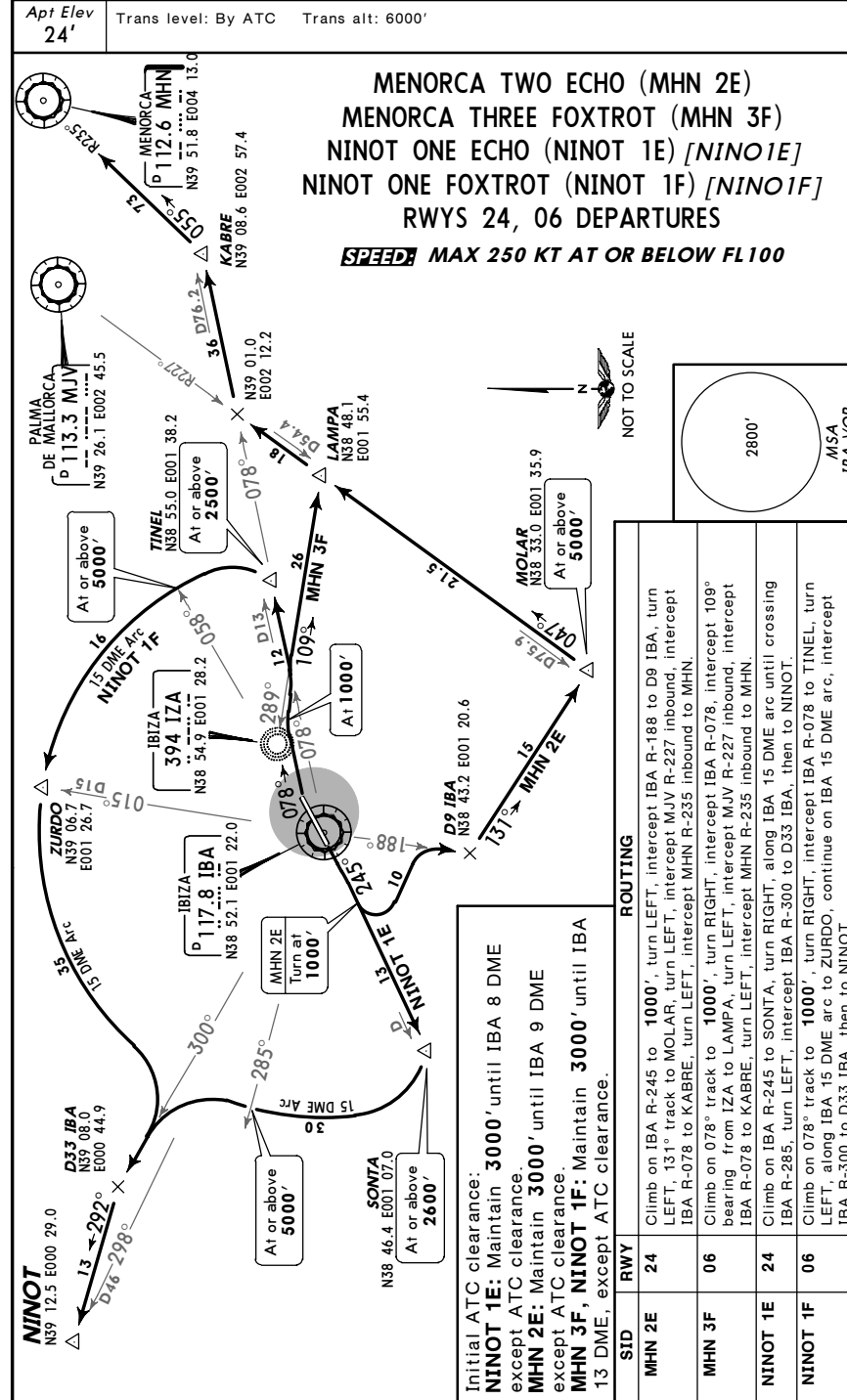
Initial ATC clearance:
BRUNO 1E, GATOS 1E: Maintain 3000' until IBA 8 DME except ATC clearance.
GATOS 1F: Maintain 3000' until IBA 13 DME except ATC clearance.
BRUNO 1F: Maintain 3000' until IBA 20 DME except ATC clearance.

SID	RWY	ROUTING
BRUNO 1E	24	Climb on IBA R-245 to SONTA, turn RIGHT, intercept IBA R-251 to BRUNO.
BRUNO 1F	06	Climb on 078° track to 1300', turn RIGHT, intercept IBA R-251 to BRUNO.
BRUNO 1R		Climb on 078° track to 1000', turn RIGHT, intercept IBA R-078 to D8 IBA, turn RIGHT, along IBA 10 DME arc, intercept IBA R-251 to BRUNO.
GATOS 1E	24	Climb on IBA R-245 to SONTA, turn RIGHT, along IBA 15 DME arc until crossing IBA R-353, turn LEFT, intercept IBA R-003 to GATOS.
GATOS 1F	06	Climb on 078° track to 1000', turn RIGHT, intercept IBA R-078 to TINEL, turn LEFT, along IBA 15 DME arc to ZURDO, turn RIGHT, intercept 355° bearing from IZA to GATOS.

LEIB/IBZ
 IBIZA

JEPPESEN
 7 SEP 07 (10-3A)

IBIZA, SPAIN
 SID



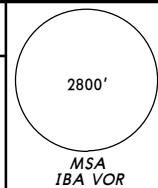
Initial ATC clearance:
NINOT 1E: Maintain 3000' until IBA 8 DME except ATC clearance.
MHN 2E: Maintain 3000' until IBA 9 DME except ATC clearance.
MHN 3F, NINOT 1F: Maintain 3000' until IBA 13 DME, except ATC clearance.

LEIB/IBZ
 IBIZA

JEPPESEN
 7 SEP 07 (10-3B)

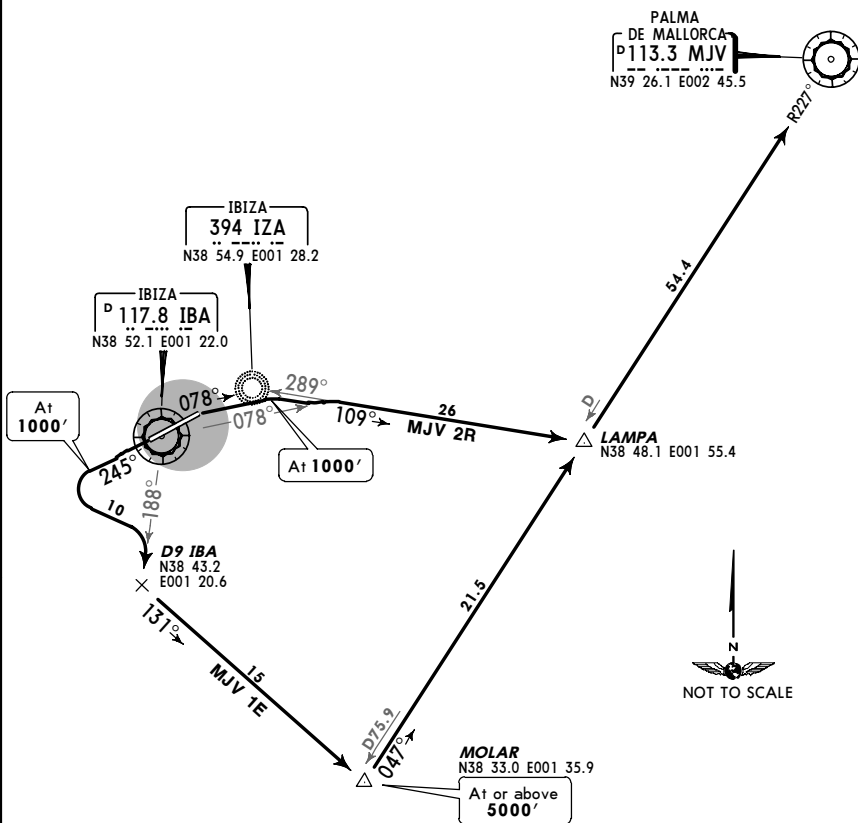
IBIZA, SPAIN
 SID

Apt Elev 24' Trans level: By ATC Trans alt: 6000'



PALMA ONE ECHO (MJV 1E)
 PALMA TWO ROMEO (MJV 2R)
 RWYS 24, 06 DEPARTURES
 ONLY FOR FLIGHTS TO LEPA

SPEEDS MAX 250 KT AT OR BELOW FL100



Initial ATC clearance:
MJV 1E: Maintain 3000' until IBA 9 DME except ATC clearance.
MJV 2R: Maintain 3000' until IBA 13 DME except ATC clearance.

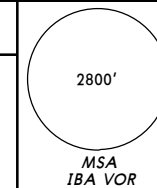
SID	RWY	ROUTING
MJV 1E	24	Climb on IBA R-245 to 1000', turn LEFT, intercept IBA R-188 to D9 IBA, turn LEFT, 131° track to MOLAR, turn LEFT, intercept MJV R-227 inbound to MJV.
MJV 2R	06	Climb on 078° track to 1000', turn RIGHT, intercept IBA R-078, intercept 109° bearing from IZA to LAMPA, turn LEFT, intercept MJV R-227 inbound to MJV.

LEIB/IBZ
 IBIZA

JEPPESEN
 7 SEP 07 (10-3C)

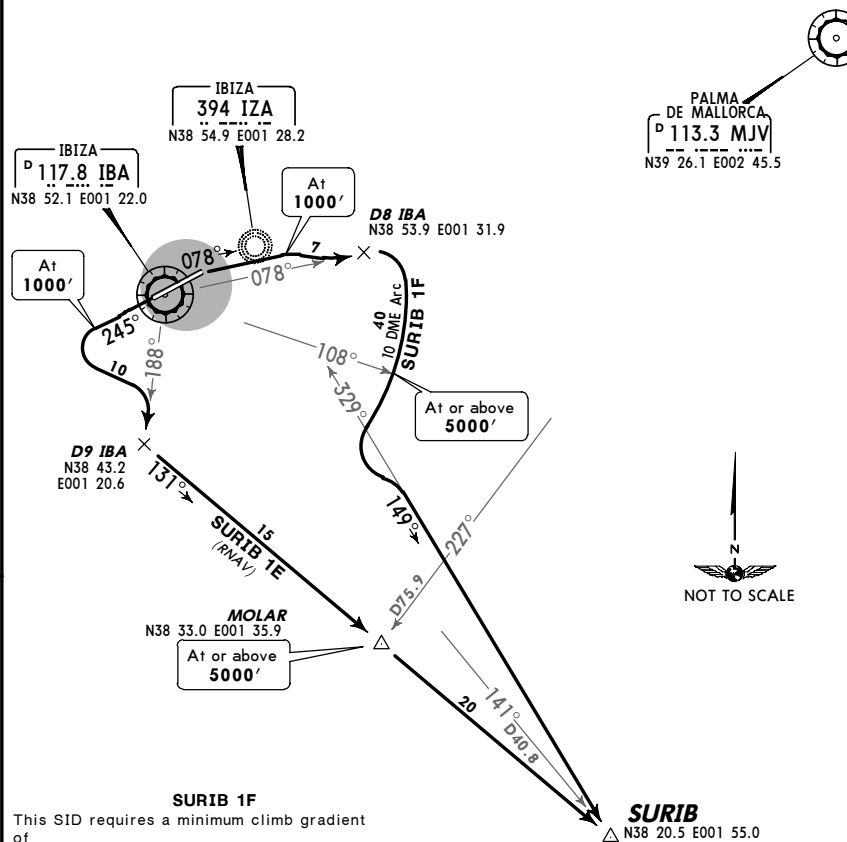
IBIZA, SPAIN
 SID

Apt Elev 24' Trans level: By ATC Trans alt: 6000'



SURIB ONE ECHO (SURIB 1E) [SUR1E]
 RWY 24 RNAV DEPARTURE
 SURIB ONE FOXTROT (SURIB 1F) [SUR1F]
 RWY 06 DEPARTURE

SPEEDS MAX 250 KT AT OR BELOW FL100



SURIB 1F
 This SID requires a minimum climb gradient of 395' per NM (6.5%) until leaving 6000'.

Gnd speed-KT	75	100	150	200	250	300
395' per NM	494	658	987	1317	1646	1975

Initial ATC clearance:
SURIB 1E: Maintain 3000' until IBA 9 DME except ATC clearance.

SID	RWY	ROUTING
SURIB 1E (RNAV)	24	Climb on IBA R-245 to 1000', turn LEFT, intercept IBA R-188 to D9 IBA, turn LEFT, 131° track via MOLAR to SURIB.
SURIB 1F	06	Climb on 078° track to 1000', turn RIGHT, intercept IBA R-078 to D8 IBA, turn RIGHT, along IBA 10 DME arc, turn LEFT, intercept 149° bearing from IZA to SURIB.

LEIB/IBZ
 IBIZA

JEPPESEN
 5 AUG 05 (10-4)

IBIZA, SPAIN
 NOISE

NOISE ABATEMENT

SUMMER: LT minus 2 HOURS = UTC(Z)
 WINTER: LT minus 1 HOUR = UTC(Z)

PREFERENTIAL RUNWAY SYSTEM

Runway 24 will be preferential whenever the tail wind component does not exceed 10 KT and the runway is dry, or wet with good braking action.

DEPARTURES

Runway 06

Immediately after take-off reduce engine power. Traffic to northwest, do not turn LEFT before IBA 8 DME.

Runway 24

Immediately after take-off reduce engine power. Traffic to northwest between 0000-0700LT (2300-0600LT Winter), do not turn RIGHT before IBA 8 DME.

REVERSE THRUST

During nighttime reverse thrust other than idle regime can not be used, except for safety reasons.

RUN-UP TESTS

Run-up test time periode authorizations will be between 0730-2359LT. Run-up test at higher than idle regimes will be allowed in the area enabled for this purpose, the holding bay next to runway 06 threshold, and must follow tower instructions.

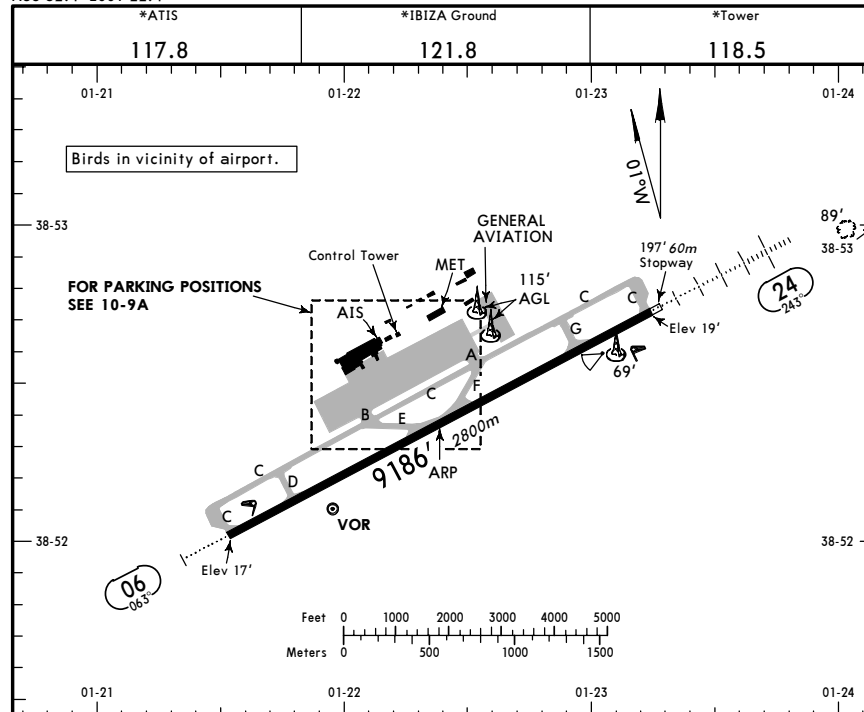
The request of run-up test clearance must be adressed to:

Oficina Cefal
 Fax: 34-971809271
 E-mail: ibizasoistas@aena.es

LEIB/IBZ
 Apt Elev 24'
 N38 52.4 E001 22.4

JEPPESEN
 31 AUG 07 (10-9)

IBIZA, SPAIN
 IBIZA



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

TAXI PROCEDURE

Unless ATC advises otherwise, acft shall enter apron by twy B, when rwy 24 is in use and by twy A, when rwy 06 is in use. 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.

LOW VISIBILITY PROCEDURES (LVP)

1. General
 LVP will be applied when visibility is 500m or below. Pilots will be informed by TWR about the application and cancellation of LVP.

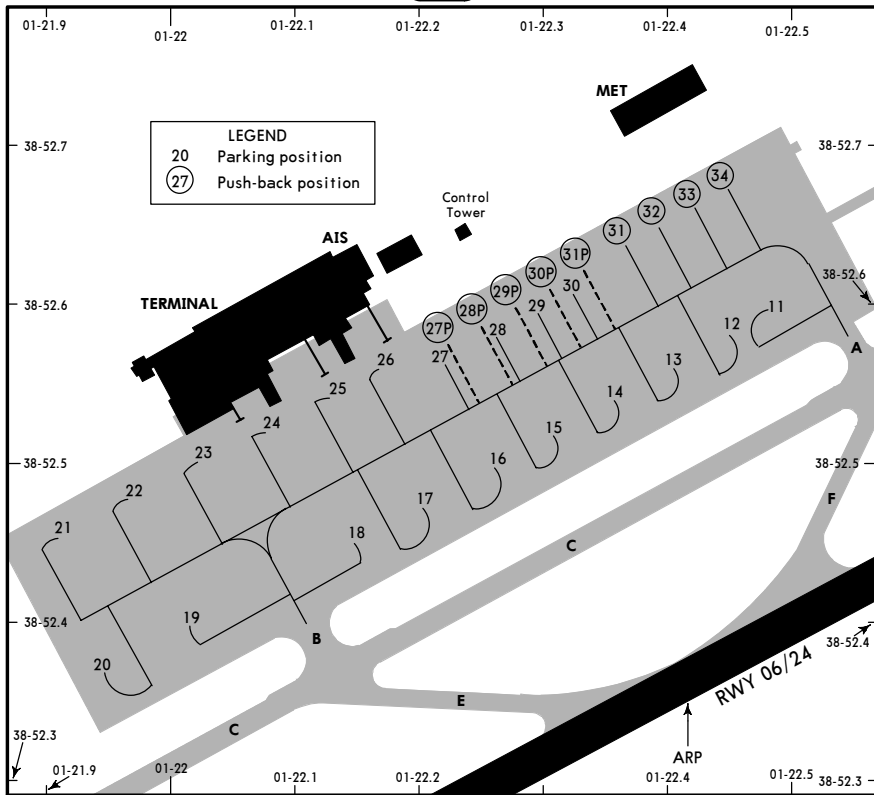
2. Ground Movement
 Pilots will proceed to verify at every moment the acft position, checking that taxiing is being executed under total safety conditions. In case of being disoriented or in doubt, pilots must stop the acft and notify TWR. When leaving the runway, pilots must report: a) Runway vacated. b) Twy used. At the apron entry, acft must wait for arrival of "Follow-me" vehicle in order to be guided to the assigned stand. Only one acft at the same time will be authorized to move in the maneuvering area.

	JAR-OPS TAKE-OFF I			
	All Rwys			
	LVP must be in Force			
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A				
B	200m	250m	400m	500m
C				
D	250m	300m		

I Operators applying U.S. Ops Specs: CL required below 300m.

LEIB/IBZ IBIZA, SPAIN
 IBIZA

JEPPESEN
 31 AUG 07 (10-9A)



LEGEND
 20 Parking position
 27 Push-back position

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
11	N38 52.6 E001 22.5	26	N38 52.5 E001 22.2
12, 13	N38 52.6 E001 22.4	27 thru 28P	N38 52.6 E001 22.2
14, 15	N38 52.5 E001 22.3	29 thru 31P	N38 52.6 E001 22.3
16, 17	N38 52.5 E001 22.2	32, 33	N38 52.6 E001 22.4
18	N38 52.4 E001 22.1	34	N38 52.7 E001 22.4
19	N38 52.4 E001 22.0		
20	N38 52.4 E001 21.9		
21	N38 52.5 E001 21.9		
22, 23	N38 52.5 E001 22.0		
24, 25	N38 52.5 E001 22.1		

LEIB/IBZ IBIZA, SPAIN
 IBIZA ILS Rwy 06

JEPPESEN
 22 SEP 06 (11-1) Eff 28 Sep

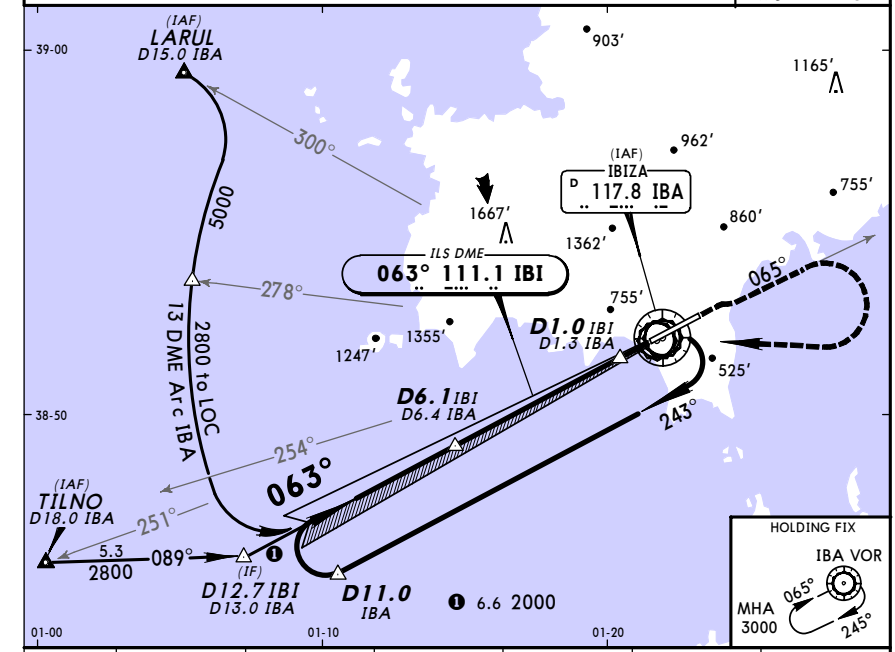
*ATIS 117.8	PALMA Approach 118.12	*IBIZA Approach 119.8	*IBIZA Tower 118.5	*Ground 121.8
LOC IBI 111.1	Final Apch Crs 063°	GS D6.1 IBI 2000' (1983')	ILS DA(H) Refer to Minimums Apt Elev 24' RWY 17'	2800'

MISSED APCH: Climb on rwy heading to 800'. Turn RIGHT and follow R-065 to 3000', then turn RIGHT direct to VOR and hold.

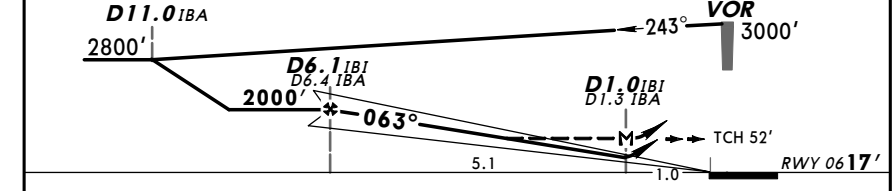
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'

1. DME required. 2. ILS DME reads zero at rwy 06 threshold.

MSA IBA VOR



LOC	IBI DME	6.0	5.0	4.0	3.0	2.0
(GS out)	ALTITUDE	1980'	1660'	1340'	1030'	710'

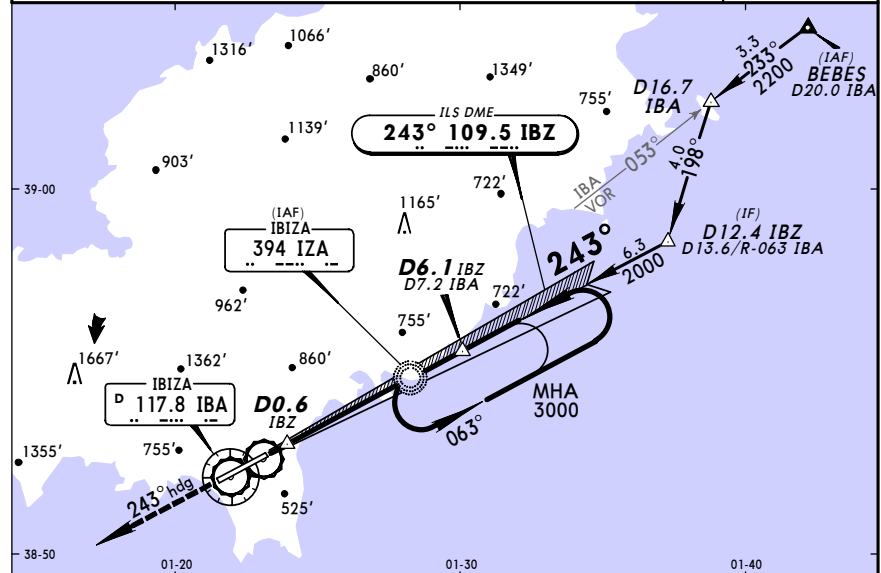


Gnd speed-Kts	70	90	100	120	140	160	ALS	800'	Rwy	3000'	IBI
ILS GS 3.00° or							PAPI	↑	on		on 117.8
LOC Descent Gradient 5.2%	377	484	538	646	753	861	PAPI		hdg		RT on R-065
MAP at D1.0 IBI/D1.3 IBA											

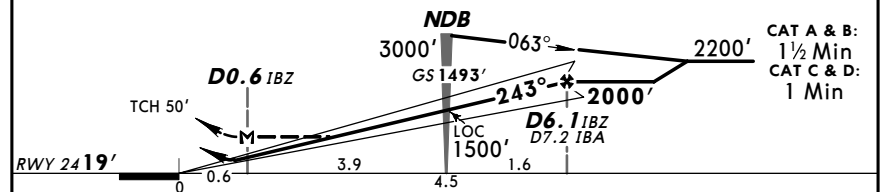
PANS OPS 4	STRAIGHT-IN LANDING RWY 06				CIRCLE-TO-LAND	
	ILS		LOC (GS out)		Not authorized North of runway	
	A: 239' (222') C: 259' (242')		MDA(H) 510' (493')			
	B: 251' (234') D: 270' (253')					
	FULL	ALS out	ALS out	ALS out	Max Kts	MDA(H) VIS
A			RVR 1500m	RVR 1500m	100	990' (966') 1500m
B	RVR 800m	RVR 1000m	RVR 1500m	RVR 2000m	135	990' (966') 1600m
C			RVR 1800m	RVR 2000m	180	1090' (1066') 2400m
D	RVR 900m	RVR 1200m	RVR 2000m		205	1200' (1176') 3600m

LEIB/IBZ **JEPPESEN** **IBIZA, SPAIN**
 IBIZA 22 SEP 06 (1-2) Eff 28 Sep ILS Rwy 24

*ATIS 117.8	PALMA Approach 118.12	*IBIZA Approach 119.8	*IBIZA Tower 118.5	*Ground 121.8
LOC IBZ 109.5	Final Apch Crs 243°	GS NDB 1493' (1474')	ILS DA(H) Refer to Minimums	Apt Elev 24' RWY 19'
MISSED APCH: Climb to 2000' on heading 243°, then turn LEFT direct to NDB climbing to 3000' and hold.				2800'
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'				
1. DME required. 2. ILS DME reads zero at rwy 24 threshold.				MSA IZA NDB



LOC (GS out)	IBZ DME ALTITUDE	2.0 710'	3.0 1030'	4.0 1350'	5.0 1670'	6.0 1980'
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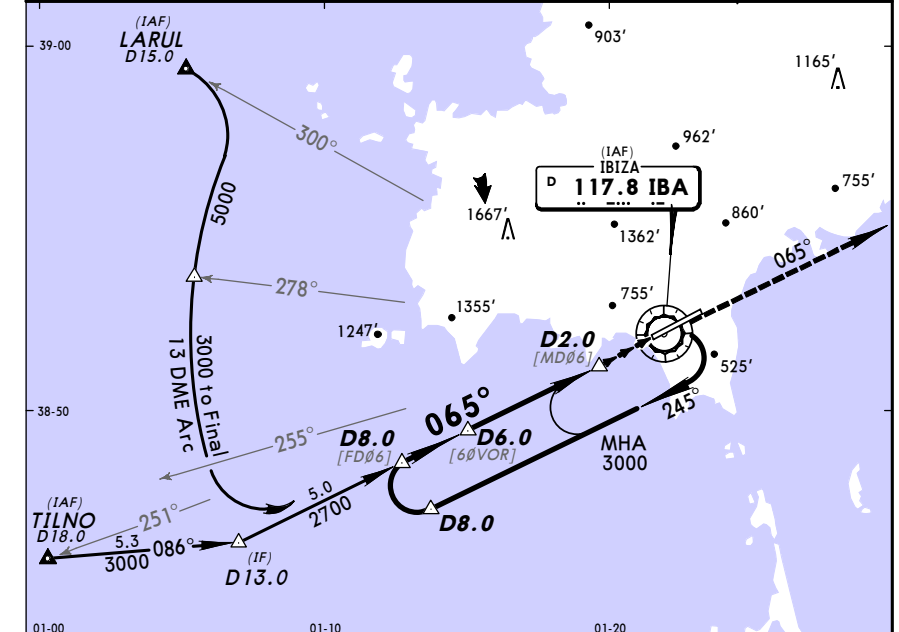


Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862

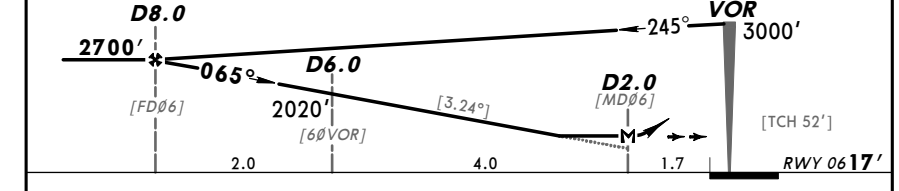
JAR-OPS STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND			
Missed apch climb gradient mim 3.0% AB: 219' (200') DA(H) C: 221' (202') D: 252' (233')		Missed apch climb gradient mim 2.5% C: 272' (253') DA(H) D: 283' (264')		LOC (GS out) MDA(H) 600' (581')			
FULL		ALS out		FULL		ALS out	
A	RVR 550m	RVR 600m	RVR 1000m	RVR 1000m	RVR 1500m	Max Kts MDA(H) VIS	
B	RVR 600m	RVR 650m	RVR 1200m	RVR 1200m	RVR 2000m	100	1090' (1066') 1500m
C	RVR 600m	RVR 650m	RVR 1200m	RVR 1200m	RVR 2000m	135	1090' (1066') 1600m
D	RVR 600m	RVR 650m	RVR 1200m	RVR 1200m	RVR 2000m	180	1190' (1166') 2400m
						205	1450' (1426') 3600m

LEIB/IBZ **JEPPESEN** **IBIZA, SPAIN**
 IBIZA 22 SEP 06 (13-1) Eff 28 Sep VOR Rwy 06

*ATIS 117.8	PALMA Approach 118.12	*IBIZA Approach 119.8	*IBIZA Tower 118.5	*Ground 121.8
VOR IBA 117.8	Final Apch Crs 065°	Minimum Alt D8.0 2700' (2683')	MDA(H) 810' (793')	Apt Elev 24' RWY 17'
MISSED APCH: Climb direct to VOR. Proceed on R-065 to 3000', then turn RIGHT direct to VOR and hold.				2800'
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



IBA DME	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2360'	2020'	1670'	1330'	990'

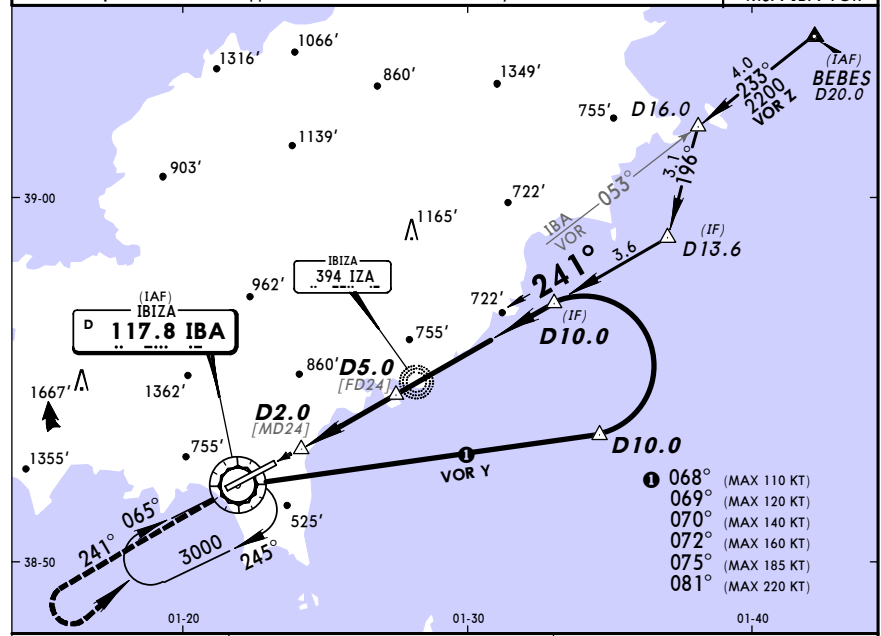


Gnd speed-Kts	70	90	100	120	140	160
Descent gradient 5.66% or Descent angle [3.24°]	401	516	573	688	803	917

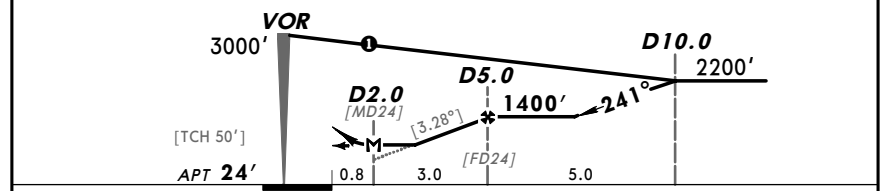
JAR-OPS STRAIGHT-IN LANDING RWY 06				CIRCLE-TO-LAND			
Missed apch climb gradient mim 3.0% AB: 219' (200') DA(H) C: 221' (202') D: 252' (233')		Missed apch climb gradient mim 2.5% C: 272' (253') DA(H) D: 283' (264')		LOC (GS out) MDA(H) 810' (793')			
FULL		ALS out		FULL		ALS out	
A	RVR 550m	RVR 600m	RVR 1000m	RVR 1000m	RVR 1500m	Max Kts MDA(H) VIS	
B	RVR 600m	RVR 650m	RVR 1200m	RVR 1200m	RVR 2000m	100	1190' (1166') 1500m
C	RVR 600m	RVR 650m	RVR 1200m	RVR 1200m	RVR 2000m	135	1360' (1336') 1600m
D	RVR 600m	RVR 650m	RVR 1200m	RVR 1200m	RVR 2000m	180	1870' (1846') 2400m
						205	2120' (2096') 3600m

LEIB/IBZ **JEPPESEN** **IBIZA, SPAIN**
 IBIZA 22 SEP 06 (13-2) Eff 28 Sep VOR Z or Y Rwy 24

*ATIS 117.8	PALMA Approach 118.12	*IBIZA Approach 119.8	*IBIZA Tower 118.5	*Ground 121.8
VOR IBA 117.8	Final Apch Crs 241°	Minimum Alt D5.0 1400' (1376')	MDA(H) 680' (656')	Apt Elev 24'
MISSED APCH: Climb on R-241 to 2200', then turn LEFT direct to VOR climbing to 3000' and hold.				2800'
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.				MSA IBA VOR



IBA DME	3.0	4.0
ALTITUDE	710'	1060'

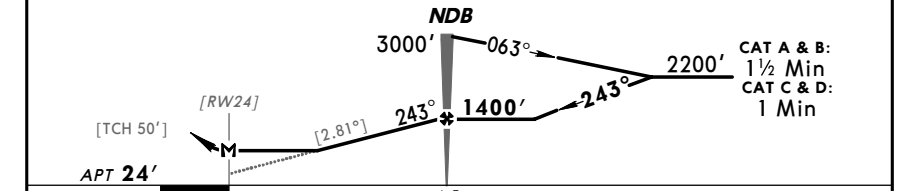
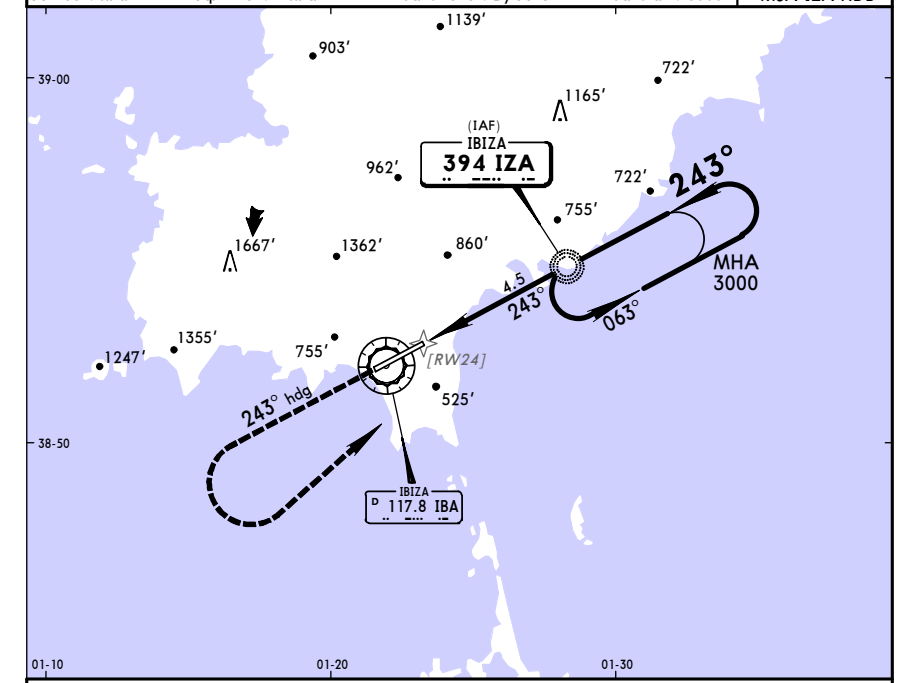


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 2200' IBA on 117.8 R-241
Descent gradient 5.73% or Descent angle [3.28°]	406	522	580	696	813	929	
MAP at D2.0							

JAR-OPS STRAIGHT-IN LANDING RWY 24		CIRCLE-TO-LAND	
MDA(H) 680' (656')		Not authorized North of runway	
	ALS out	Max Kts	MDA(H) VIS
A	RVR 1200m	100	920' (896') 1500m
B	RVR 1400m	135	920' (896') 1600m
C	RVR 1800m	180	1020' (996') 2400m
D	RVR 1800m	205	1250' (1226') 3600m

LEIB/IBZ **JEPPESEN** **IBIZA, SPAIN**
 IBIZA 22 SEP 06 (16-1) Eff 28 Sep NDB Rwy 24

*ATIS 117.8	PALMA Approach 118.12	*IBIZA Approach 119.8	*IBIZA Tower 118.5	*Ground 121.8
NDB IZA 394	Final Apch Crs 243°	Minimum Alt NDB 1400' (1376')	MDA(H) 970' (946')	Apt Elev 24'
MISSED APCH: Climb to 2000' on heading 243°, then turn LEFT direct to NDB climbing to 3000' and hold.				2800'
Alt Set: hPa Apt Elev: 1 hPa Trans level: By ATC Trans alt: 6000'				
				MSA IZA NDB



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 2000' 243° on hdg
Descent gradient 4.90% or Descent angle [2.81°]	348	447	497	596	696	795	
NDB to MAP	4.5	3:51	3:00	2:42	2:15	1:56	

JAR-OPS STRAIGHT-IN LANDING RWY 24		CIRCLE-TO-LAND	
MDA(H) 970' (946')		Not authorized North of runway	
	ALS out	Max Kts	MDA(H) VIS
A	RVR 1200m	100	1130' (1106') 1500m
B	RVR 1400m	135	1130' (1106') 1600m
C	RVR 1800m	180	1230' (1206') 2400m
D	RVR 1800m	205	1510' (1486') 3600m