

GENERAL**Operational Hours****ATS Hours / AD Hours**

Summer: H24

Winter: H24 until OCT 31, from NOV 1 0630-2300 PS 1HR PPR

Airport Information**RFF:** CAT 9, 01 APR - 31 OCT

CAT 7, 01 NOV - 31 MAR, CAT 9 O/R MNM 3 days in advance

PCN: RWY 06/24: 131/F/A/W/T, fist 104m / 341ft 104/R/B/W/T**Operation****Traffic Note**

AD not AVBL to code letter F ACFT.

Preferential RWY

RWY 24 when tail wind component does not exceed 10KT and the RWY surface is dry or wet with braking action good.

Low Visibility Procedure

LVP in force when RVR at or below 550m or when horizontal VIS is at or below 800m.

Only 1 ACFT will be allowed on manoeuvring area during LVP.

Follow-me O/R.

Exit RWY via:

RWY 24: TWY D or TWY H2.

RWY 06: TWY G or TWY H3.

Enter RWY via:

RWY 24: RWY holding position 24 in TWY H3.

RWY 06: RWY holding position 06 in TWY H2.

Standard Taxi Routes during LVP

Arrival:

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

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

ACFT that have already landed will notify:

- RWY vacated
- TWY used

TWY Restriction

TWY H1, H4 width 19m / 62ft, MAX wingspan 36m / 118ft.

TWY E, F, APN A MAX wingspan 52m / 171ft.

ACFT with wingspan 52m / 171ft or above must enter/exit APN via gate B only.

GENERAL**Taxi/Parking**

Parking must be requested from 01 MAY - 15 OCT . This measure applies to ACFT with wingspan above 18m / 59ft and for stopovers of more than 3HR.

Follow-me mandatory for stands 19, 19A, 19B, 20, 20A, 20B, 25B and at those which the VDGS is out of service.

APU: Use of APU at stands with 400Hz current restricted to 2min after block-on and 5min prior off-block. Exceptions:

- if stand is not equipped with AC power (400Hz) and mobile GPU not AVBL.
- if air condition is required and no ACU AVBL.

Engine Run-up Area

ENG test at medium or high PWR AVBL between 0630-2259±. ENG test will be accomplished at the locations indicated by TWR.

Warnings**IBA VOR/DME**

Limitations at 25NM:

VOR

R360-R050 at 5000ft or above

R280-R360 at 7000ft or above

Up to 5° deviation may occur on radials 3NM from VOR/DME at 4000ft.

Unusable: R299 beyond 18NM at 5000ft.

DME

R360-R050 at 5000ft or above

R090-R110 at 6000ft or above

R280-R360 at 7000ft or above

BAKAX1V

Possible signal loss on R057 IBA below FL80. Radar assistance will be provided.

Birds in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT at FL100 or below.

MAX IAS 210/220KT according to speed limitations over the WPT of standard ARR.

IAS 210KT at D12 ILS.

IAS 190KT at D9 ILS.

IAS 160KT at D4 ILS

or equivalent DIST from THR in case of DME ILS U/S.

ARRIVAL**Communication**

Notify ATC when ACFT wingspan 52m / 171ft or above in first COM.

COM-Failure**During MISAP****RWY 06** (ILS/LOC)

At D2 IBA turn right (MAX IAS 230KT) to intercept and follow R077 IBA until D8 IBA. Turn left MT 007° to follow R052 IBA until BEBES. Turn left to proceed D20 IBA Arc until R256 IBA. Turn left to TILNO IAF.

RWY 06 (VOR)

At IBA DVOR/DME proceed R064 until D2 IBA, turn right (MAX IAS 230KT) to intercept and follow R077 IBA until D8 IBA. Turn left MT 007° to follow R052 IBA until BEBES. Turn left to proceed D20 IBA Arc until R256 IBA. Turn left to TILNO IAF.

RWY 24 (ILS/LOC/VOR Z)

Climb on MT 242° until D6 IBA. Turn right to intercept and follow R250 IBA direct to TILNO. Turn right to proceed D20 IBA Arc direct to BEBES.

During LVP

LDG ACFT hold PSN once ILS sensitive area is vacated. Wait for follow-me in order to be guided to stand.

If ATC taxi CLR is issued, continue on assigned route to CLR limit, hold PSN and wait for follow-me.

Arrival Procedure**Low Visibility Procedures**

At APN entry wait for follow-me.

CDA in use: 2200-2300± with PPR.

Reverse: Do not use more than idle reverse EXC for safety reasons 2200 - 0500±.

Delay Information on APCH

ATC will not provide EAT information to ACFT HLDG on APCH, as long as the HLDG time does not exceed 10min.

DEPARTURE**Take-off Minima**

RWY		06/24	
All ACFT	ft - m/km	0 - 350R/350V	-

Communication**COM Failure****During LVP**

Continue by assigned taxi route to CLR limit, hold PSN and wait for follow-me in order to be guided to stand or HLDG bay.

DEPARTURE**Departure Procedure****Start-up/Push-back**

When requesting start-up, report stand number and inform if crossbleed start required.

Notify ATC when ACFT wingspan 52m / 171ft or above in first COM.

Report to ATC when ACFT is ready for push-back.

ACFT must be ready for taxiing within 5min after receiving CLR.

Noise Abatement Procedures

RWY 06:

- Reduce ENG PWR.
- Traffic bound for NW, do not turn left before D8 IBA.

RWY 24:

- Reduce ENG PWR.
- Traffic bound for NW, do not turn right before D8 IBA, from 2200-0500±.

Departure Notes**RWY 06**

LAMPA 1F: Destination LEPA / LESJ only.

KABRE 1R: Destination LEMH only.

RWY 24

LAMPA 1E: Destination LEPA / LESJ only.

KABRE 1E: Destination LEMH only.

02-NOV-2017

IBZ-LEIB

2-10

Spain Ibiza

AGC

AFC

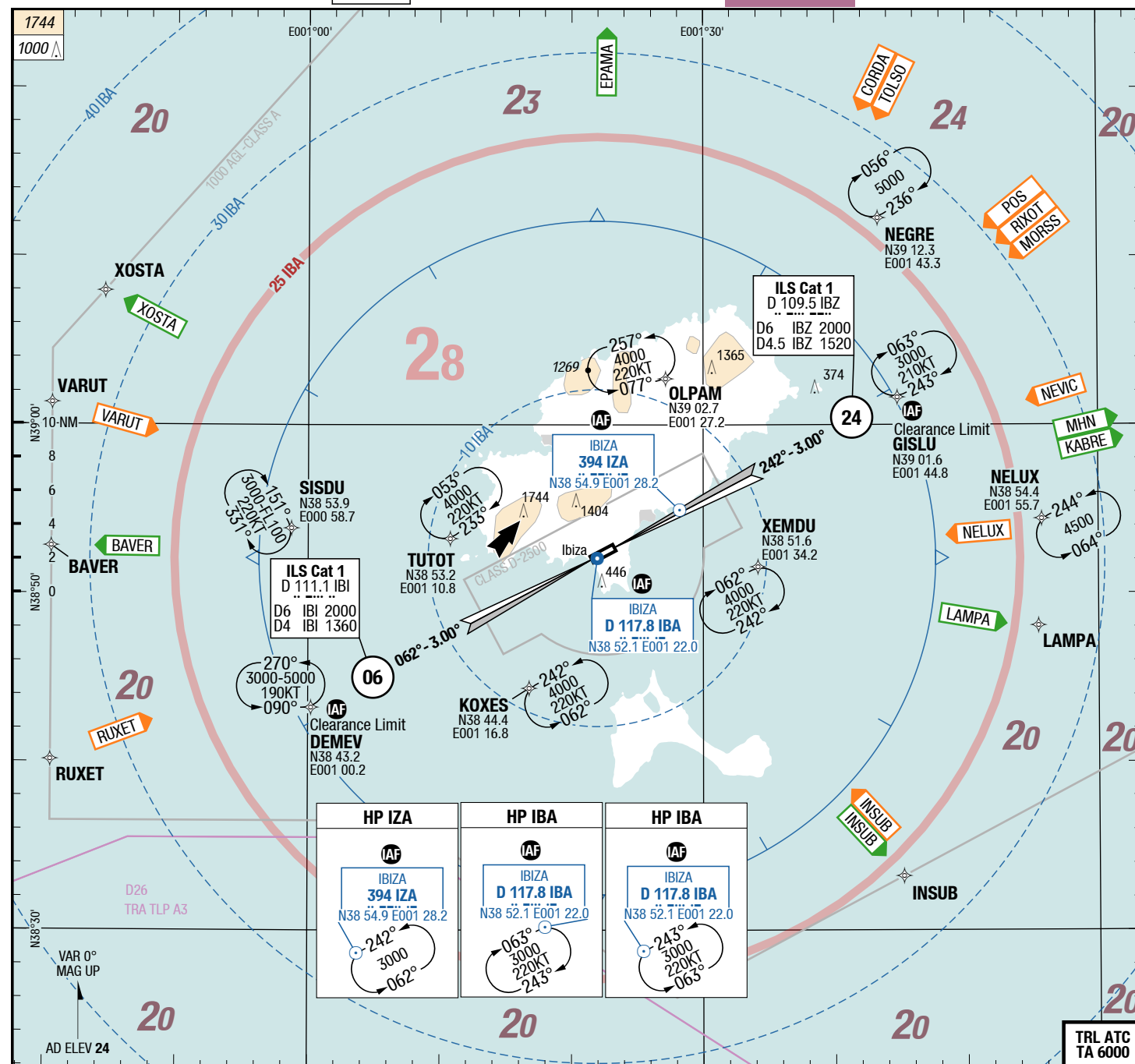
AFC

AFC

Ibiza Spain

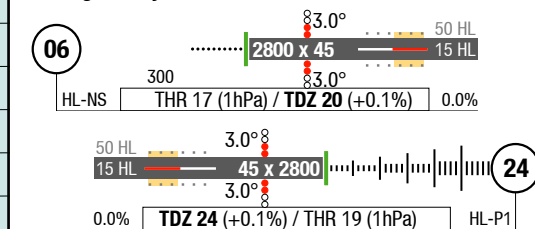


AFC



ATIS	119.800	HO
Palma CTL	134.825	
TWR	118.500	HO
GND	121.925	HO
CLR	121.375	Activity announced by ATIS

Landing RWY system:



Changes: Nil

02-NOV-2017

IBZ-LEIB

Spain Ibiza

AGC

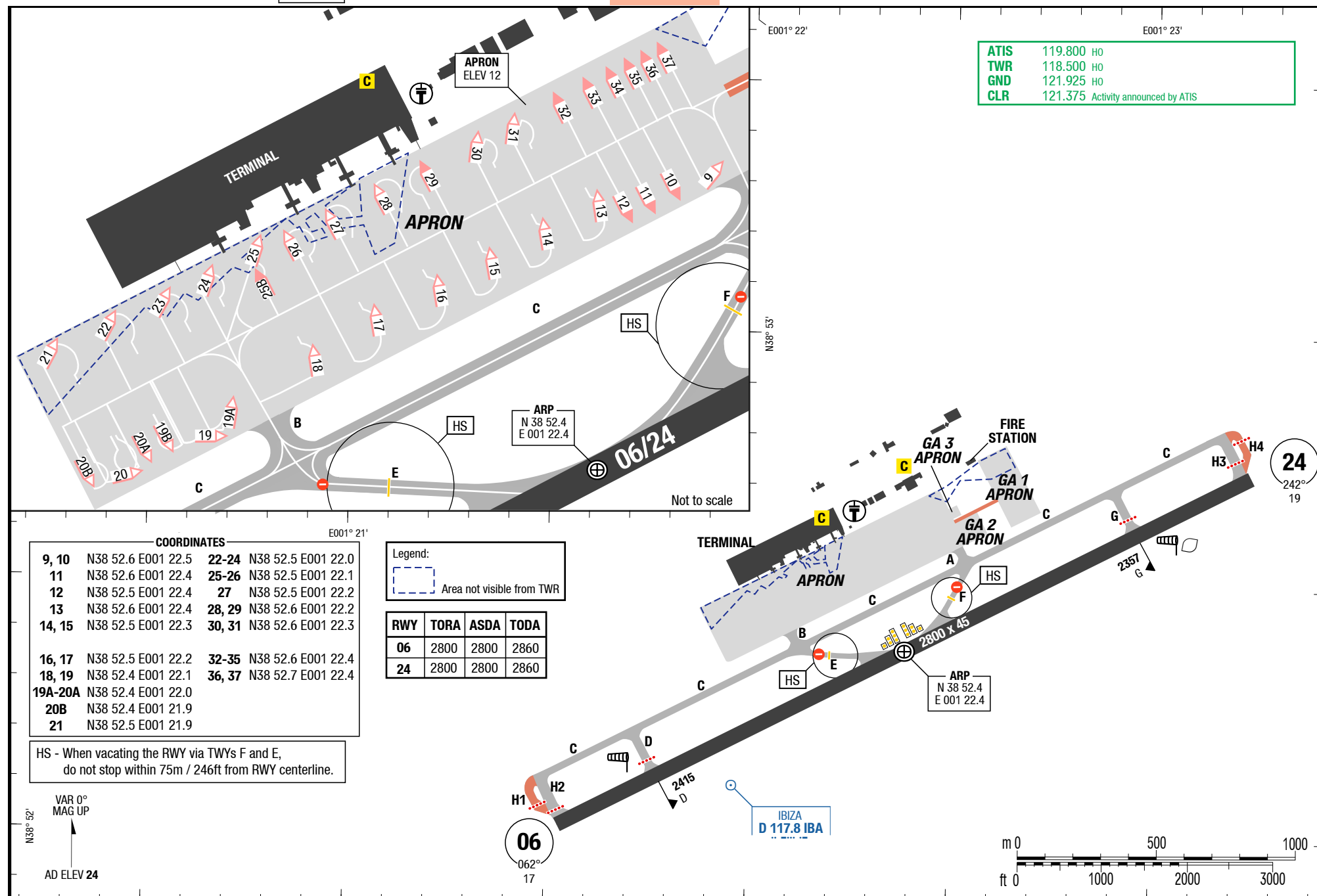
AGC

AGC

Ibiza Spain

AGC

3-20



Changes: TWY

05-OCT-2017

IBZ-LEIB

4-10

RNAV SIDs RWY 06

Spain Ibiza

RNAV SIDs RWY 24

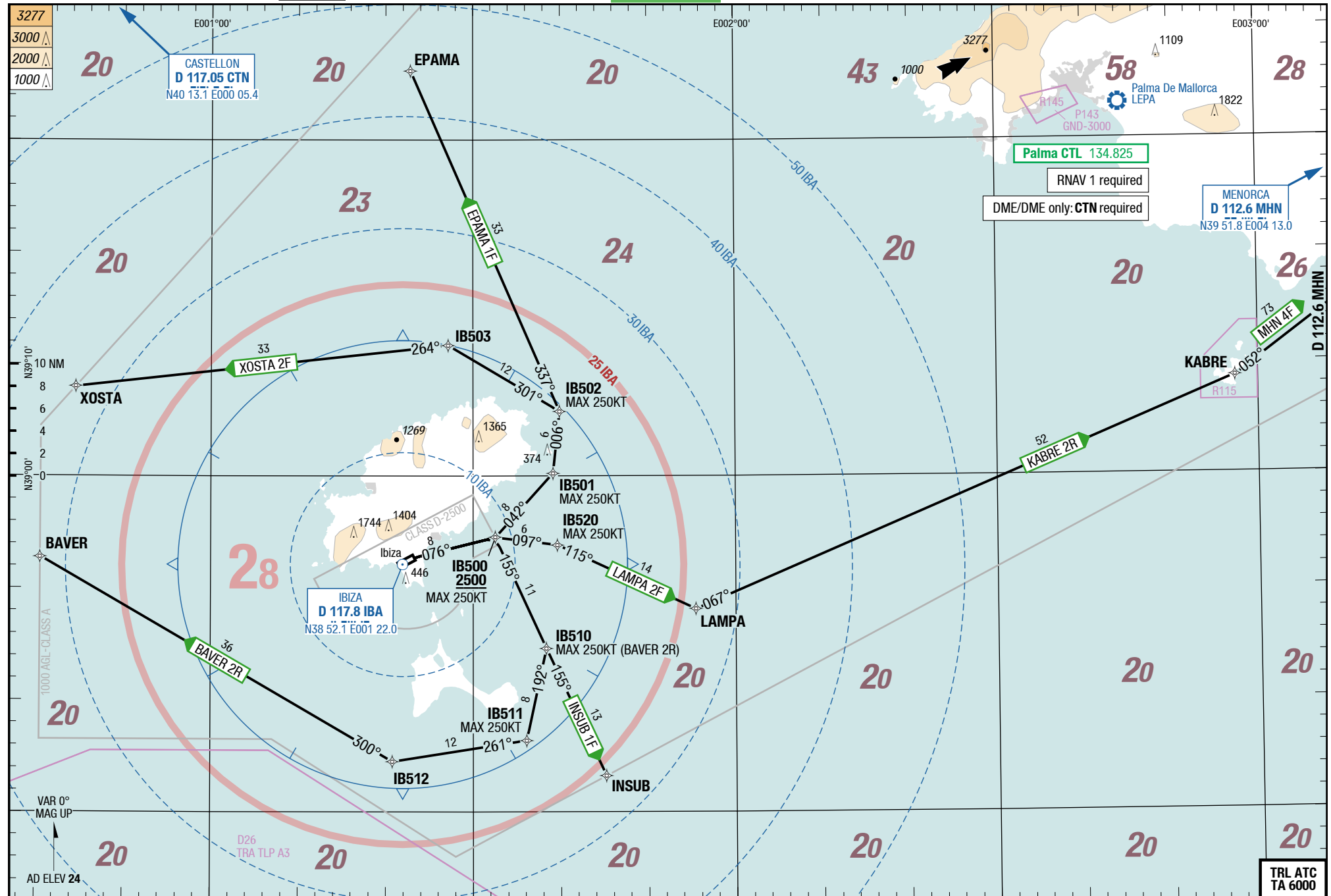
SID

SID

Ibiza Spain

RNAV SIDs RWY 24

RNAV SIDs RWY 06



Changes: Speed RESTR

05-OCT-2017

IBZ-LEIB

4-20

RNAV SIDs RWY 24

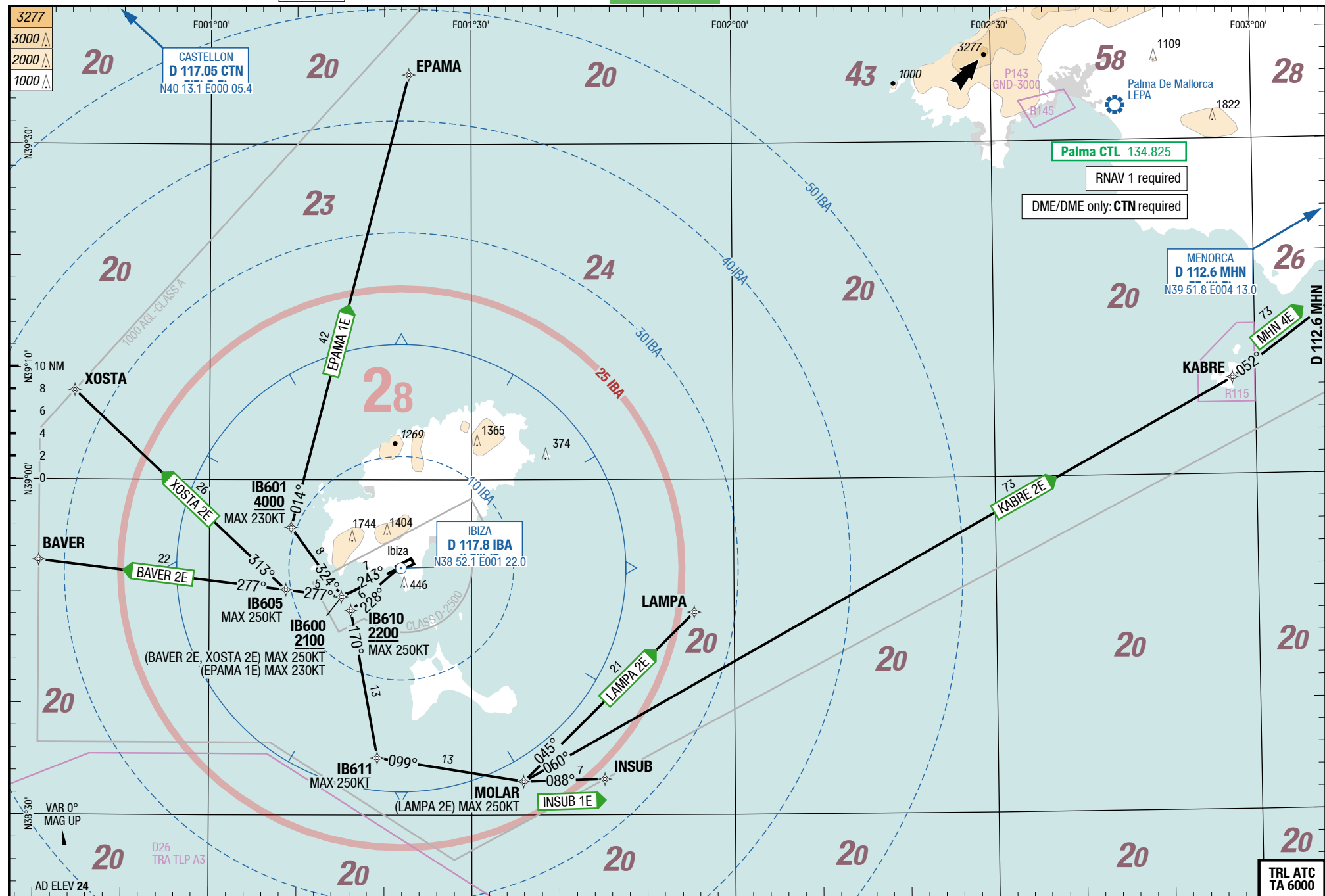
Spain Ibiza

SID

SID

Ibiza Spain

RNAV SIDs RWY 24



Changes: Nil

05-OCT-2017

IBZ-LEIB

5-10

RNAV SIDs RWY 06

BAVER 2R / CONTINGENCY DEP / EPAMA 1F / INSUB 1F / KABRE 2R / LAMPA 2F / MENORCA 4F / XOSTA 2F

RWY 06 (062°)

	GS	120	150	180	210	240	270
4.6%	ft/MIN	600	700	900	1000	1200	1300
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06	
BAVER 2R 5.5% to IB500 134.825 ①	IB500 [K250-] - IB510 [K250-] - IB511 [K250-] - IB512 - BAVR	IB500 MNM 2500 initial climb 4000
CONTINGENCY DEP 4.6% to 3000 134.825 ①	076° - at 3000 turn following ATC instructions	
EPAMA 1F 5.5% to IB500 134.825 ①	IB500 [K250-] - IB501 [K250-] - IB502 [K250-] - EPAMA	IB500 MNM 2500 initial climb 6000
INSUB 1F 5.5% to IB500 134.825 ①	IB500 [K250-] - IB510 - INSUB	IB500 MNM 2500 initial climb 4000
KABRE 2R 5.5% to IB500 134.825 ①	IB500 [K250-] - IB520 [K250-] - LAMPA - KABRE	IB500 MNM 2500 initial climb 6000
LAMPA 2F 5.5% to IB500 134.825 ①	IB500 [K250-] - IB520 [K250-] - LAMPA	IB500 MNM 2500 initial climb 6000
MENORCA 4F MHN 4F 5.5% to IB500 134.825 ①	IB500 [K250-] - IB520 [K250-] - LAMPA - KABRE - MHN	IB500 MNM 2500 initial climb 6000
XOSTA 2F 5.5% to IB500 134.825 ①	IB500 [K250-] - IB501 [K250-] - IB502 [K250-] - IB503 - XOSTA	IB500 MNM 2500 initial climb 6000

① Caution: Close in obstacles: Tree 66ft, Spot 758ft

Changes: Speed RESTR

05-OCT-2017

IBZ-LEIB

5-20

RNAV SIDs RWY 24

BAVER 2E / CONTINGENCY DEP / EPAMA 1E / INSUB 1E / KABRE 2E / LAMPA 2E / MENORCA 4E

RWY 24 (242°)

	GS	120	150	180	210	240	270
4.6%	ft/MIN	600	700	900	1000	1200	1300
6.2%	ft/MIN	800	1000	1200	1400	1600	1700
6.5%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
BAVER 2E 6.2% to IB600 134.825 ①	IB600 [K250-] - IB605 [K250-] - BAVER	IB600 MNM 2100 initial climb 6000
CONTINGENCY DEP 4.6% to 3000 134.825 ①	at 3000 turn following ATC instructions	
EPAMA 1E 6.2% to 4000 134.825 ①	IB600 [K230-] - IB601 [K230-] - EPAMA	IB600 MNM 2100 IB601 MNM 4000 initial climb 6000
INSUB 1E 6.5% to IB610 134.825 ①	IB610 [K250-] - IB611 [K250-] - MOLAR - INSUB	IB610 MNM 2200 initial climb 6000
KABRE 2E 6.5% to IB610 134.825 ①	IB610 [K250-] - IB611 [K250-] - MOLAR - KABRE	IB610 MNM 2200 initial climb 6000
LAMPA 2E 6.5% to IB610 134.825 ①	IB610 [K250-] - IB611 [K250-] - MOLAR [K250-] - LAMPA	IB610 MNM 2200 initial climb 6000
MENORCA 4E MHN 4E 6.5% to IB610 134.825 ①	IB610 [K250-] - IB611 [K250-] - MOLAR - KABRE - MHN	IB610 MNM 2200 initial climb 6000

① Caution: Close in obstacles: Contour line 495ft, Spot 1247ft

Changes: Nil

XOSTA 2E

RWY 24 (242°)

	GS	120	150	180	210	240	270
6.2%	ft/MIN	800	1000	1200	1400	1600	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
XOSTA 2E 6.2% to IB600 134.825 ①	IB600 [K250-] - IB605 [K250-] - XOSTA	IB600 MNM 2100 initial climb 6000

① Caution: Close in obstacles: Contour line 495ft, Spot 1247ft

10-AUG-2017

IBZ-LEIB

6-10

RNAV STARs RWY 06

Spain Ibiza

RNAV STARs RWY 24

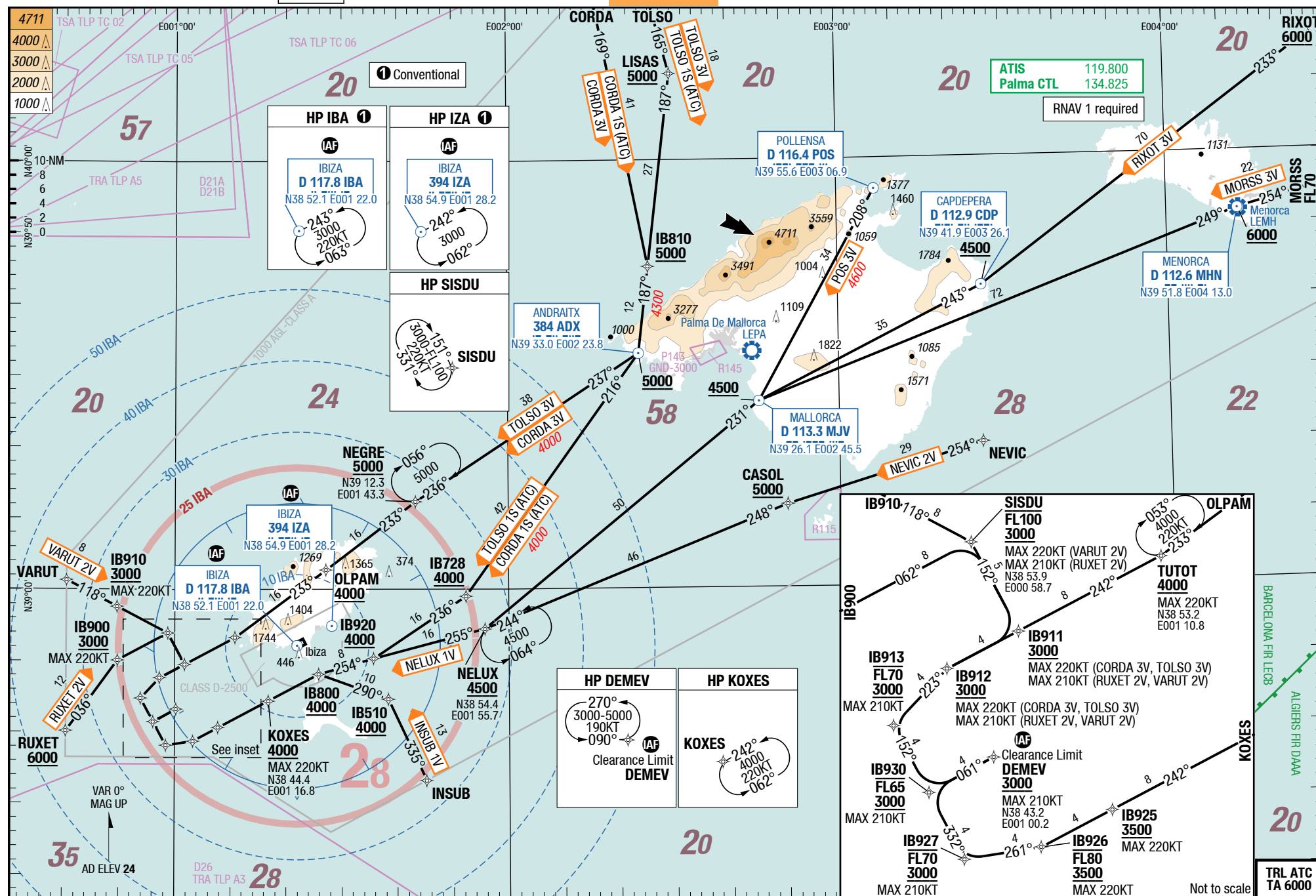
STAR

STAR

Ibiza Spain

RNAV STARs RWY 24

RNAV STARs RWY 06



Changes: FREQ, IAF, SUAs, OBST, DIST, Editorial

Effective 17-AUG-2017

10-AUG-2017

IBZ-LEIB

6-20

RNAV STARs RWY 24

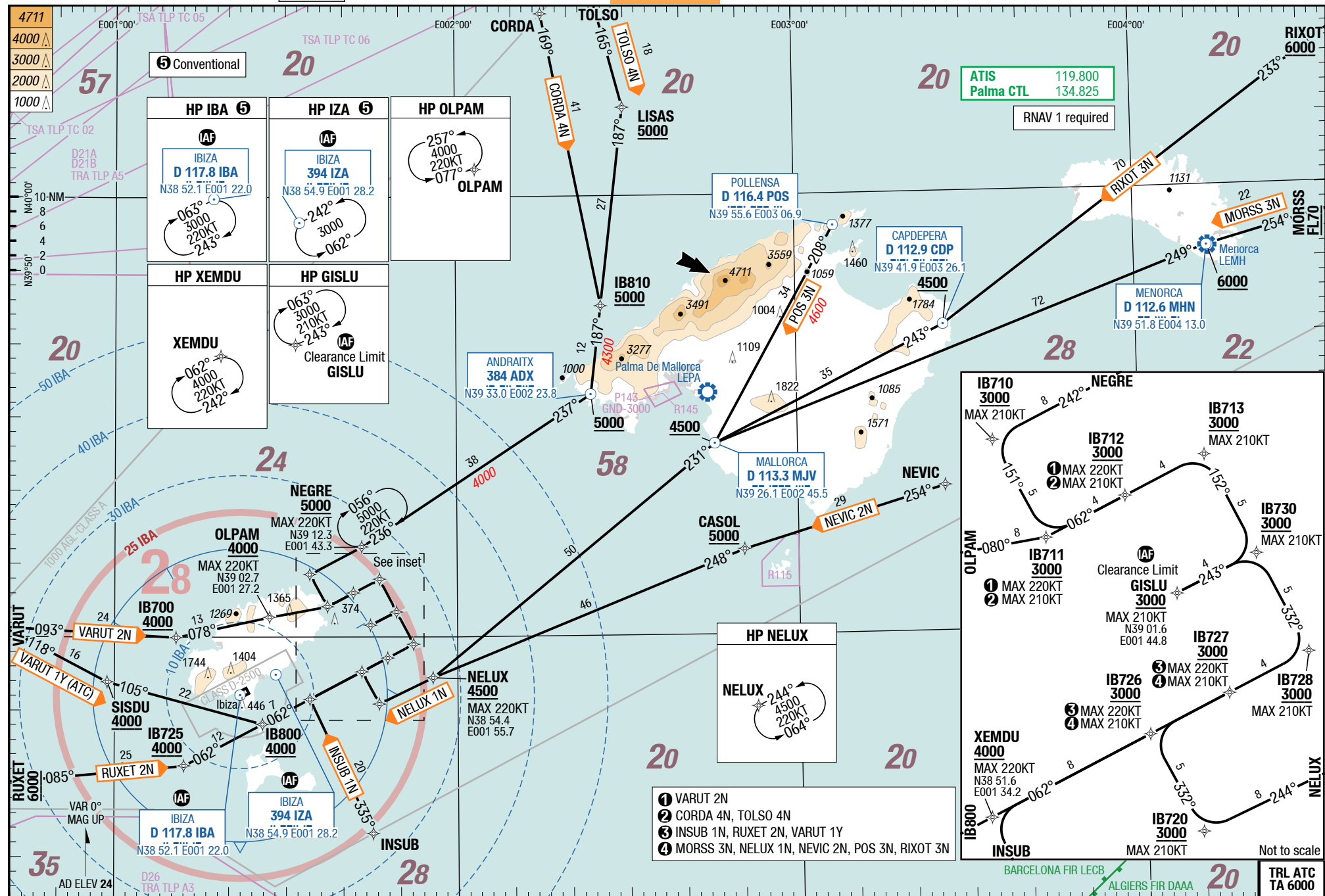
Spain Ibiza

STAR

STAR

Ibiza Spain

RNAV STARs RWY 24



Changes: FREQ, IAF, SUAs, OBST, Editorial

IBZ-LEIB

7-10

ILS Y 06

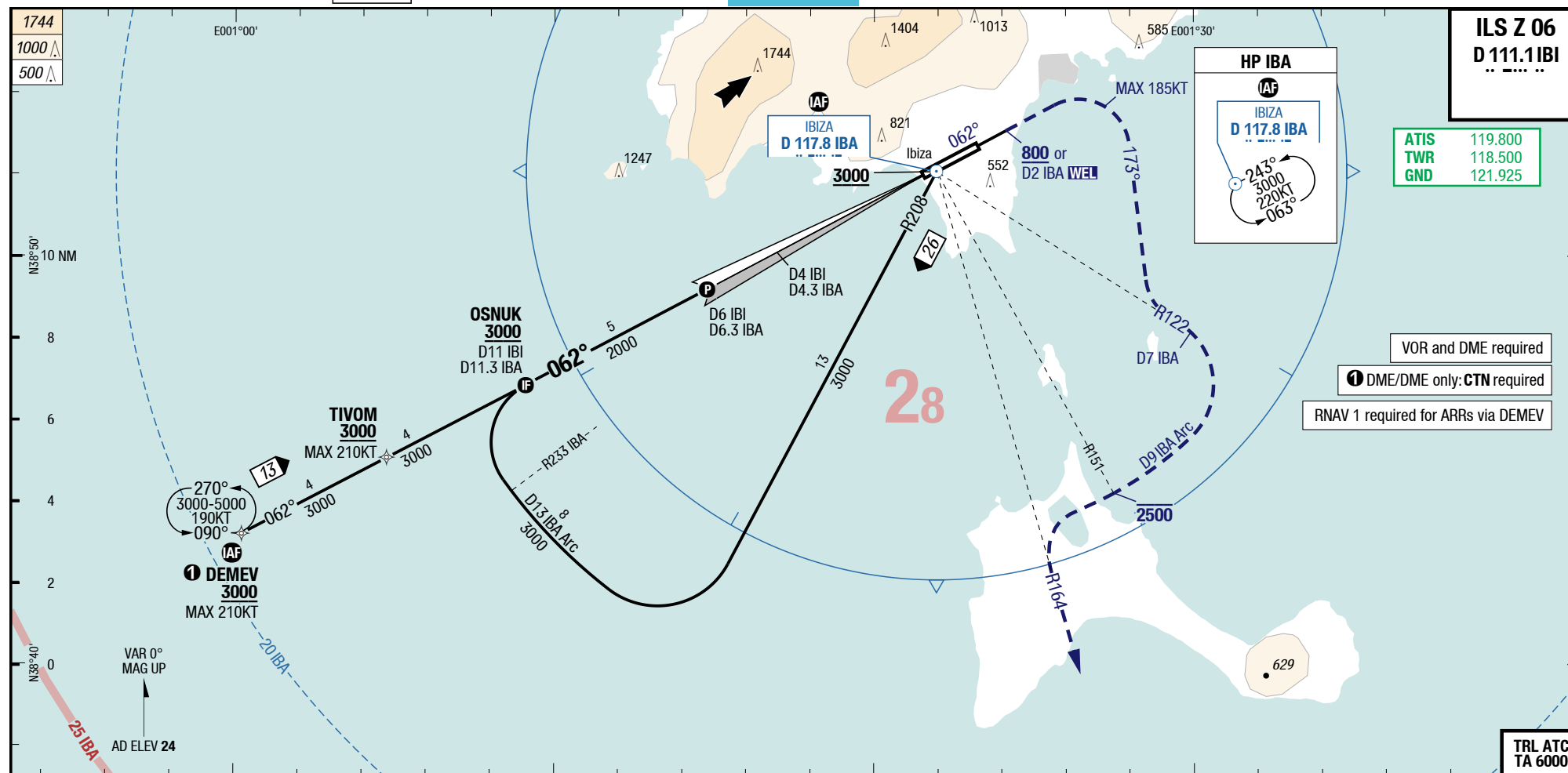
ILS Z 06

IAC

IAC

ILS Y 06

ILS Z 06



06		Cat 1 DME 1)				Circling 2)
C	ft - m/km ft	240 - 1.0 260				950 - 2.4V 970
D	ft - m/km ft	250 - 1.0 270				1180 - 3.6V 1200

1) With EVS 650m
2) BTN 052° and 250° of RWY only

D IBI	9.1	6	5	3	2	1
3000	2020	1700	1050	720	400	

06

HL-NS

300

THR 17 (1hPa) / **TDZ 20** (+0.1%)

0.0%

83.0°

2800 x 45

83.0°

50 HL

15 HL

D11.3 IBA

D11 IBI

OSNUK

D9.4

D9.1

D6.3

D6

D4.3

D4

IBA

RW06

IBI

062° - at MMN **800** or **D2 IBA**,
 whichever is later, **RT 173°**
 (MAX 185KT) - intercept **R122 IBA**
 at **D7 IBA RT** - follow **D9 IBA Ar**
 maintain **2500**
 crossing **R151 IBA LT**
 intercept **R164 IBA**
 climb **3000**

3000

IF

D

062°

1360

2000

GP 3.00°

DA

52

DIST to THR

10

5

4

0

DME IBI reads zero at THR				
GS	120	140	160	
	640	740	850	

© Lido 2017

Changes: PROC, OBST

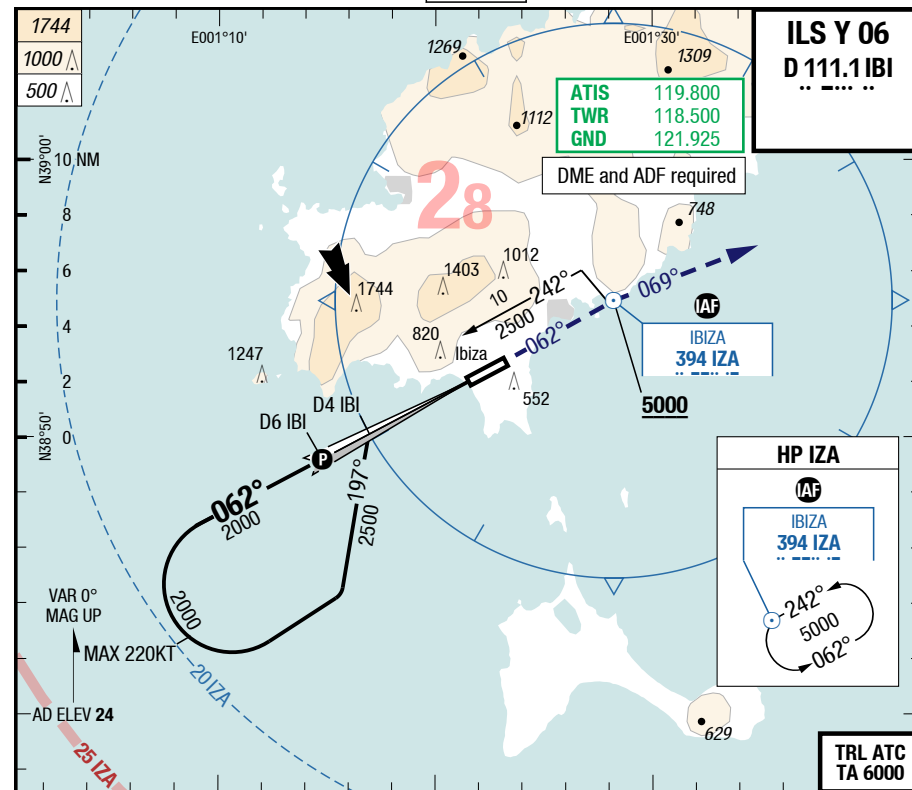
IBZ-LEIB

ILS Y 06

IAC

IAC

ILS Y 06



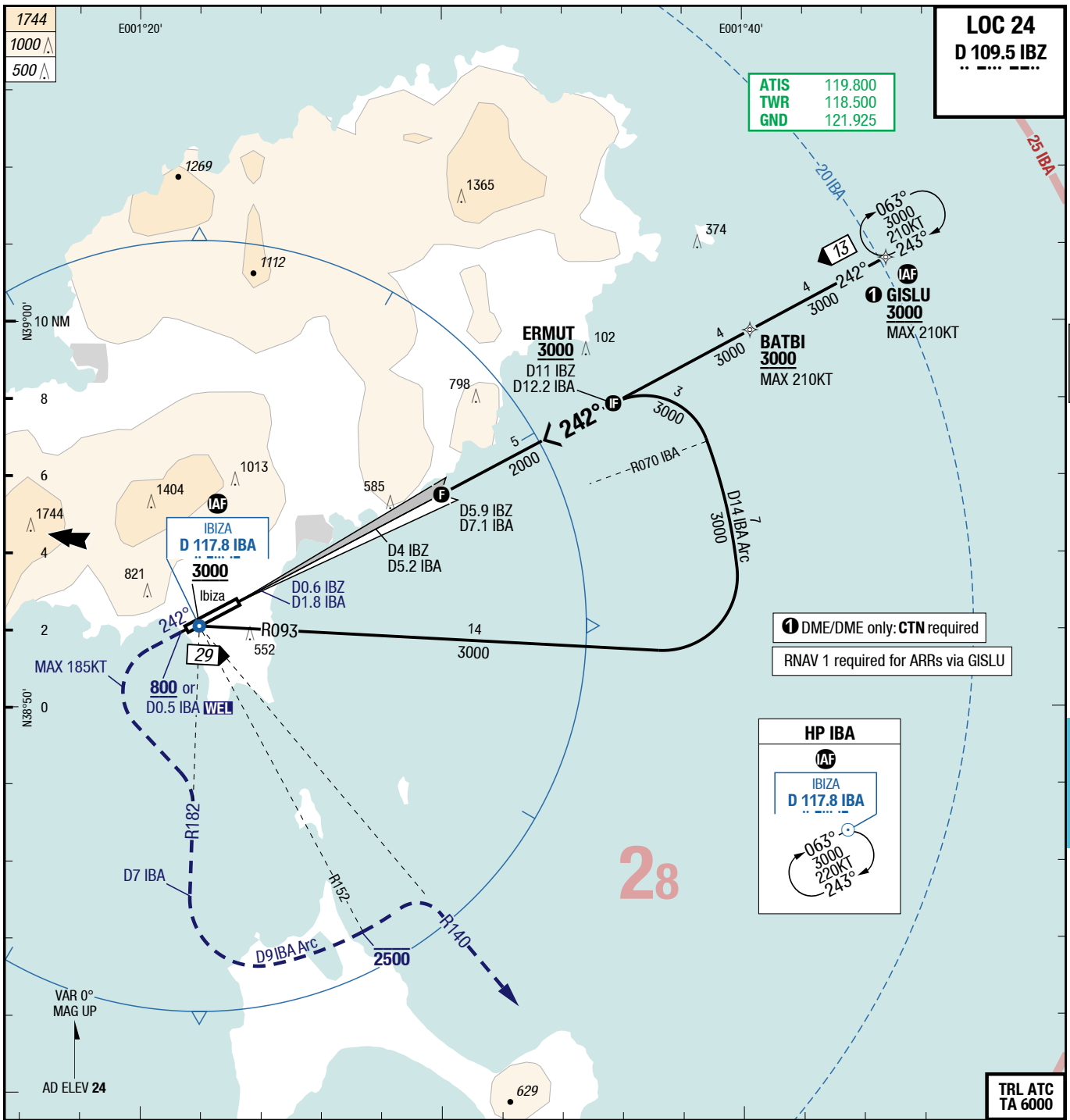
D IBI		6	5	3	2	1	<div><div>06</div><div><div><div><div></div><div>83.0°</div><div>50 HL</div></div><div><div></div><div>83.0°</div><div>15 HL</div></div></div><div><div>300</div><div>THR 17 (1hPa) / TDZ 20 (+0.1%)</div><div>0.0%</div></div></div></div>								
		2000	1700	1050	730	410									
		D6 IBI		D4		IBI IZA									
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												
						<div>062° to IZA RT QDR 069 IZA climb 3000</div> <div>DME IBI reads zero at THR</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>		GS	120	140	160		640	740	850
GS	120	140	160												
	640	740	850												

Changes: Nil

Ibiza Spain

ILS Y 24





05-OCT-2017
IBZ-LEIB

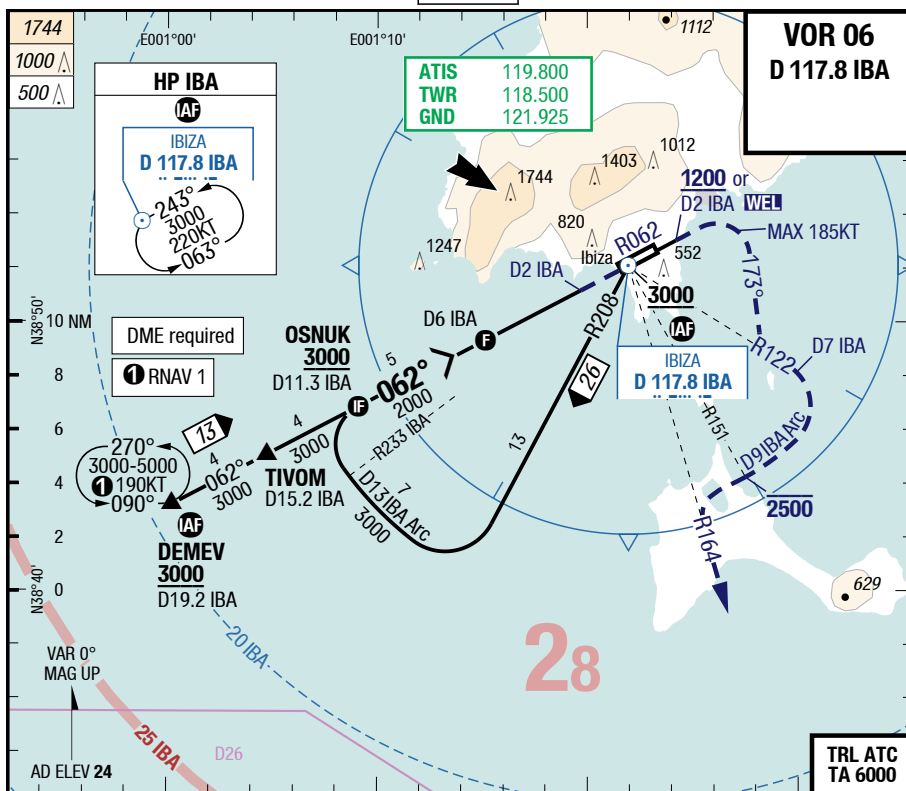
7-60

Spain Ibiza
LOC 24

IAC
IAC

Ibiza Spain
LOC 24

<p>50 HL 3.0° 8</p> <p>15 HL 45 x 2800</p> <p>0.0% TDZ 24 (+0.1%) / THR 19 (1hPa) HL-P1</p>		2	3	5	6	7	9	3.05° D IBZ
<p>242° - at MNM 800 or D0.5 IBA, whichever is later, LT (MAX 185KT) intercept R182 IBA - at D7 IBA LT follow D9 IBA Arc - maintain 2500 crossing R152 IBA RT intercept R140 IBA - climb 3000 DME IBZ reads zero at THR</p>		730	1060	1700	2030	2350	3000	
<p>GS 120 140 160</p> <p>D4 IBZ 650 760 860</p> <p>-MAPt 1:42 1:27 1:16</p>		<p>MDA 1370 2000 3000</p> <p>DIST to THR</p>						
<p>24</p>		<p>LOC DME</p>						
<p>C ft - m/km</p>		<p>620 - 2.1 640</p>						
<p>D ft - m/km</p>		<p>620 - 2.1 640</p>						
<p>1) BTN 052° and 250° of RWY only</p>		<p>Circling 1) 1020 - 2.4V 1040 1020 - 3.6V 1040</p>						





Effective 22-JUN-2017

15-JUN-2017

IBZ-LEIB

8-10

Spain Ibiza

NIL

MRC

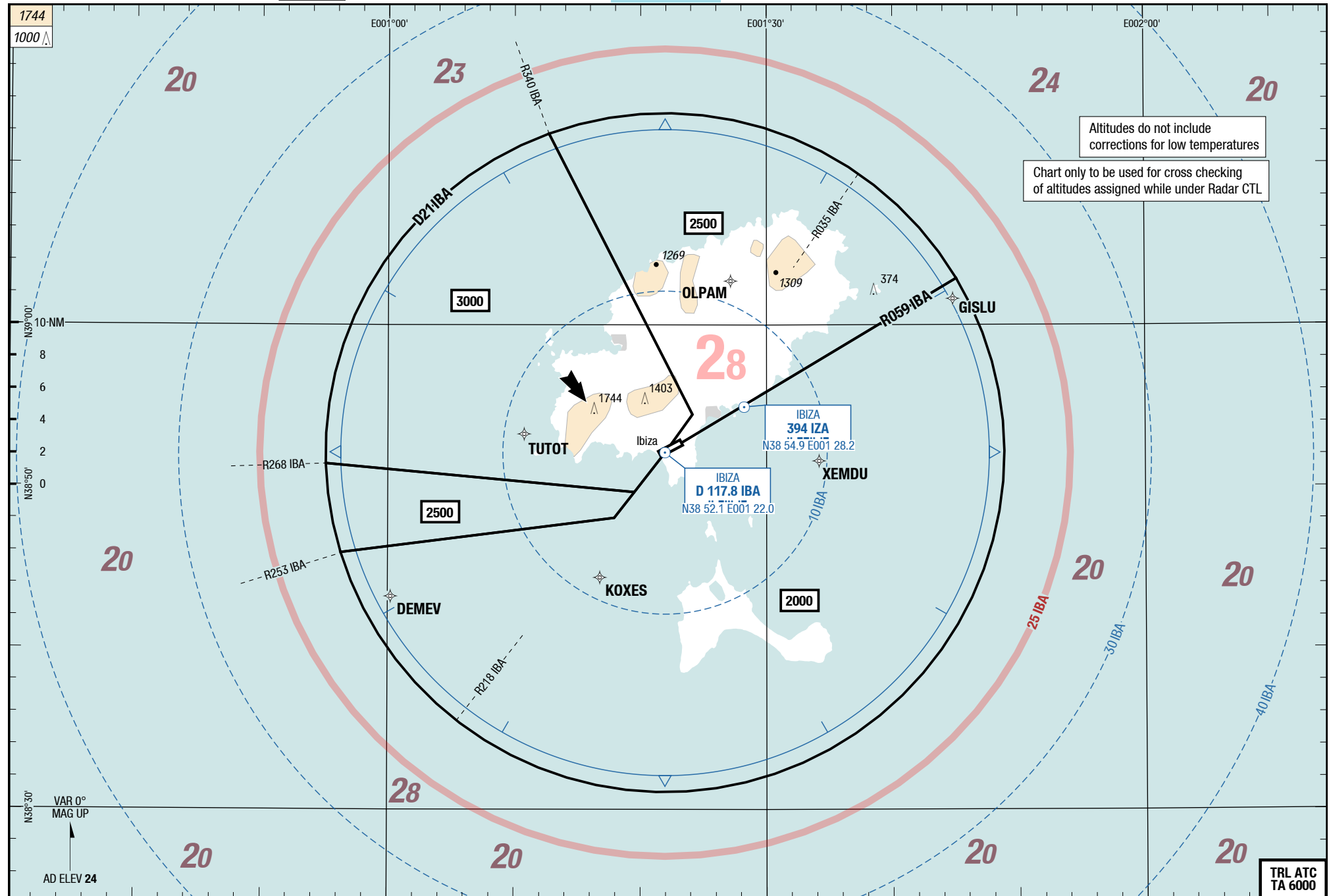
MRC

MRC

Ibiza Spain

NIL

MRC



Changes: WPT , OBST