

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LEBB

Terminal Charts For LEBB

Revision Letter For Cycle 07-2012

Change Notices

Notebook

General Information

Location: Bilbao Esp
IATA Code: BIO
Lat/Long: N43° 18.1' W002° 54.6'
Elevation: 137 ft

Airport Use: Public
Magnetic Variation: 1.4°W

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

Sunrise: 0505 Z
Sunset: 1912 Z,

Runway Information

Runway: 10
Length x Width: 6562 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 118 ft
Lighting: Edge, ALS

Runway: 12
Length x Width: 8530 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 131 ft
Lighting: Edge, ALS, Centerline

Runway: 28
Length x Width: 6562 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 131 ft
Lighting: Edge

Runway: 30
Length x Width: 8530 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 137 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1509 ft

Communication Information

ATIS 118.825

Bilbao Tower 118.5

Bilbao Tower 25.78 Military

Bilbao Ground Control 121.7

Bilbao Approach Control 120.7

1. GENERAL

1.1. ATIS

*ATIS 118.82

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. RUN-UP TESTS

Run-up test higher than idle regime will be requested to CECOPS through SITA or fax.
Run-up tests at medium or high regime are not allowed between 2400-0600 LT.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

Low visibility take-offs are authorized from RWY 30.

LVP will be applied for take-off, when RVR measurement of any transmissometer or meteorological visibility is 500m or below.

Pilots will be informed about the application of LVP by the appropriate ATIS service.

Pilots will be informed when the application of procedures is cancelled, which will take place when RVR measurements are higher than 1000 m and with a strong tendency to improve.

1.3.2. GROUND MOVEMENT

When operating in low visibility conditions, TWR will activate, besides the appropriate marking lights, all the available stop bars and the intermediate holding point lights in gates A-1, A-2 and B will open the appropriate stop bar to allow the entry of ONLY ONE ACFT, closing it as soon as the ACFT has gone over it.

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 will stop the ACFT and immediately notify TWR.

When a departing ACFT needs to return to the apron, the pilot will inform TWR and wait for new taxiing instructions.

ARRIVAL:

ACFT, that have already landed:

- notify RWY vacated, and TWY used.
- wait for taxiing instructions from TWR.

At the apron entry, ACFT must wait for the arrival of a Follow-me car in order to be guided to the assigned stand.

DEPARTURE:

From North apron:

ACFT will exit via gates A-1, A-2 or B, taxiing through TWY segments T-4, T-3 and/or T-2, T-1 and C-1, as appropriate, to RWY 30 holding point (stop bar).

From there, ACFT will enter RWY 30 to accomplish the take-off.

From South apron:

ACFT will taxi to leave the apron via TWY D-3 and will continue through TWY D-1 to RWY 12 holding point (stop bar).

From there, ACFT will enter RWY 12 to perform a complete "back track" to RWY 30.

1. GENERAL

1.3.3. COMMUNICATION FAILURE

Whenever an ACFT operating in the manoeuvring area experiences a communication failure, it will comply as follows:

Departing ACFT will continue by the assigned route to its clearance limit, taking extreme caution to avoid deviations. Once that point has been reached, it will hold position and wait for the arrival of a Follow-me car in order to be guided to the stand position.

1.4. PARKING INFORMATION

On stands 12 and 13 push-back required when stand 123 is occupied by ACFT larger CRJ2.

Stand 19 push-back required if stand 20 is occupied.

Stand 21 push-back required when stand 20 is occupied by ACFT larger B734.

Exit stands 1 thru 6A, 8, 11, 11A, 20, 21A, 78, 89 and 123 on North Ramp by towing.

1.5. OTHER INFORMATION

RWYs 10 and 30 right-hand circuit.

Apron South not visible from TWR.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

2.2.1. SPEED ADJUSTMENTS UNDER RADAR CONTROL

- MAX 250 KT at or below FL 120.
- MAX 210 KT when starting the turn to intercept ILS/LOC.
- MAX 180 KT when turn is completed and ACFT is established on ILS/LOC course within 20NM of the landing THR.
- MAX 160 KT when crossing 4NM to landing THR.
- ACFT with cruising speed lower than the mentioned above shall maintain cruising speed up to the adjusting fix concerned.

3. DEPARTURE

3.1. START-UP, PUSH-BACK & TAXI PROCEDURES

Request clearance to start-up engines from Tower (GND) and report:

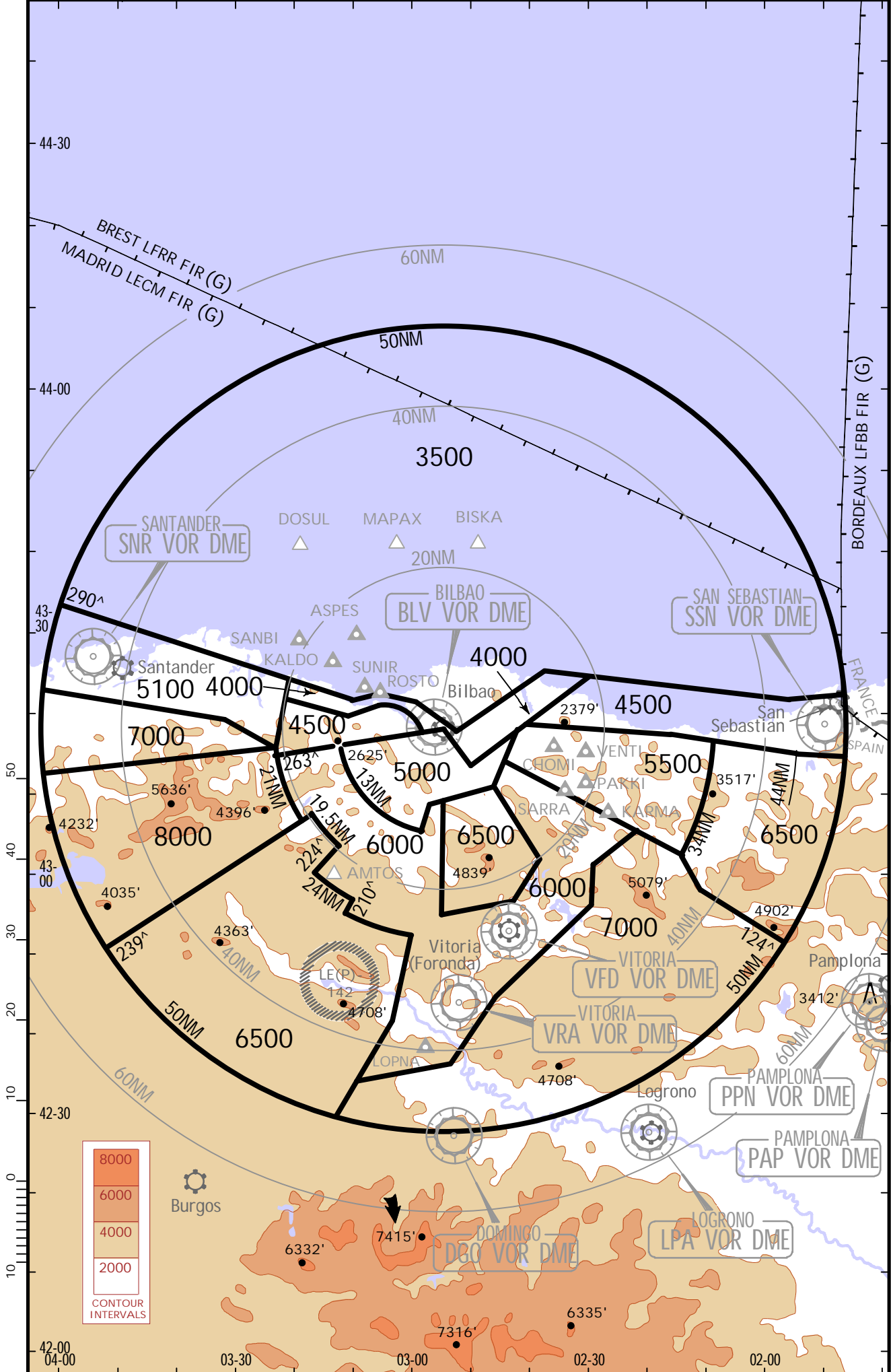
- Type of ACFT
- Parking stand
- ATIS message received

Pilots will request clearance for push-back and/or taxi on the appropriate frequency.

3.2. SPEED RESTRICTIONS

MAX 250 KT until leaving FL 100.

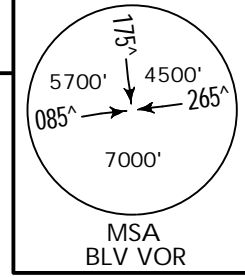
Apt Elev 137' Alt Set: hPa Trans level: By ATC Trans alt: 6000'
The published minimum altitudes integrate no correction for low temperatures.



*ATIS
118.82

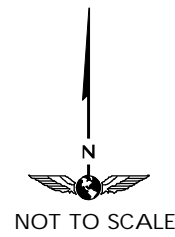
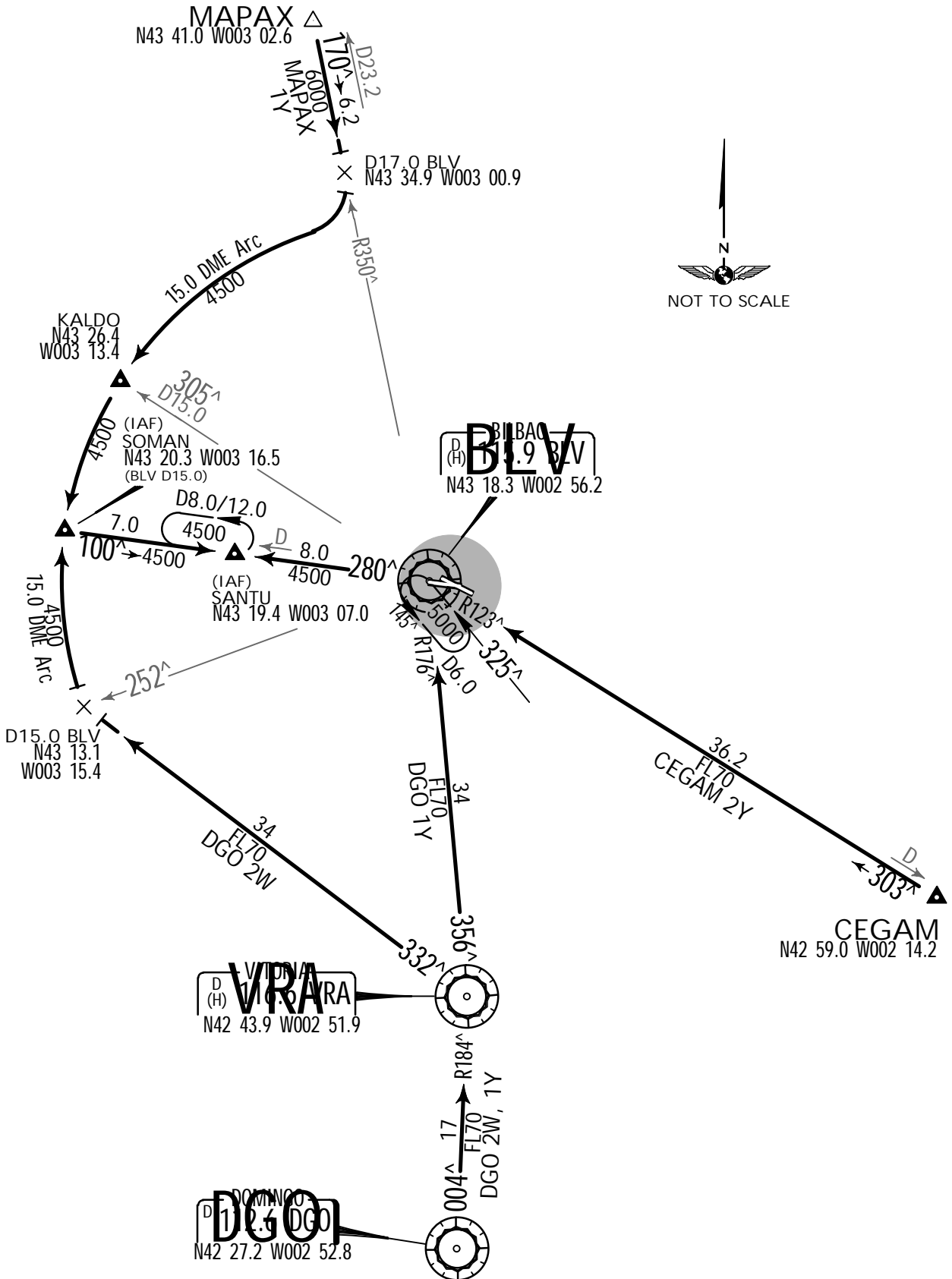
Apt Elev
137'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

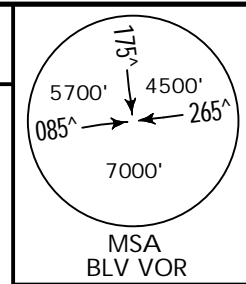


CEGAM TWO YANKEE (CEGAM 2Y) [CEGA2Y]
DOMINGO TWO WHISKEY (DGO 2W)
DOMINGO ONE YANKEE (DGO 1Y)
MAPAX ONE YANKEE (MAPAX 1Y) [MAPA1Y]
RWY 10 ARRIVALS

SPEED: MAX 250 KT AT OR BELOW FL120

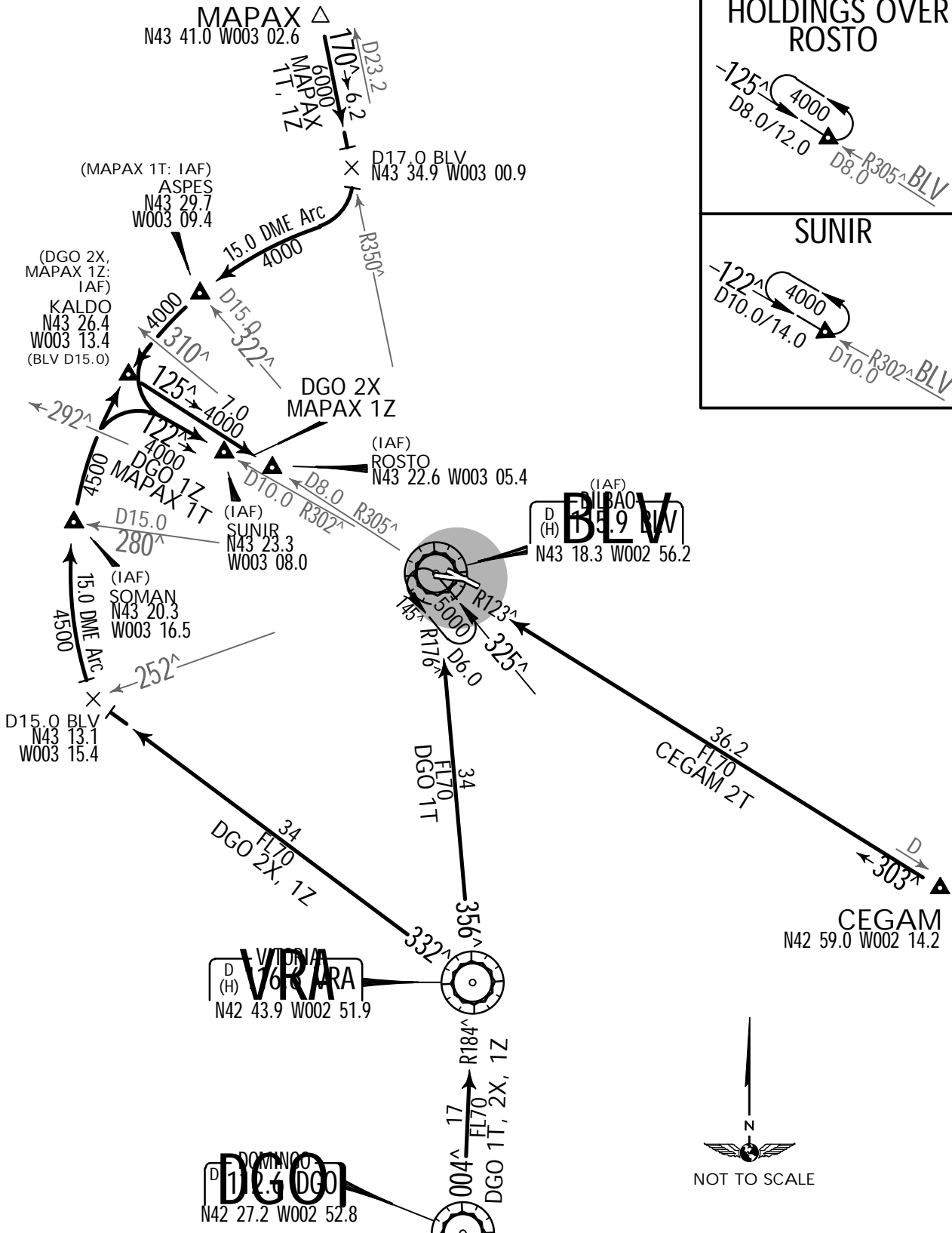
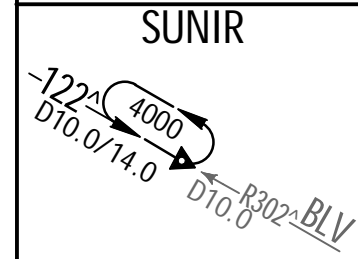
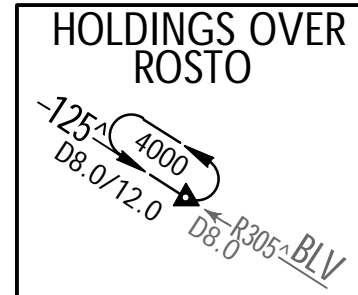


*ATIS 118.82	Apt Elev 137'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
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CEGAM TWO TANGO (CEGAM 2T) [CEGA2T]
 DOMINGO ONE TANGO (DGO 1T)
 DOMINGO TWO X-RAY (DGO 2X)
 DOMINGO ONE ZULU (DGO 1Z)
 MAPAX ONE TANGO (MAPAX 1T) [MAPA1T]
 MAPAX ONE ZULU (MAPAX 1Z) [MAPA1Z]
 RWY 12 ARRIVALS

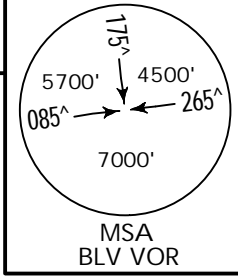
SPEED MAX 250 KT AT OR BELOW FL120



*ATIS
118.82

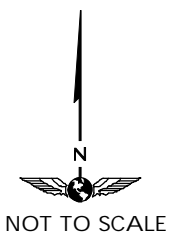
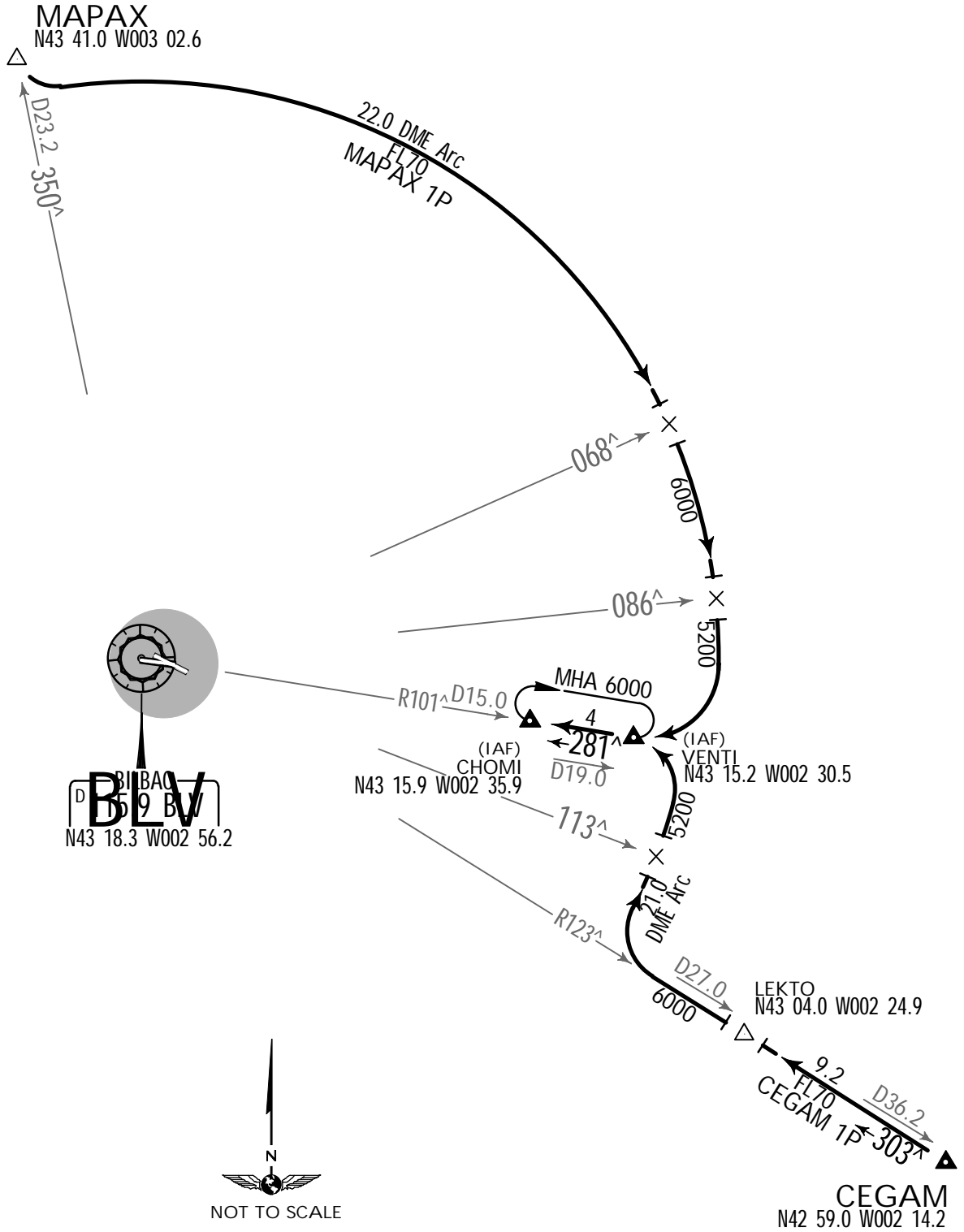
Apt Elev
137'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

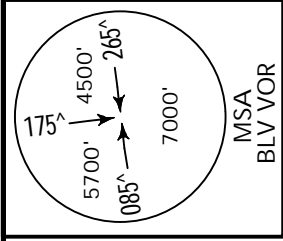


CEGAM ONE PAPA (CEGAM 1P) [CEGA1P]
 MAPAX ONE PAPA (MAPAX 1P) [MAPA1P]
 RWY 28 ARRIVALS
 FROM NORTH & SOUTH

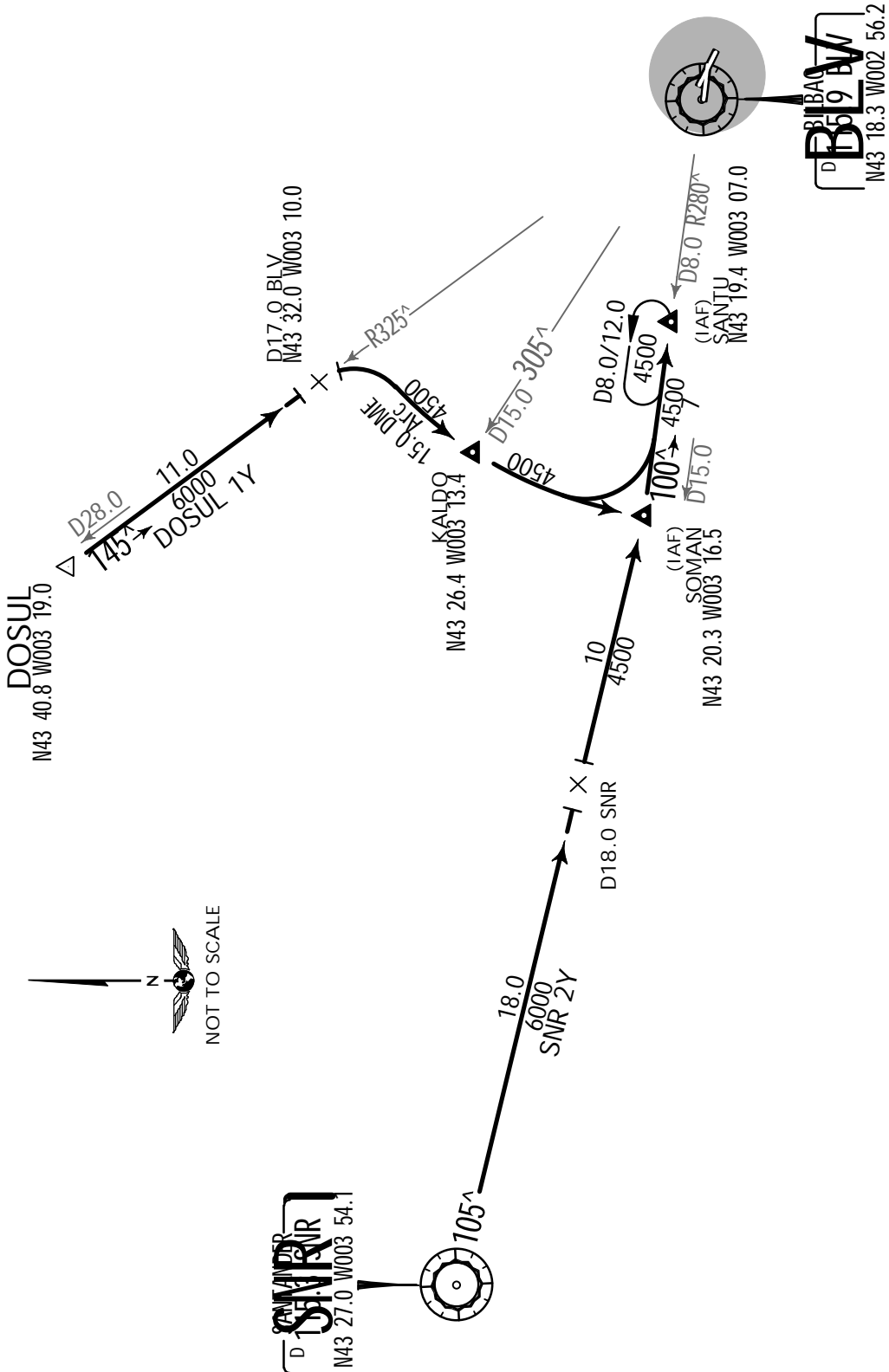
SPEED: MAX 250 KT AT OR BELOW FL120



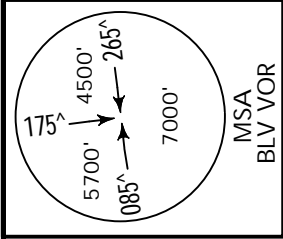
*ATIS 118.82	Apt Elev 137'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
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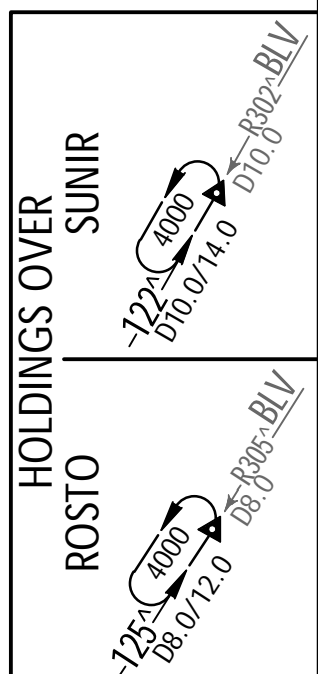
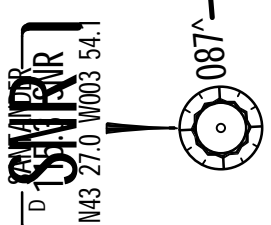
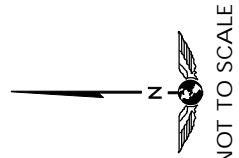
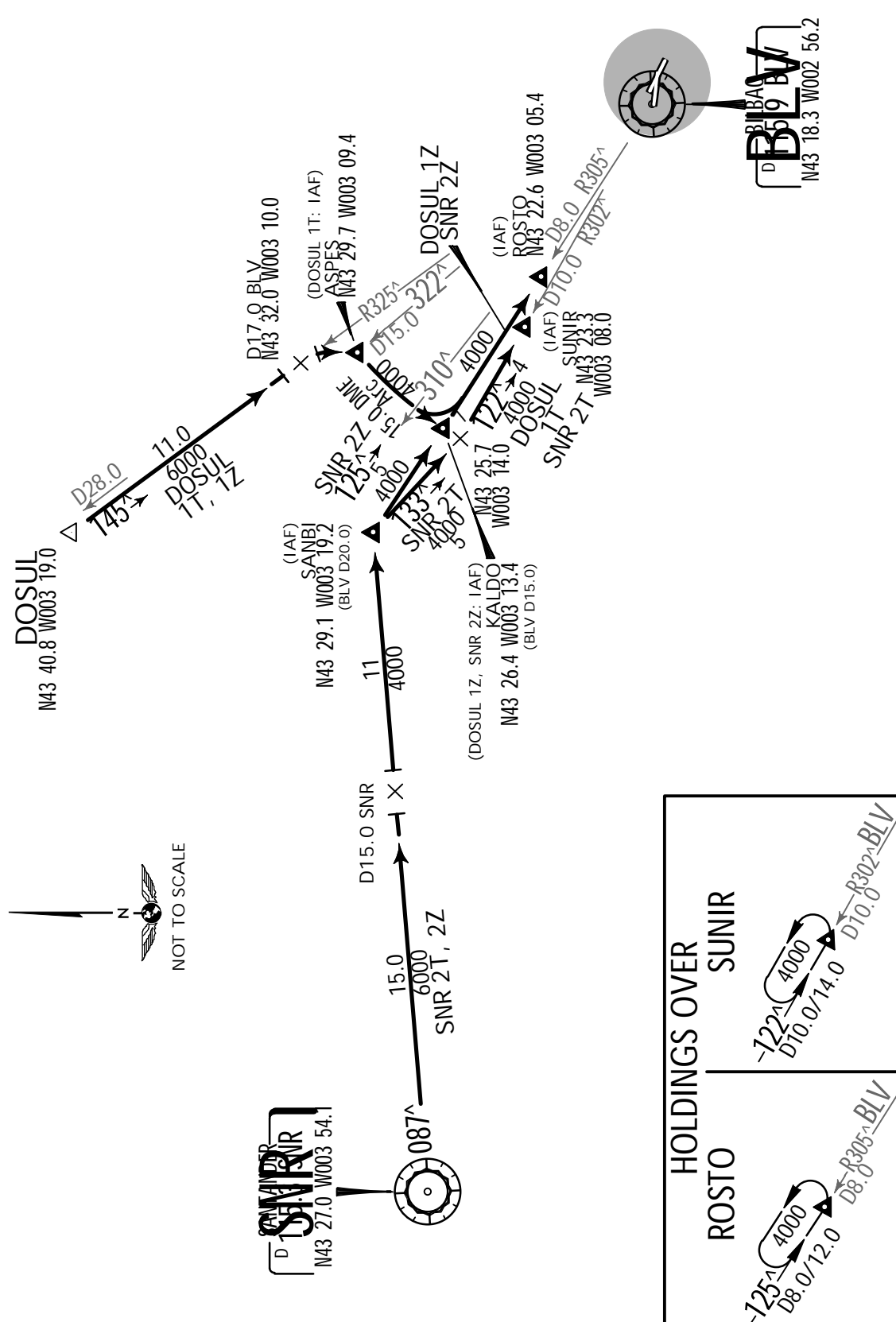
DOSUL ONE YANKEE (DOSUL 1Y) [DOSU1Y]
SANTANDER TWO YANKEE (SNR 2Y)
RWY 10 ARRIVALS
FROM WEST & NORTHWEST



*ATIS 118.82	Apt Elev 137'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
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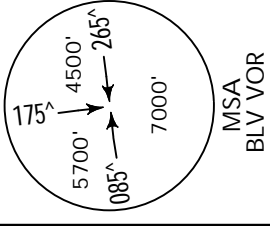
DOSUL ONE TANGO (DOSUL 1T) [DOSU1T]
 DOSUL ONE ZULU (DOSUL 1Z) [DOSU1Z]
 SANTANDER TWO TANGO (SNR 2T)
 SANTANDER TWO ZULU (SNR 2Z)
 RWY 12 ARRIVALS
 FROM WEST & NORTHWEST



*ATIS
118.82

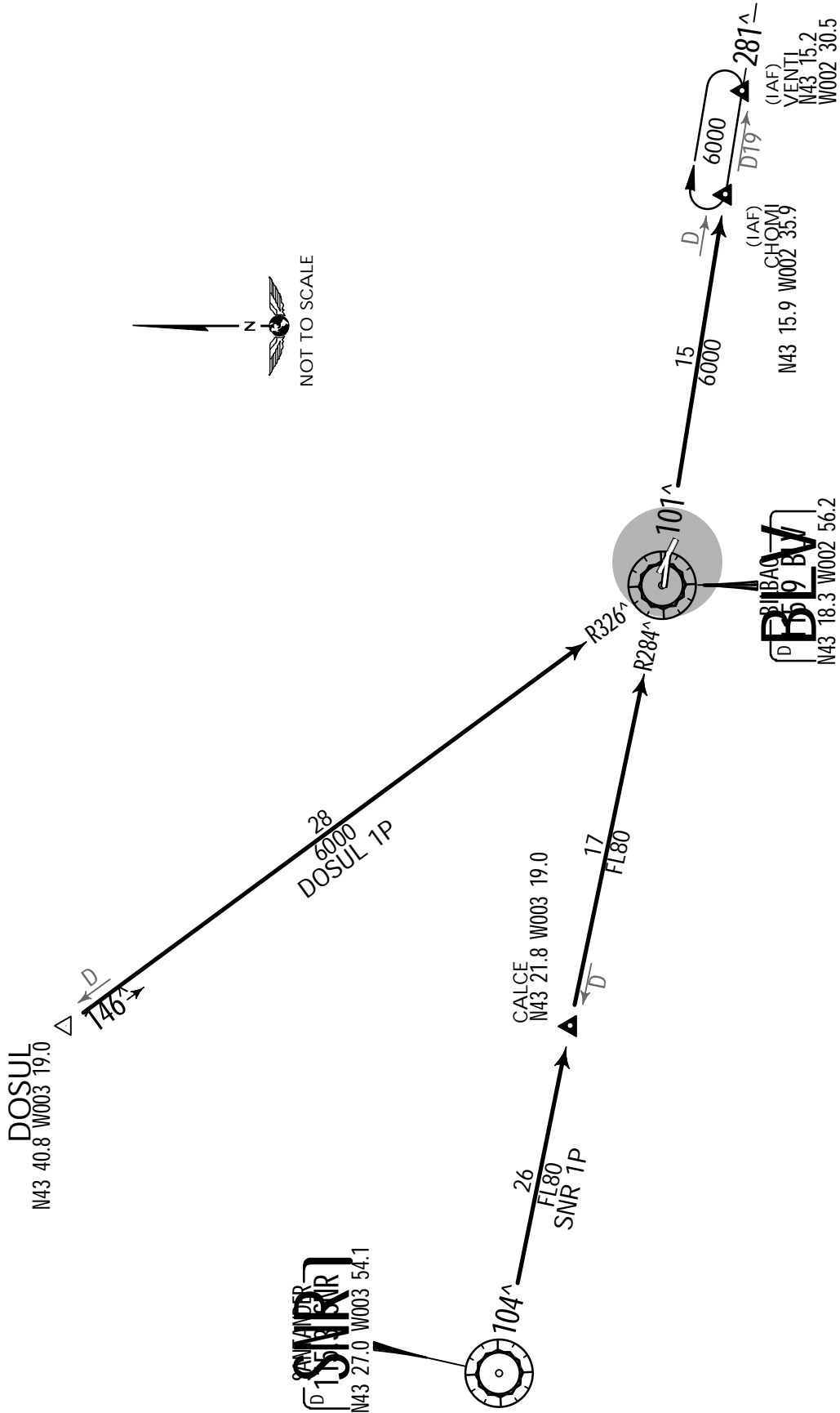
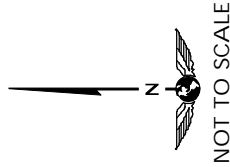
Apt Elev
137'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



DOSUL ONE PAPA (DOSUL 1P) [DOSU1P]
SANTANDER ONE PAPA (SNR 1P)
RWY 28 ARRIVALS
FROM WEST & NORTHWEST

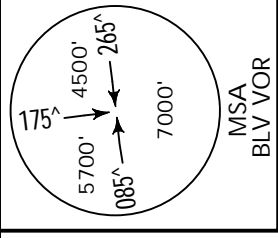
SPEED: MAX 250 KT AT OR BELOW FL120



*ATIS
118.82

Apt Elev
137'

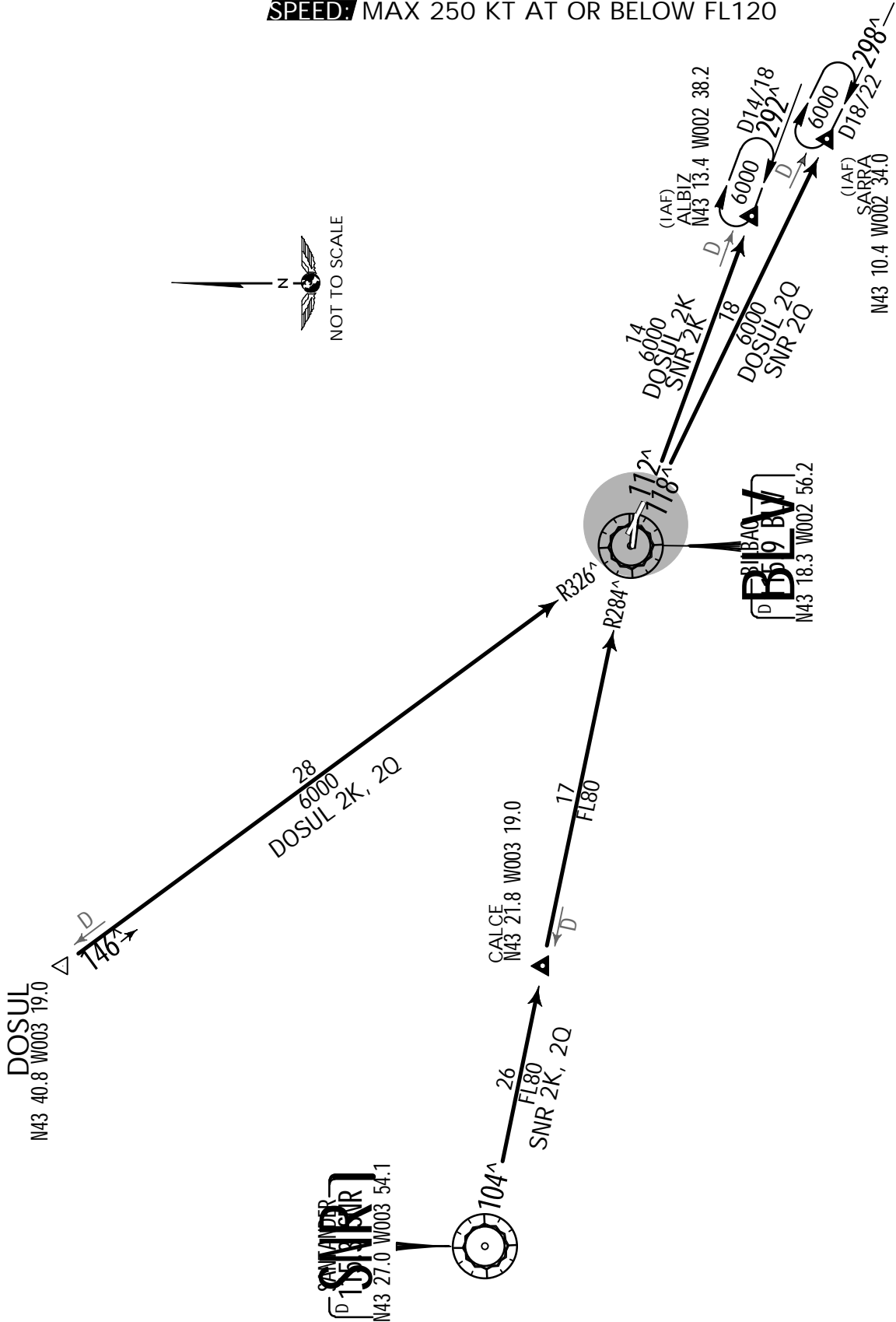
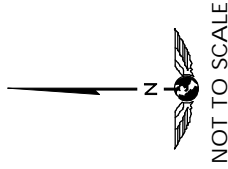
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



DOSUL TWO KILO (DOSUL 2K) [DOSU2K]
DOSUL TWO QUEBEC (DOSUL 2Q) [DOSU2Q]
SANTANDER TWO KILO (SNR 2K)
SANTANDER TWO QUEBEC (SNR 2Q)

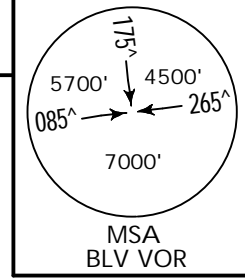
RWY 30 ARRIVALS
FROM WEST & NORTHWEST

SPEED: MAX 250 KT AT OR BELOW FL120



Apt Elev
137'

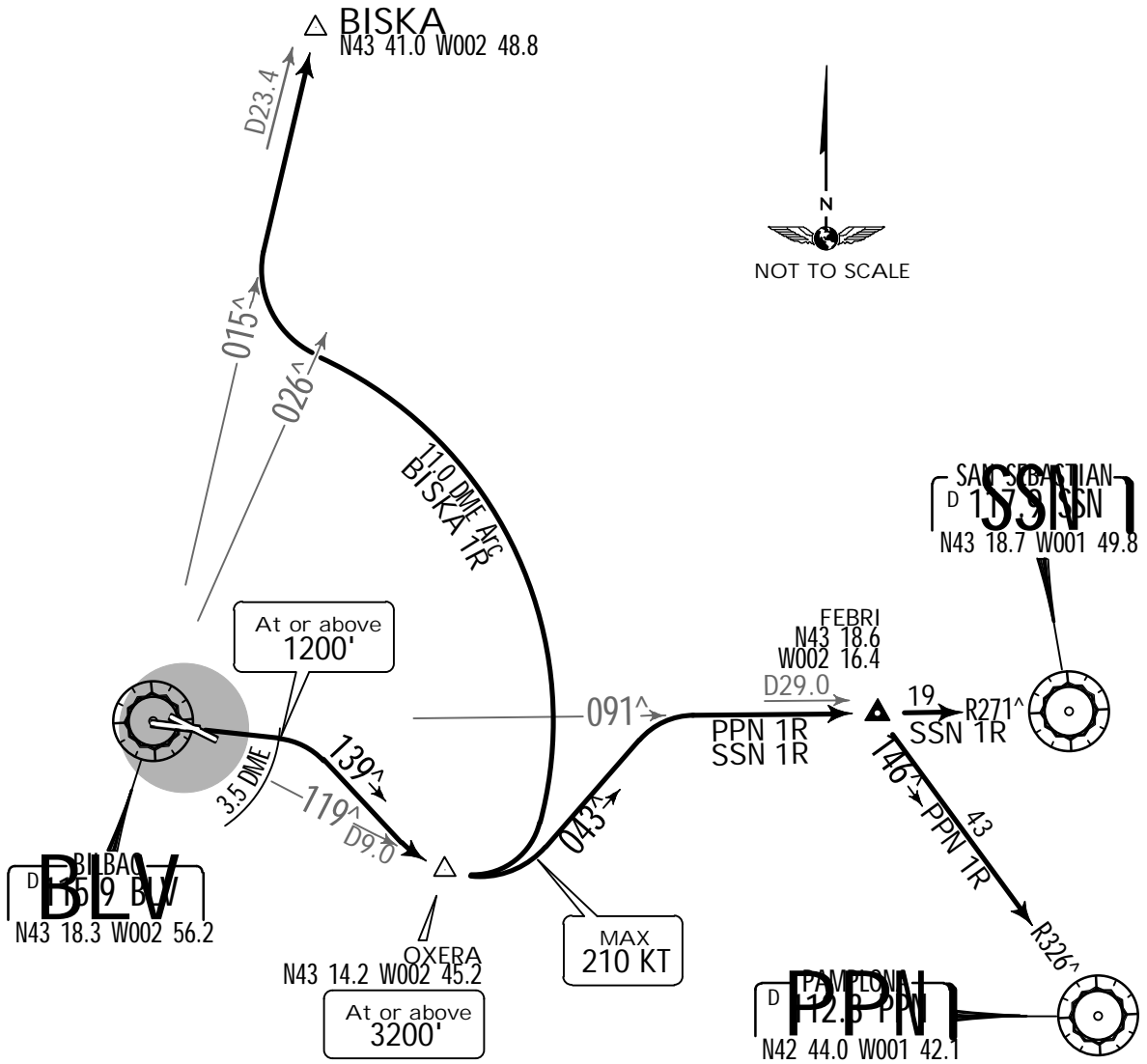
Trans level: By ATC Trans alt: 6000'



**BISKA ONE ROMEO (BISKA 1R) [BISK1R]
PAMPLONA ONE ROMEO (PPN 1R)
SAN SEBASTIAN ONE ROMEO (SSN 1R)
RWY 10 DEPARTURES**

TO NORTHEAST, EAST & SOUTHEAST

SPEED: MAX 250 KT UNTIL LEAVING FL100



These SIDs require a minimum climb gradient of 425' per NM (7%)
 BISKA 1R:
 until leaving 3200'.
 PPN 1R, SSN 1R:
 until leaving 5000'.

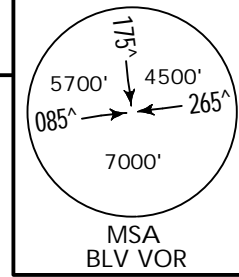
Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

Initial climb clearance FL80 , except ATC clearance

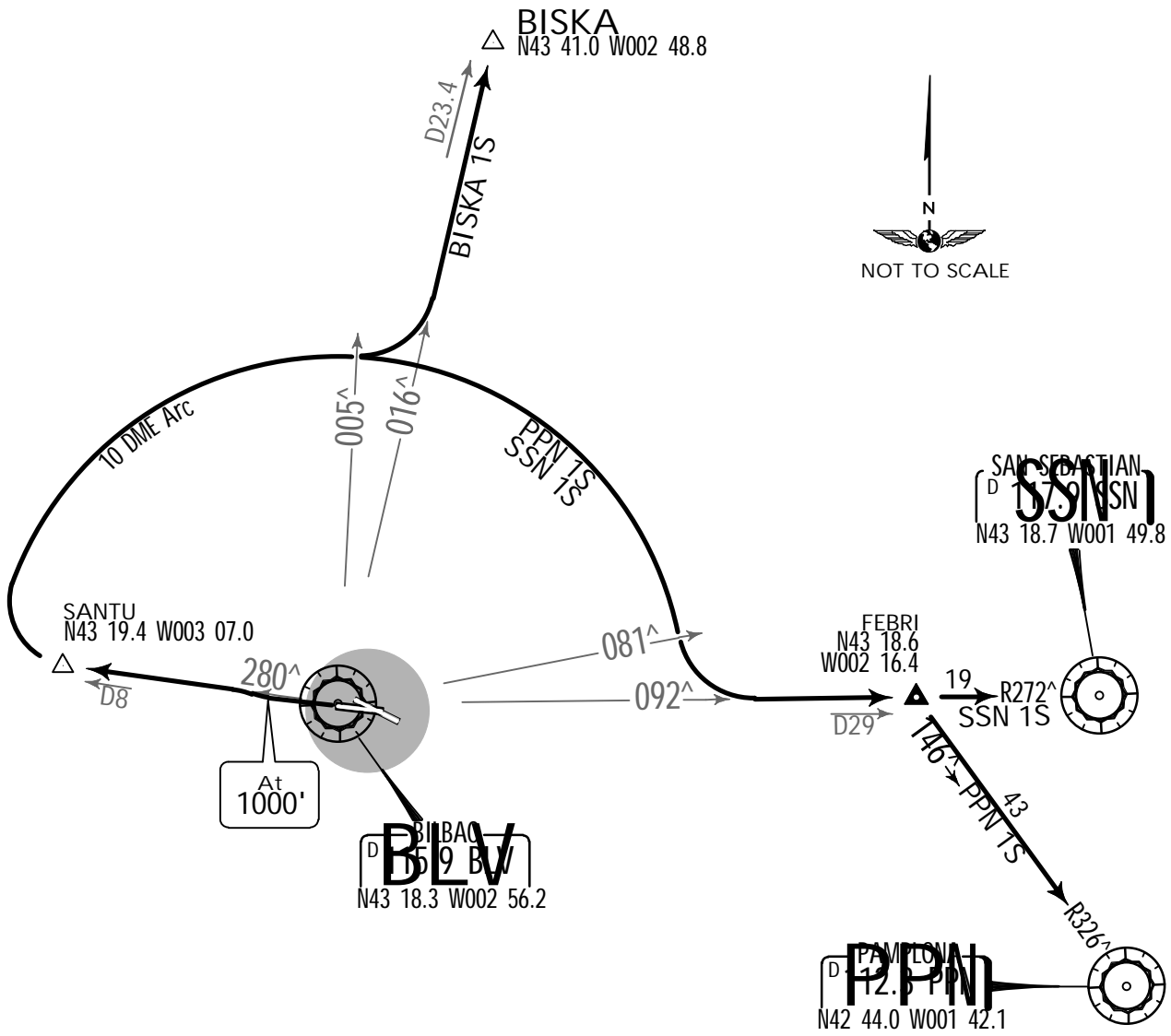
SID	INITIAL CLIMB/ROUTING
BISKA 1R	Climb on runway heading to BLV 3.5 DME, turn RIGHT, 139° track, intercept BLV R-119 to OXERA, turn LEFT, along BLV 11.0 DME arc, when passing BLV R-026 turn RIGHT, intercept BLV R-015 to BISKA.
PPN 1R	Climb on runway heading to BLV 3.5 DME, turn RIGHT, 139° track, intercept BLV R-119 to OXERA, turn LEFT, 043° track, intercept BLV R-091 to FEBRI, turn RIGHT, intercept PPN R-326 inbound to PPN.
SSN 1R	Climb on runway heading to BLV 3.5 DME, turn RIGHT, 139° track, intercept BLV R-119 to OXERA, turn LEFT, 043° track, intercept BLV R-091 via FEBRI to SSN.

Apt Elev
137'

Trans level: By ATC Trans alt: 6000'



BISKA ONE SIERRA (BISKA 1S) [BISK1S]
PAMPLONA ONE SIERRA (PPN 1S)
SAN SEBASTIAN ONE SIERRA (SSN 1S)
RWY 28 DEPARTURES
 TO NORTHEAST, EAST & SOUTHEAST
SPEED: MAX 250 KT UNTIL LEAVING FL100



These SIDs require a minimum climb gradient of 425' per NM (7%) until leaving 5000'.

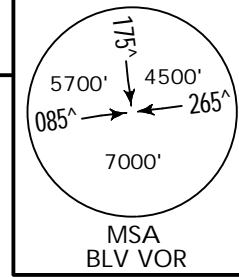
Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

Initial climb clearance FL80 , except ATC clearance

SID	INITIAL CLIMB/ROUTING
BISKA 1S	Climb on runway heading to 1000', turn RIGHT, intercept BLV R-280 to SANTU, turn RIGHT, along BLV 10 DME arc, when passing BLV R-005 turn LEFT, intercept BLV R-016 to BISKA.
PPN 1S	Climb on runway heading to 1000', turn RIGHT, intercept BLV R-280 to SANTU, turn RIGHT, along BLV 10 DME arc, when passing BLV R-081 turn LEFT, intercept BLV R-092 to FEBRI, turn RIGHT, intercept PPN R-326 inbound to PPN.
SSN 1S	Climb on runway heading to 1000', turn RIGHT, intercept BLV R-280 to SANTU, turn RIGHT, along BLV 10 DME arc, when passing BLV R-081 turn LEFT, intercept BLV R-092 via FEBRI to SSN.

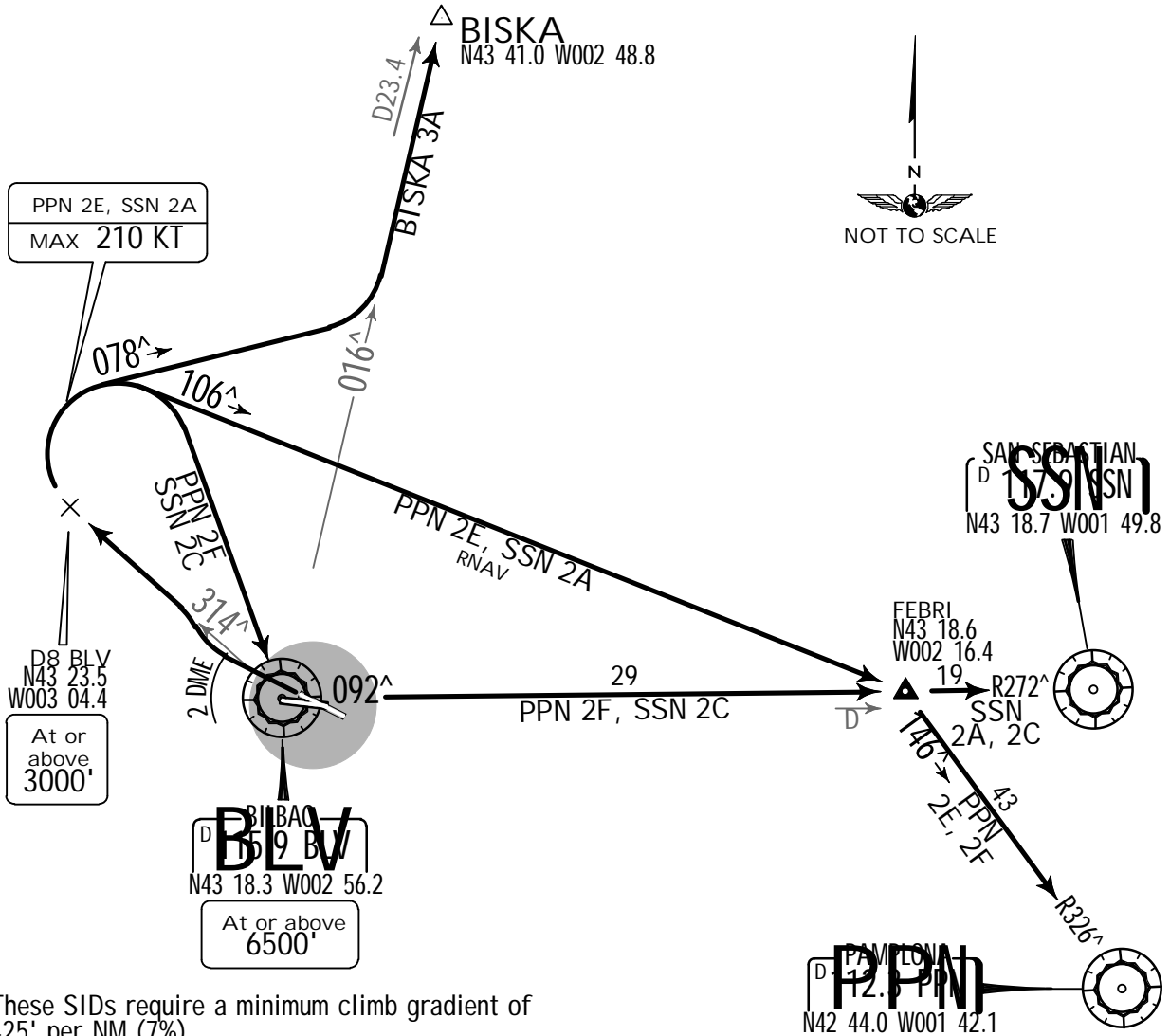
Apt Elev
137'

Trans level: By ATC Trans alt: 6000'



BISKA THREE ALFA (BISKA 3A) [BISK3A]
PAMPLONA TWO ECHO (PPN 2E)
PAMPLONA TWO FOXTROT (PPN 2F)
SAN SEBASTIAN TWO ALFA (SSN 2A)
SAN SEBASTIAN TWO CHARLIE (SSN 2C)
RWY 30 DEPARTURES
 TO NORTHEAST, EAST & SOUTHEAST

SPEED: MAX 250 KT UNTIL LEAVING FL100



These SIDs require a minimum climb gradient of 425' per NM (7%)

BISKA 3A
 until leaving 5000'
 PPN 2E, 2F, SSN 2A, 2C
 until leaving 4000'

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

Initial climb clearance FL80 , except ATC clearance

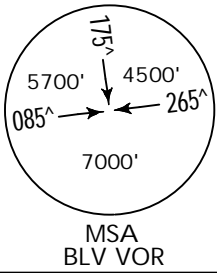
INITIAL CLIMB

Climb on runway heading to BLV 2 DME, turn RIGHT, intercept BLV R-314 to D8 BLV.

SID	ROUTING
BISKA 3A	At D8 BLV turn RIGHT, 078° track, intercept BLV R-016 to BISKA.
PPN 2E RNAV	At D8 BLV turn RIGHT, 106° track to FEBRI, turn RIGHT, intercept PPN R-326 inbound to PPN.
PPN 2F	At D8 BLV turn RIGHT to BLV, BLV R-092 to FEBRI, turn RIGHT, intercept PPN R-326 inbound to PPN.
SSN 2A RNAV	At D8 BLV turn RIGHT, 106° track to FEBRI, turn LEFT, intercept BLV R-092 to SSN.
SSN 2C	At D8 BLV turn RIGHT to BLV, BLV R-092 via FEBRI to SSN.

Apt Elev
137'

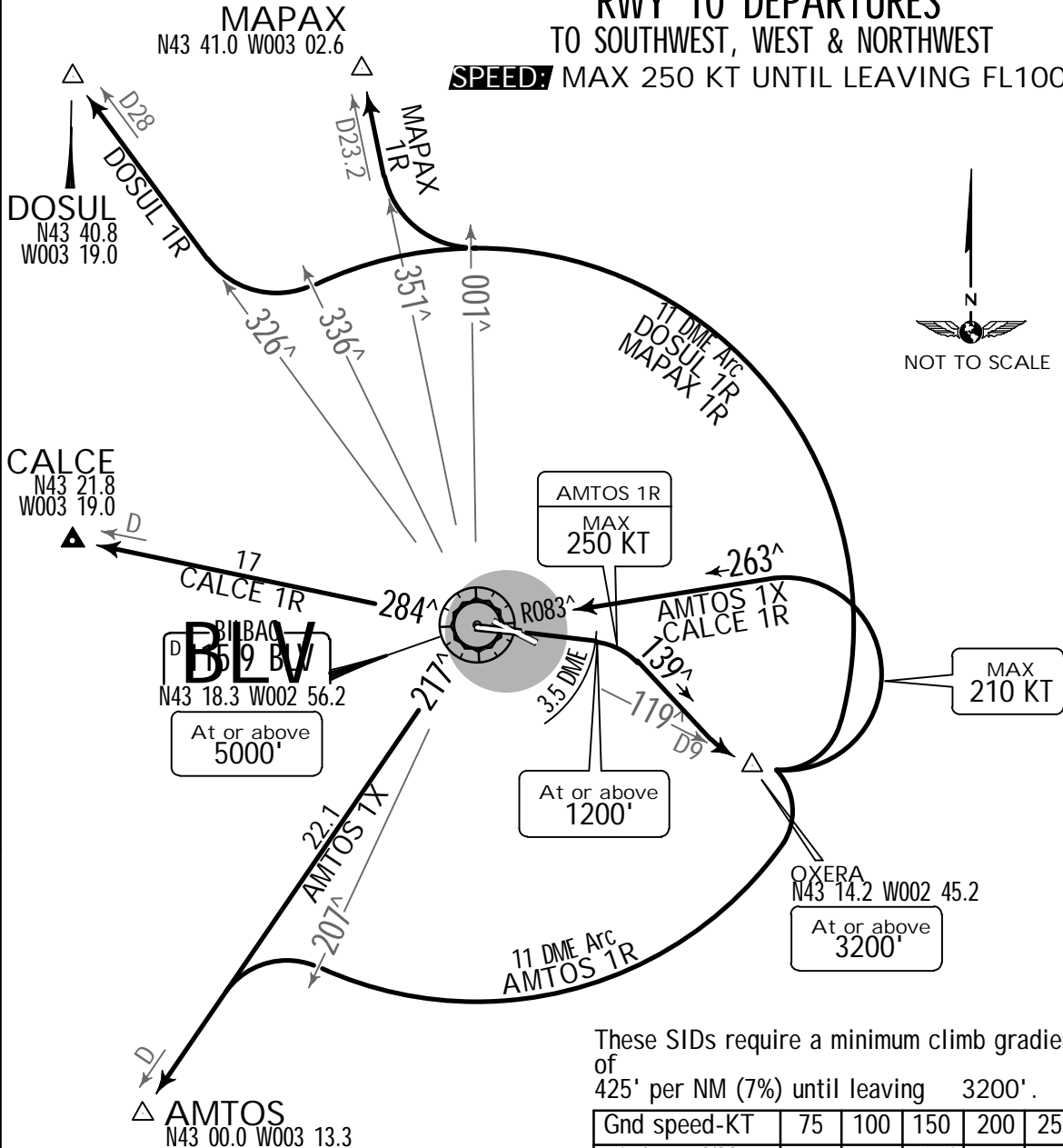
Trans level: By ATC Trans alt: 6000'



AMTOS ONE ROMEO (AMTOS 1R) [AMTO1R]
 AMTOS ONE X-RAY (AMTOS 1X) [AMTO1X]
 CALCE ONE ROMEO (CALCE 1R) [CALC1R]
 DOSUL ONE ROMEO (DOSUL 1R) [DOSU1R]
 MAPAX ONE ROMEO (MAPAX 1R) [MAPA1R]
RWY 10 DEPARTURES

TO SOUTHWEST, WEST & NORTHWEST

SPEED: MAX 250 KT UNTIL LEAVING FL100



These SIDs require a minimum climb gradient of 425' per NM (7%) until leaving 3200'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

Initial climb clearance FL80 , except ATC clearance

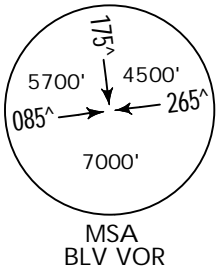
INITIAL CLIMB

Climb on runway heading to BLV 3.5 DME, turn RIGHT, 139° track, intercept BLV R-119 to OXERA.

SID	ROUTING
AMTOS 1R	At OXERA turn RIGHT, along BLV 11 DME arc, when passing BLV R-207 turn LEFT, intercept BLV R-217 to AMTOS.
AMTOS 1X	At OXERA turn LEFT, intercept BLV R-083 inbound to BLV, BLV R-217 to AMTOS.
CALCE 1R	At OXERA turn LEFT, intercept BLV R-083 inbound to BLV, BLV R-284 to CALCE.
DOSUL 1R	At OXERA turn LEFT, along BLV 11 DME arc, when passing BLV R-336 turn RIGHT, intercept BLV R-326 to DOSUL.
MAPAX 1R	At OXERA turn LEFT, along BLV 11 DME arc, when passing BLV R-001 turn RIGHT, intercept BLV R-351 to MAPAX.

Apt Elev
137'

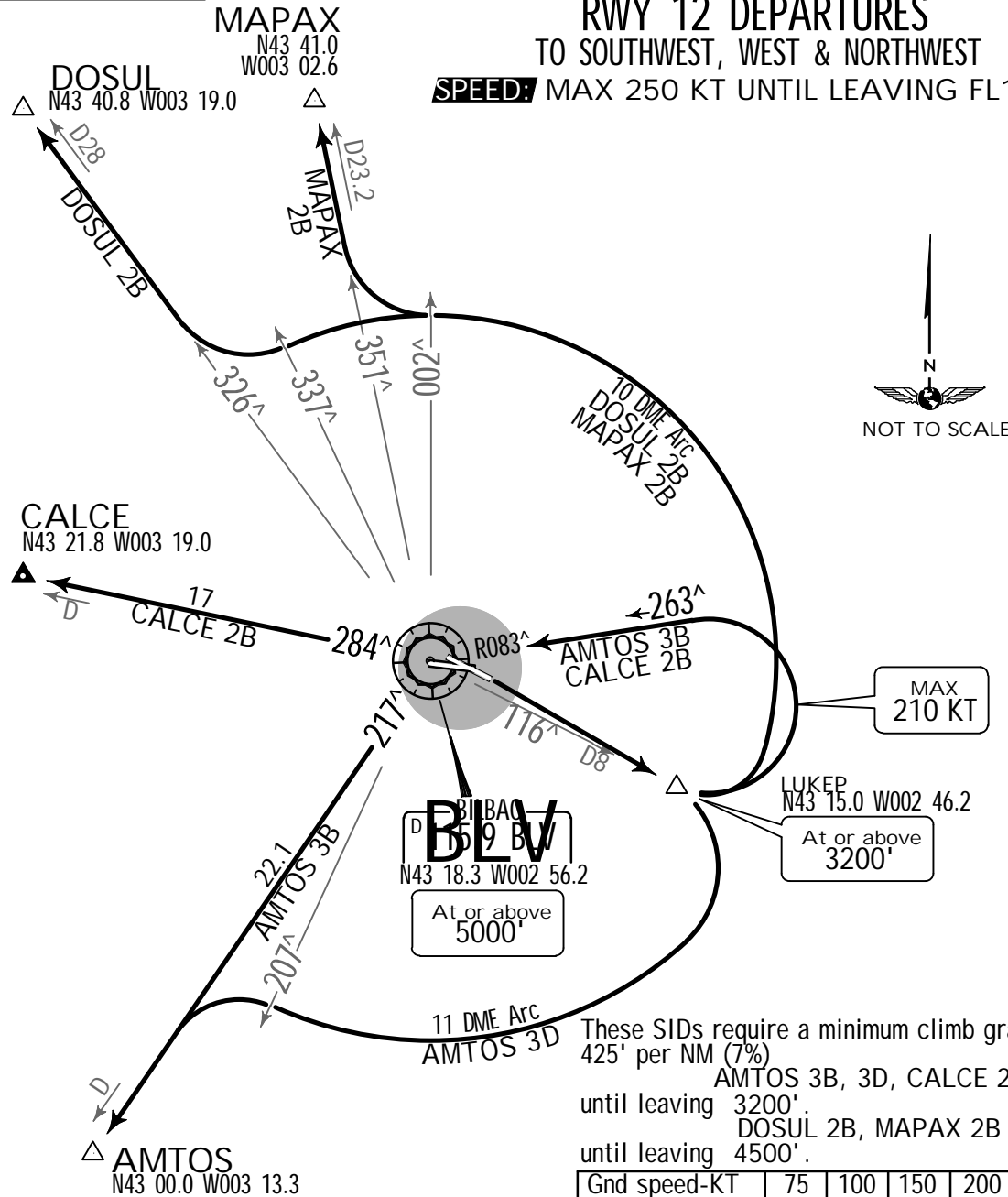
Trans level: By ATC Trans alt: 6000'



AMTOS THREE BRAVO (AMTOS 3B) [AMTO3B]
 AMTOS THREE DELTA (AMTOS 3D) [AMTO3D]
 CALCE TWO BRAVO (CALCE 2B) [CALC2B]
 DOSUL TWO BRAVO (DOSUL 2B) [DOSU2B]
 MAPAX TWO BRAVO (MAPAX 2B) [MAPA2B]
RWY 12 DEPARTURES

TO SOUTHWEST, WEST & NORTHWEST

SPEED: MAX 250 KT UNTIL LEAVING FL100



These SIDs require a minimum climb gradient of 425' per NM (7%)
 AMTOS 3B, 3D, CALCE 2B until leaving 3200'.
 DOSUL 2B, MAPAX 2B until leaving 4500'.

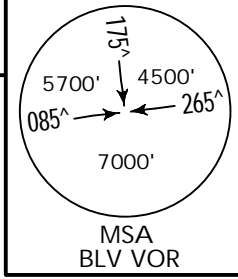
Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

Initial climb clearance FL80 , except ATC clearance

SID	INITIAL CLIMB/ROUTING
AMTOS 3B	Climb on runway heading to LUKEP, turn LEFT, intercept BLV R-083 inbound to BLV, BLV R-217 to AMTOS.
AMTOS 3D	Climb on runway heading to LUKEP, turn RIGHT, along BLV 11 DME arc, when passing BLV R-207 turn LEFT, intercept BLV R-217 to AMTOS.
CALCE 2B	Climb on runway heading to LUKEP, turn LEFT, intercept BLV R-083 inbound to BLV, BLV R-284 to CALCE.
DOSUL 2B	Climb on runway heading to LUKEP, turn LEFT, along BLV 10 DME arc, when passing BLV R-337 turn RIGHT, intercept BLV R-326 to DOSUL.
MAPAX 2B	Climb on runway heading to LUKEP, turn LEFT, along BLV 10 DME arc, when passing BLV R-002 turn RIGHT, intercept BLV R-351 to MAPAX.

Apt Elev
137'

Trans level: By ATC Trans alt: 6000'

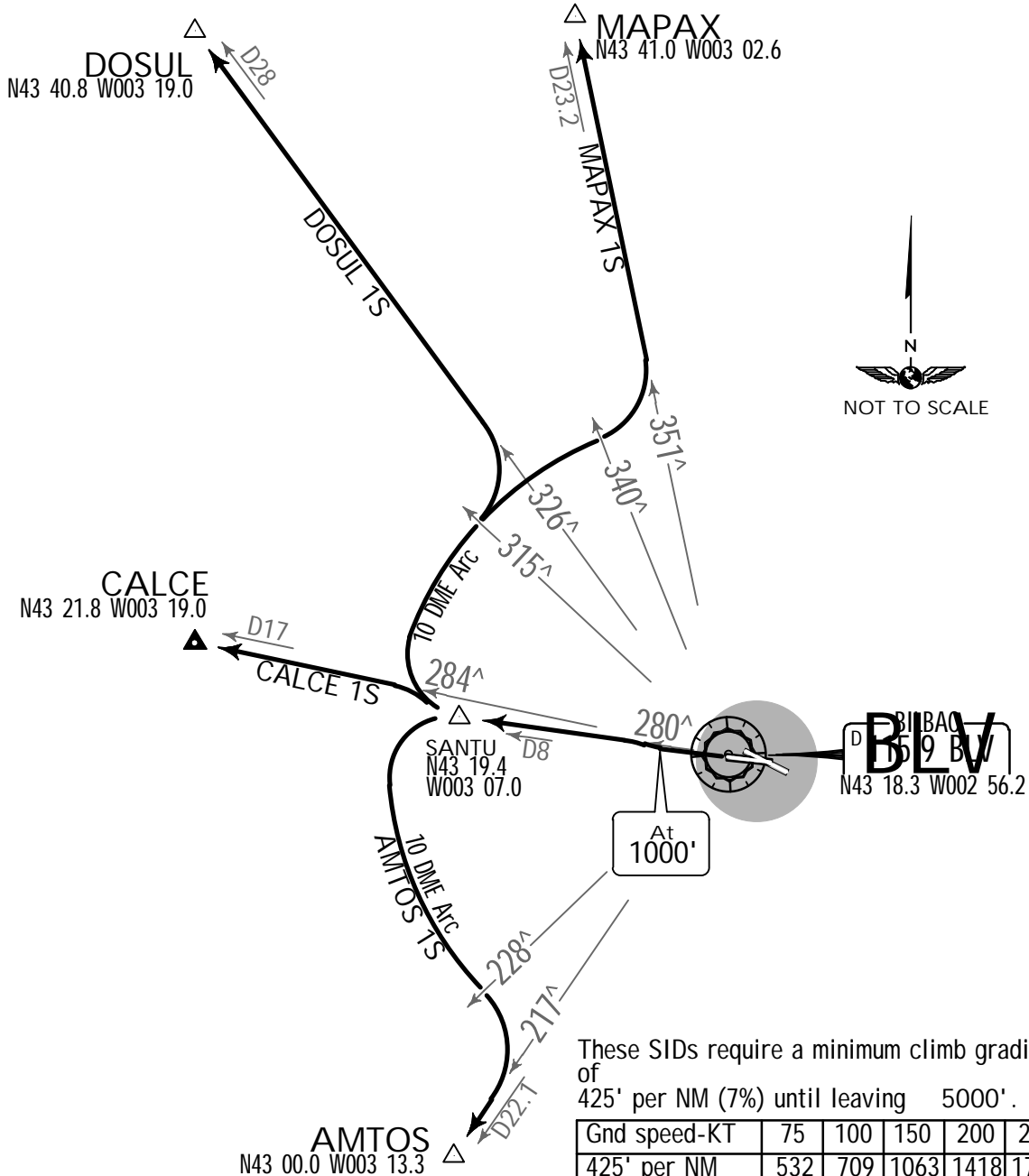


AMTOS ONE SIERRA (AMTOS 1S) [AMTO1S]
 CALCE ONE SIERRA (CALCE 1S) [CALC1S]
 DOSUL ONE SIERRA (DOSUL 1S) [DOSU1S]
 MAPAX ONE SIERRA (MAPAX 1S) [MAPA1S]

RWY 28 DEPARTURES

TO SOUTHWEST, WEST & NORTHWEST

SPEED: MAX 250 KT UNTIL LEAVING FL100



These SIDs require a minimum climb gradient of 425' per NM (7%) until leaving 5000'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

Initial climb clearance FL80 , except ATC clearance

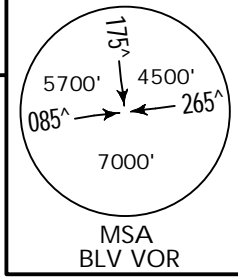
INITIAL CLIMB

Climb on runway heading to 1000', turn RIGHT, intercept BLV R-280 to SANTU.

SID	ROUTING
AMTOS 1S	At SANTU turn LEFT, along BLV 10 DME arc, when passing BLV R-228 turn RIGHT, intercept BLV R-217 to AMTOS.
CALCE 1S	At SANTU turn RIGHT, intercept BLV R-284 to CALCE.
DOSUL 1S	At SANTU turn RIGHT, along BLV 10 DME arc, when passing BLV R-315 turn LEFT, intercept BLV R-326 to DOSUL.
MAPAX 1S	At SANTU turn RIGHT, along BLV 10 DME arc, when passing BLV R-340 turn LEFT, intercept BLV R-351 to MAPAX.

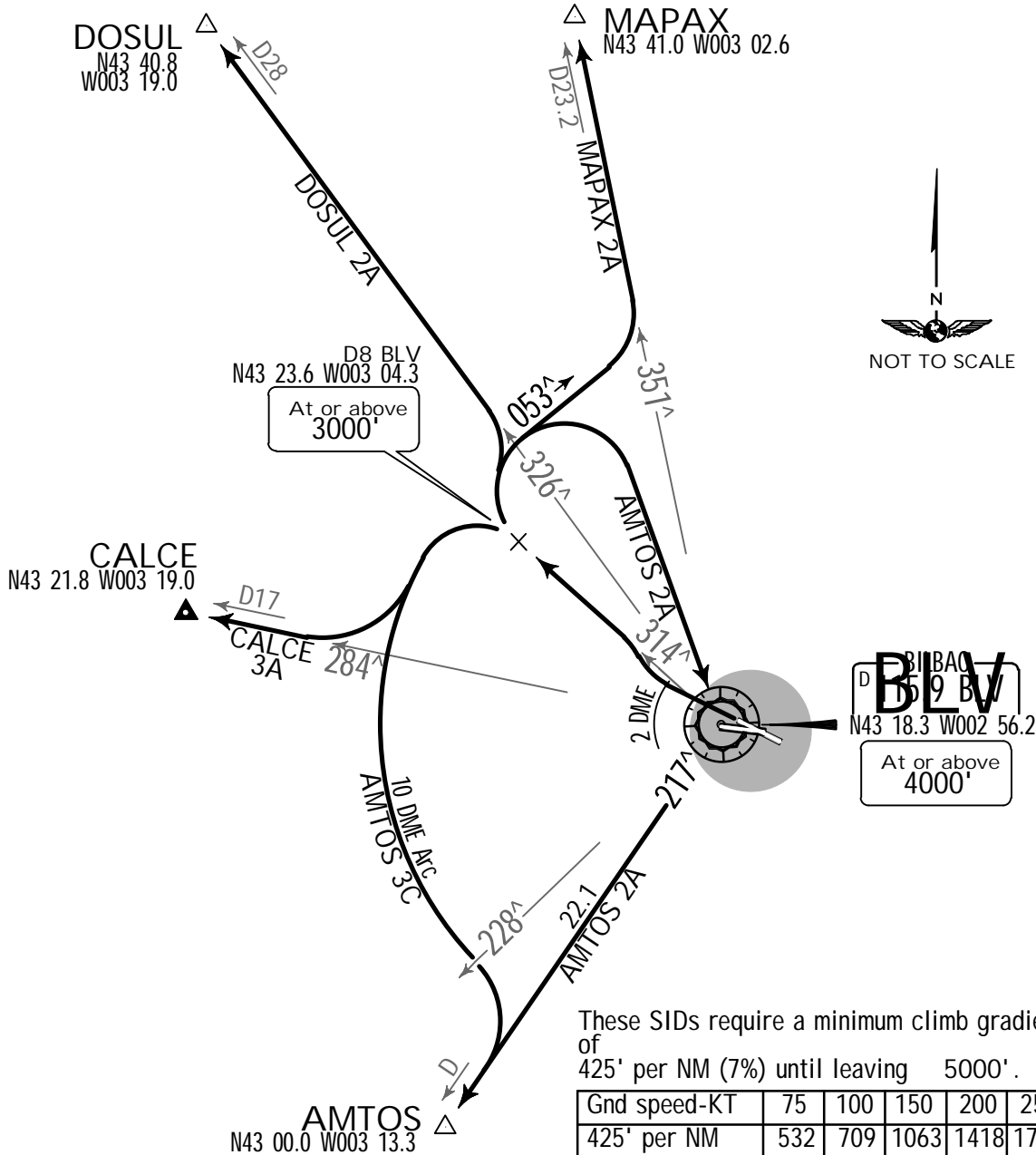
Apt Elev
137'

Trans level: By ATC Trans alt: 6000'



AMTOS TWO ALFA (AMTOS 2A) [AMTO2A]
AMTOS THREE CHARLIE (AMTOS 3C) [AMTO3C]
CALCE THREE ALFA (CALCE 3A) [CALC3A]
DOSUL TWO ALFA (DOSUL 2A) [DOSU2A]
MAPAX TWO ALFA (MAPAX 2A) [MAPA2A]
RWY 30 DEPARTURES
TO SOUTHWEST, WEST & NORTHWEST

SPEED MAX 250 KT UNTIL LEAVING FL100



These SIDs require a minimum climb gradient of 425' per NM (7%) until leaving 5000'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

Initial climb clearance FL80 , except ATC clearance

INITIAL CLIMB

Climb on runway heading to BLV 2 DME, turn RIGHT, intercept BLV R-314 to D8 BLV.

SID	ROUTING
AMTOS 2A	At D8 BLV turn RIGHT to BLV, BLV R-217 to AMTOS.
AMTOS 3C	At D8 BLV turn LEFT, along BLV 10 DME arc, when passing BLV R-228 turn RIGHT, intercept BLV R-217 to AMTOS.
CALCE 3A	At D8 BLV turn LEFT, intercept BLV R-284 to CALCE.
DOSUL 2A	At D8 BLV turn RIGHT, intercept BLV R-326 to DOSUL.
MAPAX 2A	At D8 BLV turn RIGHT, 053° track, intercept BLV R-351 to MAPAX.

TEMPORARY CONSTRUCTION WORKS

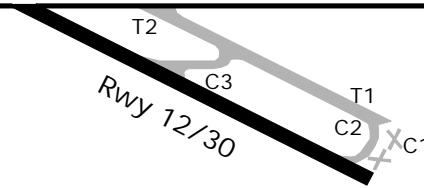
REFER ALSO TO LATEST NOTAMS

PHASE 1

Works for levelling, improvement of drainage and north strip of twy T5 and T6 lighting.

PHASE 2

Works for execution of land retaining wall. Twy C1 will remain closed while this phase is activated, remaining alternative routing via twy C2 as entry/exit from/to rwy.

**PHASE 3**

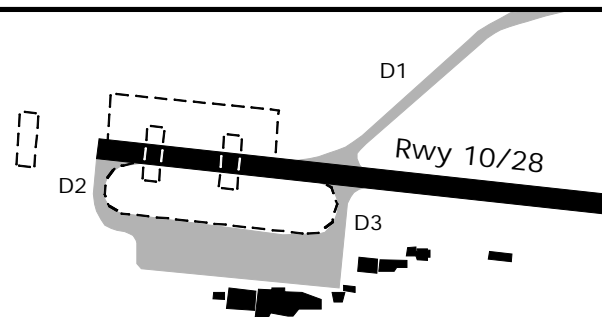
Works for levelling on north areas between twys T1 thru T6 and rwy 12/30 and improvement of drainage, lighting and obstacles.

PHASE 4A

Works of adaption threshold rwy 10 and end rwy 28. Displaced PAPI rwy 10, lit threshold rwy 10, end threshold rwy 28 and visual approach system.

Adaption horizontal markings rwy 10/28.

Works for levelling on north strip rwy 10/28 on thr 10 and south strip rwy 10/28 between twy D2 and D3.

**PHASE 4B**

Threshold rwy 10 displaced 90m in service.

New declared distances:

RWY 10/28

TORA	6266' (1910m)
LDA	6266' (1910m)

PHASE 5

Works for levelling, improvement of drainage and lighting installation on area between rwy 10/28, rwy 12/30 and twy D1.

PHASE 6

Works for levelling, improvement of drainage and lighting installation on north area to T4, between access gates to apron A1 and B.

PHASE 7

Works for levelling, improvement of drainage and lighting installation on south strip rwy 10/28 towards threshold rwy 28.

PHASE 8

Works for levelling, improvement of drainage and lighting installation on south strip rwy 12/30, from intersection with rwy 10/28 towards threshold rwy 30.

PHASE 9

Works for levelling, improvement of drainage on RESA rwy 30.

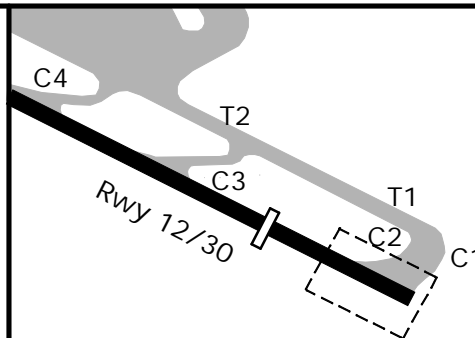
TEMPORARY CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS

PHASE 10A

Works for levelling and improvement of drainage on RESA rwy 12.

Works for displacement of end rwy 12, composed of improvement lighting installation.



PHASE 10B

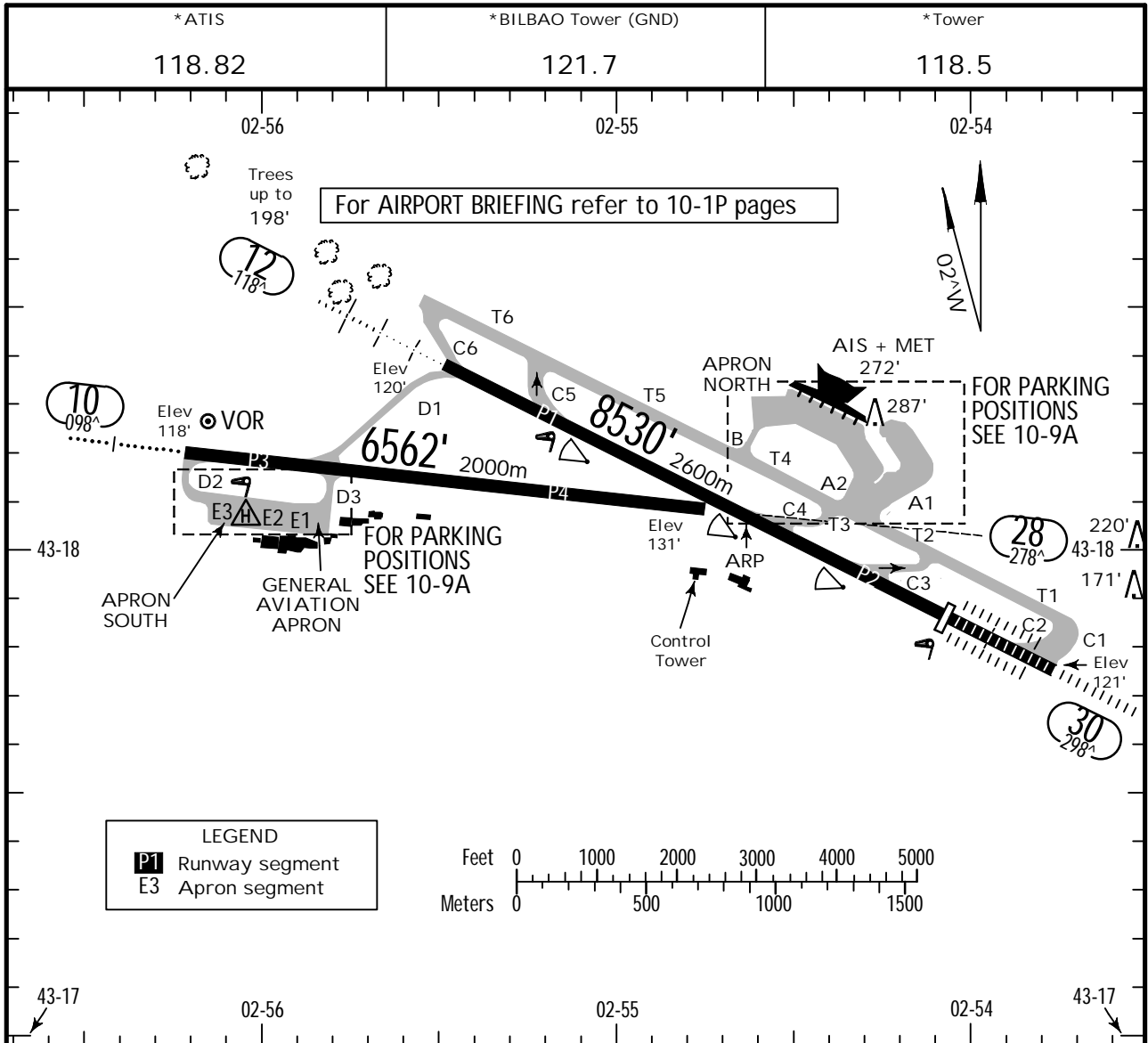
End of rwy 12 in service.

New declared distances:

RWY 12		RWY 30	
TORA	8333' (2540m)	TORA	8333' (2540m)
LDA	8333' (2540m)	LDA	7021' (2140m)

PHASE 11

Works for levelling, improvement of drainage and lighting on north strip of twy T1 and T2.



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS	LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
10	HIRL(60m) HIALS PAPI (3.6^)				148'
28	HIRL(60m) PAPI (3.4^)				45m
12	HIRL(50m)CL(15m) HIALS PAPI (3.1^)	RVR	7558' 2304m		148'
30	HIRL(50m)CL(15m) HIALS-II TDZ PAPI(3.4^)	1 RVR	7021' 2140m	6004' 1830m	45m

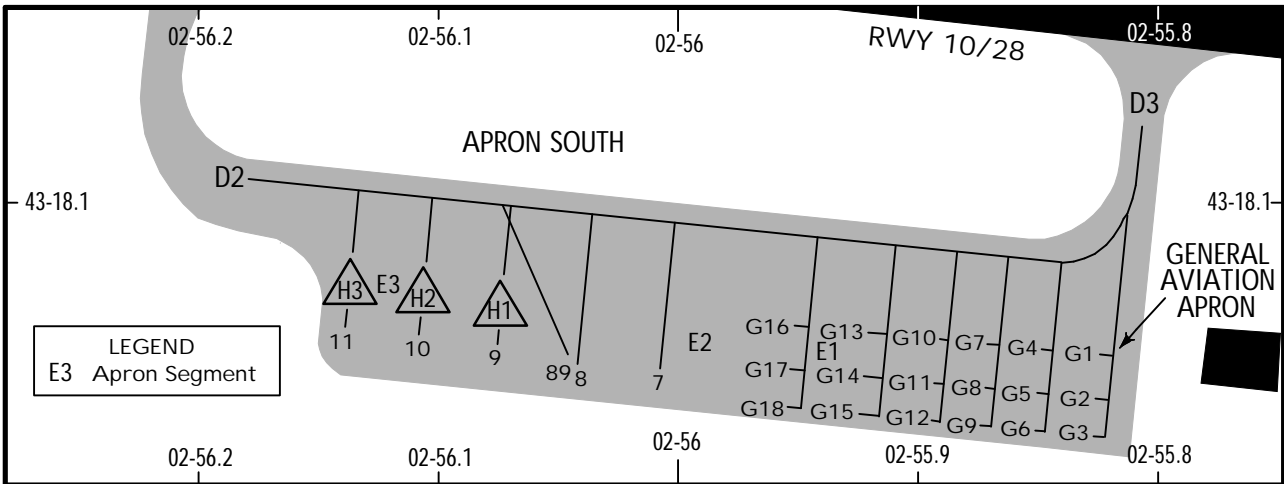
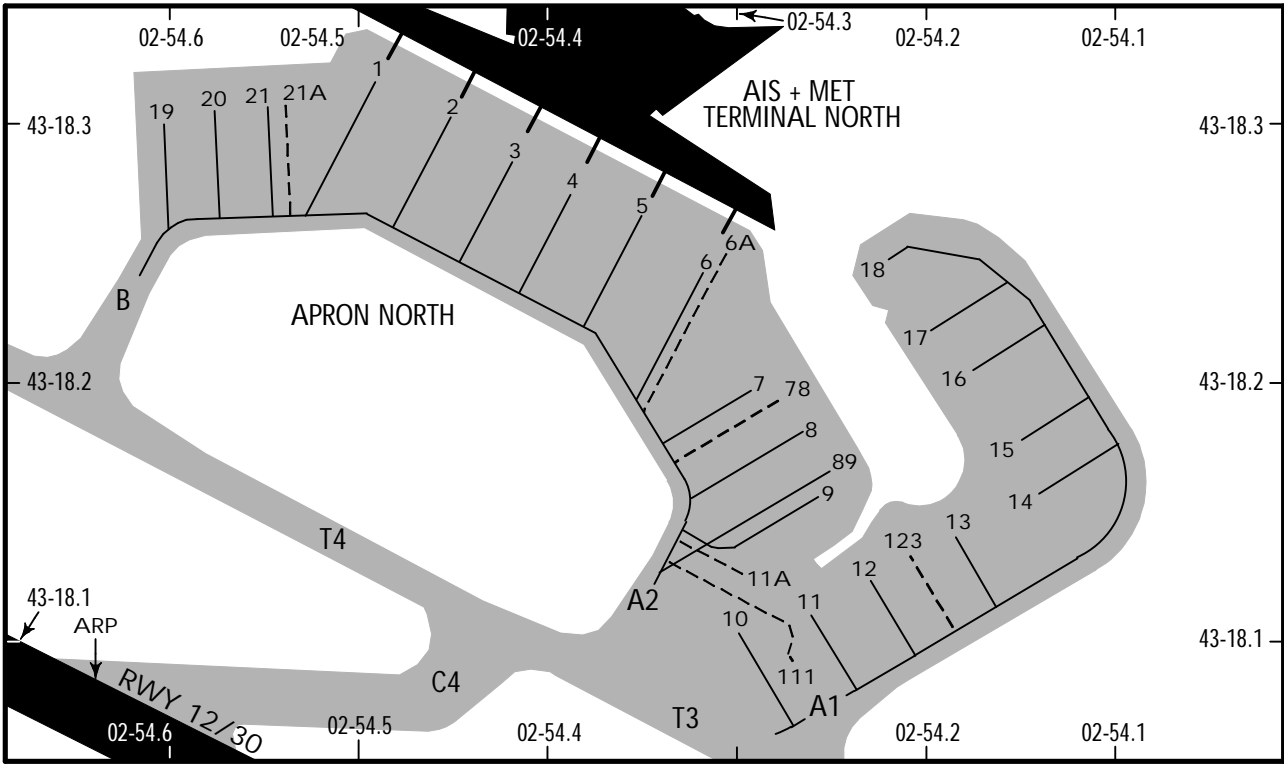
1 HST-C5.

Standard.

TAKE-OFF 1

	LVP must be in Force					NIL (DAY only)
	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	500m
C						
D	150m	200m	250m	300m		

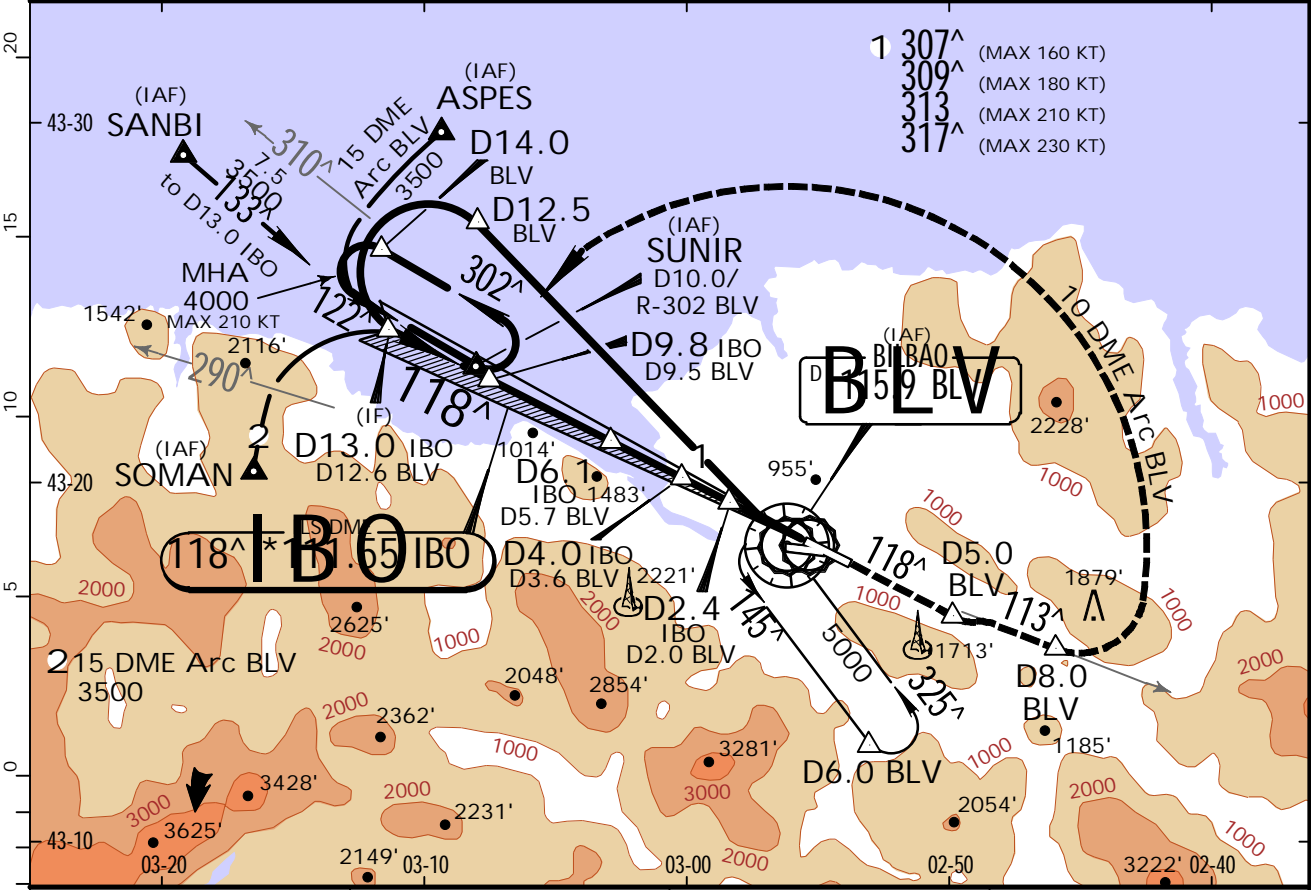
1 Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.



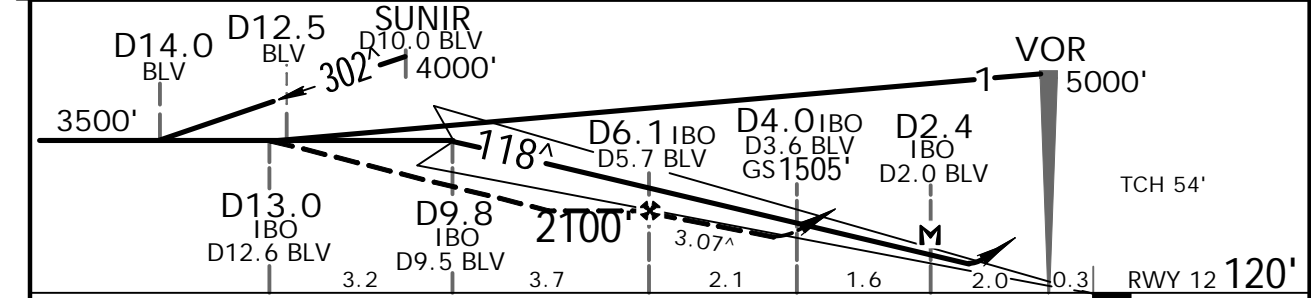
INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
APRON NORTH		APRON SOUTH	
1	N43 18.3 W002 54.5	7 thru 8	N43 18.0 W002 56.0
2 thru 4	N43 18.3 W002 54.4	9 thru 11	N43 18.1 W002 56.1
5 thru 8	N43 18.2 W002 54.3	89	N43 18.0 W002 56.0
9	N43 18.1 W002 54.2	G1	N43 18.1 W002 55.8
10 thru 11A	N43 18.1 W002 54.3	G2, G3	N43 18.0 W002 55.8
12, 13	N43 18.1 W002 54.2	G4	N43 18.1 W002 55.9
14	N43 18.1 W002 54.1	G5, G6	N43 18.0 W002 55.9
15 thru 18	N43 18.2 W002 54.2	G7	N43 18.1 W002 55.9
19, 20	N43 18.3 W002 54.6	G8, G9	N43 18.0 W002 55.9
21, 21A	N43 18.3 W002 54.5	G10	N43 18.1 W002 55.9
78	N43 18.2 W002 54.3	G11, G12	N43 18.0 W002 55.9
89	N43 18.2 W002 54.2	G13	N43 18.1 W002 55.9
111	N43 18.1 W002 54.3	G14, G15	N43 18.0 W002 55.9
123	N43 18.1 W002 54.2	G16	N43 18.1 W002 56.0
		G17, G18	N43 18.0 W002 56.0

*ATIS 118.82		*BILBAO Approach 120.7		*BILBAO Tower 118.5		*Ground 121.7	
LOC IBO *111.55	Final Apch Crs 118 [^]	GS D4.0 IBO 1505' (1385')	ILS DA(H) Refer to Minimums	Apt Elev 137'	RWY 120'		
MISSED APCH: Climb to D5.0 BLV, then turn LEFT and follow R-113 to D8.0 BLV. Turn LEFT and follow 10 DME Arc BLV to SUNIR and join holding at 4000'.							MSA BLV VOR
Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 6000'							
1. VOR and DME required. 2. ILS DME reads zero at rwy 12 threshold.							



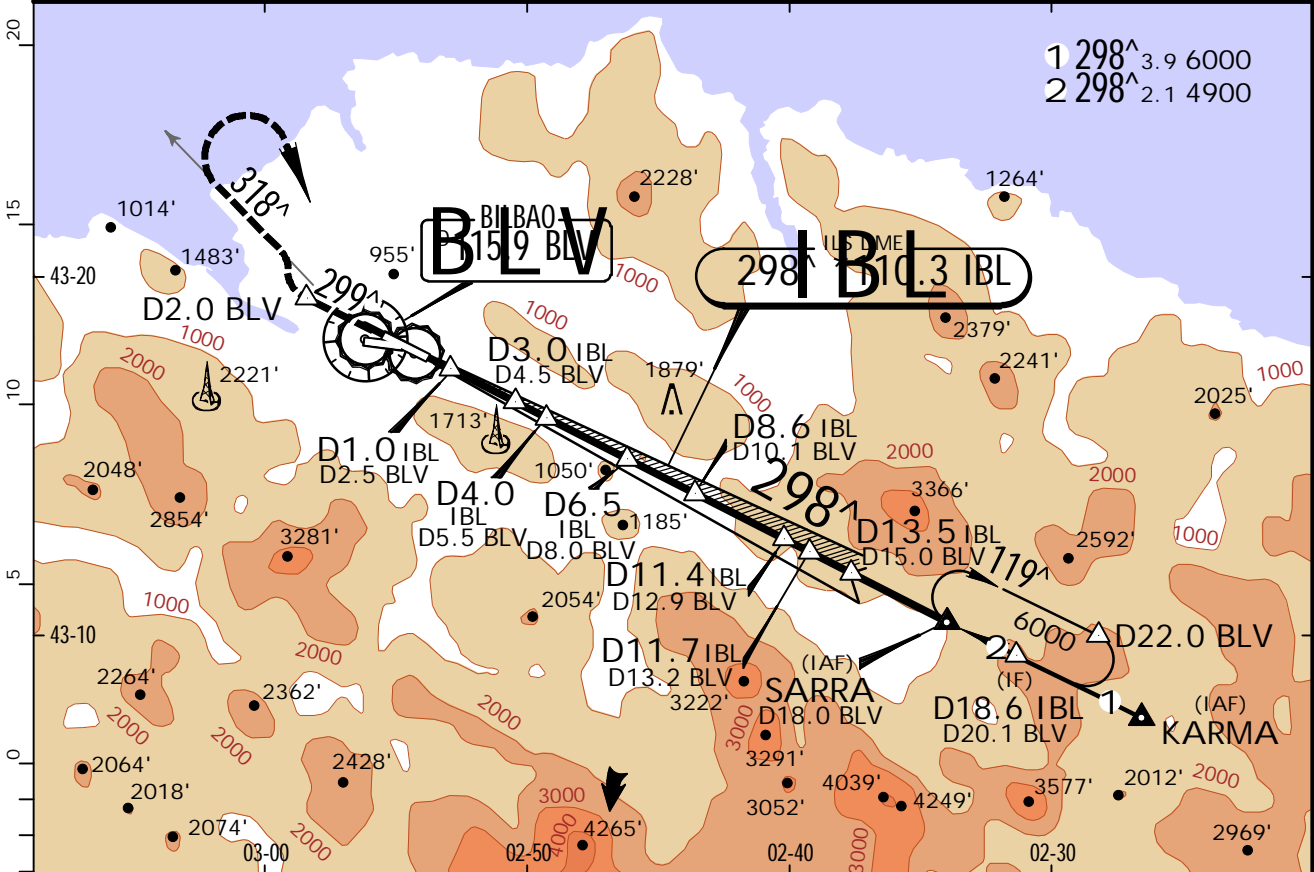
LOC (GS out)	IBO DME ALTITUDE	6.0	5.0
		2130'	1800'



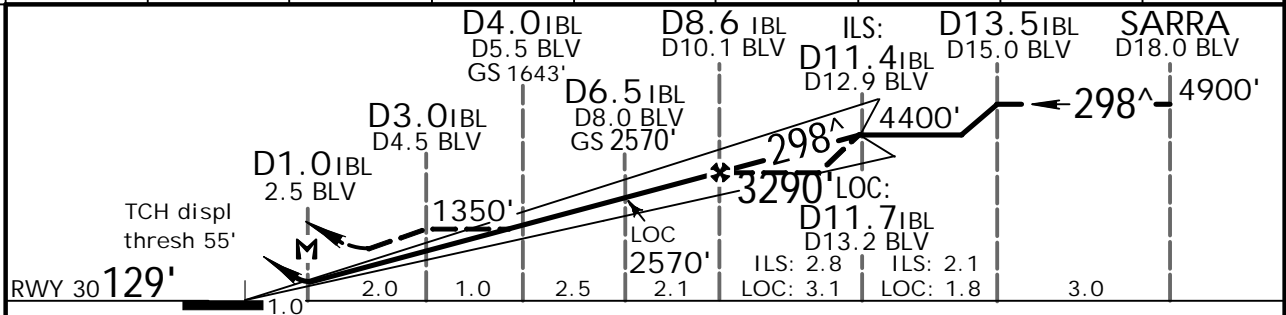
Gnd speed-Kts	70	90	100	120	140	160		
ILS GS	3.10 [^]	389	500	556	667	778		889
LOC Descent Angle	3.07 [^]	380	489	543	652	760		869
MAP at D2.4 IBO/D2.0 BLV								

PANS OPS 4	Standard. 1 5.0%		STRAIGHT-IN LANDING RWY 12				LOC (GS out)		CIRCLE-TO-LAND	
	A: 594' (474') C: 614' (494')		DA(H) 1 2.5%		A: 1023' (903')		1800' (1680')		Not authorized	
	B: 606' (486') D: 624' (504')		DA(H) 2		D: 1033' (913')		ALS out		South of airport	
	FULL/Limited		ALS out		FULL/Limited		ALS out		Max Kts. MDA(H) VIS	
	A	RVR 1500m		RVR 1500m		cmv 5000m		100	1800' (1663')	35000m
B	RVR 1500m		RVR 1500m		cmv 5000m		135	1970' (1833')	5000m	
C	RVR 1800m	CMV 2300m	cmv 2400m		cmv 5000m		180	2060' (1923') 5000m		
D	RVR 1900m	CMV 2400m	cmv 2400m		cmv 5000m		205	2060' (1923') 5000m		
1 Missed apch climb grad mim: 2 DA(H) A: 1003' (883'), B: 1015' (895'). 3 After LOC: MDA(H) 1820' (1683').										

*ATIS 118.82		*BILBAO Approach 120.7		*BILBAO Tower 118.5		*Ground 121.7	
LOC IBL *110.3	Final Apch Crs 298[^]	GS D6.5 IBL 2570' (2441')	ILS DA(H) Refer to Minimums	Apt Elev 137' RWY 129'			
MISSED APCH: Climb direct to D2.0 BLV after VOR, then turn RIGHT and follow R-318 BLV to 4000'. Turn RIGHT to VOR, then direct to SARRA climbing to 6000' and hold.							MSA BLV VOR
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: By ATC		Trans alt: 6000'	
1. DME required.		2. ILS DME reads zero at rwy 30 displaced thresh.					



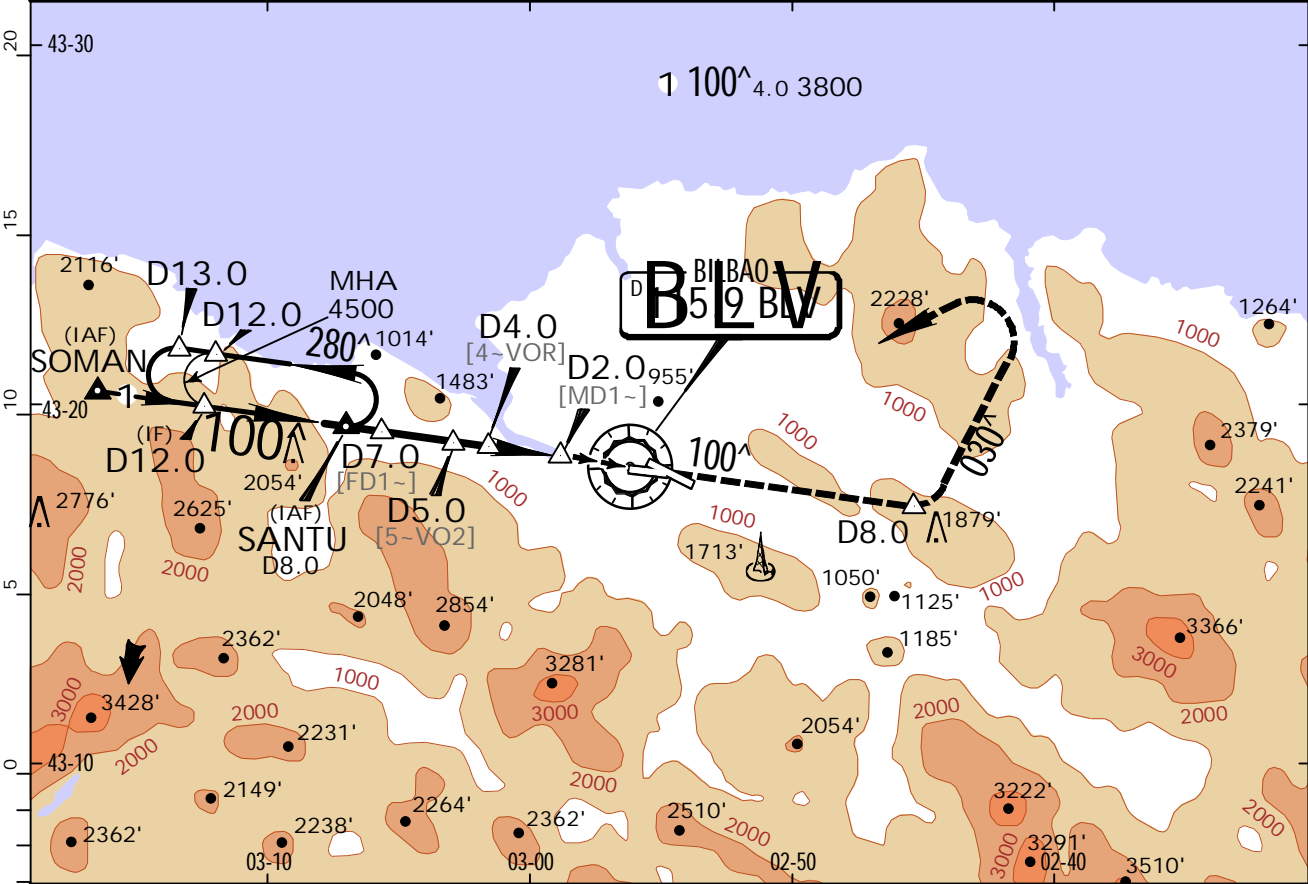
LOC (GS out)	IBL DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	920'	1290'	1650'	2020'	2390'	2760'	3120'



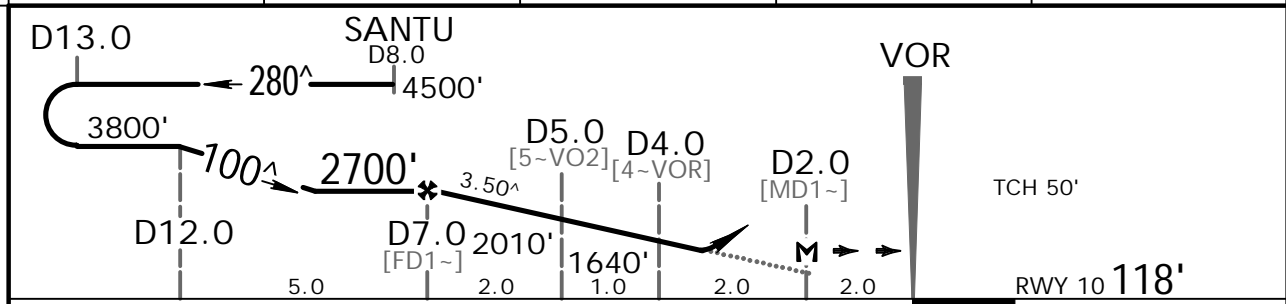
Gnd speed-Kts	70	90	100	120	140	160		
ILS GS	3.40 [^]	426	548	609	731	853	974	
LOC Desc Angle FAF - D4.0 IBL 3.46 [^]	429	551	612	735	857	980	MAP at	
LOC Desc Angle after D3.0 IBL 3.68 [^]	456	586	651	782	912	1042	D1.0 IBL/D2.5 BLV	

PANS OPS 4	Standard.				ILS STRAIGHT-IN LANDING RWY 30		CIRCLE-TO-LAND Not authorized South of airport	
	DA(H) A: 388' (259') C: 412' (283')		LOC (GS out) DA(H) 700' (571')					
	B: 402' (273') D: 423' (294')							
	FULL		Limited	ALS out	ALS out		Max Kts	MDA(H) VIS
	A	RVR 600m		RVR 1300m			100	1710' (1573') 2600m
B						135	1970' (1833') 2600m	
C	RVR 650m	RVR 750m		RVR 1900m	CMV 2600m	180	2060' (1923') 2600m	
D			RVR 1400m			205	2060' (1923') 3600m	

*ATIS 118.82		*BILBAO Approach 120.7		*BILBAO Tower 118.5		*Ground 121.7	
VOR BLV 115.9	Final Apch Crs 100 [^]	Minimum Alt D7.0 2700' (2582')	DA(H) 1200' (1082')	Apt Elev 137'	RWY 118'		
MISSED APCH: Climb direct to VOR, follow R-100 to cross D8.0 at or above 2500'. Turn LEFT on 030 [^] climbing to 3500'. Turn LEFT direct to VOR, then direct to SANTU climbing to 4500' and hold.							
Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 6000' 1. DME required. 2. Final approach track offset 2 [^] from rwy centerline.							



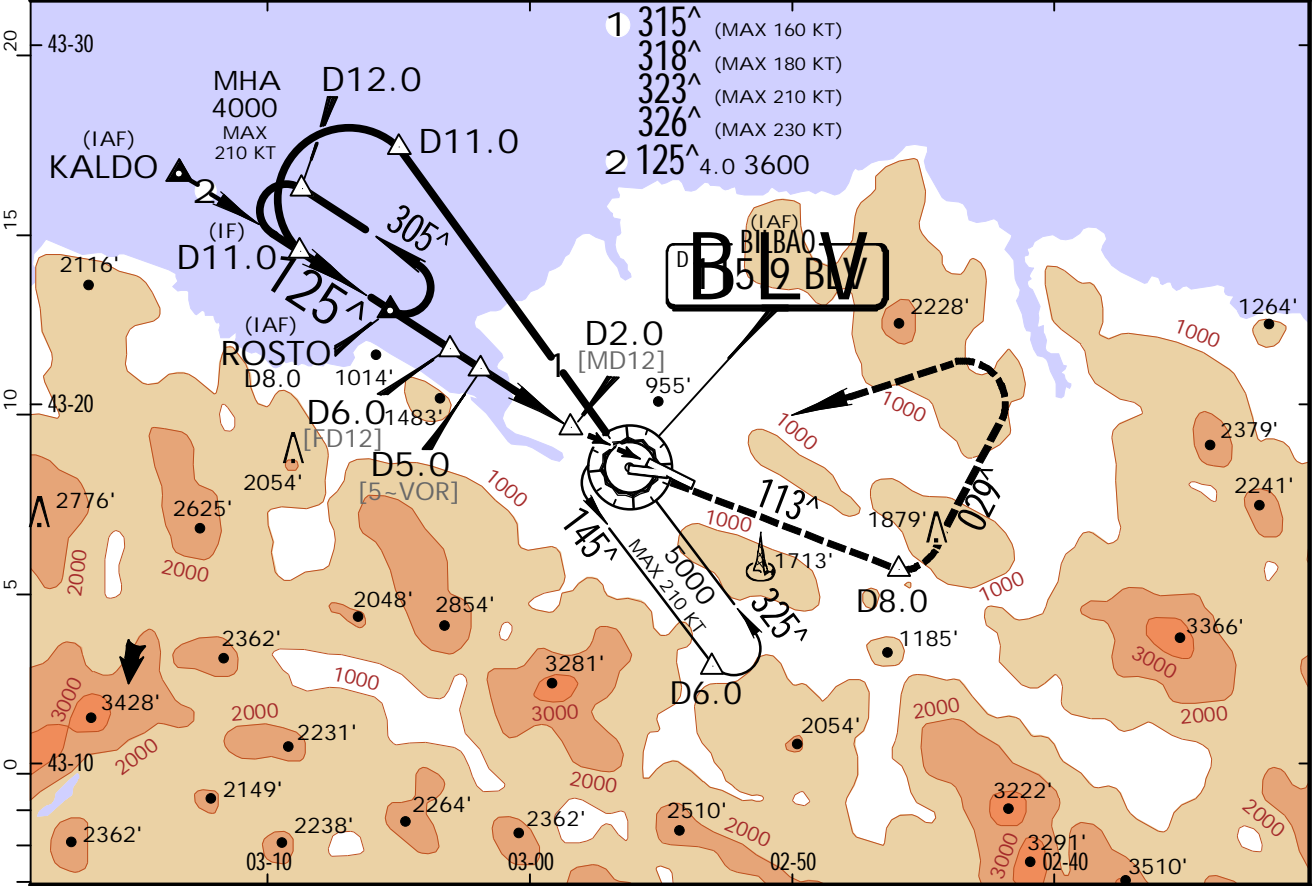
BLV DME	6.0	5.0	4.0	3.0
ALTITUDE	2380'	2010'	1640'	1270'



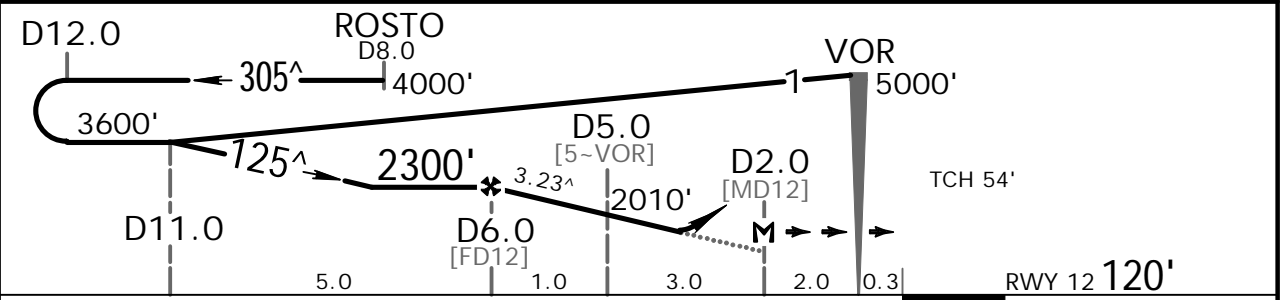
Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI BLV 115.9
Descent Angle	3.50 [^]	434	557	619	743	867	
MAP at D2.0							

PANS OPS 4	Standard. STRAIGHT-IN LANDING RWY 10		CIRCLE-TO-LAND Not authorized South of airport	
	DA(H) 1200' (1082')		ALS out	
	A	RVR 1500m	Max Kts 100	MDA(H) 1710' (1573') VIS 1500m
	B		135	1970' (1833') 1600m
	C		180	2060' (1923') 2400m
D	CMV 2400m	205	2060' (1923') 3600m	

*ATIS 118.82		*BILBAO Approach 120.7		*BILBAO Tower 118.5		*Ground 121.7	
VOR BLV 115.9	Final Apch Crs 125 [^]	Minimum Alt D6.0 2300' (2180')	DA(H) Refer to Minimums	Apt Elev 137' RWY 120'			
<p>MISSED APCH: Climb direct to VOR, follow R-113 to D8.0, then turn LEFT on 029[^] climbing to 3500'. Turn LEFT to VOR, then direct to ROSTO climbing to 4000' and hold.</p>							MSA BLV VOR
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: By ATC		Trans alt: 6000'	
1. DME required.		2. Final approach track offset 7 [^] from rwy centerline.					



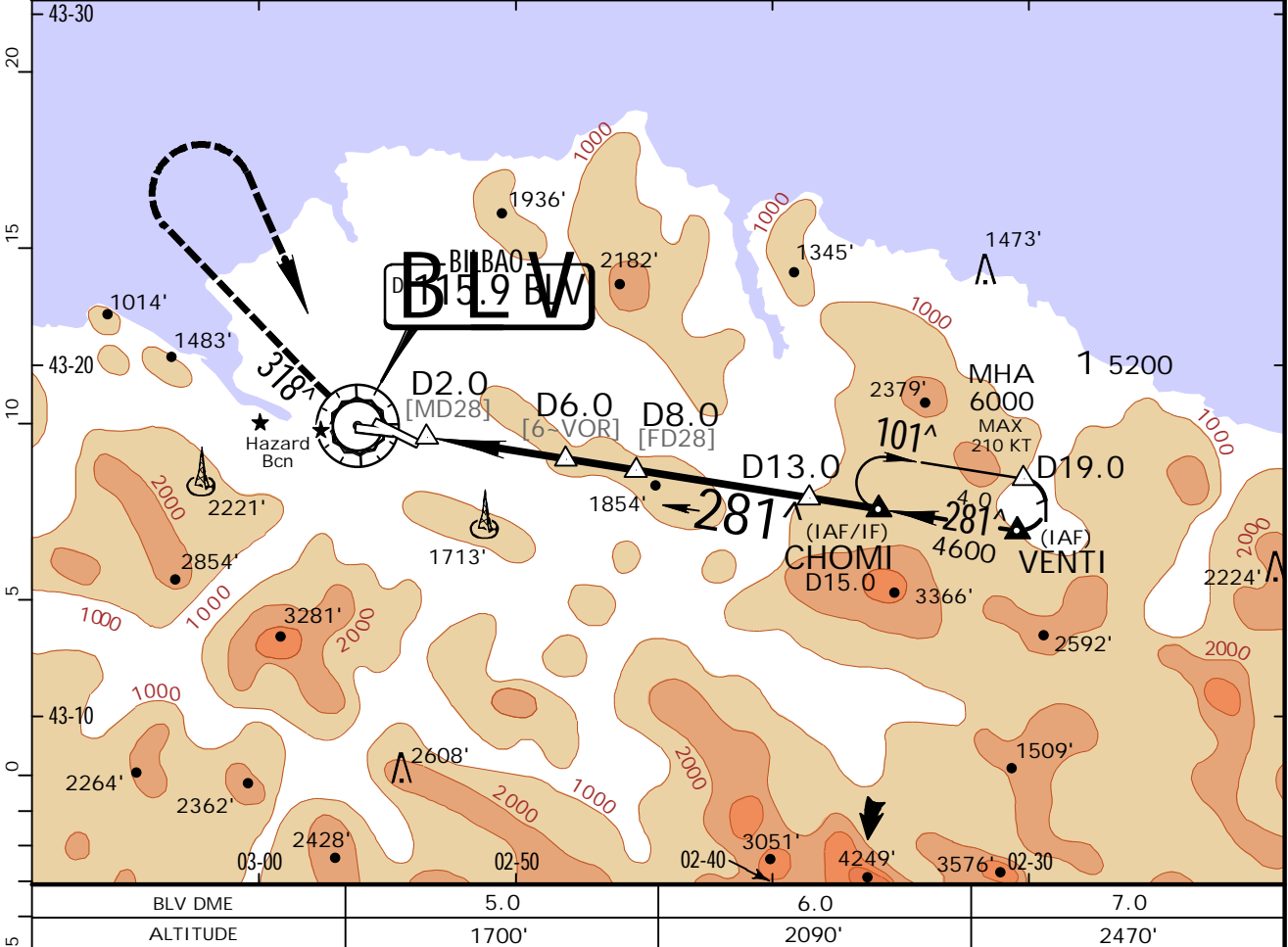
BLV DME	5.0	4.0
ALTITUDE	2010'	1670'



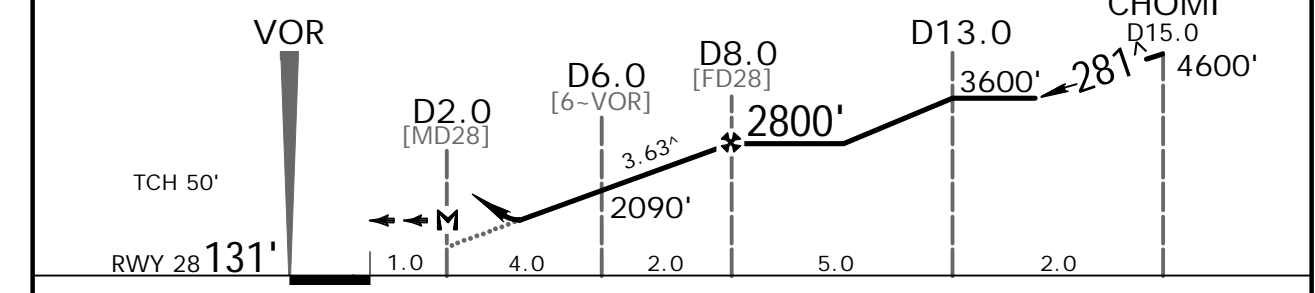
Gnd speed-Kts	70	90	100	120	140	160		
Descent Angle	3.23 [^]	400	514	571	686	800		914
MAP at D2.0								

PANS OPS 4	Standard. STRAIGHT-IN LANDING RWY 12		CIRCLE-TO-LAND	
	Missed apch climb gradient mim 5.0%		Not authorized South of airport	
	DA(H) 980' (860')		DA(H) 1430' (1310')	
	ALS out		ALS out	
	A	RVR 1500m	CMV 5000m	Max Kts
B		100		1710' (1573') 5000m
C		135		1970' (1833') 5000m
D	CMV 3600m CMV 4000m	180		2080' (1943') 5000m
			205	

* ATIS 118.82		* BILBAO Approach 120.7		* BILBAO Tower 118.5		* Ground 121.7	
VOR BLV 115.9	Final Apch Crs 281[^]	Minimum Alt D8.0 2800' (2669')	DA(H) 1500' (1369')	Apt Elev 137' RWY 131'			
MISSED APCH: Climb direct to VOR, then follow R-318 until 4000'. Turn RIGHT to VOR, then direct to CHOMI climbing to 6000' and hold.							MSA BLV VOR
Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 6000' 1. DME REQUIRED. 2. Final approach track offset 3 [^] from rwy centerline.							



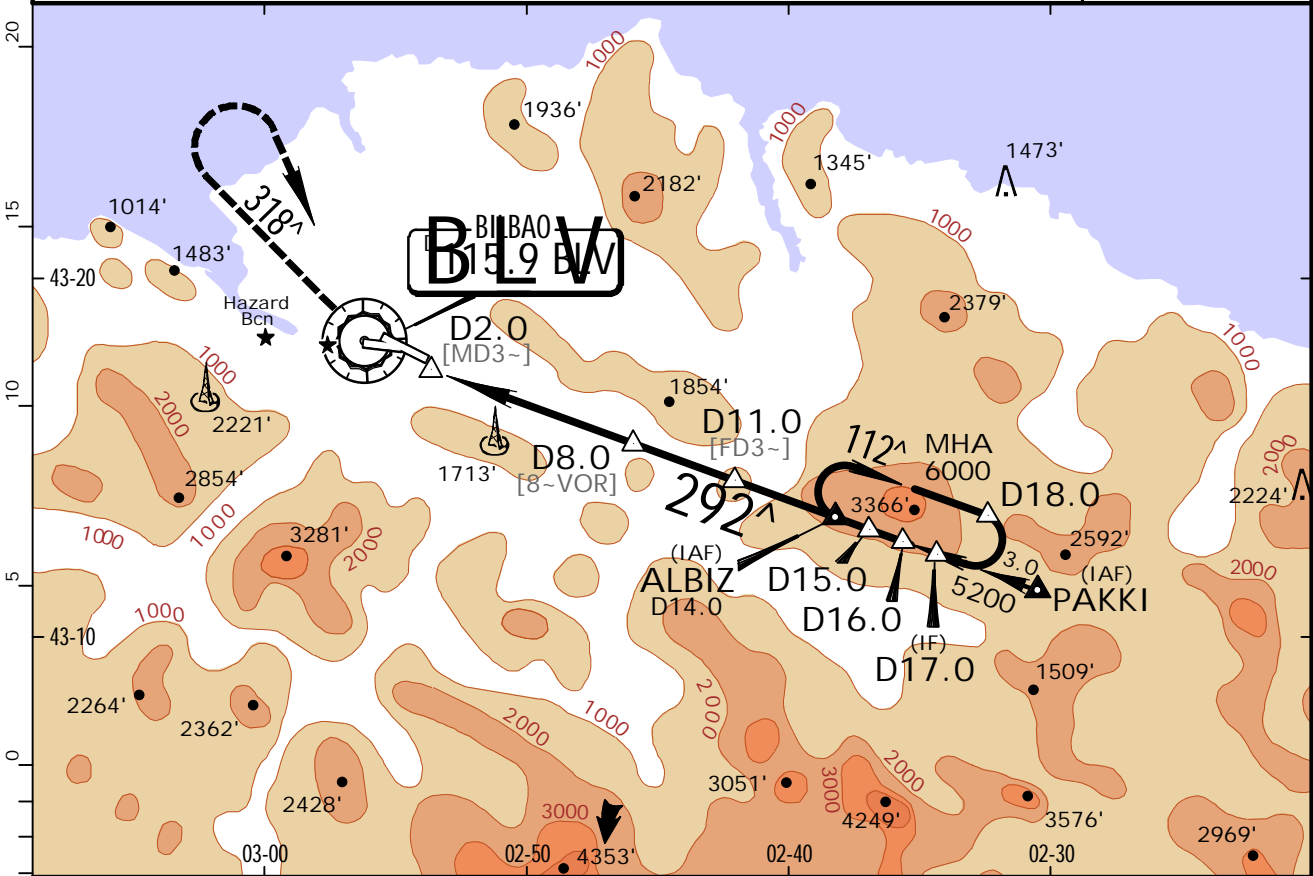
BLV DME	5.0	6.0	7.0
ALTITUDE	1700'	2090'	2470'



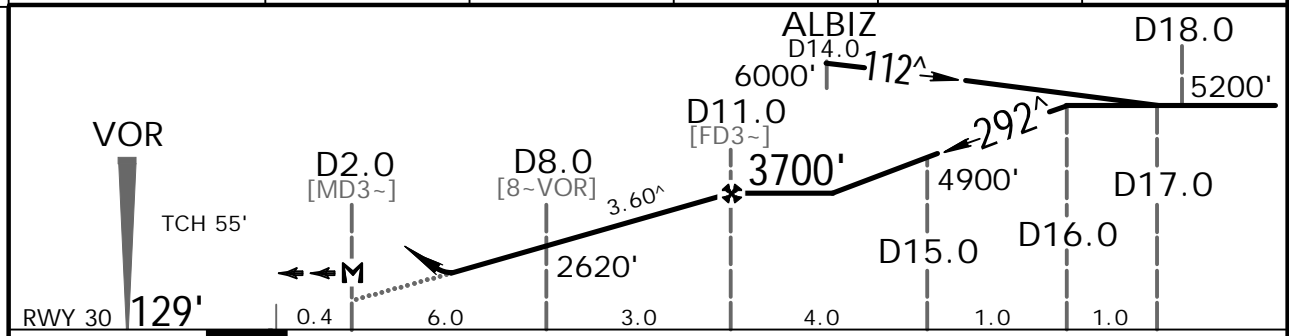
Gnd speed-Kts	70	90	100	120	140	160	PAPI	BLV 115.9 ↑ 4000' ↑ on 115.9 R-318
Descent Angle	3.63 [^]	450	578	642	771	1028		
MAP at D2.0								

Standard. STRAIGHT-IN LANDING RWY 28		CIRCLE-TO-LAND	
DA(H) 1500' (1369')		Not authorized South of airport	
PANS OPS 4	CMV 5000m	Max Kts.	MDA(H) VIS
		100	1710' (1573') 5000m
		135	1970' (1833') 5000m
		180	2060' (1923') 5000m
		205	

*ATIS 118.82		*BILBAO Approach 120.7		*BILBAO Tower 118.5		*Ground 121.7	
VOR BLV 115.9	Final Apch Crs 292[^]	Minimum Alt D11.0 3700' (3571')	DA(H) 1750' (1621')	Apt Elev 137' RWY 129'			
MISSED APCH: Climb direct to VOR, then follow R-318 until 4000'. Turn RIGHT to VOR, then direct to ALBIZ climbing to 6000' and hold.							
Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 6000'						MSA BLV VOR	
1. DME required. 2. Final approach track offset 6 [^] from rwy centerline.							



BLV DME	6.0	7.0	8.0	9.0	10.0
ALTITUDE	1870'	2250'	2620'	3000'	3380'



Gnd speed-Kts	70	90	100	120	140	160		BLV 115.9 4000' on BLV 115.9 R-318	
Descent Angle	3.60 [^]	446	573	637	765	892			1019
MAP at D2.0									

PANS OPS 4	Standard. STRAIGHT-IN LANDING RWY 30		CIRCLE-TO-LAND	
	DA(H) 1750' (1621')		Not authorized South of airport	
	ALS out		Max Kts.	MDA(H) VIS
	A	CMV 5000m	100	1760' (1623') 5000m
	B		135	1970' (1833') 5000m
C	180		2080' (1943') 5000m	
D	205			

Chart changes since cycle 06-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BILBAO, (BILBAO - LEBB)				
DEL	JAA MNMS	10-9X	30 Mar 2012	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LEBB

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

EFF 09 FEB 12 Construction works for airfield improvement. Refer to temp chart 10-8/10-8A and latest NOTAMs.