

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LEBB

Terminal Charts For LEBB

Revision Letter For Cycle 13-2014

Change Notices

Notebook

General Information

Location: Bilbao Esp
IATA Code: BIO
Lat/Long: N43° 18.1' W002° 54.6'
Elevation: 136 ft

Airport Use: Public
Magnetic Variation: 1.1°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: 0432 Z
Sunset: 1956 Z,

Runway Information

Runway: 10
Length x Width: 6562 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 116 ft
Lighting: Edge, ALS
Displaced Threshold: 296 ft

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

Runway: 28
Length x Width: 6562 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 118 ft
Lighting: Edge
Displaced Threshold: 1821 ft

Runway: 30
Length x Width: 8530 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 134 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 128.575 Secondary
Bilbao Approach Control 127.45

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.

During LVP, de-icing is only available on stand 13.

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

1.3.2. GROUND MOVEMENT

1.3.2.1. GENERAL

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.

1.3.2.2. 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.

1.3.2.3. DEPARTURE:

From North apron:

ACFT will exit via gates A-1, A-2 or B, taxiing along 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 along TWY D-1 to RWY 12 holding point (stop bar).

From there, ACFT will enter RWY 12 to perform a complete "back track" to RWY30.

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. TAXI PROCEDURES

TWY C1 MAX wingspan 118'/36m.

1.5. 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.

1.6. OTHER INFORMATION

RWYs 10 and 30 right-hand circuit.

Apron South not visible from Control Tower.

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. DE-ICING

- De-icing apron is available for ACFT with MAX wingspan 126.3'/38.5m.
- De-icing on stand 111 is available for ACFT ICAO code E.
- De-icing is carried out by handling agents, with hot water and glycol units.

3.2. 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.

Departing ACFT with wingspan more than 118'/36m report to ATC during first contact.

Taxi to holding position C1 is not allowed if holding position C2 is occupied.

Taxiing via TWY T3 to T4 is not allowed if an ACFT is on holding position C4.

RUNWAY HOLDING POSITION K1

Due to RWY 30 displaced THR, an ACFT taxiing from RWY holding position K1 to THR RWY 30 penetrates the APCH obstacle limitation surface.

TWY C1 holding position is available for ACFT with MAX height of 31.66'/9.65m.

TWY C2 holding position is available for ACFT with MAX height of 24.9'/7.6m.

Normally, departing ACFT will be instructed to holding position K1 by ATC.

ACFT shall notify they are ready to departure when reaching the holding position K1.

3.3. SPEED RESTRICTIONS

MAX 250 KT until leaving FL 100.

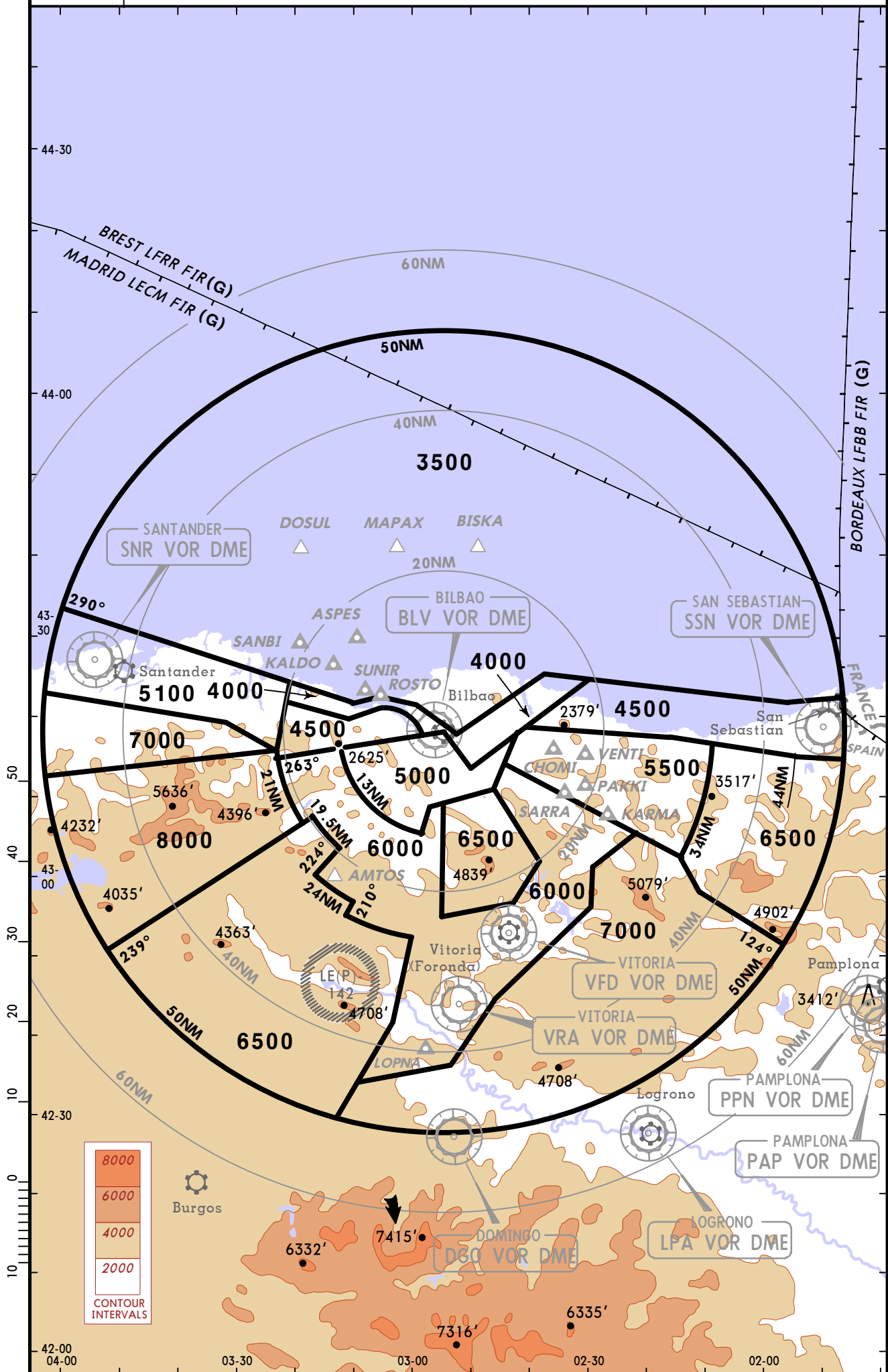
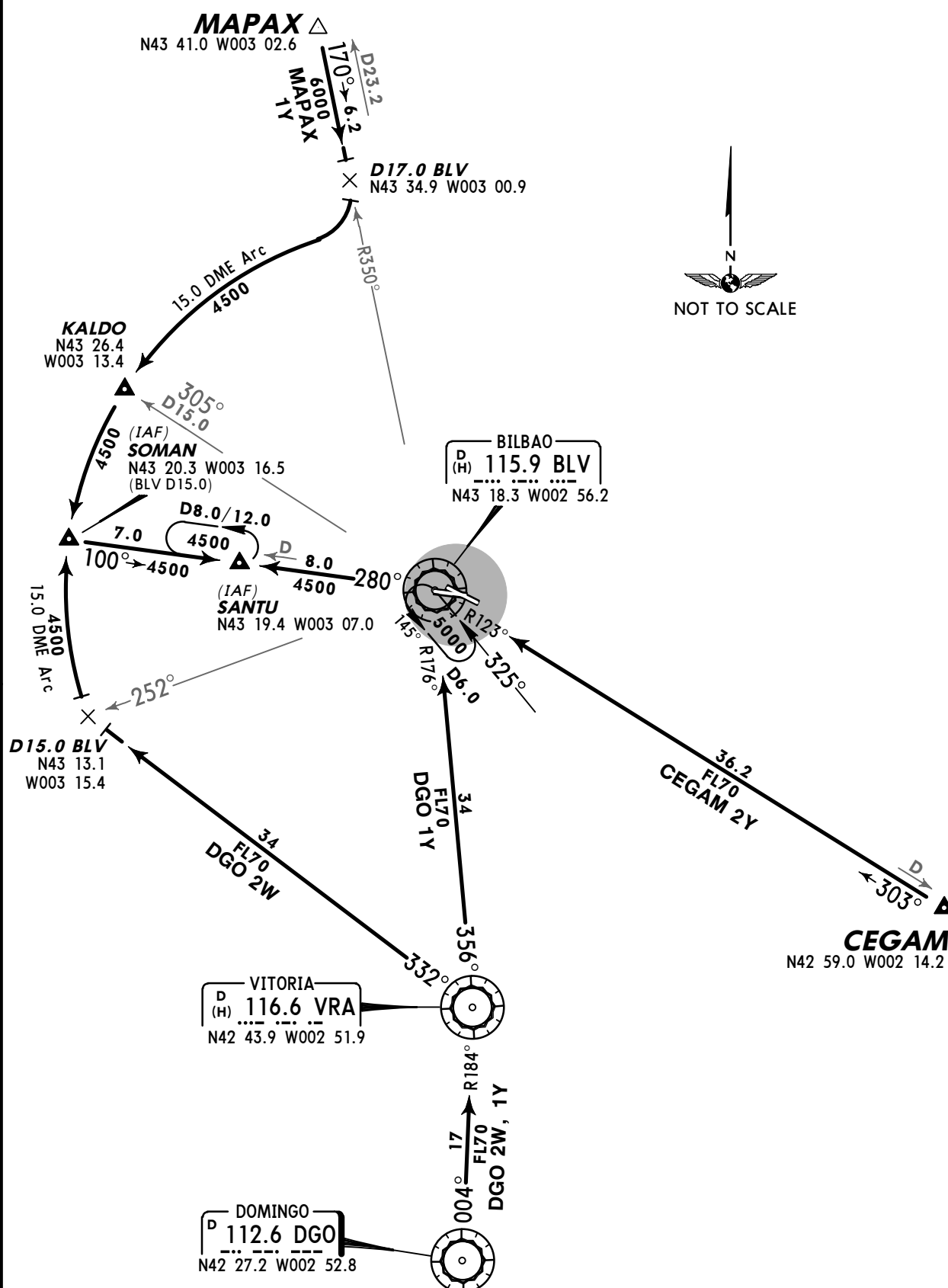
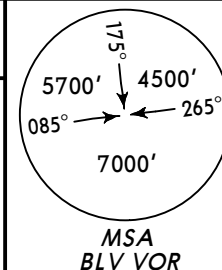
Apt Elev
137'Alt Set: hPa Trans level: By ATC Trans alt: 6000'
The published minimum altitudes integrate no correction for low temperatures.

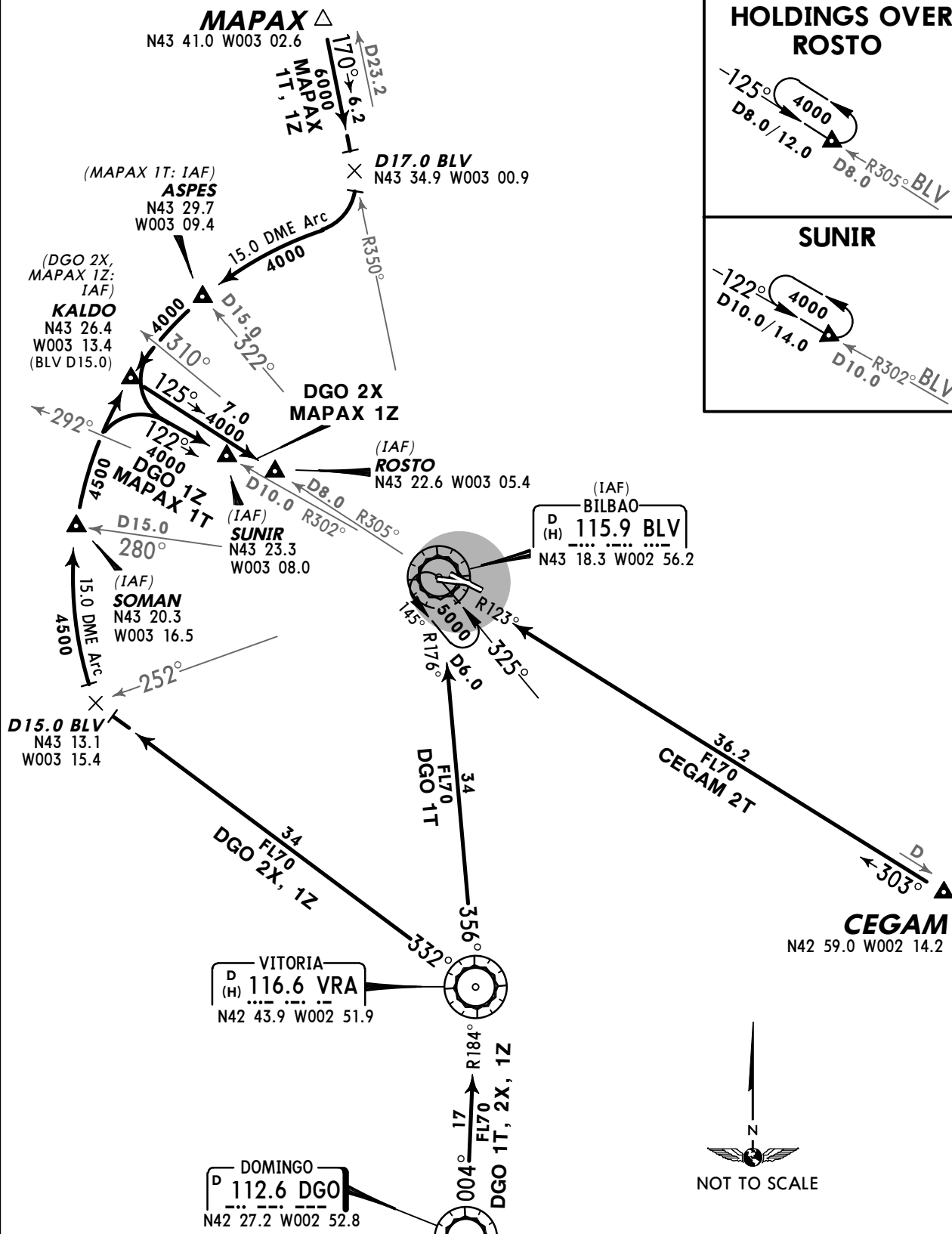
Diagram illustrating a circle with a radius of 7000'. The circle is divided into two segments by a horizontal line. The upper segment is labeled 175° and 4500'. The lower segment is labeled 085° and 265°. The distance from the center to the upper boundary is 5700'. The distance from the center to the lower boundary is 7000'.

SPEED: MAX 250 KT AT OR BELOW FL120



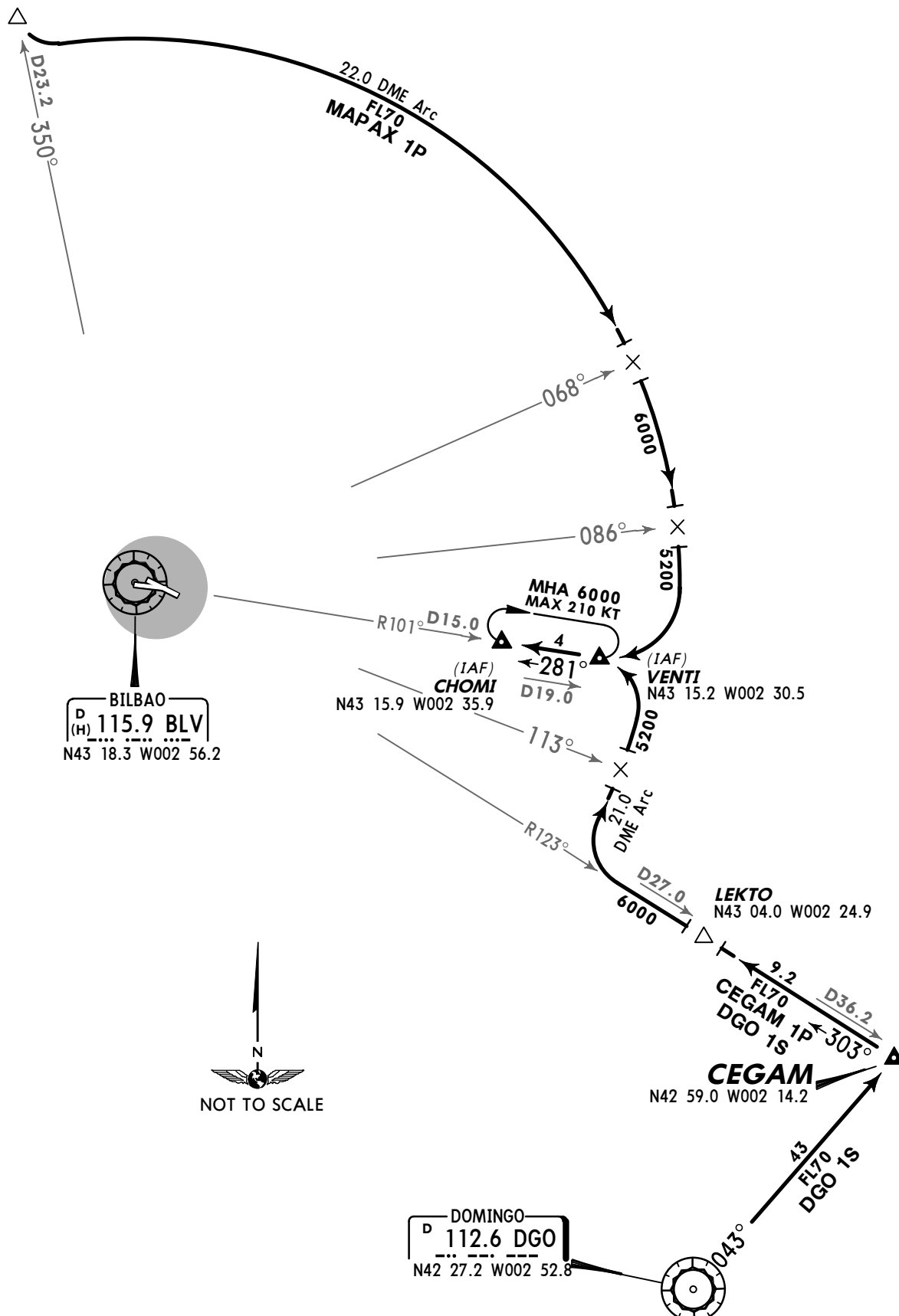
*ATIS
118.82Apt Elev
137'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

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

*D-ATIS
118.82Apt Elev
136'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'CEGAM ONE PAPA (CEGAM 1P) [CEGA1P]
DOMINGO ONE SIERRA (DGO 1S)
MAPAX ONE PAPA (MAPAX 1P) [MAPA1P]
RWY 28 ARRIVALS**~~SPEED~~ MAX 250 KT AT OR BELOW FL120****MAPAX**

N43 41.0 W003 02.6



*D-ATIS
118.82Apt Elev
136'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

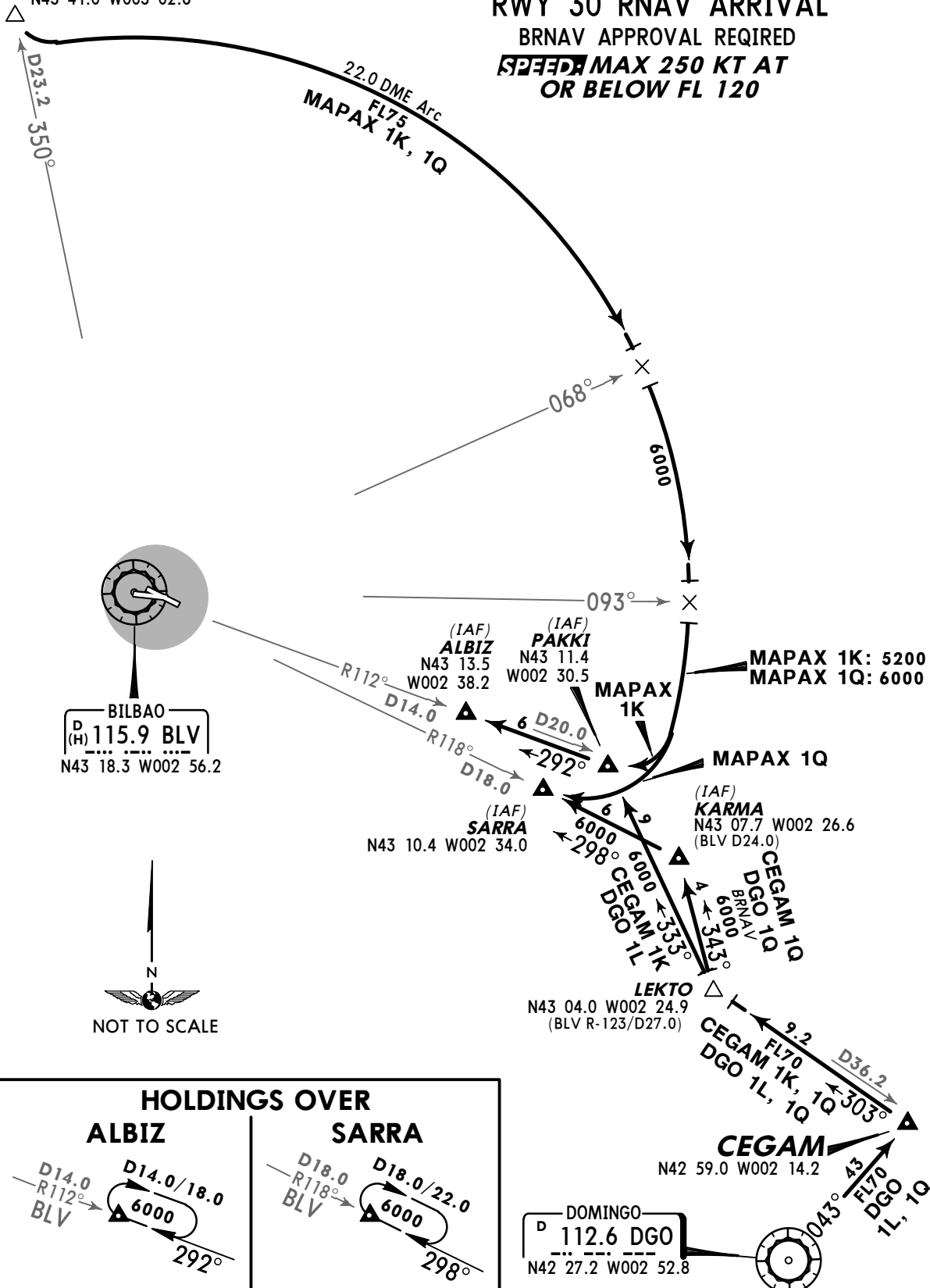
CEGAM ONE KILO (CEGAM 1K) [CEGA1K]
DOMINGO ONE LIMA (DGO 1L)
MAPAX ONE KILO (MAPAX 1K) [MAPA1K]
MAPAX ONE QUEBEC (MAPAX 1Q) [MAPA1Q]
RWY 30 ARRIVALS
CEGAM ONE QUEBEC (CEGAM 1Q) [CEGA1Q]
DOMINGO ONE QUEBEC (DGO 1Q)

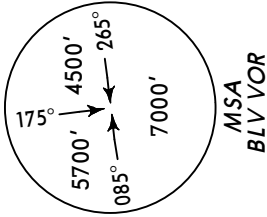
RWY 30 RNAV ARRIVAL

BRNAV APPROVAL REQUIRED

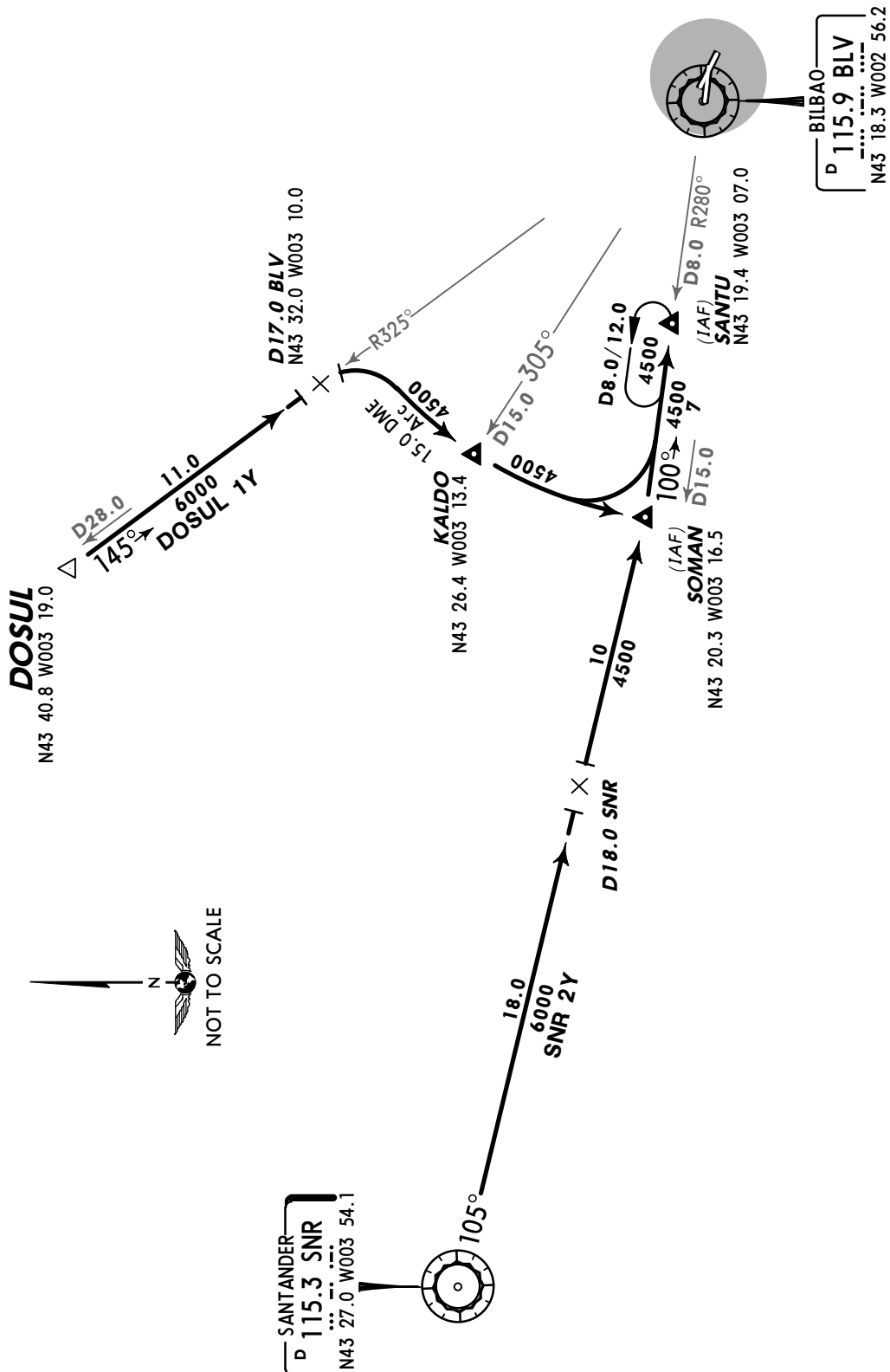
~~SPEED~~ MAX 250 KT AT
OR BELOW FL 120**MAPAX**

N43 41.0 W003 02.6



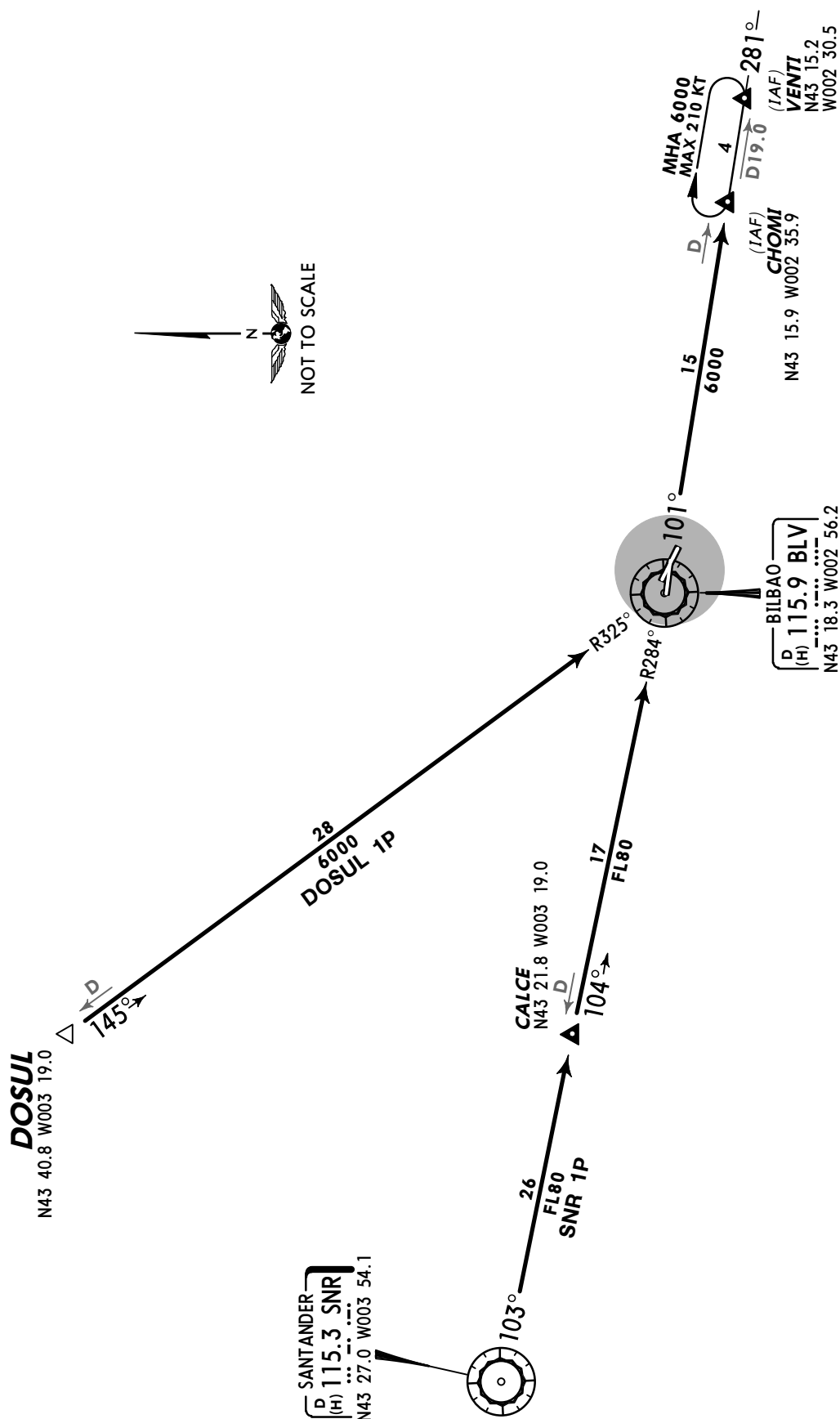
*ATIS
118.82Apt Elev
137'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

DOSUL ONE YANKEE (DOSUL 1Y) [DOSU1Y]
SANTANDER TWO YANKEE (SNR 2Y)
RWY 10 ARRIVALS
FROM WEST & NORTHWEST



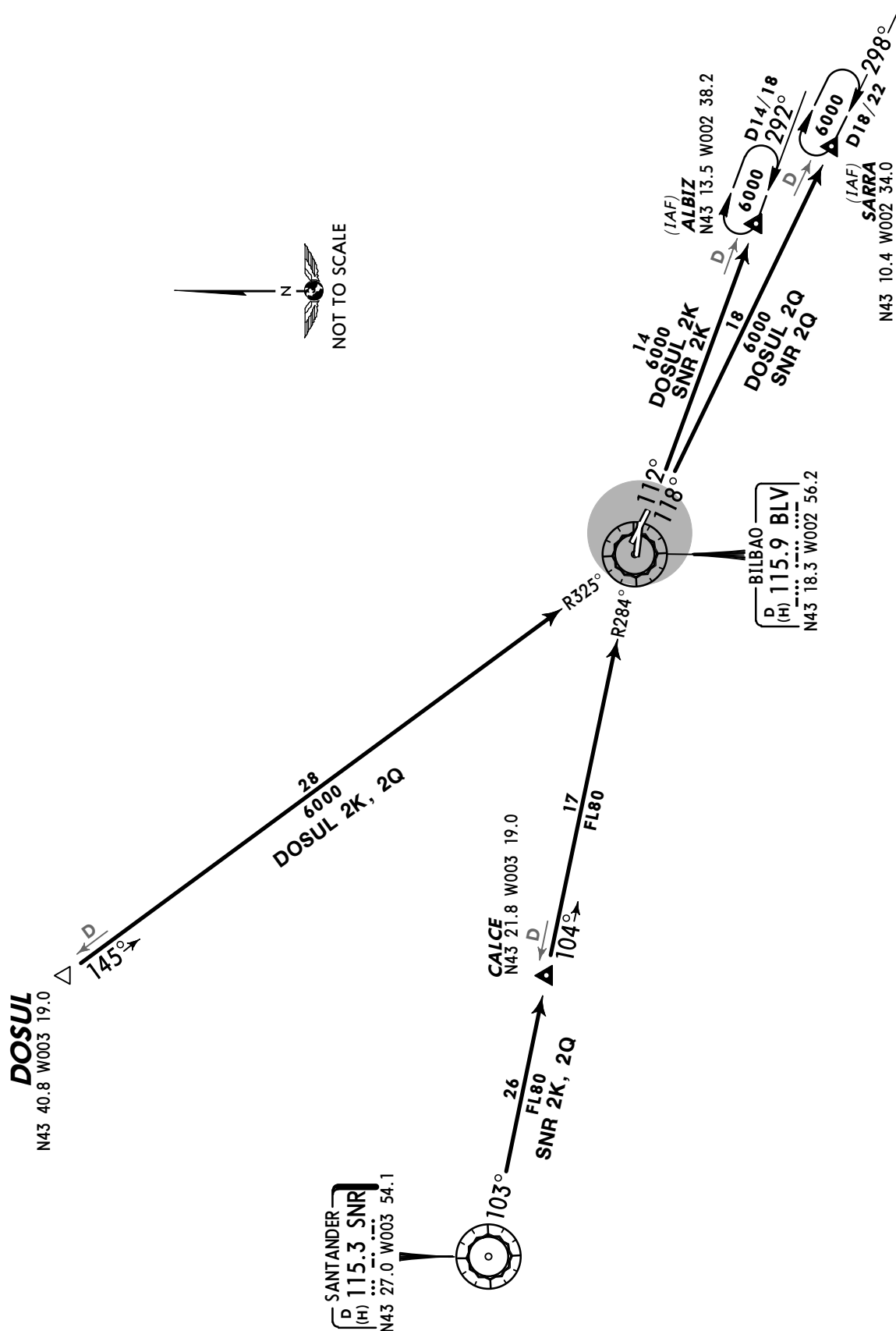
RWY 12 ARRIVALS FROM WEST & NORTHWEST



*D-ATIS
118.82Apt Elev
136'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'DOSUL ONE PAPA (DOSUL 1P) [DOSU1P]
SANTANDER ONE PAPA (SNR 1P)
RWY 28 ARRIVALS**~~SPEED~~ MAX 250 KT AT OR BELOW FL120**

*D-ATIS
118.82Apt Elev
136'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
~~SPEED~~ MAX 250 KT AT OR BELOW FL120

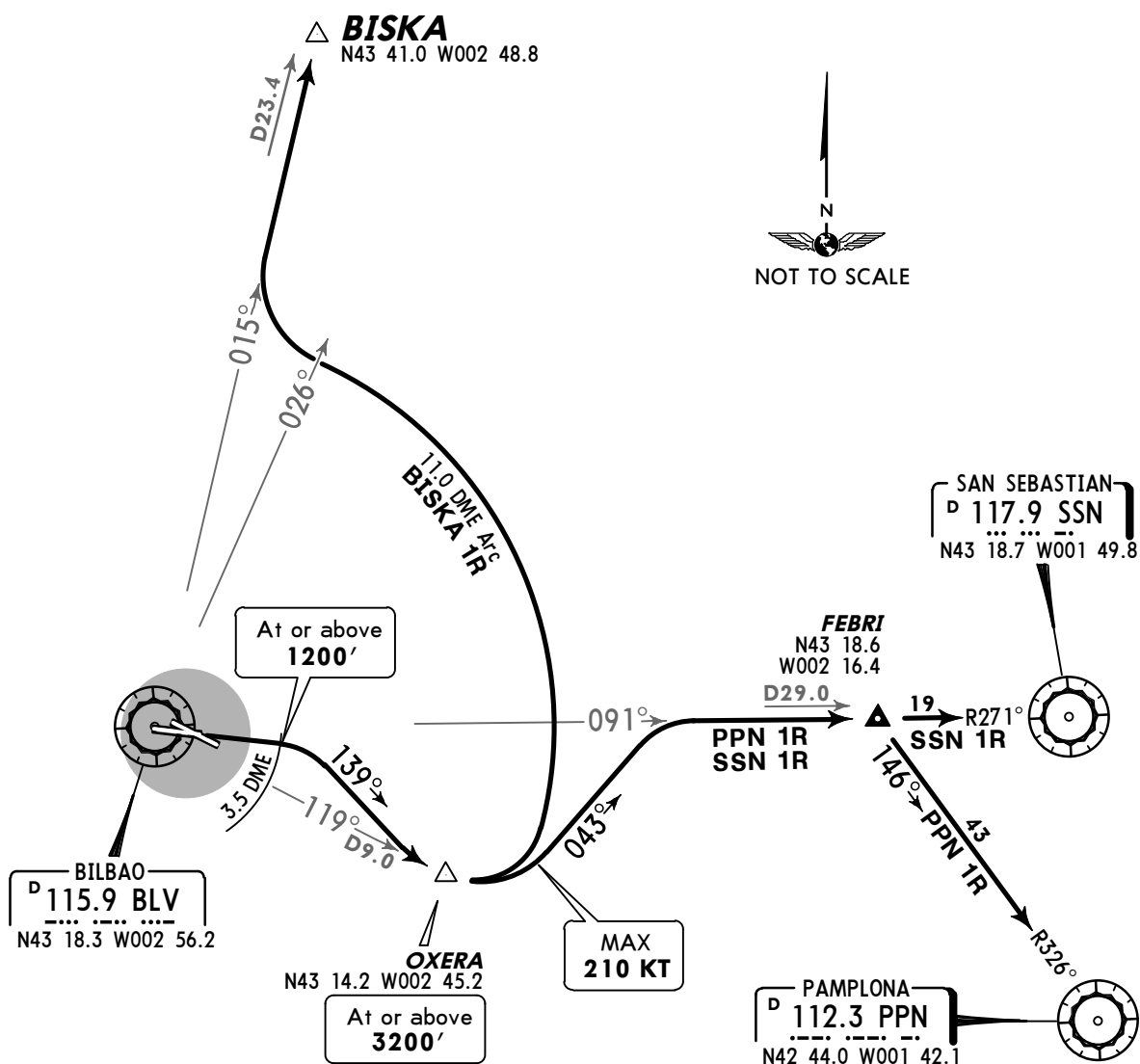
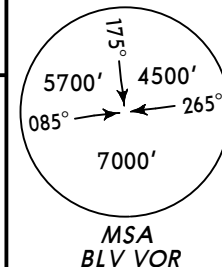


Apt Elev
137'

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'.

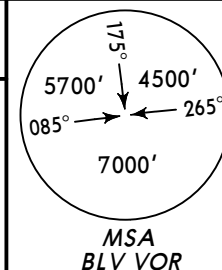
Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

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.

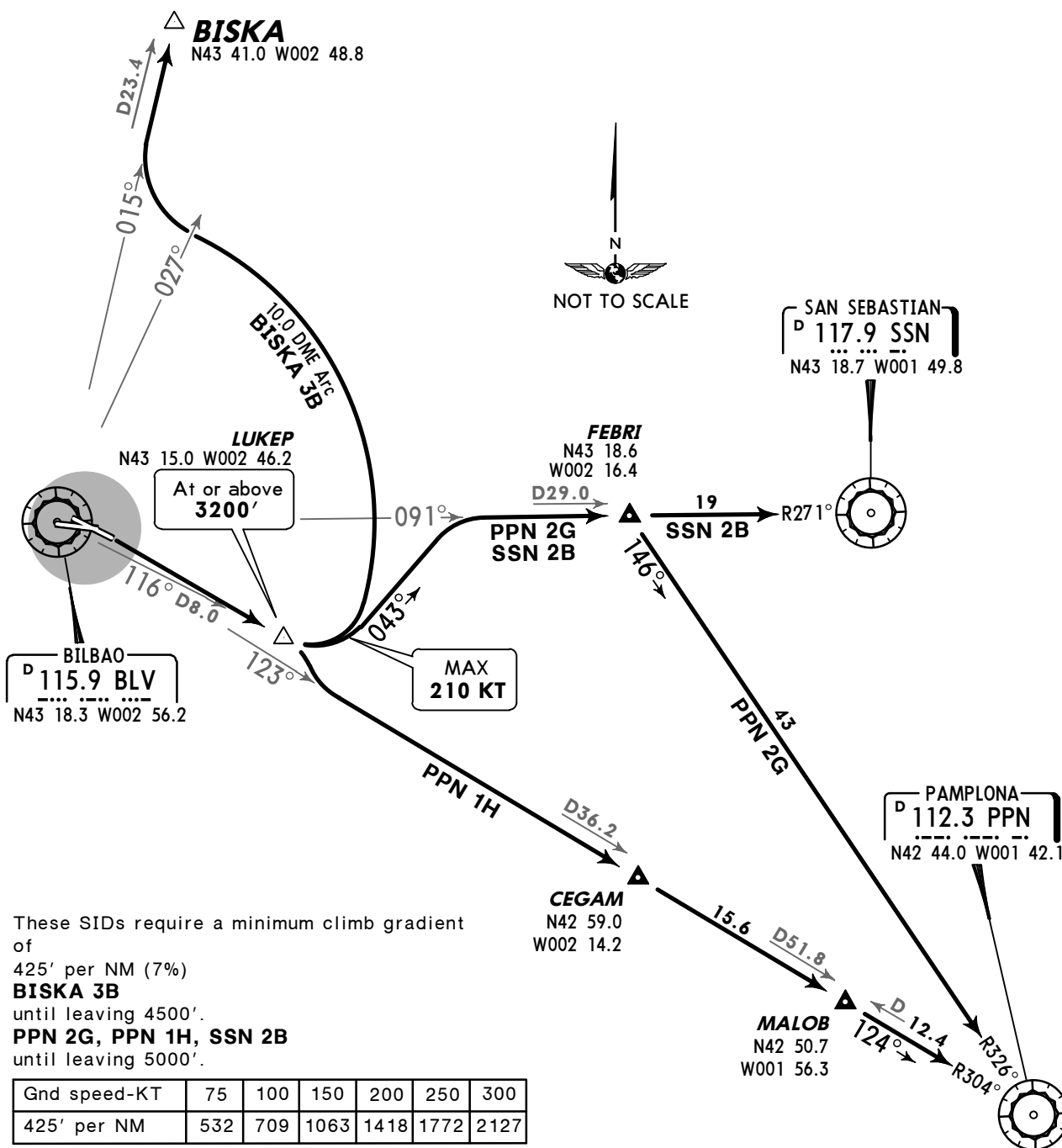
Apt Elev
137'

Trans level: By ATC Trans alt: 6000'



BISKA THREE BRAVO (BISKA 3B) [BISK3B]
PAMPLONA TWO GOLF (PPN 2G)
PAMPLONA ONE HOTEL (PPN 1H)
SAN SEBASTIAN TWO BRAVO (SSN 2B)
RWY 12 DEPARTURES

TO NORTHEAST, EAST & SOUTHEAST

~~SPEED~~ MAX 250 KT UNTIL LEAVING FL100Initial climb clearance **FL80**, except ATC clearance

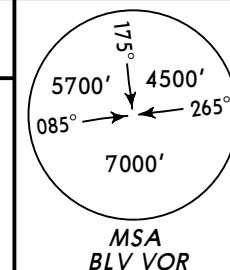
SID	INITIAL CLIMB/ROUTING
BISKA 3B	Climb on runway heading to LUKEP, turn LEFT, along BLV 10.0 DME arc, when passing BLV R-027 turn RIGHT, intercept BLV R-015 to BISKA.
PPN 2G	Climb on runway heading to LUKEP, turn LEFT, 043° track, turn RIGHT, intercept BLV R-091 to FEBRI, turn RIGHT, intercept PPN R-326 inbound to PPN.
PPN 1H	Climb on runway heading to LUKEP, turn RIGHT, intercept BLV R-123 via CEGAM to MALOB, then to PPN.
SSN 2B	Climb on runway heading to LUKEP, turn LEFT, 043° track, turn RIGHT, intercept BLV R-091 via FEBRI to SSN.

CHANGES: SID CEGAM 1G replaced by PPN 1H.

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Apt Elev
137'

Trans level: By ATC Trans alt: 6000'



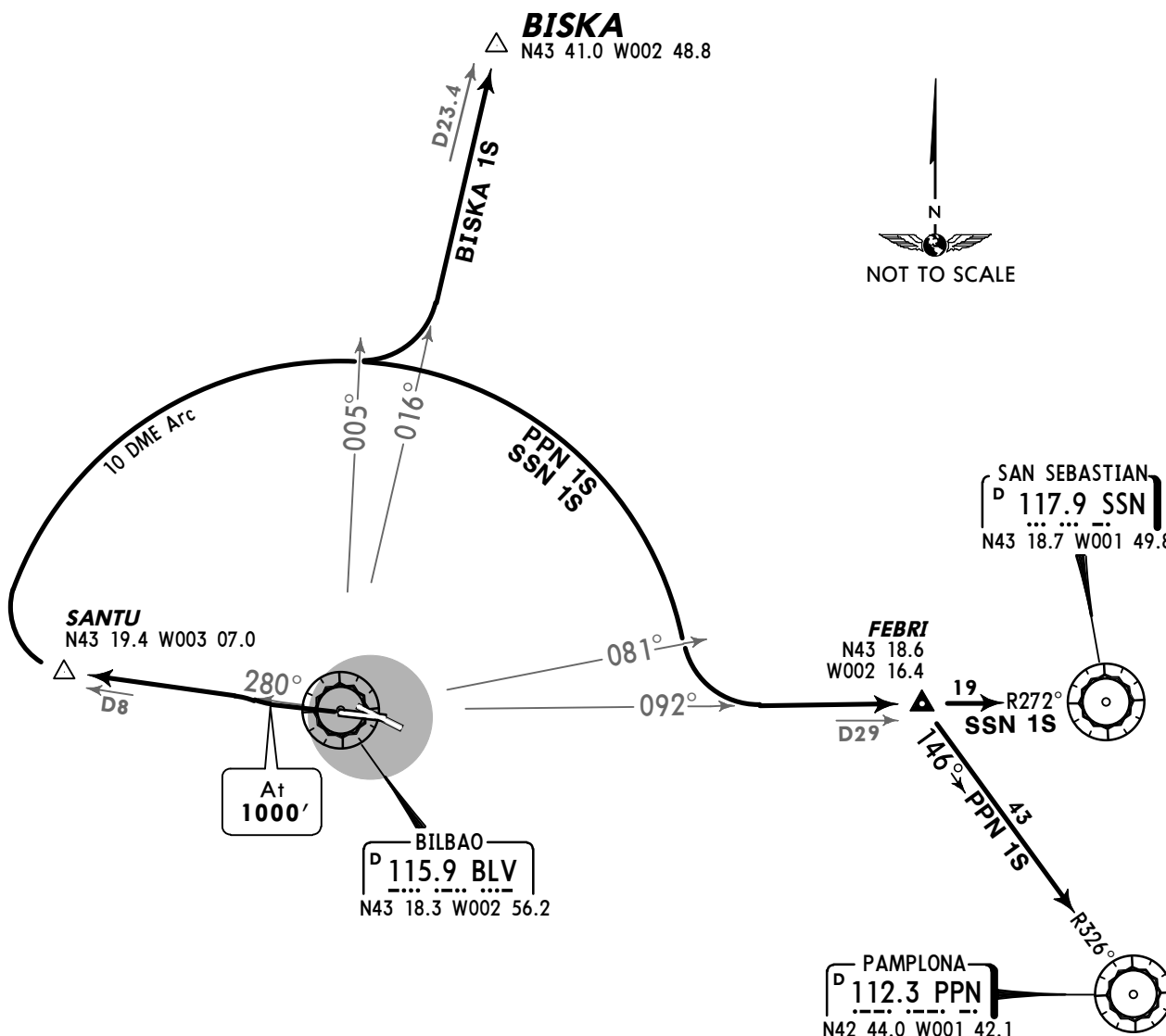
BISKA ONE SIERRA (BISKA 1S) [BISK1S]

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'**.

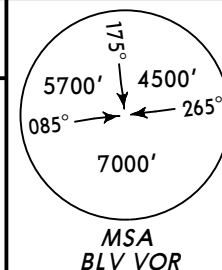
Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

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.

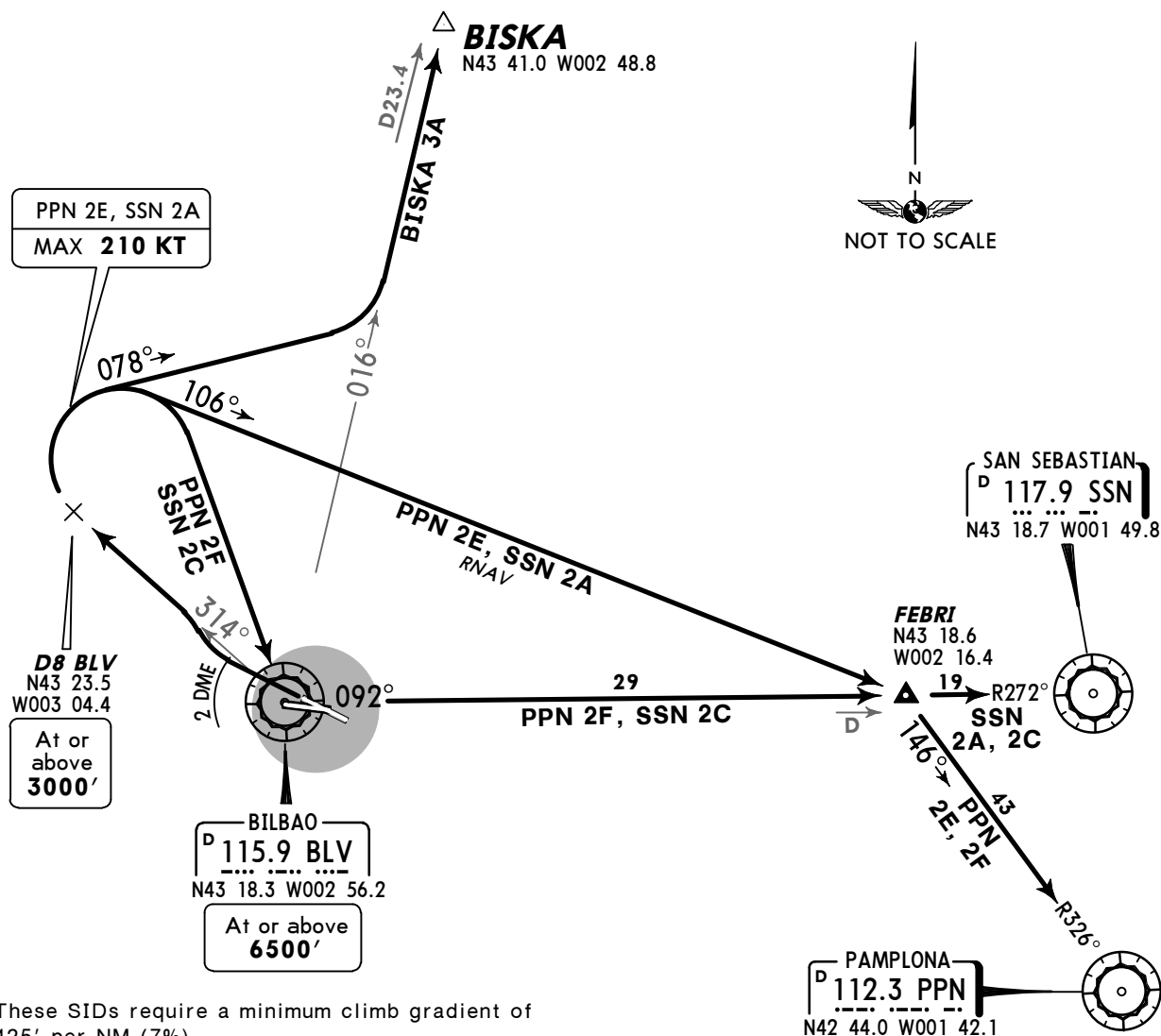
Apt Elev
137'

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 3Auntil 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**

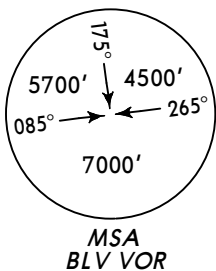
Climb on runway heading to BLV 2 DME, turn RIGHT, intercept BLV R-314 to D8 BLV.

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

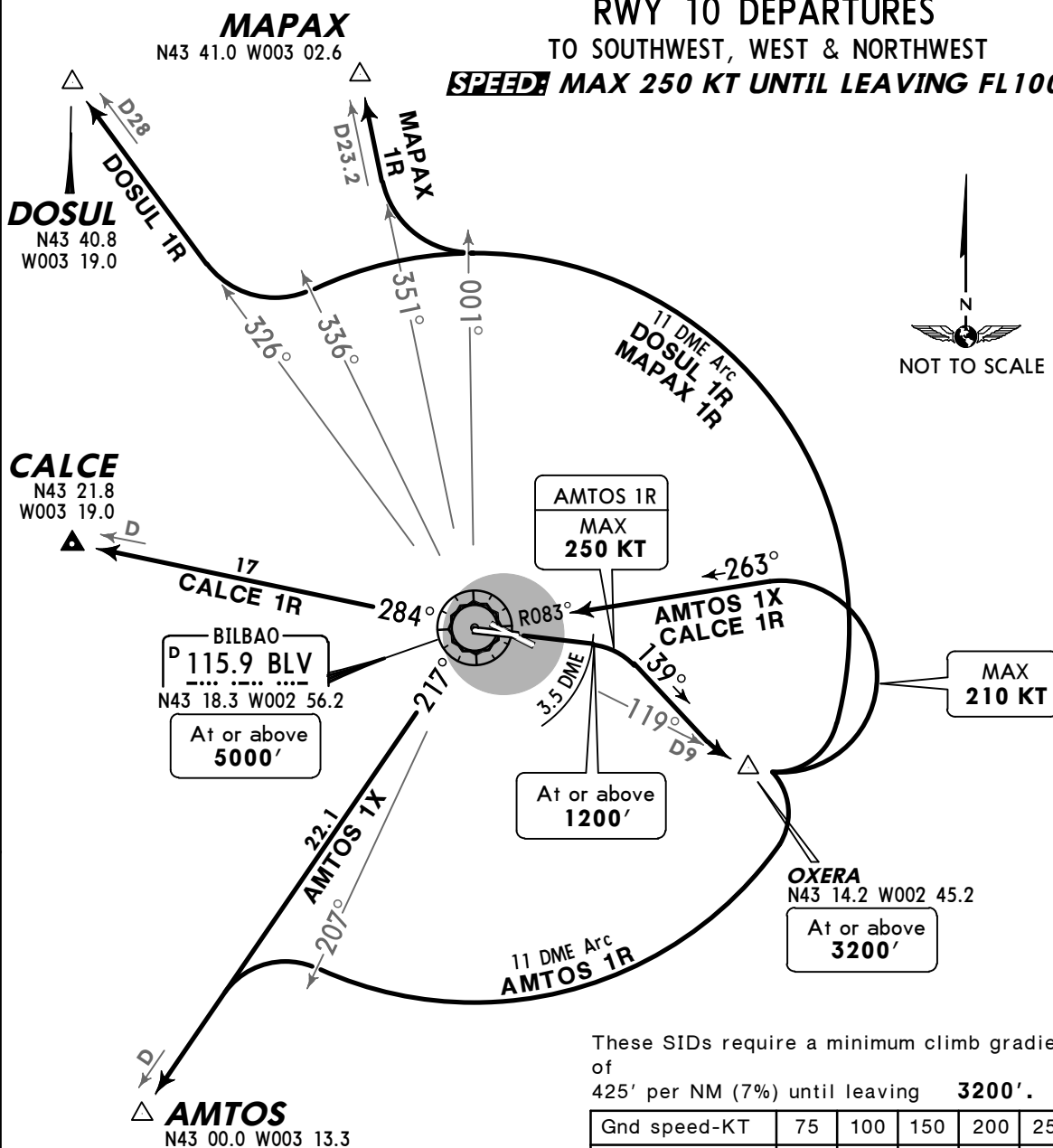
Trans alt: 6000'



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

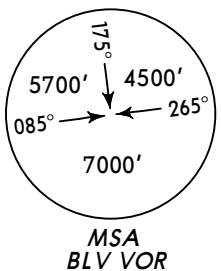
INITIAL CLIMB

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'

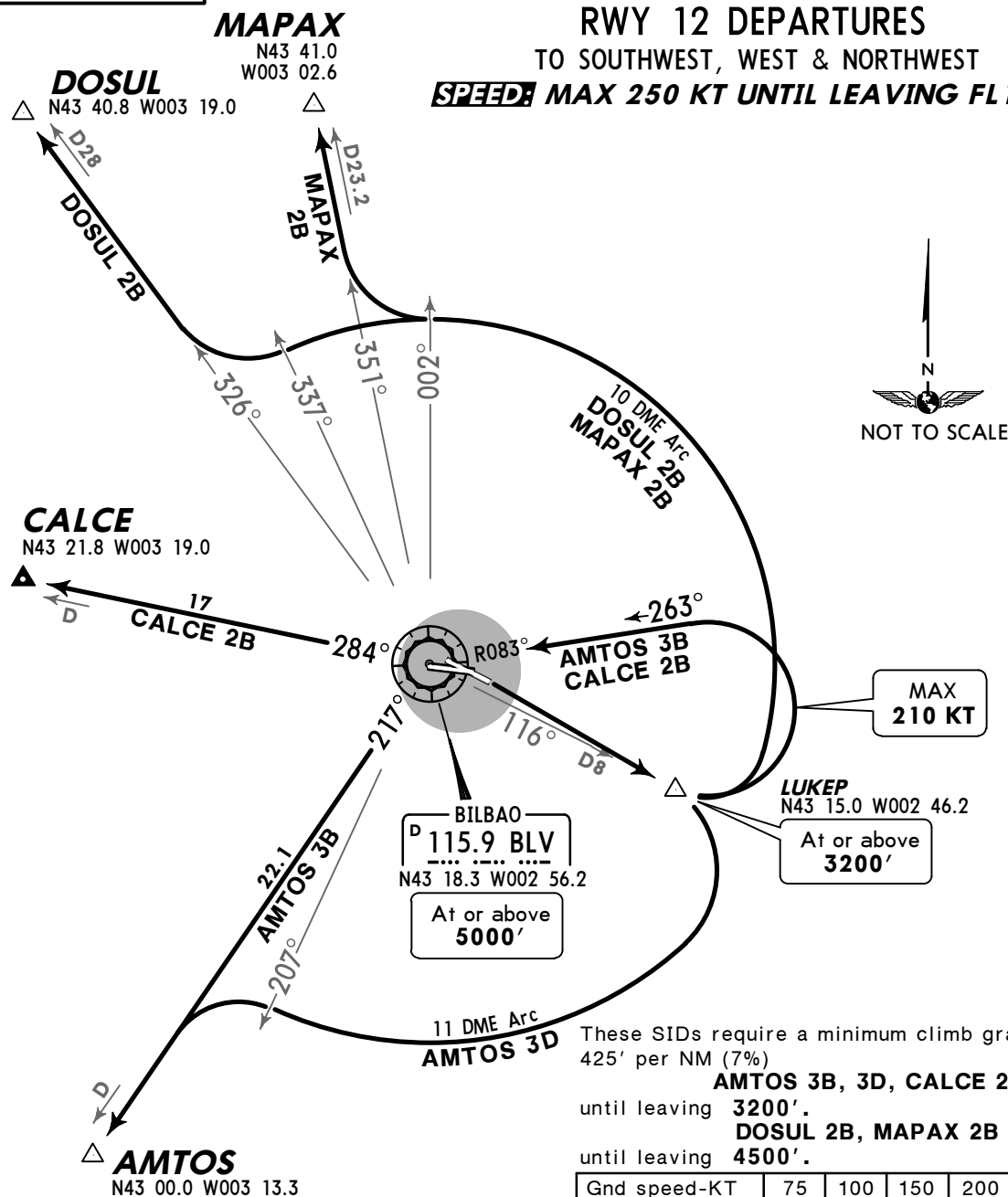
Trans level: By ATC Trans alt: 6000'



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'.

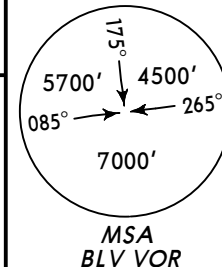
Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

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'

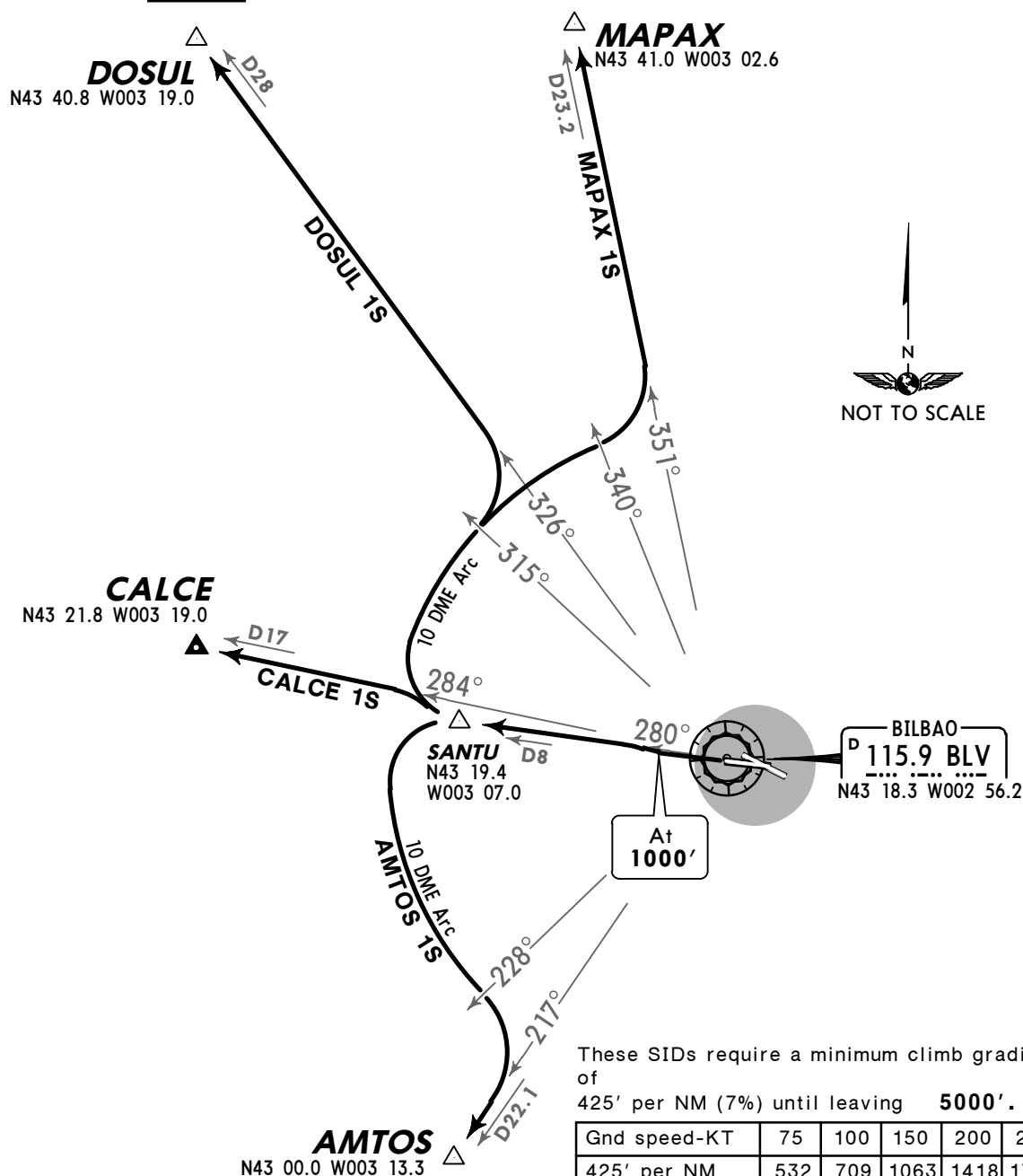
Trans level: By ATC Trans alt: 6000'



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 FL100Initial climb clearance **FL80** , except ATC clearance

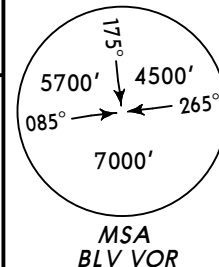
INITIAL CLIMB

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'

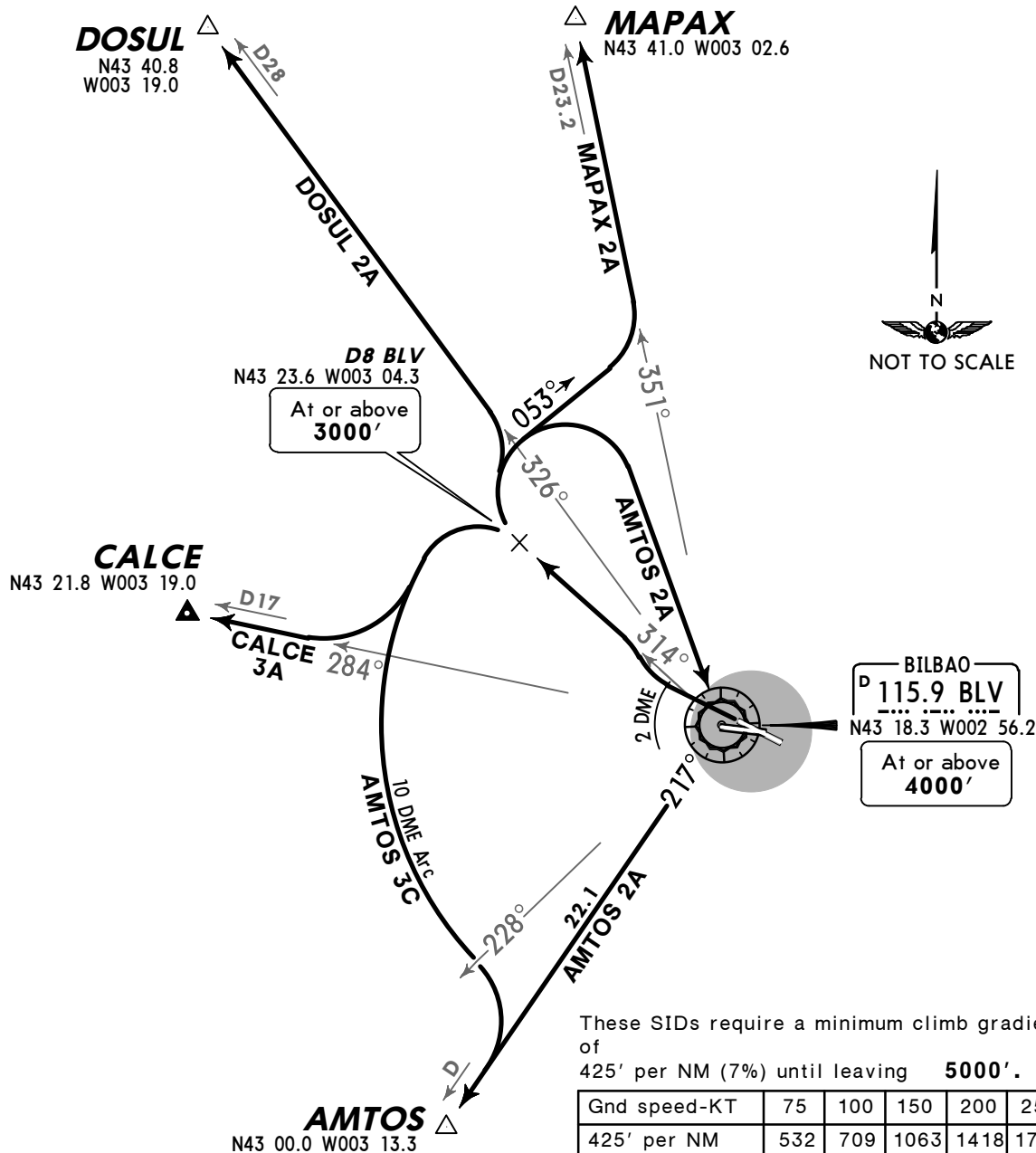
Trans level: By ATC Trans alt: 6000'



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 FL100Initial 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.

RWYS 10, 12, 28, 30 CONTINGENCY DEPARTURES

In the event of failure of one or more nav aids used for the departures from runways 10, 12, 28, 30 the following procedures shall be carried out:

RWY 10: Climb on runway heading to 1800', turn LEFT (MAX 250 KT), climb on 002° heading to 4000' and wait for ATC instructions.

RWY 12: Climb on runway heading to 1800', turn LEFT (MAX 250 KT), climb on 002° heading to 5000' and wait for ATC instructions.

RWY 28: Climb on 293° heading to 4500', turn following ATC instructions.

RWY 30: Climb on runway heading to 4500', turn following ATC instructions.

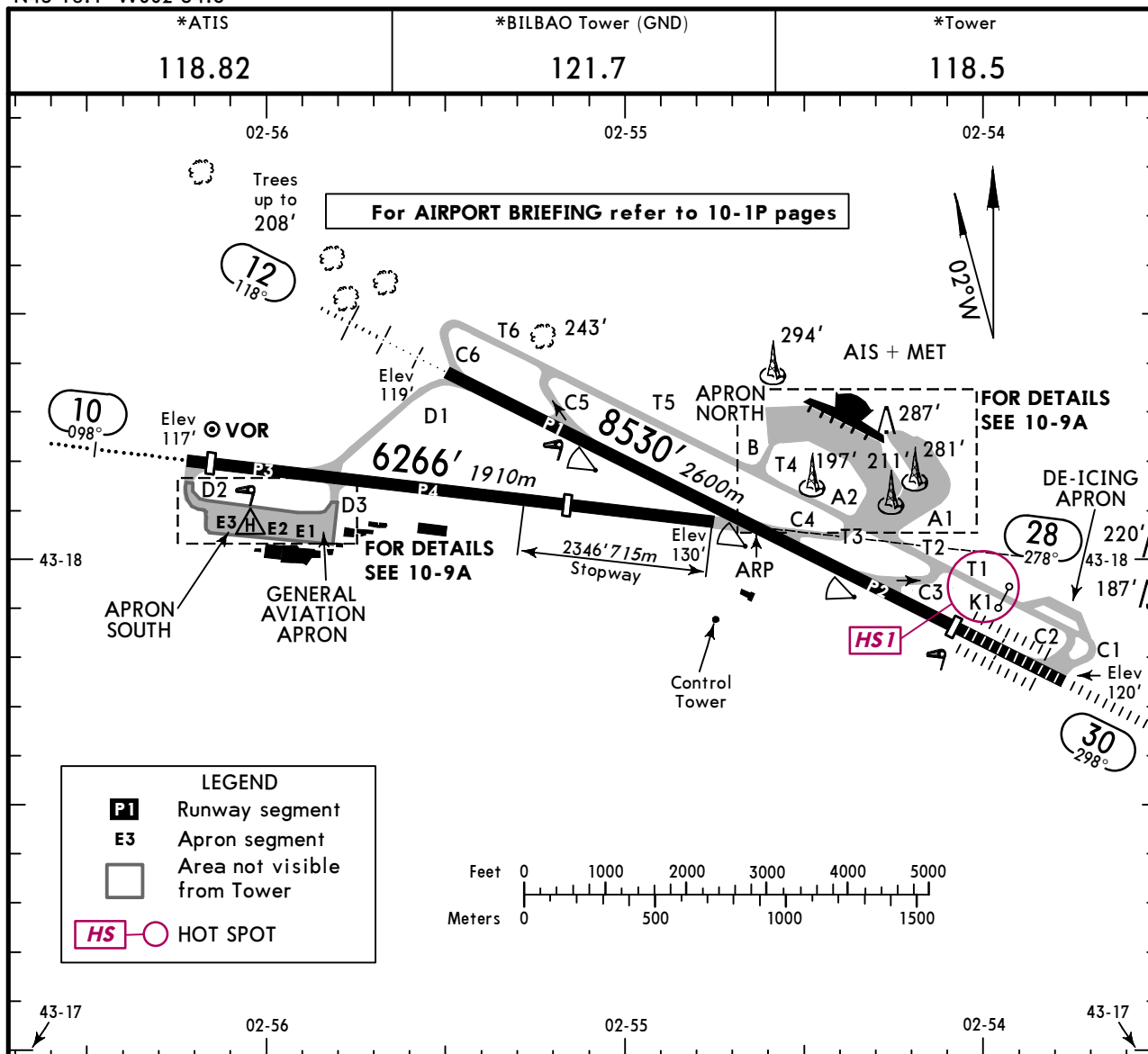
These departures require minimum climb gradients of

RWY 10: 6.5% to 4000'.

RWY 12: 6.5% to 5000'.

RWY 28, 30: 6.7% to 4500'.

Gnd speed-KT	75	100	150	200	250	300
6.7% V/V(fpm)	509	679	1018	1357	1696	2036
6.5% V/V(fpm)	494	658	987	1317	1646	1975



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond	TAKE-OFF	
10	HIRL (60m) HIALS PAPI (3.6°)			3921' 1195m	148'
28	HIRL (60m) PAPI-L (3.4°)	4446' 1355m			45m
12	HIRL (50m) CL (15m) HIALS PAPI (3.1°) RVR	8333' 2540m	7361' 2244m	8333' 2540m	148'
30	HIRL (50m) CL (15m) HIALS-II TDZ PAPI (3.4°) ① RVR	7021' 2140m	5988' 1825m	②	45m

① HST-C5.

② TAKE-OFF RUN AVAILABLE

RWY 30:

From rwy head 8530' (2600m)

twy C2 int 7661' (2335m)

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

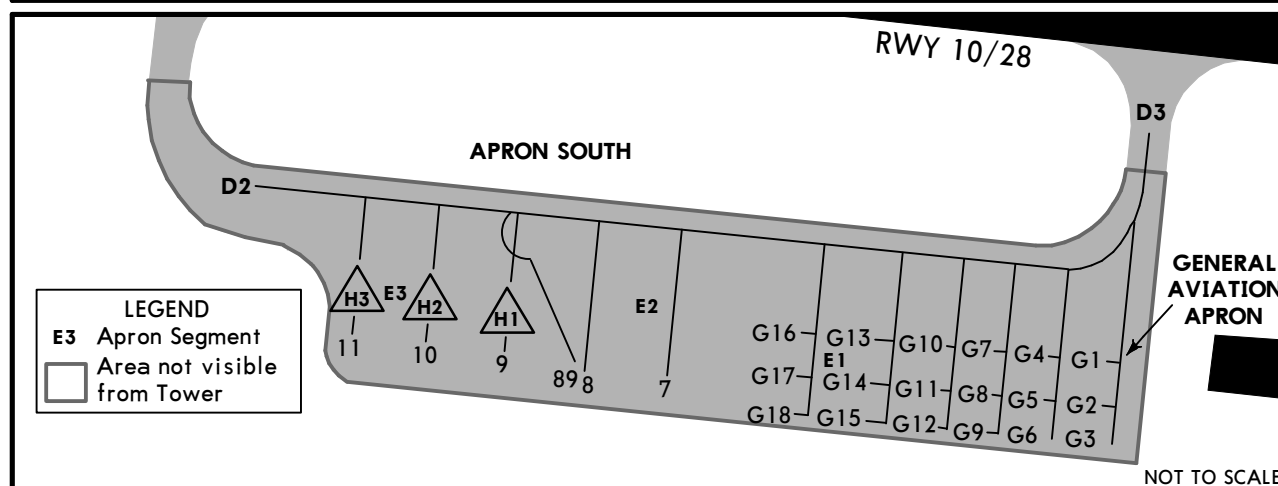
HS1 Acft holding at K1 will be cleared for take-off RWY 30 only when they have reported ready for take-off to ATC.

Standard

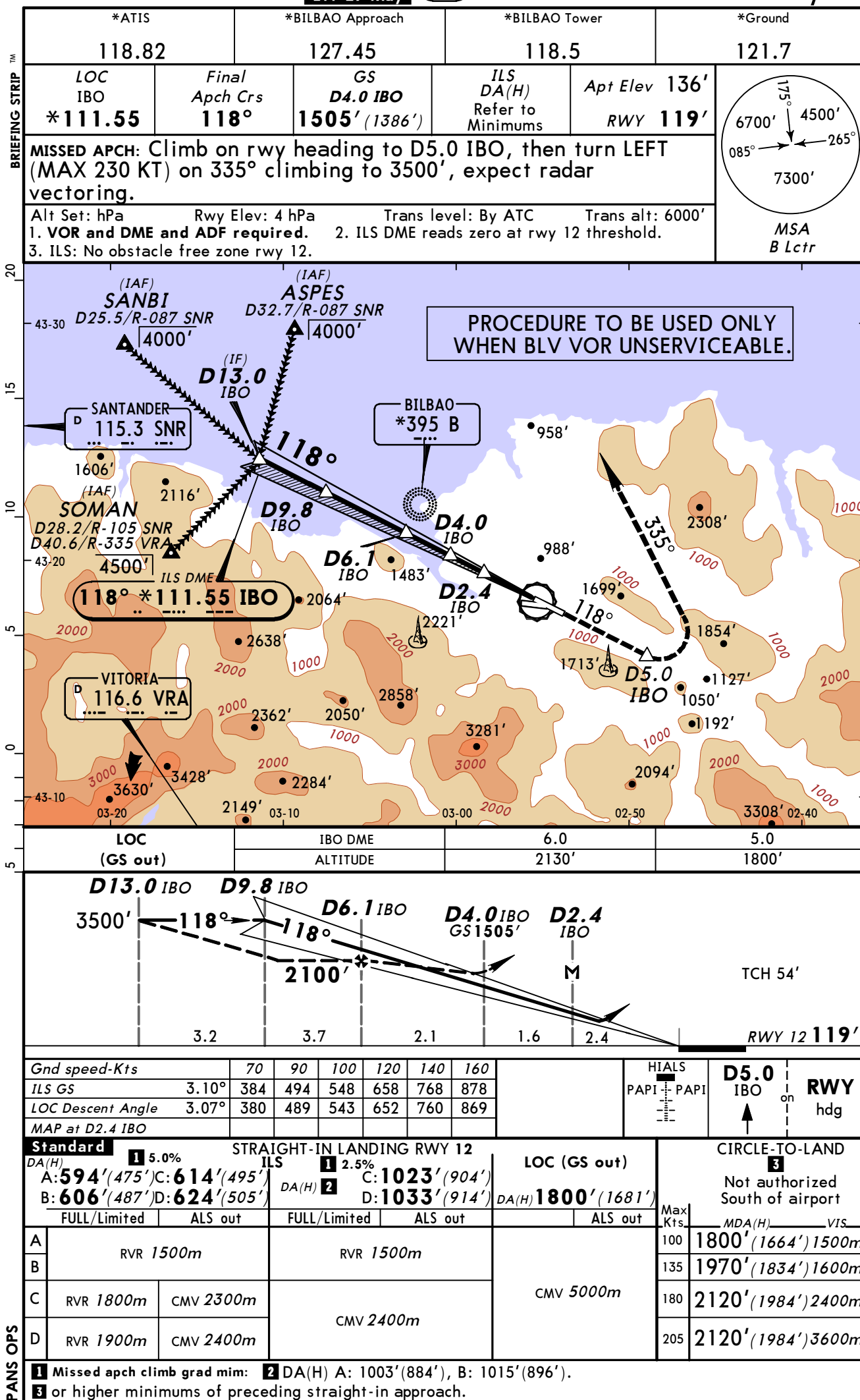
TAKE-OFF ①

	LVP must be in Force				
	Approved Operators	RL, CL & mult. RVR req	RL, CL & mult. RVR req	RCLM (DAY only) or RL	RCLM (DAY only) or RL
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.



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 thru G15	N43 18.1 W002 55.9
111	N43 18.1 W002 54.3	G16 thru G18	N43 18.1 W002 56.0
123	N43 18.1 W002 54.2	H1 thru H3	N43 18.1 W002 56.1
H12	N43 18.1 W002 54.2		
H21	N43 18.3 W002 54.5		

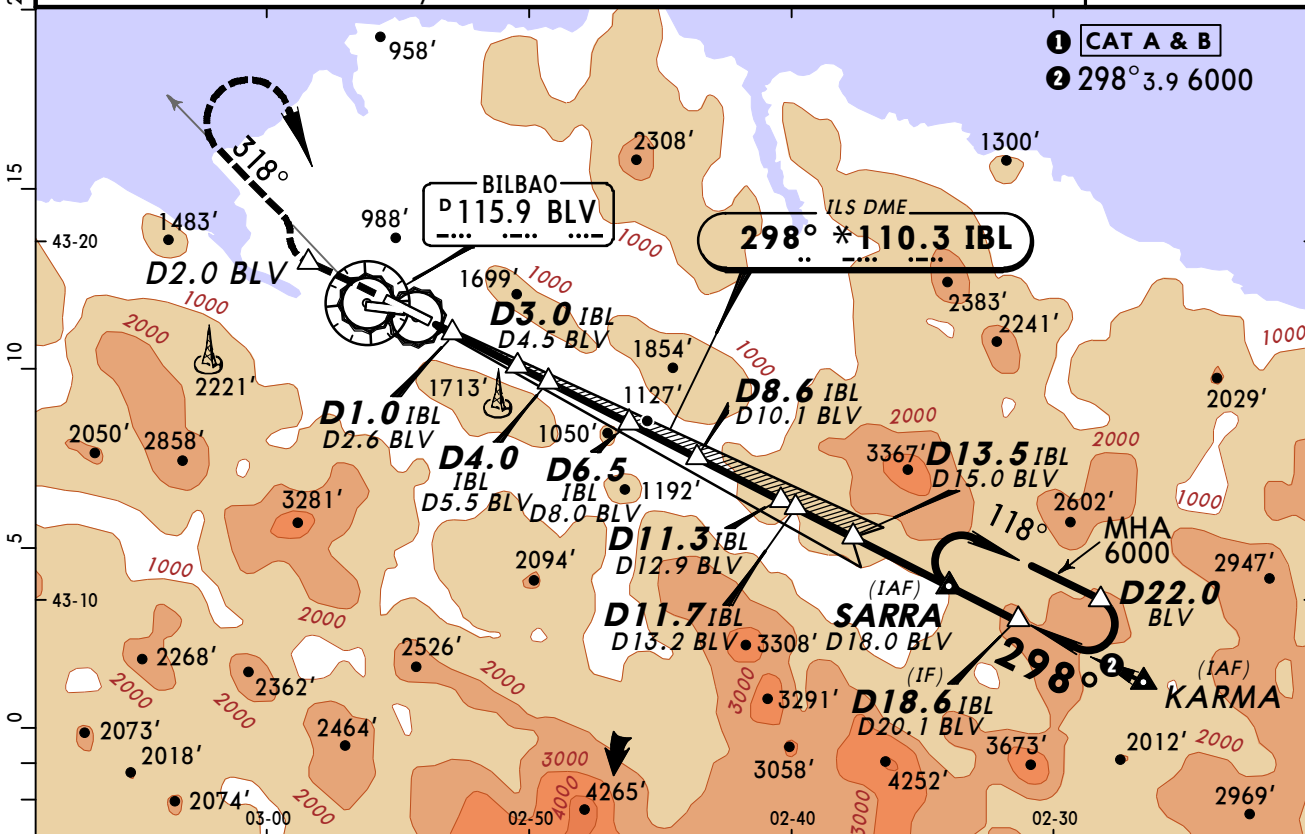
LEBB/BIO
BILBAOJEPPESEN
16 MAY 14
Eff 29 May 11-2BILBAO, SPAIN
ILS Y or LOC Y Rwy 12

LEBB/BIO
BILBAO16 MAY 14
Eff 29 May

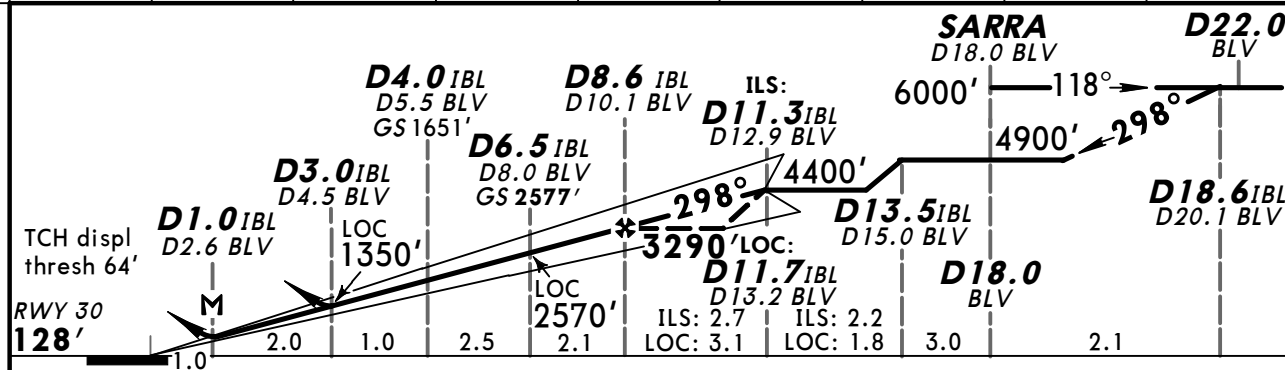
(11-3)

BILBAO, SPAIN
ILS Z or LOC Z Rwy 30

*ATIS 118.82	*BILBAO Approach 127.45	*BILBAO Tower 118.5	*Ground 121.7
LOC IBL *110.3	Final Apch Crs 298°	GS D6.5 IBL 2577' (2449')	ILS DA(H) Refer to Minimums
Apt Elev 136'			RWY 128'
MISSED APCH: Climb 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.			
Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 6000'			
1. VOR and DME required. 2. ILS DME reads zero at rwy 30 displaced thresh. 3. ILS: No obstacle free zone rwy 30.			
			MSA BLV VOR



LOC (GS out)	IBL DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE		960'	1350'	1710'	2070'	2420'	2780'	3130'



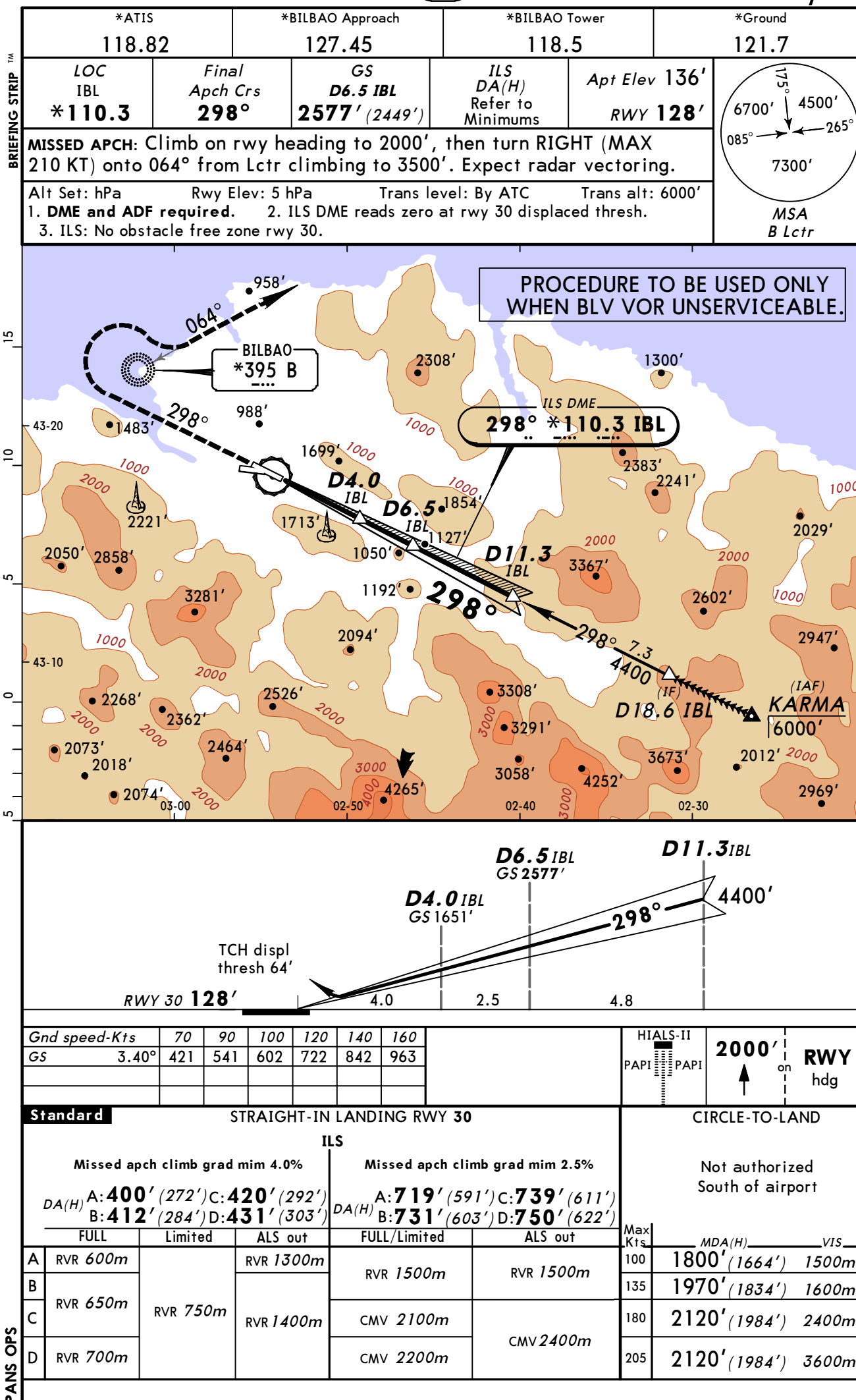
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	D2.0 BLV after VOR
ILS GS	3.40°	421	541	602	722	842	963	
LOC Desc Angle FAF - D3.0 IBL 3.34°	414	532	591	709	827	946	MAP at D1.0 IBL/D2.6 BLV	
LOC Desc Angle after D3.0 IBL 3.68°	456	586	651	782	912	1042		

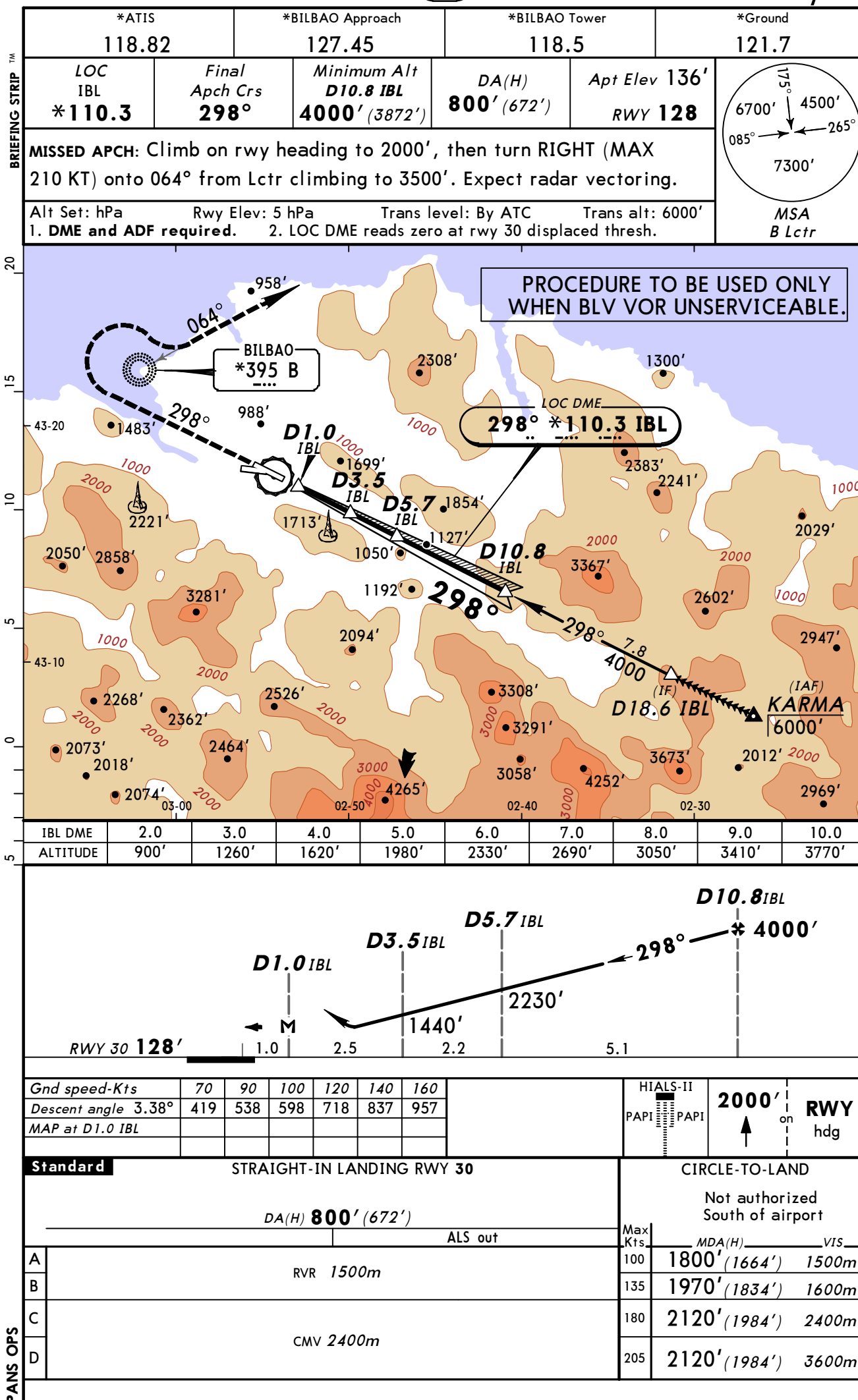
Standard ILS STRAIGHT-IN LANDING RWY 30				LOC (GS out)		CIRCLE-TO-LAND	
A: 418' (290') C: 438' (310')				DA(H) 700' (572')		Not authorized South of airport	
B: 430' (302') D: 449' (321')							
FULL		Limited	ALS out	ALS out		Max Kts	MDA(H) VIS
A	RVR 650m			RVR 1900m	CMV 2600m	100	1710' (1574') 1500m
B	RVR 700m	RVR 750m	RVR 1400m			135	1970' (1834') 1600m
C				NOT APPLICABLE		180	2060' (1924') 2400m
D	RVR 800m	RVR 800m	RVR 1500m			205	2060' (1924') 3600m

or higher minimums of preceding straight-in approach.

CHANGES: Apt and rwy elevation. Minimums.

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LEBB/BIO
BILBAOJEPPESSEN
16 MAY 14 11-5 Eff 29 MayBILBAO, SPAIN
LOC Y Rwy 30

BILBAO, SPAIN
LOC X Rwy 30

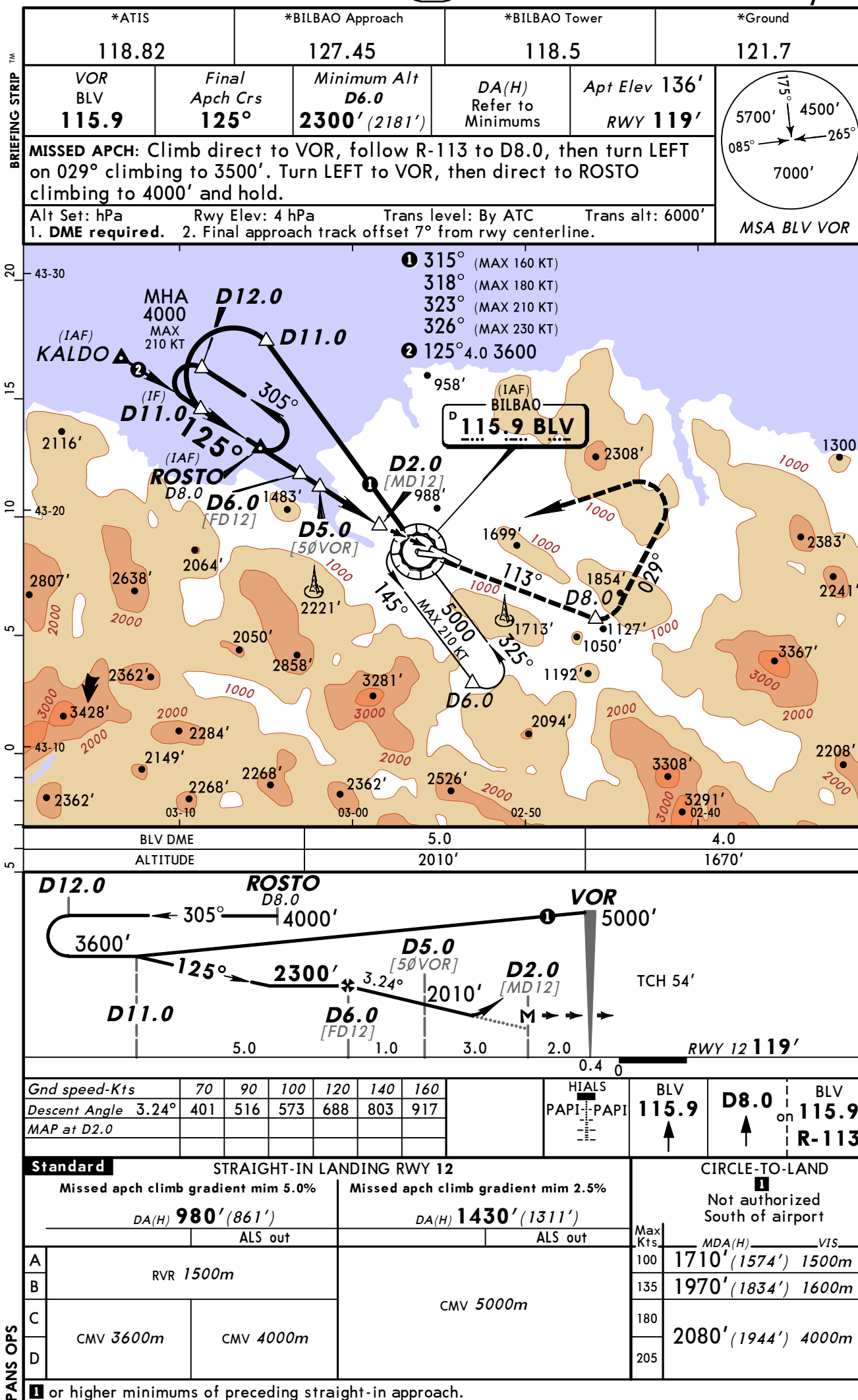
BRIEFING STRIP™

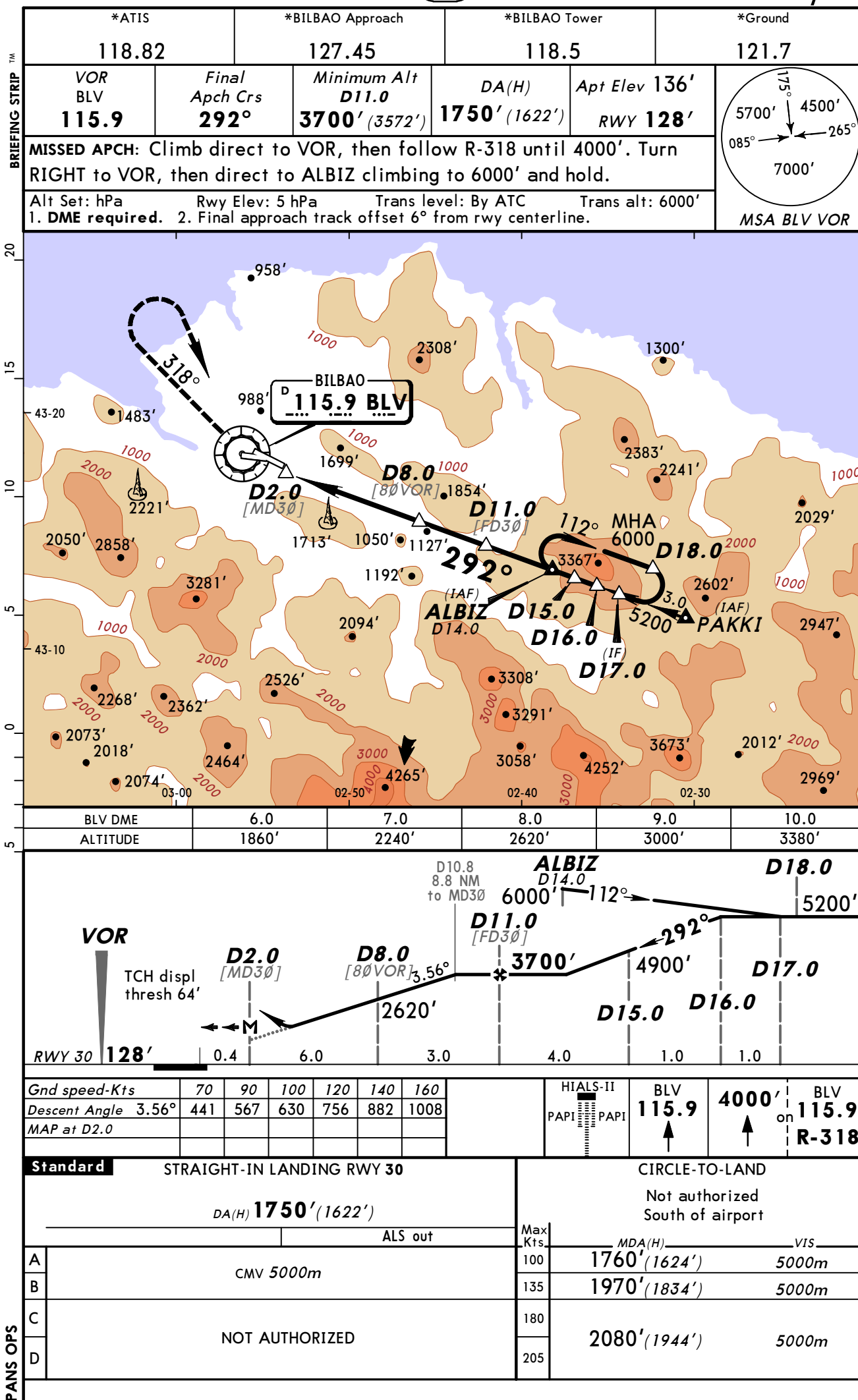


<i>Gnd speed-Kts</i>	70	90	100	120	140	160		D2.0 BLV after VOR ↑
<i>Descent angle</i> 3.46°	429	551	612	735	857	980		
<i>MAP at D1.0 IBL/D2.6 BLV</i>								

PANS OPS

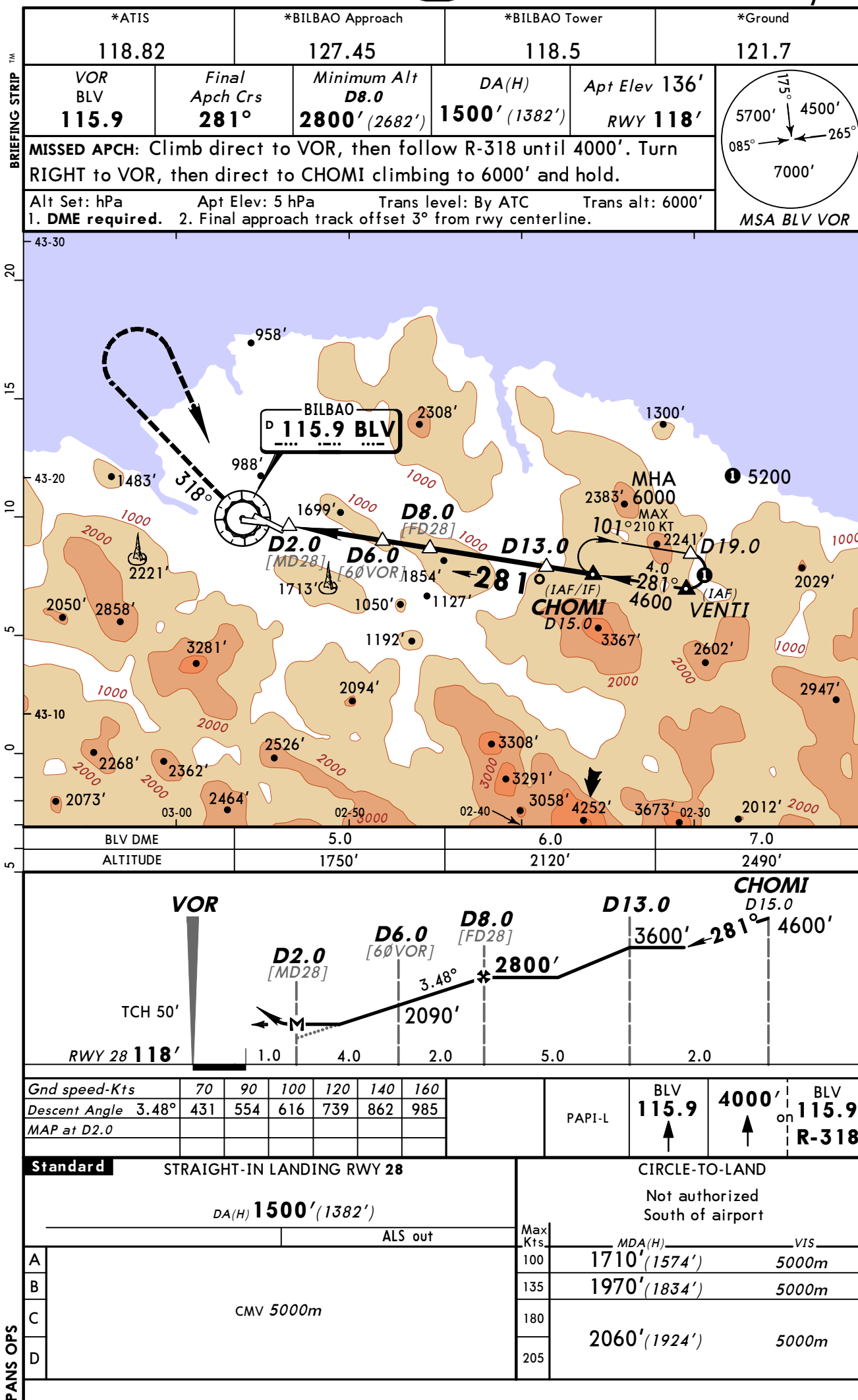
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LEBB/BIO
BILBAOJEPPESEN
16 MAY 14 (13-1) Eff 29 MayBILBAO, SPAIN
VOR Rwy 12

LEBB/BIO
BILBAOJEPPESSEN
16 MAY 14 13-2 Eff 29 MayBILBAO, SPAIN
VOR Rwy 30



OPS

LEBB/BIO
BILBAOJEPPESSEN
16 MAY 14 (13-4) Eff 29 MayBILBAO, SPAIN
VOR Rwy 28

CHANGES: Proc title. Apt and Rwy elev. Recomm alt. Desc angle. Minimums.

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BILBAO, (BILBAO - LEBB)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LEBB

Type: Terminal

Effectivity: Temporary

Begin Date: 20140529

End Date: Until Further Notice

(10-3/3A, 10-3C, 10-3D/3E, 10-3G/3H) Close-in obstacles exist for rwy 10, 12 and 30 departures.