

**GENERAL****Operational Hours**

**ATS Hours:** 0530-2250 $\pm$ . In case of extended HR of OPS: Winter 0530-2359, Summer 0430-2300.

**AD Hours:** 0545-2230 $\pm$ , PS 1HR and 10min PPR 30min before AD CLSD.

**Airport Information**

**RFF:** CAT 7, CAT 8 O/R at least 30 days before SKED flight

**Fuel:** 0500-2250 $\pm$ . In case of extended HR of OPS: Winter 0500-2359, Summer 0400-2300.

**PCN:** RWY 10/28: 91/F/A/W/T

RWY 12/30: First 140m / 460ft from THR 12 138/R/A/W/T, from 140m / 460ft to 740m / 2428ft and last 160m / 525ft 149/F/A/W/T, 740m / 2428ft to 2440m / 8005ft 91/F/A/W/T

**Operation****Low Visibility Procedures**

LVP in use when RVR 500m or VIS below 800m in case transmissometers are U/S.

When LVP in force, only one moving ACFT allowed on manoeuvring area.

Code letter F ACFT OPS prohibited during LVP.

**ARR**

- Report RWY vacated and TWY used when all TWY centerline lights became green instead of green yellow.
- Wait for taxi instructions from TWR.

RWY 30 in use.

From North APN: Exit RWY via TWY C5 or C6. Taxi via TWY T, B, A1 or A2 to gate and wait for follow-me.

From South APN: Exit RWY by gate D1 then wait for follow-me.

**DEP RWY 30**

From north APN: Exit APN via gates A-1, A-2 or B then taxi via TWY T to HLDG position K1, C2 or C1 as instructed by ATC.

From south APN: Follow-me mandatory. Vacate APN via TWY D3 then taxi to RWY HLDG position on D1 and wait for RWY crossing clearance. Continue via TWY T to HLDG position K1, C2 or C1 as instructed by ATC.

**RWY Restriction**

RWY 10: Last 715m / 2346ft not usable for TKOF due to obstacle.

RWY 28: Last 90m / 295ft not usable for TKOF and LDG.

RWY 28: Back-track MAX ACFT size CRJ900.

RWY 12/30: Back-track allowed under ideal visual conditions only up to A321/B737.

**TWY Restriction**

TWY S1 width 7.5m / 25ft and AVBL for code letter A ACFT only.

TWY C1 AVBL up to code letter C ACFT.

Code letter E ACFT do not use TWYs B and A1 to enter APN.

**Standard Taxi Routes**

Code letter E ACFT OPS:

- ARR: leave RWY 12 via C2 or RWY 30 via C6. Taxi on TWY T to A2.
- DEP: leave APN via A2 and taxi on TWY T going to RWY 12 via TWY C6 or RWY 30 to HLDG position K1, and after ATC CLR, access RWY via TWY C2.

## GENERAL

**Taxi/Parking**

Taxi to RWY-HLDG PSN in TWY C1 prohibited when ACFT placed at RWY-HLDG PSN in TWY C2.

Taxi via T3, T4 prohibited when ACFT placed at RWY-HLDG PSN in C4.

Taxi via A2, A1

Code letter E ACFT use oversteering manoeuvre:

- in the curved section of TWY C2 when leaving RWY 12 and TWY C6 when entering RWY 12 or when leaving RWY 30.
- in TWY access to stand 6A, also must be guided by a marshaller.

**Noise Abatement Procedure**

Engine run-ups with a medium or high power regime, prohibited between 0000-0600±.

**APU**

Use of APU restricted to 2min after on-block and 5min before off-block time.

Exceptions:

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

**Warning**

**B NDB** not usable in sectors 115°-135° and 155°-255°.

PAPI RWY 12/30 unusable for code letter E ACFT.

OCT-MAR: Moderate to severe turbulence, strong vertical wind gradient and significant cross wind from 170°-230° with 20KT. Vertical wind shear with surface wind direction from 120°-150° with 15-25KT.

**ARRIVAL****Speed**

MAX 250KT at or below FL120.

IAS 210KT at beginning of final turn to intercept ILS.

IAS 180KT once final turn is completed and the ACFT is established on ILS, when the ACFT is located within 20NM of THR.

IAS 160KT when crossing 4NM before THR.

**Communication****COM Failure**

During LVP on GND: Wait for follow-me.

**Maneuvering Area**

When taxi clearance received: Continue on assigned taxi route until reaching clearance limit then wait for follow-me.

When no taxi clearance received: Vacate RWY and wait for follow-me.

**Arrival Procedure**

**VFR Traffic Pattern:** RWY 30 and RWY 10 right-hand circuit.

**DEPARTURE****Take-off Minima**

RWY		30	
A, B, C	ft - m/km	0 - 125R	-
D		0 - 150R	-
RWY		12	
All ACFT	ft - m/km	0 - 400R/400V	-
RWY		10/28	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

**Speed**

MAX IAS 250KT below FL100.

**Communication**

ACFT with wingspan above 36m / 118ft report to ATC in the first call to TWR.

**COM Failure**

During LVP on GND: Continue by assigned route CLR limit, wait for follow-me.

**Maneuvering Area**

Continue on assigned taxi route until reaching clearance limit, then wait for follow-me.

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

REQ start-up, push-back, taxi 5min before ready on GND.

Report:

- complete ACFT designator
- stand number
- ATIS broadcast designator

Unless otherwise instructed, push-back will be accomplished facing east for RWY 30 and facing west for RWY 12.

**De-Icing**

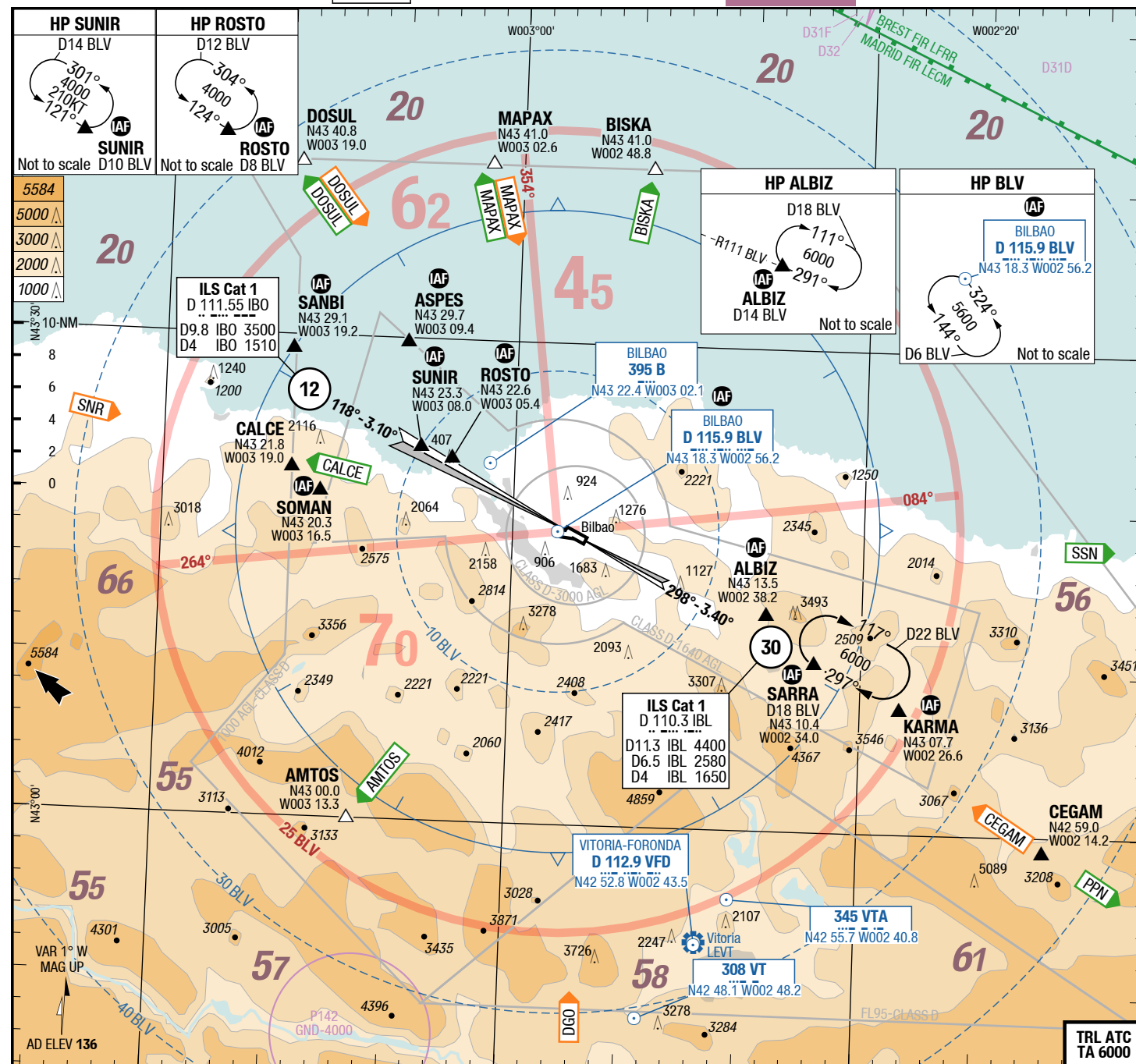
AVBL.

**BIO-LEBB**

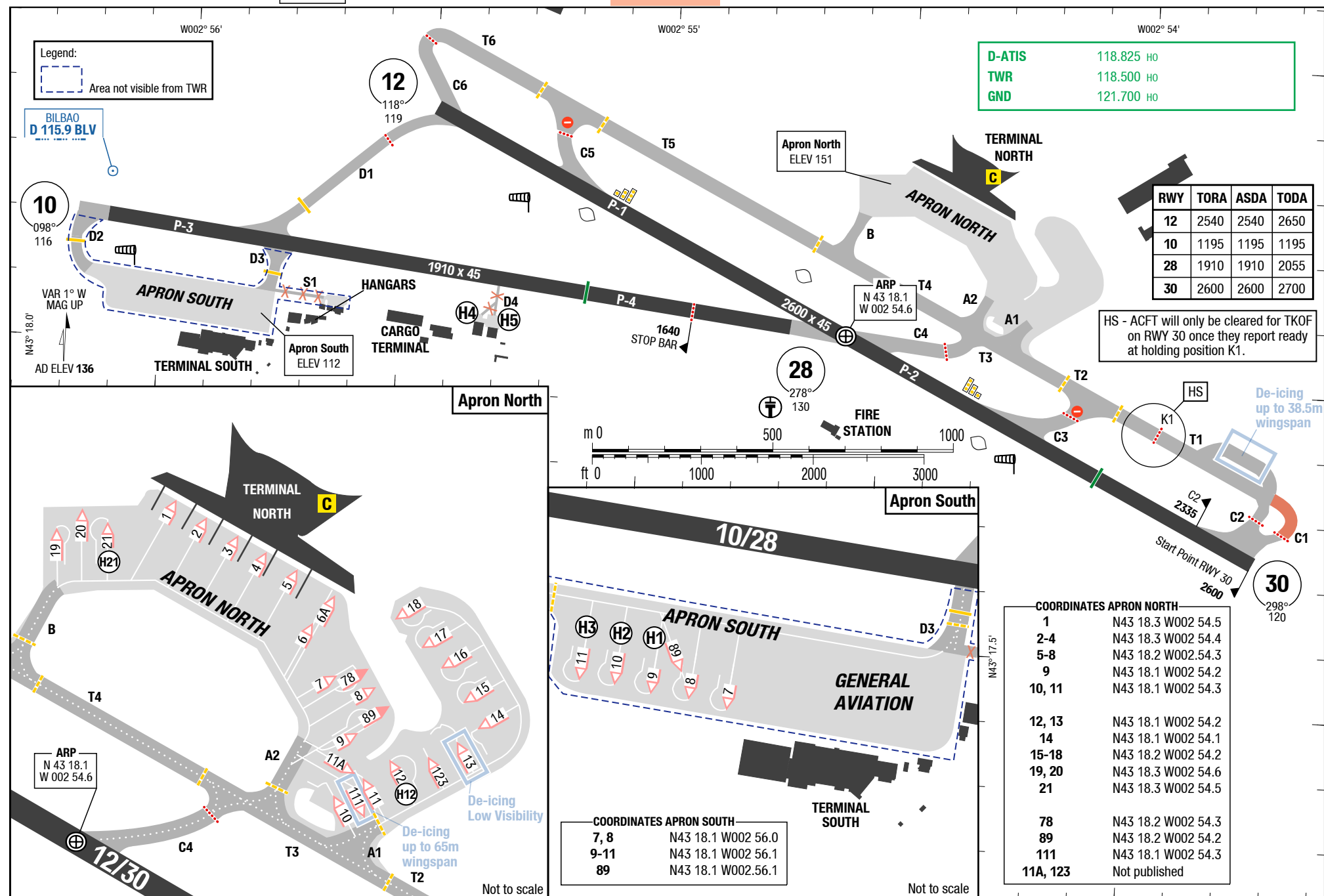
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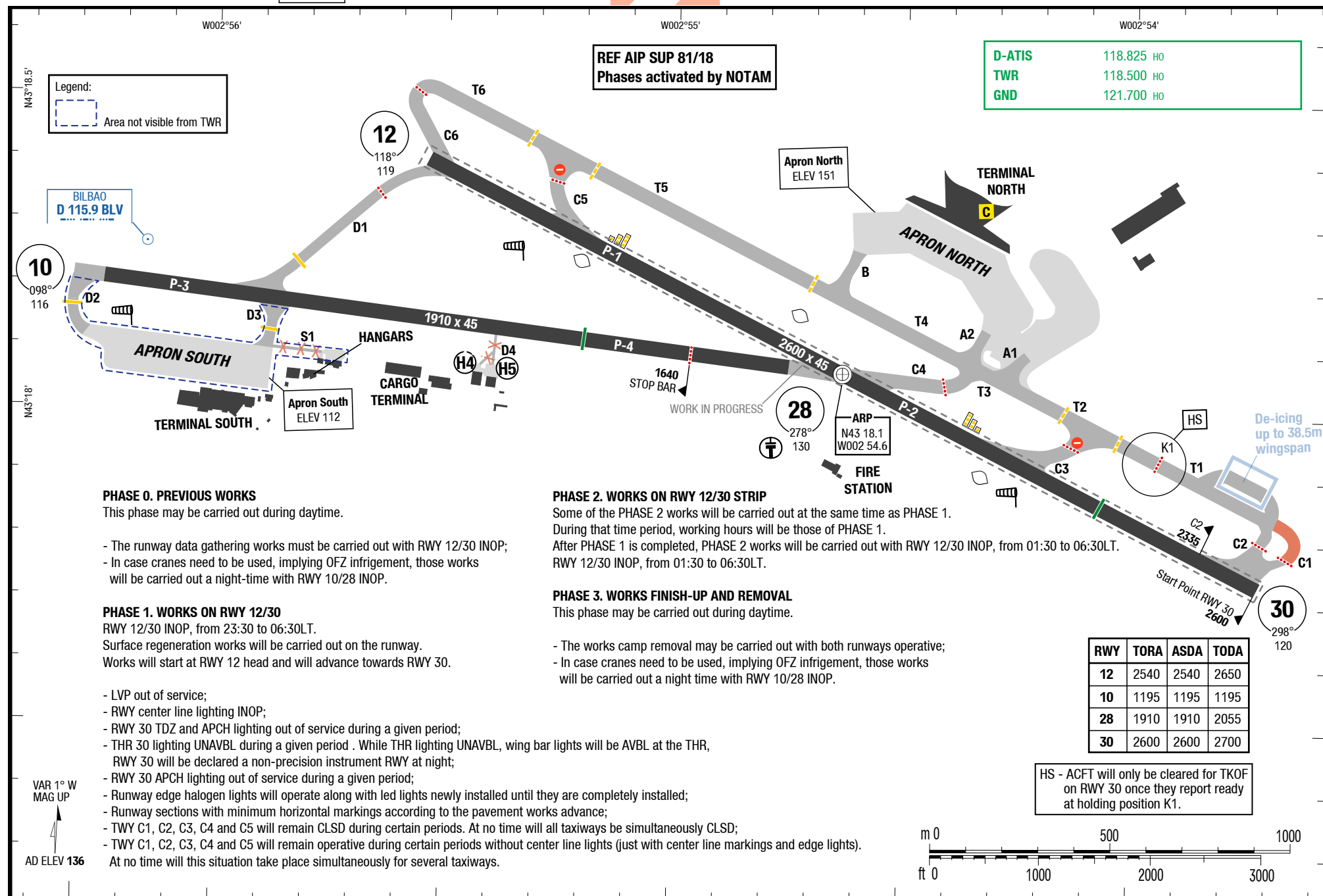
**AFC**

2-10



30





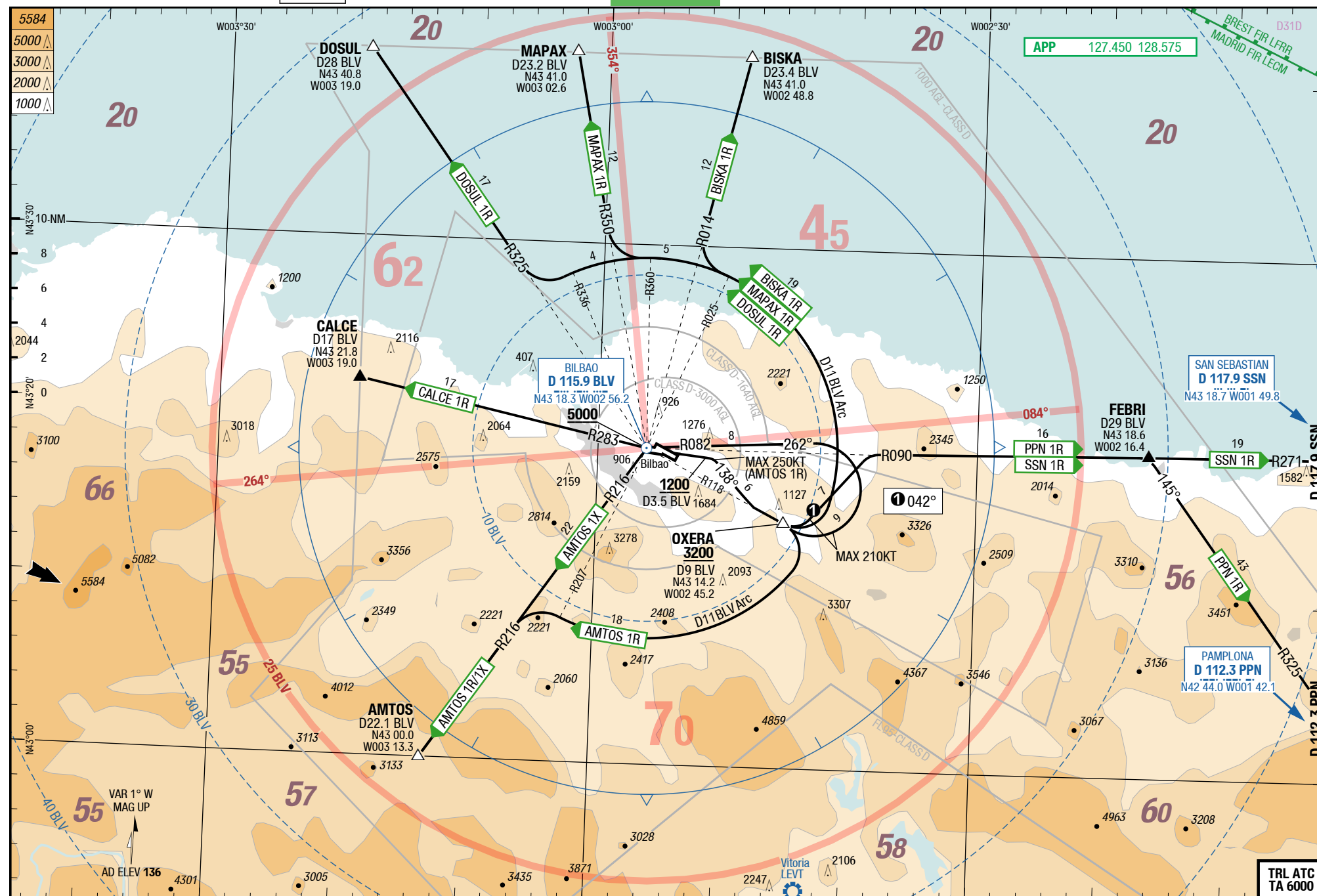
**BIO-LEBB**

## SIDs RWY 10

SID

SID

## SIDs RWY 10



Changes: Track, MSA, ASP, VAR, OBST

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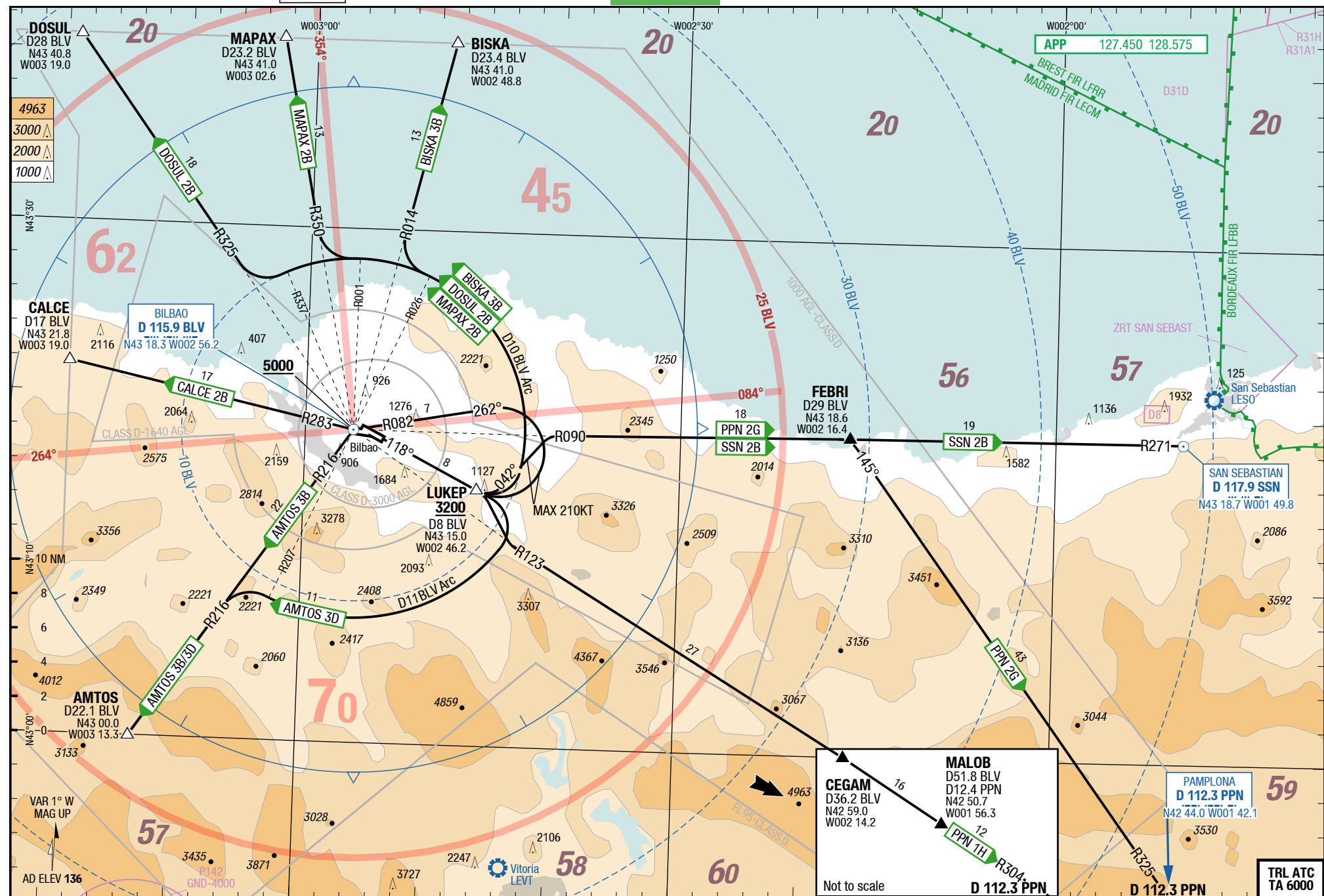
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## SIDs RWY 12

SID

SID

## SIDs RWY 12



Changes: ASP, MSA, Track, VAR, OBST

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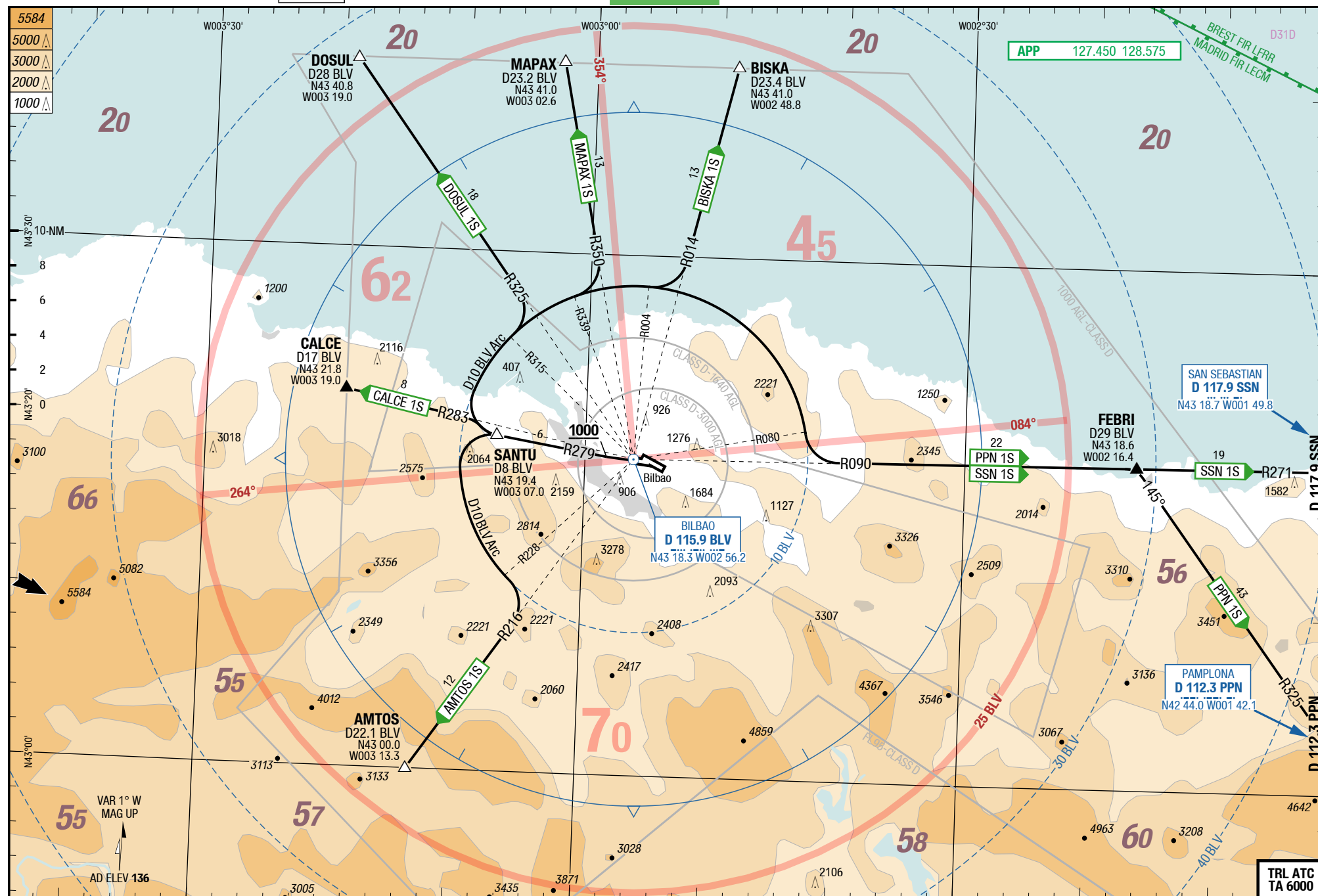
## SIDs RWY 28

SID

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## SIDs RWY 28

4-30



Changes: ASP, MSA, Track, ALT, OBST, VAR

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**BIO-LEBB**

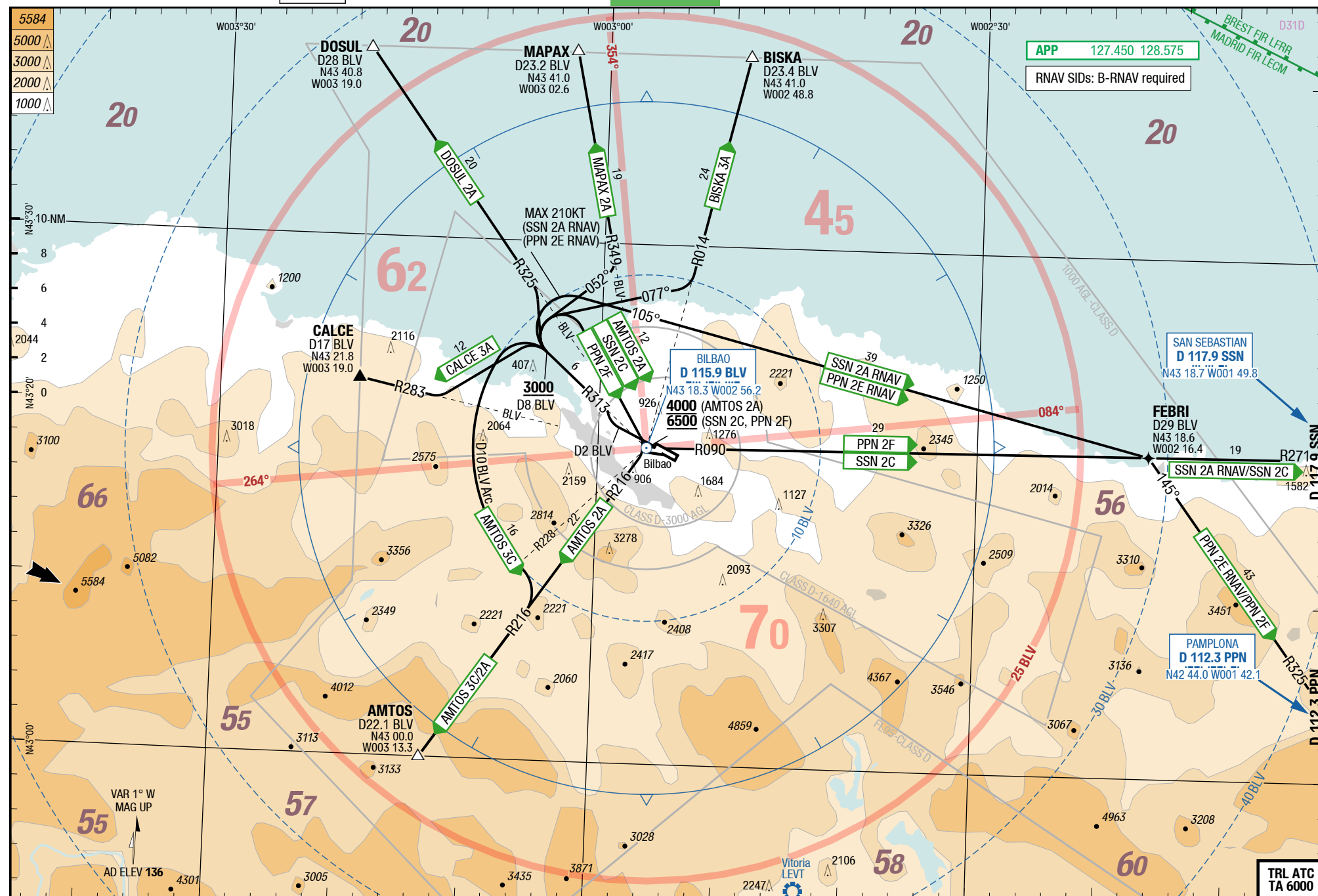
SID

SID

## RNAV SIDs/SIDs RWY 30

4-40

## RNAV SIDs/SIDs RWY 30



Changes: Track, MSA, ASP, VAR, OBST

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**AMTOS 1R / AMTOS 1X / BISKA 1R / CALCE 1R / CONTINGENCY DEP / DOSUL 1R / MAPAX 1R / PAMPLONA 1R / SAN SEBASTIAN 1R**  
RWY 10 (098°)

	GS	120	150	180	210	240	270
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 10</b>	
<b>AMTOS 1R</b> 7.0% to 3200 <b>127.450</b>	at D3.5 <b>BLV RT</b> (MAX 250KT) 138° - intercept R118 <b>BLV</b> to OXERA - <b>RT</b> follow D11 <b>BLV</b> arc - crossing R207 <b>BLV LT</b> intercept R216 <b>BLV</b> to AMTOS	D3.5 <b>BLV</b> MNM <b>1200</b> OXERA MNM <b>3200</b> <b>initial climb</b> FL80
<b>AMTOS 1X</b> 7.0% to 3200 <b>127.450</b>	at D3.5 <b>BLV RT</b> 138° - intercept R118 <b>BLV</b> to OXERA - <b>LT</b> (MAX 210KT) intercept R082 <b>BLV</b> to <b>BLV</b> - R216 <b>BLV</b> to AMTOS	D3.5 <b>BLV</b> MNM <b>1200</b> OXERA MNM <b>3200</b> <b>BLV</b> MNM <b>5000</b> <b>initial climb</b> FL80
<b>BISKA 1R</b> 7.0% to 3200 <b>127.450</b>	at D3.5 <b>BLV RT</b> 138° - intercept R118 <b>BLV</b> to OXERA - <b>LT</b> follow D11 <b>BLV</b> arc - crossing R025 <b>BLV RT</b> intercept R014 <b>BLV</b> to BISKA	D3.5 <b>BLV</b> MNM <b>1200</b> OXERA MNM <b>3200</b> <b>initial climb</b> FL80
<b>CALCE 1R</b> 7.0% to 3200 <b>127.450</b>	at D3.5 <b>BLV RT</b> 138° - intercept R118 <b>BLV</b> to OXERA - <b>LT</b> (MAX 210KT) intercept R082 <b>BLV</b> to <b>BLV</b> - R283 <b>BLV</b> to CALCE	D3.5 <b>BLV</b> MNM <b>1200</b> OXERA MNM <b>3200</b> <b>BLV</b> MNM <b>5000</b> <b>initial climb</b> FL80
<b>CONTINGENCY DEP</b> 6.5% to 4000	at <b>1800 LT</b> (MAX 250KT) HDG 001° - climb <b>4000</b>	
<b>DOSUL 1R</b> 7.0% to 3200 <b>127.450</b>	at D3.5 <b>BLV RT</b> 138° - intercept R118 <b>BLV</b> to OXERA - <b>LT</b> follow D11 <b>BLV</b> arc - crossing R336 <b>BLV RT</b> intercept R325 <b>BLV</b> to DOSUL	D3.5 <b>BLV</b> MNM <b>1200</b> OXERA MNM <b>3200</b> <b>initial climb</b> FL80
<b>MAPAX 1R</b> 7.0% to 3200 <b>127.450</b>	at D3.5 <b>BLV RT</b> 138° - intercept R118 <b>BLV</b> to OXERA - <b>LT</b> follow D11 <b>BLV</b> arc - crossing R360 <b>BLV RT</b> intercept R350 <b>BLV</b> to MAPAX	D3.5 <b>BLV</b> MNM <b>1200</b> OXERA MNM <b>3200</b> <b>initial climb</b> FL80
<b>PAMPLONA 1R</b> <b>PPN 1R</b> 7.0% to 5000 <b>127.450</b>	at D3.5 <b>BLV RT</b> 138° - intercept R118 <b>BLV</b> to OXERA - <b>LT</b> 042° (MAX 210KT) intercept R090 <b>BLV</b> to FEBRI - <b>RT</b> intercept R325 <b>PPN</b> to <b>PPN</b>	D3.5 <b>BLV</b> MNM <b>1200</b> OXERA MNM <b>3200</b>  <b>initial climb</b> FL80
<b>SAN SEBASTIAN 1R</b> <b>SSN 1R</b> 7.0% to 5000 <b>127.450</b>	at D3.5 <b>BLV RT</b> 138° - intercept R118 <b>BLV</b> to OXERA - <b>LT</b> 042° (MAX 210KT) intercept R090 <b>BLV</b> to FEBRI - <b>SSN</b>	D3.5 <b>BLV</b> MNM <b>1200</b> OXERA MNM <b>3200</b>  <b>initial climb</b> FL80

**AMTOS 3B / AMTOS 3D / BISKA 3B / CALCE 2B / CONTINGENCY DEP / DOSUL 2B / MAPAX 2B / PAMPLONA 1H / PAMPLONA 2G / SAN SEBASTIAN 2B**

**RWY 12 (118°)**

	GS	120	150	180	210	240	270
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12</b>	
<b>AMTOS 3B</b> 7.0% to 3200 <b>127.450</b>	at LUKEP LT (MAX 210KT) intercept R082 <b>BLV</b> to <b>BLV</b> - R216 <b>BLV</b> to AMTOS	LUKEP MNM <b>3200</b> <b>BLV</b> MNM <b>5000</b> <b>initial climb FL80</b>
<b>AMTOS 3D</b> 7.0% to 3200 <b>127.450</b>	at LUKEP RT follow D11 <b>BLV</b> arc - crossing R207 <b>BLV</b> LT intercept R216 <b>BLV</b> to AMTOS	LUKEP MNM <b>3200</b> <b>initial climb FL80</b>
<b>BISKA 3B</b> 7.0% to 4500 <b>127.450</b>	at LUKEP LT follow D10 <b>BLV</b> arc - crossing R026 <b>BLV</b> RT intercept R014 <b>BLV</b> to BISKA	LUKEP MNM <b>3200</b> <b>initial climb FL80</b>
<b>CALCE 2B</b> 7.0% to 3200 <b>127.450</b>	at LUKEP LT (MAX 210KT) intercept R082 <b>BLV</b> to <b>BLV</b> - R283 <b>BLV</b> to CALCE	LUKEP MNM <b>3200</b> <b>BLV</b> MNM <b>5000</b> <b>initial climb FL80</b>
<b>CONTINGENCY DEP</b> 6.5% to 5000	at <b>1800</b> LT (MAX 250KT) HDG 001° - climb <b>5000</b>	
<b>DOSUL 2B</b> 7.0% to 4500 <b>127.450</b>	at LUKEP LT follow D10 <b>BLV</b> arc - crossing R337 <b>BLV</b> RT intercept R325 <b>BLV</b> to DOSUL	LUKEP MNM <b>3200</b> <b>initial climb FL80</b>
<b>MAPAX 2B</b> 7.0% to 4500 <b>127.450</b>	at LUKEP LT follow D10 <b>BLV</b> arc - crossing R001 <b>BLV</b> RT intercept R350 <b>BLV</b> to MAPAX	LUKEP MNM <b>3200</b> <b>initial climb FL80</b>
<b>PAMPLONA 1H</b> <b>PPN 1H</b> 7.0% to 5000 <b>127.450</b>	at LUKEP RT intercept R123 <b>BLV</b> to CEGAM - MALOB - <b>PPN</b>	LUKEP MNM <b>3200</b> <b>initial climb FL80</b>
<b>PAMPLONA 2G</b> <b>PPN 2G</b> 7.0% to 5000 <b>127.450</b>	at LUKEP LT 042° (MAX 210KT) - RT intercept R090 <b>BLV</b> to FEBRI - RT intercept R325 <b>PPN</b> to <b>PPN</b>	LUKEP MNM <b>3200</b> <b>initial climb FL80</b>
<b>SAN SEBASTIAN 2B</b> <b>SSN 2B</b> 7.0% to 5000 <b>127.450</b>	at LUKEP LT 042° (MAX 210KT) - RT intercept R090 <b>BLV</b> to FEBRI - <b>SSN</b>	LUKEP MNM <b>3200</b> <b>initial climb FL80</b>

**AMTOS 1S / BISKA 1S / CALCE 1S / CONTINGENCY DEP / DOSUL 1S / MAPAX 1S /  
PAMPLONA 1S / SAN SEBASTIAN 1S**

RWY 28 (278°)

	GS	120	150	180	210	240	270
6.7%	ft/MIN	900	1100	1300	1500	1700	1900
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 28</b>	
<b>AMTOS 1S</b> 7.0% to 5000 <b>127.450</b>	at MNM <b>1000 RT</b> intercept R279 <b>BLV</b> to SANTU - <b>LT</b> follow D10 <b>BLV</b> arc - crossing R228 <b>BLV RT</b> intercept R216 <b>BLV</b> to AMTOS	<b>initial climb FL80</b>
<b>BISKA 1S</b> 7.0% to 5000 <b>127.450</b>	at MNM <b>1000 RT</b> intercept R279 <b>BLV</b> to SANTU - <b>RT</b> follow D10 <b>BLV</b> arc - crossing R004 <b>BLV LT</b> intercept R014 <b>BLV</b> to BISKA	<b>initial climb FL80</b>
<b>CALCE 1S</b> 7.0% to 5000 <b>127.450</b>	at MNM <b>1000 RT</b> intercept R279 <b>BLV</b> to SANTU - <b>RT</b> intercept R283 <b>BLV</b> to CALCE	<b>initial climb FL80</b>
<b>CONTINGENCY DEP</b> 6.7% to 4500	HDG 292° - climb <b>4500</b>	
<b>DOSUL 1S</b> 7.0% to 5000 <b>127.450</b>	at MNM <b>1000 RT</b> intercept R279 <b>BLV</b> to SANTU - <b>RT</b> follow D10 <b>BLV</b> arc - crossing R315 <b>BLV LT</b> intercept R325 <b>BLV</b> to DOSUL	<b>initial climb FL80</b>
<b>MAPAX 1S</b> 7.0% to 5000 <b>127.450</b>	at MNM <b>1000 RT</b> intercept R279 <b>BLV</b> to SANTU - <b>RT</b> follow D10 <b>BLV</b> arc - crossing R339 <b>BLV LT</b> intercept R350 <b>BLV</b> to MAPAX	<b>initial climb FL80</b>
<b>PAMPLONA 1S</b> <b>PPN 1S</b> 7.0% to 5000 <b>127.450</b>	at MNM <b>1000 RT</b> intercept R279 <b>BLV</b> to SANTU - <b>RT</b> follow D10 <b>BLV</b> arc - crossing R080 <b>BLV LT</b> intercept R090 <b>BLV</b> to FEBRI - <b>RT</b> intercept R325 <b>PPN</b> to <b>PPN</b>	<b>initial climb FL80</b>
<b>SAN SEBASTIAN 1S</b> <b>SSN 1S</b> 7.0% to 5000 <b>127.450</b>	at MNM <b>1000 RT</b> intercept R279 <b>BLV</b> to SANTU - <b>RT</b> follow D10 <b>BLV</b> arc - crossing R080 <b>BLV LT</b> intercept R090 <b>BLV</b> to FEBRI - <b>SSN</b>	<b>initial climb FL80</b>

**AMTOS 2A / AMTOS 3C / BISKI 3A / CALCE 3A / CONTINGENCY DEP / DOSUL 2A / MAPAX 2A / PAMPLONA 2E RNAV / PAMPLONA 2F / SAN SEBASTIAN 2A RNAV**

**RWY 30 (298°)**

	GS	120	150	180	210	240	270
6.7%	ft/MIN	900	1100	1300	1500	1700	1900
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 30</b>	
<b>AMTOS 2A</b> 7.0% to 5000 <b>127.450</b>	at D2 <b>BLV RT</b> intercept R313 <b>BLV</b> - at D8 <b>BLV RT</b> direct <b>BLV</b> - R216 <b>BLV</b> to AMTOS	D8 <b>BLV MNM 3000</b> <b>BLV MNM 4000</b> initial climb <b>FL80</b>
<b>AMTOS 3C</b> 7.0% to 5000 <b>127.450</b>	at D2 <b>BLV RT</b> intercept R313 <b>BLV</b> - at D8 <b>BLV LT</b> follow D10 <b>BLV</b> arc - crossing R228 <b>BLV RT</b> intercept R216 <b>BLV</b> to AMTOS	D8 <b>BLV MNM 3000</b> initial climb <b>FL80</b>
<b>BISKI 3A</b> 7.0% to 5000 <b>127.450</b>	at D2 <b>BLV RT</b> intercept R313 <b>BLV</b> - at D8 <b>BLV RT</b> 077° intercept R014 <b>BLV</b> to BISKI	D8 <b>BLV MNM 3000</b> initial climb <b>FL80</b>
<b>CALCE 3A</b> 7.0% to 5000 <b>127.450</b>	at D2 <b>BLV RT</b> intercept R313 <b>BLV</b> - at D8 <b>BLV LT</b> intercept R283 <b>BLV</b> to CALCE	D8 <b>BLV MNM 3000</b> initial climb <b>FL80</b>
<b>CONTINGENCY DEP</b> 6.7% to 4500	HDG 298° - climb <b>4500</b>	
<b>DOSUL 2A</b> 7.0% to 5000 <b>127.450</b>	at D2 <b>BLV RT</b> intercept R313 <b>BLV</b> - at D8 <b>BLV RT</b> intercept R325 <b>BLV</b> to DOSUL	D8 <b>BLV MNM 3000</b> initial climb <b>FL80</b>
<b>MAPAX 2A</b> 7.0% to 5000 <b>127.450</b>	at D2 <b>BLV RT</b> intercept R313 <b>BLV</b> - at D8 <b>BLV RT</b> 052° intercept R349 <b>BLV</b> to MAPAX	D8 <b>BLV MNM 3000</b> initial climb <b>FL80</b>
<b>PAMPLONA 2E RNAV</b> <b>PPN 2E RNAV</b> 7.0% to 4000 <b>127.450</b>	at D2 <b>BLV RT</b> intercept R313 <b>BLV</b> - at D8 <b>BLV RT</b> (MAX 210KT) 105° to FEBRI - <b>PPN</b>	D8 <b>BLV MNM 3000</b> initial climb <b>FL80</b>
<b>PAMPLONA 2F</b> <b>PPN 2F</b> 7.0% to 4000 <b>127.450</b>	at D2 <b>BLV RT</b> intercept R313 <b>BLV</b> - at D8 <b>BLV RT</b> direct <b>BLV</b> - R090 <b>BLV</b> to FEBRI - <b>RT</b> intercept R325 <b>PPN</b> to <b>PPN</b>	D8 <b>BLV MNM 3000</b> <b>BLV MNM 6500</b> initial climb <b>FL80</b>
<b>SAN SEBASTIAN 2A</b> <b>RNAV</b> <b>SSN 2A RNAV</b> 7.0% to 4000 <b>127.450</b>	at D2 <b>BLV RT</b> intercept R313 <b>BLV</b> - at D8 <b>BLV RT</b> (MAX 210KT) 105° to FEBRI - <b>SSN</b>	D8 <b>BLV MNM 3000</b> initial climb <b>FL80</b>

**SAN SEBASTIAN 2C**

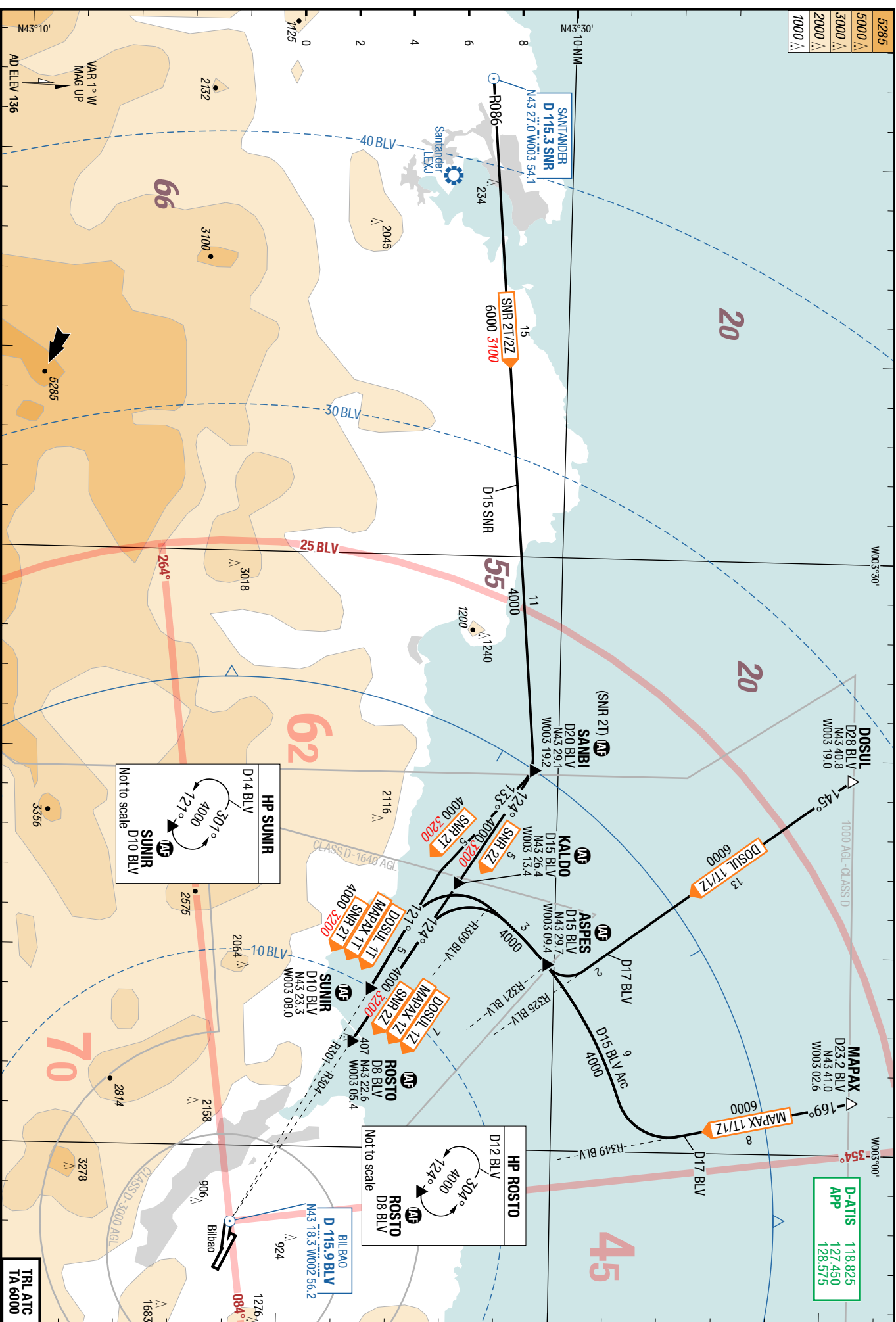
RWY 30 (298°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 30</b>	
<b>SAN SEBASTIAN 2C</b> <b>SSN 2C</b> 7.0% to 4000 <b>127.450</b>	at D2 <b>BLV RT</b> intercept R313 <b>BLV</b> - at D8 <b>BLV RT</b> direct <b>BLV</b> - R090 <b>BLV</b> to FEBRI - <b>SSN</b>	D8 <b>BLV MNM 3000</b> <b>BLV MNM 6500</b> <b>initial climb FL80</b>



**Bilbao Spain**  
STARS Rwy 12 South  
**STARS Rwy 12 North**



26-JAN-2017  
BIO-LEBB

6-20

Spain Bilbao  
STARS RWY 12 South

STAR

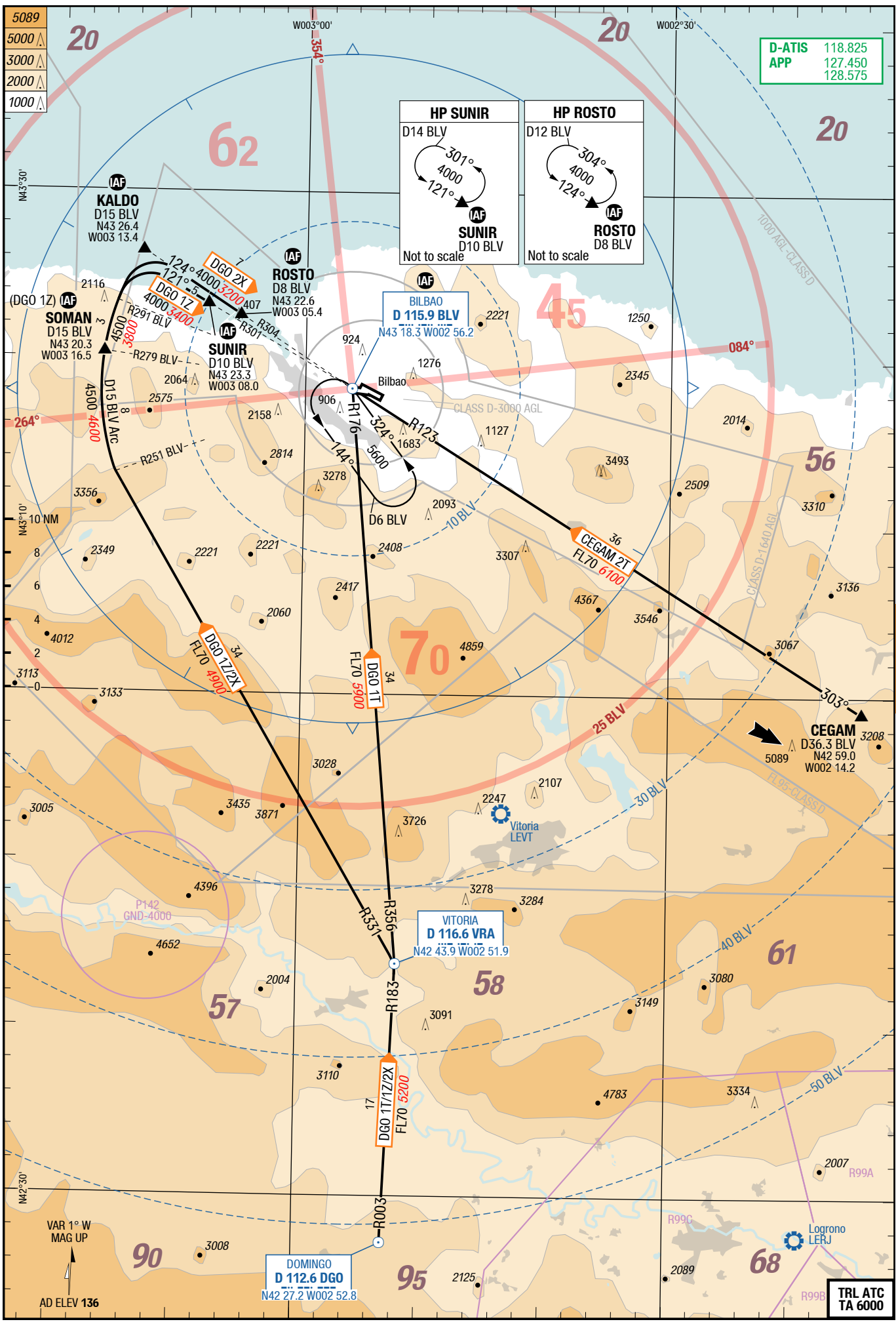
STAR

Bilbao Spain  
STARS RWY 12 South

D-ATIS 118.825  
APP 127.450  
128.575

HP SUNIR  
D14 BLV  
301°  
4000  
121°  
IAF  
SUNIR  
D10 BLV  
Not to scale

HP ROSTO  
D12 BLV  
304°  
4000  
124°  
IAF  
ROSTO  
D8 BLV  
Not to scale



Changes: Completely revised

**BIO-LEBB**

NIL

# STAR

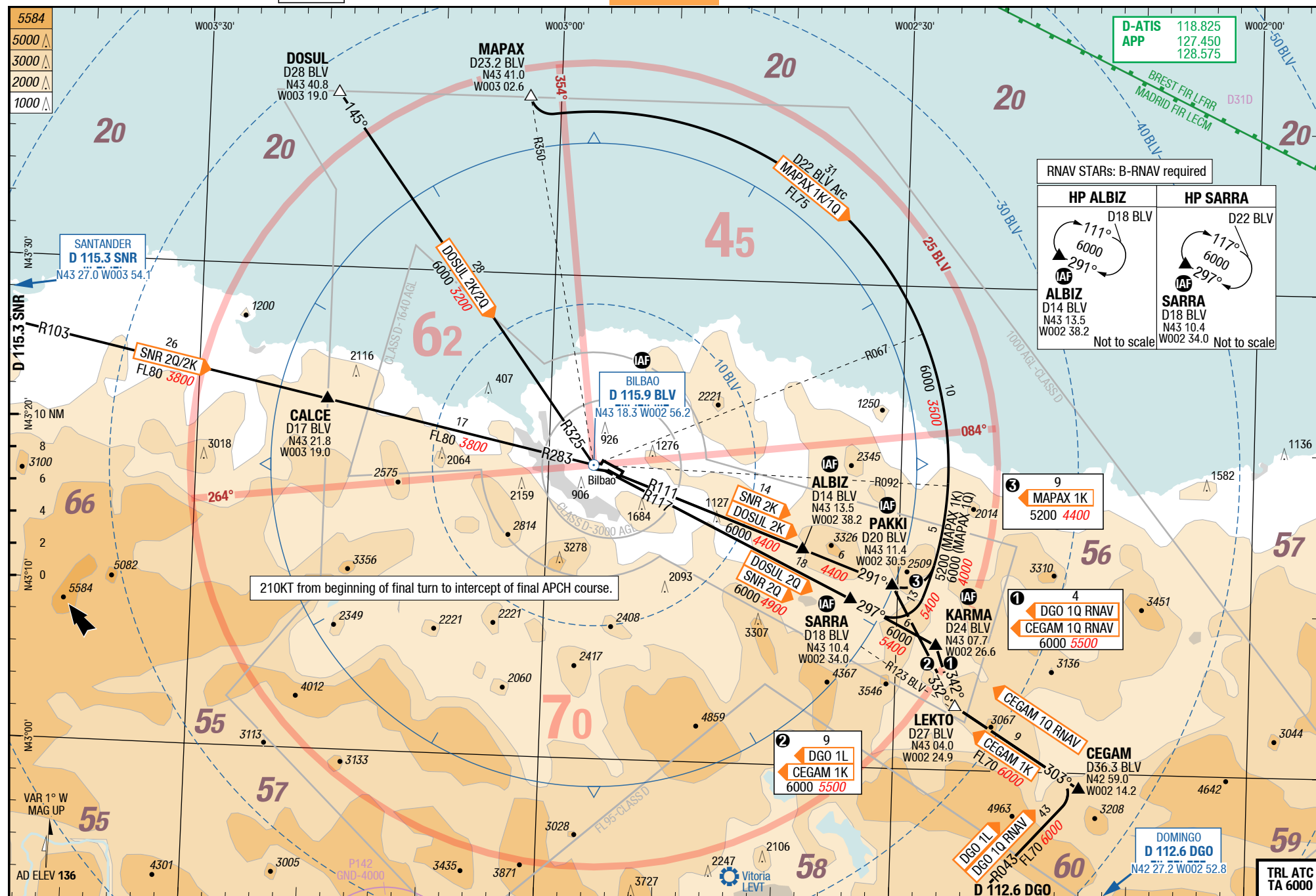
# STAR

NIL

**RNAV STARs/STARs RWY 30**

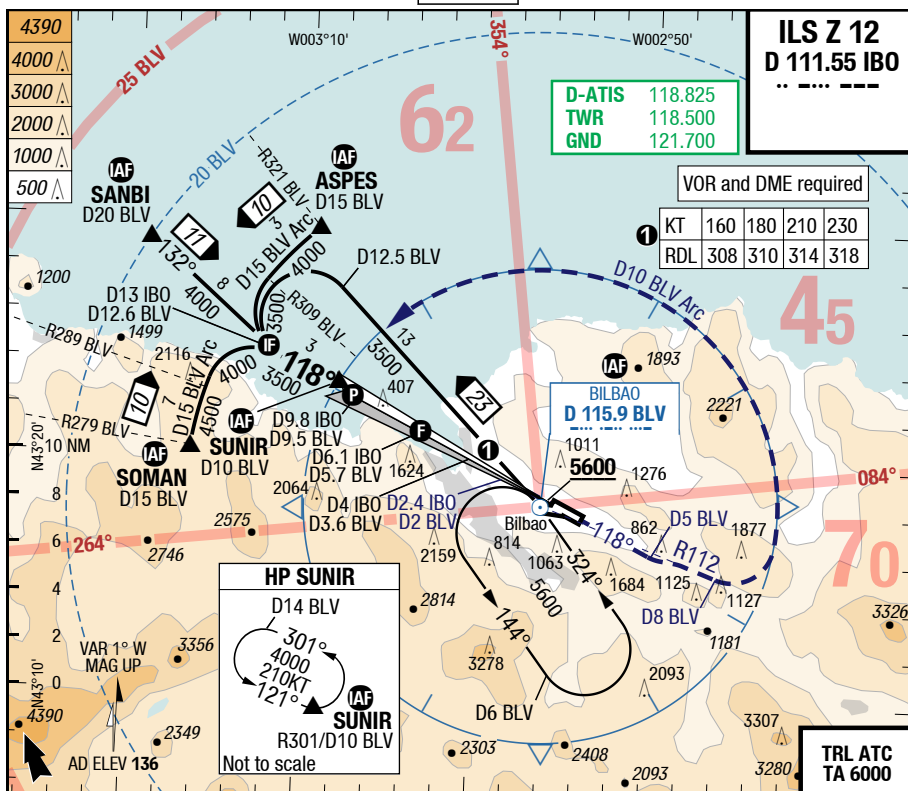
6-30

## RNAV STARs/STARs RWY 30

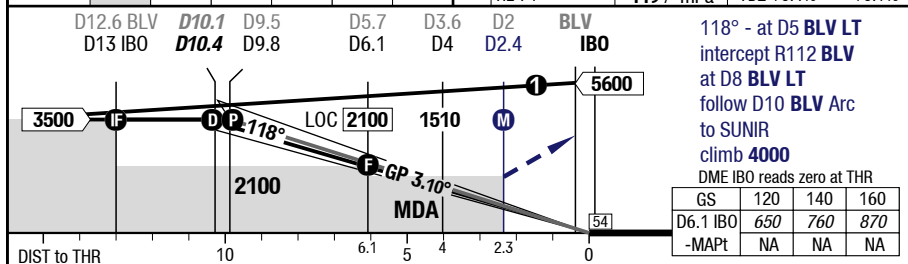


Changes: Nil

© Lido 2017



LOC 3.00° D IBO	10.4	9	8	7	5	<div><div>12</div><div>HL-P1</div></div>	<div><div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div>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<b>12</b>		<b>Cat 1 DME</b> GA 5.0% 1)	<b>Cat 1 DME</b> GA 2.5% 2)	<b>LOC DME</b>			<b>Circling</b> 3)
C	ft - m/km ft	490 - 1.8 <b>620</b>	900 - 2.4 <b>1030</b>	1670 - 5.0 <b>1800</b>			1980 - 5.0V <b>2110</b>
D	ft - m/km ft	500 - 1.8 <b>630</b>	910 - 2.4 <b>1040</b>	1670 - 5.0 <b>1800</b>			1980 - 5.0V <b>2110</b>

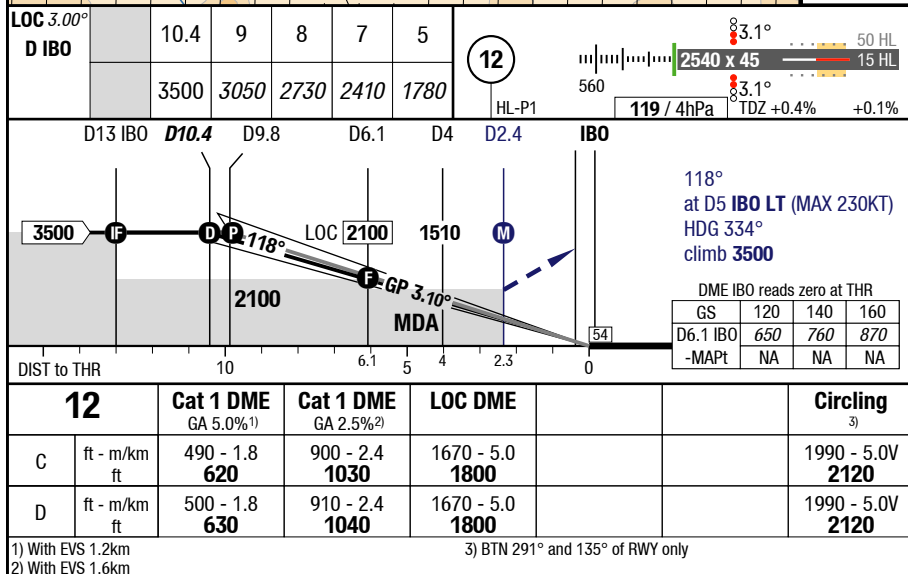
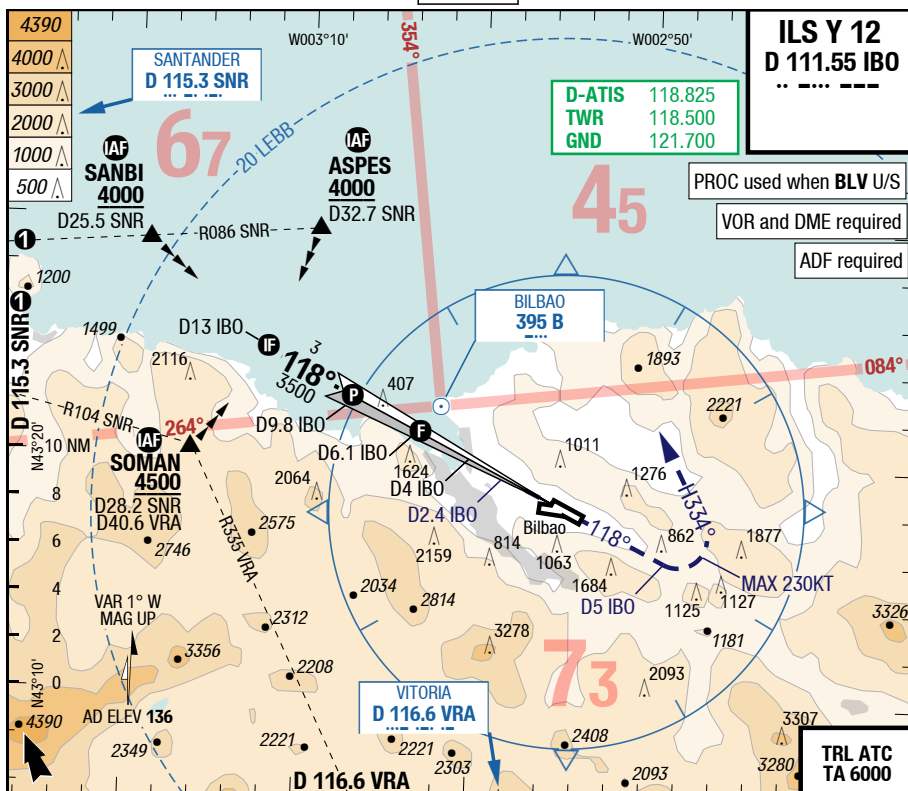
1) With EVS 1.2km

3) BTN 291° and 135° of RWY only

Changes: ALT, MSA, Track, MIN, OBST, HLDG, VAR

7-20

ILS Y 12





12-JAN-2017

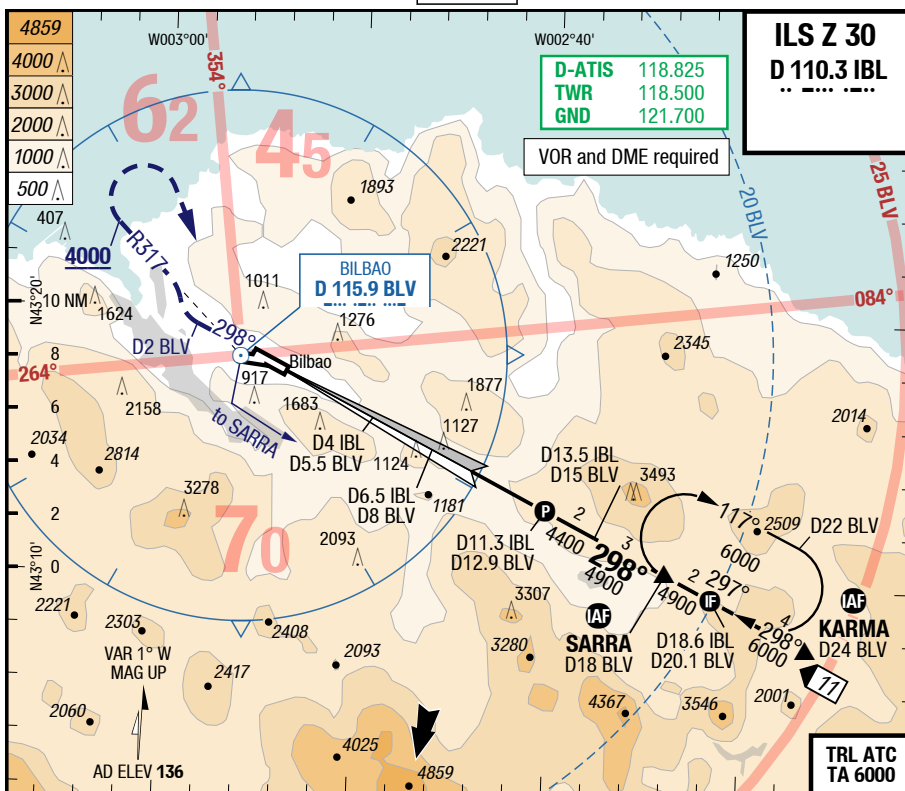
Spain Bilbao

IAC

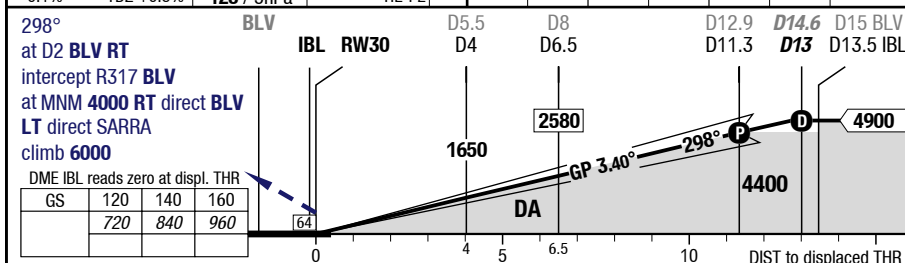
BIO-LEBB

7-30

ILS Z 30



50 HL	45 x 2140	460	30	1	3	5	7	9	13	D IBL
15 HL				570	1300	2030	2780	3530	4900	
-0.1%	3.4°	TDZ +0.3%	128 / 5hPa	HL-P2						



<b>30</b>	<b>Cat 1 DME</b>	<b>1)</b>	<b>Circling</b>	<b>2)</b>
<b>C</b>	ft - m/km ft	310 - 700 <b>440</b>	1930 - 2.4V <b>2060</b>	
<b>D</b>	ft - m/km ft	320 - 700 <b>450</b>	1930 - 3.6V <b>2060</b>	

1) With EVS 550m, wo EVS use STD  
2) BTN 291° and 135° of RWY only

Changes: chart layout, OBST

12-JAN-2017

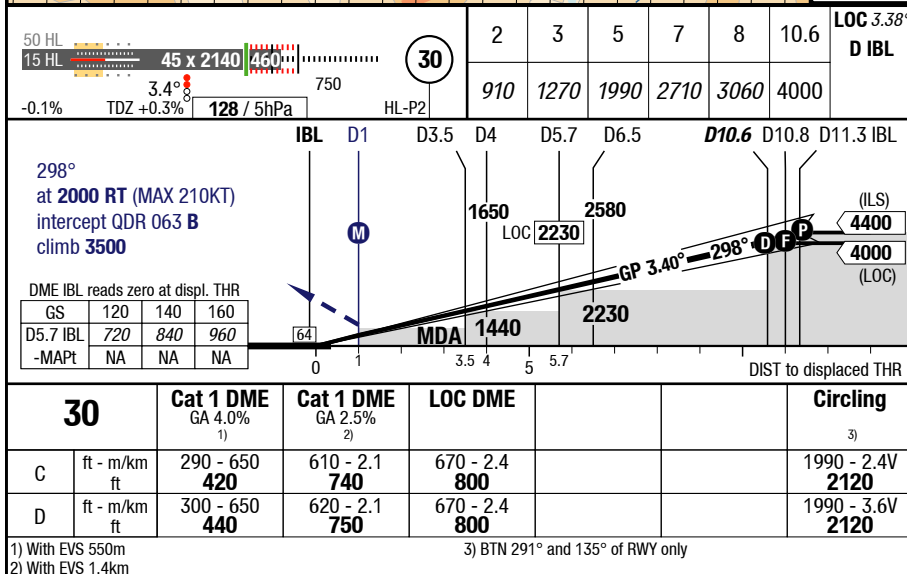
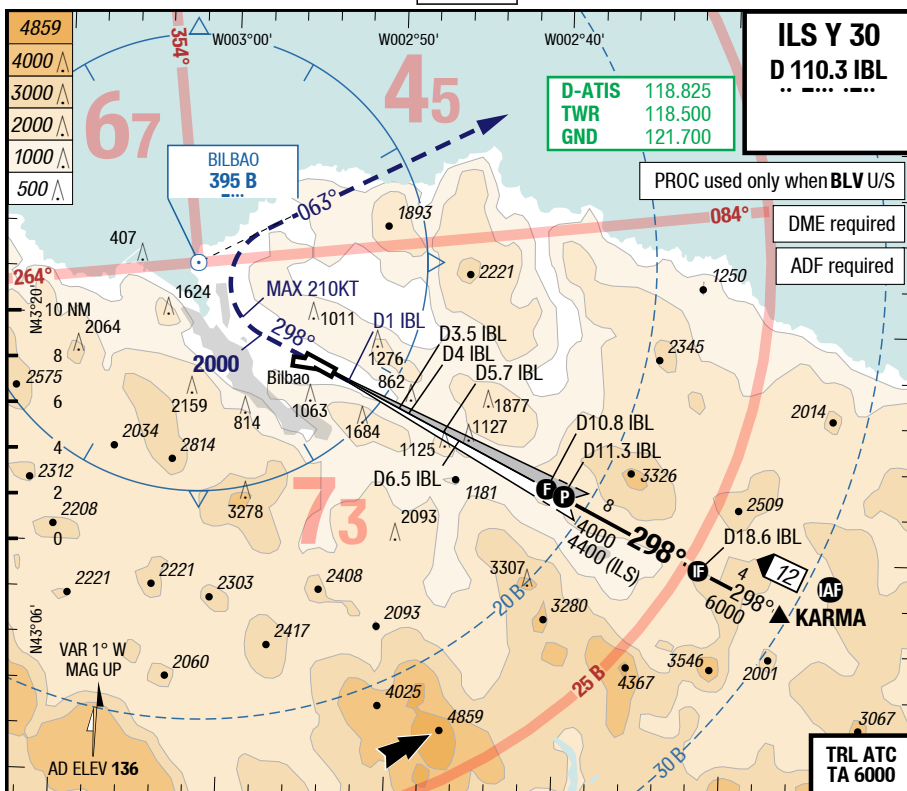
Spain Bilbao

BIO-LEBB

7-40

ILS Y 30

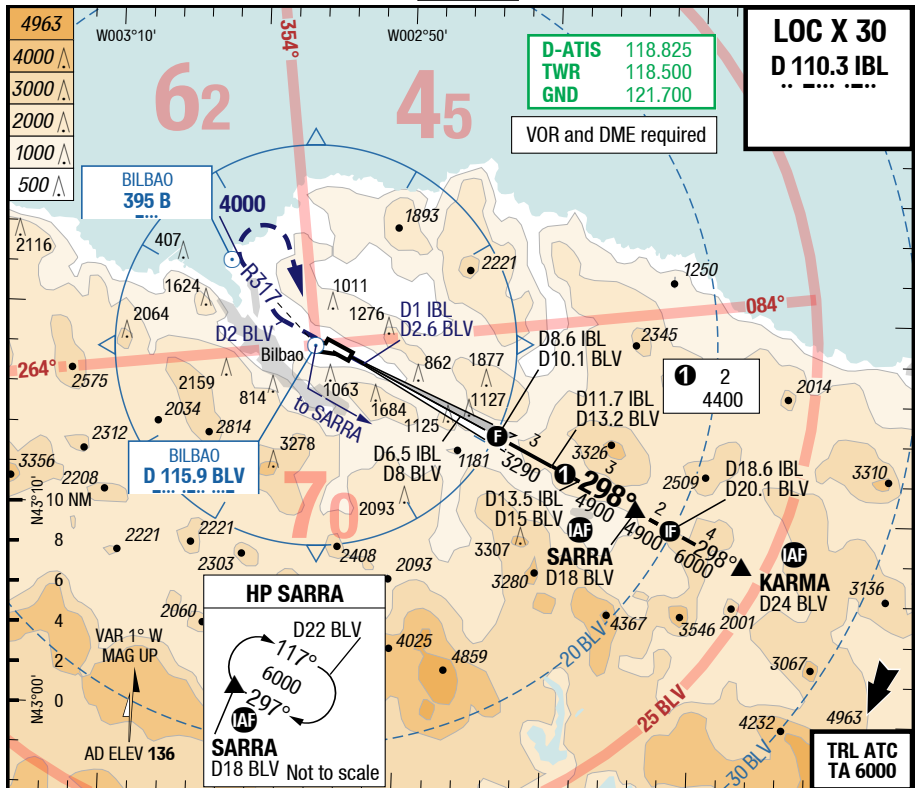
IAC



Changes: Nil

7-50

LOC X 30



30		LOC DME		Circling <sup>1)</sup>	
C	ft - m/km ft	1220 - 5.0 1350		1930 - 5.0V 2060	
D	ft - m/km ft	1220 - 5.0 1350		1930 - 5.0V 2060	

1) BTN 291° and 135° of RWY only

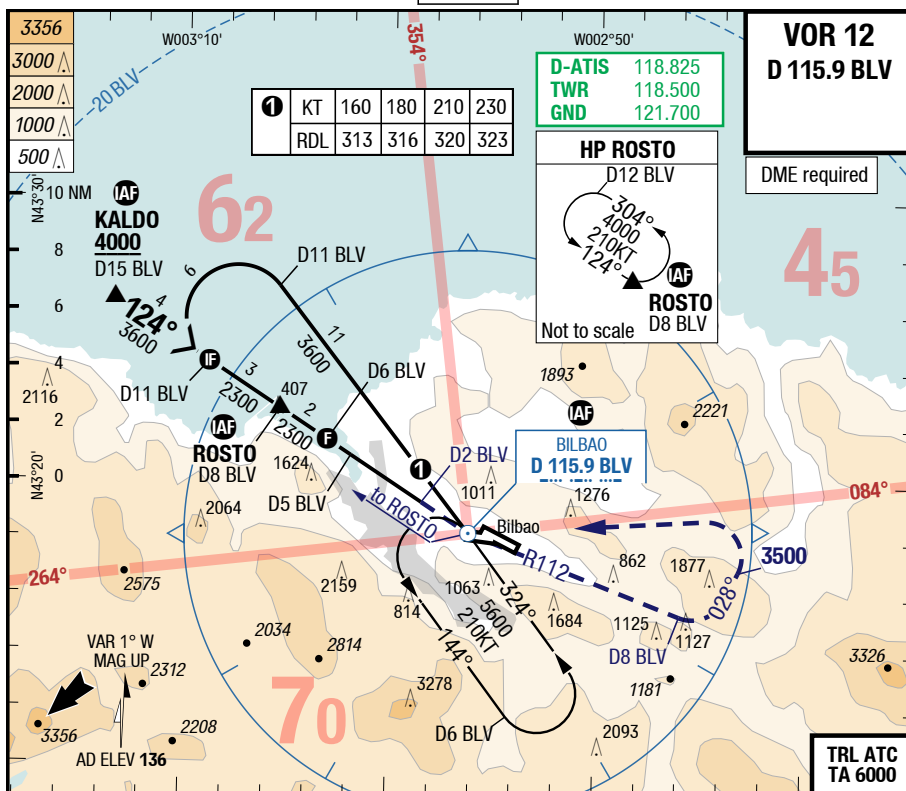
Changes: MSA, Track, APL, HLDG, VAR, OBST



## BIO-LEBB

7-60

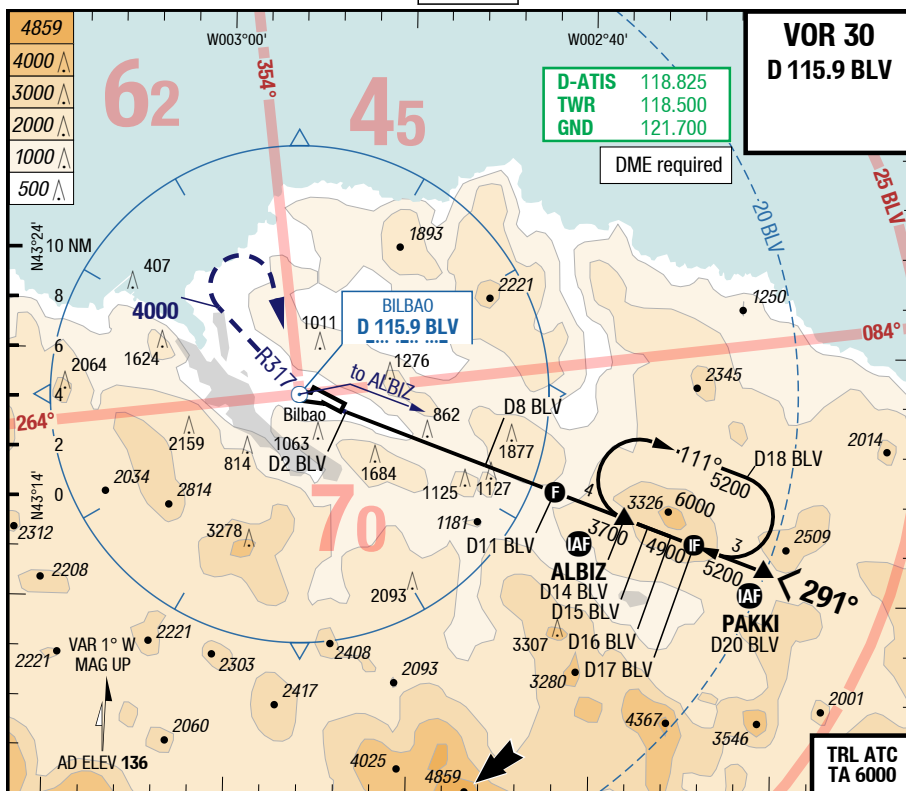
VOR 12



12	VOR DME GA 5.0%	VOR DME GA 2.5%	Circling 1)
C	ft - m/km ft 850 - 3.4 980	1300 - 5.0 1430	1980 - 5.0V 2110
D	ft - m/km ft 850 - 3.4 980	1300 - 5.0 1430	1980 - 5.0V 2110

1) BTN 291° and 135° of RWY only

Changes: Track, FAT, MSA, MIN, VAR, OBST, HLDG



50 HL  
15 HL  
45 x 2140  
460  
3.4°  
-0.1% TDZ +0.3%  
128 / 5hPa  
HL-P2

30

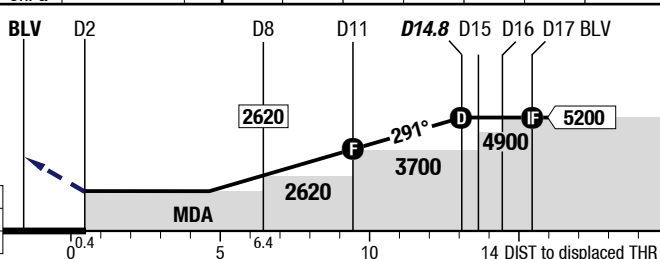
9	10	12	13	14	14.8	3.56° D BLV 291° RWY 298°
3000	3380	4140	4520	4900	5200	

MAPt Cat C&amp;D not published.

**BLV** D2  
D8  
D11  
D14.8  
D15  
D16  
D17 BLV

direct BLV  
intercept R317 BLV  
at 4000 RT  
direct BLV - ALBIZ  
climb 6000

GS	120	140	160
	760	880	1070



30	VOR DME					Circling 1)
C	ft - m/km ft	1980 - 5.0 2110				1980 - 5.0V 2110
D	ft - m/km ft	1980 - 5.0 2110				1980 - 5.0V 2110

1) BTN 291° and 135° of RWY only

