LEBB AD 2 AERODROME DATA

LEBB AD 2.1 AERODROME LOCATION INDICATOR - NAME

LEBB - BILBAO

LEBB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	431804N 0025438W. See AD 2-LEBB ADC.
2	Distance and direction from the city	9 km N.
3	Elevation	41 m / 136 ft.
4	Geoid undulation	49.50 m ± 0.05 m (1).
5	Reference temperature	26°C.
6	Low average temperature	7°C.
7	Magnetic variation	1°E (2025).
8	Annual change	9.9'E.
9	AD administration	Aena.
10	Address	Aeropuerto de Bilbao, B° Gaztañaga s/n 48180 Loiu (Bizkaia).
11	TEL	+34-944 869 658
12	FAX	+34-944 869 657
13	AFTN	LEBB
14	E-mail	biocecopsje@aena.es
15	Approved traffic	IFR/VFR.
16	Remarks	(1) For all AD points.

LEBB AD 2.3 OPERATIONAL HOURS

1	Airport	V: 0445-2130, PS 1 HR AND 10 MIN PPR 30 MIN BFR AD CLSD. I: 0545-2230, PS 1 HR AND 10 MIN PPR 30 MIN BFR AD CLSD.
2	Customs and Immigration	HR AD.
3	Health and Sanitation	See GEN 1.4.
4	AIS/ARO	H24. (1)
5	MET briefing	HR AD PS 1 HR 45 MIN BFR.
6	ATS	V: 0430-2150, I: 0530-2250. In the event of extended hours of operation: V: 0430-2300, I: 0530-2359.
7	Fuelling	V: 0400-2150, I: 0500-2250. In the event of extended hours of operation: V: 0400-2300, I: 0500-2359.

8	Handling	V: 0430-2150, I: 0530-2250. In the event of extended hours of operation: V: 0430-2300, I: 0530-2359.
9	Security	H24.
10	De-icing	V: 0430-2150, I: 0530-2250. In the event of extended hours of operation: V: 0430-2300, I: 0530-2359.
11	Remarks	Airport activity schedule: V: 0430-2150, I: 0530-2250. In the event of extended hours of operation: V: 0430-2300, I: 0530-2359. (1) Centralised ARO office geographical area 1 • TEL: +34-918 603 556 ; +34-672 344 412 (only for communications contingency). • E-mail: arocentralizada@enaire.es • AFTN fligh plan management LEBB: LEBBZPZX. Centralised AIO office - International NOTAM office. • TEL: +34-913 213 137 / 138 • E-mail: unof@enaire.es

LEBB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo facilities	Up to 3000 kg.
2	Fuel types	100LL, JET A-1.
3	Oil types	Mobil Jet Type II, Eastman Turbo Oil 2197.
4	Refuelling capacity	(1) Agent Exolum: 100LL: 1 truck 1500 L, 170 L/min. JET A-1: 1 truck 26000 L, 1700 L/min 1 truck 27000 L, 2500 L/min 1 truck 28000 L, 2000 L/min 1 truck 28000 L, 2900 L/min 1 truck 32000 L, 3400 L/min 1 truck 36000 L, 800 L/min. Agent SLCA: 100LL: towable tank 700 L, 40 L/min. JET A-1: 1 truck 18000 L, 660 L/min. 2 trucks 38000 L, 680 L/min. 1 truck 38000 L, 800 L/min.
5	De-Icing facilities	De-icing apron for aircraft up to Code letter C (<36 m wingspan), PRKG 14 and PRKG 111 (see Item 20). Code letter D and E aircraft accomplish de-icing at their own stand. De-icing is carried out by handling agents, with hot water and glycol units.
6	Hangar space	No.
7	Repair facilities	No.

8	Remarks	(1) Submitting a NIF (Tax ID number) is mandatory for refuelling for all flights, including non-commercial flights. It is mandatory to have a ground-based handling agent for all operations, including non-commercial operations, except airport- based aircraft. On arrival operations, passengers and crew must wait for their ground handling agent. Ramp agents: • AVIAPARTNER o TEL: +34-655 322 514 o E-mail: BIO.ops@aviapartner.aero o SITA: BIOAOXH o FREQ: 131.605 C • GROUND FORCE o TEL:+34-944 869 797 / +34-670 550 675 o FAX:+34-944 869 800 o E-mail: biojt@groundforce.aero o SITA: BIOKKXH o FREQ: 131.930 C Ramp agents may attend both Commercial and General Aviation. • UNITED AVIATION SERVICES, S.L. (General Aviation) o TEL OCC (Operations Control Centre) o H24: +34-913 936 775 ; +34-659 308 758 o E-mail: ops.bio@unitedaviation.es o OCC: ops@unitedaviation.es o FREQ: 131.805 C • UNIVERSAL AVIATION - in partnership with NIS, North Incoming Service S.L. (General Aviation) o TEL: +34-946 412 106 ; +34-944 255 830 ; +34-685 636 039 o E-mail: ops@nisaviation.com and universal.aviation@uvspain.com • AVIAPARTNER AVIAVIP SPAIN SA (General Aviation) o TEL: +34 673 845 638 o E-mail: LEBB@aviavip.com Fuelling agents: • EXOLUM o TEL: +34-944 985 452 ; +34-626 369 661 o E-mail: bio@exolum.com • SLCA o TEL: +34- 687 183 563 o E-mail: agomezb@slca.es

LEBB AD 2.5 PASSENGER FACILITIES

1	Hotels	No.
2	Restaurant	Yes.
3	Transportation	Taxis and buses.
4	Medical facilities	_<_<_Nursing service.
5	Bank/Post Office	No/No.
6	Tourist information	Yes.

7	Remarks	None.

LEBB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	Fire category	CAT 7 during airport operating hours. (1) (3)
2	Rescue equipment	In accordance with the fire category published.
3	Removal of disabled aircraft	Airport means: airbeds and airbags, with raising capacity between 3 and 59 TM. MAX ACFT A321/B3XM. (2) Handling agents means: jacks and tractors. External means: cranes up to 500 TM.
4	Remarks	(1) 8 on request (see item 20, "Procedure for the request of fire category on demand"). (2) Contact of the centre responsible for the coordination of the operation for the removal of disabled aircraft: • TEL: +34-944 869 658 • FAX: +34-944 869 657 • E-mail: biocecopsje@aena.es 3) SEI activation in two steps: Reduced SEI service between 0600-0630LT. The following operations are permitted during this period: passenger boarding and disembarkation; refuelling without passengers on board, boarding and disembarkation; and switching on APU. Full service (CAT 7): during airport operating hours (see Item 3, Remarks). Outside airport operating hours: No service.

LEBB AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING AND SNOW PLAN

1	Types of clearing equipment	Snowplough Blade, urea spreader and potassium acetate fluids spreader.
2	Clearance priorities	RWY 12/30, taxiways, holding bays and apron.
3	Use of material for movement area surface treatment	Potassium acetate (KAC) and urea (UREA).
4	Specially prepared winter runways	Not applicable.
5	Remarks	Period of application of snow plan: 01-DEC to 31-MAR. Runway surface condition assessment and reporting in accordance with the Global Reporting Format (GRF) methodology described in AD 1.2.2. Aerodrome in service during all seasons of the year.

LEBB AD 2.8 MOVEMENT AREA DETAILS

1	South apron	Surface: Concrete and asphalt. Strenght: PCN 42/R/A/W/T, EXC PRKG G1 to G3: PCN 5/F/C/X/T; PRKG G4 to G6: PCN 60/R/B/W/T. PRKG G7 and G8 : PCN 23/R/A/W/T. and PRKG G14, G14A and HG14 : PCN 79/F/A/W/T.

2	North apron	Surface: Concrete. Strength: PCN 134/R/A/W/T, EXC PRKG 9 to 19, 89, 111 and H12: PCN 116/R/A/W/T. GATE A1, A2: PCN 86/F/A/W/T. and GATE B: PCN 117/F/B/W/T.
3	De-icing apron	Surface: Concrete. Strength: PCN 64/R/B/W/T.
4	Helicopters apron	Surface: Concrete. Strength: PCN 17/R/D/W/T.
5	Aeroclub area	Surface: Asphalt. Strength: PCN 23/F/D/W/T.
6	Taxiways	Width: 23 m, EXC DC : 7.5 m; D4: 6.3 m. Surface: Asphalt, EXC D4: compacted soil. DA and DB concret. Strength: PCN 117/F/B/W/T, EXC D1: PCN 110/F/A/W/T. D2: PCN 96/F/A/W/T. D3: PCN 145/F/A/W/T. C2, C4, C6 and T6: PCN 86/F/A/W/T. DA PCN 42/R/A/W/T; DB PCN 60/R/B/W/T. and DC : PCN 23/F/D/W/T. D4: information not available.
7	Check locations	Altimeter: South apron ELEV: 34 m/112 ft. North apron ELEV: 46 m/151 ft. VOR: No. INS: See AD 2-LEBB PDC.
8	Remarks	TWY centre line: see INSIGNIA and Data Set.

LEBB AD 2.9 TAXIING GUIDANCE SYSTEM AND MARKINGS

1	Taxiing guidance system	Runway-holding positions (1), runway guard lights (1), stop bars (1), except access to RWY10/28 from TWY D1, D2 and D3, NO ENTRY signs (1), NO ENTRY bars, intermediate holding positions (1), lights of intermediate holding positions (1), stands, Visual Docking Guidance System on stands with boarding bridge. (2) and de-icing apron exit lights(1).
2	RWY markings	Designators, threshold, displaced threshold RWY 28 and RWY 30, aiming point, centre line, edge, touchdown zone (3) and side stripe, information board on TWY C2.
3	TWY markings	Centre line and edge with reflective markers.
4	Remarks	(1) LED lighting. (2) See AD 2-LEBB PDC 2. (3) TDZ markings up to 600 m for RWY 12/30 and up to 450 m for RWY 10/28.

LEBB AD 2.10 AERODROME OBSTACLES

1	Obstacles in Approach, Take-Off Climb, Conical, Inner Horizontal, Transitional, Inner Transitional and Balked Landing Surfaces established in ICAO Annex 14; and the areas 2A and 3 established in ICAO Annex 15. Those penetrating these surfaces are identified in the CSV file as "Relevante_Relevant = Si/Yes".	See Item 10 and Data Set.
2	Remarks	See AD 2-LEBB AOC. LED lighting on apron lighting towers, communication towers and helicopter apron hangars.

LEBB AD 2.11 METEOROLOGICAL SERVICE PROVIDED

1	MET office	Bilbao EMAe.
2	HR	HR AD PS 1 HR 45 MIN BFR. Outside this schedule, a half-hourly METAR AUTO will be issued.
3	METAR	Half-hourly.
4	TAF	24 HR.
5	TREND	Yes.
6	Information	In person and by telephone.
7	Flight documentation/Language	Charts and plain language/Spanish.
8	Charts	Significant, forecasted in altitude (wind and temperature) maps.
9	Supplementary equipment	Clouds, lightning and radar information images display.
10	ATS unit served	TWR, APP.
11	Additional information	Santander OMAe (LESD): H24 • TEL: +34-942 392 464 Bilbao EMAe: HR AD • TEL: +34-944 869 901
12	Remarks	Aerodrome climatological summary available. Aerodrome warnings available. Aerodrome MET guide avaliable.

LEBB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY	Direction	DIM (m)	THR PSN	THR ELEV TDZ ELEV	SWY (m)	CWY (m)	Strip (m)	OFZ	RESA (m)	RWY/SWY SFC PCN
10 (1) (2)	096.64°GEO 096°MAG	1910 x 45	431811.71N 0025609.33W	THR: 35 m/116 ft TDZ: No	No	No	2030 x 150 (9)	No	240 x 150	RWY: ASPH PCN 91/F/A/W/T SWY: No
28 (3) (4) (5)	276.66°GEO 276°MAG	1910 x 45	431806.63N 0025509.61W	THR: 36 m/118 ft TDZ: No	No	145 x 150	2030 x 150 (9)	No	90 x 90	RWY: ASPH PCN 91/F/A/W/T SWY: No
12 (6)	116.64°GEO 116°MAG	2540 x 45	431822.85N 0025529.78W	THR: 36.3 m/119 ft TDZ: 38.7 m/127 ft	No	110 x 150	2660 x 300 (9)	Yes	90 x 90	RWY: ASPH (10) SWY: No
30 (7) (8)	296.66°GEO 296°MAG	2600 x 45	431751.73N 0025404.88W	THR: 39.1 m/128 ft TDZ: 41.6 m/136 ft	No	100 x 150	2660 x 300 (9)	Yes	240 x 150	RWY: ASPH (10) SWY: No

RWY	Direction	DIM (m)	THR PSN	THR ELEV TDZ ELEV	SWY (m)	CWY (m)	Strip (m)	OFZ	RESA (m)	RWY/SWY SFC PCN

Remarks:

(1) The last 715 m are not usable for taking-off due to obstacle clearance.

(2) End RWY 10 coordinates: 431804.54N 0025445.15W.

(3) The last 90 m are not usable for taking-off and landing.

(4) End RWY 28 coordinates: 431811.71N 0025609.33W.

(5) THR RWY 28 displaced 555 m.

(6) End RWY 12 coordinates: 431745.91N 0025349.02W.

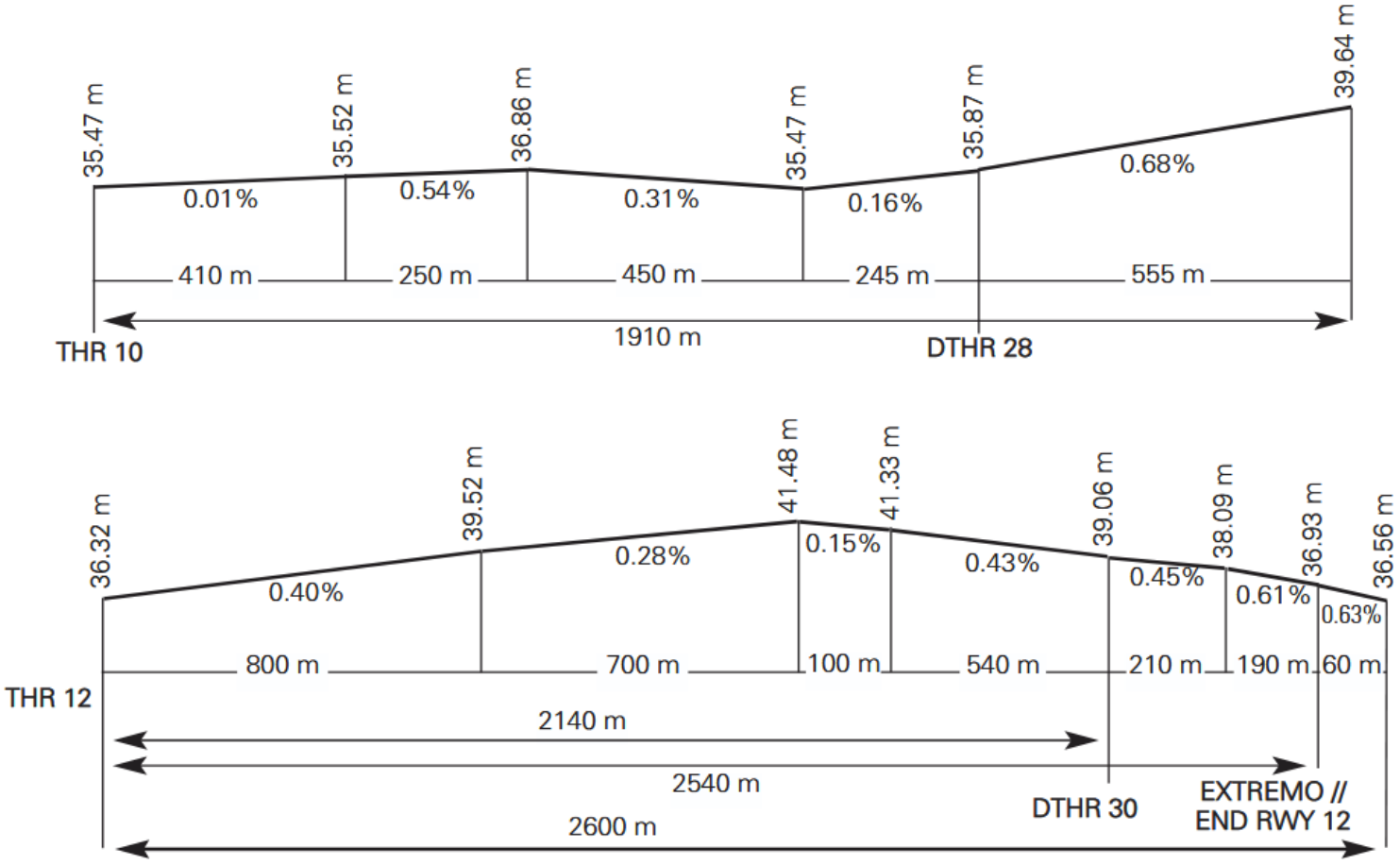
(7) THR RWY 30 displaced 460 m.

(8) End RWY 30 coordinates: 431822.85N 0025529.78W.

(9) Grass terrain.

(10) First 140 m from THR 12: PCN 76/R/A/W/T; from 140 m up to 740 m PCN 123/F/A/W/T; from 740 m up to 2440 m: PCN 112/F/B/W/T; last 160 m: PCN 145/F/A/W/T.

12.1 PROFILE



LEBB AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
10	1195 (1)	1195 (1)	1195 (1)	1910
28	1910 (2)	2055	1910 (2)	1355 (2)
12	2540	2650	2540	2540
30	2600	2700	2600	2140
28 FM stop bar RWY 28 (3)	1640 (2)	1785	1640 (2)	–
30 INT C2	2335	2435	2335	–

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
Remarks: (1) TORA reduced 715 m due to obstacle clearance during take-off. (2) Due to the fact that the last 90 m are not usable for taking-off or landing for RWY 28. (3) Stop bar at 270 m FM THR 28.				

LEBB AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	10
2	Approach	Simple, 540 m LIH.
3	PAPI (MEHT)	3.6° (16.10 m / 53 ft).
4	Threshold	Green, with wing bars.
5	Touchdown zone	White, simple (1).
6	Runway centre line	No.
7	Runway edge	1910 m: 1310 m white + 600 m yellow LIH. Distance between lights: 60 m. (1)
8	Runway end	Red.
9	Stopway	No.
10	Remarks	(1) LED lighting.

1	Runway	28
2	Approach	Threshold identification lights.
3	PAPI (MEHT)	3.4° (16.23 m / 53 ft).
4	Threshold	Green, with wing bars.
5	Touchdown zone	No.
6	Runway centre line	No.
7	Runway edge	1910 m: 555 m red + 755 white + 600 m yellow. LIH. Distance between lights: 60 m. (1)
8	Runway end	Red.
9	Stopway	No.
10	Remarks	(1) LED lighting.

1	Runway	12
2	Approach	Precission CAT I, 560 m LIH.
3	PAPI (MEHT)	3.1° (16.28 m / 53 ft). (1)
4	Threshold	Green, with wing bars (2).

5	Touchdown zone	No.
6	Runway centre line	2540 m: 1640 m white+600 m white and red+300 m red. LIH. Distance between lights: 15 m (2).
7	Runway edge	2540 m: 1940 m white + 600 m yellow LIH. Distance between lights: 60 m (2).
8	Runway end	Red (2).
9	Stopway	No.
10	Remarks	Rapid exit taxiway indicator lights (C3). (1) See remarks of ILS RWY 12/30 in item 19. (2) LED lighting.

1	Runway	30
2	Approach	Precission CAT II, 750 m LIH. White flashing lights sequential system. Threshold identification lights.
3	PAPI (MEHT)	3.4° (19.02 m / 62 ft). (1)
4	Threshold	Green, with wing bars (2).
5	Touchdown zone	White. (2) (3).
6	Runway centre line	2600 m: 1700 m white+600 m red and white+300 m red. LIH. Distance between lights: 15 m (2).
7	Runway edge	2600 m: 460 m red + 1540 m white + 600 m yellow LIH. Distance between lights: 60 m (2).
8	Runway end	Red (2).
9	Stopway	No.
10	Remarks	Rapid exit taxiway indicator lights (C5). (1) See remarks of ILS RWY 12/30 in item 19. (2) LED lighting. (3) TDZ lights up to 900 m.

LEBB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN	No.
2	WDI	1 near THR 10, 1 near THR 12 and 1 near THR 30. LGTD.
3	TWY lighting	Centre line (1). EXC DC and D4.
4	Aprons lighting	• North apron: Edge, floodlighting poles and centre line. (1) • South apron: Edge with reflective markers, floodlighting poles and centre line. (1) • De-icing apron: Edge with reflective markers, floodlighting poles and centre line. (1)
5	Secondary power supply	RWY 30, switch-over time CAT II/III for threshold, centre line, runway end and touch-down zone lighting, approach lighting system and stop bars. Rest of the visual aids lighting systems, CAT I switch-over time according to Annex 14.

6	Remarks	(1) LED lighting.

LEBB AD 2.16 HELICOPTER LANDING AREA

1	Position	FATO: RWY 10/28 and 12/30. See item 12.
2	Elevation	See item 12.
3	Dimensions	FATO • RWY 10/28. See item 12. • RWY 12/30. See item 12. Air taxiing: Taxiways. See AD 2-LEBB GMC. Stands • South apron HG12, HG13 and HG14 . AD 2-LEBB PDC 1.1. • North apron H12 and H22 . See AD 2-LEBB PDC 2.1. • Helicopter apron H4 and H5. See AD 2-LEBB PDC 1.1. Type of surface: See item 12.
4	Lighting	See item 14.
5	Declared distances	See item 13.
6	Remarks	None.

LEBB AD 2.17 ATS AIRSPACE

1	Designation	CTR BILBAO.
2	Lateral limits	432415N 0031430W; 432426N 0030002W; circle radius arc of 7 NM centred on DME BLV; 432434N 0025121W; 432527N 0025041W; circle radius arc of 8 NM centred on DME BLV; 432338N 0024723W; 432443N 0024535W; circle radius arc of 9.7 NM centred on DME BLV; 431808N 0024214W; 431610N 0023126W; 430738N 0023626W; 431220N 0024912W; circle radius arc of 7.5 NM centred on DME BLV; 431702N 0030539W; 431651N 0030700W; circle radius arc of 8.5 NM centred on DME BLV; 431805N 0030710W; 431843N 0031625W; 432415N 0031430W.//432415N 0031430W; 432426N 0030002W; circle radius arc of 7 NM centred on DME BLV.
3	Vertical limits	SFC-1000 ft AGL .
4	Airspace class	D.
5	Unit Language	BILBAO TWR. ES/EN.
6	Transition altitude	1850 m/6000 ft.
7	Hours of applicability	-
8	Remarks	None.

1	Designation	ATZ BILBAO.
2	Lateral limits	Circle radius 8 km centred on ARP (1).

3	Vertical limits	SFC-3000 ft AGL (2) .
4	Airspace class	D.
5	Unit Language:	BILBAO TWR. ES/EN.
6	Transition altitude	-
7	Hours of applicability	-
8	Remarks	(1) Or the ground visibility, whichever is lower. (2) Or up to the cloud ceiling, whichever is lower.

LEBB AD 2.18 ATS COMMUNICATION FACILITIES

Service	Call sign	FREQ	HR	Remarks
APP	Bilbao APP	127.450 MHz	HR ATS	APP/I
		128.580 C	HR ATS	BACK-UP
TWR	Bilbao TWR	118.500 MHz	HR ATS	ATIS will advise when both TWR and GMC services are provided on the same frequency 118.500 MHz.
		121.500 MHz	HR ATS	EMERG
		243.000 MHz	HR ATS	EMERG
		257.800 MHz	HR ATS	MIL
GMC	Bilbao GMC	121.705 C	HR ATS	ATIS will advise when both TWR and GMC services are provided on the same frequency 118.500MHz.
ATIS	Bilbao Information	118.830 C	HR ATS	
D-ATIS	Bilbao Information	NIL	HR ATS	Provision of Bilbao ATIS information via data link.

LEBB AD 2.19 RADIO NAVIGATION & LANDING FACILITIES

Facility (VAR)	ID	FREQ	HR	Coordinates	DME ELEV	Remarks
DVOR (1°E)	BLV	117.650 MHz	H24	431815.1N 0025531.3W		COV 40 NM AVBL BTN: • R-130/R-260 at FL140 or ABV; • R-260/R-130 a FL100 o ABV R-181 Possible signal lost at FL70 FM 27 NM.
DME	BLV	CH 123Y	H24	431815.5N 0025530.9W	30 m	COV 40 NM AVBL BTN: • R-340/R-060 NO AVBL; • R-060/R-180 at FL150 or ABV; • R-180/R-205 NO AVBL; • R-205R-260 at FL130 or ABV; • R-260/R-340 at FL100 or ABV. R-181 Possible signal lost at FL70 FM 20NM.
L (1°E)	B	395.000 KHz	H24	432222.2N 0030205.5W		U/S BTN: 155°/255° & 115°/135°.

Facility (VAR)	ID	FREQ	HR	Coordinates	DME ELEV	Remarks
LOC 12 (1°E) ILS CAT I	IBO	111.550 MHz	H24	431743.5N 0025342.4W		116° MAG / 567 m FM DTHR 30. Below the CAT I chart minimum, there is a discrepancy between ILS and PAPI. COV 25 AVBL BTN ±10° FM RCL at 5500 ft AMSL or ABV. COV 17 AVBL BTN ±35° FM RCL at 4100 ft AMSL or ABV.
GP 12		332.750 MHz	H24	431815.0N 0025520.7W		3.1°, RDH 16.5 m; at 292 m FM THR 12 & 124 m FM RCL to the right on APCH direction.
ILS/DME 12	IBO	CH 52Y	H24	431815.5N 0025520.2W	45 m	REF DME THR 12 COV 17 AVBL BTN +33° & -24° FM RCL at 4100 ft AMSL or ABV.
LOC 30 (1°E) ILS CAT I	IBL	110.300 MHz	H24	431827.4N 0025542.1W		296° MAG / 312 m FM THR 12 COV 17 NM LOC (15.8 DME) AVBL BTN ± 35° from RCL at 4900 ft AMSL or ABV. COV 25 NM LOC (23.8 DME) AVBL BTN ±10° from RCL at 4900 ft AMSL or ABV. Below the CAT I chart minimum, there is a discrepancy between ILS and PAPI.
GP 30		335.000 MHz	H24	431752.9N 0025419.7W		3.4°; RDH 19.5 m; at 315 m FM DTHR 30 & 117 m FM RCL to the left on APCH direction. Full FLY-UP indications may not be received BLW GP beyond 6° on the left side FM RCL. COV 11.3 AVBL BTN ±8° FM RCL at 2300 ft AMSL or ABV.
ILS/DME 30	IBL	CH 40X	H24	431752.9N 0025419.7W	45 m	REF DME DTHR 30. COV 17 NM (15.9 NM DME) at 4900 ft AVBL BTN -18° & +35° FM RCL.

LEBB AD 2.20 LOCAL REGULATIONS

20.1 STANDARD TAXIING PROCEDURES

20.1.1 START-UP OF ENGINES/TURBINES

a. Pilots shall request clearance to start-up and taxi to BILBAO GMC on the appropriate frequency or using DCL.

b. On requesting start-up clearance from ATC, pilots shall report the full callsign, parking position occupied and the ATIS message received.

c. Once start-up clearance or time has been provided, BILBAO GMC shall issue the corresponding ATC clearance for the aircraft.

20.1.1.1 REQUEST FOR ATC CLEARANCE AND START-UP VIA DATA LINK

At Bilbao Airport, DCL departure procedures are used for the ATC clearance and start-up services. For further information on the DCL service, see AIP ENR 1.5, section 3. DEPARTING FLIGHTS: ATC clearance and start-up via data link.

In cases of discrepancies, voice commands will always prevail over data link.

The pilot may request ATC clearance via DCL no earlier than 30 minutes before the EOBT.

- The pilot shall request ATC clearance and start-up simultaneously via RCD. The RCD message should contain the following data:

  1. Aircraft call sign according to the filed flight plan (FPL).

  2. Aerodrome of origin.

3. Parking position.
4. Destination aerodrome.
5. Letter corresponding to the ATIS information received.
6. ICAO aircraft type designator.

Any free text sent via the RCD by the pilot will not be considered by ATC. Special requests must always be made via voice command.

- The pilot will receive a message of acceptance "RCD RECEIVED" or cancellation "RCD REJECTED".
- In the case of acceptance, Bilbao GMC will issue a CLD message with the following fields:
  1. Aircraft call sign.
  2. Destination aerodrome.
  3. Assigned runway for departure.
  4. Departure procedure (SID). Note: The initial altitude will be that of the published SID.
  5. SSR code mode A (SQUAWK).
  6. ADT (Approved Departure Time). Note: ADT=CTOT for the flight if there is one.
  7. Next frequency.
  8. Current ATIS information letter.
  9. Additional information, which shall include clearance to start up or instructions for requesting this in the case of failure to comply with the start-up approval parameters in accordance with EOBT.
- When a CLD message is sent in the valid range of EOBT, ATC clearance and start-up will be received. If not ready for start-up, the pilot shall not accept the clearance and shall contact the controller by voice when ready.
- When an FSM message of the type "REVERT TO VOICE PROCEDURES" is received, the data link communication will be deemed to have concluded and the revert to voice procedures will be applied.
- When the CLD message is received, the pilot:
  a. If any inconsistency is detected in the received message, the pilot must revert to voice procedures and request a new clearance.
  b. If the pilot considers the CLD clearance message to be correct, he/she must respond via data link with a CDA message (Departure Clearance Echoback).
- If the ATC system does not receive a CDA message from the pilot within the waiting time, or a CDA that is inconsistent with the previous CLD message is received, communication via data link will be terminated and a "CDA REJECTED" message will be received in the FMS.
- When a correct CDA message is received, the ATC system will send the aircraft a "CLEARANCE CONFIRMED" message in the FMS and will terminate the communication via data link.

20.1.2 GROUND MOVEMENT

a. All surface movements of aircraft, towed aircraft, personnel and vehicles on the maneouvring area are subject to previous ATC clearance.

b. Ground Movement Control is responsible for:

a. The control of every aircraft, personnel and vehicle movements on the maneouvring area except for the RWY.

b. Issuing clearances and instructions for towed push-back and taxiing of aircraft and vehicles.

c. Reporting the stands assigned to the aircraft by the Operation Coordination Center (CECOPS).

20.1.2.1 PUSH-BACK maneouvring AND TAXIING

a. Upon receiving clearance for start-up and push-back, the aircraft should start to push back within 1 minute; the pilot should inform ATC otherwise.

b. Collision avoidance with other aircraft or obstacles is the responsibility of:

- Pilots, when taxiing in the apron.
- Handling companies during the push-back maneouvre.

c. No simultaneous contiguous push-back manoeuvres will be authorised in North apron.

Simultaneous push-back from PRKG 1, 2, 3, 4, 5, 6, 7 and 22 , with push-back of B767/A306/B752 aircraft from PRKG 1 to 6, will not be cleared if after push-back, the aircraft will be behind the B767/A306/B752, to prevent the impact of jet blast.

B767 aircraft may push back from PRKG 1, 2, 5 and 6 only when nosing towards THR 30.

Simultaneous push-backs shall not be authorised between PRKG 2 and 22 .

20.1.2.2 TAXIING RESTRICTIONS

a. GENERAL

Aircraft classification according to chapter 1 of annex 14 ICAO:

- Code letter A: Wingspan below 15 m.
- Code letter B: Wingspan 15 m or above, and below 24 m.
- Code letter C: Wingspan 24 m or above, and below 36 m.
- Code letter D: Wingspan 36 m or above, and below 52 m.
- Code letter E: Wingspan 52 m or above, and below 65 m.
- Code letter F: Wingspan 65 m or above, and below 80 m.

Departing aircraft with code letter above C shall report to ATC in the first call to TWR.

b. TWY C1, maximum code letter C.

c. TWY DB, maximum code letter B.

d. TWY DC , maximum code letter A.

e. Access TWY to stand from GATE A1, maximum code letter C.

f. Taxiing to runway-holding position on TWY C1 is not allowed if there is an aircraft placed in runway-holding position on TWY C2.

g. Taxiing via TWY T3 or T4 is not allowed when an aircraft is placed on the runway-holding position on TWY C4.

h. Back Track: Clearance to be carried out in RWY 28 to maximum aircraft CRJ900. In RWY 12/30, only occasionally due to operational needs in day hours under ideal visibility conditions. Clearance for maximum aircraft A321/B737.

i. De-icing apron, maximum code letter C aircraft.

20.1.2.3 SPECIAL CHARACTERISTICS OF RWY 30 OPERATION (RUNWAY-HOLDING POSITION K1)

Due to the displaced threshold of RWY 30, an aircraft taxiing from holding position K1 towards THR 30 penetrates the approach obstacle limitation surface.

As a result, holding position K1 is a runway access point and ATC clearance is required to exceed it.

However, once cleared by ATC, the following aircraft may hold at the TWY C2 and TWY C1 runway holding positions:

- TWY C2 runway holding position: aircraft with height under 7.60 m (e.g. PC24, G280, Embraer 145, E35L, ATR 42, Falcon 900/2000, CRJ 100/200/700/900/1000).
- TWY C1 runway holding position: aircraft with height under 9.65 m (e.g. all aircraft listed above and GLEX, GL5T, GL7T, GLF4, GLF5, GLF6, FA6X, FA7X, FA8X, MD 83/88, ATR 72).

This means:

a. ATC will normally provide instructions to departing aircraft to holding position K1.

b. Aircraft shall notify that they are ready for departure upon reaching holding position K1.

20.2 PERSONNEL MOVEMENT IN APRON

Passenger movements on foot through the apron are forbidden, they must be transported by an authorised vehicle, provided by an authorised handling operator.

20.3 PROCEDURE FOR THE REQUEST OF FIRE CATEGORY ON DEMAND

Bilbao Airport provides SEI category 7 continuously and 8 on demand. To operate with category 8 companies that are interested must request such via:

- SITA: BIOOOYA; or
- E-mail: biocecopsje@aena.es and arbalciscu@aena.es

The request must be made at least 30 days before the scheduled flight, and it shall contain the following data:

- Flight number.
- Flight class.
- Aircraft type.
- Expected date and time.

Confirmation of Category 8 shall be made by the same means used when requested.

20.4 OPERATION OF CODE LETTER E AIRCRAFT

For operations with category SEI 8, see item 6 and 20 "Procedure for the request of fire category on demand".

Operation procedure:

- Arrivals: aircraft must leave RWY 12 via TWY C2 or RWY 30 via TWY C6, and must taxi on TWY T to A2.
- Departures: Aircraft shall exit the apron via TWY A2 (ACFT parked at PRKG 6A and 89) or via TWY A1 (ACFT parked at PRKG 111), taxi on TWY T, exiting to RWY 12 via TWY C6 or to RWY 30 up to holding point K1. Subsequently, and with ATC clearance, they shall enter RWY 30 via TWY C2.
- Stand: aircraft can only park on the North apron in PRKG 6A (boarding bridges stand) , on the PRKG89 (remote position and towed exit) and PRKG 111 (remote position and autonomous exit).

Restrictions:

- As there is less than 4 m between the outer main gear wheel of Code letter E aircraft and the TWY edge, Code letter E aircraft shall oversteer in the following sections:
  - Curved section RWY12-C2
  - Curved section C2-T1
  - Curved section T1-C2
  - Curved section C2-RWY30
  - Curved section C6-T6
  - Curved section T6-C6
  - Entry T3-A2
  - Entry T4-A2
  - A2-T3 Exit
  - A2-T4 Exit
- As there is less than 4 m between the outer main gear wheel of Code letter E aircraft and the edge of the TWY aircraft stand taxilane, Code letter E aircraft shall oversteer and be guided by signalmen when arriving and departing in the curved section between Gate A2 and PRKG 6A.
- If there are temporary obstacles in the maneouvring area, aircraft shall be guided by TOAM on the TWY.
- No clearance is given for access to apron via GATES B and A1.

- Simultaneous push-back manoeuvres between PRKG 6A and 2 will not be authorised if the code letter E aircraft is carrying out the push-back from PRKG 6A.
- Simultaneous push - back manoeuvres between PRKG 89 and PRKG 4 shall not be authorised if a Code letter E aircraft is carrying out push-back from PRKG 89.
- Taxiing via GATES A2 or A1 shall not be cleared when Code letter E aircraft are entering or exiting PRKG 111.
- The minimum vertical margin for the wheel clearance (VMV) is not enough.
- PAPI RWY 12/30 not usable.

20.5 HELICOPTER OPERATIONS

As no other specific area for operating with helicopters is defined, they shall receive the same treatment as fixed-wing aircraft and shall be cleared by ATC for take-off and landing on the flight runway.

20.6 AIRCRAFT DE-ICING

The providing handling agent shall request authorisation via SITA to BIOOOYA, or e-mail to biocecops@aena.es , reporting:

- Aircraft identification,
- Type of aircraft and
- Estimated time of arrival to de-icing point.

Stands available for de-icing:

- De-icing apron for aircraft up to Code letter C (<36 m wingspan). Not usable when LVP are in place.
- PRKG 111 for aircraft up to Code letter E (<65 m wingspan)
- PRKG 14 for aircraft up to Code letter C (<36 m wingspan). Usable if required for operational reasons or as an alternative to the de-icing apron when LVP are in place.

Code letter D and E aircraft shall de-ice in the parking stand where they are parked.

Aircraft up to Code letter C taxiing from holding position K1 until the De-Icing Apron do not breach the RWY 30 approach surface. In any case, the aircraft must have TWR clearance to overrun holding position K1.

20.7 NIGHT VISUAL OPERATIONS (VFR-N)

VFR-N flights are permitted.

20.8 VISUAL OPERATIONS (VFR)

RWY 10/28 will be used preferentially for VFR operations.

20.9 OPERATIONAL SAFETY REPORTS

Pilots/operators shall report to the airport as soon as possible any accidents, incidents, occurrences or events which may have a potential operational impact and in which they have been involved or witnessed.

The aim of these reports is the compilation of the information to improve operational safety, independently from the compulsory report of the occurrence to the appropriate aeronautical authority. Data may be sent in any format, including at least the following information:

- Date and time.
- Site.
- Parties involved (data used to identify vehicles, aircraft … involved).
- Companies involved.
- Description of the facts.
- Any other data considered relevant (e.g. lighting conditions, weather, phase of the operation such as takeoff/landing/stopover, pavement conditions …).

The contact e-mail address of the airport, for the reception of operational safety reports, is the following: Seguridad_Operacional_BIO@aena.es

In addition to notifying the airport through the indicated system, it is necessary to send at least basic data of the accident, incident, occurrence or event to the air traffic control service provider (ATC).

In the specific event of safety reports related with the air traffic control service provider (maneouvring area, flight phases and ATS airspace) these may be sent to the e-mail address: lecm.safety@enaire.es

20.10 GENERAL AND BUSINESS AVIATION

Will include, in box 18 of the FPL, under RMK/ the name of the contracted handling agent.

Flight plans which have not completed that information will not be cleared.

20.11 EXCHANGE OF DATA WITH NMOC-ADVANCED ATC TWR

Bilbao airport exchanges information for departure flights by applying the Advanced ATC TWR procedures.

Message exchanges from the local system to the ATM network uses the European standard for A-CDM airports, using the following message types:

- A-DPI for all instrumental departure flights.
- C-DPI when required.

When start-up approval has been announced and the aircraft starts to exit the stand, the target take-off time (TTOT) is calculated and transmitted to NMOC (Network Manager Operations Center) via an A-DPI message. The use of the actual offblock time (AOBT) instead of the EOBT of the flight plan, along with the variable taxi time, increases the precision of the take-off time.

After reception of the A-DPI, DLA or CHG messages that change the flight plan data shall not be accepted. If regulated, the CTOT assigned before receiving the A-DPI shall be maintained.

If an aircraft has to abort taxiing for technical reasons, the airport shall send a C- DPI message to the NMOC. The result of the C-DPI is that the flight plan shall be suspended by informing the operator via a flight suspension (FLS) message with the comment "Suspended by Departure airport". The flight plan can be activated again by updating the EOBT with a DLA or CHG message.

20.12 AIRPORT EMERGENCY PLAN

By virtue of article 9.1.2 of the Order FOM 2086/2011 and ADR.OPS.B.005 b) of the EU Regulation 139/2014, as well as the Aena regulation EXA 59 "Criteria applicable to airport Emergency Plans", at Bilbao Airport, the operation of aircraft by air carriers with no designated representative at the airport will not be permitted, for the purposes of coordinating the actions arising out of the response to an emergency: this representative may be another air carrier or a designated handling agent.

LEBB AD 2.21 NOISE ABATEMENT PROCEDURES

Except for safety reasons, helicopters shall avoid overflying the local towns of Erandio, Sondika, Loiu, Zamudio and Derio when accomplishing the aerodrome traffic circuit. Likewise, these areas must be avoided when circling in holding patterns or communication failure to the South of the airfield. In this phase of the flight, the height to be maintained shall not be lower than 1000 ft above the airfield´s elevation.

Highly noisy helicopters (Bell 212 type or higher), shall avoid using the aerodrome traffic circuit of RWY 10/28 for training purposes, and shall use it solely for landing.

21.1 ENGINE TESTS

The handling agent or air operator must request engine testing from CECOPS by telephone number, SITA or e-mail:

- TEL: +34-944 869 658/655/656
- SITA: BIOOOYA.
- E-mail: biocecops@aena.es

Before starting the test and after concluding it, the crew or mechanics shall contact ATC on the appropiate frequency.

Engine tests above idling are forbidden between 0000 and 0600 LT.

The positions for engine tests are:

- Idling power: In the stand occupied.
- Power above idling:
  - Turboprop: In the stand occupied.
  - Other aircraft:
    - North Apron: PRKG 11.
    - TWY T4.

LEBB AD 2.22 FLIGHT PROCEDURES

22.1 LOW VISIBILITY PROCEDURES (LVP)

22.1.1 GENERAL

RWY 30 is usable for take-off in low visibility conditions.

1.1. Low visibility procedures (LVP) shall be applied, when:

- runway visual range (RVR) measurement of any transmissometers is lower than 550 m, or
- visibility is lower than 800 m when transmissometers are out of service.

1.2. Pilots shall be informed about the application of Low Visibility Procedures by the ATIS service with the phraseology "LOW VISIBILITY PROCEDURE IN FORCE".

1.3. Low visibility procedures shall be cancelled when RVR measurements of every transmissometers are higher than 1000 m or the visibility is higher than 1000 m when transmissometers are out of service and when there is a strong tendency for improvement in the meteorological conditions.

22.1.2 GROUND MOVEMENTS

When RVR is 1000 m or below, in addition to appropriate lighting, stop bars protecting the RWY access and lights of intermediate holding positions, will be activated.

TWR will not authorise vehicle access to the maneouvring area, except for those that are essential for the operation equipped with radiotelephony system and in permanent radio contact with TWR.

Stop bars and intermediate holding positions shall be used to manage the ground movements.

Pilots shall verify the aircraft position at all times, checking that taxiing is being executed under total safety conditions.

Whenever a departing aircraft needs to return to the apron, the pilot shall inform TWR and wait for new taxiing instructions.

22.1.2.1 Arrivals

Aircraft that have already landed shall:

- Notify a vacated runway and the exit TWY used when all the TWY centre line lights turn green instead of green-yellow.
- Wait for taxiing instructions from TWR.

Unless otherwise instructed by ATC, aircraft shall enter to the apron as follows:

North apron arrivals:

- RWY 30 in use: clearing the RWY by TWY C5 or C6. Taxiing via TWY T to GATE B, A1 or A2, subject to assigned parking stand.

NORTH APRON ENTRY		
PRKG	Access via	Observaciones

1 to 6A	B	Code letter E ACFT always via A2
7, 78, 8, 89, 9, 10 and 111	A2	Code letter E ACFT always via A2
11 to 19	A1	-
20 to 22	B	-
H12	A1	-
H22	B	-

- At B, A2 and A1 aircraft shall wait for the presence of a "FOLLOW ME" vehicle.

South apron arrivals:

- RWY 30 in use: Traffic shall be instructed to leave the RWY by TWY D1, crossing RWY 10/28 and access via D3 to proceed to the stand guided by a "FOLLOW ME" vehicle.

SOUTH APRON ENTRY	
PRKG	Access via
G1 to G3	D3 and DB
G4 to G14, G10A, G12A, G14A and HG12 to HG14	D3 and DA

22.1.2.2 Departures

Unless otherwise instructed by ATC, aircraft shall exit the apron as follows:

Departures from the North apron:

- RWY 30 in use: shall leave the apron via gate A1, A2 or B, depending on the parking stand where the aircraft is located.

NORTH APRON EXIT			
PRKG	Exit	Exit via	Remarks
1 al 6A	R	A2	Code letter E ACFT from 6A always via A2
7, 8 and 9	R	A2	-
7 and 9	A	A2	-
78 and 89	R	A2	Code letter E ACFT from 6A always via A2
10	A	A1	-
10	R	A2	-
111 and 11 al 19		A1	-
20, 21 and 22	R	A2	-
20 and 22	A	B	-
H12		A1	-
H22		B	-

- As follows, shall taxi via TWY T to the runway holding position K1, or C2, or C1, according to ATC instructions.

Departures from the South Apron:

- RWY 30 in use: shall be guided by a "FOLLOW ME" vehicle and shall leave the apron by D3.

SOUTH APRON EXIT		
PRKG		Exit via
G1 to G10		DB and D3
G10A, G11 to G14, G12A, G14A, HG12 to HG14		DA and D3

- As follow, taxi to the runway-holding position in D1, where they shall wait for ATC clearance to cross the runway in use. The

"FOLLOW ME " vehicle guidance shall be made to the North apron, aircraft shall keep the taxi by TWY T to the runway-holding position K1, or C2, or C1, according to ATC instructions.

22.1.3 COMMUNICATIONS FAILURE AND ANOMALOUS OCCURRENCES IN THE MANEOUVRING AREA

Uncertainty regarding the position on the maneouvring area

- Except for the cases set forth in the prior paragraph, if a pilot doubts about the position of the aircraft in relation to the maneouvring area, they shall immediately stop the aircraft and shall notify this to ATC (including the last known position).
- In situations where the pilot hesitates about the position of the aircraft with reference to the maneouvring area, but recognises that the aircraft is on a RWY, the pilot shall immediately notify this to ATC (including the last known position), evacuate the RWY if it is able to locate an appropiate TWY nearby, unless ATC states otherwise; and then, stop the aircraft.
- In the case of disorientation of a vehicle on the maneouvring area, it should be reported to ATC (including the last known position) and, unless it receives another indication by ATC, it shall evacuate the maneouvring area to get away to a safe distance, as soon as possible, and stop the vehicle.

Loss of visual contact between traffics

- In case of loss of visual contact between two aircraft, or a vehicle with its own separation, ATC shall immediately be informed and the aircraft shall stop. ATC shall take the necessary actions.

Failure of an aircraft or vehicle

- Aircraft: It shall notify the situation to ATC and wait for the arrival of assistance. If on a RWY, if possible and unless ATC indicates otherwise, it shall evacuate the runway.
- Vehicle: It shall communicate this issue to ATC (including the last known position) and unless it receives, otherwise it gets another other ATC indication and if it is possible, it shall evacuate the maneuvering area to get a safe distance as soon as possible and it shall stop the vehicle. If the vehicle cannot´t be moved, it shall inform ATC without delay.

Communications failure

In the case that an aircraft or vehicle operating in the maneouvring area experienced a communications failure, it shall proceed as follows:

- Departure aircraft: The aircraft shall continue by the assigned route and stop at the limit of an ATC clearance, exercising extreme caution, where it shall maintain its position and wait for the arrival of an assistance vehicle.
- Arrival aircraft: If the aircraft has just landed, it shall maintain position when leaving RWY and wait for the arrival of an assistance vehicle. If the aircraft already had a taxiing ATC clearance, it shall continue by the assigned route to the limit of such authorization, exercising extreme caution, where it shall maintain its position and wait for the arrival of an assistance vehicle.
- Vehicle: It shall evacuate the maneuvering area if inside it, and then shall stop the vehicle maintaining its position and wait for the arrival of an assistance vehicle.

22.2 ATS SURVEILLANCE SYSTEM

It is used in the provision of the aerodrome control service to perform the following functions:

a. supervision of the flight path of aircraft on final approach up to 1600 ft AMSL to RWY 30 and 1500 ft AMSL to RWY 12;

b. supervision of the flight path and provision of navigation assistance to other aircraft in the vicinity of the aerodrome, if:

1. these are located to the North of the airfield at 2400 ft AMSL or above within the ATZ;
2. these are located to the South of the airfield at 2900 ft AMSL or above within the ATZ;

c. establishment of separation, as defined in the R.C.A. section 4.6.7.3, between successive departing aircraft. This separation, when applied, will be dependant on the existence of radar blip identification of the preceding traffic on departure, and on such traffic having already climbed over 3200 ft AMSL on departure from RWY 12 and 2600 ft AMSL on departure from RWY 30.

All the functions above will be suspended in the event of an unavailability of Solórzano or Biarritz radars.

22.3 SPEED ADJUSTMENT

Arrivals to Bilbao AD, under radar control, shall adjust their speeds as specified below:

- MAX IAS 250 kt at FL120 or below.

- IAS 210 kt at the beginning of the final turn to intercept the ILS LOC course.
- IAS 180 kt once the final turn is completed and the aircraft is established on the ILS LOC course, when the aircraft is located within 20 NM of the landing threshold.
- IAS 160 kt when crossing 4 NM of the landing threshold.
- Aircraft with cruising IAS lower than the aforementioned shall maintain the cruising speed up to the adjusting fix concerned.

The MAX IAS permitted for departures is 250 kt until leaving FL100.

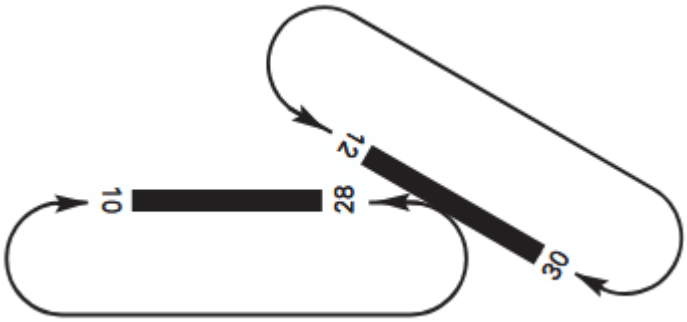
22.4 VISUAL DEPARTURE PROCEDURES FOR IFR FLIGHTS

IFR flights may request ATC for "visual departure" on ground or in the air under the following conditions:

- Between the start of morning civil twilight and the end of evening civil twilight.
- Weather conditions in the take-off direction and subsequent initial climb permitting visual flight up to the Minimum Radar Altitude.
- In the air, the pilot shall propose to ATC a heading or a direct course.
- On the ground, the pilot shall propose to ATC a heading or a point, or ATC shall propose a visual departure subject to the pilot's consent and readback.
- The pilot shall be responsible for maintaining the obstacle clearance distance up to the Minimum Radar Altitude.

If visual departures are applied due to the inability to use the published SID and contingency departures, the noise abatement procedures described in AIP LEBB AD-2 Item 21 "Noise Abatement Procedures" shall no longer be applied.

22.5 AD TRAFFIC CIRCUIT



LEBB AD 2.23 ADDITIONAL INFORMATION

23.1 WIND PHENOMENA ON RWY 12/30

The terrain around the airport gives rise to vertical wind shear and moderate to severe turbulence when there are strong south-west upper winds, affecting approaches and take-offs for both runway ends, with the following features:

- In general, the surface wind at the airport becomes diverted to the south and south-east (120°-190°), although it can also blow from the south- west (200°-240°), with speeds in both cases of between 12 and 25 kt.
- On many occasions, the wind at the airport may be less than 10 kt, so that this is not always representative of what aircraft will experience on their approaches. While the mean wind speed decreases in general when descending in altitude, on approaches there may be transitory increases with strong gusts and even changes in direction.
- The turbulence and wind shear may be produced on all segments of the last 10 NM for both runway ends. Turbulence is most frequent between 1600 ft and 3000 ft, with greater intensities recorded on the approach to RWY 30.
- The wind shear may be either positive or negative, and aircraft may undergo headwind gains or losses of 15 kt or more.
- Wind disturbances caused by the terrain may vary over short periods of time and space, so that aircraft on successive approaches might experience different wind shear and/or turbulence phenomena.

These situations are encountered most frequently from October to March.

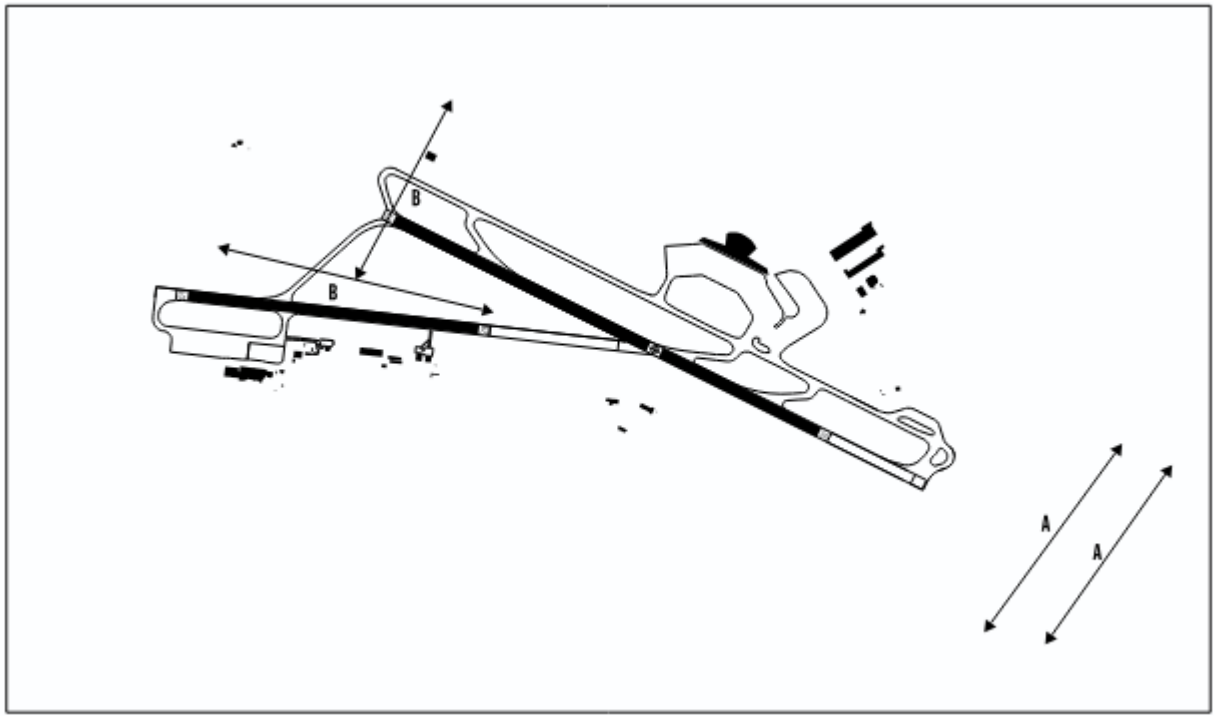
23.2 FAUNA CONTROL SERVICE

Hours: Sunrise to sunset.

Crossing of migratory birds.

In the summer season there is a concentration of kestrels.

- Area A: Crossing of vultures.
- Area B: Crossing of seagulls.



LEBB AD 2.24 CHARTS RELATED TO THE AERODROME

The list of charts related to the aerodrome can be found on the link below:

https://aip.enaire.es/AIP/#LEBB

LEBB AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

The instrument approach procedures affected can be found below:

IAC 5 VOR RWY 12: Direct approach.

IAC 10 VOR RWY 30: Direct approach.