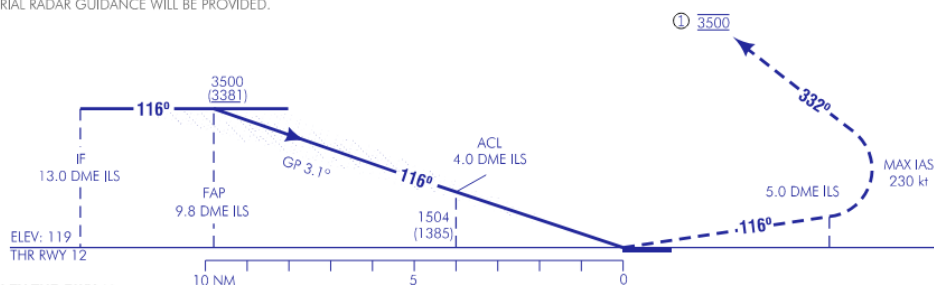


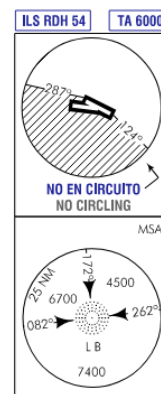
BILBAO
ILS Y
RWY 12

HGT REF ELEV THR RWY 12

OCA/H		A	B	C	D	
STA	CAT I	2.5%	1003 (884)	1015 (896)	1023 (904)	1033 (914)
		5%	594 (475)	606 (487)	614 (495)	624 (505)
En circuito (H) sobre Circling (H) over 136		1800 (1670)	1970 (1840)	2110 (1980)		

GS	kt	80	100	120	140	160	180
FAP-THR: 9.8 NM	min:s	7:23	5:55	4:55	4:13	3:42	3:17
FAP-MAPT:	min:s						
ROD: 5.4 %	lit/min	439	548	658	768	878	987

ALT/HGT DME (ILS) FNA												
13	12	11	10	9	8	7	6	5	4	3	2	1
				3210 (3090)	2870 (2750)	2530 (2410)	2180 (2070)	1850 (1730)	1510 (1390)	1170 (1050)		



CHANGES: RENUMBERING, COORDINATE ROUNDING IN KUXUN.

AERONAUTICAL DATABASE REQUIREMENTS

INSTRUMENT APPROACH PROCEDURES

ILSY RWY 12

POINT	LAT	LONG	TRUE BEARING	DME DISTANCE (NM)
ASPES (IAF)	432956.3N	0030929.7W	084.91° SNR	32.70 DME SNR
KUXUN (IAF)	432907.0N	0031911.3W	085.01° SNR	25.54 DME SNR
OLMET (IAF)	432022.6N	0031633.0W	103.44° SNR	28.24 DME SNR
IF	432411.6N	0031126.1W	296.66° LOC IBO	13.00 DME ILS
FAP	432247.2N	0030733.9W	296.66° LOC IBO	9.85 DME ILS
Precision final approach - Slope (Descent angle)				5.42% (3.10°)