

## BILBAO (BIO/LEBB)

Elevation 136ft

### CATEGORY B

AV Brief required for initial qualification and revalidation

### GENERAL

- The airfield lies 7nm S of the coast in a narrow valley. The city is just to the S with heavy industry and ship building taking place on the river to the W and NW within 2NM and significant terrain due to airfield location

#### Threats

##### CFIT

- The valley runs SE-NW and is 3nm across, the end is closed by terrain rising to 2000ft amsl.
- The hills to the N rise to 1200ft amsl and to the S to almost 1600ft amsl with unlit powerlines and masts.
- Mount Oiz lies 2.5nm N of the RWY 30 approach track at 14nm and is topped by a mast giving an obstruction height of 3540ft amsl. Within 10nm the highest point is another mountain to 3280ft amsl and lies 7.5nm SW.
- A ridge with obstructions across the RWY10 approach reaches 372ft amsl 1.25nm from the RWY10 threshold
- Potential for GPWS activation on approach to all runways to close-in terrain and obstacles

##### Runway Incursion

- Hot spot at RWY 30 K1 Holding point

##### Runway Excursion

- RWY28 PAPI is 3.4° and due to downslope of 0.8% over first 500m risk of float and firm touchdown.
- Potential for visual illusion on approach due to steeper than normal approach angles to RWY10 - PAPI 3.6° - and RWY30 - PAPI 3.4°.

##### Loss of Control

- Moderate to Severe turbulence and vertical windshear may be encountered when there are strong winds blowing over surrounding high ground.
- Expect moderate turbulence on final approach with winds between 160° and 270° stronger than 15kt. Be ready to Go-Around
- Expect severe turbulence beyond the IF with winds between 160° and 270° greater than 40kts (including gusts). Be Go-Around and Diversion minded
- Windshear can be expected when winds are stronger than 15kts from the W
- Severe turbulence can be encountered when winds from the S strong than 15kts

##### Special Considerations

- RWY 28 Not authorised for landing due to reduced LDA
- RWY 10 Not authorised for take-off due to reduced TORA
- RWY 10/28 NOT approved for NIGHT landing.
- RWY 12 only approved for NIGHT landing using VOR/DME approach.
- RWY 30 only approved for NIGHT landing using ILS approach.
- Circling permitted by DAY ONLY to N of airfield.
- Local traffic maybe controlled in Spanish, use standard RT.
- Initial SID clearance may be to a Flight Level.

**ARRIVAL**

**Diversion Airports**

VITORIA	VIT/LEVT	26nm/162°	CAT B
MADRID	MAD/LEMD	173nm/190°	CAT A
BARCELONA	BCN/LEBL	252nm/119°	CAT B
BIARRITZ	BIQ/LFBZ	61nm/081°T	CAT A

Others that may be used include Bordeaux and Toulouse

**Approach**

- Long delays may occur when several aircraft are waiting to land.
- RWY30 ILS – Radar vectors are usually available to intercept the final approach track but give consideration to carrying out full procedure from overhead the airfield, with strict adherence to MSAs and advisory altitudes, to avoid GPWS alerts due to the ridge N of the C/L.
- Fly published RWY12 VOR/DME approach procedures accurately as at 6d aircraft will be passing close to high ground and obstacles.
- Approaching from the N, if descent is made for a visual to RWY12 do not confuse the first inlet but use the "B" locator as a track guide
- RWY10 – There are no direct instrument approaches available, careful handling is required to avoid GPWS activation on short finals RWY10 due to the ridge on finals

**GROUND**

- When being marshalled or manoeuvring on taxiways and apron, ensure aircraft does not cross white edge lines. Outside white edge lines surface strength is not assured.

**DEPARTURE**

- Performance restrictions, Emergency Turn Procedures available
- After take-off ensure correct tracking prior to entry to French airspace

**WEATHER**

- Summer haze and industrial smog trapped by an inversion in the valley can give poor visibility. Fog frequently occurs throughout the year.
- Occasional thunderstorms.
- If diverting due to frontal low cloud Biarritz may be similarly affected.
- Extremes of temperature range from 42°C (Jul) to -6°C (Jan).

**OPERATIONAL INFORMATION**

<b>Handling Agent</b>	IBERIA Airport Services (IBAS)
<b>Handling Agent VHF</b>	131.875
<b>Potable Water</b>	No uploft permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use at all times but if fixed equipment not available use APU