

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LFBD

Terminal Charts For LFBD

Revision Letter For Cycle 08-2013

Change Notices

Notebook

General Information

Location: Bordeaux Fra
IATA Code: BOD
Lat/Long: N44° 49.7' W000° 42.9'
Elevation: 166 ft

Airport Use: Public
Magnetic Variation: 0.7°W

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No
Pattern Altitude: 1500 ft AGL

Sunrise: 0519 Z
Sunset: 1847 Z,

Runway Information

Runway: 05
Length x Width: 10171 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 160 ft
Lighting: Edge, Centerline, REIL

Runway: 11
Length x Width: 7923 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 153 ft
Lighting: Edge, REIL

Runway: 23
Length x Width: 10171 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 151 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 29
Length x Width: 7923 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 160 ft
Lighting: Edge, REIL

Communication Information

ATIS 131.15
Merignac Tower 118.3
Merignac Ground Control 121.9
Merignac Ground Control 121.725
Merignac Approach Control 121.2
Aquitaine Approach Control 129.875
Aquitaine Approach Control 126.725 Secondary
Aquitaine Approach Control 119.275
Bordeaux Test Information 122.9 Flight Info Service
Aquitaine Information 120.575 Flight Info Service

1. GENERAL

1.1. ATIS

131.15

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

Overflying of Bordeaux built-up areas shall be avoided.

1.2.2. RUNWAY USAGE

RWY 23 is preferred up to tailwind of 5 KT. When both RWYs available
RWY 05/23 is used in priority with a maximum cross-wind component up to 25 KT.
Between 2200-0600LT the use of RWY 23 is compulsory unless the RWY condition
renders its use impossible.

1.2.3. REVERSE THRUST

Between 2200-0600LT the use of reverse thrust is prohibited if the LDA and RWY
condition allow the ACFT to stop using its brakes alone.

1.2.4. RUN-UP TESTS

Except with special authorization from the APT manager, engine tests are prohibited
between 2200-0600LT. These tests will be run:

- in idle power on the ACFT stands
- in high power in areas assigned by Head of Tower.

For graphic refer to 10-4.

1.3. RWY OPERATIONS

1.3.1. PREFERENTIAL RWY SYSTEM

If not directed otherwise and wind speed is less than 5 KT, use RWY 23.

1.4. TAXI PROCEDURES

TWY L3 MAX wingspan 49'/15m.

TWYs L2 and L4 MAX wingspan 53'/16.3m.

TWY L1 MAX wingspan 64'/19.4m except section used when exiting TWY L5 which is
limited to MAX wingspan 86'/26.3m.

TWYs L5 and L6 MAX wingspan 86'/26.3m.

TWY W4 MAX wingspan 118'/36m.

A340-500, A340-600, A380, B777-300:

Taxi with CAUTION, especially in curves. Oversteering technique recommended.

1.5. PARKING INFORMATION

1.5.1. GENERAL

Push-back required for some ACFT types on stands A5, A7, A9 and A11.

Push-back required on stands A6, A8, A10, A12, A13, B1R, B2R, B3R, B4R, B5R, B7R,
B8R, B9R, C1 thru C6, D1 thru D6, F3 and F4.

Stand B2R entry and exit via TWY E3 prohibited.

1.5.2. USE OF STANDS WITH RVR LESS THAN 350M

Arrivals to all F, K, L and U stands with Follow-me car.

1.5.3. USE OF STANDS WITH RVR LESS THAN 150M

Stands B1 thru B5R and all F, K, L and U stands with Follow-me car.

Departure from stands B8 and B9 with Follow-me car.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1. GENERAL

For RWYs 23 and 29 ILS procedures will be applied.

2.1.2. VISUAL APPROACHES

When performing visual approaches the overflight of built-up areas is to be avoided.
RWY 23 and 29: Visual approaches prohibited.

RWY 05 and 11:

Visual approach clearance on pilot's request or ATC proposal.

ATC can propose a radar guidance to acquire visual approach conditions.

The pilot will always confirm the request for visual approach as soon as he gets the APT in sight.

Visual approaches are authorized subject to the following conditions, established to avoid overlying of urban areas.

RWY 05:

For NORTH downwind legs: maintain 3000' to R-289 BMC (when R-247 active, contact ATC for flight conditions or diversion).

For SOUTH downwind legs: maintain 5000' to R-147 BMC (or R-167 BMC in case of glider activity at Saucats).

Maintain a minimum distance to threshold (3 DME BMC) when aligning on final.

RWY 11:

For ACFT from LIBRU or VAGNA: maintain track North of 089° to BD Lctr and 3000' to R-334 BMC.

Maintain a minimum distance to threshold (3.5 DME BMC) when aligning on final.

2.2. CAT II/III OPERATIONS

RWY 23 approved for CAT II/III operations, special aircrew and ACFT certification required.

3. DEPARURE

3.1. NOISE ABATEMENT PROCEDURES

SID routes have to be strictly followed, safety permitting.
They can be altered only above 5000' and by ATC.

JETS

Maintain a speed of $V_2 + 10$ KT, or as ACFT performance permits, to 3170' with flaps at take-off setting.

Above 3170' adopt normal climb speed and retract flaps.

3.2. PUSH-BACK PROCEDURES

Push-back allowed in two ways, except for following stands:

Stands A10 and A11: Push-back on TWY W1 heading 050°, except on special request of ATC.

Stands B7R, B8R and B9R: Push-back on TWY W3 heading 290°.

Stands B2R, B3R and B4R: For ACFT with wingspan exceeding 118'/36m push-back on TWY W2 heading 050°.

Stands C1, C2 and C3: Push-back on TWY W3 heading 290°.

Stands D5, D6, F3 and F4: Push-back on TWY W5 heading 245°, crews must notify to Tower end of push-back at point W5.

3.3. DATALINK DEPARTURE CLEARANCE (DCL)

The departure clearance request through data link may be initialized by crews up to 60 min before the estimated start-up time.

The crew's acknowledgement of receipt shall be received by the control service no later than 5 min after the clearance issuance.

If no echoback is given 10 min before the estimated start-up time, the crew shall come into contact with Ground frequency to obtain the clearance.

Unless specifically indicated in the message, the departure clearance obtained through data link is considered as a start-up authorization provided that the possible take-off time slot is complied with.

Push-back and taxi authorization shall be delivered on GROUND frequency.

ACFT located on specific stands shall enter the following parking codes in their clearance request message through data link: SAB for Sabena Technics, DAS for Dassault Aviation and MIL for Military.

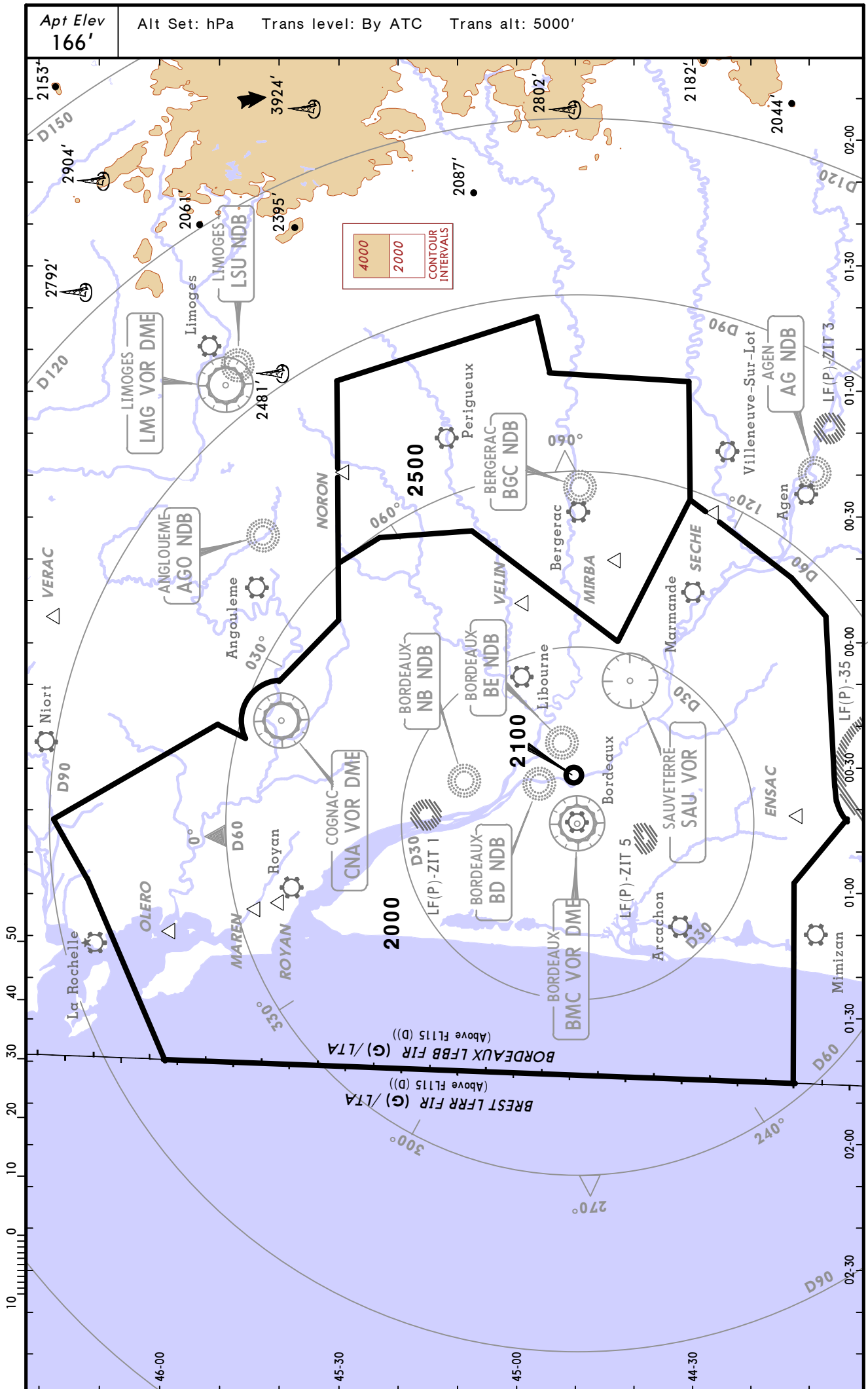
t_i 60 min

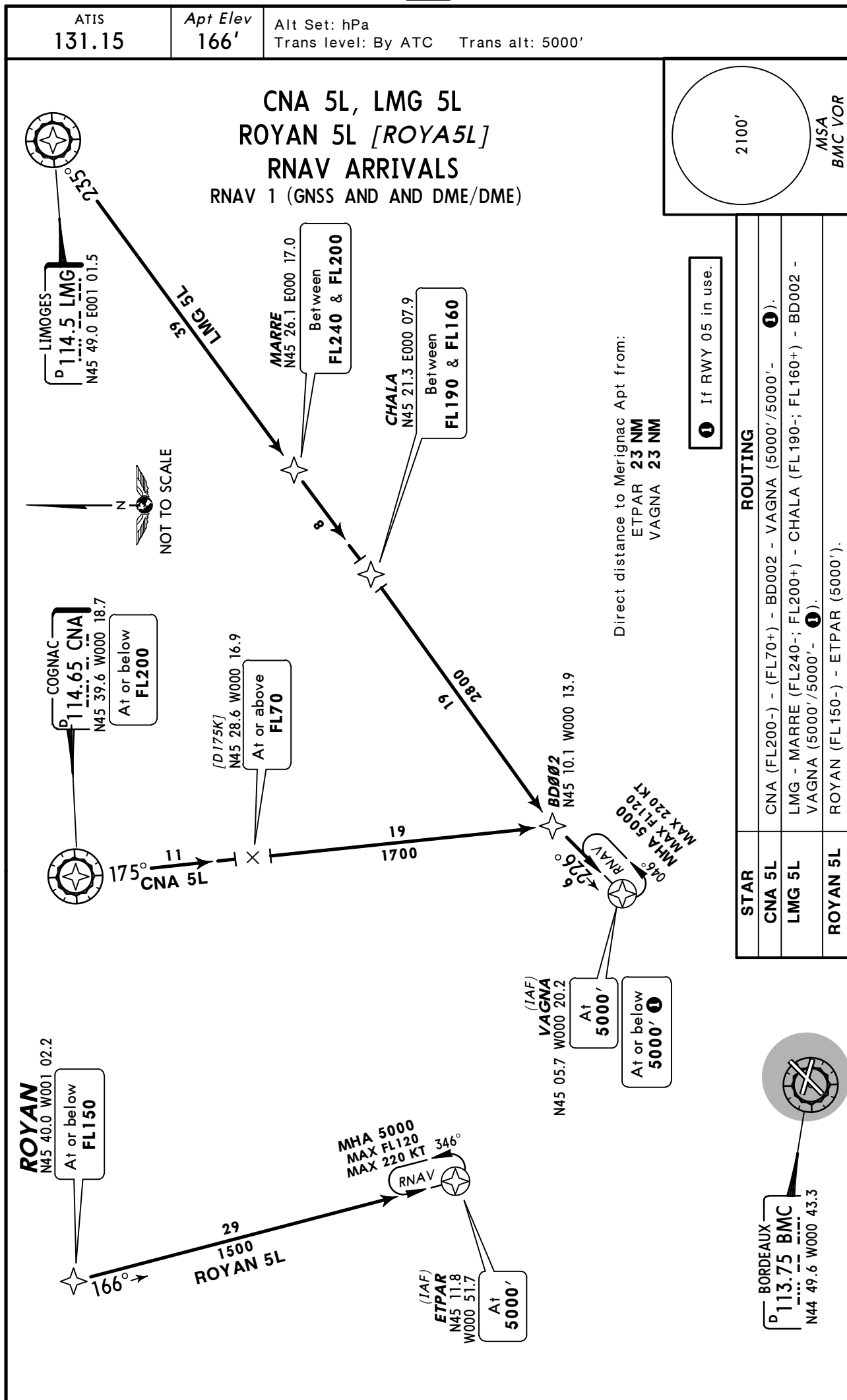
t_f 10 min

t_1 5 min

Apt Elev
166'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

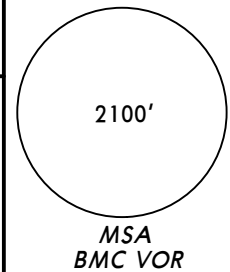




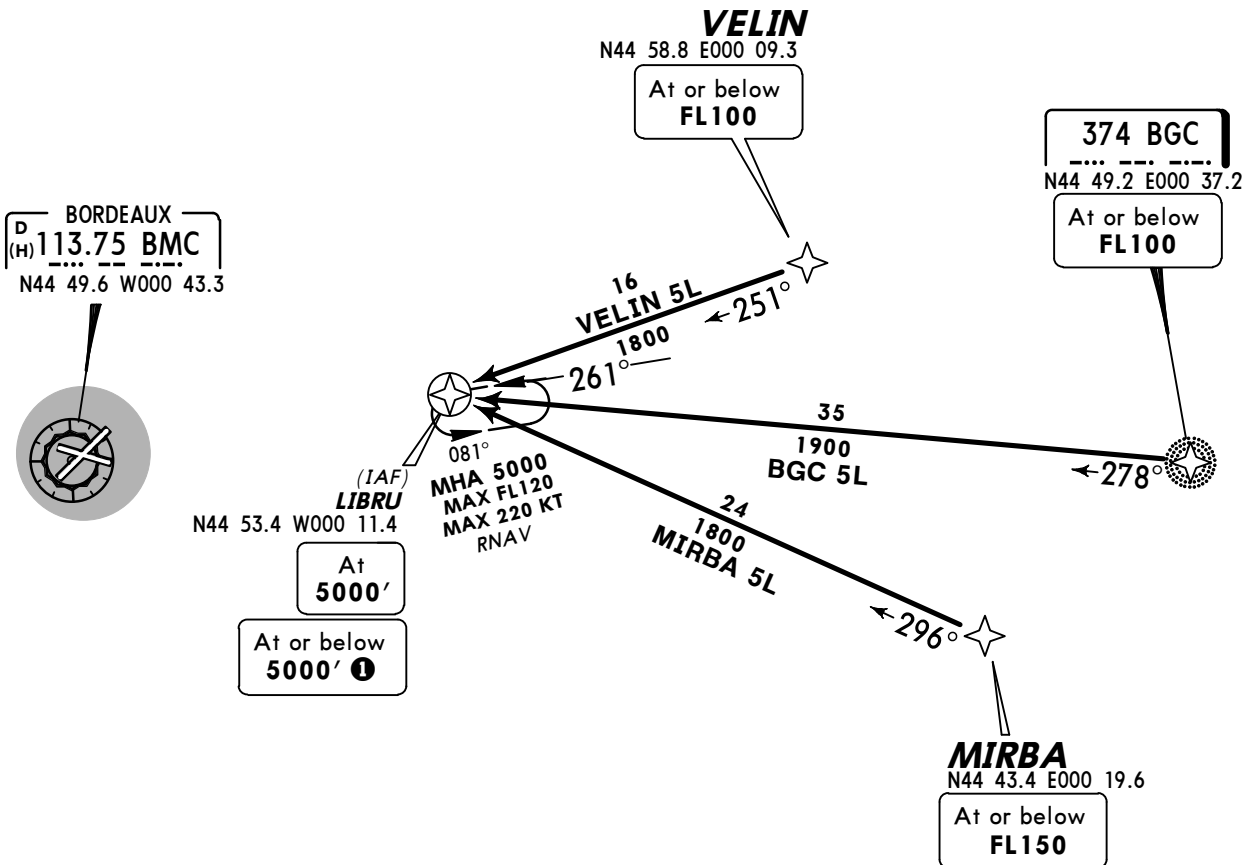
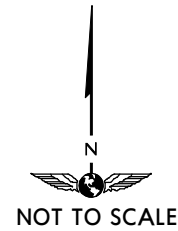
ATIS
131.15

Apt Elev
166'

Alt Set: hPa
Trans level: By ATC Trans alt: 5000'



BGC 5L
MIRBA 5L [MIRB5L]
VELIN 5L [VELI5L]
RNAV ARRIVALS
RNAV 1 (GNSS AND AND DME/DME)

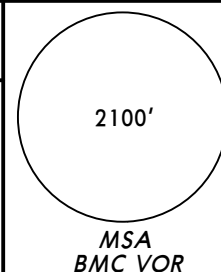


STAR	ROUTING
BGC 5L	BGC (FL100-) - LIBRU (5000'/5000'- ①).
MIRBA 5L	MIRBA (FL150-) - LIBRU (5000'/5000'- ①).
VELIN 5L	VELIN (FL100-) - LIBRU (5000'/5000'- ①).

ATIS
131.15

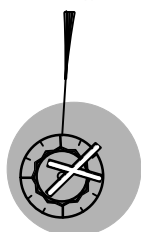
Apt Elev
166'

Alt Set: hPa
Trans level: By ATC Trans alt: 5000'



ENSAC 5L [ENSA5L]
RNAV ARRIVAL
RNAV 1 (GNSS AND DME/DME)

BORDEAUX
D 113.75 BMC
(H) 113.75
N44 49.6 W000 43.3



(IAF)
DIRAX
N44 33.1 W000 27.3

At 5000' ①

① or TL +10
if RWY 11 in use

RNAV
MHA 5000
MAX FL90
MAX 220KT
326°
146°

23
1600
027°

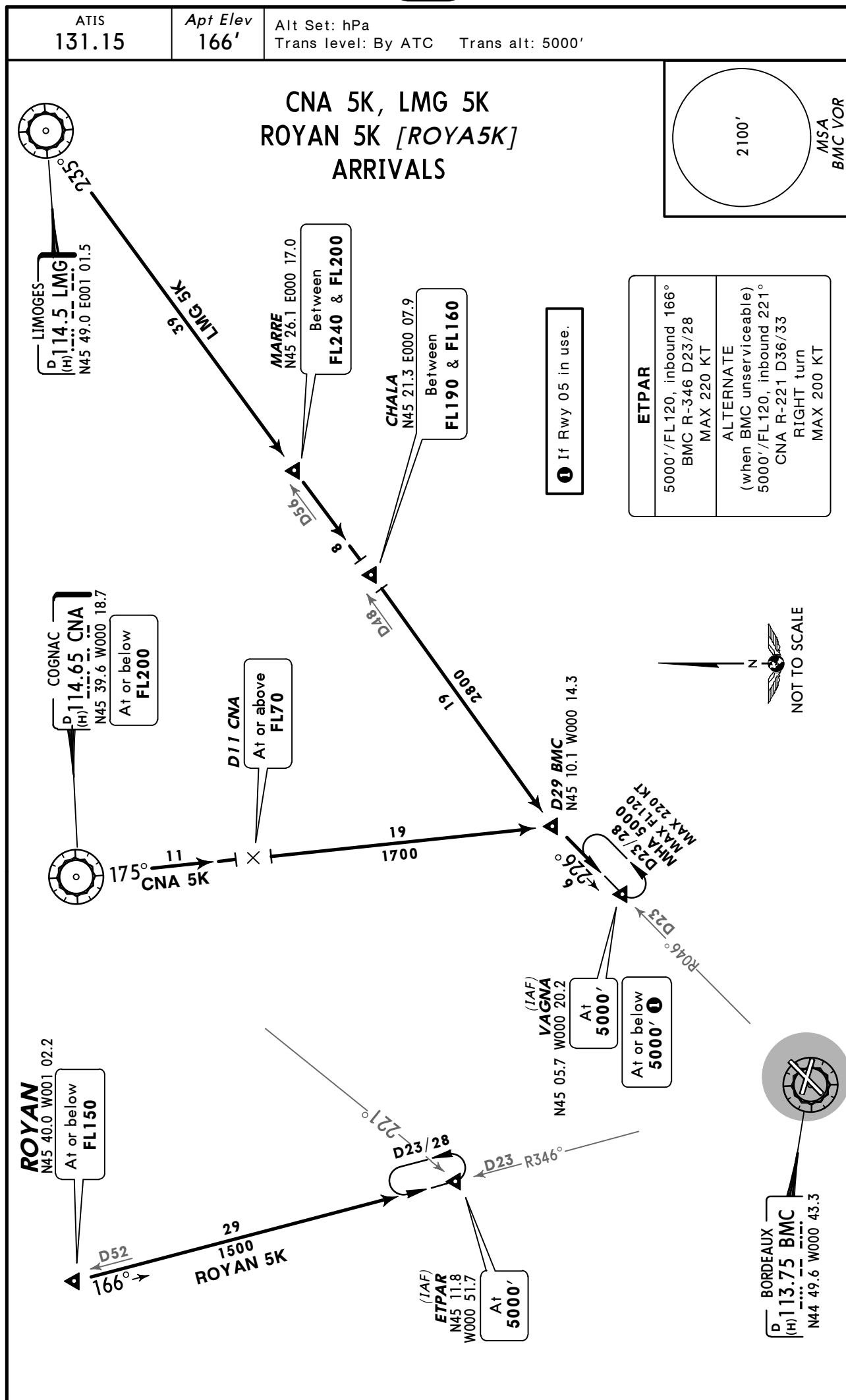
ENSAC
N44 12.0 W000 41.4

At or below
FL150

Direct distance from DIRAX to:
Merignac Apt **20 NM**

ROUTING

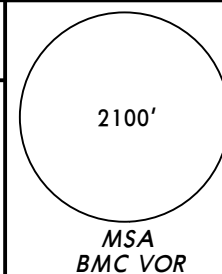
ENSAC (FL150-) - DIRAX (5000' ①).



ATIS
131.15

Apt Elev
166'

Alt Set: hPa
Trans level: By ATC Trans alt: 5000'



BGC 5K
MIRBA 5K [MIRB5K]
VELIN 5K [VELI5K]
ARRIVALS

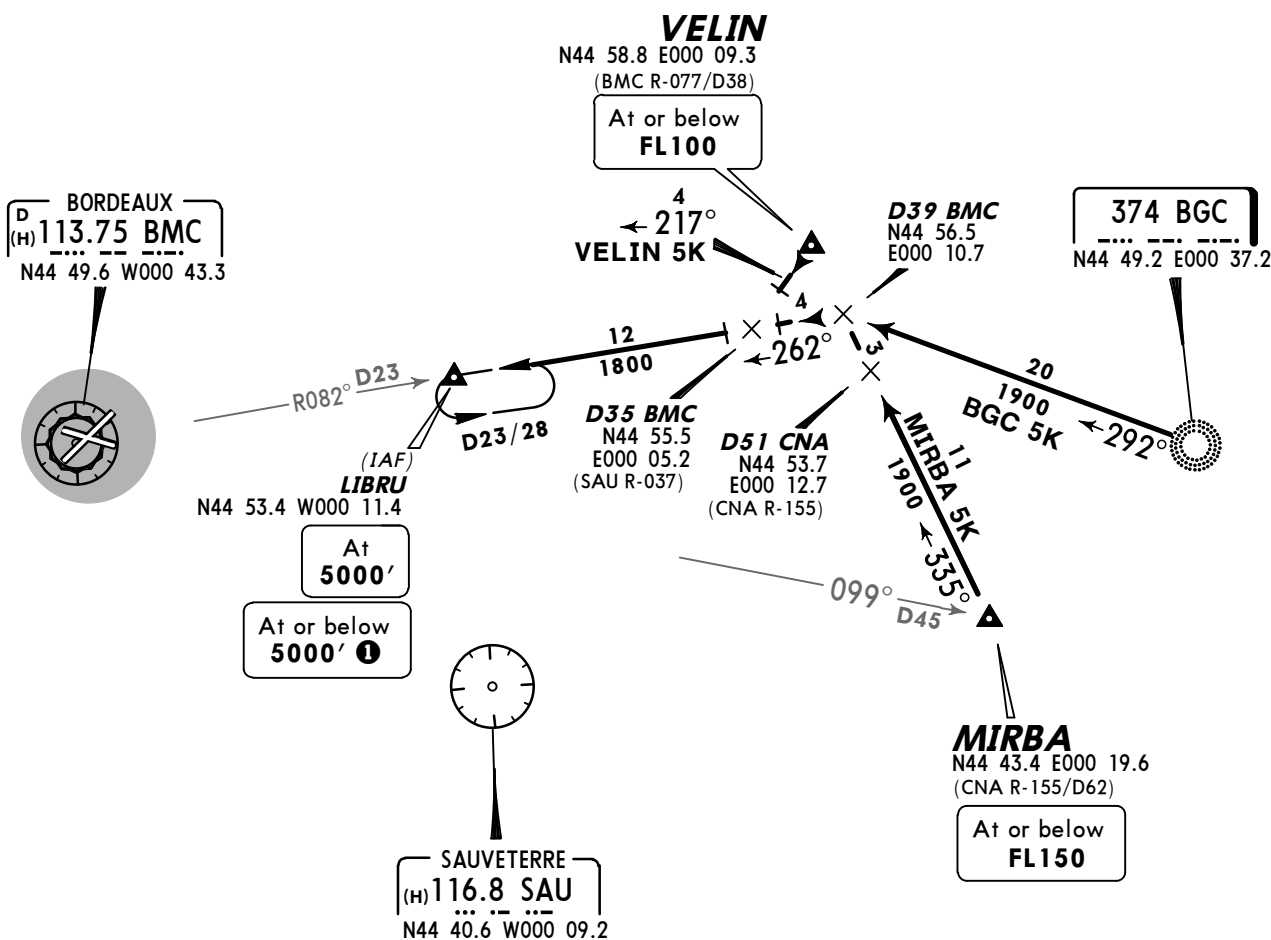


COGNAC
D (H) 114.65 CNA
N45 39.6 W000 18.7



LIBRU
5000'/FL120, inbound 262° BMC R-082 D23/28 MAX 220 KT
ALTERNATE (when BMC unserviceable) 5000'/FL120, inbound 175° CNA R-175 D46/41 LEFT turn

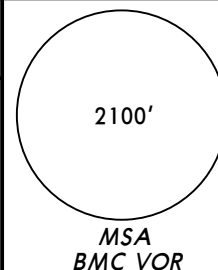
❶ If RWY 05 in use.



ATIS
131.15

Apt Elev
166'

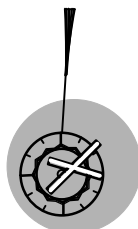
Alt Set: hPa
Trans level: By ATC Trans alt: 5000'



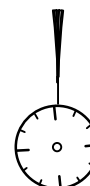
ENSAC 5K [ENSA5K] ARRIVAL



BORDEAUX
D 113.75 BMC
(H)
N44 49.6 W000 43.3



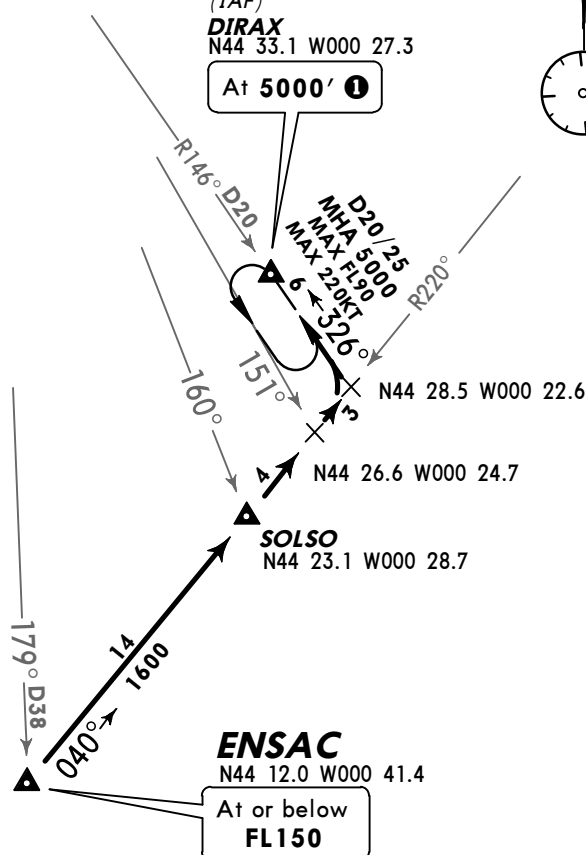
SAUVETERRE
(H) 116.8 SAU
... ..
N44 40.6 W000 09.2



① or TL +10
if RWY 11 in use

(IAF)
DIRAX
N44 33.1 W000 27.3

At 5000' ①



ATIS
131.15

Apt Elev
166'

Alt Set: hPa
Trans level: By ATC Trans alt: 5000'
1. Approach will be performed at the request of the crews or ATC.
2. At any time, at the request of the crew or ATC, the CDA procedure can be stopped. In this case, the aircraft will be vectored to the appropriate ILS.

CHALA 5C [CHAL5C]

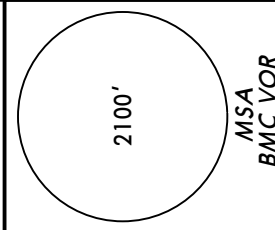
CNA 5C

RWY 23

RNAV INITIAL APPROACH (CDA)

TO BE USED UNDER RADAR SURVEILLANCE ONLY

(PRNAV OR RNAV 1 REQUIRED)



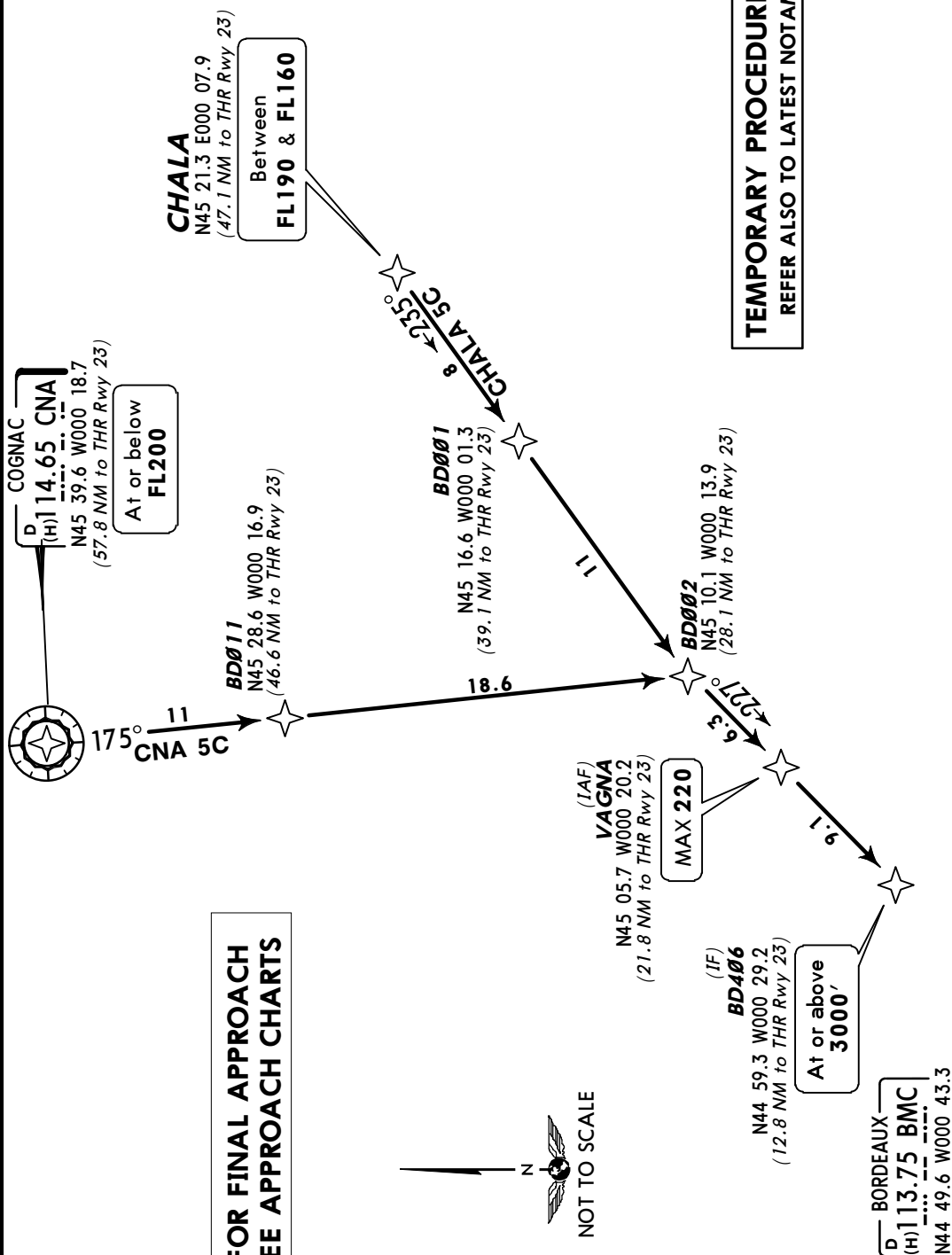
ROUTING

STAR

CHALA 5C
CHALA (FL190-; FL160+) - BD001 - BD002 - VAGNA
(K220-) - BD406 (3000'+).

CNA 5C
CNA (FL200-) - BD011 - BD002 - VAGNA (K220-) -
BD406 (3000'+).

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS



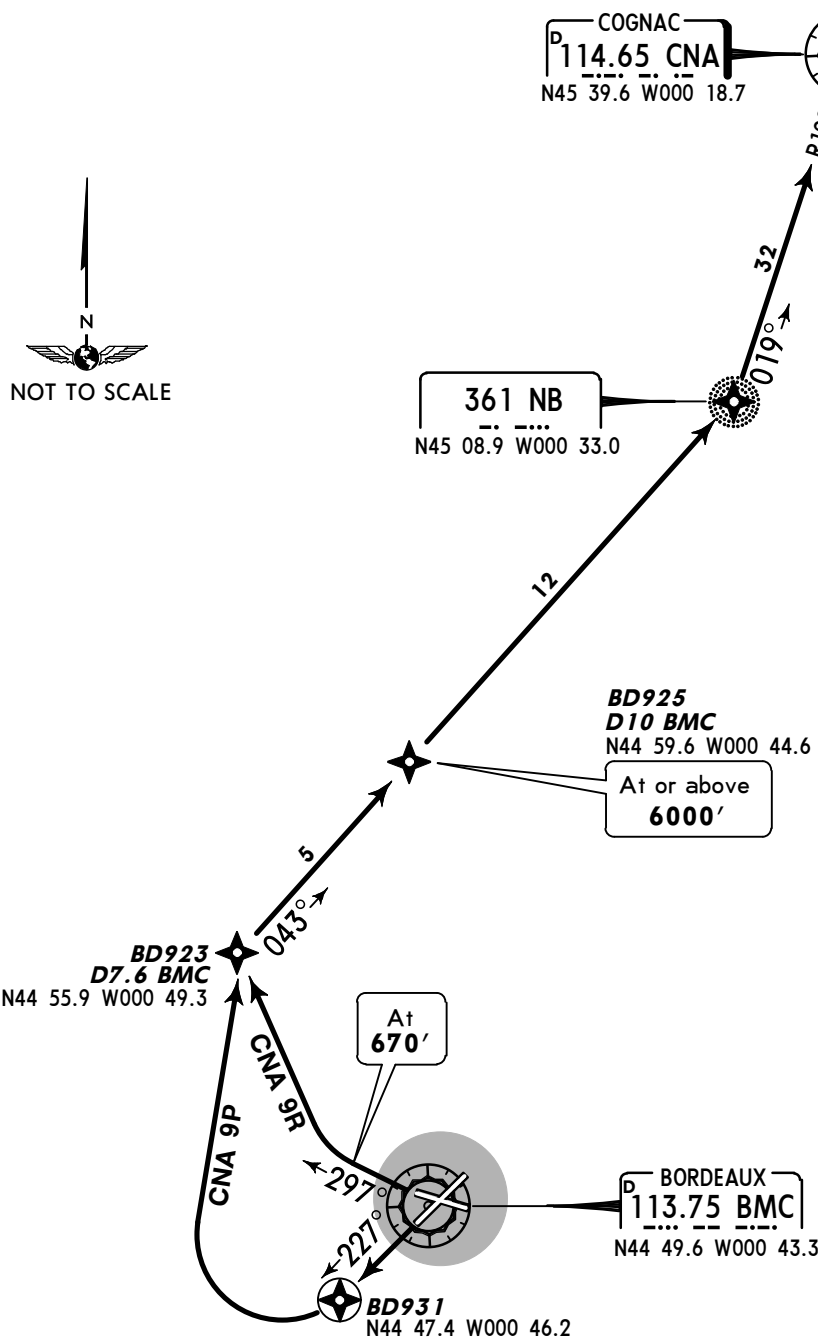
Apt Elev
166'

Trans level: By ATC Trans alt: 5000'
1. If unable to use RNAV SID inform "NON RNAV terminal area"
in order to be allocated a conventional SID.
2. SIDs include minimum noise routings (refer to 10-4).

2100'

MSA
BMC VOR

CNA 9P, CNA 9R
RWYS 23, 29 RNAV DEPARTURES
RNAV 1 (GNSS)



These SIDs require minimum climb gradients of

CNA 9P

292' per NM (4.8%) up to 670', then
444' per NM (7.3%) up to 6000' for ATS
purposes.

CNA 9R

468' per NM (7.7%) up to 670', then
523' per NM (8.6%) up to 6000' for ATS
purposes.

Gnd speed-KT	75	100	150	200	250	300
523' per NM	653	871	1306	1742	2177	2613
468' per NM	585	780	1170	1560	1949	2339
444' per NM	554	739	1109	1479	1848	2218
292' per NM	365	486	729	972	1215	1458

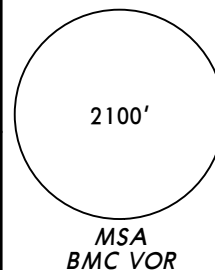
If unable to comply advise ATC when re-
questing start-up.

Initial climb clearance **FL140**

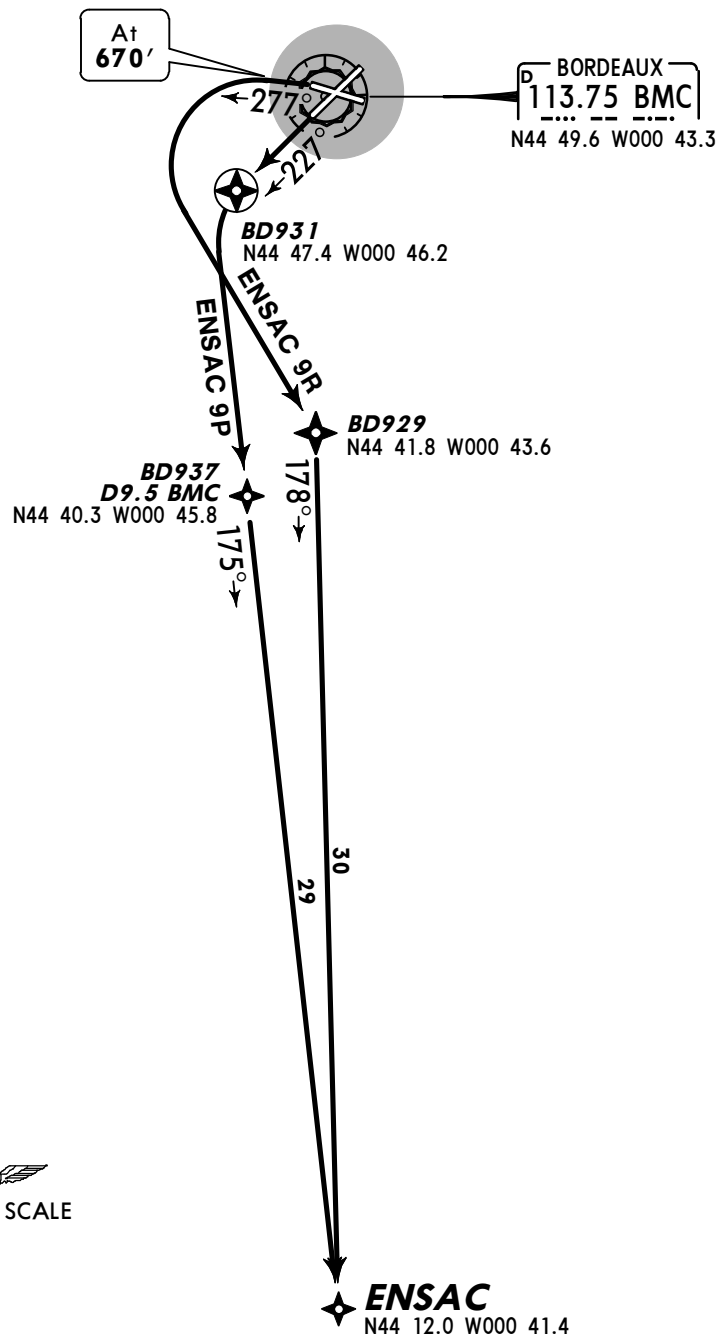
SID	RWY	ROUTING
CNA 9P	23	BD931 - BD923 - BD925 (6000'+) - NB - CNA.
CNA 9R	29	(670') - BD923 - BD925 (6000'+) - NB - CNA.

Apt Elev
166'

Trans level: By ATC Trans alt: 5000'
1. If unable to use RNAV SID inform "NON RNAV terminal area"
in order to be allocated a conventional SID.
2. SIDs include minimum noise routings (refer to 10-4).



ENSAC 9P [ENSA9P]
ENSAC 9R [ENSA9R]
RWYS 23, 29 RNAV DEPARTURES
RNAV 1 (GNSS)



These SIDs require minimum climb gradients of

ENSAC 9P

292' per NM (4.8%) up to 670', then
389' per NM (6.4%) up to 6000' for ATS
purposes.

ENSAC 9R

468' per NM (7.7%) up to 670', then
371' per NM (6.1%) up to 6000' for ATS
purposes.

Gnd speed-KT	75	100	150	200	250	300
468' per NM	585	780	1170	1560	1949	2339
389' per NM	486	648	972	1296	1620	1944
371' per NM	463	618	927	1235	1544	1863
292' per NM	365	486	729	972	1215	1458

If unable to comply advise ATC when re-
questing start-up.

Initial climb clearance **FL140**

SID	RWY	ROUTING
ENSAC 9P	23	BD931 - BD937 - ENSAC.
ENSAC 9R	29	(670') - BD929 - ENSAC.

Apt Elev
166'

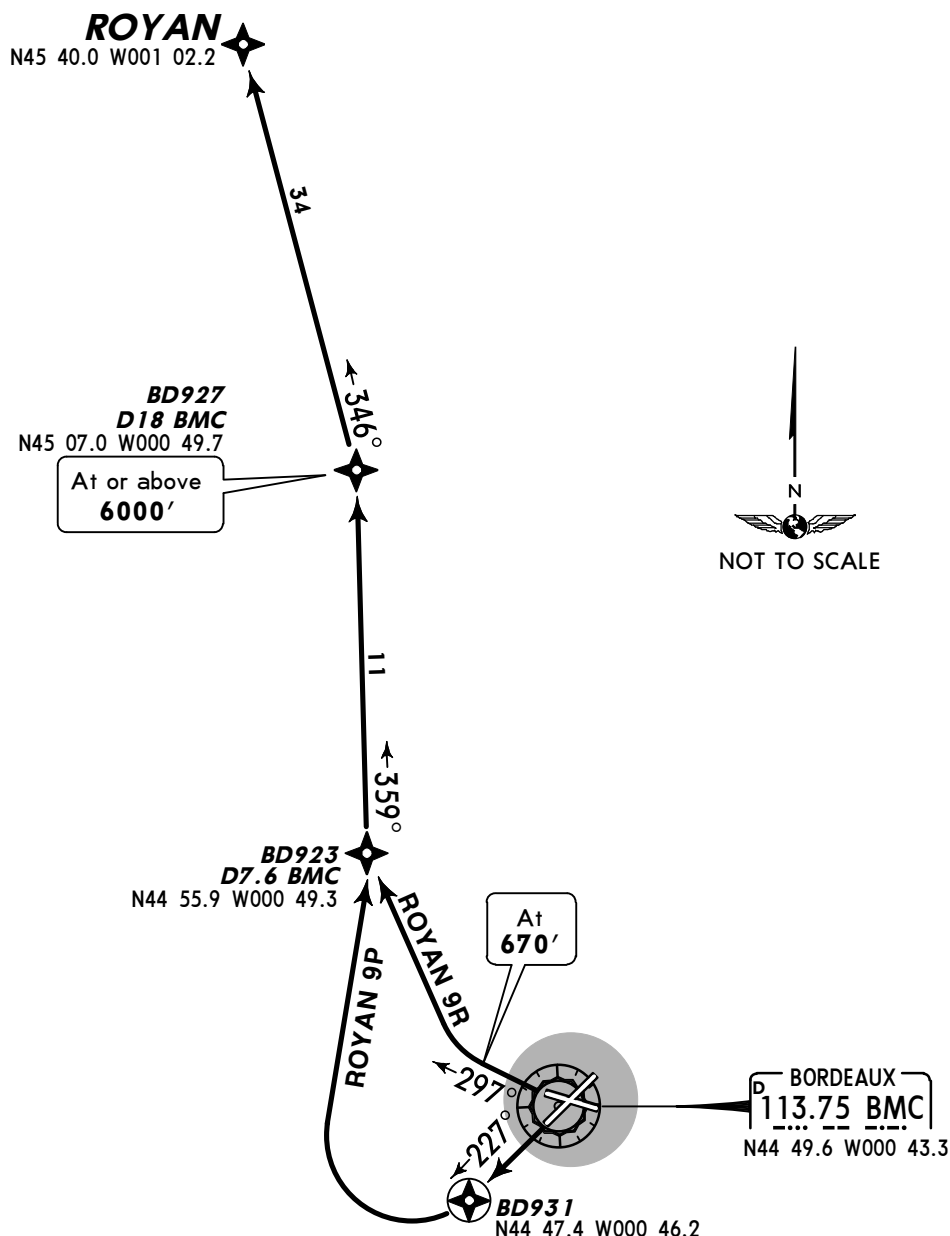
Trans level: By ATC Trans alt: 5000'

1. If unable to use RNAV SID inform "NON RNAV terminal area" in order to be allocated a conventional SID.
2. SIDs include minimum noise routings (refer to 10-4).

2100'

MSA
BMC VOR

ROYAN 9P [ROYA9P]
ROYAN 9R [ROYA9R]
RWYS 23, 29 RNAV DEPARTURES
RNAV 1 (GNSS)



These SIDs require minimum climb gradients of

ROYAN 9P

292' per NM (4.8%) up to 670', then
286' per NM (4.7%) up to 6000' for ATS
purposes.

ROYAN 9R

468' per NM (7.7%) up to 670', then
328' per NM (5.4%) up to 6000' for ATS
purposes.

Gnd speed-KT	75	100	150	200	250	300
468' per NM	585	780	1170	1560	1949	2339
328' per NM	410	547	820	1094	1367	1641
292' per NM	365	486	729	972	1215	1458
286' per NM	357	476	714	952	1190	1428

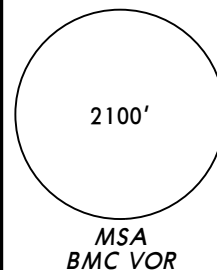
If unable to comply advise ATC when re-
questing start-up.

Initial climb clearance **FL140**

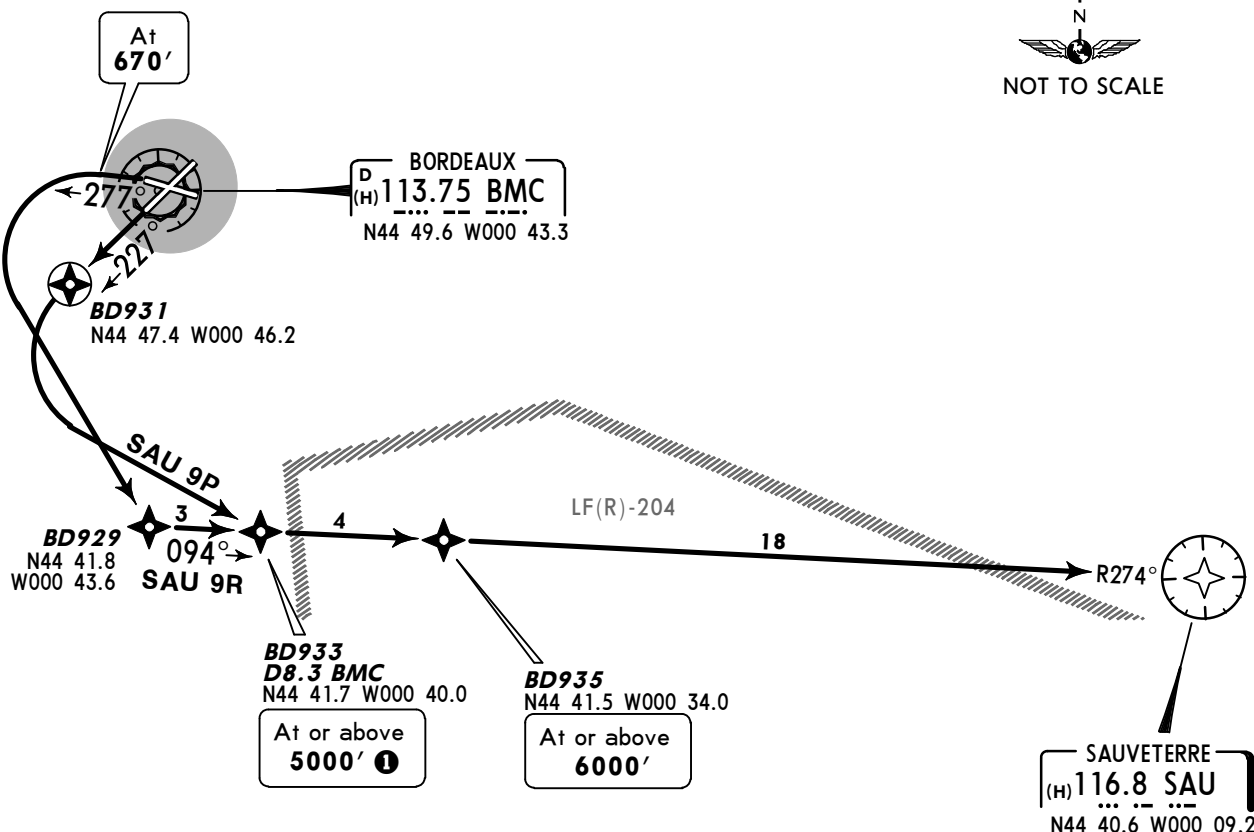
SID	RWY	ROUTING
ROYAN 9P	23	BD931 - BD923 - BD927 (6000'+) - ROYAN.
ROYAN 9R	29	(670') - BD923 - BD927 (6000'+) - ROYAN.

Apt Elev
166'

Trans level: By ATC Trans alt: 5000'
1. If unable to use RNAV SID inform "NON RNAV terminal area"
in order to be allocated a conventional SID.
2. SIDs include minimum noise routings (refer to 10-4).



SAU 9P, SAU 9R
RWYS 23, 29 RNAV DEPARTURES
RNAV 1 (GNSS)



❶ In case of LF(R)-204 activity.

These SIDs require minimum climb gradients of

SAU 9P

292' per NM (4.8%) up to 670', then
474' per NM (7.8%)/ ❶ 656' per NM (10.8%) up
to 6000' for ATC purposes.

SAU 9R

468' per NM (7.7%) up to 670', then
419' per NM (6.9%)/ ❶ 510' per NM (8.4%) up
to 6000' for ATC purposes.

If unable to comply advise ATC when re-
questing start-up.

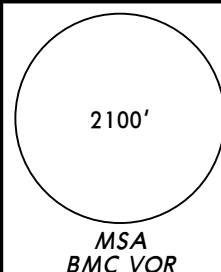
Gnd speed-KT	75	100	150	200	250	300
656' per NM	820	1094	1641	2187	2734	3281
510' per NM	638	851	1276	1701	2127	2552
474' per NM	592	790	1185	1580	1975	2370
468' per NM	585	780	1170	1560	1949	2339
419' per NM	524	699	1048	1398	1747	2096
292' per NM	365	486	729	972	1215	1458

Initial climb clearance **FL140**

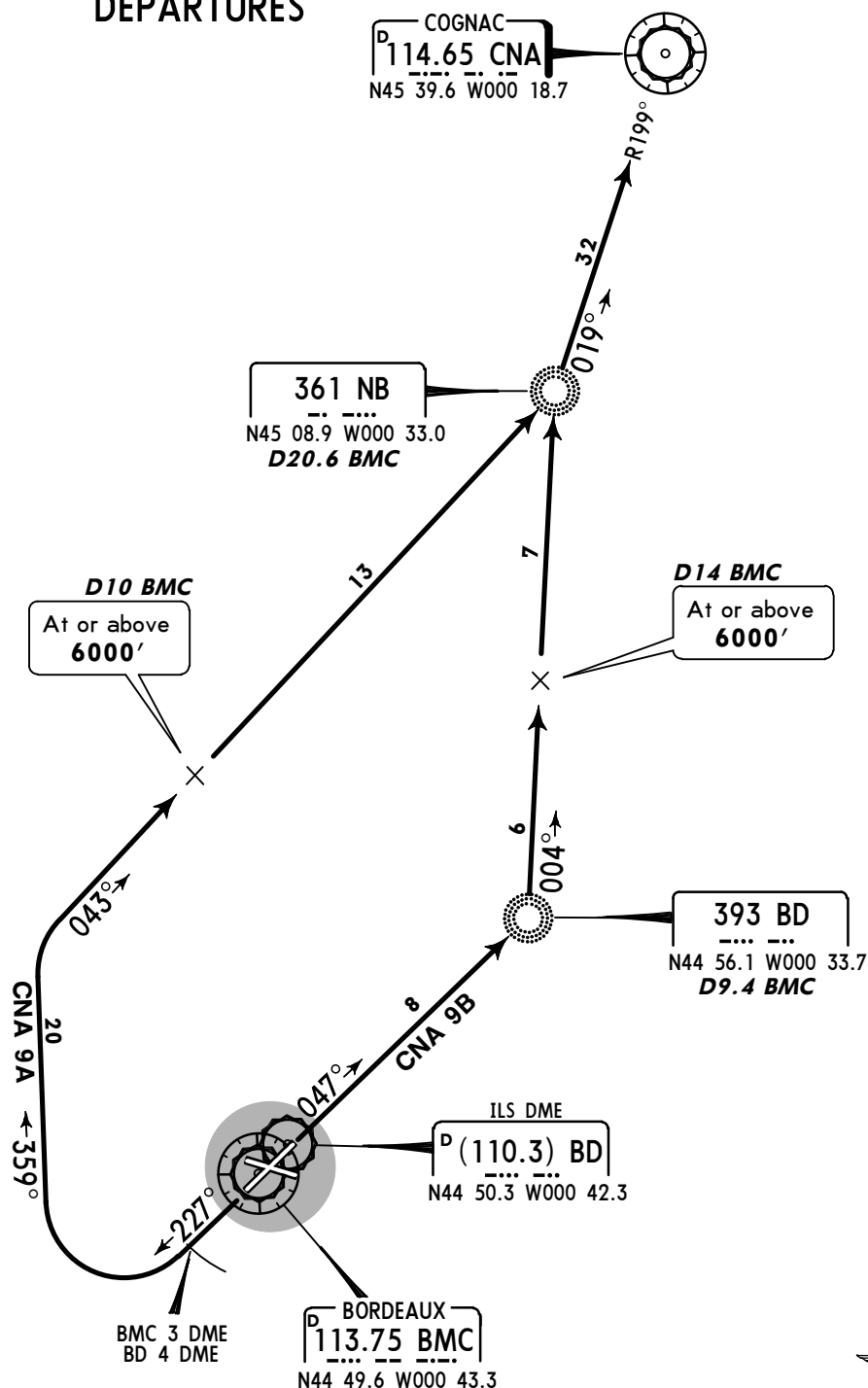
SID	RWY	ROUTING
SAU 9P	23	BD931 - BD933 (5000'+ ❶) - BD935 (6000'+) - SAU.
SAU 9R	29	(670') - BD929 - BD933 (5000'+ ❶) - BD935 (6000'+) - SAU.

Apt Elev
166'

Trans level: By ATC Trans alt: 5000'
SIDs include minimum noise routings (refer to 10-4).



CNA 9A, CNA 9B
RWYS 23, 05
DEPARTURES



These SIDs require minimum climb gradients of

CNA 9A: 292' per NM (4.8%) up to 670', then 468' per NM (7.7%) up to 6000' for ATS purposes.

CNA 9B: 280' per NM (4.6%) up to 670', then 407' per NM (6.7%) up to 6000' for ATS purposes.

If unable to comply advise ATC when requesting start-up.

Gnd speed-KT	75	100	150	200	250	300
468' per NM	585	780	1170	1560	1949	2339
407' per NM	509	679	1018	1357	1696	2036
292' per NM	365	486	729	972	1215	1458
280' per NM	349	466	699	932	1165	1398

Initial climb clearance: **FL140**

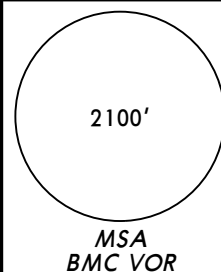
SID	RWY	ROUTING
CNA 9A	23	Climb straight ahead to BMC 3 DME, turn RIGHT, 359° track, intercept 043° bearing to NB, then to CNA.
CNA 9B	05	Climb straight ahead (047° track) to BD NDB, turn LEFT to NB, then to CNA.

Apt Elev
166'

Trans level: By ATC Trans alt: 5000'
SIDs include minimum noise routings (refer to 10-4).

CNA 9E, CNA 9W
RWYS 11, 29
DEPARTURES

COGNAC
D (H) 114.65 CNA
N45 39.6 W000 18.7



361 NB
N45 08.9 W000 33.0

D10 BMC

At or above
6000'

ILS DME

D (T) (111.15) BEI
N44 49.5 W000 42.2

BORDEAUX
D (H) 113.75 BMC
N44 49.6 W000 43.3

At 670'
but not before
BMC 1.5 DME
or
BEI 0.8 DME

BMC 1.5 DME
BEI 0.8 DME

At 4000'



These SIDs require minimum climb gradients
of

CNA 9E: 225' per NM (3.7%) up to 670', then
486' per NM (8%) up to 6000' for
ATS purposes.

CNA 9W: 468' per NM (7.7%) up to 670', then
583' per NM (9.6%) up to 6000' for
ATS purposes.

If unable to comply advise ATC when re-
questing start-up.

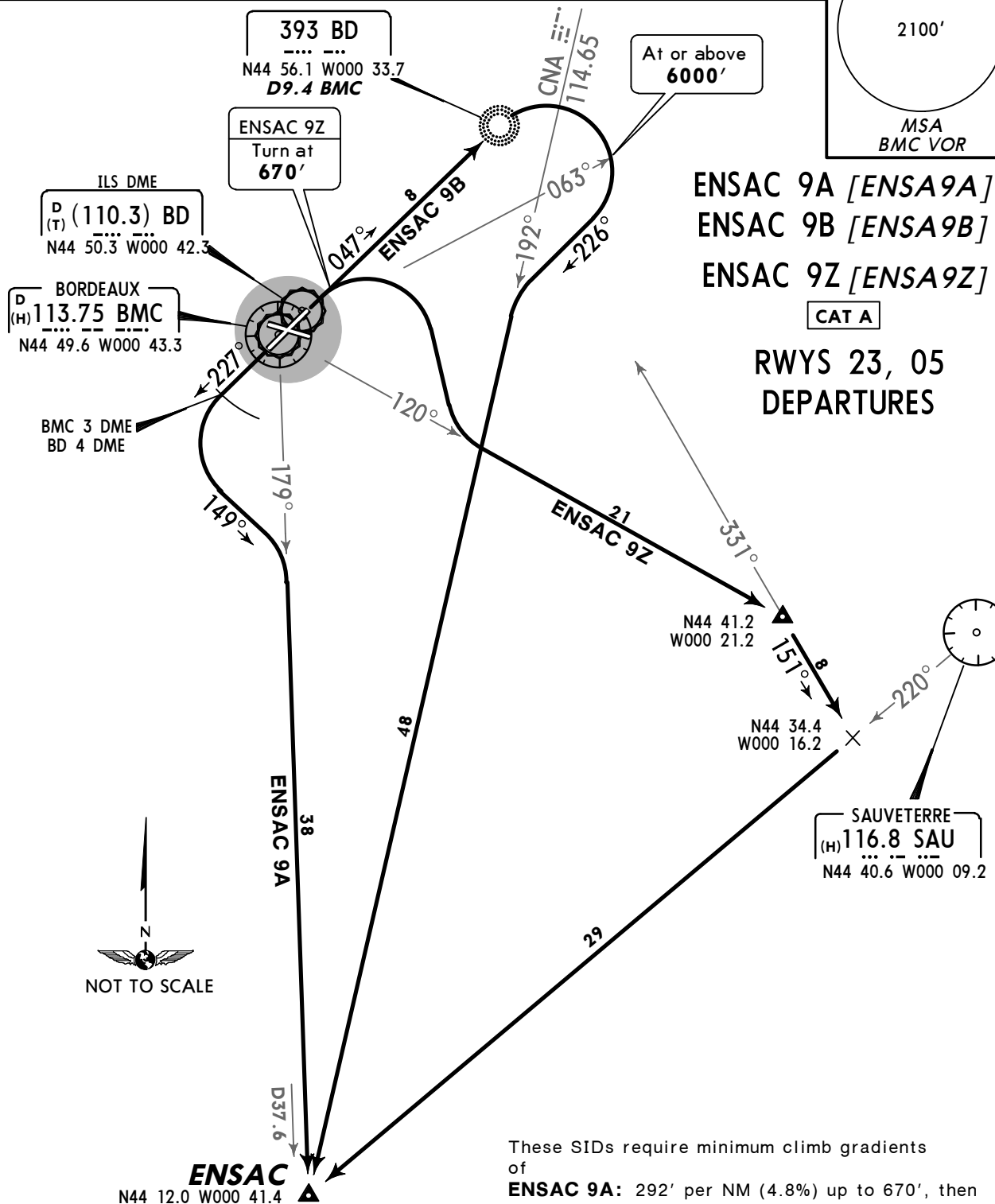
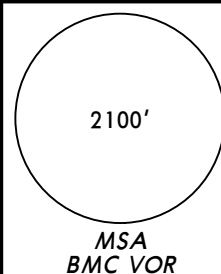
Gnd speed-KT	75	100	150	200	250	300
583' per NM	729	972	1458	1944	2430	2917
486' per NM	608	810	1215	1620	2025	2430
468' per NM	585	780	1170	1560	1949	2339
225' per NM	281	375	562	749	937	1124

Initial climb clearance: **FL140**

SID	RWY	ROUTING
CNA 9E	11	Climb straight ahead to 670', turn RIGHT not before BMC 1.5 DME or BEI 0.8 DME, 259° track, at 4000' turn RIGHT, intercept BMC R-022 to NB, then to CNA.
CNA 9W	29	Climb on 297° track to 670', turn RIGHT, 337° track, intercept 043° bearing to NB, then to CNA.

Apt Elev
166'

Trans level: By ATC Trans alt: 5000'
SIDs include minimum noise routings (refer to 10-4).



ENSAC 9A [ENSA9A]
ENSAC 9B [ENSA9B]
ENSAC 9Z [ENSA9Z]

CAT A

RWYS 23, 05
DEPARTURES

Gnd speed-KT	75	100	150	200	250	300
437' per NM	547	729	1094	1458	1823	2187
377' per NM	471	628	942	1256	1570	1884
292' per NM	365	486	729	972	1215	1458
280' per NM	349	466	699	932	1165	1398

These SIDs require minimum climb gradients of

ENSAC 9A: 292' per NM (4.8%) up to 670', then 377' per NM (6.2%) up to 6000' for ATS purposes.

ENSAC 9B: 280' per NM (4.6%) up to 670', then 437' per NM (7.2%) up to 6000' for ATS purposes.

ENSAC 9Z: 280' per NM (4.6%) up to 670'.

If unable to comply advise ATC when requesting start-up.

Initial climb clearance: ENSAC 9A, 9B: **FL140** /ENSAC 9Z: **4000'**

SID	RWY	ROUTING
ENSAC 9A ①	23	Climb straight ahead to BMC 3 DME, turn LEFT, 149° track, intercept BMC R-179 to ENSAC.
ENSAC 9B	05	Climb straight ahead (047° track) to BD NDB, turn RIGHT, 226° track, intercept CNA R-192 to ENSAC.
ENSAC 9Z ①		Climb straight ahead to 670', turn RIGHT, intercept BMC R-120, intercept 151° bearing from BD, intercept SAU R-220 to ENSAC.

① Flights to LFBZ are limited to FL140.

Trans level: By ATC Trans alt: 5000'
SIDs include minimum noise routings (refer to 10-4).

2100'

*MSA
BMC VOR*



ENSAC
N44 12.0 W000 41.4

337.6

220°

Gnd speed-KT	75	100	150	200	250	300
486' per NM	608	810	1215	1620	2025	2430
468' per NM	585	780	1170	1560	1949	2339
371' per NM	463	618	927	1235	1544	1853
225' per NM	281	375	562	749	937	1124

SID	RWY	ROUTING
ENSAC 9E	11	Climb straight ahead to 670', turn RIGHT, 224° track, intercept BMC R-179 to ENSAC.
ENSAC 9W	29	Climb on 277° track to 670', turn LEFT, 149° track, intercept BMC R-179 to ENSAC.

Apt Elev
166'Trans level: By ATC Trans alt: 5000'
SIDs include minimum noise routings (refer to 10-4).**ROYAN**
N45 40.0
W001 02.2

ROYAN 9A [ROYA9A], ROYAN 9B [ROYA9B]

ROYAN 9Z [ROYA9Z]

CAT A

RWYS 23, 05 DEPARTURES

2100'

MSA
BMC VOR

N45 18.5 W000 54.0

D18 BMC

At or above
6000'

N44 57.9 W000 46.4

ROYAN
9A

19

359°

ROYAN
9Z

10

298°

BMC 3 DME
BD 4 DMEBORDEAUX
D (H) 113.75 BMC
N44 49.6 W000 43.3BMC 2.5 DME
BD 1.5 DME

ILS DME

D (T) (110.3) BD
N44 50.3 W000 42.3

361 NB

N45 08.9 W000 33.0
D20.6 BMC

D14 BMC

At or above
6000'

393 BD

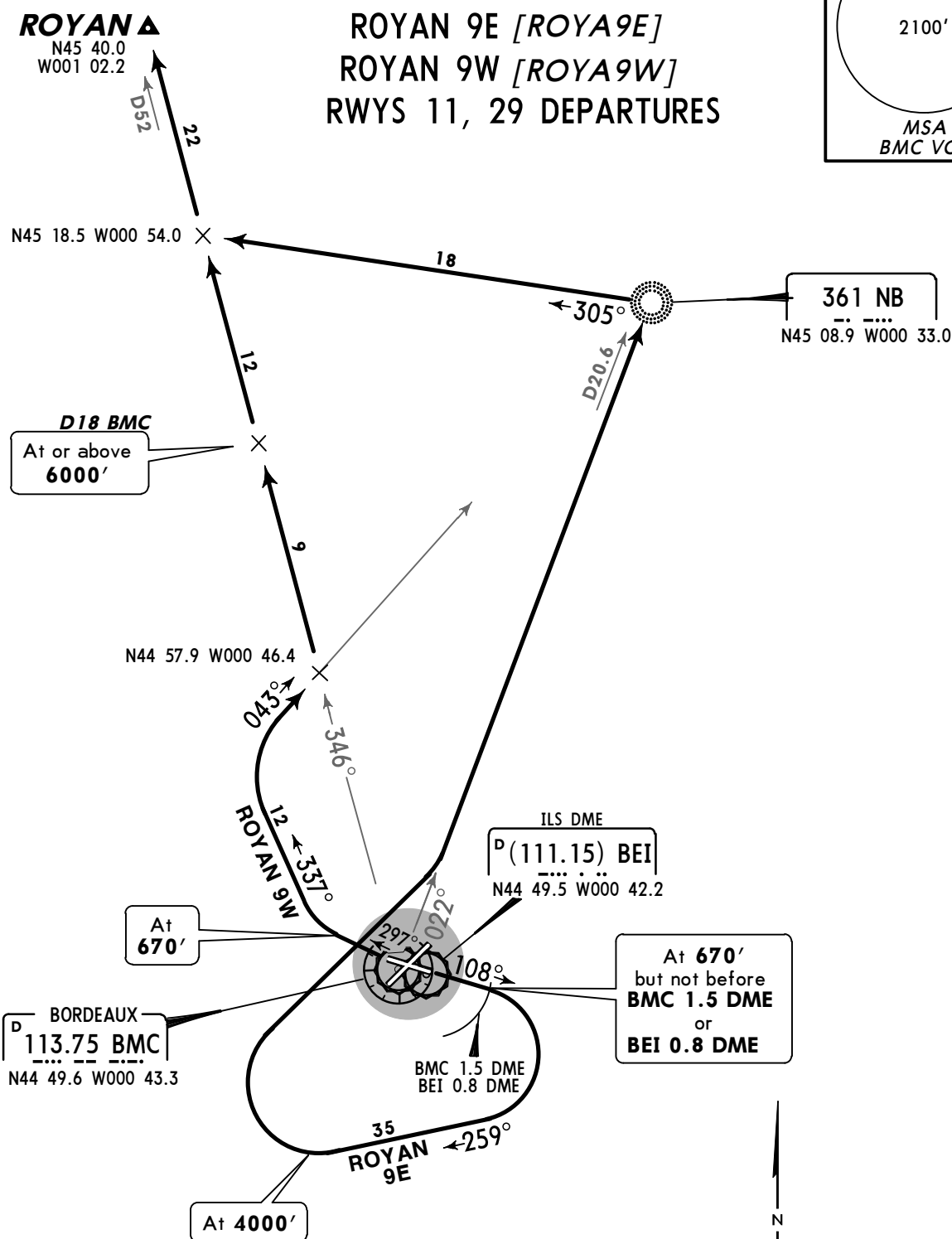
N44 56.1 W000 33.7
D9.4 BMCThese SIDs require minimum climb gradients
of**ROYAN 9A:** 292' per NM (4.8%) up to 6000' for
ATS purposes.**ROYAN 9B:** 280' per NM (4.6%) up to 670', then
407' per NM (6.7%) up to 6000' for
ATS purposes.**ROYAN 9Z:** 280' per NM (4.6%) up to 670'.If unable to comply advise ATC when
requesting start-up.

Gnd speed-KT	75	100	150	200	250	300
407' per NM	509	679	1018	1357	1696	2036
292' per NM	365	486	729	972	1215	1458
280' per NM	349	466	699	932	1165	1398

Initial climb clearance: ROYAN 9A, 9B: **FL140** /ROYAN 9Z: **4000'**

SID	RWY	ROUTING
ROYAN 9A	23	Climb straight ahead to BMC 3 DME, turn RIGHT, 359° track, intercept 043° bearing towards NB, turn LEFT, intercept BMC R-346 to ROYAN.
ROYAN 9B	05	Climb straight ahead (047° track) to BD NDB, turn LEFT to NB, turn LEFT, 305° bearing, intercept BMC R-346 to ROYAN.
ROYAN 9Z		Climb straight ahead to BMC 2.5 DME, turn LEFT, 298° track, intercept BMC R-346 to ROYAN.

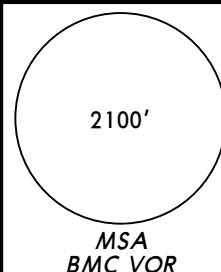
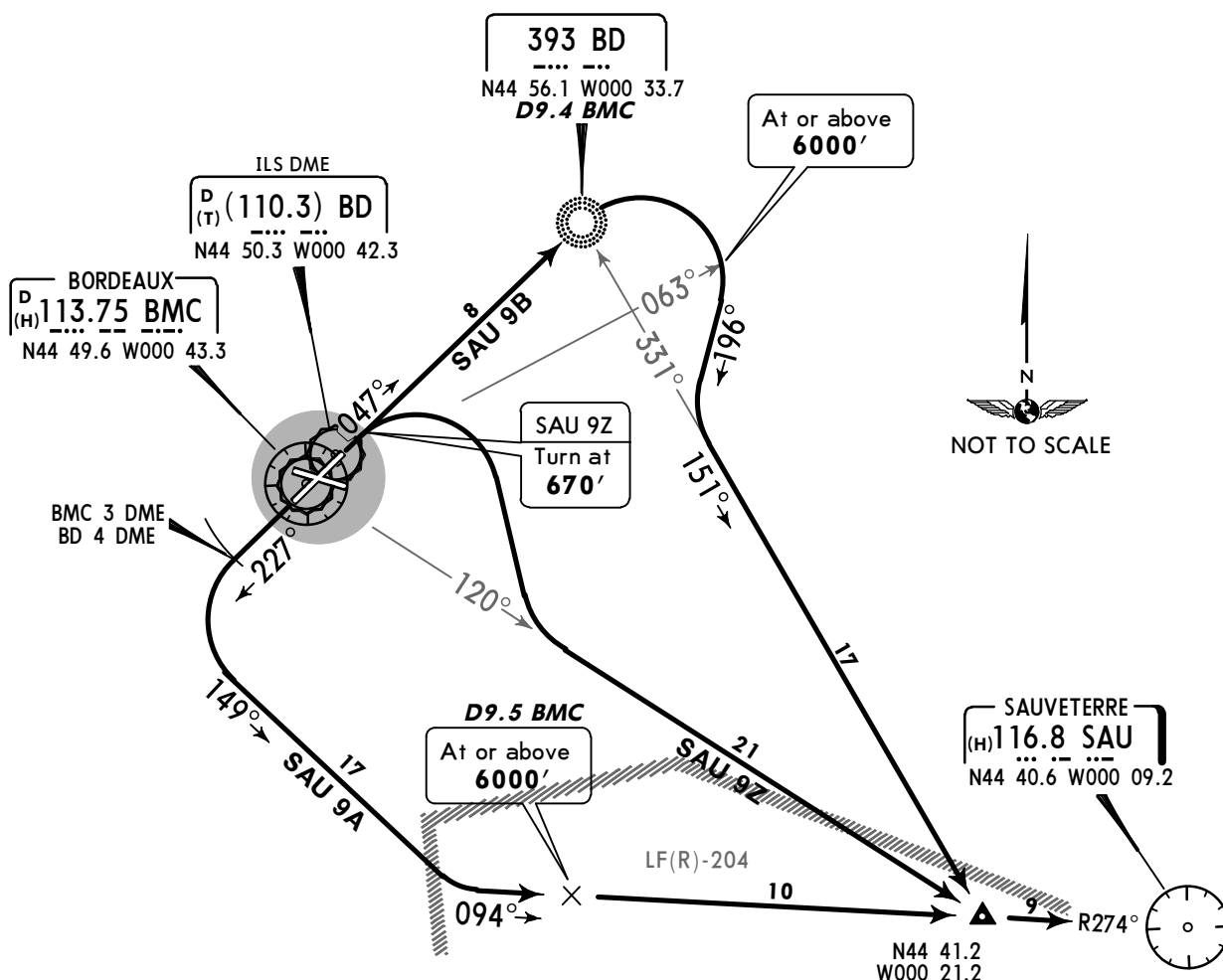
Flights to LFBH are limited to FL140.



NOT TO SCALE

Gnd speed-KT	75	100	150	200	250	300
486' per NM	608	810	1215	1620	2025	2430
468' per NM	585	780	1170	1560	1949	2339
328' per NM	410	547	820	1094	1367	1641
225' per NM	281	375	562	749	937	1124

SID	RWY	ROUTING
ROYAN 9E	11	Climb straight ahead to 670', turn RIGHT not before BMC 1.5 DME or BEI 0.8 DME, 259° track, at 4000' turn RIGHT, intercept BMC R-022 to NB, turn LEFT, 305° bearing, intercept BMC R-346 to ROYAN.
ROYAN 9W	29	Climb on 297° track to 670', turn RIGHT, 337° track, intercept 043° bearing towards NB, intercept BMC R-346 to ROYAN.

Apt Elev
166'Trans level: By ATC Trans alt: 5000'
SIDs include minimum noise routings (refer to 10-4).SAU 9A, SAU 9B
SAU 9Z
CAT A
RWYS 23, 05 DEPARTURES

These SIDs require minimum climb gradients of

SAU 9A

292' per NM (4.8%) up to 670', then
474' per NM (7.8%) / ① 632' per NM (10.4%)
up to 6000' for ATS purposes.

SAU 9B

280' per NM (4.6%) up to 670', then
437' per NM (7.2%) up to 6000' for ATS
purposes.

SAU 9Z

280' per NM (4.6%) up to 670'.
If unable to comply advise ATC
when requesting start-up.

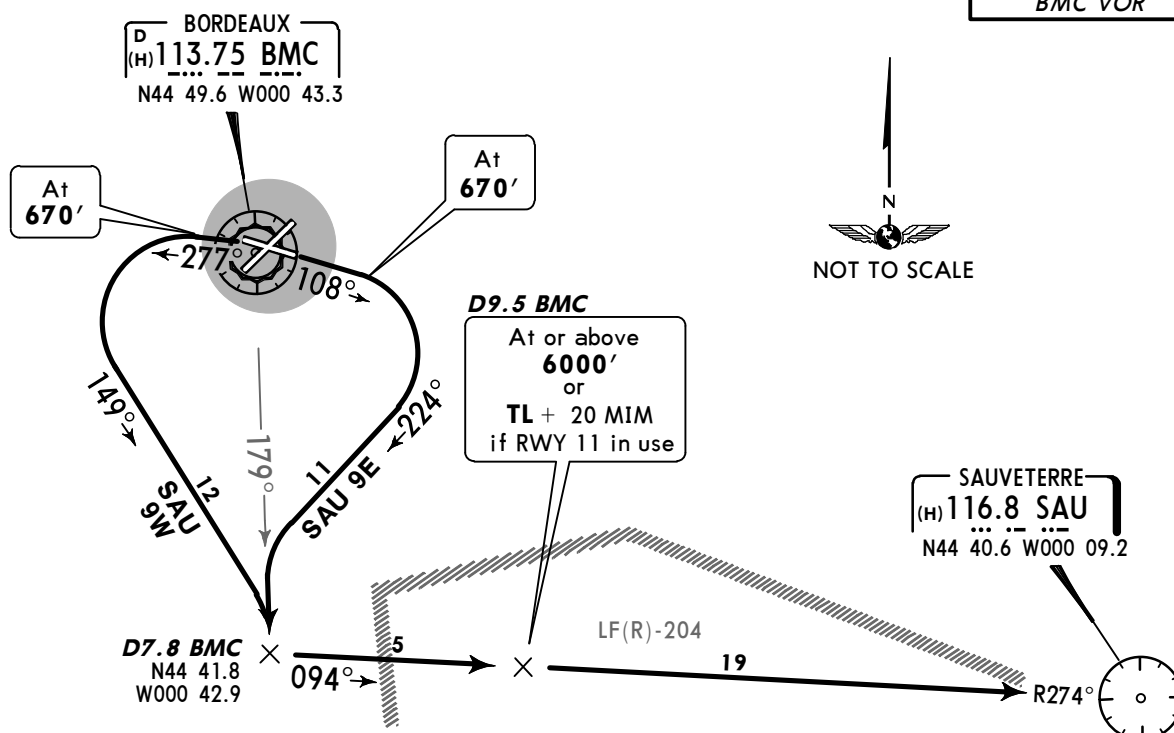
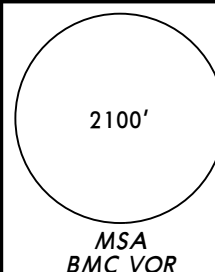
① In case of LF(R)-204 activity
(broadcasted in ATIS) cross
BMC R-166 at or above 5000'.

Gnd speed-KT	75	100	150	200	250	300
632' per NM	790	1053	1580	2106	2633	3160
474' per NM	592	790	1185	1580	1975	2370
437' per NM	547	729	1094	1458	1823	2187
292' per NM	365	486	729	972	1215	1458
280' per NM	349	466	699	932	1165	1398

Initial climb clearance: SAU 9A, 9B: **FL140** /SAU 9Z: **4000'**

SID	RWY	ROUTING
SAU 9A ②	23	Climb straight ahead to BMC 3 DME, turn LEFT, 149° track, intercept SAU R-274 inbound to SAU.
SAU 9B	05	Climb straight ahead (047° track) to BD NDB, turn RIGHT, intercept 151° bearing from BD, intercept SAU R-274 inbound to SAU.
SAU 9Z ②		Climb straight ahead to 670', turn RIGHT, intercept BMC R-120, intercept SAU R-274 inbound to SAU.

② Flights to LFBE are limited to FL140.

Apt Elev
166'Trans level: By ATC Trans alt: 5000'
SIDs include minimum noise routings (refer to 10-4).SAU 9E, SAU 9W
RWYS 11, 29 DEPARTURES

These SIDs require minimum climb gradients of

SAU 9E

225' per NM (3.7%) up to 670', then
504' per NM (8.3%) up to 6000' for
ATS purposes.

SAU 9W

468' per NM (7.7%) up to 670', then
462' per NM (7.6%)/ ① 535' per NM (8.8%)
up to 6000' for ATS purposes.
If unable to comply advise ATC
when requesting start-up.

① In case of LF(R)-204 activity
(broadcasted in ATIS) cross
BMC R-166 at or above 5000'.

Gnd speed-KT	75	100	150	200	250	300
535' per NM	668	891	1337	1782	2228	2674
504' per NM	630	841	1261	1681	2101	2522
468' per NM	585	780	1170	1560	1949	2339
462' per NM	577	770	1154	1539	1924	2309
225' per NM	281	375	562	749	937	1124

Initial climb clearance **FL140**

SID	RWY	ROUTING
SAU 9E	11	Climb straight ahead to 670', turn RIGHT, 224° track, intercept BMC R-179, intercept SAU R-274 inbound to SAU.
SAU 9W	29	Climb on 277° track to 670', turn LEFT, 149° track, intercept BMC R-179, intercept SAU R-274 inbound to SAU.

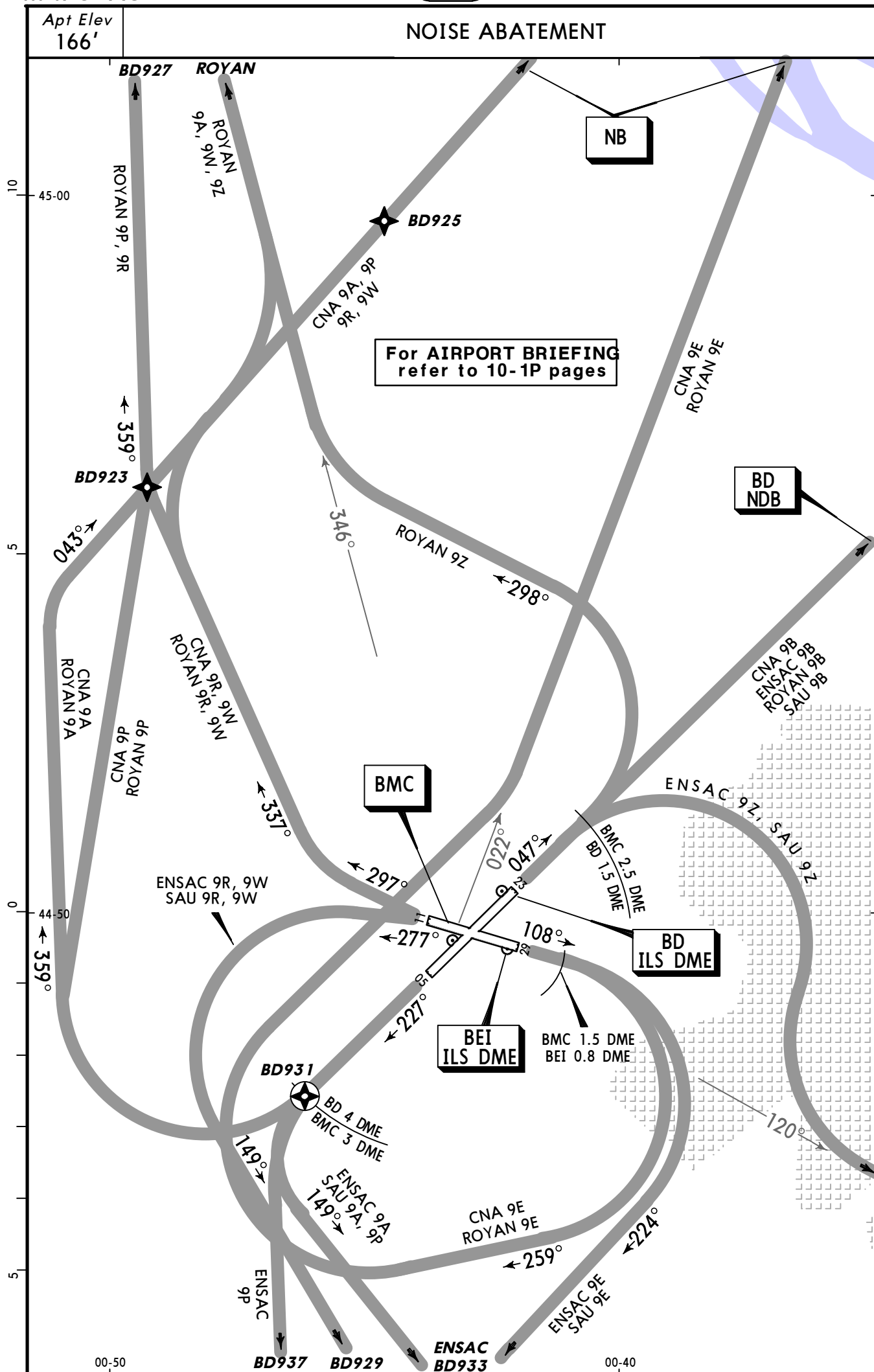
RWYS 23, 05, 11, 29 OMNIDIRECTIONAL DEPARTURES - BY ATC

These departures require minimum climb gradients of

RWY 23: 292' per NM (4.8%) up to 670'.
RWY 05: 280' per NM (4.6%) up to 670'.
RWY 11: 225' per NM (3.7%) up to 670'.
RWY 29: 468' per NM (7.7%) up to 670'.
If unable to comply advise ATC
when requesting start-up.

Gnd speed-KT	75	100	150	200	250	300
468' per NM	585	780	1170	1560	1949	2339
292' per NM	365	486	729	972	1215	1458
280' per NM	349	466	699	932	1165	1398
225' per NM	281	375	562	749	937	1124

RWY	ROUTING
23	Climb on 227° track to 670', then depart omnidirectional climbing to enroute safe altitude.
05	Climb on 047° track to 670', then depart omnidirectional climbing to enroute safe altitude.
11	Climb on 108° track to 670', then depart omnidirectional climbing to enroute safe altitude.
29	Climb on 288° track to 670', then depart omnidirectional climbing to enroute safe altitude.



WIP ON MOVEMENT AREA

REFER ALSO TO LATEST NOTAMS

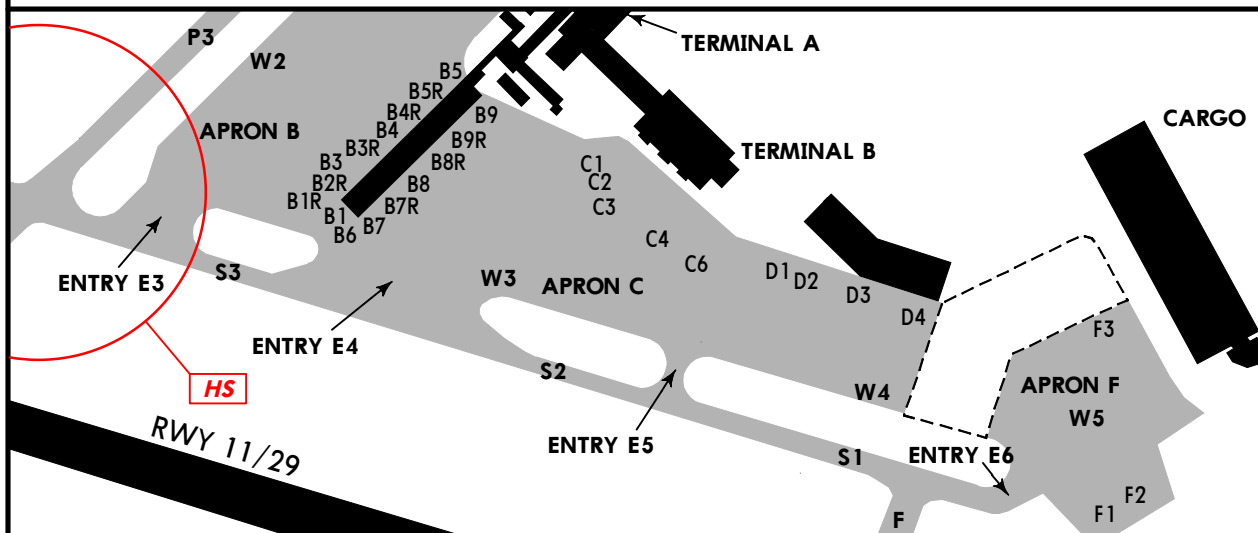
Twy W4 closed between Entry E6 and stand D4 excluded.

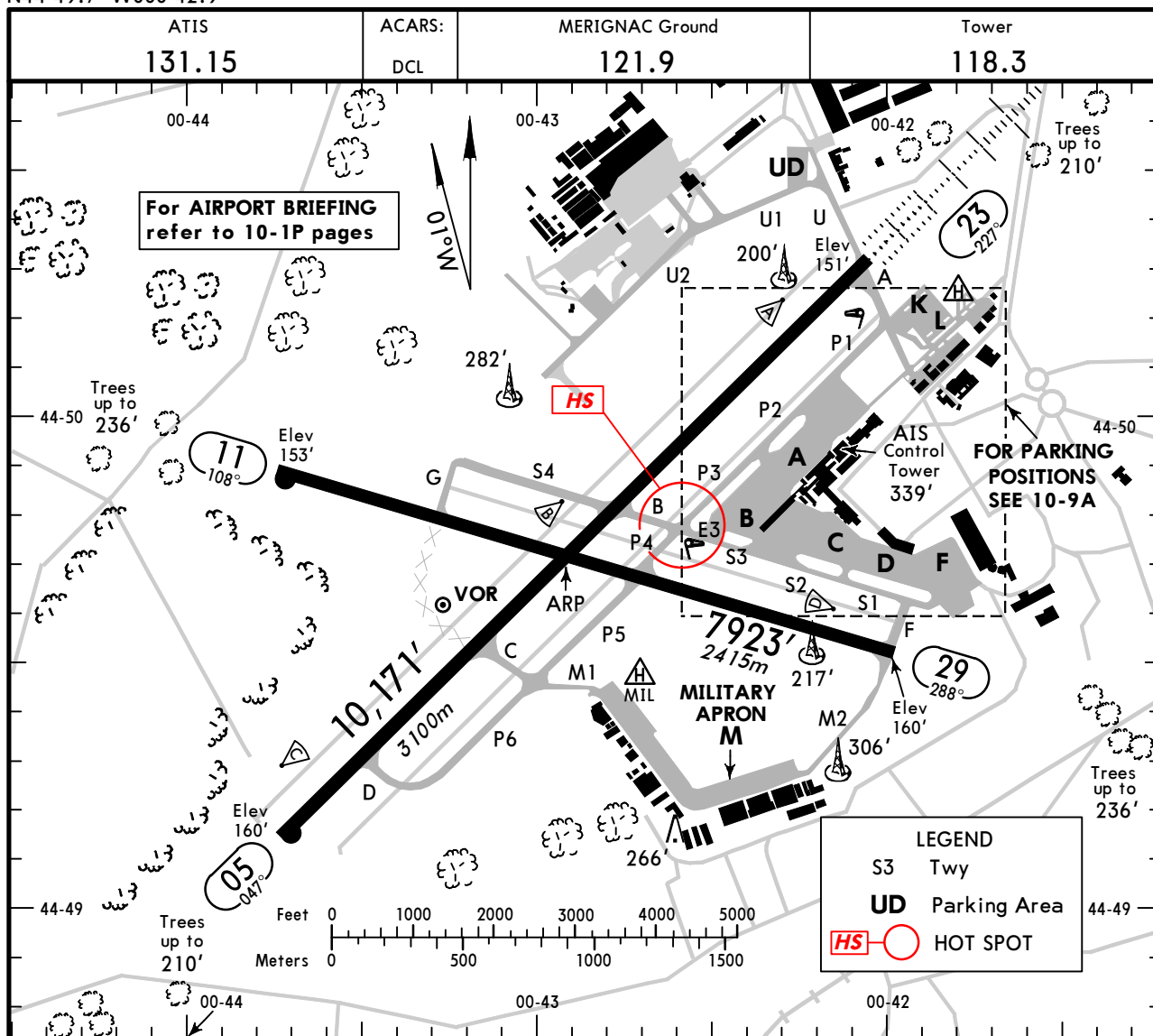
Stands D5, D6, F2 and F4 closed.

Stand D4 on Twy W3 push-back mandatory with heading 110° for exit through E5.

Stand D3 on Twy W4 push-back mandatory with heading 290° for exit through E4 or E5.

Closure of Twy W4: access to stands D1, D2, D3 and D4 only via E4 and E5.





ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	Take-off	
05	HIRL ① CL ② REIL PAPI-L(3.4°)	RVR		8858' 2700m ③	148'
	23 HIRL ① CL ② HIALS-II TDZ REIL PAPI-L(3.0°)	RVR	9199' 2804m		45m
① spacing 60m. ② spacing 15m. ③ For heavy acft full rwy length on request.					
11	HIRL (50m) REIL PAPI-L(3.3°)				148'
	29 HIRL (50m) REIL PAPI-L(3.0°)	RVR	6972' 2125m		45m

HOT SPOT

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

RWY 05: From Twy S3 use Twy P4, do not taxi on B.

HS RWY 11: From Twy P3 use Twy B, do not taxi on P4.

RWY 23: From Twy S3 use Twy P3, do not confuse with E3, do not taxi on B.

RWY 29: From Twy P3 use Twy S3, do not taxi on P4.

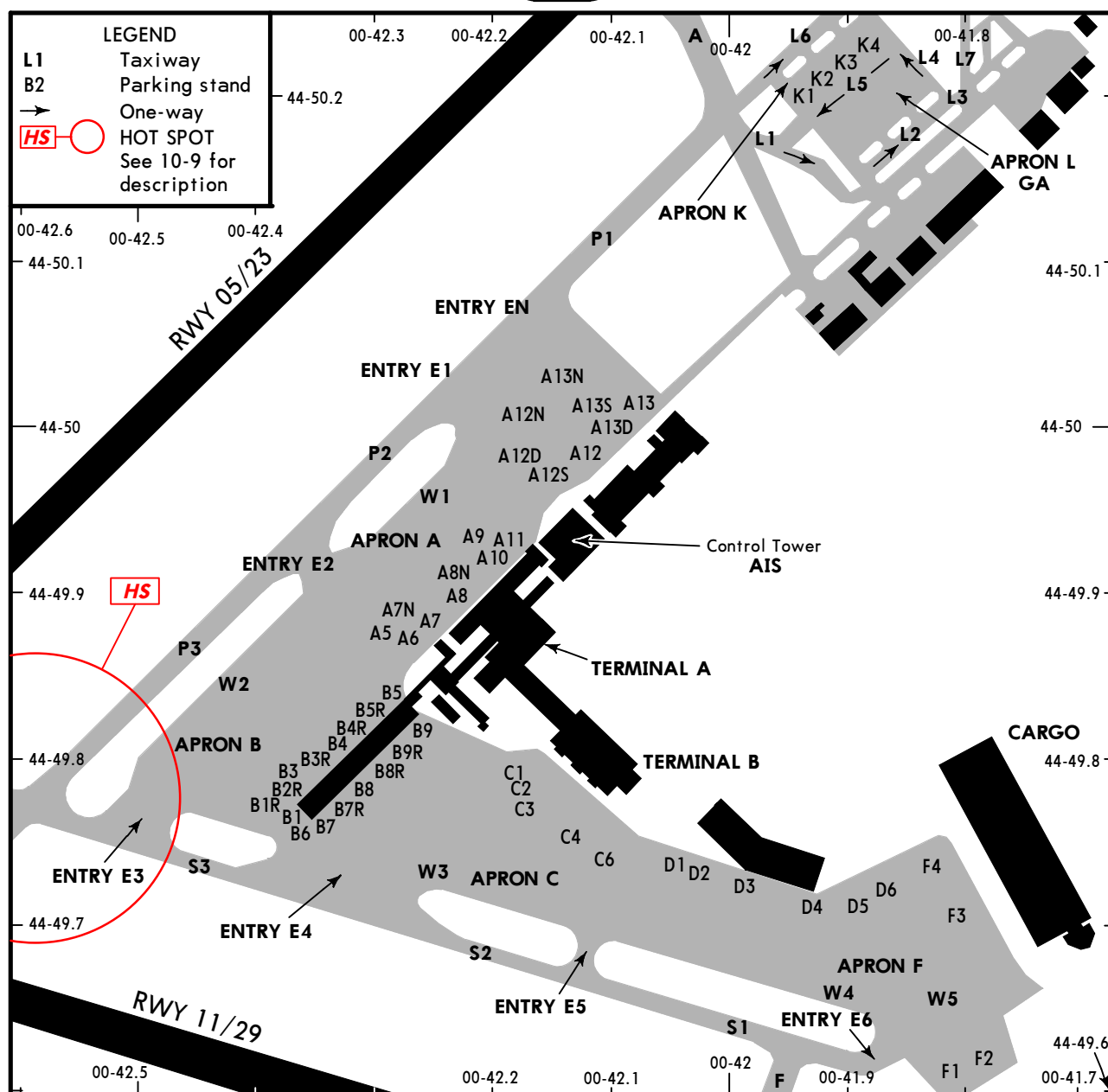
Standard

TAKE-OFF ①

LVP must be in Force					
A B C D	Approved Operators HIRL, CL & mult. RVR req		RL, CL & mult. RVR req		NIL (DAY only)
	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	
A					
B	125m	150m	200m	250m	400m
C					500m
D	150m	200m	250m	300m	

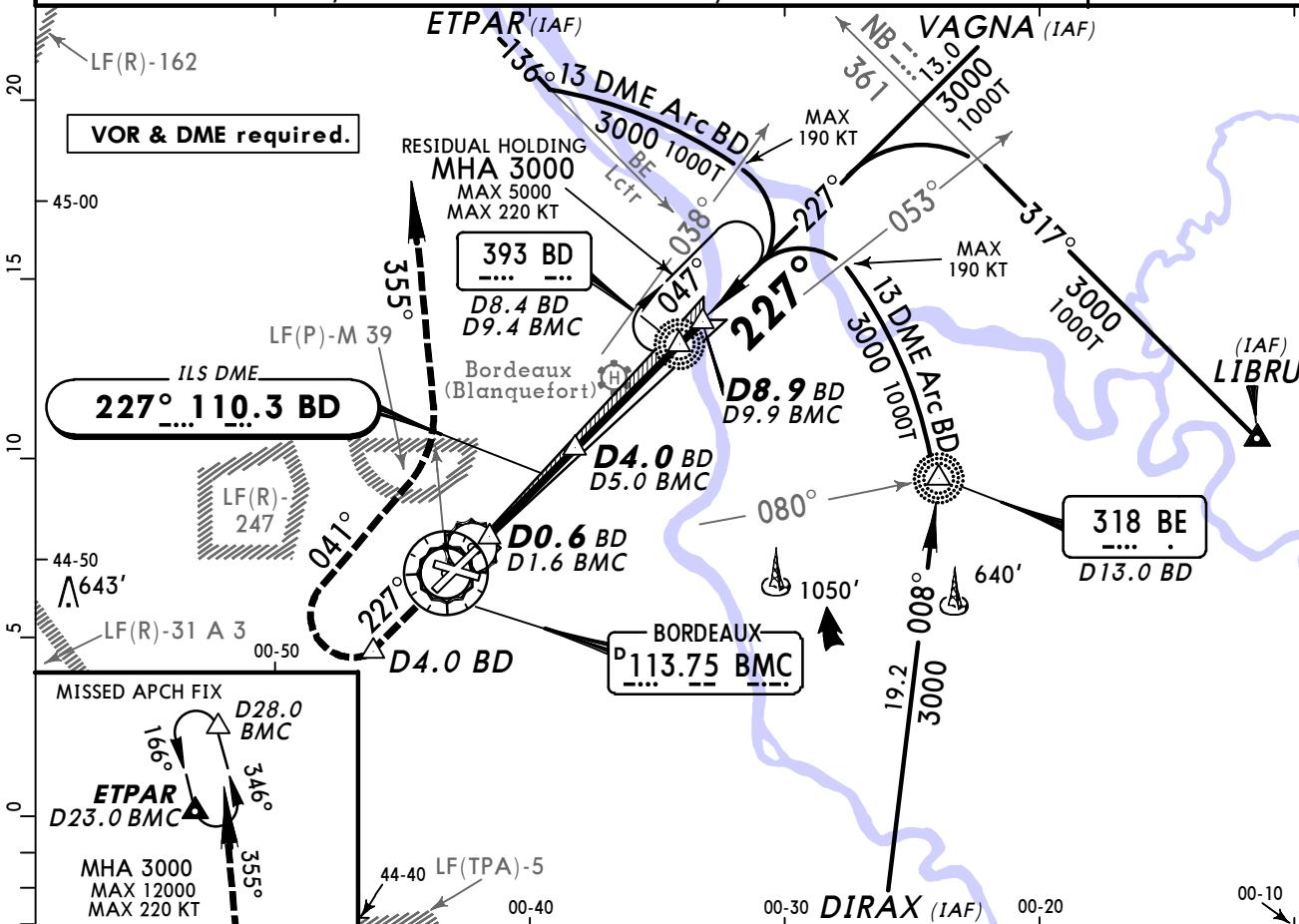
① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

② CAT ABCD 75m with approved HUD.

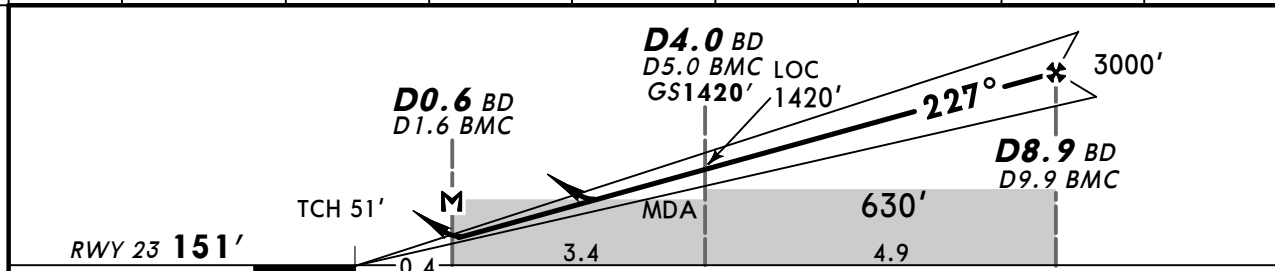


STAND No.	COORDINATES	STAND No.	COORDINATES
A5, A6	N44 49.9 W000 42.3	D1 thru D3	N44 49.7 W000 42.0
A7	N44 49.9 W000 42.2	D4 thru D6	N44 49.7 W000 41.9
A7N	N44 49.9 W000 42.3	F1, F2	N44 49.6 W000 41.8
A8 thru A11	N44 49.9 W000 42.2	F3, F4	N44 49.7 W000 41.8
A12 thru A13S	N44 50.0 W000 42.1	K1 thru K4	N44 50.2 W000 41.9
B1 thru B3R	N44 49.8 W000 42.4		
B4 thru B8R	N44 49.8 W000 42.3		
B9, B9R	N44 49.8 W000 42.2		
C1 thru C3	N44 49.8 W000 42.2		
C4, C6	N44 49.8 W000 42.1		

ATIS 131.15	AQUITAINE Approach Sector BW 129.87	Sector BE 119.27	MERIGNAC Tower 118.3	Ground 121.9
LOC BD 110.3	Final Apch Crs 227°	GS D4.0 BD 1420' (1269')	ILS DA(H) 351' (200')	Apt Elev 166' RWY 151'
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 BD, then turn RIGHT (MAX 220 KT) onto 041° to intercept and follow R-355 to ETPAR holding climbing to 4000'. Climb to 1000' prior to level acceleration.				
Alt Set: hPa	Rwy Elev: 6 hPa	Trans level: By ATC	Trans alt: 5000'	MSA BMC VOR



LOC (GS out)	BD DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	780'	1100'	1420'	1730'	2060'	2370'	2690'



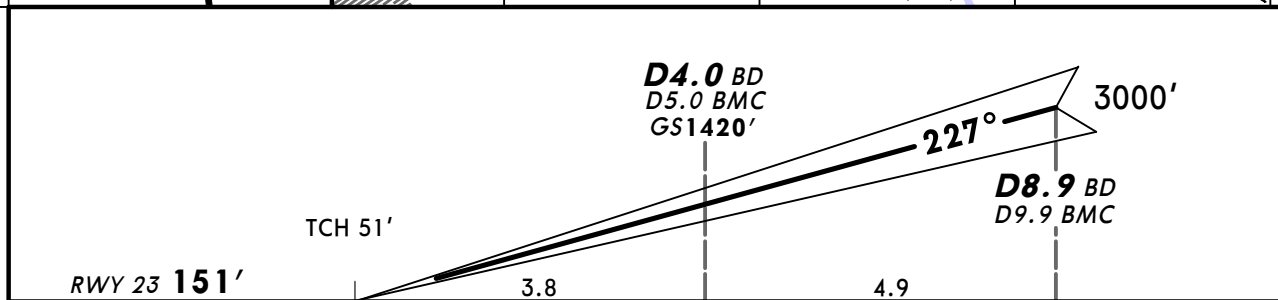
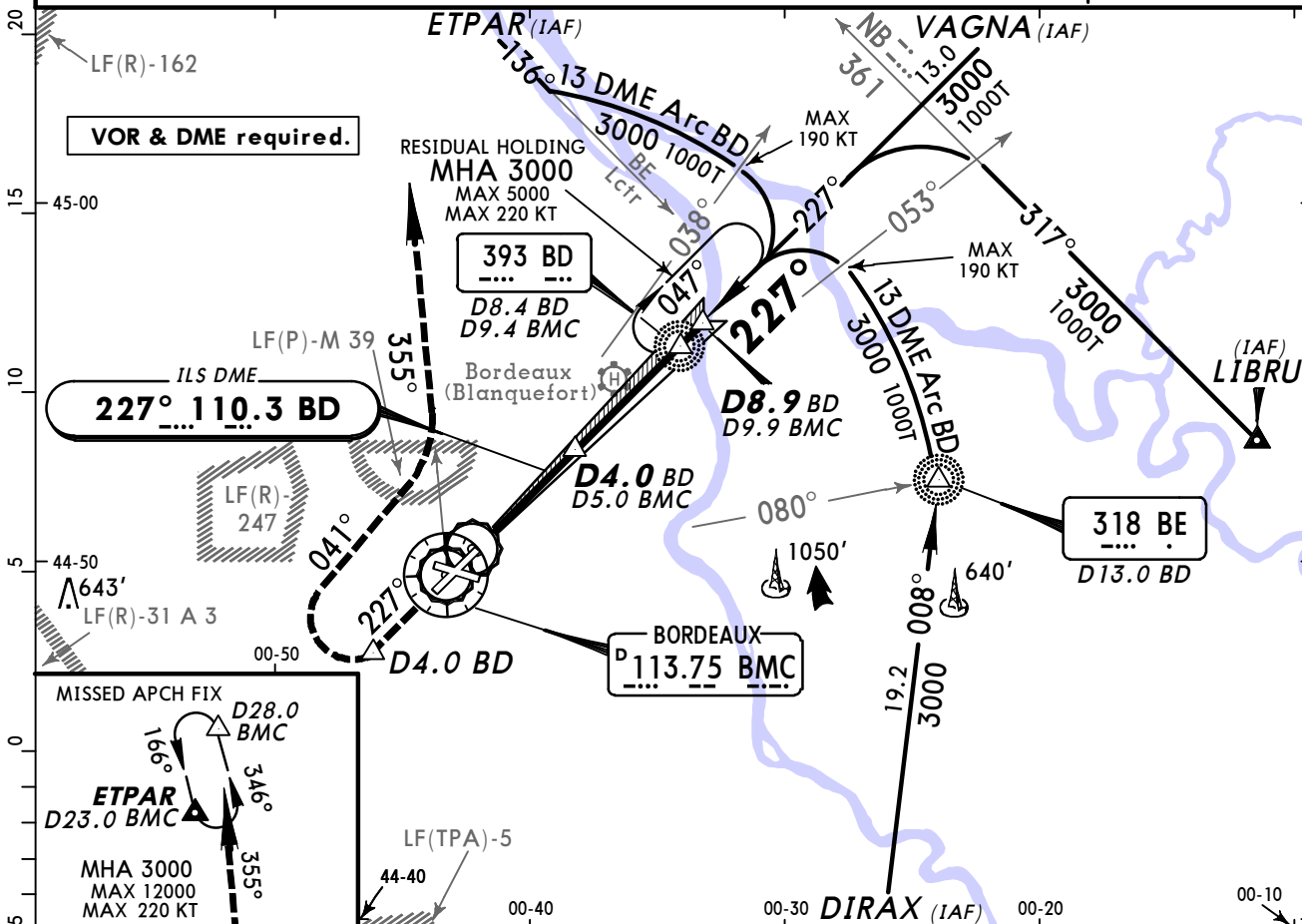
Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862	
MAP at D0.6 BD/D1.6 BMC							

Standard ILS STRAIGHT-IN LANDING RWY 23				CIRCLE-TO-LAND 2	
ILS DA(H) 351' (200')				LOC (GS out) with BD DME CDFA DA/MDA(H) 540' (389')	
FULL Limited ALS out				Prohibited Southeast of rwy	
				Max Kts	MDA(H) VIS
				110	650' (499') 1500m
				135	670' (519') 1600m
				180	800' (649') 2400m
				205	870' (719') 3600m

For add-on to the MDA(H), see ATC pages FRANCE. Circling height based on rwy 23 thresh elev of 151'.

BRIEFING STRIP

ATIS 131.15		AQUITAINE Approach Sector BW 129.87 Sector BE 119.27		MERIGNAC Tower 118.3	Ground 121.9
LOC BD 110.3	Final Apch Crs 227°	GS D4.0 BD 1420' (1269')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 166' RWY 151'	2100' MSA BMC VOR
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 BD, then turn RIGHT (MAX 220 KT) onto 041° to intercept and follow R-355 to ETPAR holding climbing to 4000'. Climb to 1000' prior to level acceleration.					
Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000' Special Aircrew & Acft Certification Required.					

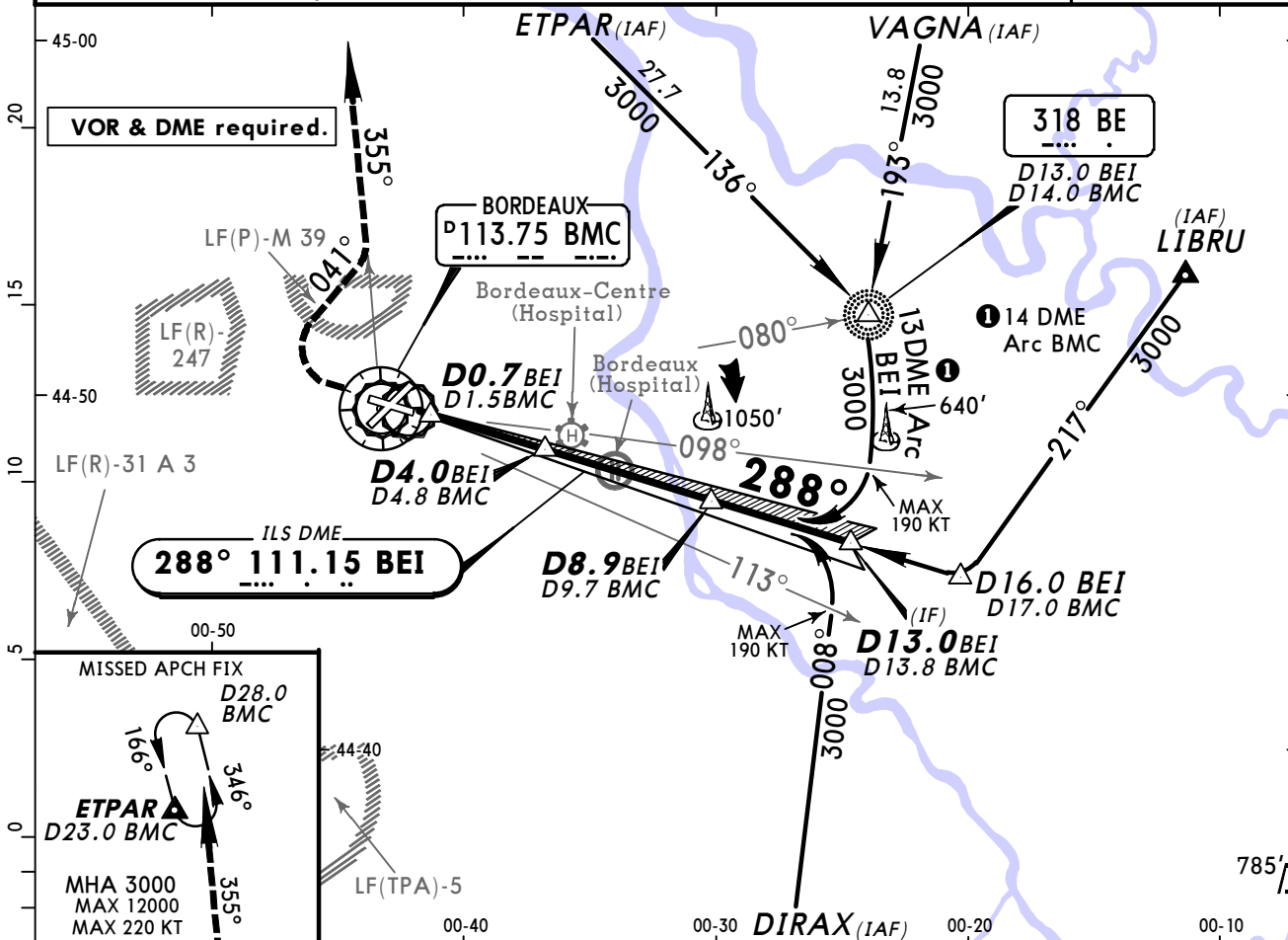


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI D4.0 BD
GS	3.00°	377	485	539	647	755	

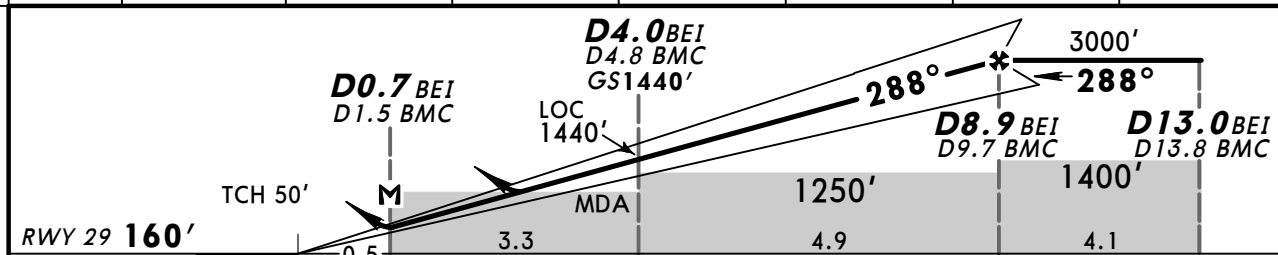
Standard		STRAIGHT-IN LANDING RWY X	
CAT IIIA ILS DH 50'		CAT II ILS ABCD RA 100' DA(H) 251' (100')	
RVR 200m		RVR 300m	

Operators applying U.S. Specs: Autoland or HUD required below RVR 350m.

ATIS 131.15	AQUITAINE Approach Sector BW 129.87	Sector BE 119.27	MERIGNAC Tower 118.3	Ground 121.9
LOC BEI 111.15	Final Apch Crs 288°	GS D4.0 BEI 1440' (1280')	ILS DA(H) 360' (200')	Apt Elev 166' RWY 160'
MISSED APCH: Climb STRAIGHT AHEAD to 700', then turn RIGHT (MAX 220 KT) onto 041° to intercept and follow R-355 to ETPAR holding climbing to 4000'. Climb to 1000' prior to level acceleration.				
Alt Set: hPa	Rwy Elev: 6 hPa	Trans level: By ATC	Trans alt: 5000'	MSA BMC VOR



LOC (GS out)	BEI DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	800'	1120'	1440'	1760'	2070'	2390'



Gnd speed-Kts	70	90	100	120	140	160				
ILS GS or LOC Descent Angle	3.00°	377	485	539	647	755	862	REIL PAPI-L	700'	041°
MAP at D0.7 BEI/D1.5 BMC									220 KT	MAX

Standard		STRAIGHT-IN LANDING RWY 29		CIRCLE-TO-LAND 2	
ILS		LOC (GS out) with BEI DME CDFA		Prohibited North of rwy	
DA(H) 360' (200')		DA/MDA(H) 530' (370')		Max Kts	
A		RVR 1500m		110	640' (480') 1500m
B		RVR 1200m		135	670' (510') 1600m
C		RVR 1700m		180	830' (670') 2400m
D				205	870' (710') 3600m

For add-on to the MDA(H), see ATC pages FRANCE. Circling height based on rwy 29 thresh elev of 160'.

FOR FINAL APPROACH SEE 12-1A

BD5000
At 5000'
MAX 220 KT

BD501
At 3000'

BD502
At 3000'

BD503
At 3000'

BD504
At 5000'
MAX 220 KT

BD512
At 5000'

BD9000
At 5000'

VAGNA
(IAF)
At 5000'

LIBRU
(IAF)
At 5000'

DIRAX
(IAF)
At 5000'

ETPAR
(IAF)
At 5000'

RNAV holding function required.

LF(R)-162
45-10

LF(R)-249

LF(P)-M 39

LF(R)-247

LF(R)-31 A 3
44-40

LF(R)-31 A 1

LF(D)-91
44-30

LF(R)-31 A 2
00-50

LF(TPA)-5

1050'

640'

604'

181°
16.7
5000

225°
16.5
5000

278°
10.9
5000

186°
12.1
5000
By ATC

274°
7.2
5000

224°
20.0
5000

303°
11.3
5000

224°
4.7
5000

193°
3.0
5000

224°
6.0
5000

278°
4.7
5000

00-50
00-40
00-30
00-20
00-10

PANS OPS

LFBD/BOD
MERIGNAC

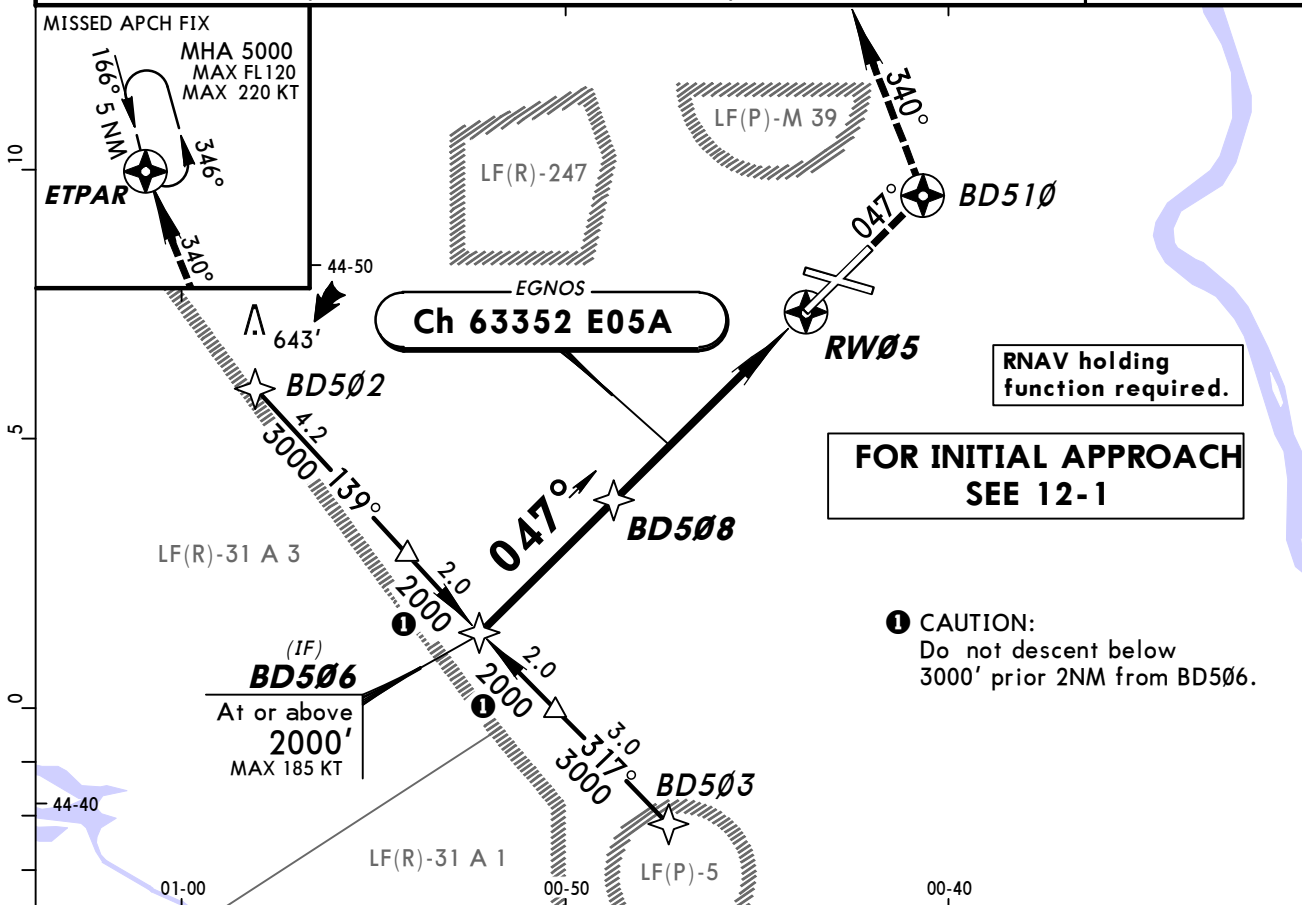
7 DEC 12
Eff 13 Dec

12-1A

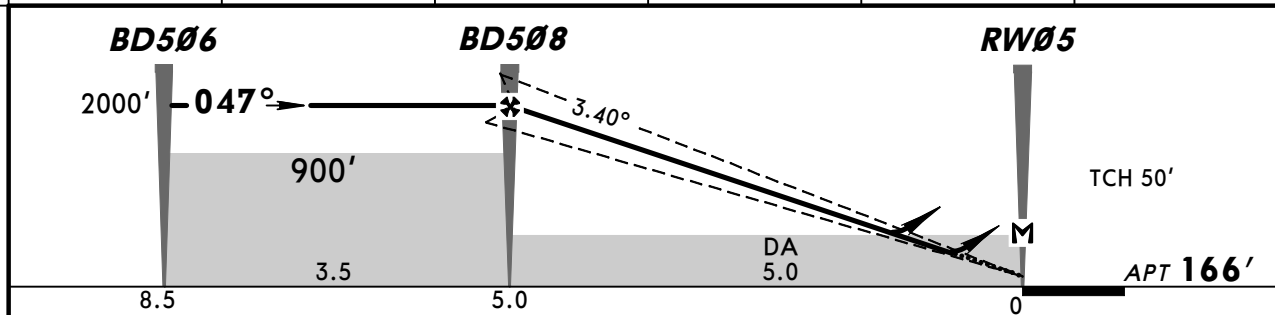
BORDEAUX, FRANCE
RNAV (GNSS) Rwy 05

BRIEFING STRIP

ATIS 131.15	AQUITAINE Approach Sector BW 129.87	Sector BE 119.27	MERIGNAC Tower 118.3	Ground 121.9
EGNOS Ch 63352 E05A	Final Aptch Crs 047°	Procedure Alt BD508 2000' (1834')	LPV DA(H) 466' (300')	Apt Elev 166'
MISSED APCH: Climb on 047° direct to BD510, then turn LEFT to ETPAR climbing to 4000' to join holding or proceed by ATC. Climb to 1000' prior to level acceleration.				
Alt Set: hPa	Apt Elev: 6 hPa	Trans level: By ATC	Trans alt: 5000'	MSA ARP

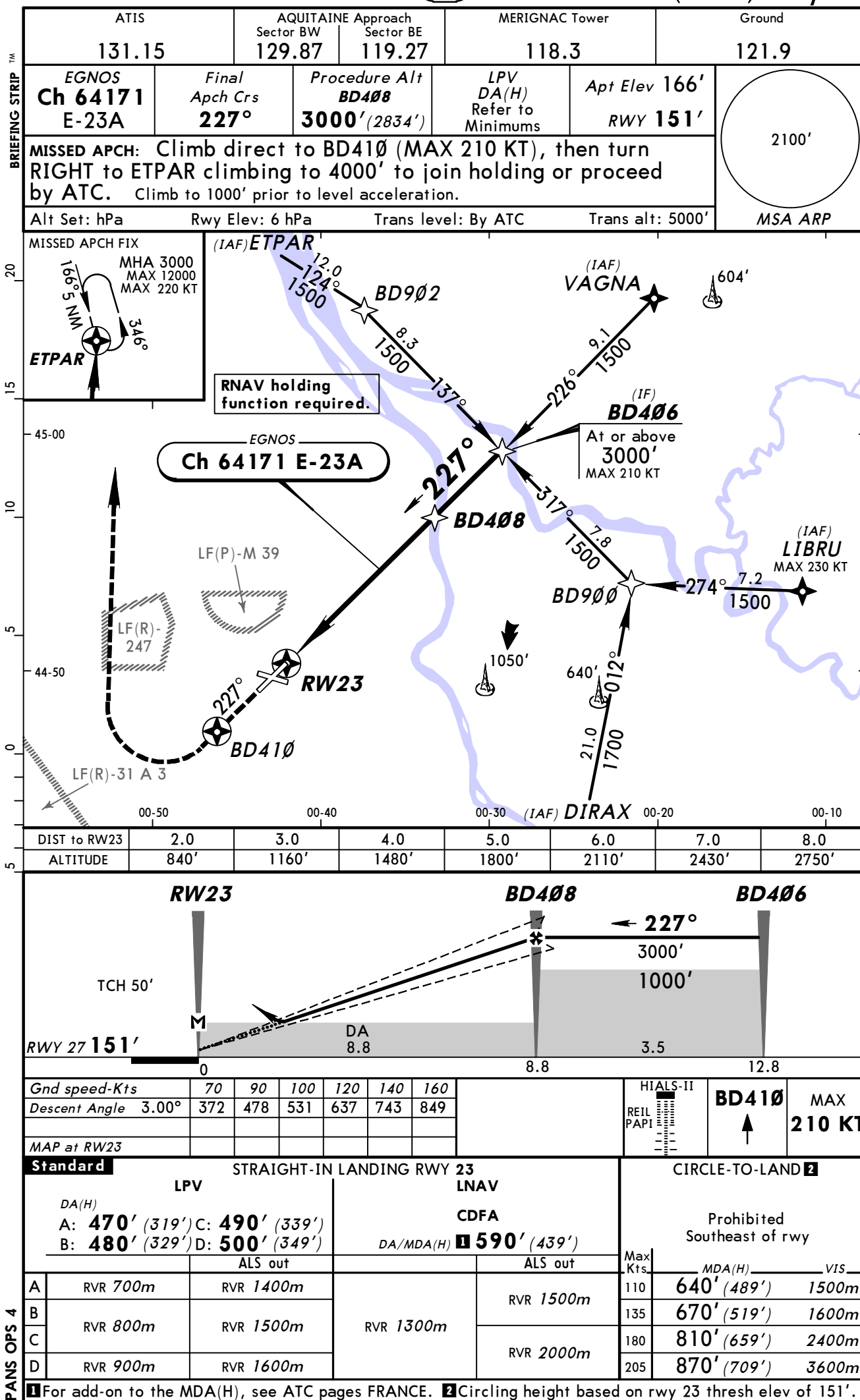


DIST to RW05	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2000'	1640'	1280'	920'	560'



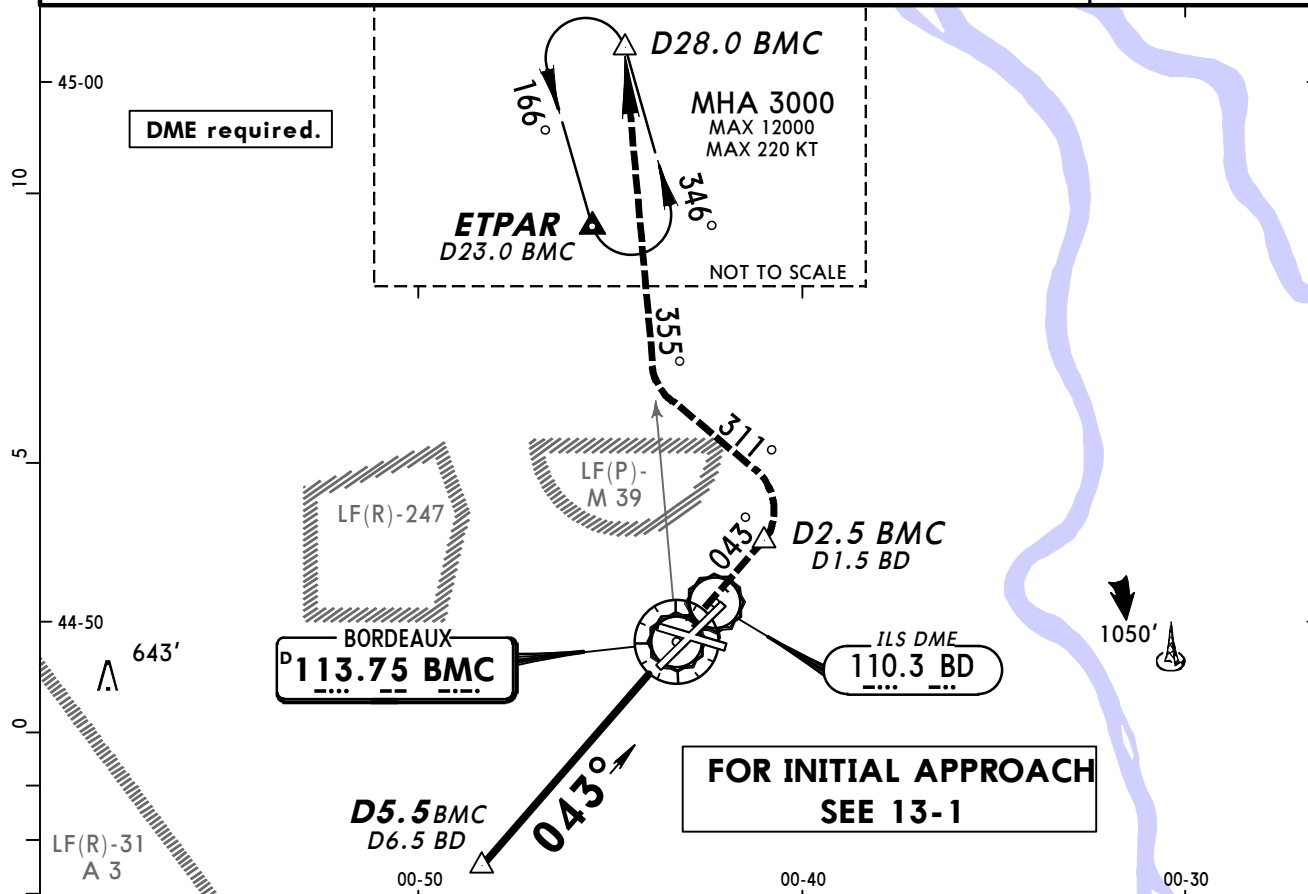
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.40°	421	541	602	722	842
MAP at RW05						

Standard			STRAIGHT-IN LANDING RWY 05			CIRCLE-TO-LAND Prohibited Southeast of rwy		
LPV		LNAV/VNAV		LNAV CDFA				
DA(H) 466' (300')		DA(H) 506' (340')		DA/MDA(H) 520' (354')		Max Kts	MDA(H)	VIS
				RVR 1500m		110	660' (494')	1500m
						135	670' (504')	1600m
						180	870' (704')	2400m
						205	870' (704')	3600m

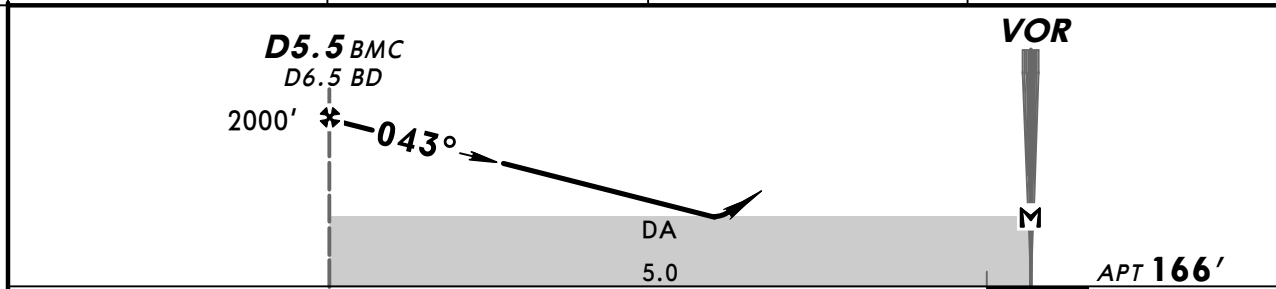


BRIEFING STRIP

ATIS 131.15		AQUITAINE Approach Sector BW 129.87 Sector BE 119.27		MERIGNAC Tower 118.3	Ground 121.9
VOR BMC 113.75	Final Apch Crs 043°	Procedure Alt D5.5 BMC 2000' (1834')	DA(H) 600' (434')	Apt Elev 166'	2100' MSA BMC VOR
MISSED APCH: Climb on R-043 to D2.5 BMC, then turn LEFT onto 311° to intercept and follow R-355 to ETPAR holding climbing to 4000'. Climb to 1000' prior to level acceleration.					
Alt Set: hPa Apt Elev: 6 hPa		Trans level: By ATC		Trans alt: 5000'	

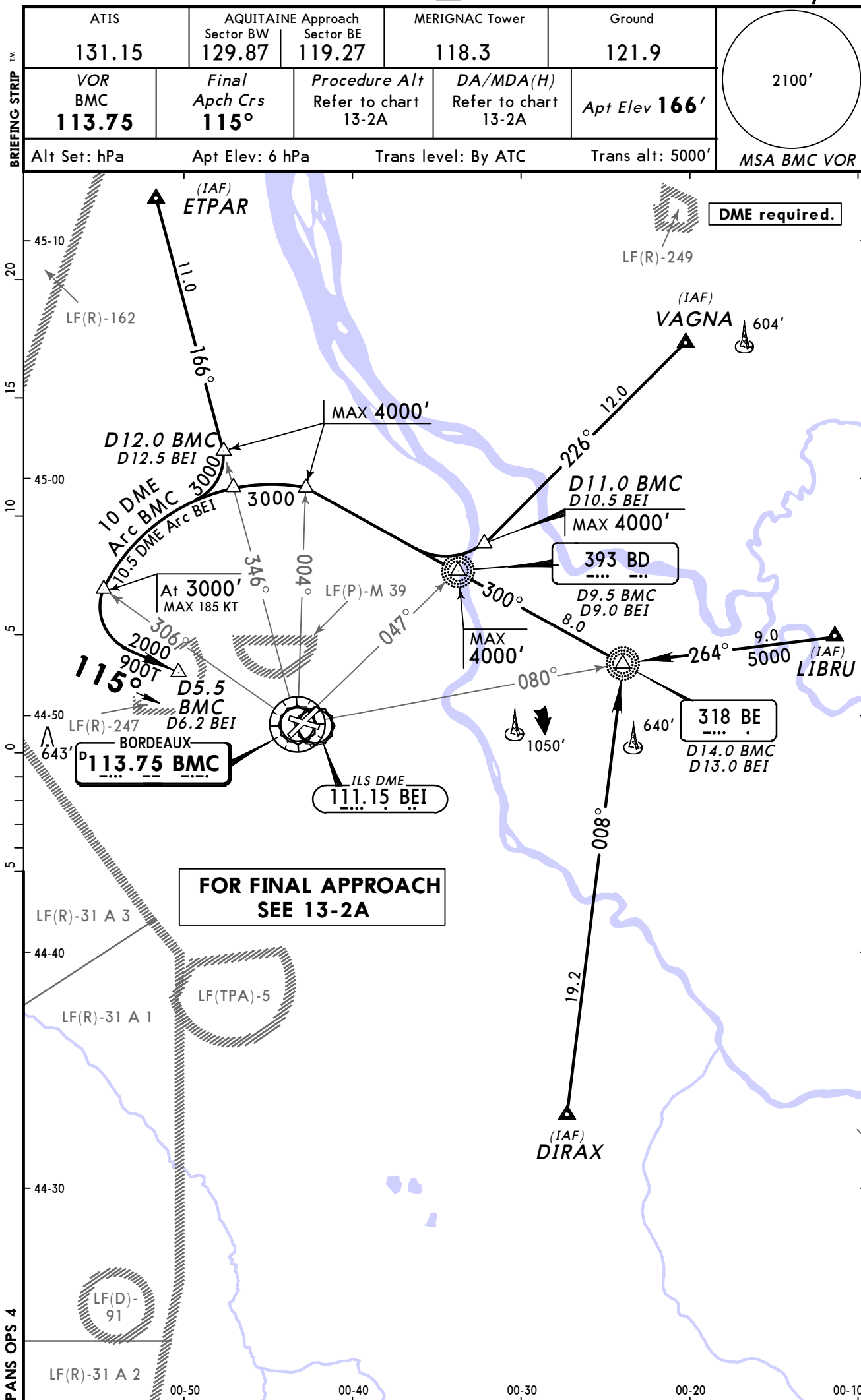


BMC DME	4.0	3.0	2.0
BD DME	5.0	4.0	3.0
ALTITUDE	1470'	1110'	750'

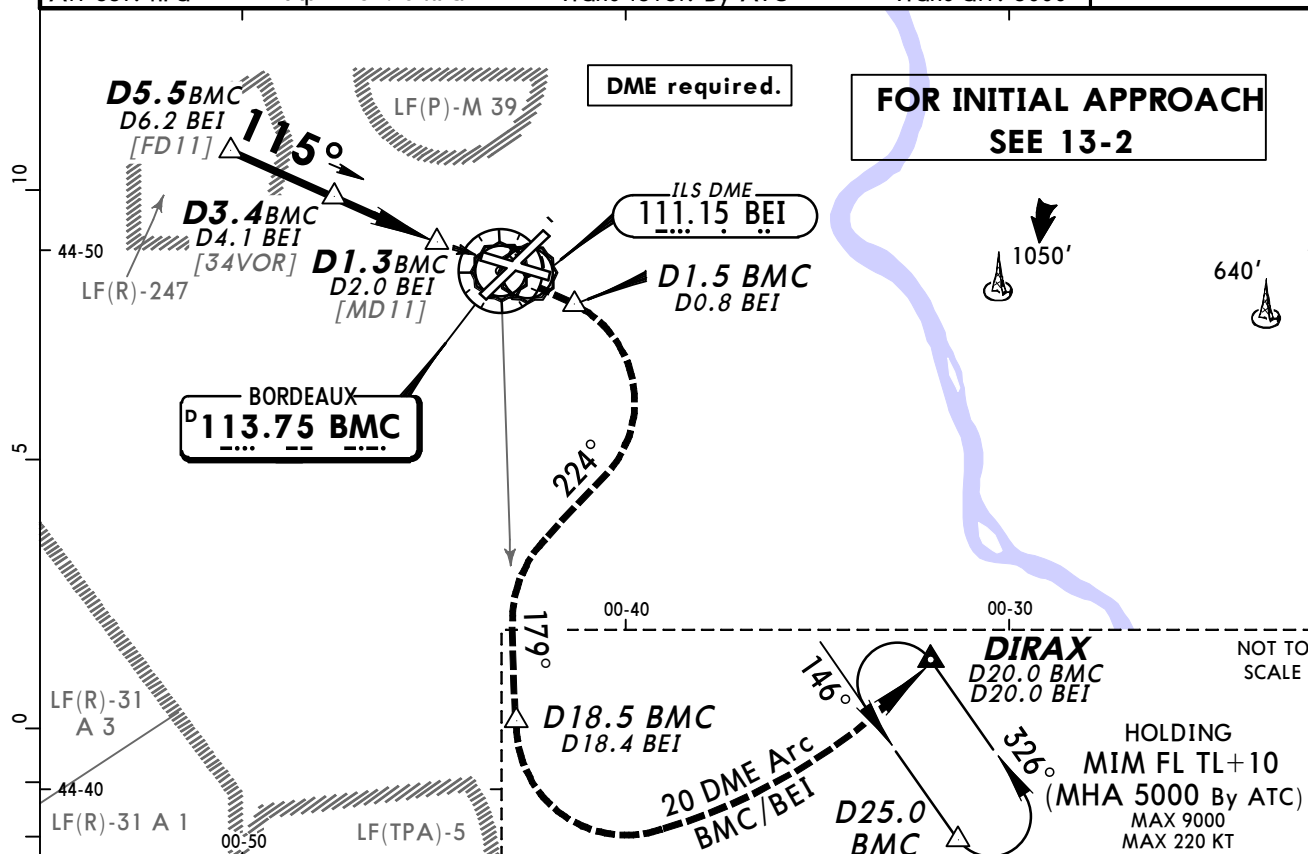


Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	D2.5 BMC ↑	BMC on 113.75 R-043
Descent Angle	3.38°	418	538	597	717	836			
MAP at VOR									

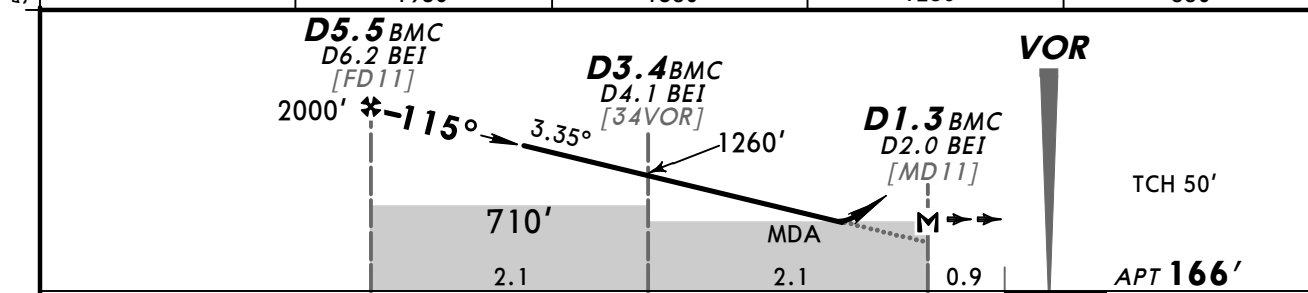
Standard STRAIGHT-IN LANDING RWY 05				CIRCLE-TO-LAND			
CDFA				Prohibited Southeast of rwy			
DA(H) 600' (434')				Max Kts	MDA(H)	VIS	
A	RVR 1500m			110	670' (504')	1500m	
B				135	670' (504')	1600m	
C	RVR 2000m			180	810' (644')	2400m	
D				205	870' (704')	3600m	



ATIS 131.15	AQUITAINE Approach Sector BW 129.87	Sector BE 119.27	MERIGNAC Tower 118.3	Ground 121.9
VOR BMC 113.75	Final Apch Crs 115°	Procedure Alt D5.5 BMC 2000' (1834')	DA/MDA(H) Refer to Minimums	Apt Elev 166'
MISSED APCH: Climb on R-115 to D1.5 BMC to MAX 3000', then climbing turn RIGHT onto 224° to 5000' to intercept and follow R-179. At or above 5000' intercept and follow 20 DME Arc BMC to DIRAX. Climb to 1000' prior to level acceleration.				2100'
Alt Set: hPa	Apt Elev: 6 hPa	Trans level: By ATC	Trans alt: 5000'	MSA BMC VOR



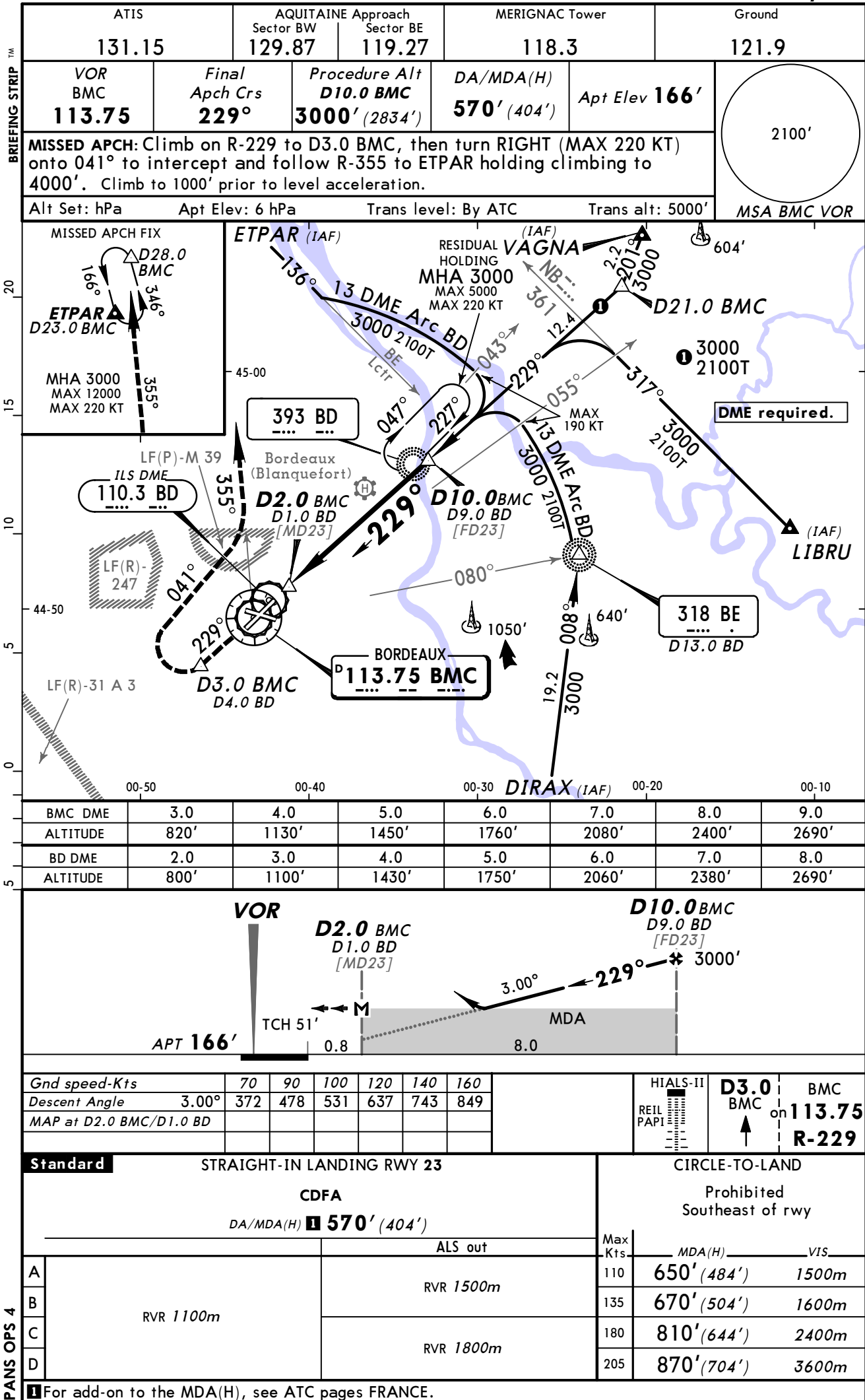
BMC DME	5.0	4.0	3.0	2.0
ALTITUDE	1820'	1470'	1120'	770'
BEI DME	6.0	5.0	4.0	3.0
ALTITUDE	1930'	1580'	1230'	880'

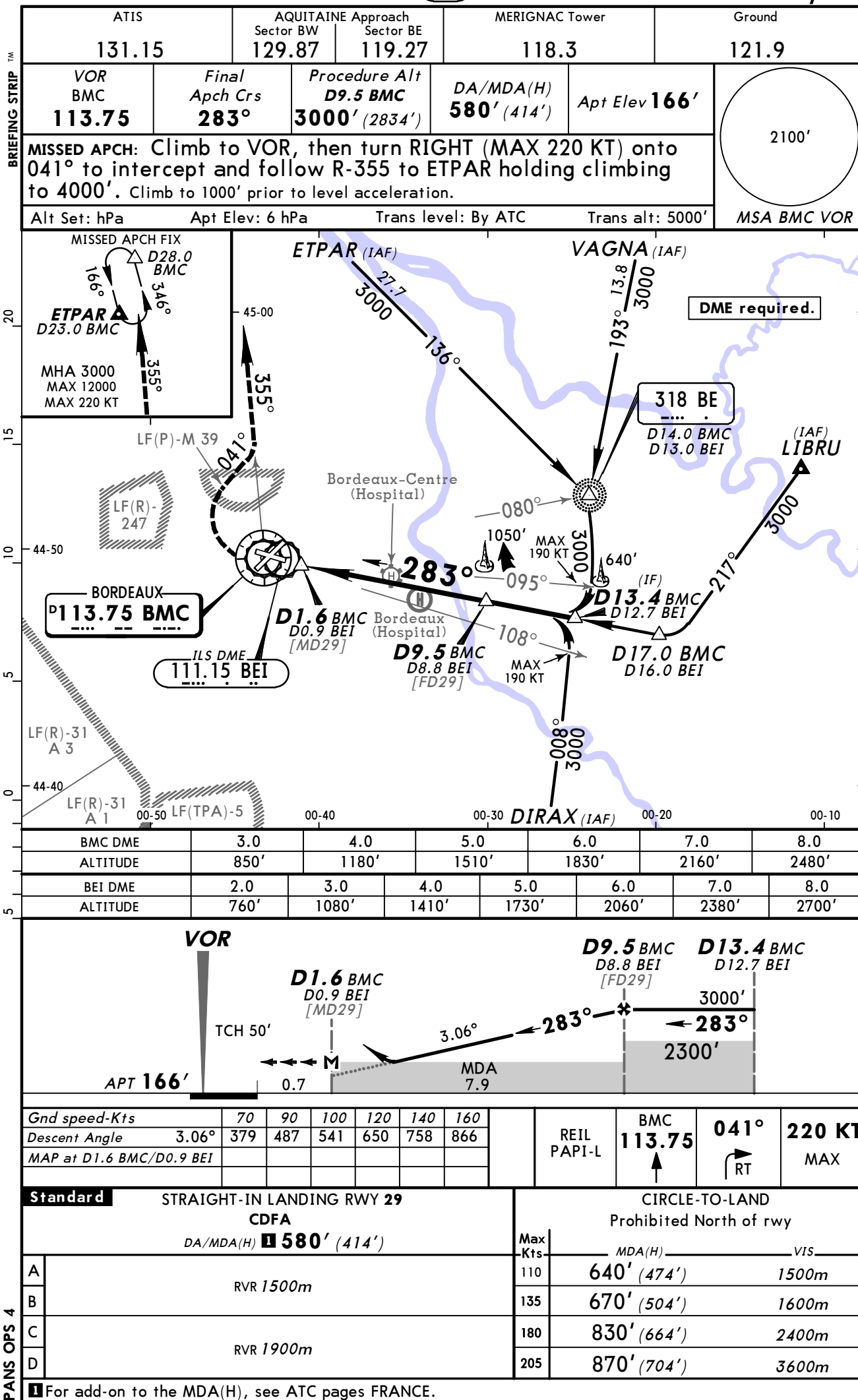


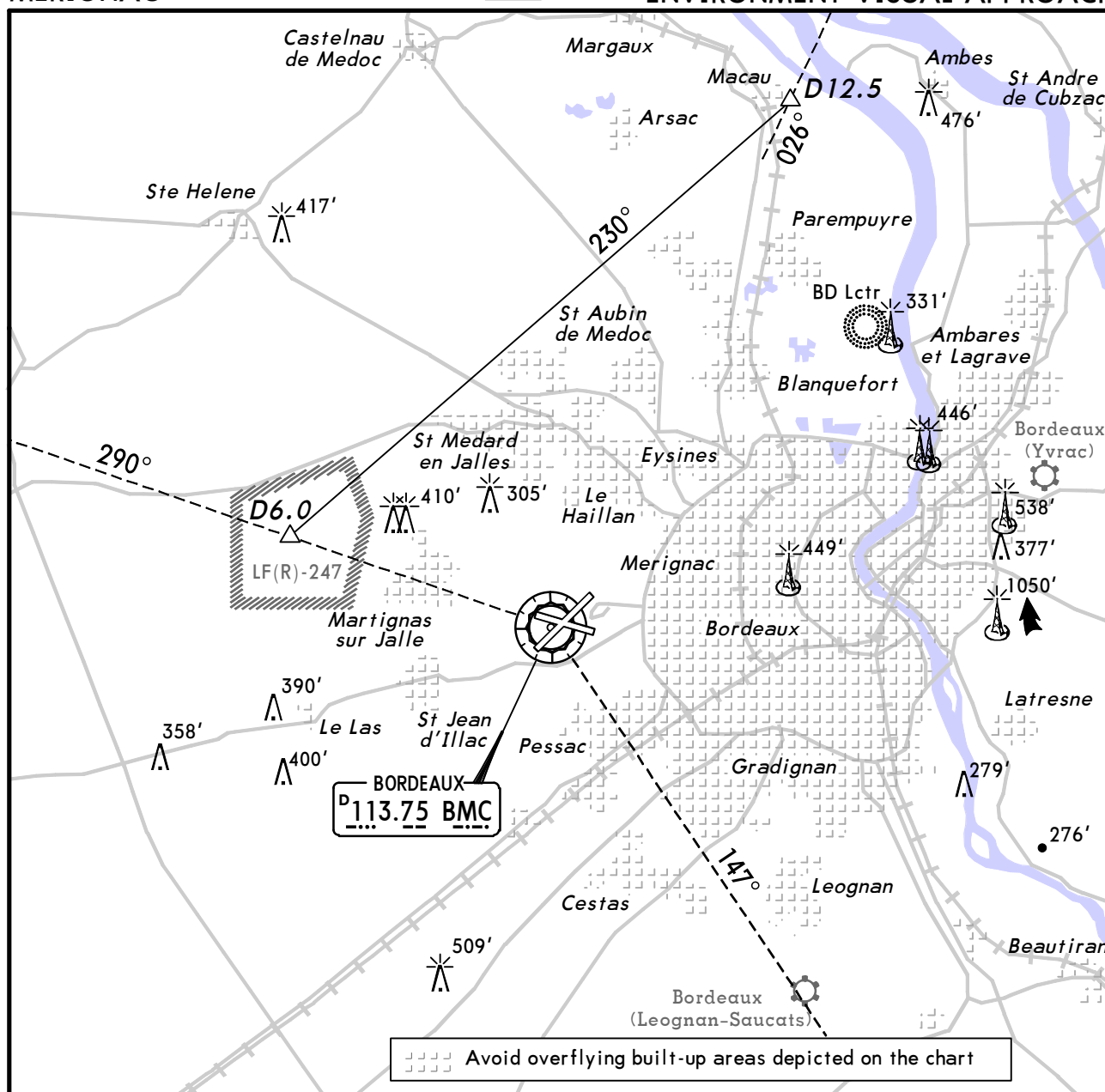
Gnd speed-Kts	70	90	100	120	140	160			
Descent Angle	3.35°	415	534	593	711	830	948		
MAP at D1.3 BMC/D2.0 BEI									

Standard STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND			
CDFA				Prohibited North of rwy			
DA/MDA(H) A: 570' (404') C: 640' (474') B: 610' (444') D: 660' (494')							
A	RVR 1500m			Max Kts	MDA(H)	VIS	
B				110	640' (474')	1500m	
C	CMV 2200m			135	670' (504')	1600m	
D	CMV 2300m			180	830' (664')	2400m	
				205	870' (704')	3600m	

For add-on to the MDA(H), see ATC pages FRANCE.







Instructions, except for safety requirement:

Rwy 23:

Visual approaches prohibited.

Rwy 05:

- Visual approach clearance only issued on pilot's request, or, by day, on ATC proposal.
- The ATC can suggest a radar vectoring to obtain visual flight conditions.
- The visual approach request will be always confirmed by the pilot AD in sight.
- For North downwind legs: avoid evolutions in the South of the axis above, respect an altitude of 3000' till R-290 BMC.
- When R 247 active, contact AQUITAINE ATC for diversion conditions.
- For South downwind legs: respect an altitude of 5000' till R-147 BMC (or R-167 BMC in case of glider activity at Saucats).
- Respect a minimum distance (3.5 NM BMC) in final approach before runway threshold.
- In order not to overfly densely populated areas for north arrivals avoid evolutions in the south of 230° specified axis till 290° BMC.

BORDEAUX, (MERIGNAC - LFBD)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LFBD

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-2/A/B) General note established:RNAV holding function required.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Eff 28 Jun 12 RNAV STARs CHALA & CNA 5C avbl, refer to temp chart and latest NOTAMs.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

WIP on Movement Area. Refer to yellow chart 10-8/10-8A.