

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LFBD

Terminal Charts For LFBD

Revision Letter For Cycle 15-2013

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: 0436 Z
Sunset: 1942 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

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. GENERAL

RWY 11/29 prohibited to any CAT C and D four-engined ACFT with an outer engine span above 102'/31m.

1.3.2. 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 except stand F1 for ACFT with MAX wingspan 118'/36m which have direct access via TWY W4.

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.

2.2. CAT II/III OPERATIONS

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

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

SID routes have to be strictly followed, safety permitting.
They can be altered only until reaching 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.

Stand A10: B773 if departure RWY 05, push-back heading 230° on TWY P1.

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.

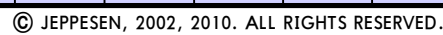
Push-back and taxi authorization shall be delivered on GROUND frequency.

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_t 10 min

t_1 5 min



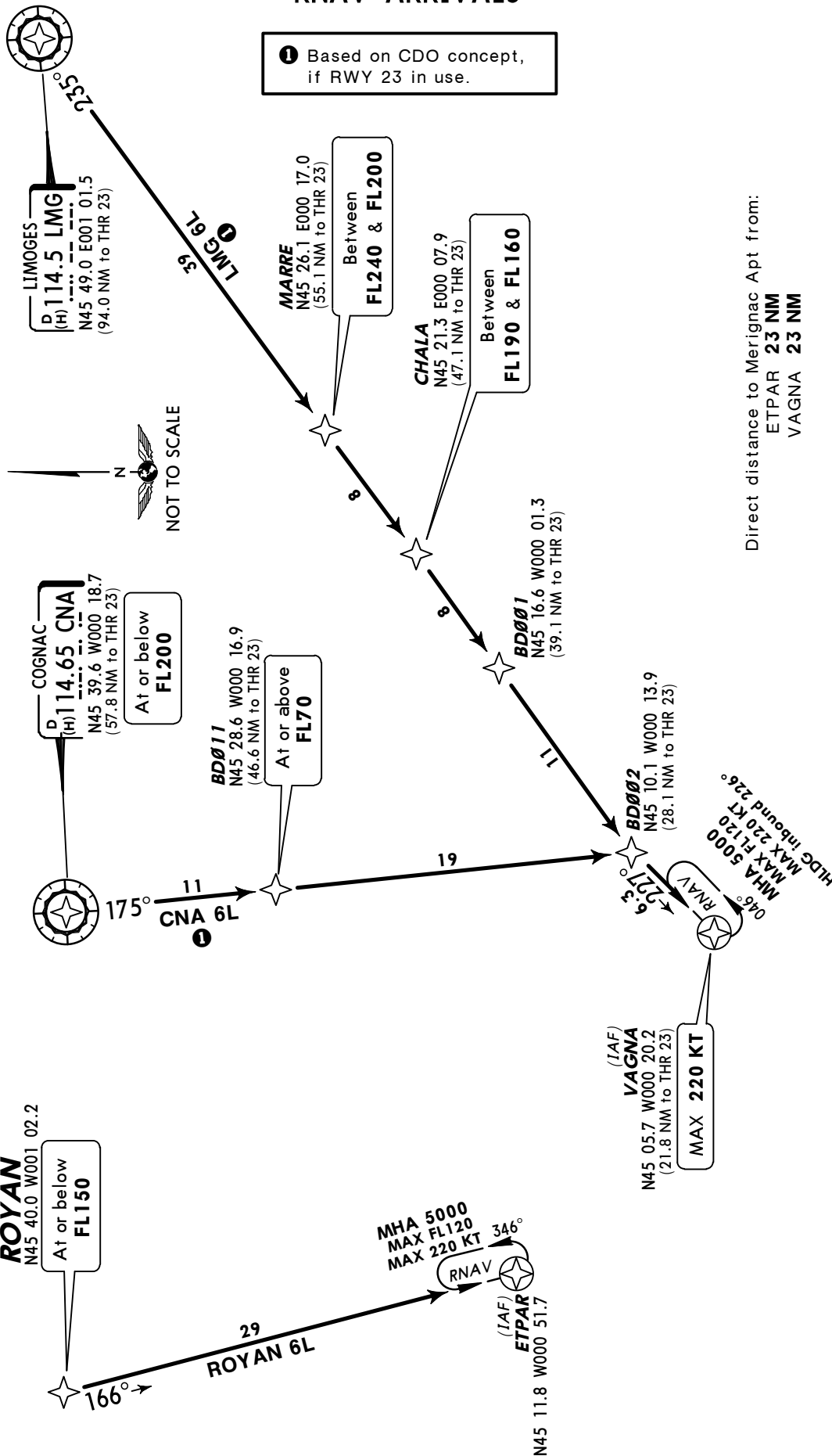
ATIS
131.15

Apt Elev
166'

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

CNA 6L ①, LMG 6L ① ROYAN 6L [ROYA6L] RNAV ARRIVALS

① Based on CDO concept,
if RWY 23 in use.



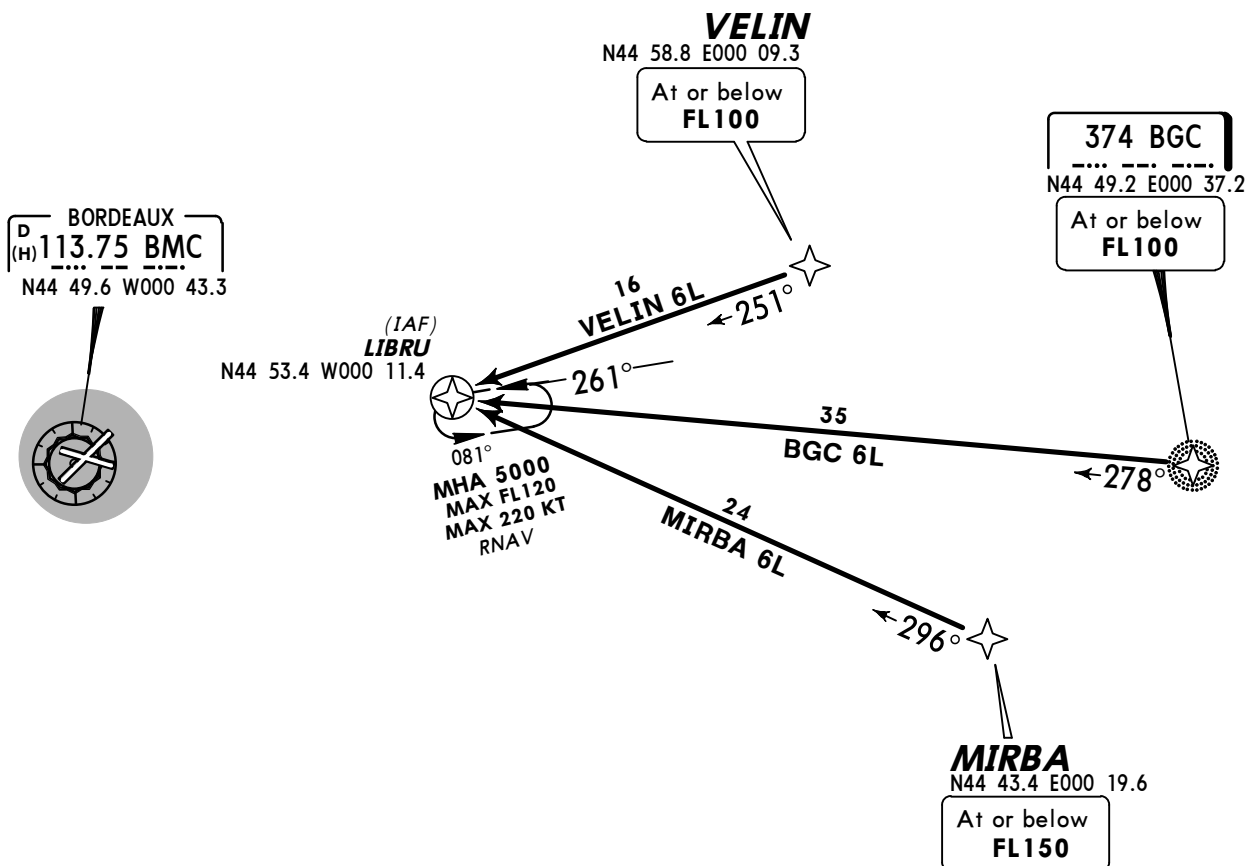
ROUTING	
STAR	
CNA 6L	CNA (FL200-) - BD011 (FL70+) - BD002 - VAGNA (K220-).
LMG 6L	LMG - MARRE (FL240-; FL200+) - CHALA (FL190-; FL160+) - BD001 - BD002 - VAGNA (K220-).
ROYAN 6L	ROYAN (FL150-) - ETPAR.

ATIS
131.15

Apt Elev
166'

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

BGC 6L
MIRBA 6L [MIRB6L]
VELIN 6L [VELI6L]
RNAV ARRIVALS



STAR	ROUTING
BGC 6L	BGC (FL100-) - LIBRU.
MIRBA 6L	MIRBA (FL150-) - LIBRU.
VELIN 6L	VELIN (FL100-) - LIBRU.

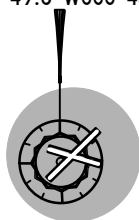
ATIS
131.15

Apt Elev
166'

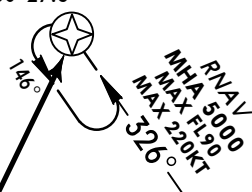
Alt Set: hPa
Trans level: By ATC Trans alt: 5000'

ENSAC 6L [ENSA6L] RNAV ARRIVAL

BORDEAUX
D
(H) 113.75 BMC
N44 49.6 W000 43.3



(IAF)
DIRAX
N44 33.1 W000 27.3



ENSAC
N44 12.0 W000 41.4

At or below
FL150

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

ROUTING

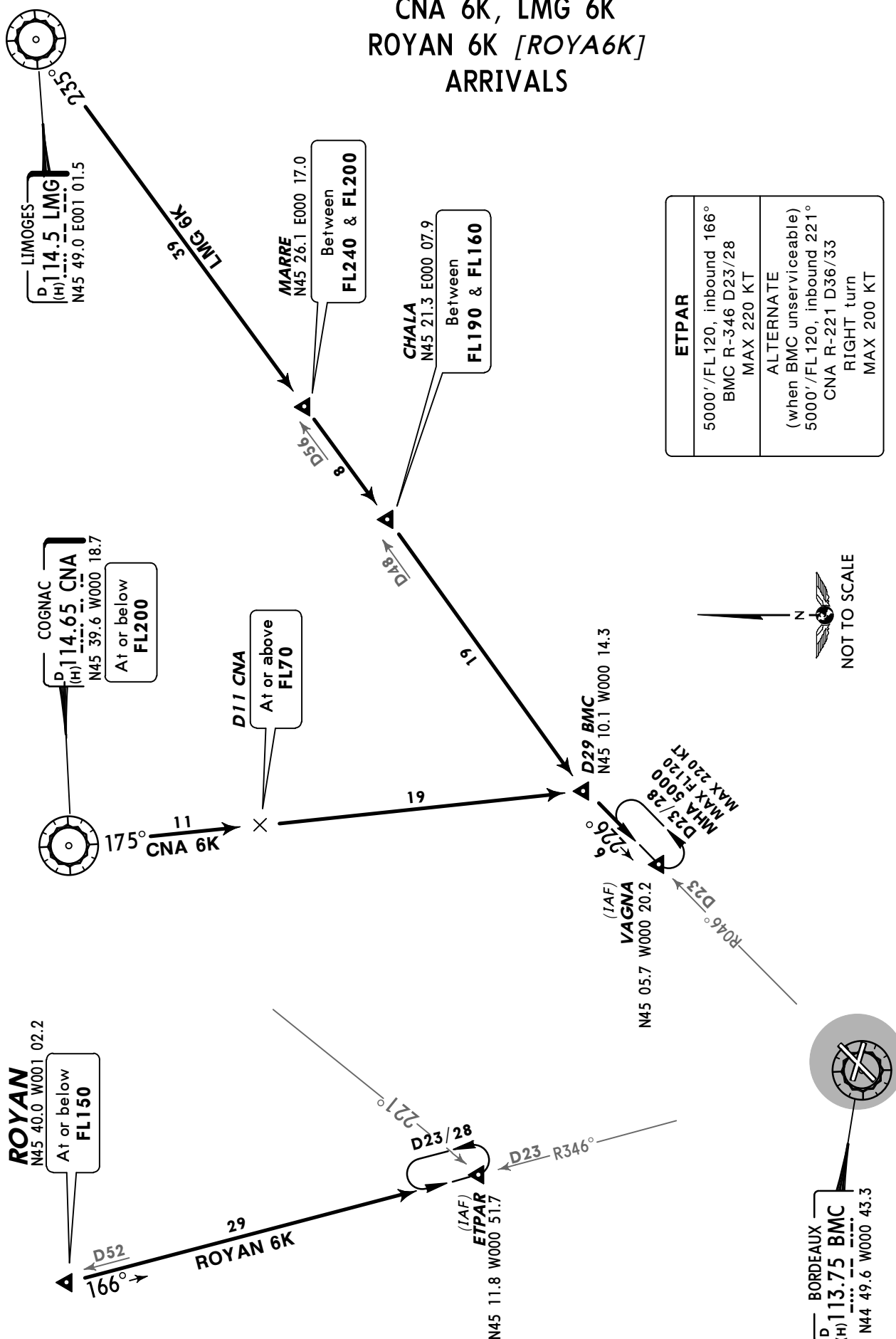
ENSAC (FL150-) - DIRAX.

ATIS
131.15

Apt Elev
166'

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

CNA 6K, LMG 6K ROYAN 6K [ROYA6K] ARRIVALS



ATIS
131.15

Apt Elev
166'

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

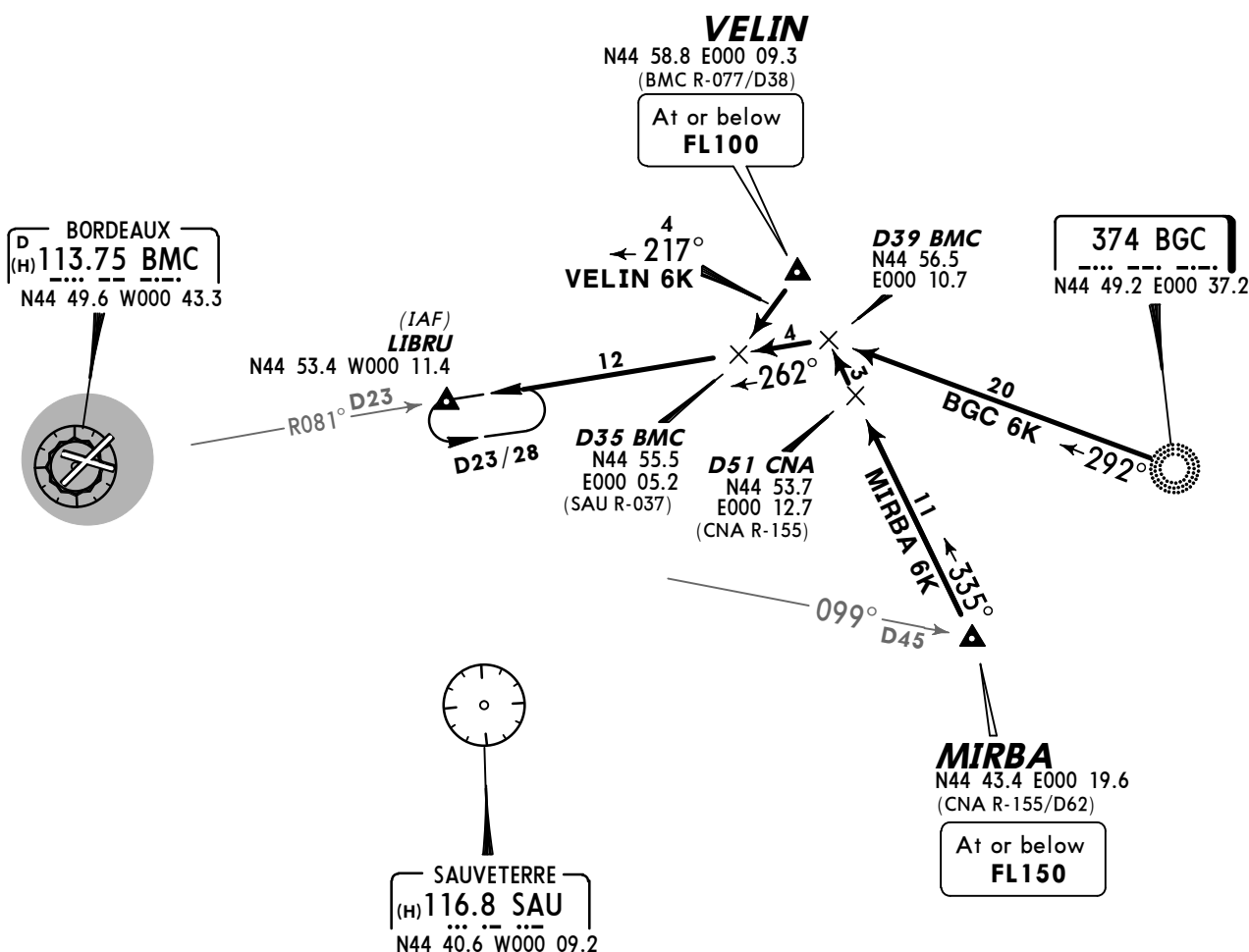
BGC 6K
MIRBA 6K [MIRB6K]
VELIN 6K [VELI6K]
ARRIVALS



COGNAC
D (H) 114.65 CNA
N45 39.6 W000 18.7



LIBRU
5000'/FL120, inbound 261° BMC R-081 D23/28 MAX 220 KT
ALTERNATE (when BMC unserviceable) 5000'/FL120, inbound 175° CNA R-175 D46/41 LEFT turn



ATIS
131.15

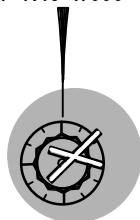
Apt Elev
166'

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

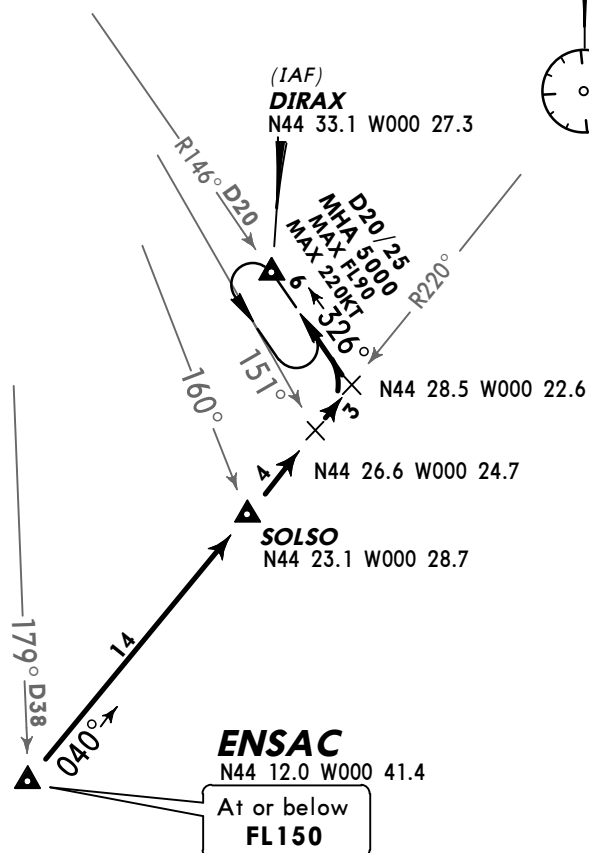
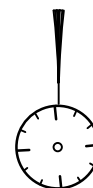
ENSAC 6K [ENSA6K] ARRIVAL



BORDEAUX
(H) 113.75 BMC
N44 49.6 W000 43.3



SAUVETERRE
(H) 116.8 SAU
N44 40.6 W000 09.2

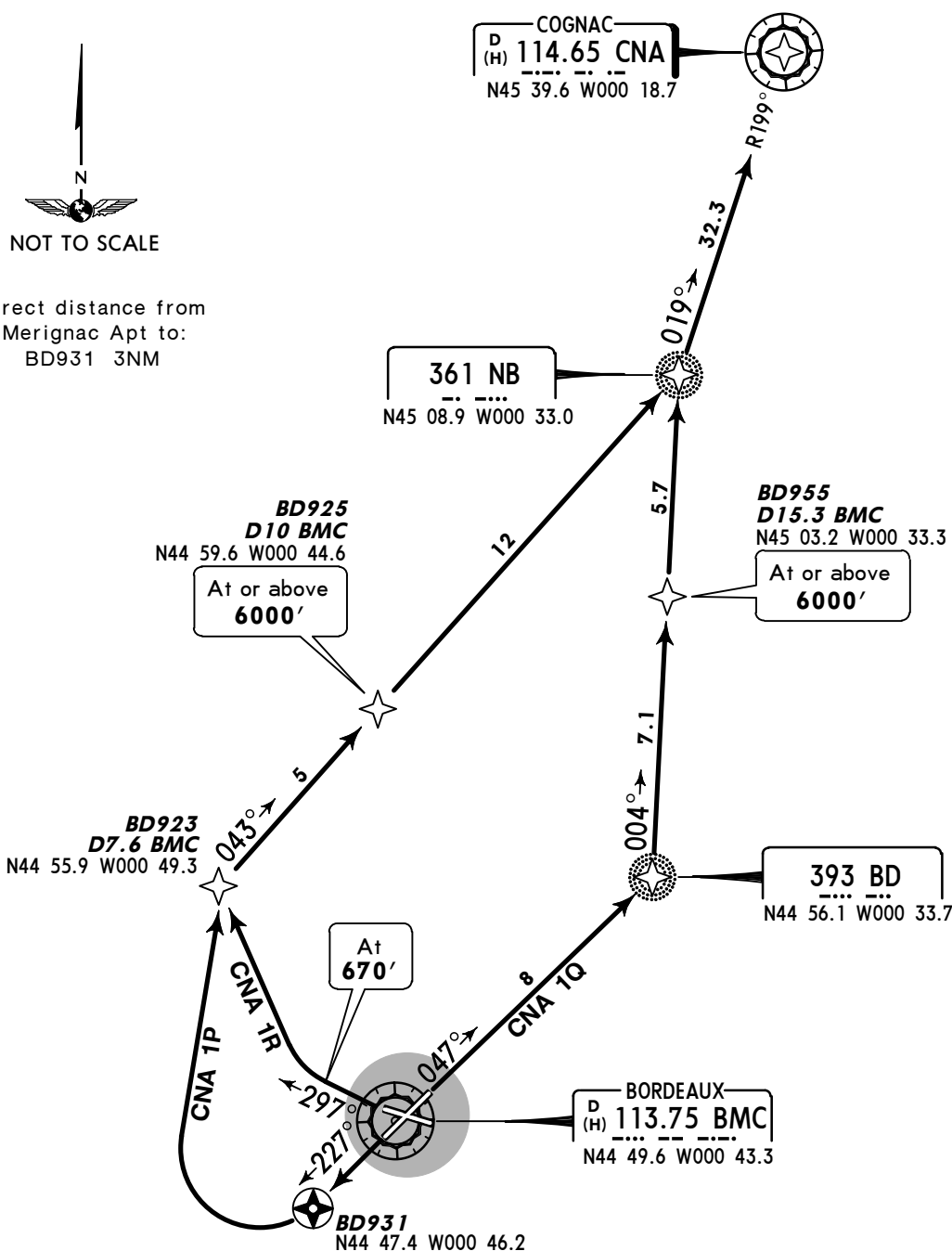


Apt Elev
166'

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).

CNA 1P, CNA 1Q, CNA 1R
RWYS 23, 05, 29 RNAV DEPARTURES
RNAV 1 (GNSS)

These SIDs require minimum climb gradients of

CNA 1P: 4.8% up to 670', then 7.3% up to 6000' for ATS purposes.**CNA 1Q:** 6.3% up to 670', then 6.7% up to 6000' for ATS purposes.**CNA 1R:** 7.7% up to 670', then 8.6% 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
8.6% V/V(fpm)	653	871	1306	1742	2177	2613
7.7% V/V(fpm)	585	780	1170	1560	1949	2339
7.3% V/V(fpm)	554	739	1109	1479	1848	2218
6.7% V/V(fpm)	509	679	1018	1357	1696	2036
6.3% V/V(fpm)	479	638	957	1276	1595	1914
4.8% V/V(fpm)	365	486	729	972	1215	1458

Initial climb clearance **FL140**

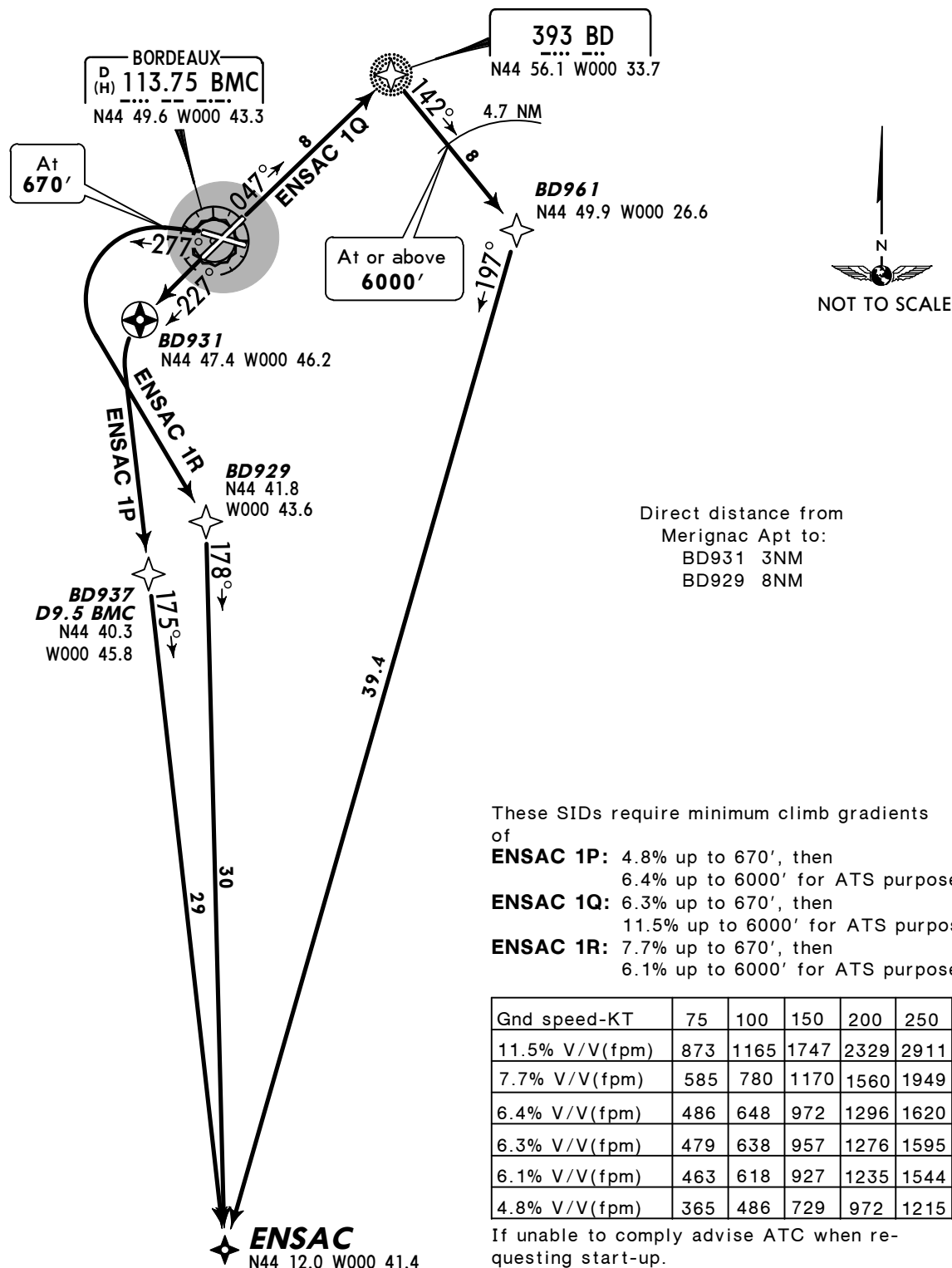
SID	RWY	ROUTING
CNA 1P	23	BD931 - BD923 - BD925 (6000'+) - NB - CNA.
CNA 1Q	05	BD - BD955 (6000'+) - NB - CNA.
CNA 1R	29	(670') - BD923 - BD925 (6000'+) - NB - CNA.

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 1P [ENSA1P]
ENSAC 1Q [ENSA1Q]
ENSAC 1R [ENSA1R]
RWYS 23, 05, 29 RNAV DEPARTURES
RNAV 1 (GNSS)**

Initial climb clearance **FL140**

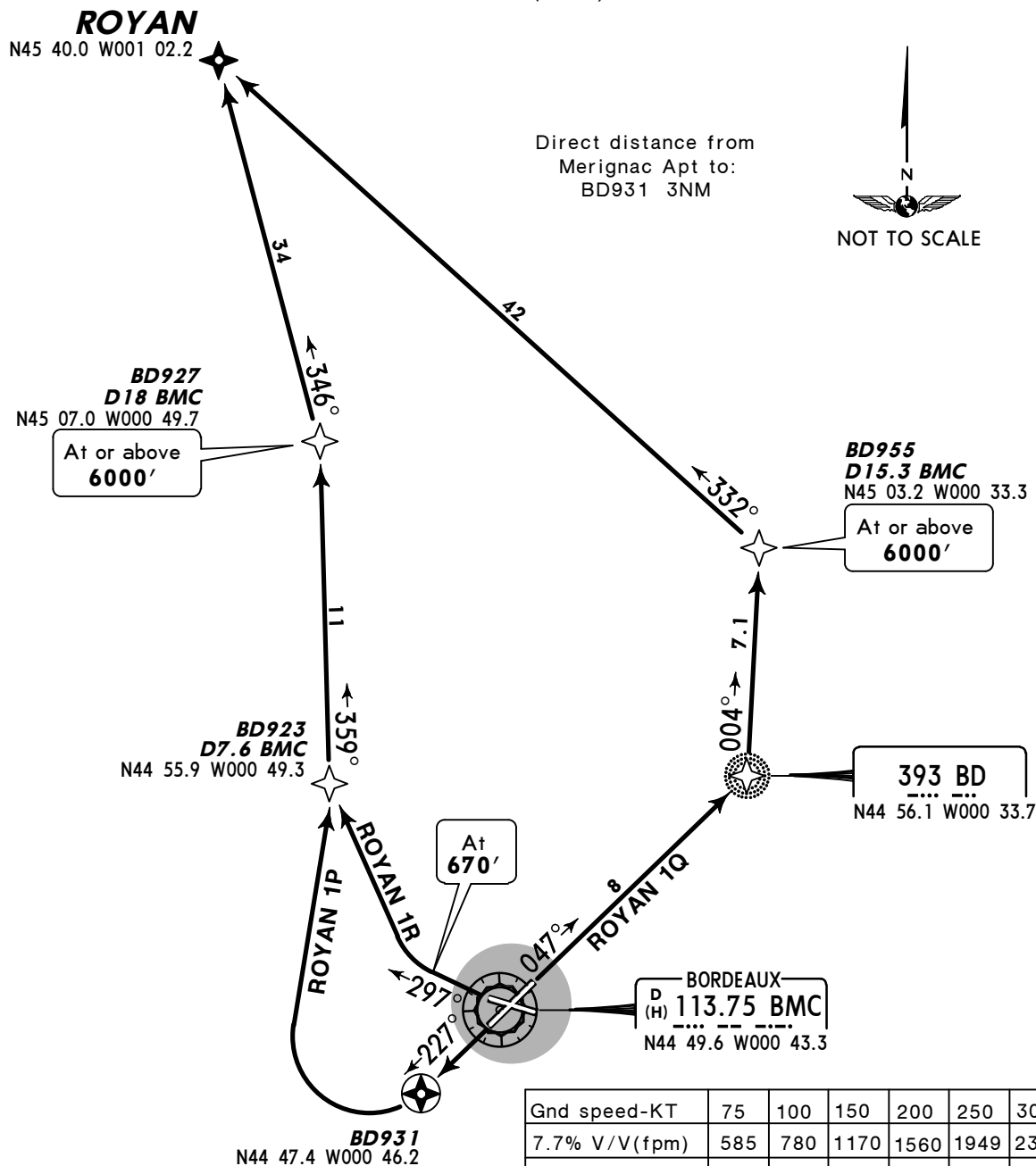
SID	RWY	ROUTING
ENSAC 1P	23	BD931 - BD937 - ENSAC.
ENSAC 1Q	05	BD - BD961 (6000'+ D4.7 NM before BD961) - ENSAC.
ENSAC 1R	29	(670') - BD929 - ENSAC.

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).

**ROYAN 1P [ROYA1P]
ROYAN 1Q [ROYA1Q]
ROYAN 1R [ROYA1R]
RWYS 23, 05, 29 RNAV DEPARTURES
RNAV 1 (GNSS)**

These SIDs require minimum climb gradients of

ROYAN 1P: 4.8% up to 670', then
4.7% up to 6000' for ATS purposes.**ROYAN 1Q:** 6.3% up to 670', then
6.7% up to 6000' for ATS purposes.**ROYAN 1R:** 7.7% up to 670', then
5.4% up to 6000' for ATS purposes.

Gnd speed-KT	75	100	150	200	250	300
7.7% V/V(fpm)	585	780	1170	1560	1949	2339
6.7% V/V(fpm)	509	679	1018	1357	1696	2036
6.3% V/V(fpm)	479	638	957	1276	1595	1914
5.4% V/V(fpm)	410	547	820	1094	1367	1641
4.8% V/V(fpm)	365	486	729	972	1215	1458
4.7% V/V(fpm)	357	476	714	952	1190	1428

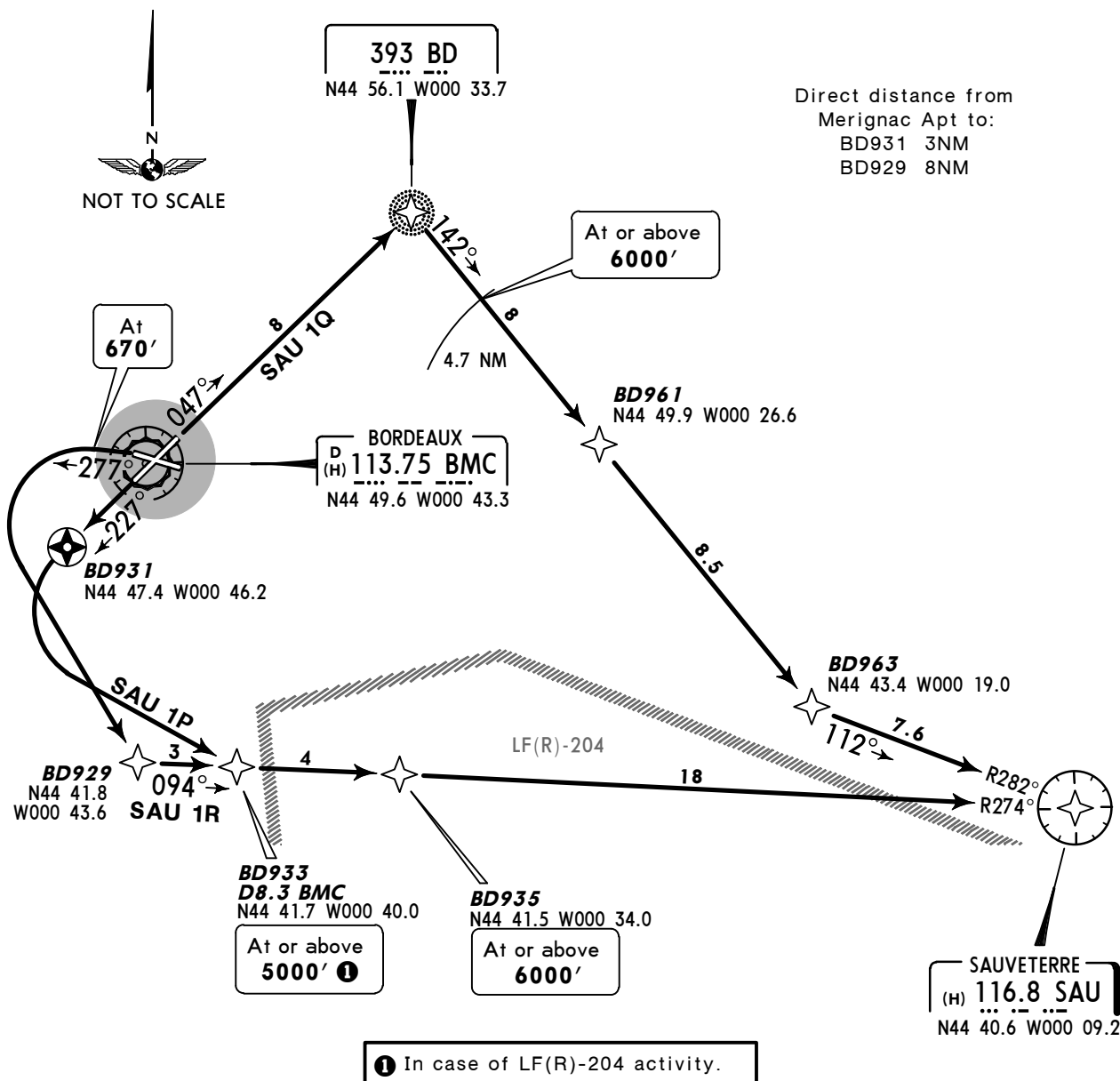
If unable to comply advise ATC when re-
questing start-up.Initial climb clearance **FL140**

SID	RWY	ROUTING
ROYAN 1P	23	BD931 - BD923 - BD927 (6000'+) - ROYAN.
ROYAN 1Q	05	BD - BD955 (6000'+) - ROYAN.
ROYAN 1R	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 1P, SAU 1Q, SAU 1R
RWYS 23, 05, 29 RNAV DEPARTURES
RNAV 1 (GNSS)



These SIDs require minimum climb gradients of

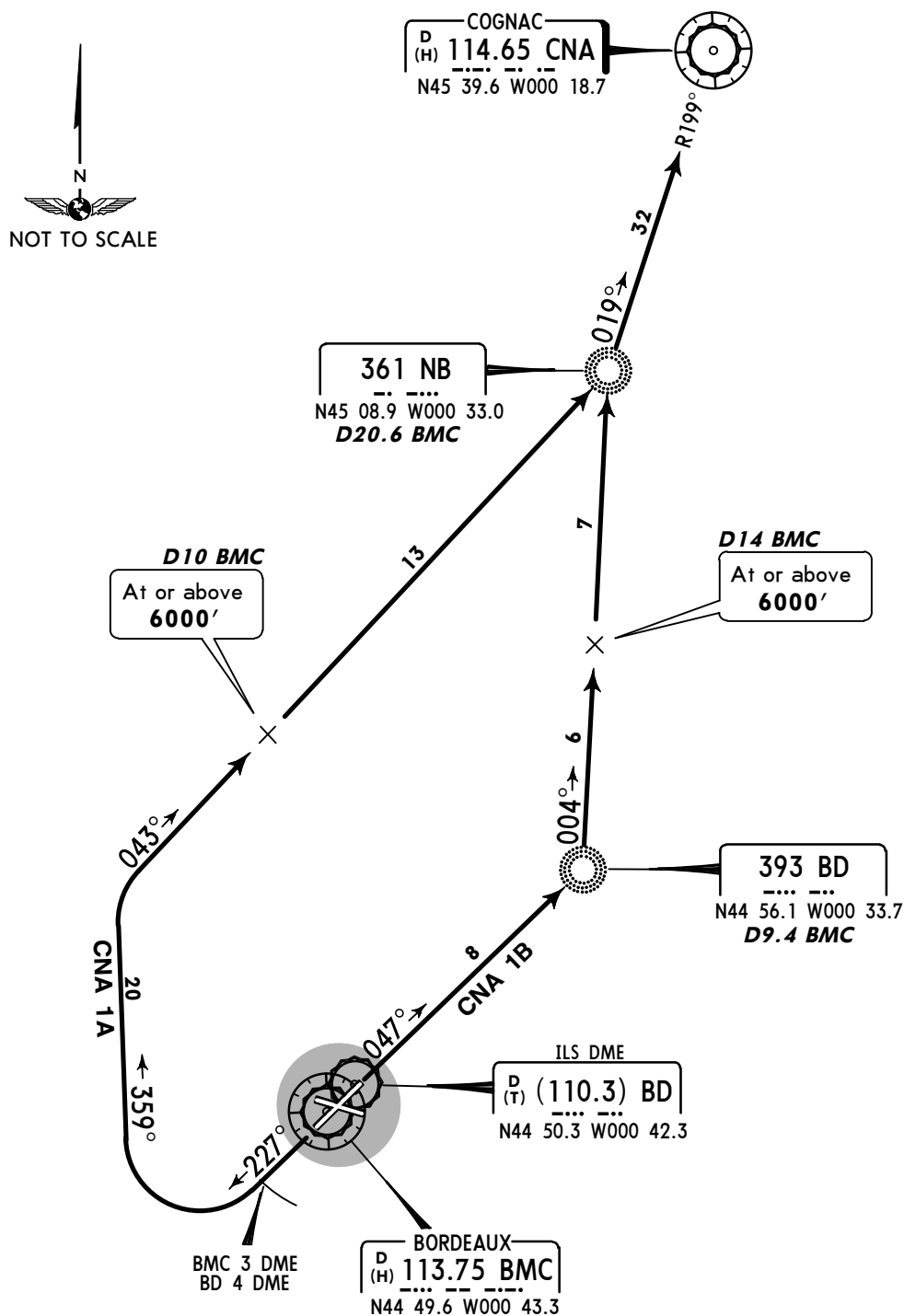
SAU 1P: 4.8% up to 670', then 7.8% / ① 10.8% up to 6000' for ATS purposes.
SAU 1Q: 6.3% up to 670', then 11.5% up to 6000' for ATS purposes.
SAU 1R: 7.7% up to 670', then 6.9% / ① 8.4% up to 6000' for ATS purposes.

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

Gnd speed-KT	75	100	150	200	250	300
11.5% V/V(fpm)	873	1165	1747	2329	2911	3494
10.8% V/V(fpm)	820	1094	1641	2187	2734	3281
8.4% V/V(fpm)	638	851	1276	1701	2127	2552
7.8% V/V(fpm)	592	790	1185	1580	1975	2370
7.7% V/V(fpm)	585	780	1170	1560	1949	2339
6.9% V/V(fpm)	524	699	1048	1398	1747	2096
6.3% V/V(fpm)	479	638	957	1276	1595	1914
4.8% V/V(fpm)	365	486	729	972	1215	1458

Initial climb clearance **FL140**

SID	RWY	ROUTING
SAU 1P	23	BD931 - BD933 (5000'+ ①) - BD935 (6000'+) - SAU.
SAU 1Q	05	BD - BD961 (6000'+ D4.7NM before BD961) - BD963 - SAU.
SAU 1R	29	(670') - BD929 - BD933 (5000'+ ①) - BD935 (6000'+) - SAU.

Apt Elev
166'Trans level: By ATC Trans alt: 5000'
SIDs include minimum noise routings (refer to 10-4).CNA 1A, CNA 1B
RWYS 23, 05 DEPARTURES

These SIDs require minimum climb gradients of

CNA 1A: 4.8% up to 670', then
7.7% up to 6000' for ATS purposes.**CNA 1B:** 6.3% up to 670', then
6.7% 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
7.7% V/V(fpm)	585	780	1170	1560	1949	2339
6.7% V/V(fpm)	509	679	1018	1357	1696	2036
6.3% V/V(fpm)	479	638	957	1276	1595	1914
4.8% V/V(fpm)	365	486	729	972	1215	1458

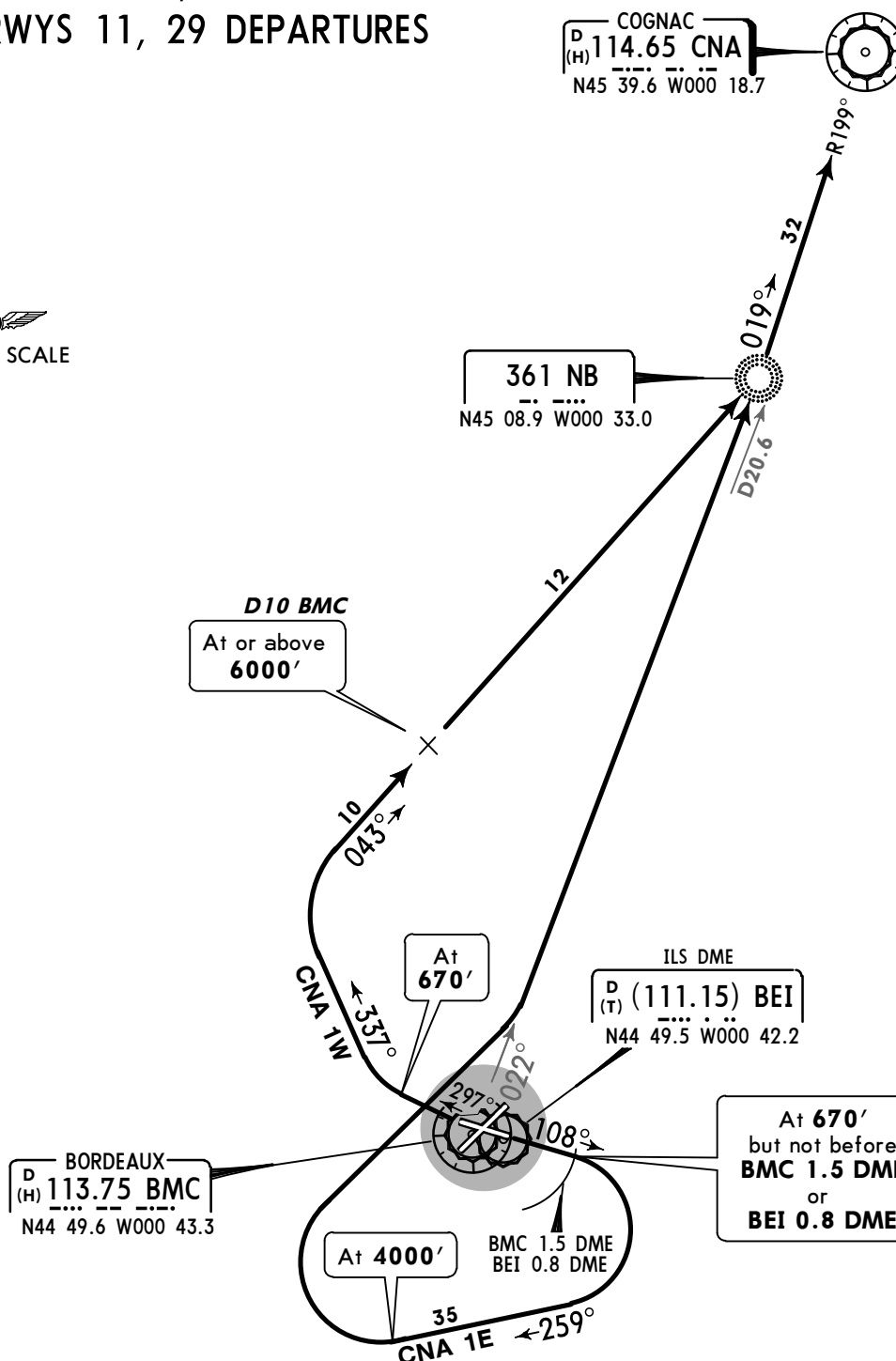
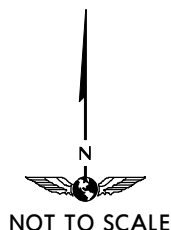
Initial climb clearance: **FL 140**

SID	RWY	ROUTING
CNA 1A	23	Climb straight ahead to BMC 3 DME, turn RIGHT, 359° track, intercept 043° bearing to NB, then to CNA.
CNA 1B	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 1E, CNA 1W
RWYS 11, 29 DEPARTURES



These SIDs require minimum climb gradients of

CNA 1E: 3.7% up to 670', then 8% up to 6000' for ATS purposes.

CNA 1W: 7.7% up to 670', then 9.6% up to 6000' for ATS purposes.

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

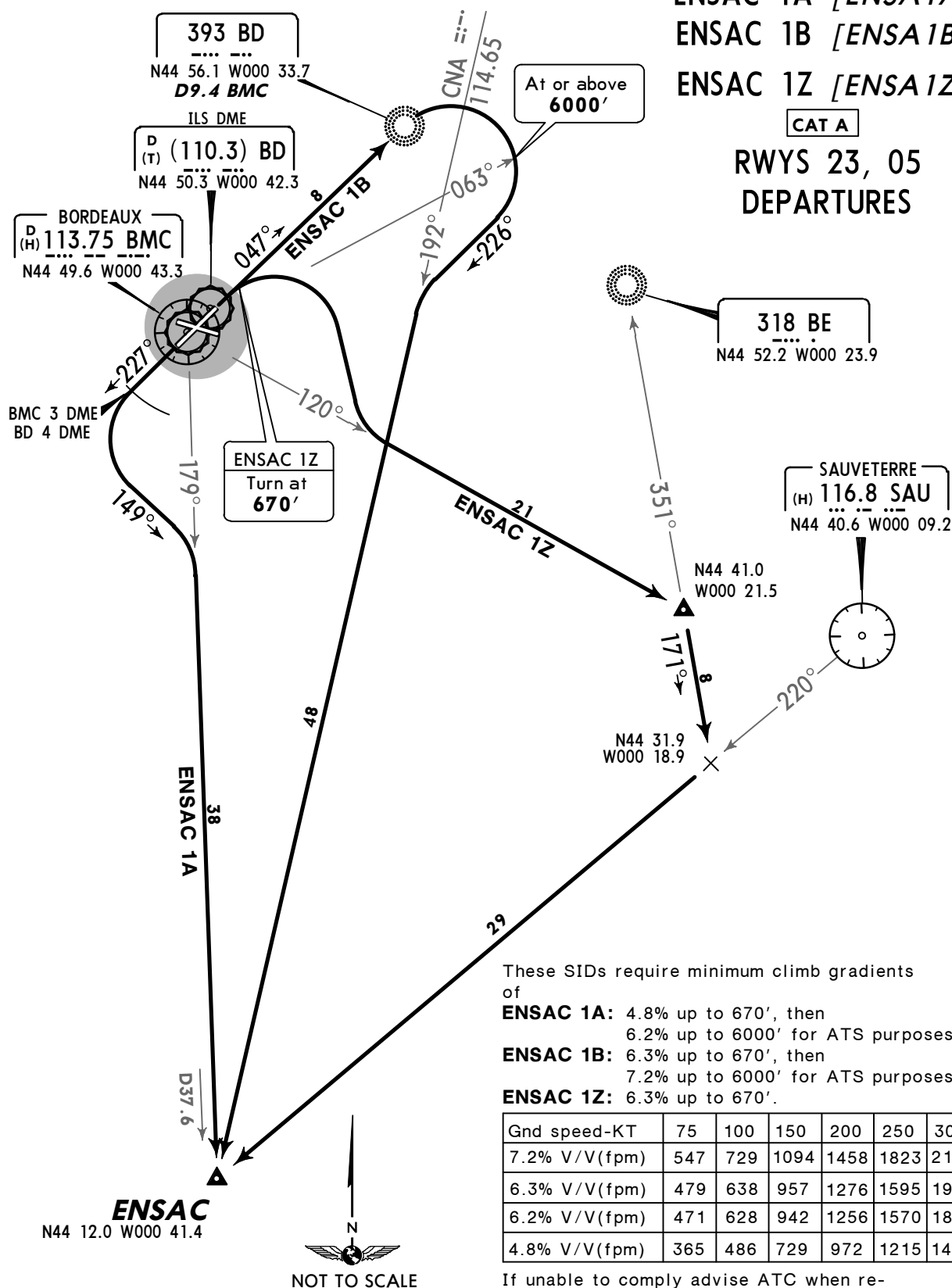
Gnd speed-KT	75	100	150	200	250	300
9.6% V/V(fpm)	729	972	1458	1944	2430	2917
8% V/V(fpm)	608	810	1215	1620	2025	2430
7.7% V/V(fpm)	585	780	1170	1560	1949	2339
3.7% V/V(fpm)	281	375	562	749	937	1124

Initial climb clearance: **FL140**

SID	RWY	ROUTING
CNA 1E	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 1W	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 1A [ENSA1A]
ENSAC 1B [ENSA1B]
ENSAC 1Z [ENSA1Z]

CAT A

RWYS 23, 05
DEPARTURESInitial climb clearance: ENSAC 1A, 1B: **FL140** /ENSAC 1Z: **4000'**

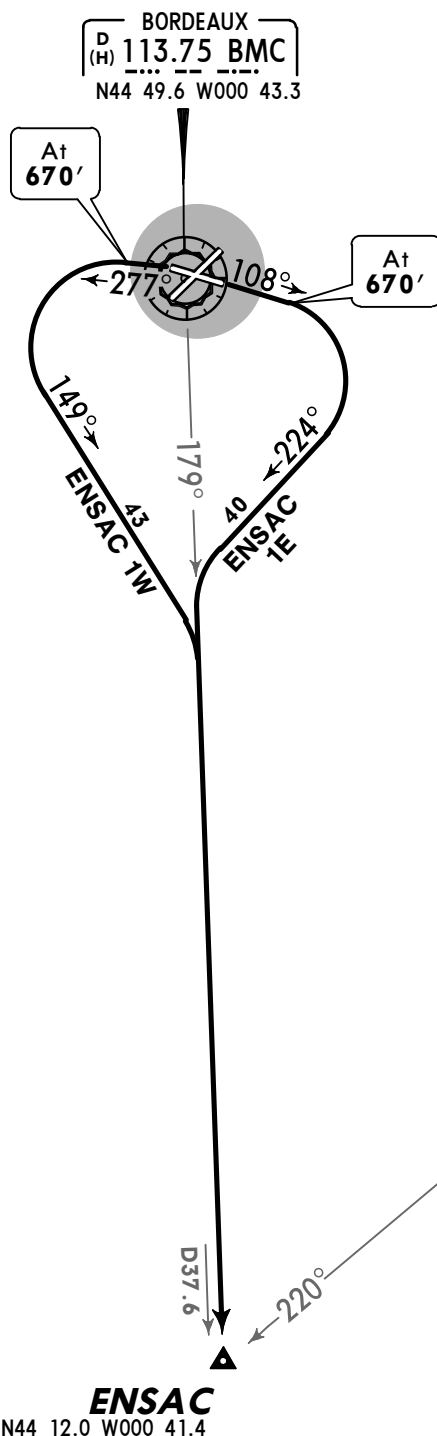
SID	RWY	ROUTING
ENSAC 1A ①	23	Climb straight ahead to BMC 3 DME, turn LEFT, 149° track, intercept BMC R-179 to ENSAC.
ENSAC 1B	05	Climb straight ahead (047° track) to BD NDB, turn RIGHT, 226° track, intercept CNA R-192 to ENSAC.
ENSAC 1Z ①		Climb straight ahead to 670', turn RIGHT, intercept BMC R-120, intercept 171° bearing from BE, intercept SAU R-220 to ENSAC.

① Flights to LFBZ are limited to FL140.

Apt Elev
166'

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

ENSAC 1E [ENSA1E]
ENSAC 1W [ENSA1W]
RWYS 11, 29 DEPARTURES



SAUVETERRE
(H) 116.8 SAU
N44 40.6 W000 09.2

These SIDs require minimum climb gradients of

ENSAC 1E: 3.7% up to 670', then
8% up to 6000' for ATS purposes.

ENSAC 1W: 7.7% up to 670', then
6.1% 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
8% V/V(fpm)	608	810	1215	1620	2025	2430
7.7% V/V(fpm)	585	780	1170	1560	1949	2339
6.1% V/V(fpm)	463	618	927	1235	1544	1853
3.7% V/V(fpm)	281	375	562	749	937	1124

Initial climb clearance: **FL140**

SID	RWY	ROUTING
ENSAC 1E	11	Climb straight ahead to 670', turn RIGHT, 224° track, intercept BMC R-179 to ENSAC.
ENSAC 1W	29	Climb on 277° track to 670', turn LEFT, 149° track, intercept BMC R-179 to ENSAC.

Apt Elev
166'

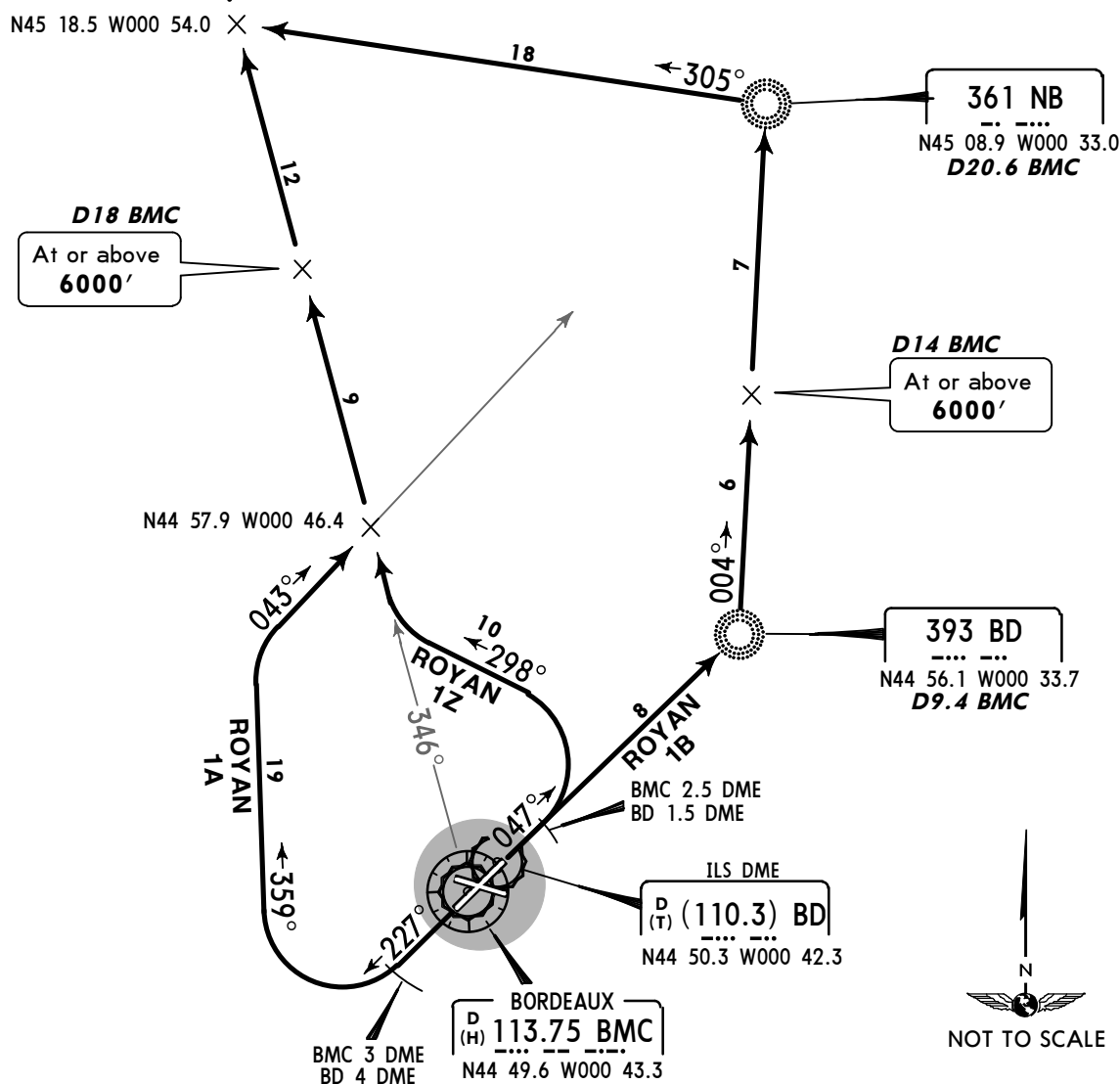
Trans level: By ATC Trans alt: 5000'
SIDs include minimum noise routings (refer to 10-4).

ROYAN
N45 40.0
W001 02.2

ROYAN 1A [ROYA1A]
ROYAN 1B [ROYA1B]
ROYAN 1Z [ROYA1Z]

CAT A

RWYS 23, 05 DEPARTURES



These SIDs require minimum climb gradients
of

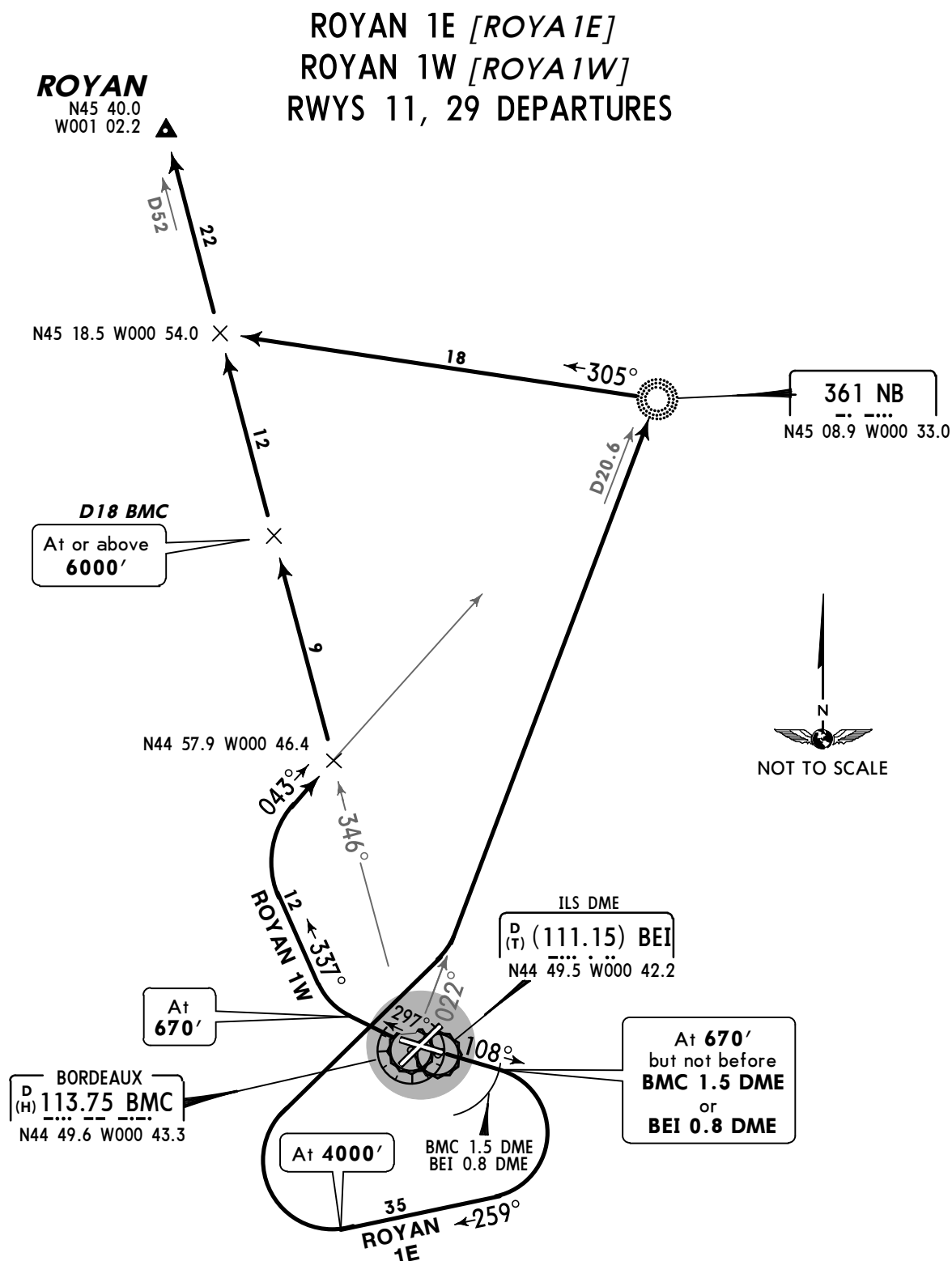
ROYAN 1A: 4.8% up to 6000' for ATS purposes.
ROYAN 1B: 6.3% up to 670', then
6.7% up to 6000' for ATS purposes.
ROYAN 1Z: 6.3% up to 670'.
If unable to comply advise ATC when re-
questing start-up.

Gnd speed-KT	75	100	150	200	250	300
6.7% V/V(fpm)	509	679	1018	1357	1696	2036
6.3% V/V(fpm)	479	638	957	1276	1595	1914
4.8% V/V(fpm)	365	486	729	972	1215	1458

Initial climb clearance: ROYAN 1A, 1B: **FL140** /ROYAN 1Z: **4000'**

SID	RWY	ROUTING
ROYAN 1A	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 1B	05	Climb straight ahead (047° track) to BD NDB, turn LEFT to NB, turn LEFT, 305° bearing, intercept BMC R-346 to ROYAN.
ROYAN 1Z		Climb straight ahead to BMC 2.5 DME, turn LEFT, 298° track, intercept BMC R-346 to ROYAN.

① Flights to LFBH are limited to FL140.

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

These SIDs require minimum climb gradients of

ROYAN 1E: 3.7% up to 670', then
8% up to 6000' for ATS purposes.

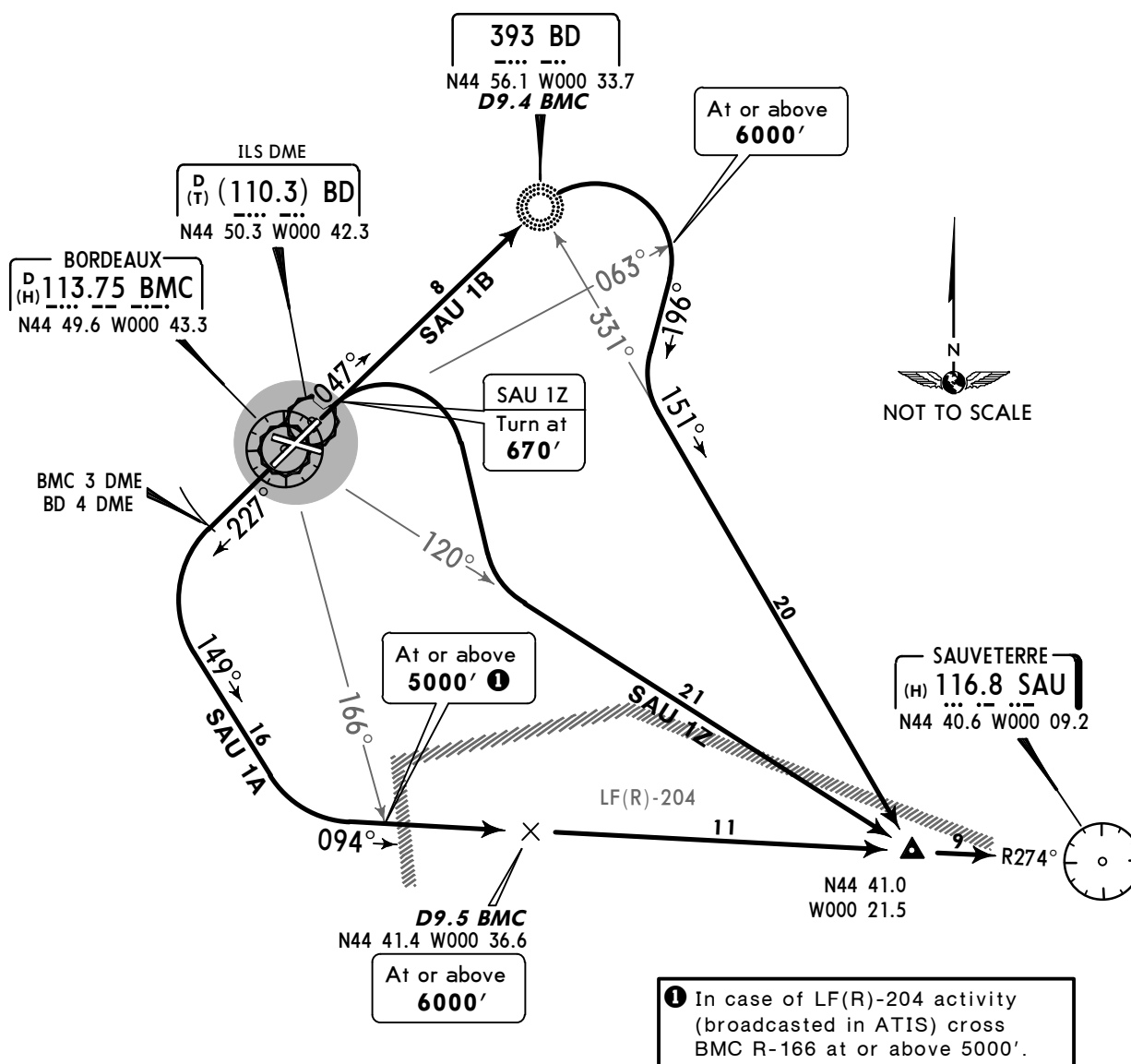
ROYAN 1W: 7.7% up to 670', then
5.4% up to 6000' for ATS purposes.

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

Gnd speed-KT	75	100	150	200	250	300
8% V/V(fpm)	608	810	1215	1620	2025	2430
7.7% V/V(fpm)	585	780	1170	1560	1949	2339
5.4% V/V(fpm)	410	547	820	1094	1367	1641
3.7% V/V(fpm)	281	375	562	749	937	1124

Initial climb clearance **FL140**

SID	RWY	ROUTING
ROYAN 1E	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 1W	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 1A, SAU 1B
SAU 1Z
CAT A
RWYS 23, 05 DEPARTURES

These SIDs require minimum climb gradients of

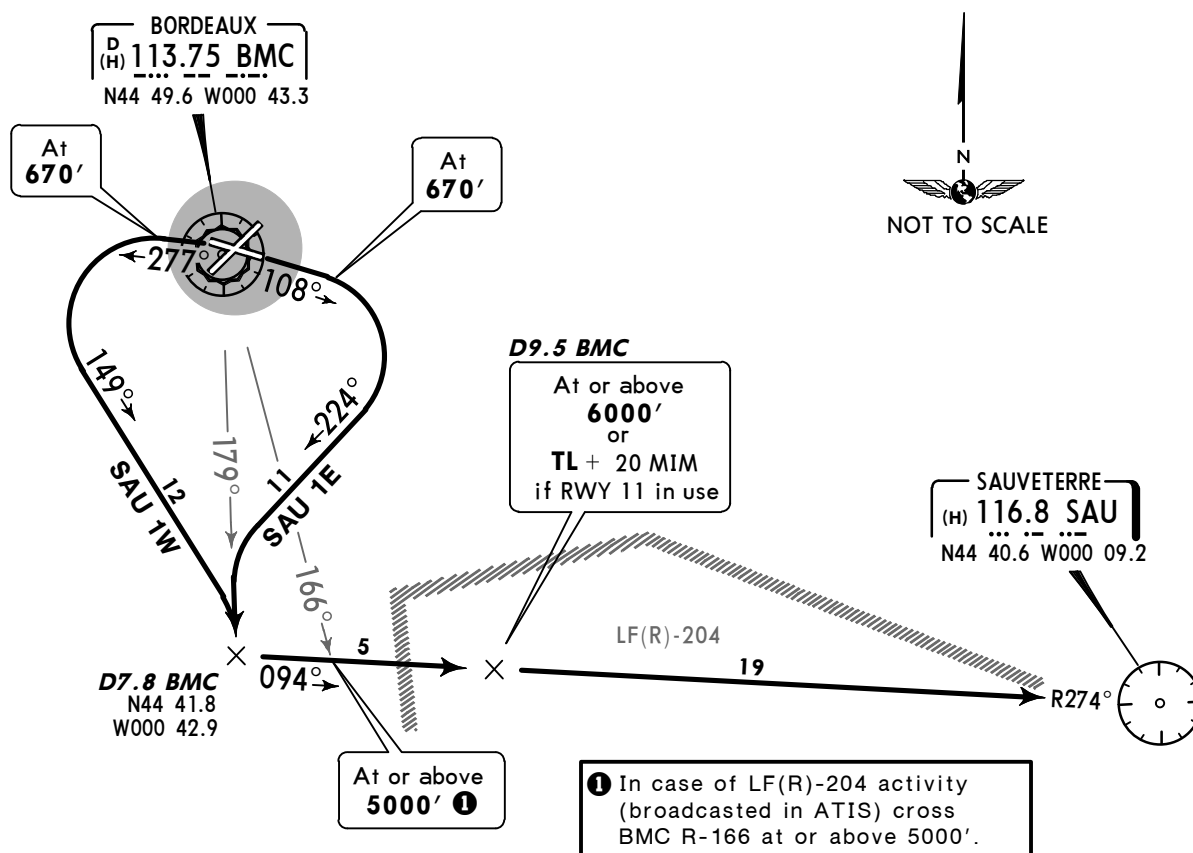
SAU 1A: 4.8% up to 670', then
7.8% / ① 10.4% up to 6000'
for ATS purposes.**SAU 1B:** 6.3% up to 670', then
7.2% up to 6000' for ATS purposes.**SAU 1Z:** 6.3% up to 670'.If unable to comply advise ATC
when requesting start-up.

Gnd speed-KT	75	100	150	200	250	300
10.4% V/V(fpm)	790	1053	1580	2106	2633	3160
7.8% V/V(fpm)	592	790	1185	1580	1975	2370
7.2% V/V(fpm)	547	729	1094	1458	1823	2187
6.3% V/V(fpm)	479	638	957	1276	1595	1914
4.8% V/V(fpm)	365	486	729	972	1215	1458

Initial climb clearance: SAU 1A, 1B: **FL140** /SAU 1Z: **4000'**

SID	RWY	ROUTING
SAU 1A ②	23	Climb straight ahead to BMC 3 DME, turn LEFT, 149° track, intercept SAU R-274 inbound to SAU.
SAU 1B	05	Climb straight ahead (047° track) to BD NDB, turn RIGHT, intercept 151° bearing from BD, intercept SAU R-274 inbound to SAU.
SAU 1Z 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 1E, SAU 1W
RWYS 11, 29 DEPARTURES

These SIDs require minimum climb gradients of

SAU 1E: 3.7% up to 670', then 8.3% up to 6000' for ATS purposes.

SAU 1W: 7.7% up to 670', then 7.6% / ① 8.8% 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
8.8% V/V(fpm)	668	891	1337	1782	2228	2674
8.3% V/V(fpm)	630	841	1261	1681	2101	2522
7.7% V/V(fpm)	585	780	1170	1560	1949	2339
7.6% V/V(fpm)	577	770	1154	1539	1924	2309
3.7% V/V(fpm)	281	375	562	749	937	1124

Initial climb clearance **FL140**

SID	RWY	ROUTING
SAU 1E	11	Climb straight ahead to 670', turn RIGHT, 224° track, intercept BMC R-179, intercept SAU R-274 inbound to SAU.
SAU 1W	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: 4.8% up to 670'.

RWY 05: 6.3% up to 670'.

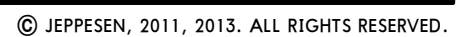
RWY 11: 3.7% up to 670'.

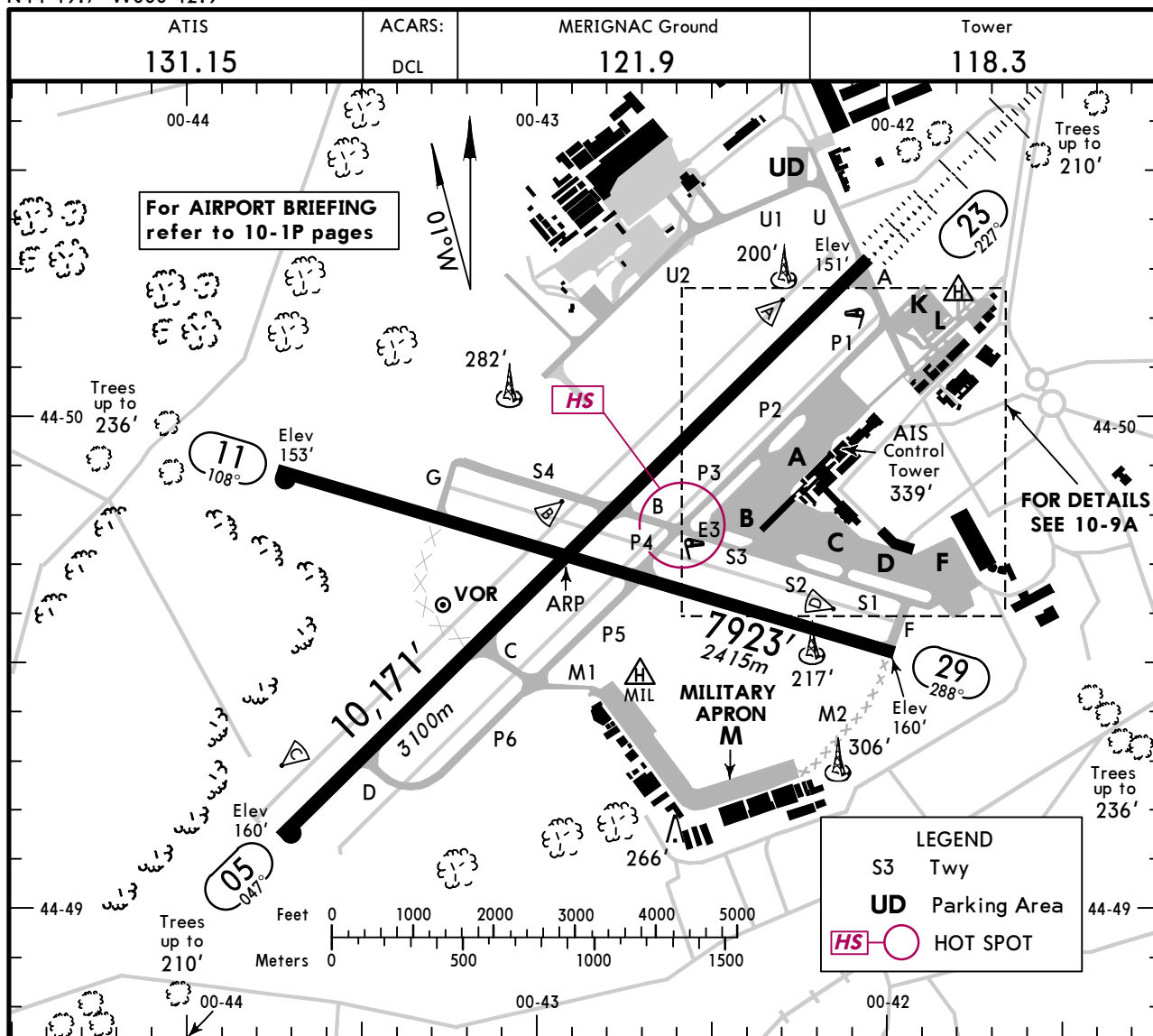
RWY 29: 7.7% up to 670'.

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

Gnd speed-KT	75	100	150	200	250	300
7.7% V/V(fpm)	585	780	1170	1560	1949	2339
6.3% V/V(fpm)	479	638	957	1276	1595	1914
4.8% V/V(fpm)	365	486	729	972	1215	1458
3.7% V/V(fpm)	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.





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.

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.

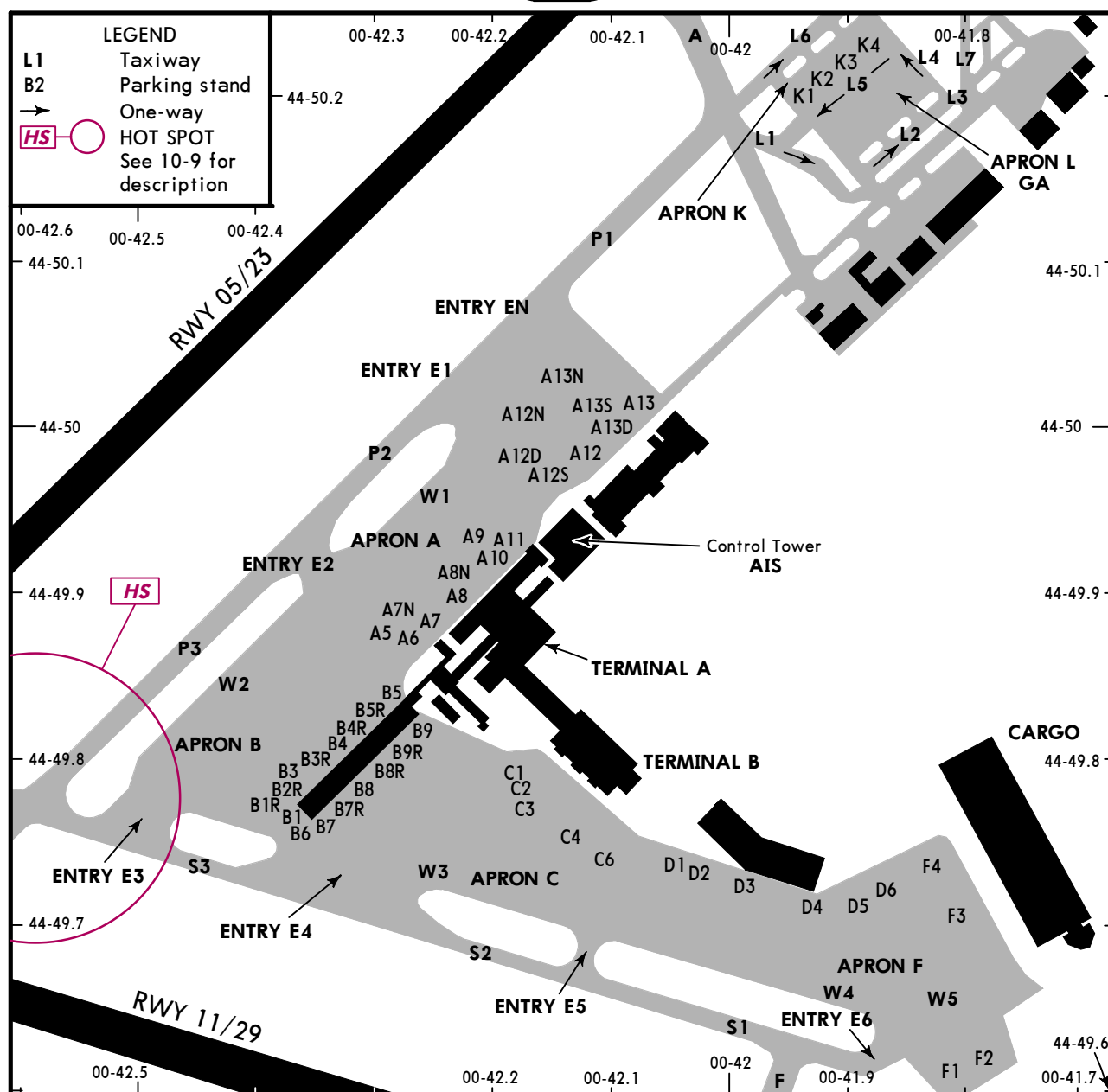
Standard

TAKE-OFF ①

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

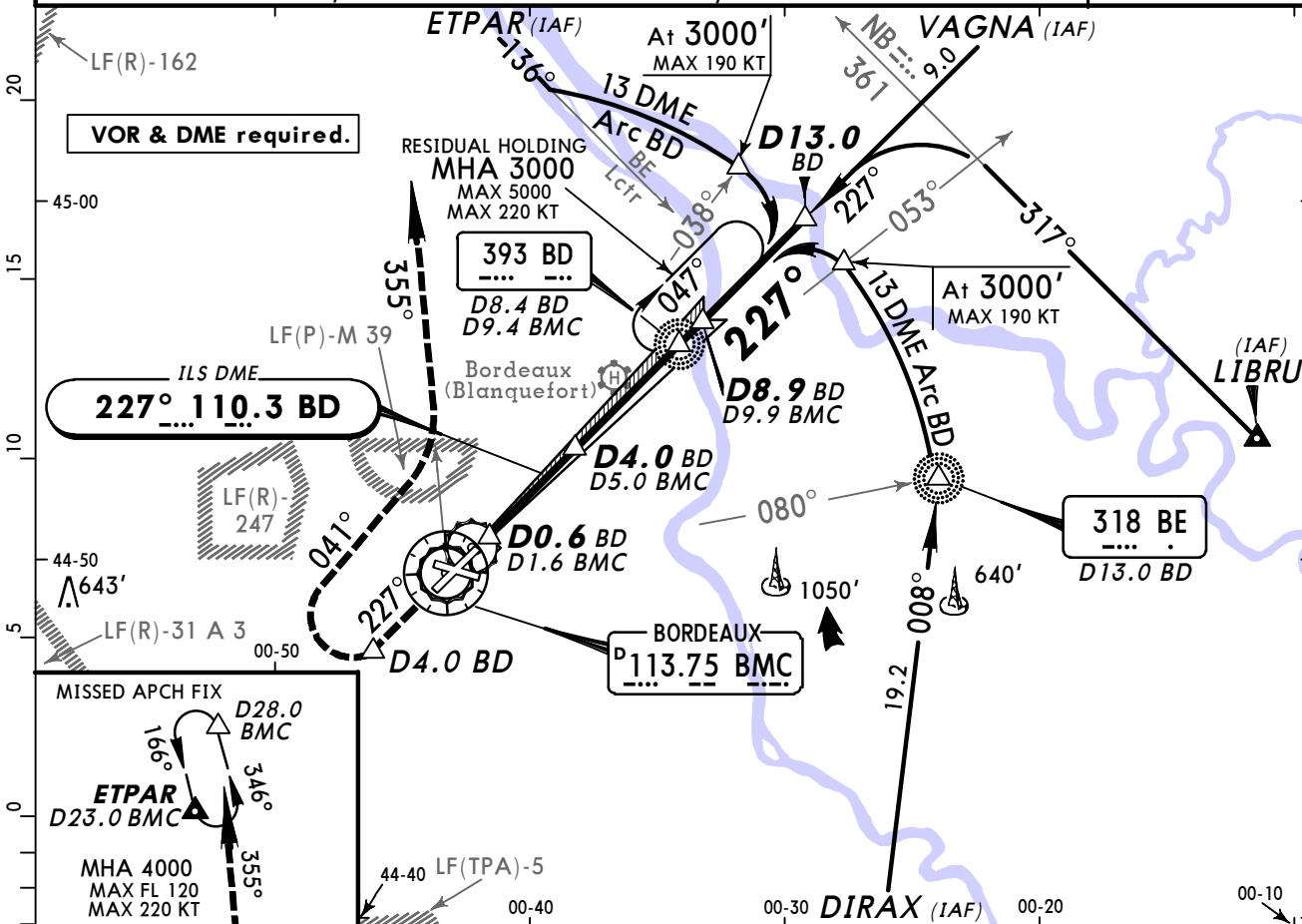
① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

② CAT ABCD 75m with approved HUD.

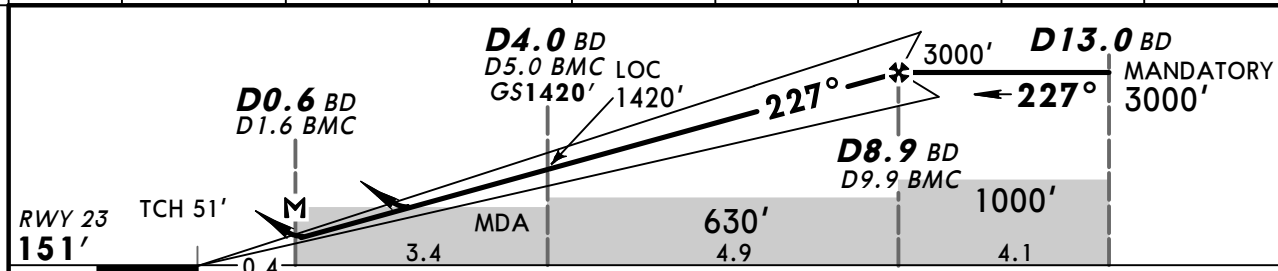


INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
A5, A6	N44 49.9 W000 42.3	D1 thru D3	N44 49.7 W000 42.0
A7	N44 49.9 W000 42.2	D4 thru D6	N44 49.7 W000 41.9
A7N	N44 49.9 W000 42.3	F1, F2	N44 49.6 W000 41.8
A8 thru A11	N44 49.9 W000 42.2	F3, F4	N44 49.7 W000 41.8
A12 thru A13S	N44 50.0 W000 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	HIALS-II REIL PAPI D4.0 BD
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D0.6 BD/D1.6 BMC							

PANS OPS	STRAIGHT-IN LANDING RWY 23				CIRCLE-TO-LAND 2	
	ILS			LOC (GS out)	Prohibited Southeast of rwy	
	CDFA			CDFA		
	DA(H) 351' (200')			DA/MDA(H) 540' (389')		
	FULL	Limited	ALS out	ALS out	Max Kts	MDA(H) VIS
A					110	650' (499') 1500m
B	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	135	670' (519') 1600m
C					180	800' (649') 2400m
D					205	870' (719') 3600m

1 For add-on to the MDA(H), see ATC pages FRANCE. 2 Circling height based on rwy 23 thresh elev of 151'.

LFBD/BOD MERIGNAC

19 APR 13
Eff 2 May

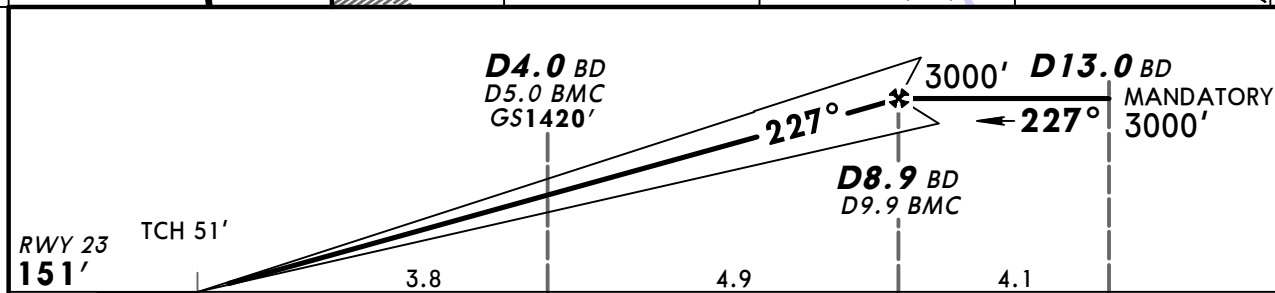
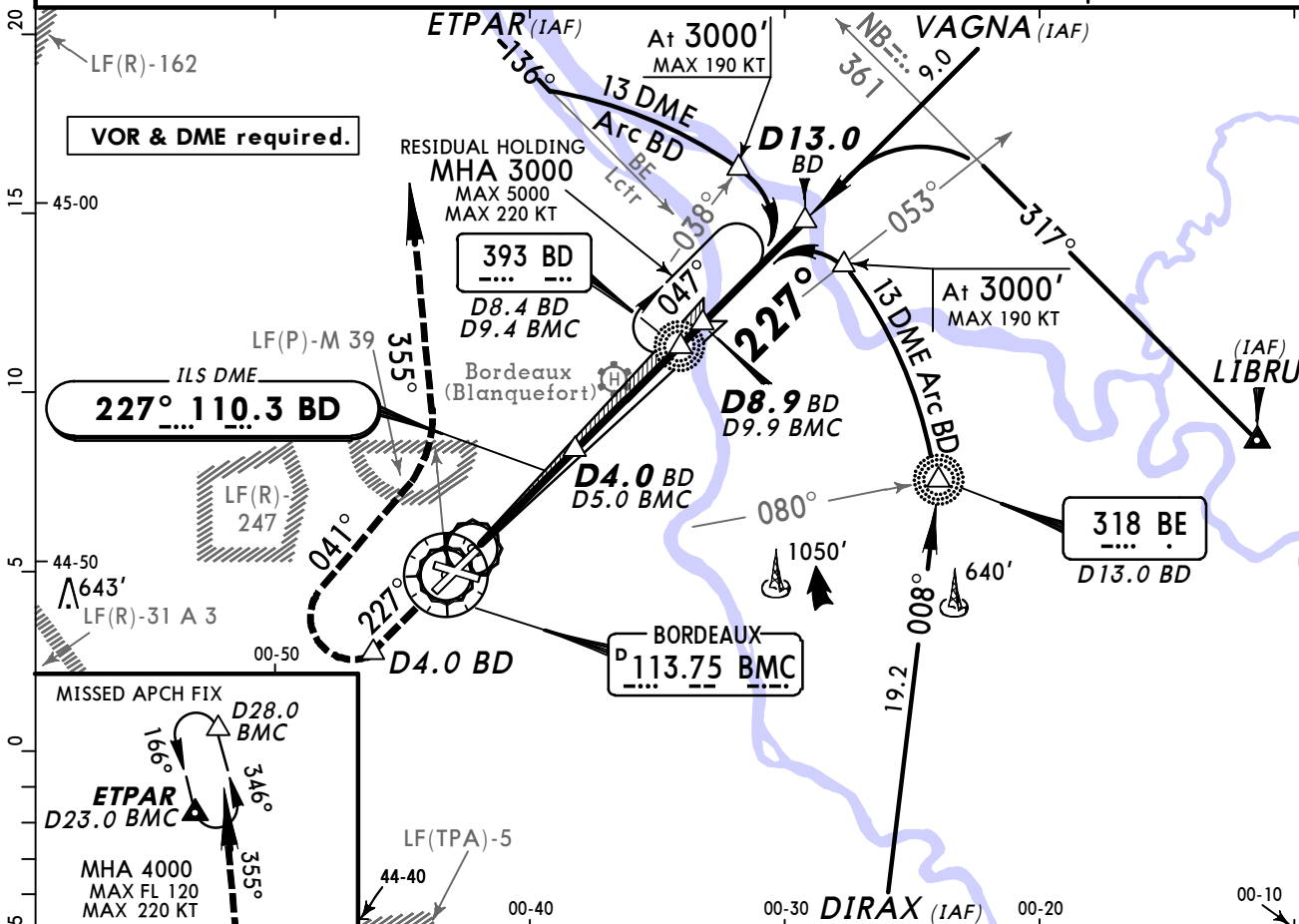
JEPPSEN
11-1A

BORDEAUX, FRANCE
CAT II/III ILS Rwy 23

™

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°	372	478	531	637	743		

Standard		STRAIGHT-IN LANDING RWY 23	
CAT IIIA ILS		CAT II ILS ABCD	
RA 50'		RA 100'	
DA(H) 251' (100')		DA(H) 251' (100')	
RVR 200m		RVR 300m	

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

LFBD/BOD
MERIGNAC

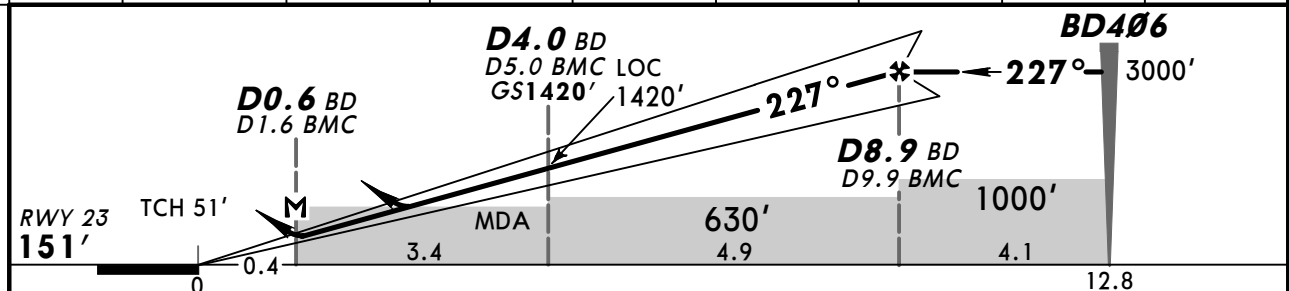
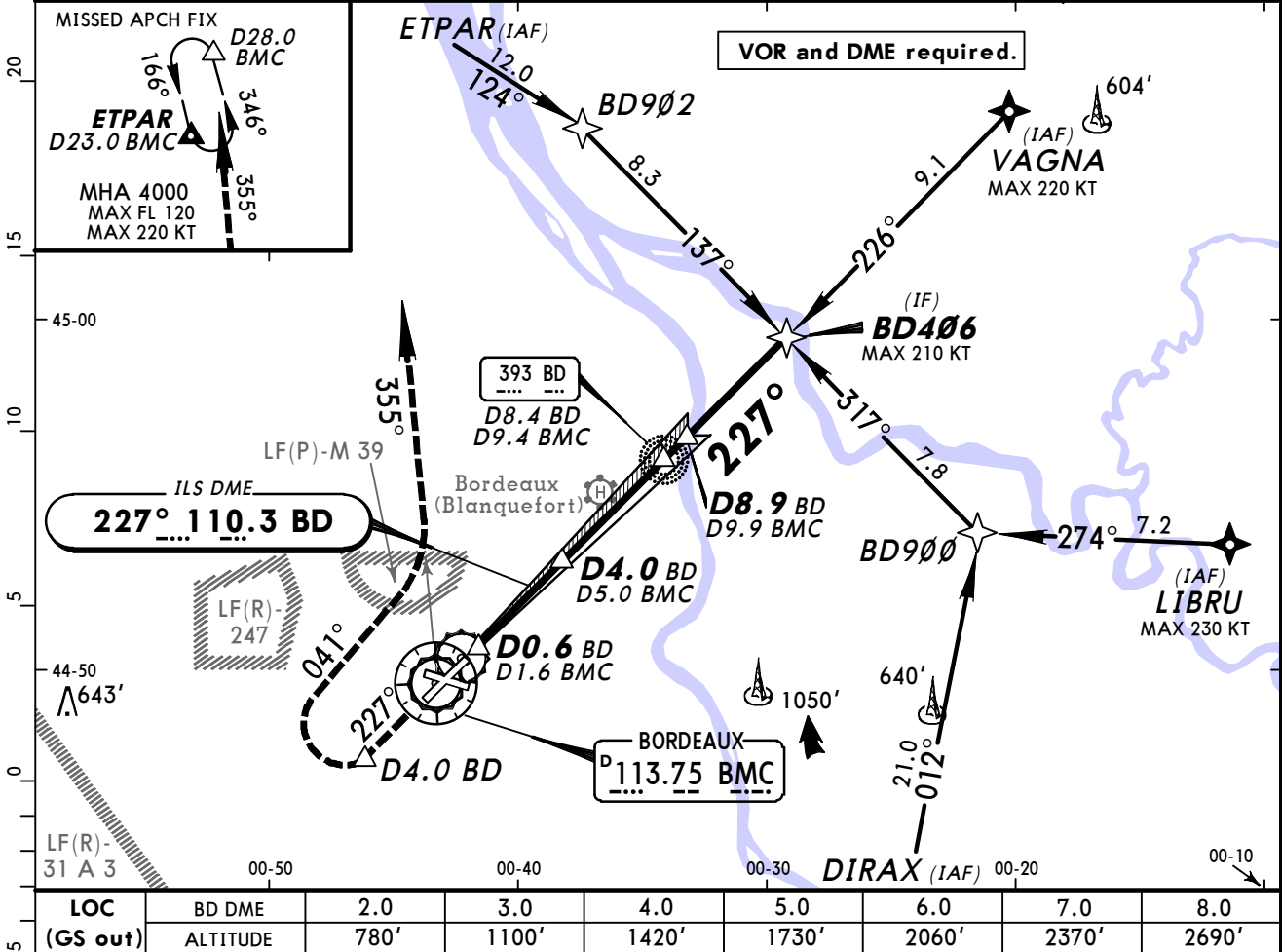
26 APR 13
Eff 2 May

(11-2)

RNAV INITIAL APCH

BORDEAUX, FRANCE
ILS or LOC Rwy 23

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 ARP



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.6 BD/D1.6 BMC						

Standard ILS STRAIGHT-IN LANDING RWY 23				CIRCLE-TO-LAND 2	
ILS			LOC (GS out)	Prohibited Southeast of rwy	
DA(H) 351' (200')			CDFA		
FULL Limited ALS out			DA/MDA(H) 540' (389')		
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	Max Kts
B				RVR 1500m	110
C					135
D				RVR 1800m	180
					205
					205

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

CHANGES: New procedure.

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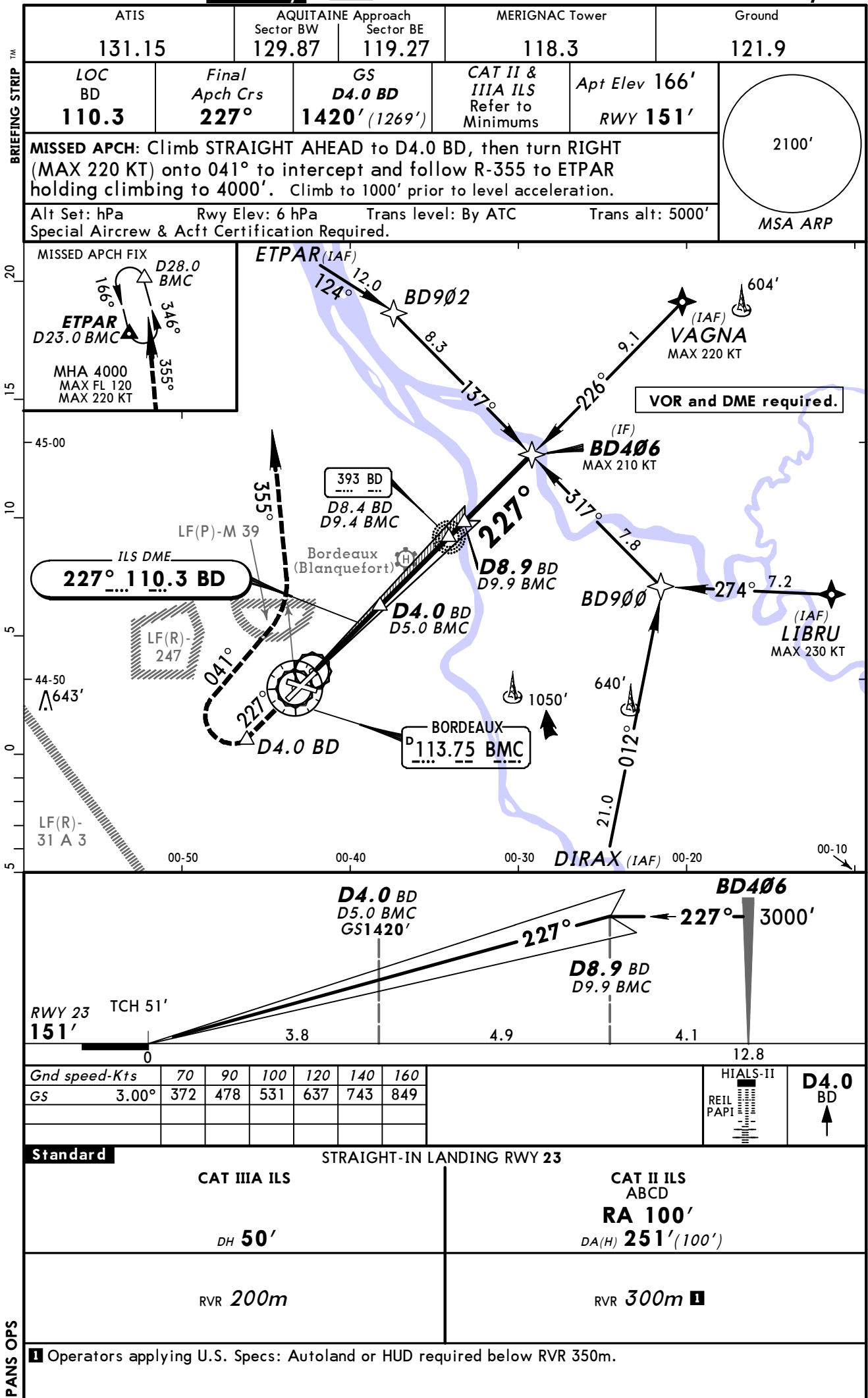
LFBD/BOD
MERIGNAC

26 APR 13
Eff 2 May

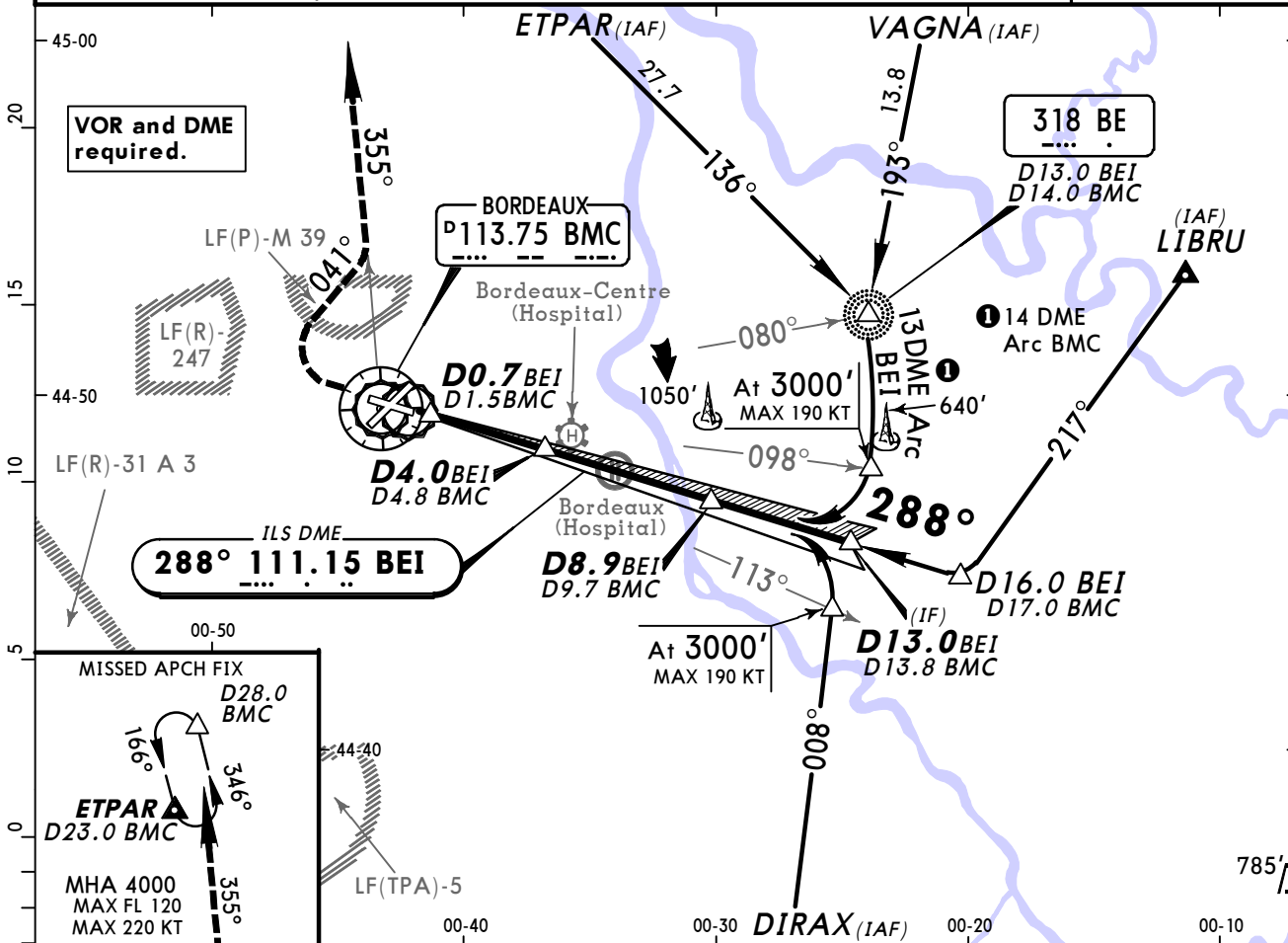
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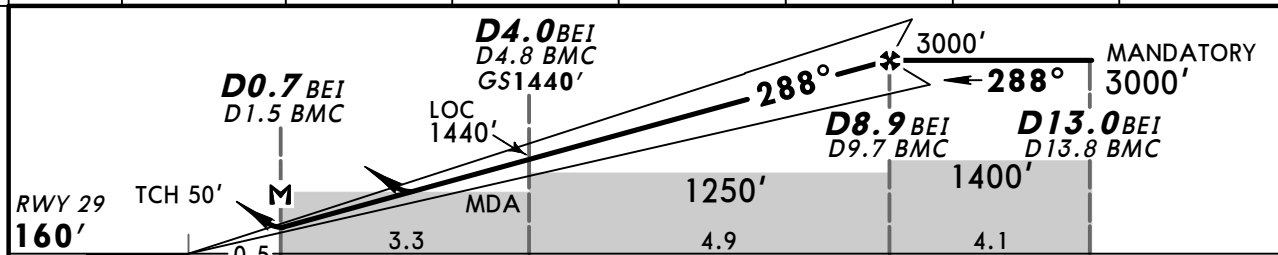
BORDEAUX, FRANCE
CAT II/III ILS Rwy 23



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



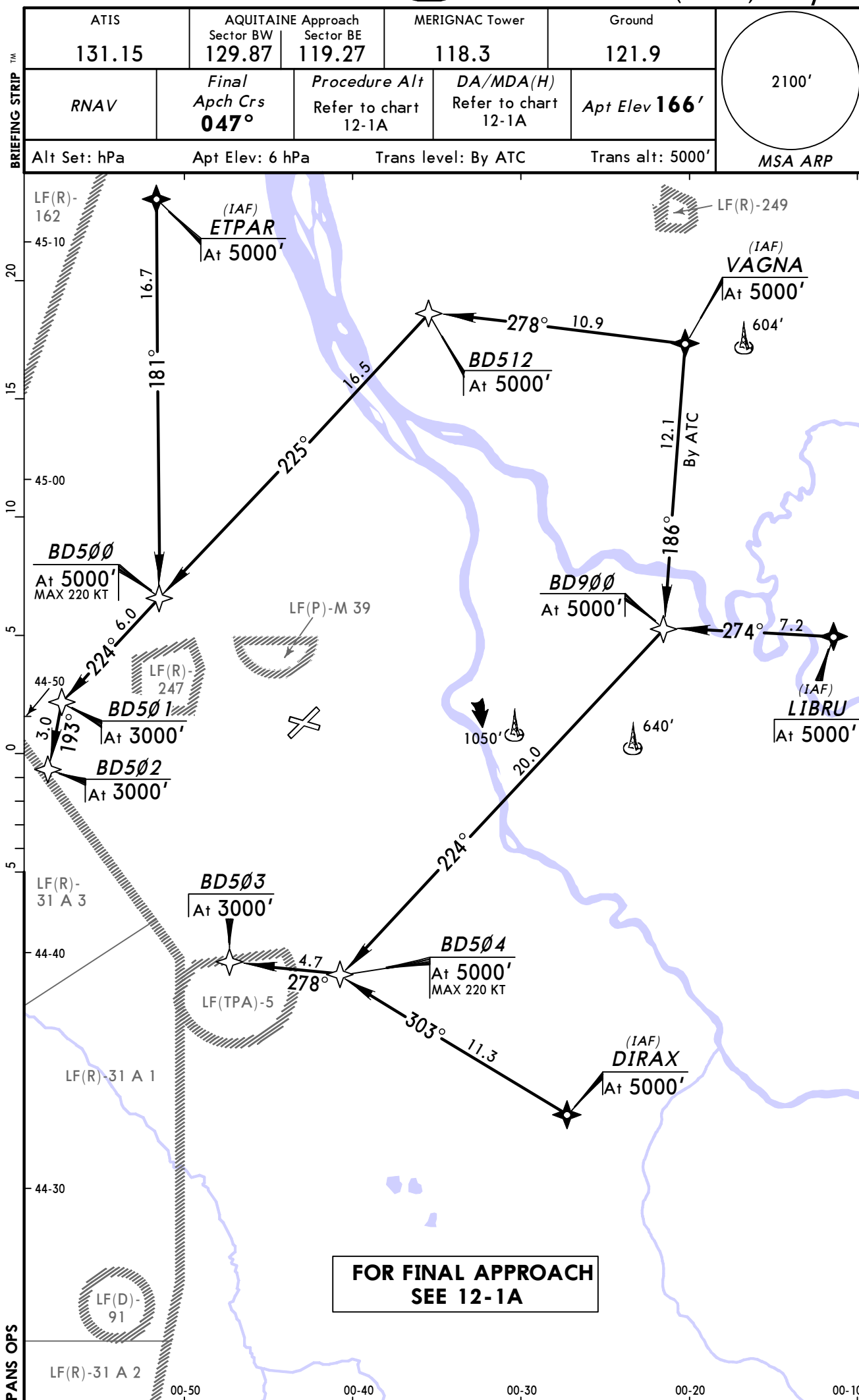
LOC (GS out)	BEI DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	800'	1120'	1440'	1760'	2070'	2390'

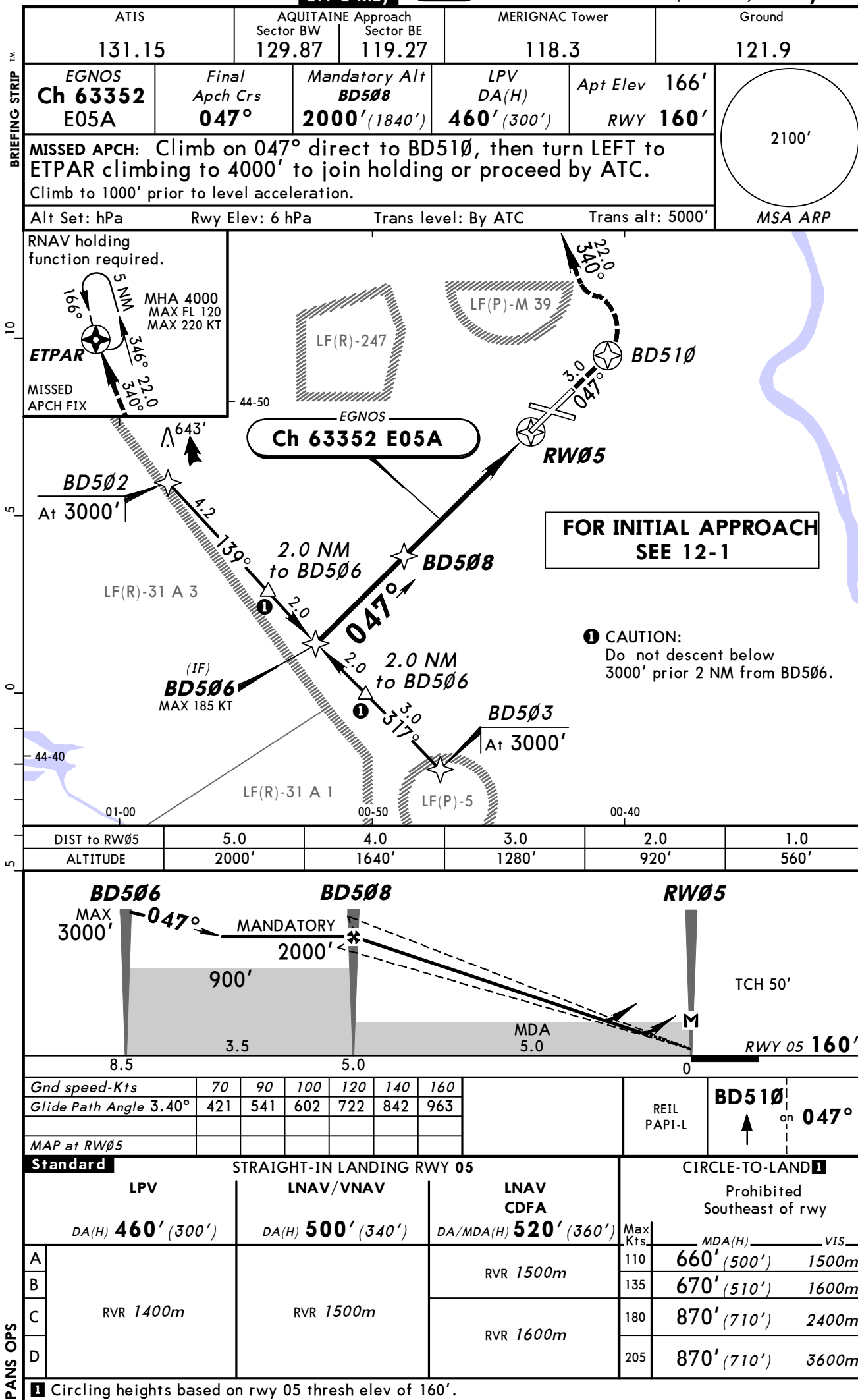


Gnd speed-Kts	70	90	100	120	140	160				
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	REIL PAPI-L	700'	041°
MAP at D0.7 BEI/D1.5 BMC									220 KT	MAX

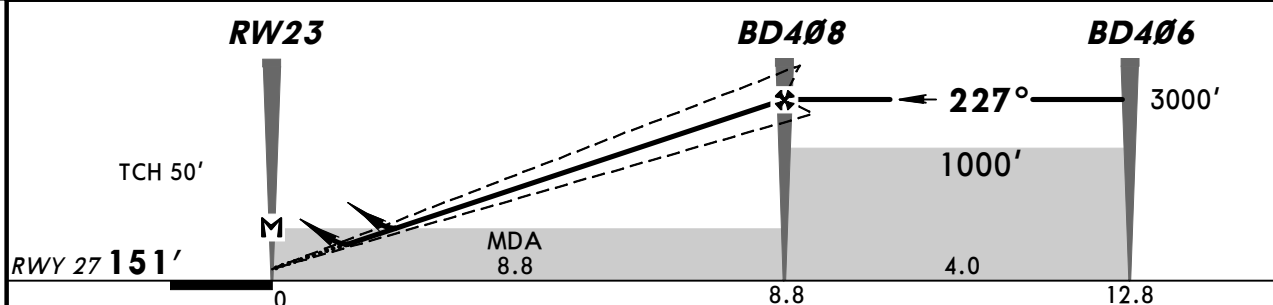
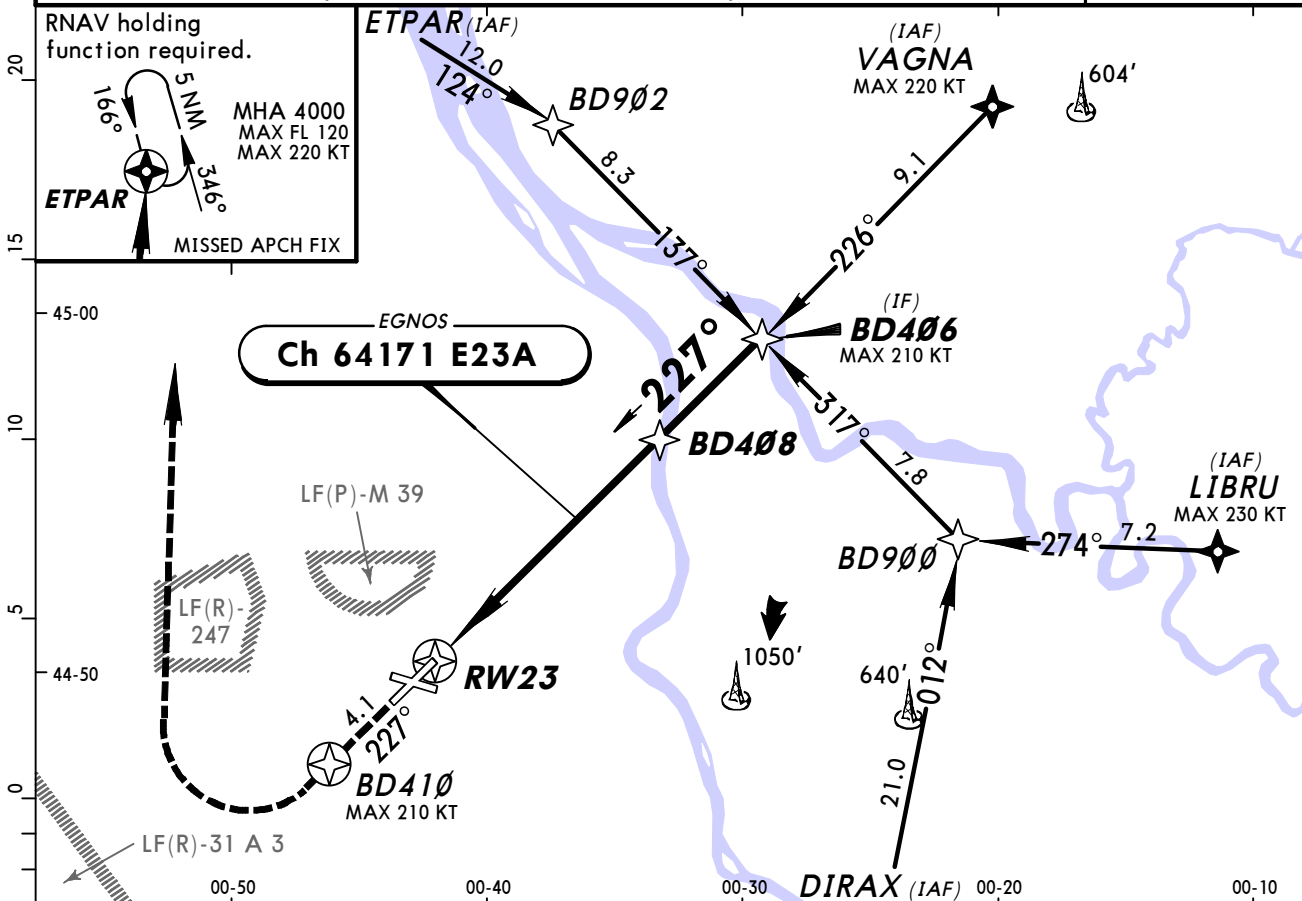
Standard		STRAIGHT-IN LANDING RWY 29		CIRCLE-TO-LAND 2	
ILS		LOC (GS out) CDFA		Prohibited North of rwy	
DA(H) 360' (200')		DA/MDA(H) 530' (370')		Max Kts	
RVR 1200m		RVR 1500m		110	640' (480') 1500m
				135	670' (510') 1600m
		RVR 1700m		180	830' (670') 2400m
				205	870' (710') 3600m

1 For add-on to the MDA(H), see ATC pages FRANCE. 2 Circling height based on rwy 29 thresh elev of 160'.





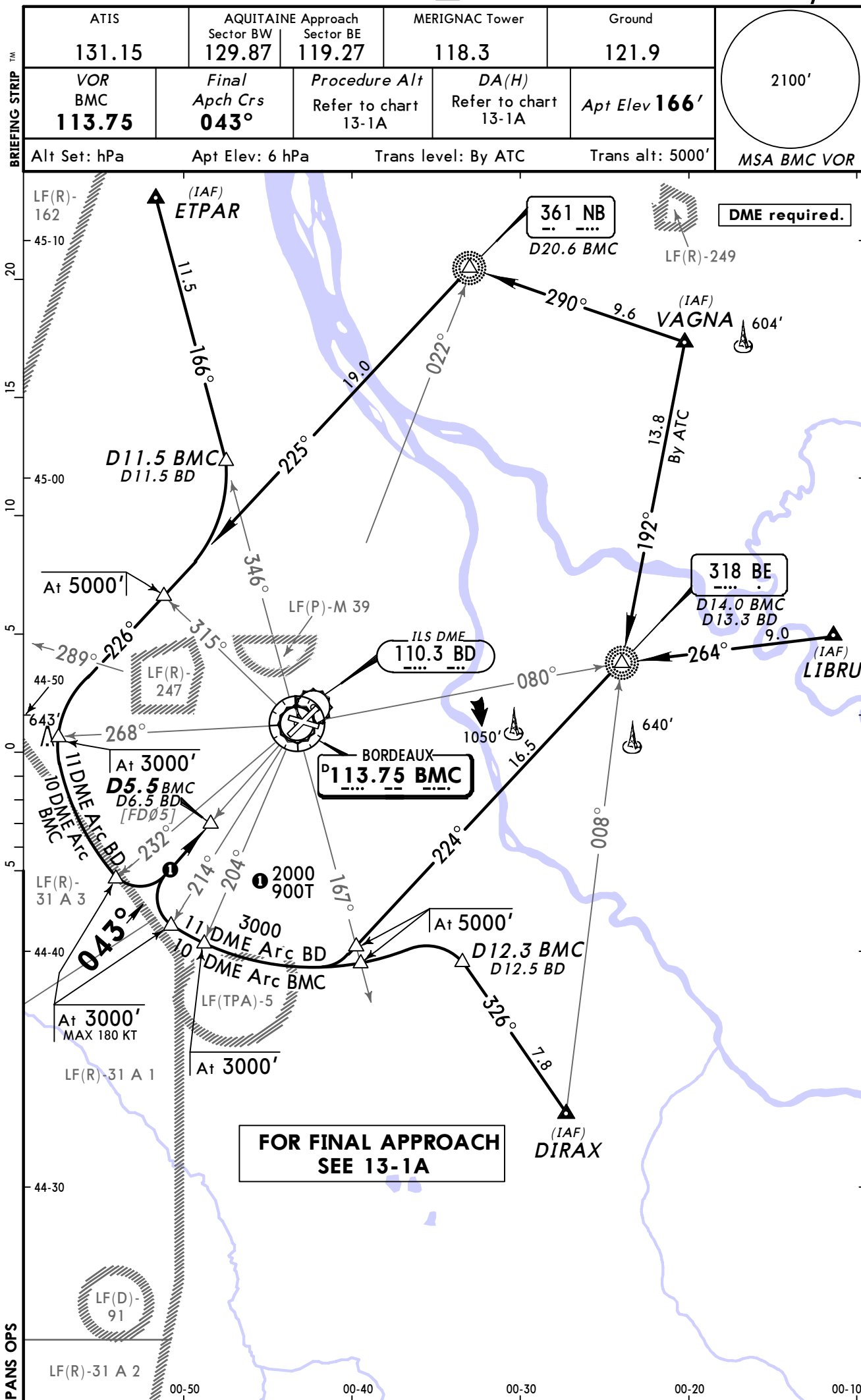
ATIS 131.15	AQUITAINE Approach Sector BW 129.87	Sector BE 119.27	MERIGNAC Tower 118.3	Ground 121.9
EGNOS Ch 64171 E23A	Final Aptch Crs 227°	Procedure Alt BD408 3000' (2849')	LPV DA(H) Refer to Minimums	Apt Elev 166' RWY 151'
MISSED APCH: Climb direct to BD410 (MAX 210 KT), then turn RIGHT to ETPAR climbing to 4000' to join holding or proceed by ATC. Climb to 1000' prior to level acceleration.				
Alt Set: hPa	Rwy Elev: 6 hPa	Trans level: By ATC	Trans alt: 5000'	MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI 210 KT MAX BD410
Glide Path Angle 3.00°	372	478	531	637	743	849	
MAP at RW23							

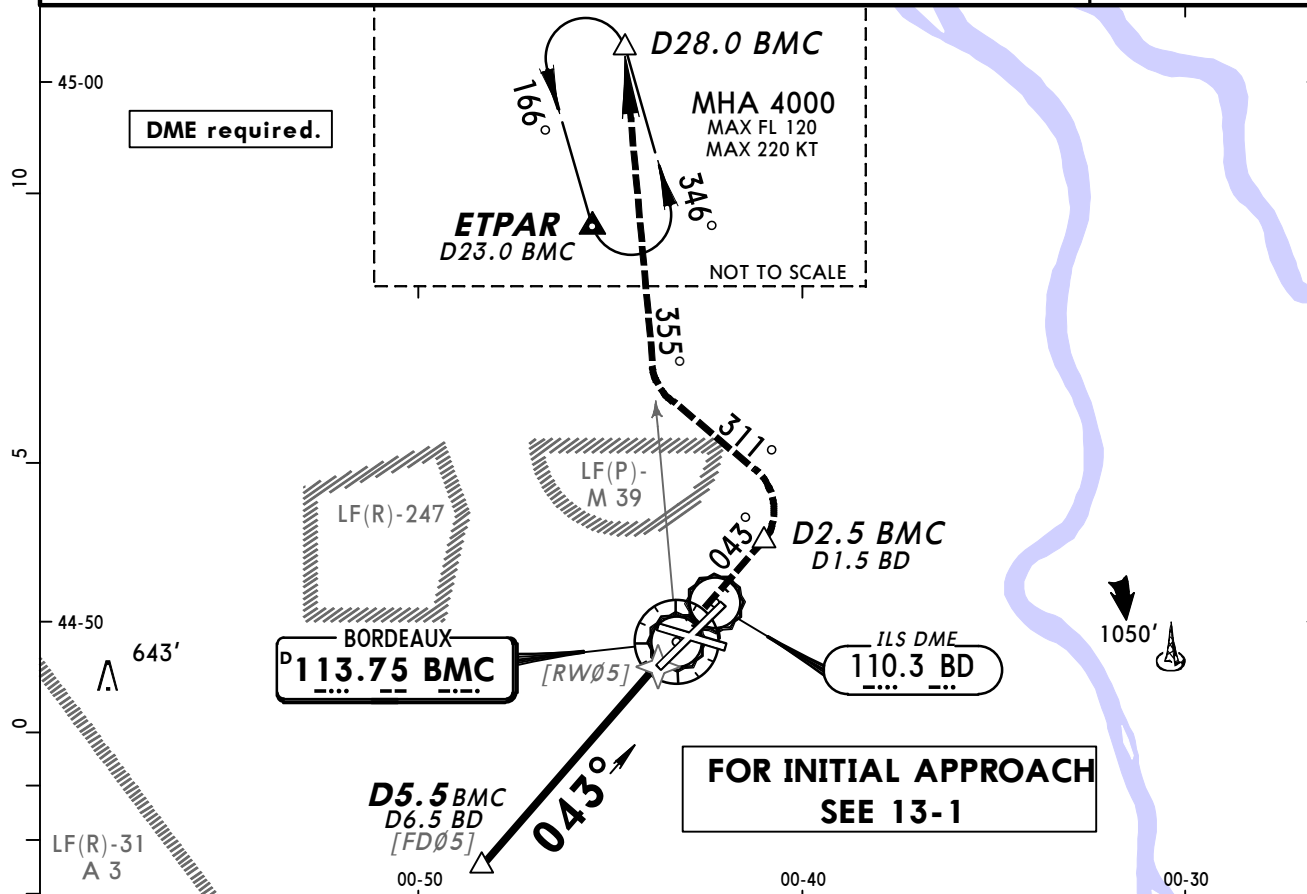
Standard				STRAIGHT-IN LANDING RWY 23		CIRCLE-TO-LAND 2	
LPV		LNAV		CDFA		Prohibited Southeast of rwy	
DA(H)		DA/MDA(H)		DA/MDA(H)		MDA(H)	
A: 471' (320') C: 491' (340')		A: 590' (439')		A: 590' (439')		640' (489')	
B: 481' (330') D: 501' (350')		B: 590' (439')		B: 590' (439')		670' (519')	
ALS out		ALS out		ALS out		810' (659')	
A	RVR 700m	RVR 1400m	RVR 1300m	RVR 1500m		1500m	
B	RVR 800m	RVR 1500m		RVR 2000m		1600m	
C	RVR 800m	RVR 1500m		RVR 2000m		2400m	
D	RVR 900m	RVR 1600m		RVR 2000m		3600m	

1 For add-on to the MDA(H), see ATC pages FRANCE. 2 Circling height based on rwy 23 thresh elev of 151'.

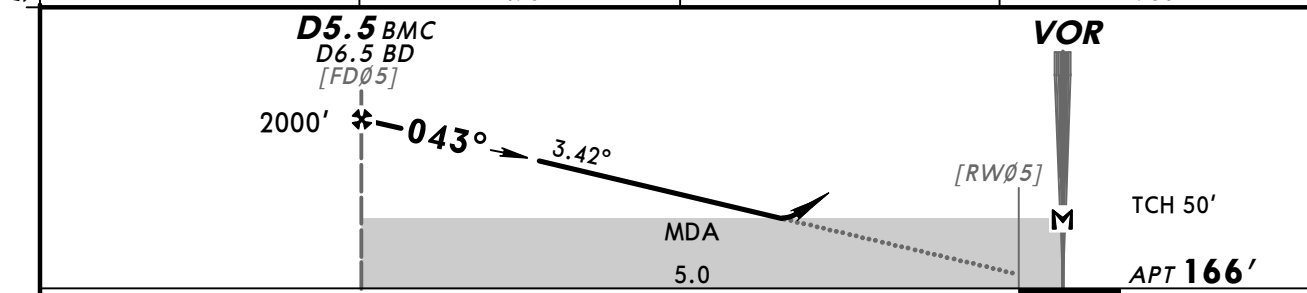


BRIEFING STRIP

ATIS 131.15	AQUITAINE Approach Sector BW 129.87 Sector BE 119.27		MERIGNAC Tower 118.3	Ground 121.9
VOR BMC 113.75	Final Apch Crs 043°	Procedure Alt D5.5 BMC 2000' (1834')	DA/MDA(H) 600' (434')	Apt Elev 166'
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'	MSA BMC VOR

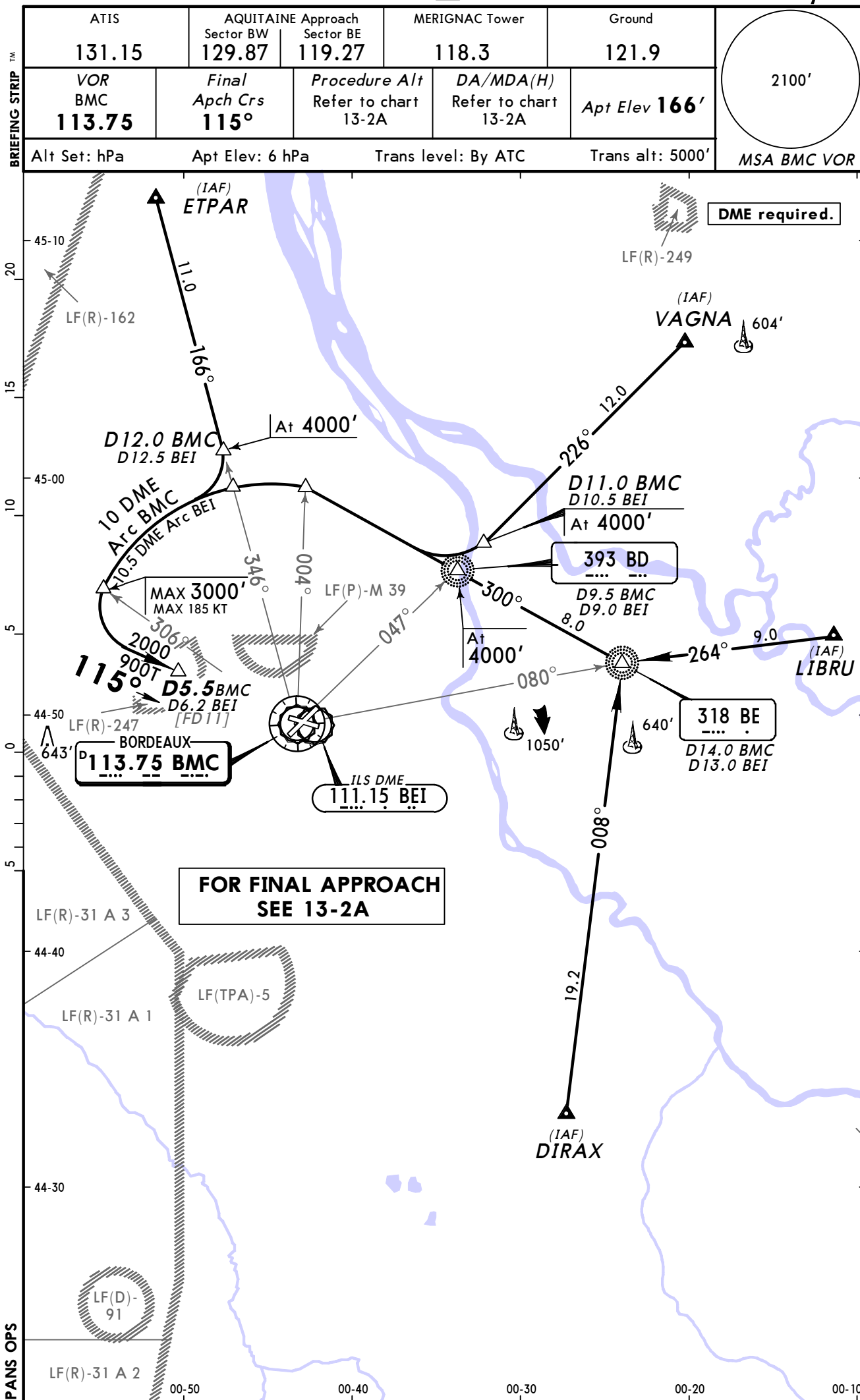


BMC DME	4.0	3.0	2.0
BD DME	5.0	4.0	3.0
ALTITUDE	1470'	1110'	750'

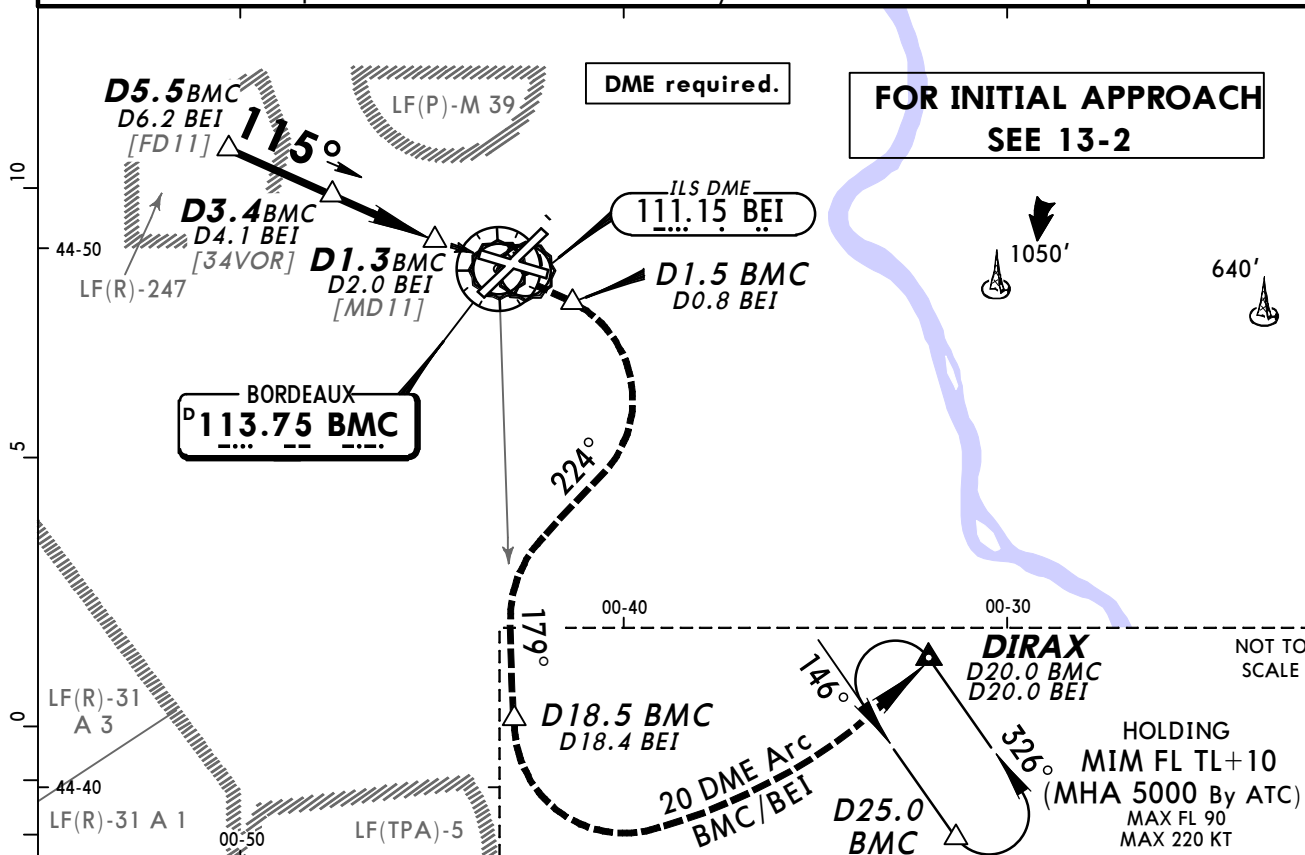


Gnd speed-Kts	70	90	100	120	140	160		REIL PAPI-L	D2.5 BMC ↑	BMC on 113.75 R-043
Descent Angle	3.42°	424	545	605	726	847	968			
MAP at VOR										

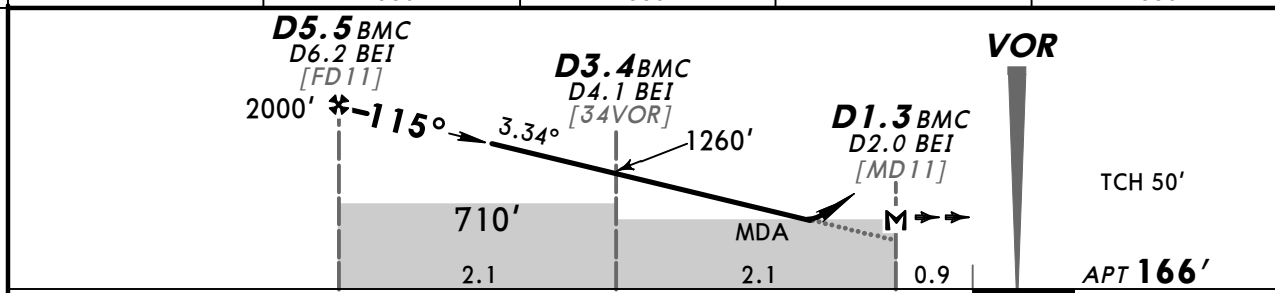
Standard STRAIGHT-IN LANDING RWY 05					CIRCLE-TO-LAND		
CDFA					Prohibited Southeast of rwy		
DA/MDA(H) 600' (434')					Max Kts	MDA(H)	VIS
A	RVR 1500m				110	670' (504')	1500m
B					135	670' (504')	1600m
C					180	810' (644')	2400m
D	RVR 2000m				205	870' (704')	3600m



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



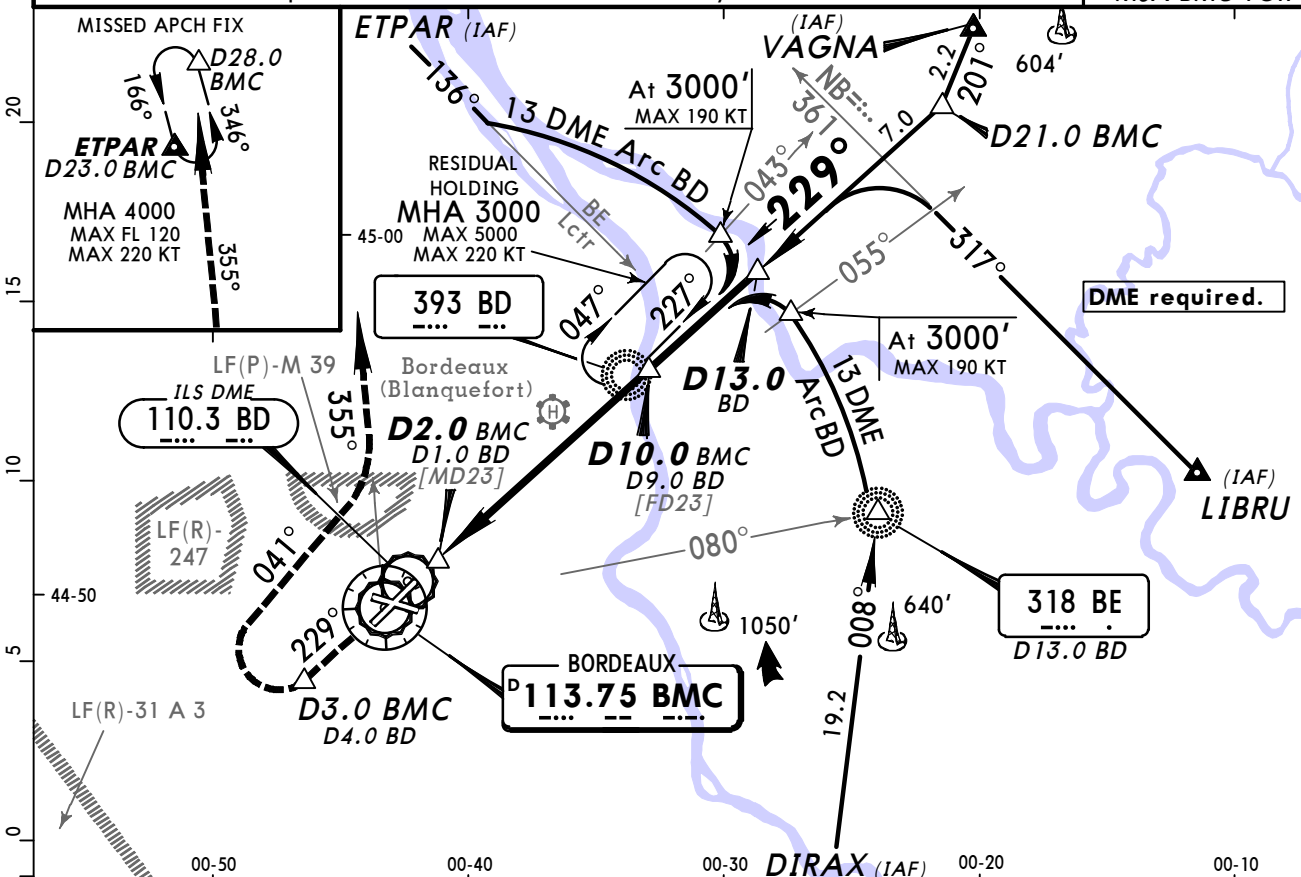
BMC DME	5.0	4.0	3.0	2.0
ALTITUDE	1820'	1470'	1120'	770'
BEI DME	6.0	5.0	4.0	3.0
ALTITUDE	1930'	1580'	1230'	880'



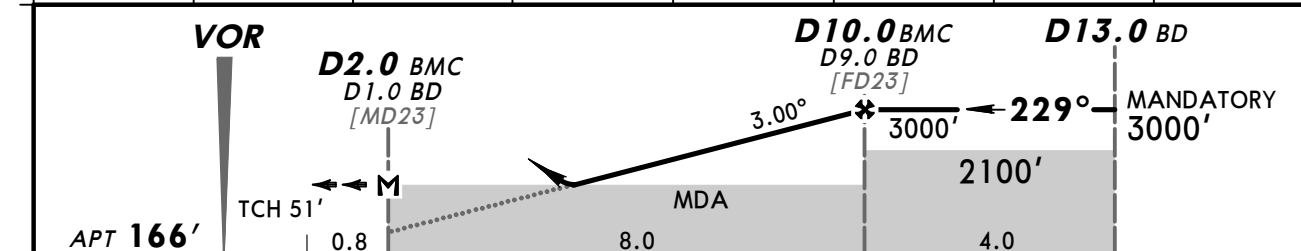
Gnd speed-Kts	70	90	100	120	140	160			
Descent Angle	3.34°	414	532	591	709	827	946		
MAP at D1.3 BMC/D2.0 BEI									

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')				Max Kts	
A	RVR 1500m			110	640' (474') 1500m
B				135	670' (504') 1600m
C	CMV 2200m			180	830' (664') 2400m
D	CMV 2300m			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 229°	Procedure Alt D10.0 BMC 3000' (2834')	DA/MDA(H) 570' (404')	Apt Elev 166'
MISSED APCH: Climb on R-229 to D3.0 BMC, 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	Apt Elev: 6 hPa	Trans level: By ATC	Trans alt: 5000'	MSA BMC VOR



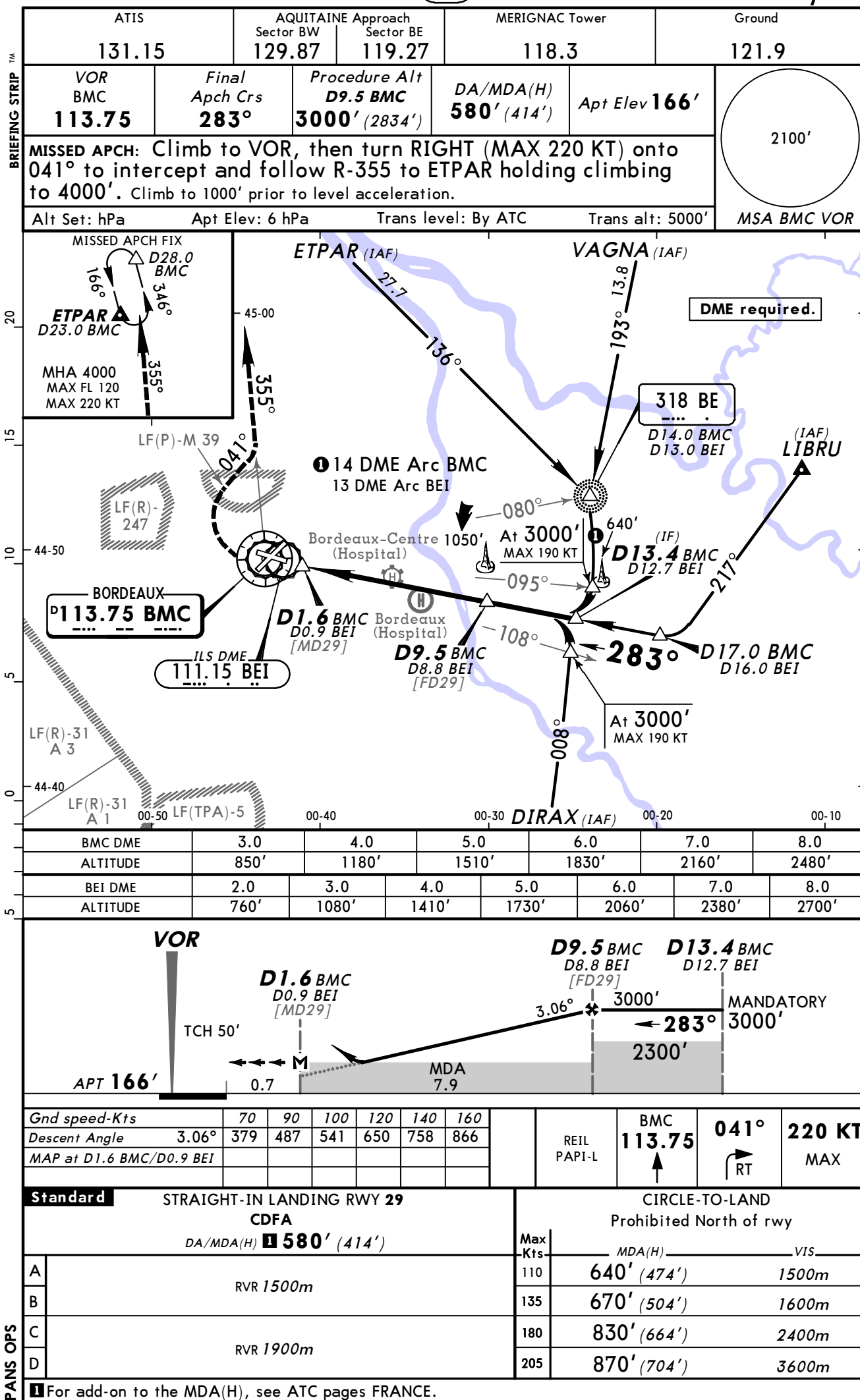
BMC DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	820'	1130'	1450'	1760'	2080'	2400'	2690'
BD DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	800'	1100'	1430'	1750'	2060'	2380'	2690'

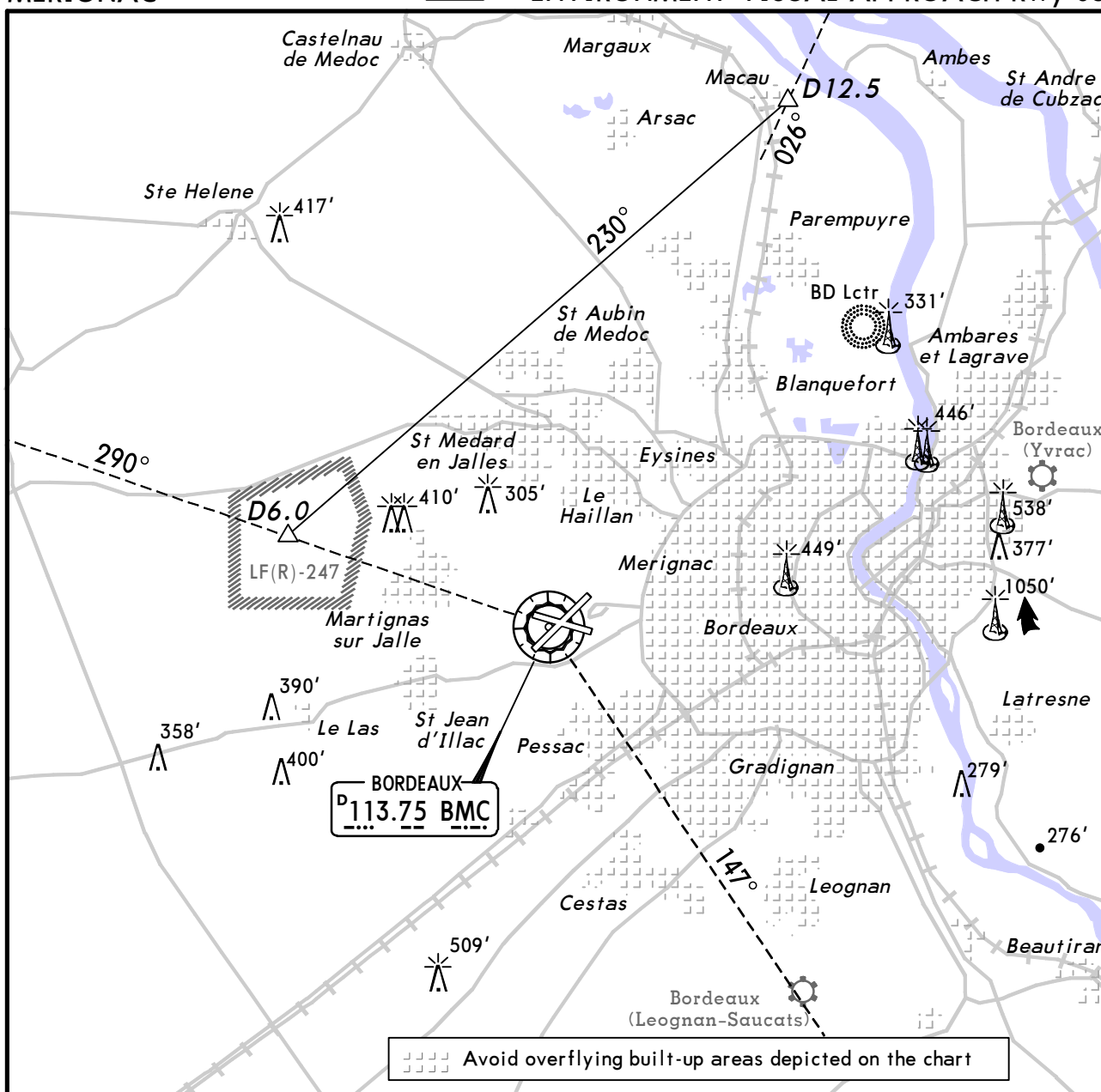


							HIALS-II		D3.0 BMC	
Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI		on 113.75	BMC
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at D2.0 BMC/D1.0 BD										
										R-229

Standard				Circle-to-land			
STRAIGHT-IN LANDING RWY 23				Prohibited Southeast of rwy			
CDFA							
DA/MDA(H) 570' (404')							
				Max Kts	MDA(H)	VIS	
				110	650' (484')	1500m	
				135	670' (504')	1600m	
				180	810' (644')	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.
- ATC can suggest a radar vectoring to obtain visual flight conditions.
- Visual approach request will always be confirmed by the pilot AD in sight.
- For North downwind legs: avoid manoeuvring in the South of the axis above, respect an altitude of 3000' till R-290 BMC.
- When LF(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 manoeuvring 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.