

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LFBD

Terminal Charts For LFBD

Revision Letter For Cycle 13-2014

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: 0.6°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: 0417 Z
Sunset: 1953 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 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 crosswind component up to 15 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 E2 from TWY W1 or W2 to TWY P2 or P3, TWY E3, E5 and TWY W4 MAX wingspan 118'/36m.

TWY G and S4 MAX wingspan 171'/52m.

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

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

1.5. PARKING INFORMATION

1.5.1. GENERAL

Marshaller mandatory on all ACFT stands.

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.

1. GENERAL

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 clearance valid for 1 min only.

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

Stand A5 for ACFT with wingspan exceeding 118'/36m: Push-back heading 050° for exit via TWY E1.

Stand A6 for all ACFT (except B772) push-back on TWY W1 heading 050° for exit via TWY E1.

For B772: DEP QFU 05: Push-back on TWY P1 heading 230°.

DEP QFU 23: Push-back on TWY W2 heading 050° for exit via TWY E1.

Stands A7, A8 and A9 for ACFT with wingspan exceeding 118'/36m: Push-back heading 050° for exit via TWY E1.

Stand A10 for all ACFT (except B777): Push-back on TWY W1 heading 050°.

For B777: DEP QFU 05: Push-back on TWY P1 heading 230°.

DEP QFU 23: Push-back on TWY W1 heading 050°.

Stand A11: Push-back heading 050° for exit via TWY E1.

3. DEPARTURE

Stand B2R for all ACFT (except B777) push-back on TWY W2 heading 050°, then towing from TWY B4 for start-up and exit via TWY E1.

For B777: DEP QFU 05: Push-back on TWY P1 heading 230°.

DEP QFU 23: Push-back on TWY W2 heading 050°, then towing from TWY B4 for start-up and exit via TWY E1.

Stands B3R and B4R for ACFT with wingspan exceeding 118'/36m: Push-back heading 050° for exit via TWY E1.

Stands B7R, B8R, B9R, C1, C2 and C3: Push-back on TWY W3 heading 290°.

Stands D5 and D6: Push-back direction by ATC instruction, end of push-back must be notified to Tower by crews when reaching TWY W5 (known by marshaller).

Stands F3 and F4: Push-back on TWY W5 heading 245°, end of push-back must be notified to Tower by crews when reaching TWY W5 (known by marshaller).

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.

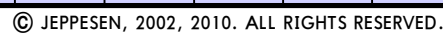
Push-back and taxi authorization shall be delivered on GROUND frequency.

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



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

RNAV ARRIVALS

RNAV HOLDING FUNCTION REQUIRED

RNAV HOLDING FUNCTION REQUIRED

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

LIMOGES
D 114.5 LMG
(H)
N45 49.0 E001 01.5
(94.0 NM to THR 23)

Cognac
D 114.65 CNA
(H)
N45 39.6 W000 18.7
(57.8 NM to THR 23)
At or below **FL200**

Royan
N45 40.0 W001 02.2
At or below **FL150**

MARRE
N45 26.1 E000 17.0
(55.1 NM to THR 23)
Between **FL240 & FL200**

CHALA
N45 21.3 E000 07.9
(47.1 NM to THR 23)
Between **FL190 & FL160**

BD001
N45 16.6 W000 01.3
(39.1 NM to THR 23)

BD002
N45 10.1 W000 13.9
(28.1 NM to THR 23)

VAGNA (IAF)
N45 05.7 W000 20.2
(21.8 NM to THR 23)
MAX 220 KT

ETPAR (IAF)
N45 11.8 W000 51.7
At **5000'**

MHA 5000
MAX FL120
MAX 220 KT
MAX Inbound 226°

Direct distance to Merignac Apt from:
ETPAR 23NM
VAGNA 23NM

NOT TO SCALE

STAR	ROUTING
CNA 7L 1	CNA (FL200-) - BD011 (FL70+) - BD002 - VAGNA (K220-).
LMG 7L 1	LMG - MARRE (FL240-; FL200+) - CHALA (FL190-; FL160+) - BD001 - BD002 - VAGNA (K220-).
ROYAN 7L	ROYAN (FL150-) - ETPAR.

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ATIS
131.15

Apt Elev
166'

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

BGC 7L

MIRBA 7L [MIRB7L] ①

VELIN 7L [VELI7L] ①

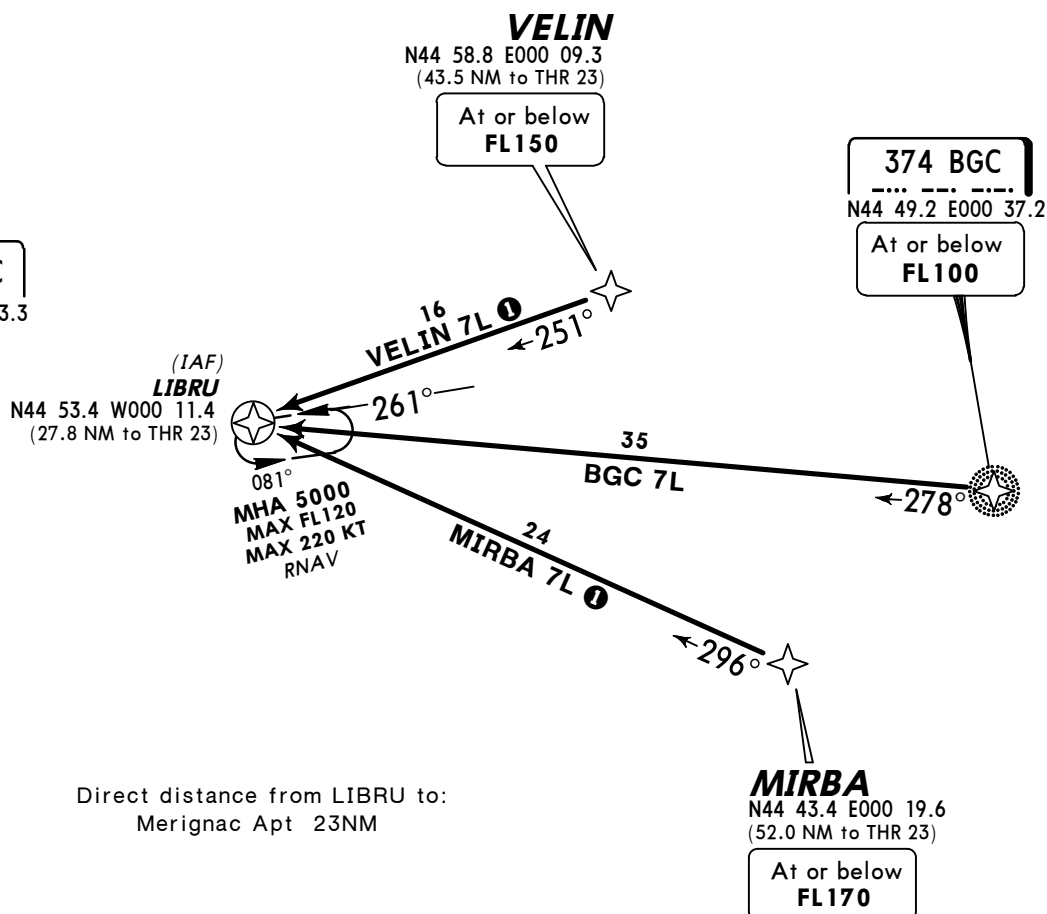
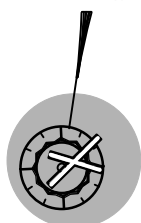
RNAV ARRIVALS

RNAV HOLDING FUNCTION REQUIRED

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



BORDEAUX
D 113.75 BMC
(H)
N44 49.6 W000 43.3



STAR	ROUTING
BGC 7L	BGC (FL100-) - LIBRU.
MIRBA 7L ①	MIRBA (FL170-) - LIBRU.
VELIN 7L ①	VELIN (FL150-) - LIBRU.

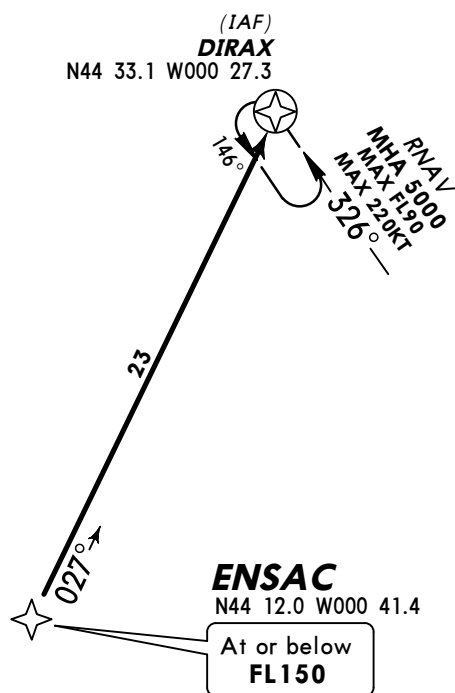
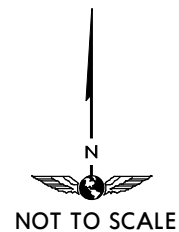
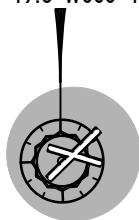
ATIS
131.15

Apt Elev
166'

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

ENSAC 7L [ENSA7L]
RNAV ARRIVAL
RNAV HOLDING FUNCTION REQUIRED

BORDEAUX
D
(H) 113.75 BMC
N44 49.6 W000 43.3



Direct distance from DIRAX to:
Merignac Apt 20NM

ROUTING

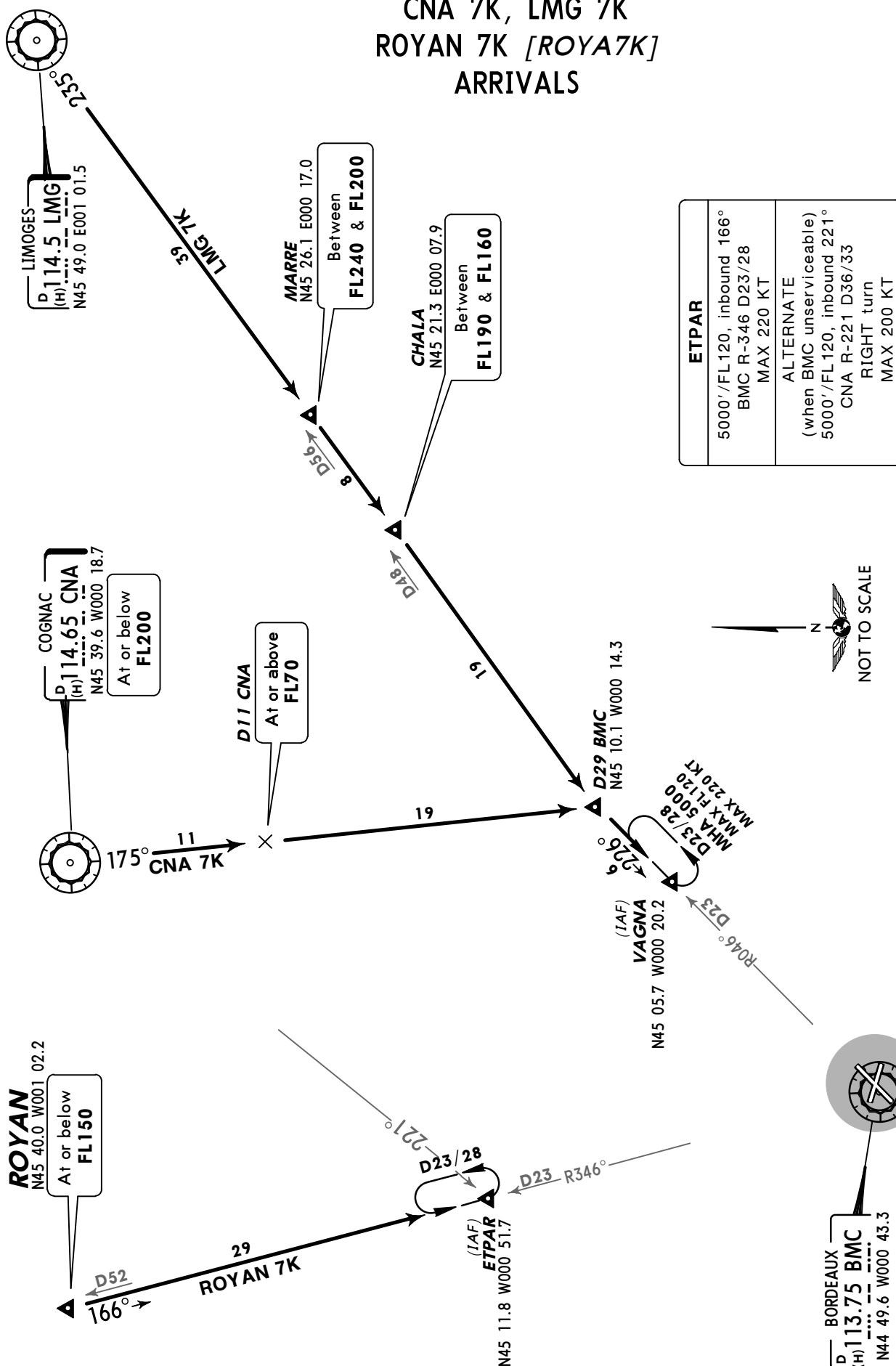
ENSAC (FL150-) - DIRAX.

ATIS
131.15

Apt Elev
166'

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

CNA 7K, LMG 7K ROYAN 7K [ROYA7K] ARRIVALS

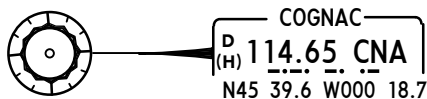


ATIS
131.15

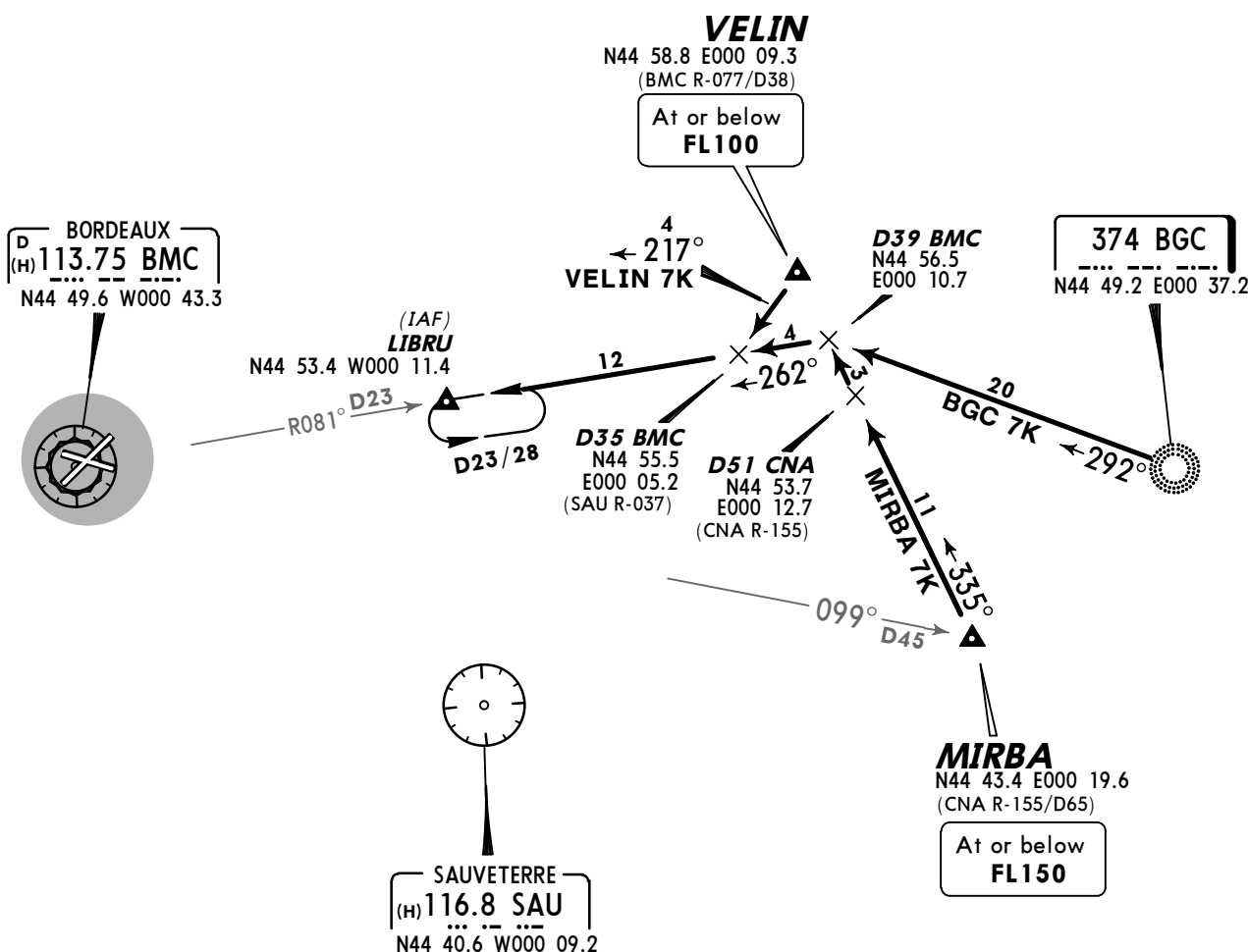
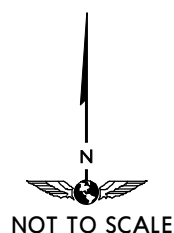
Apt Elev
166'

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

BGC 7K
MIRBA 7K [MIRB7K]
VELIN 7K [VELI7K]
ARRIVALS



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

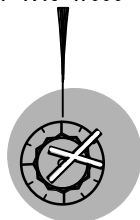
Apt Elev
166'

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

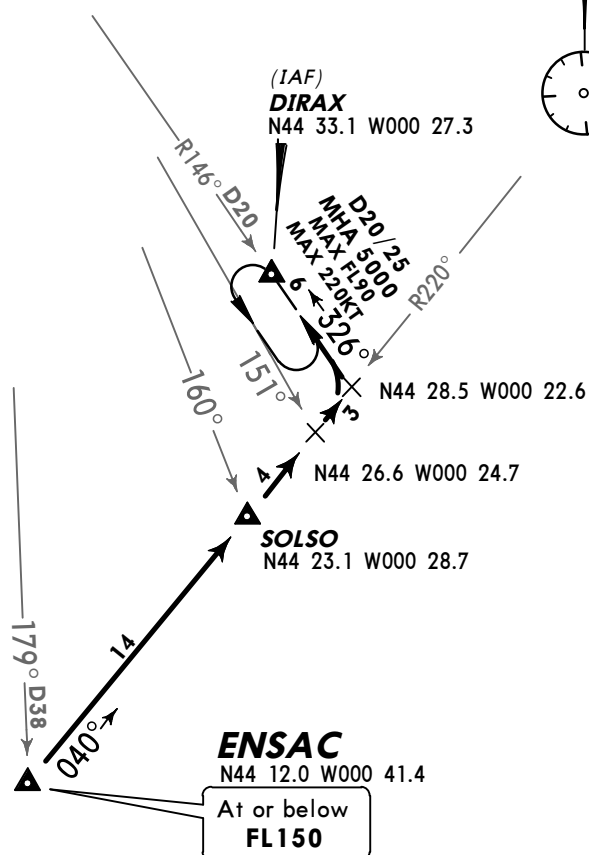
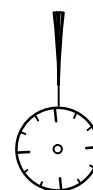
ENSAC 7K [ENSA7K] ARRIVAL



BORDEAUX
(H) 113.75 BMC
N44 49.6 W000 43.3



SAUVETERRE
(H) 116.8 SAU
N44 40.6 W000 09.2

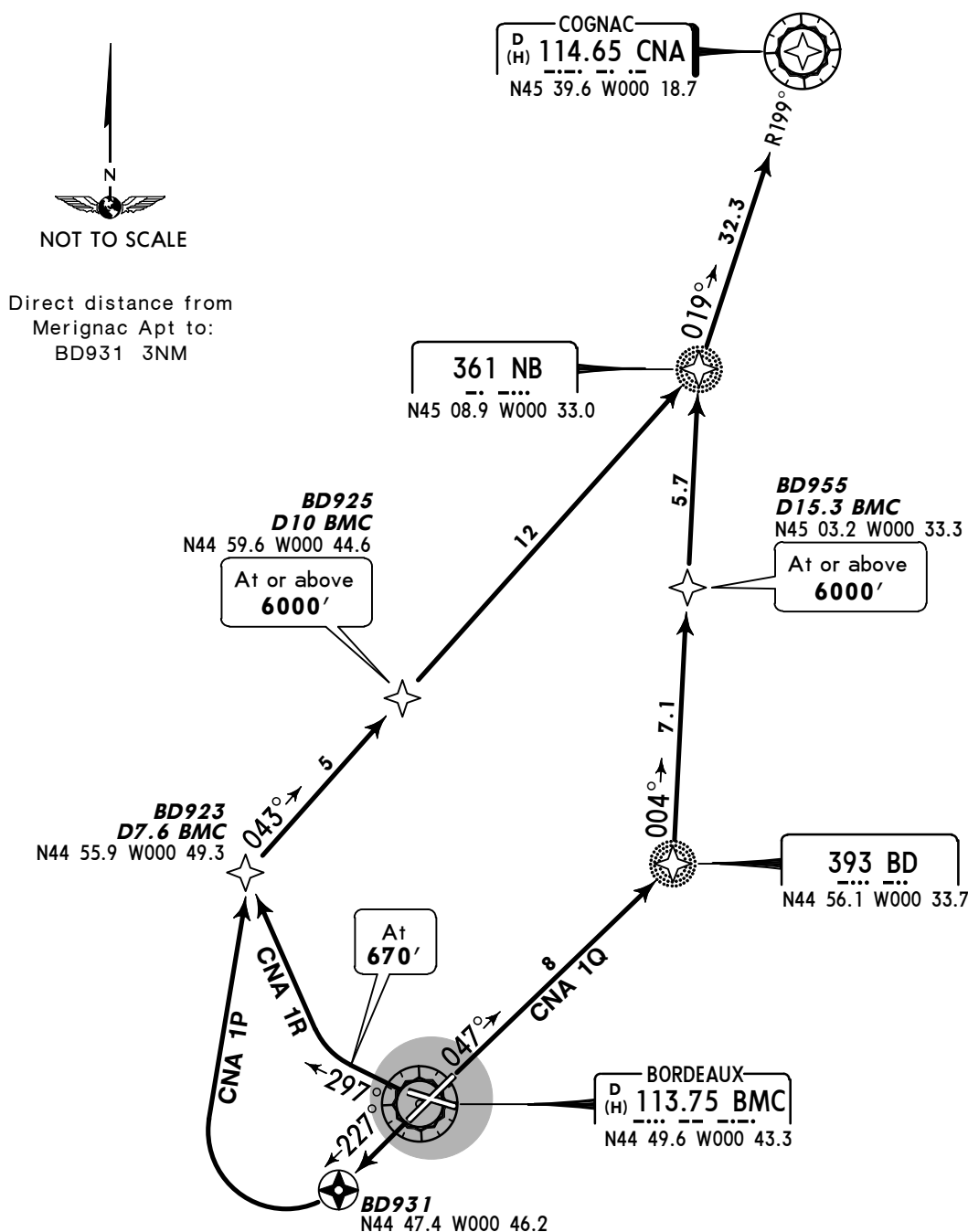


Apt Elev
166'

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

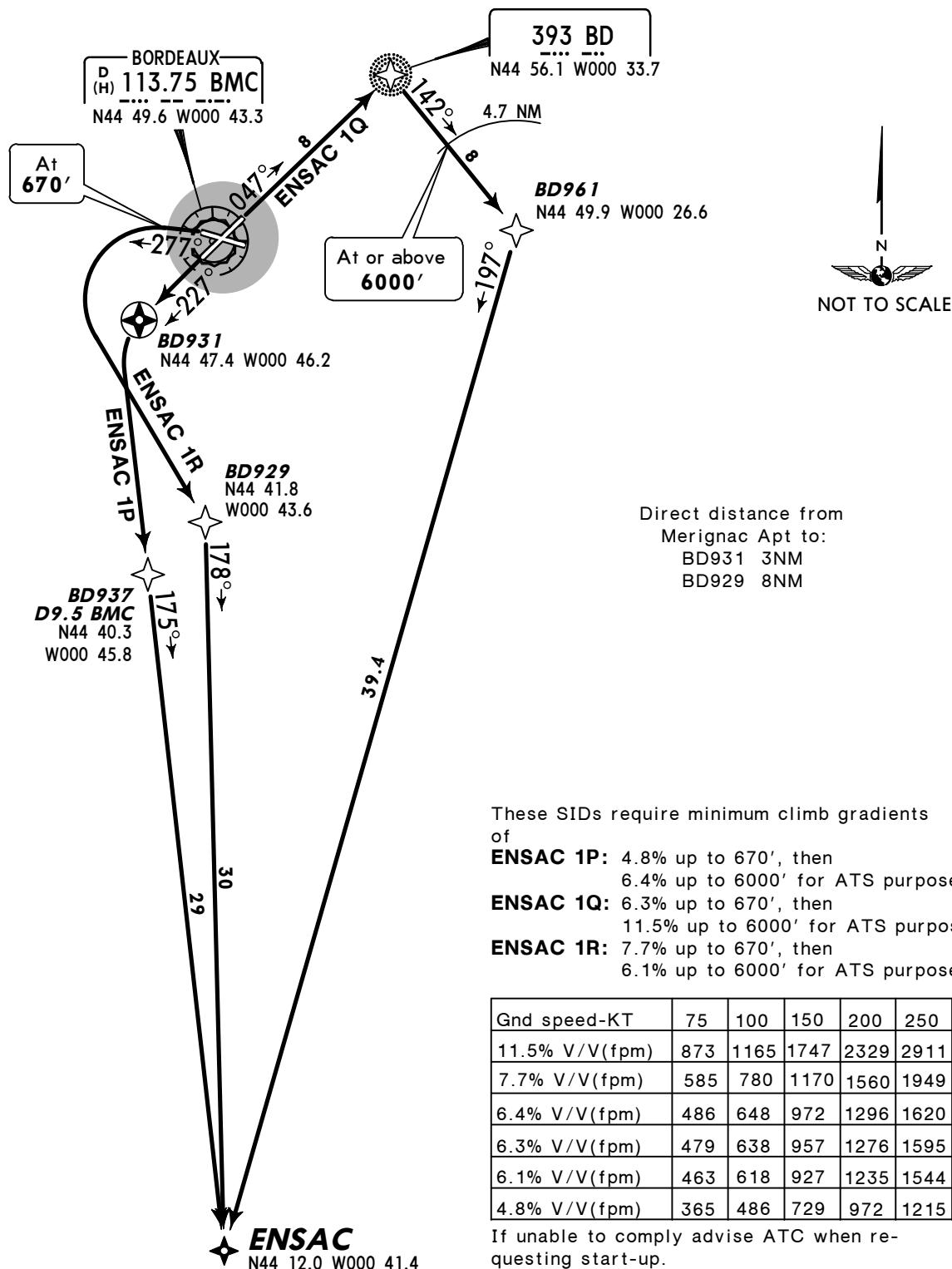
Initial climb clearance **FL140**

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**

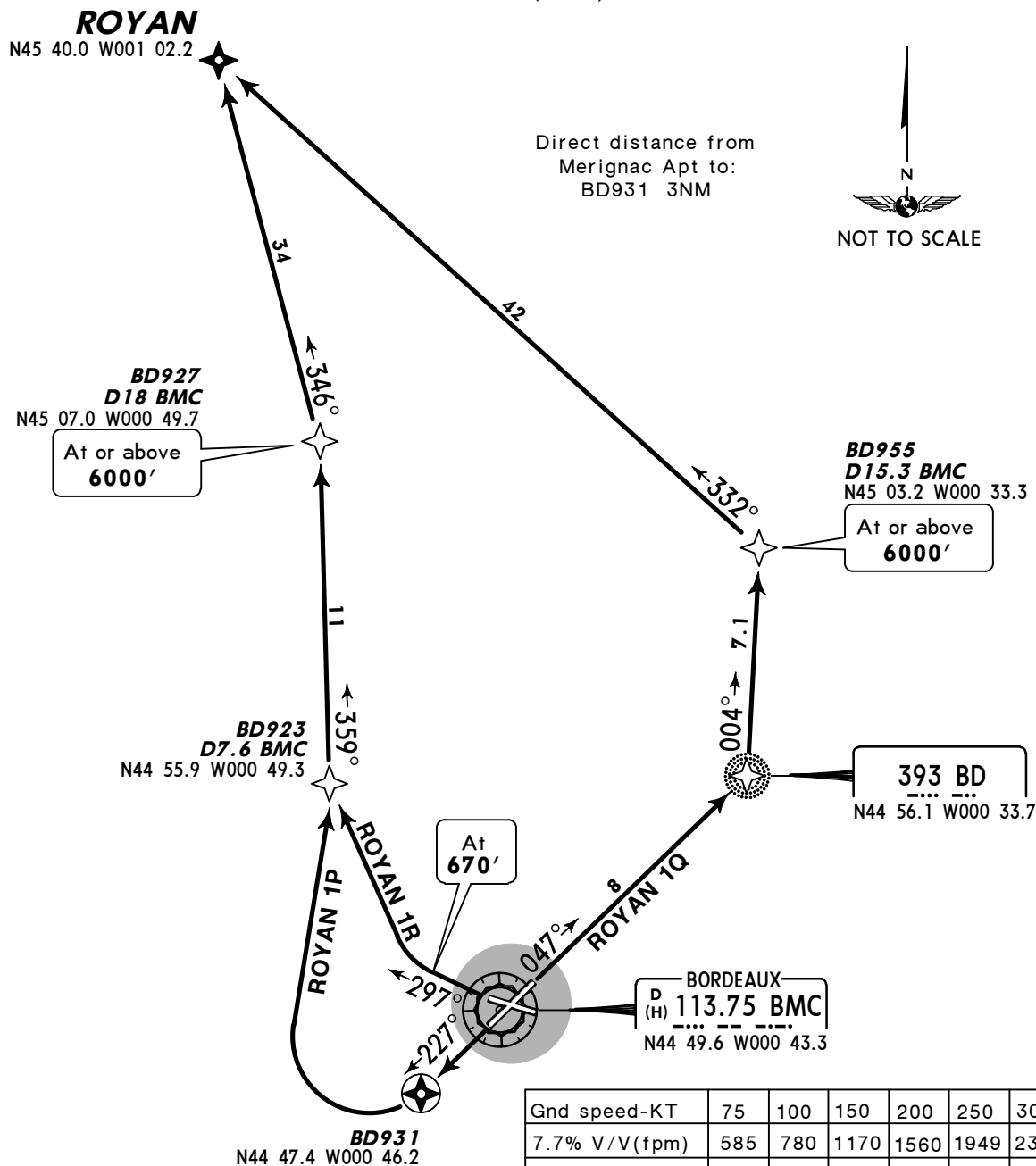
SID	RWY	ROUTING
ENSAC 1P	23	BD931 - BD937 - ENSAC.
ENSAC 1Q	05	BD - BD961 (6000'+ D4.7 NM before BD961) - ENSAC.
ENSAC 1R	29	(670') - BD929 - ENSAC.

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

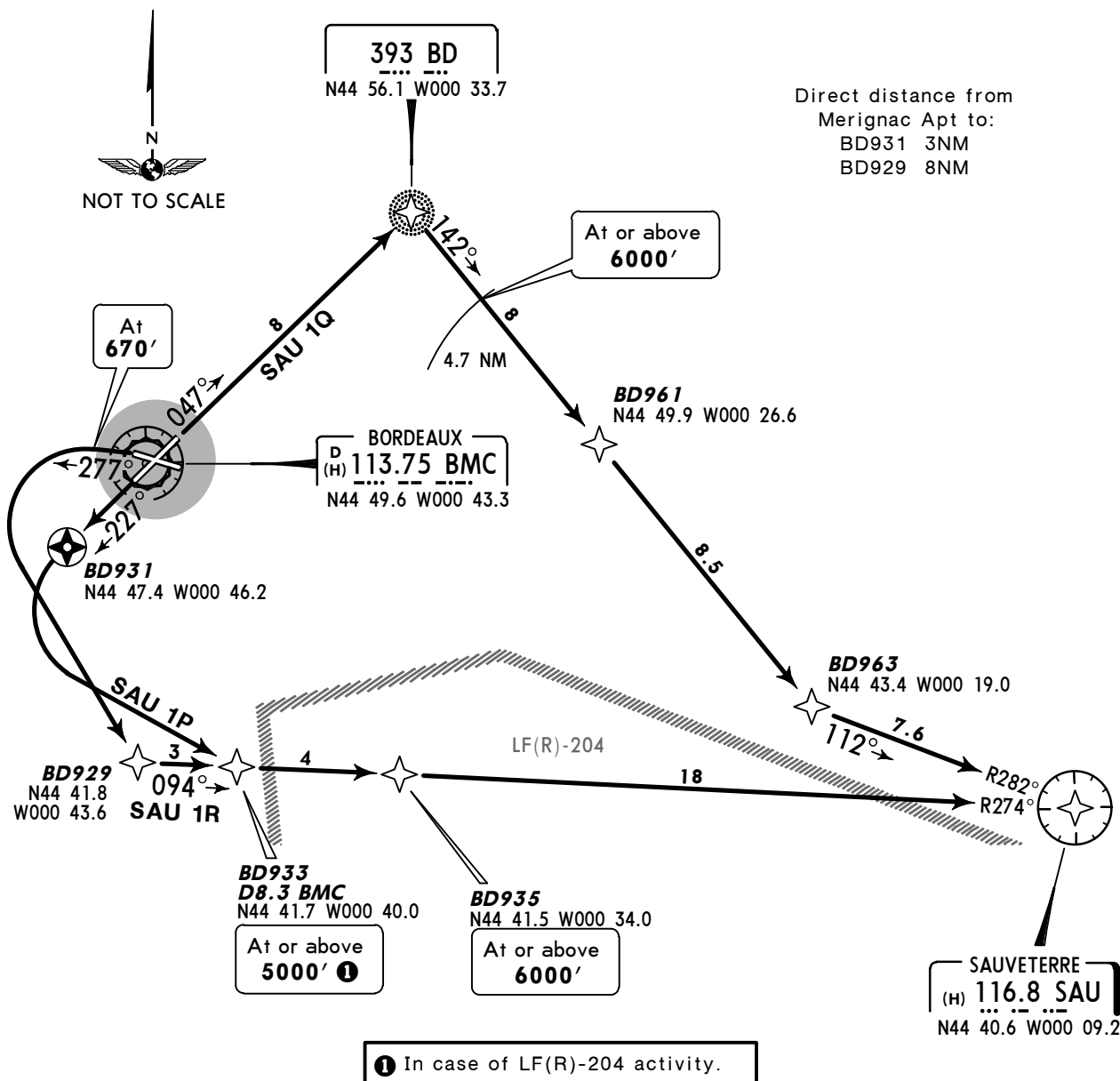
If unable to comply advise ATC when re-
questing start-up.Initial climb clearance **FL140**

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

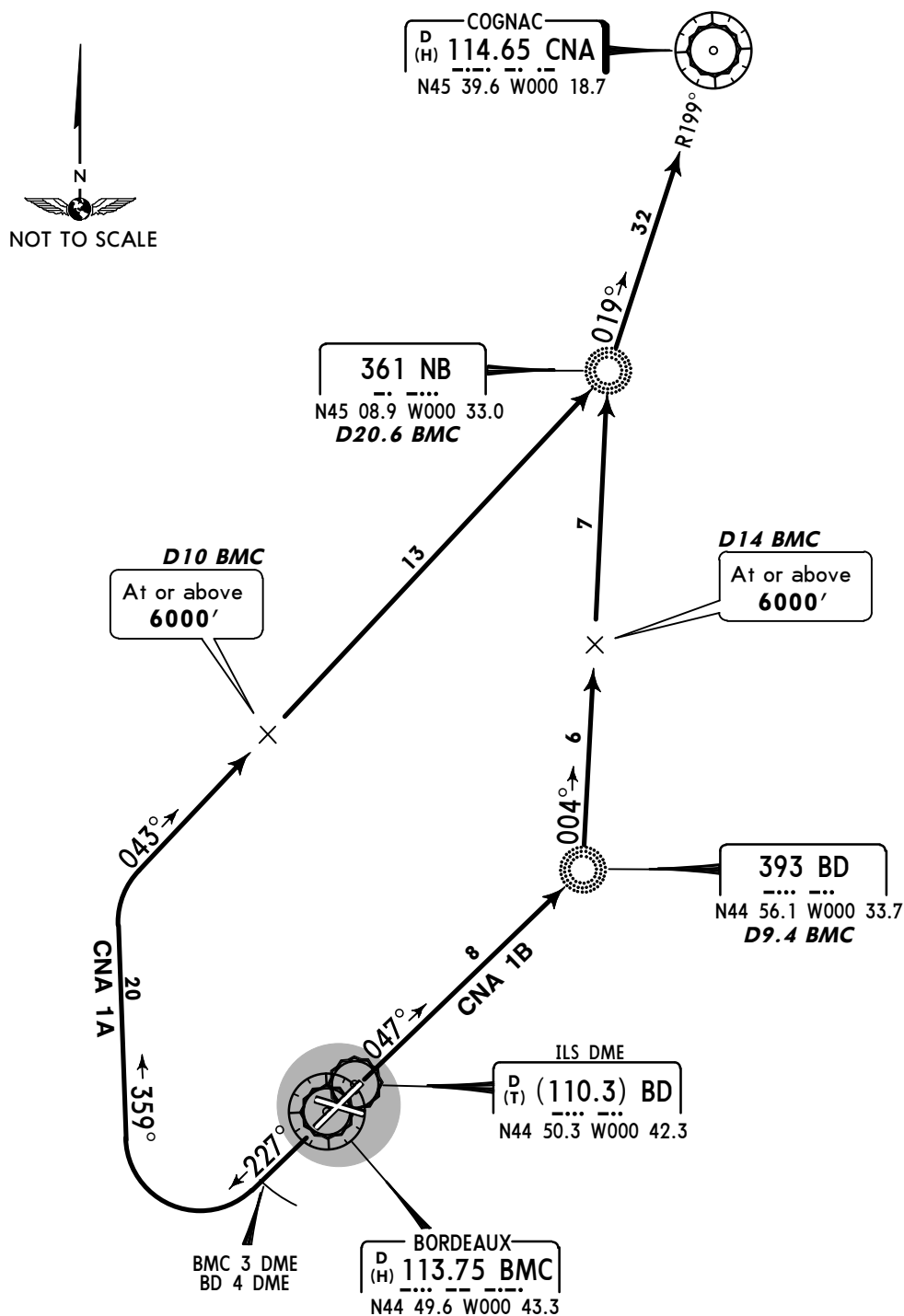
SAU 1P: 4.8% up to 670', then 7.8% / ① 10.8% up to 6000' for ATS purposes.
SAU 1Q: 6.3% up to 670', then 11.5% up to 6000' for ATS purposes.
SAU 1R: 7.7% up to 670', then 6.9% / ① 8.4% up to 6000' for ATS purposes.

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 requesting 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

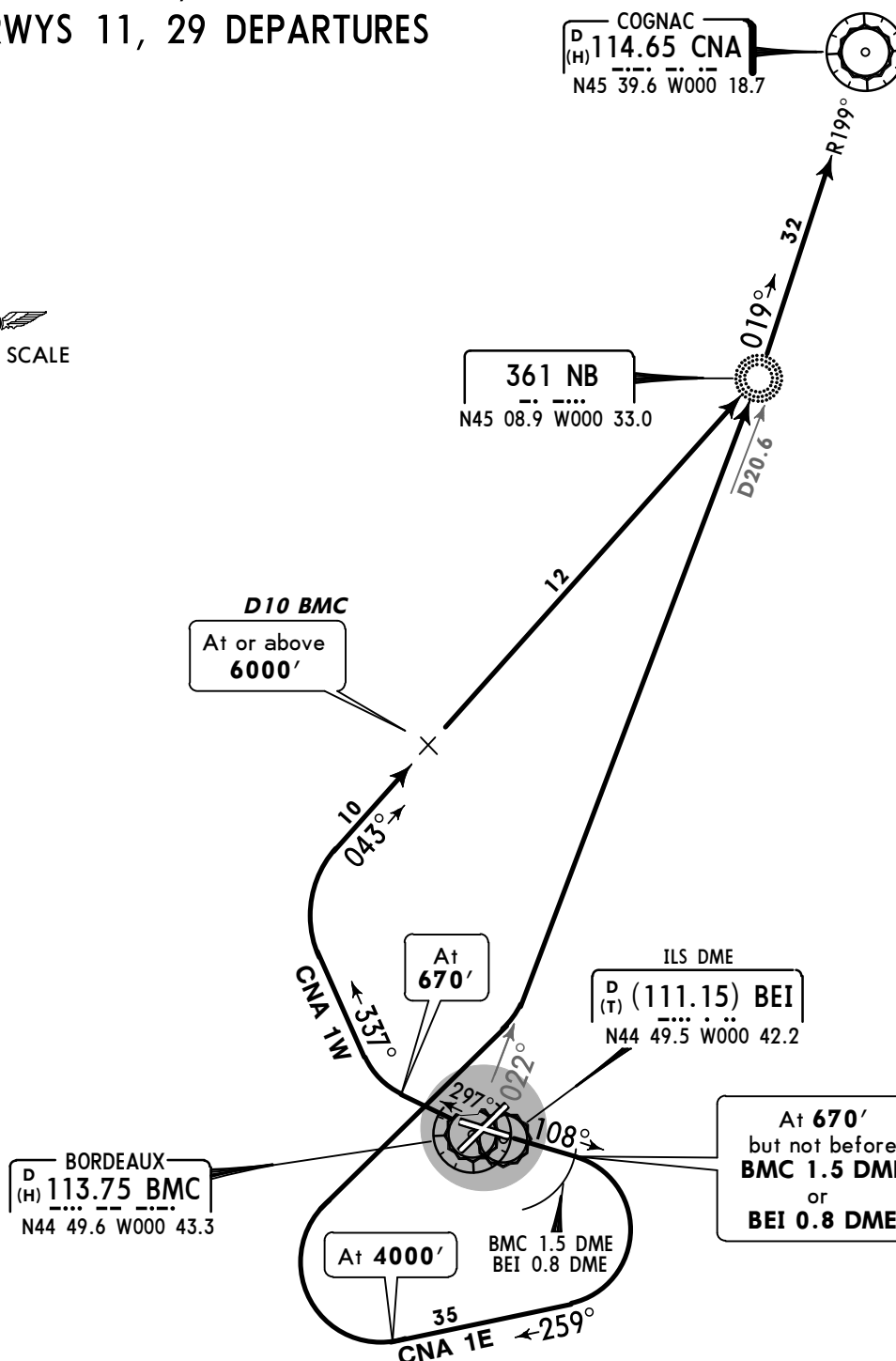
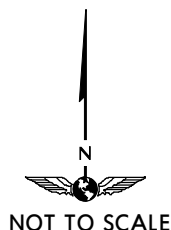
Initial climb clearance: **FL140**

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-
questing start-up.

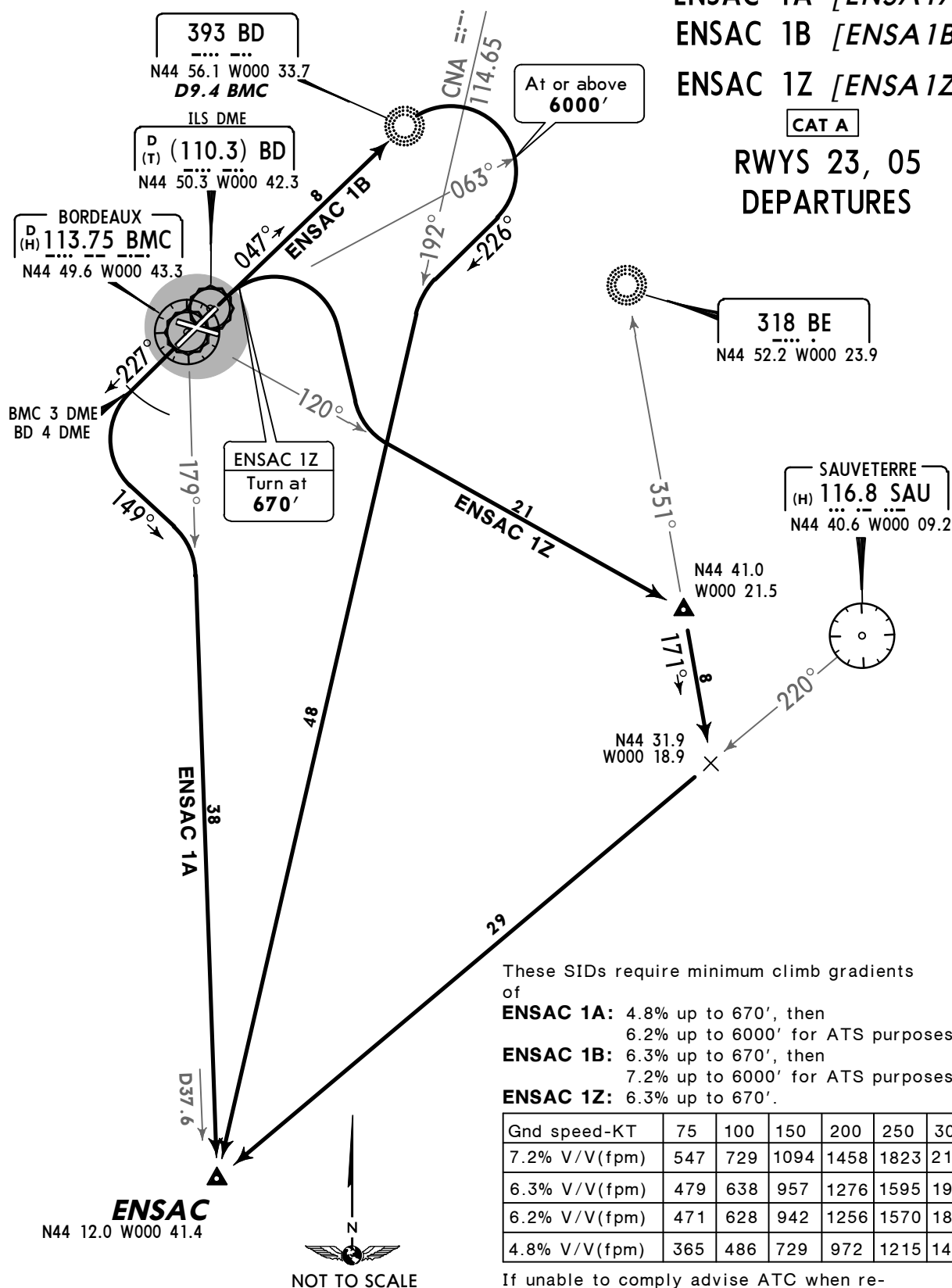
Gnd speed-KT	75	100	150	200	250	300
9.6% V/V(fpm)	729	972	1458	1944	2430	2917
8% V/V(fpm)	608	810	1215	1620	2025	2430
7.7% V/V(fpm)	585	780	1170	1560	1949	2339
3.7% V/V(fpm)	281	375	562	749	937	1124

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'**

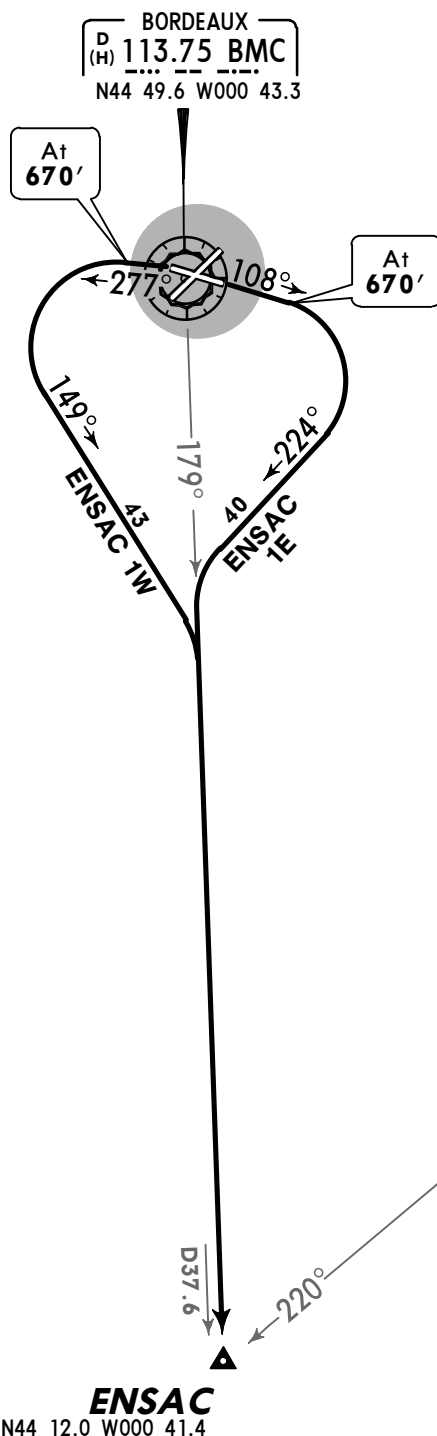
SID	RWY	ROUTING
ENSAC 1A ①	23	Climb straight ahead to BMC 3 DME, turn LEFT, 149° track, intercept BMC R-179 to ENSAC.
ENSAC 1B	05	Climb straight ahead (047° track) to BD NDB, turn RIGHT, 226° track, intercept CNA R-192 to ENSAC.
ENSAC 1Z ①		Climb straight ahead to 670', turn RIGHT, intercept BMC R-120,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



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

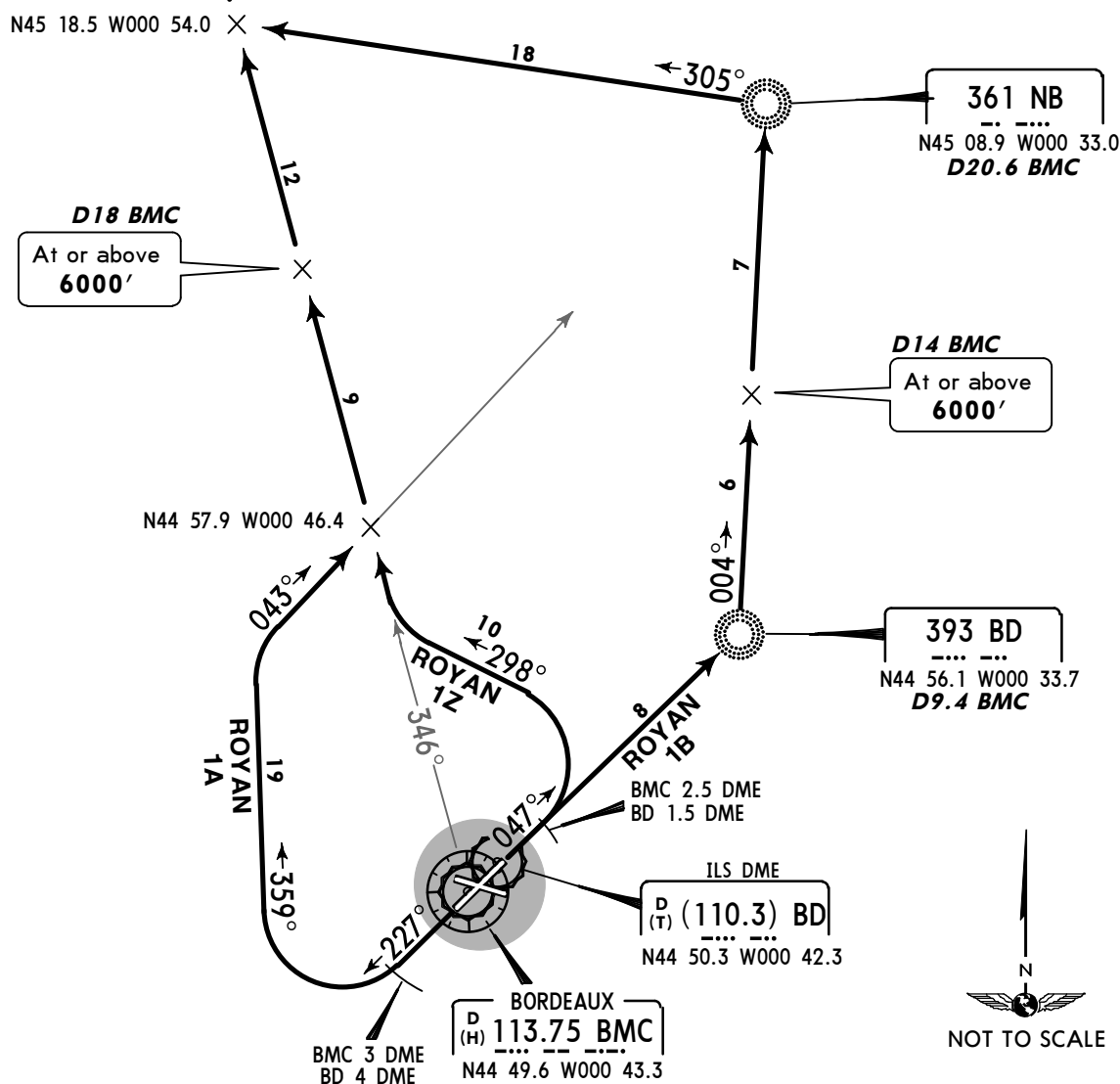
ROYAN 1A [ROYA1A]

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'.

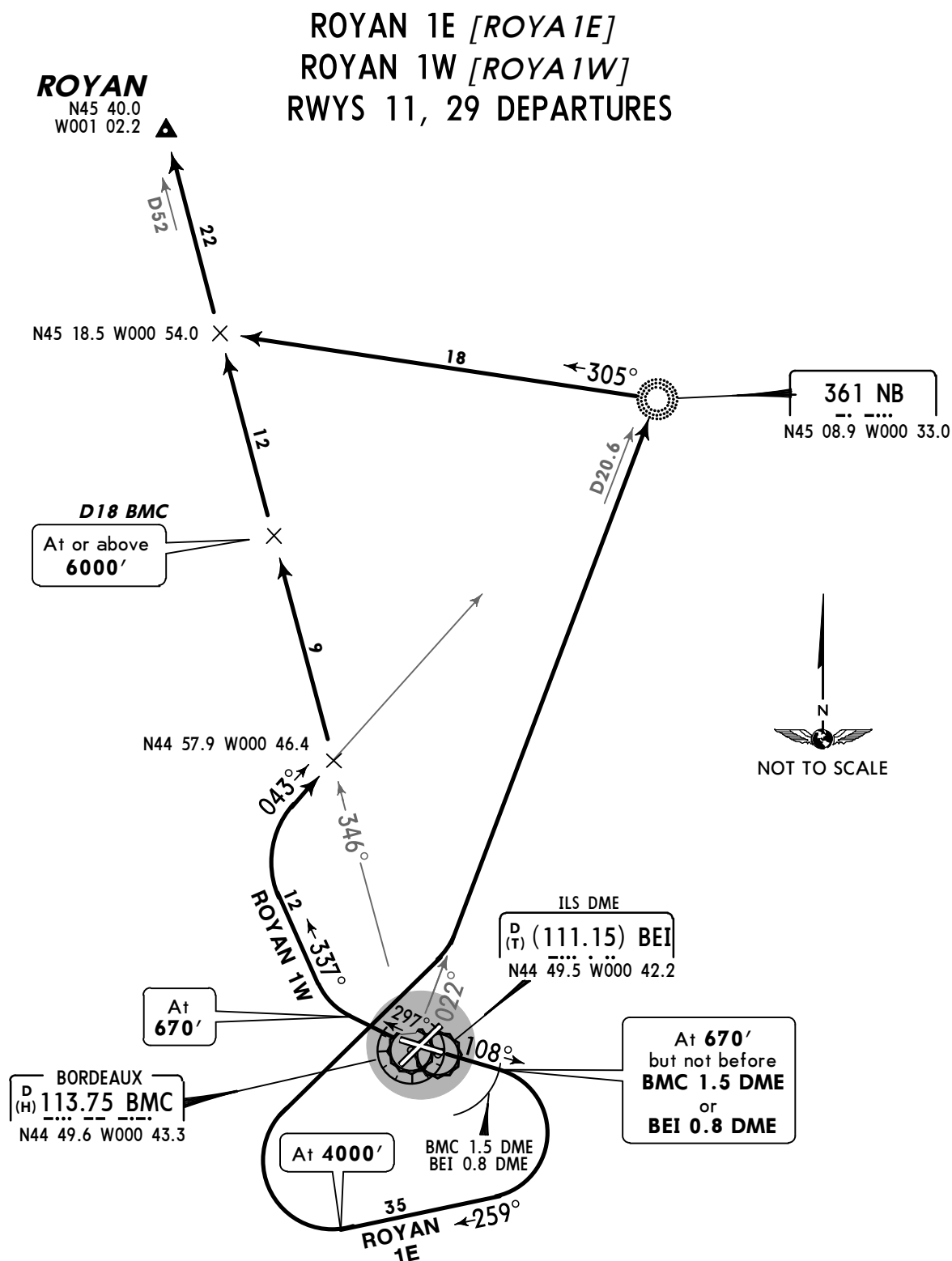
If unable to comply advise ATC when re-
questing start-up.

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 ①	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 ①		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.

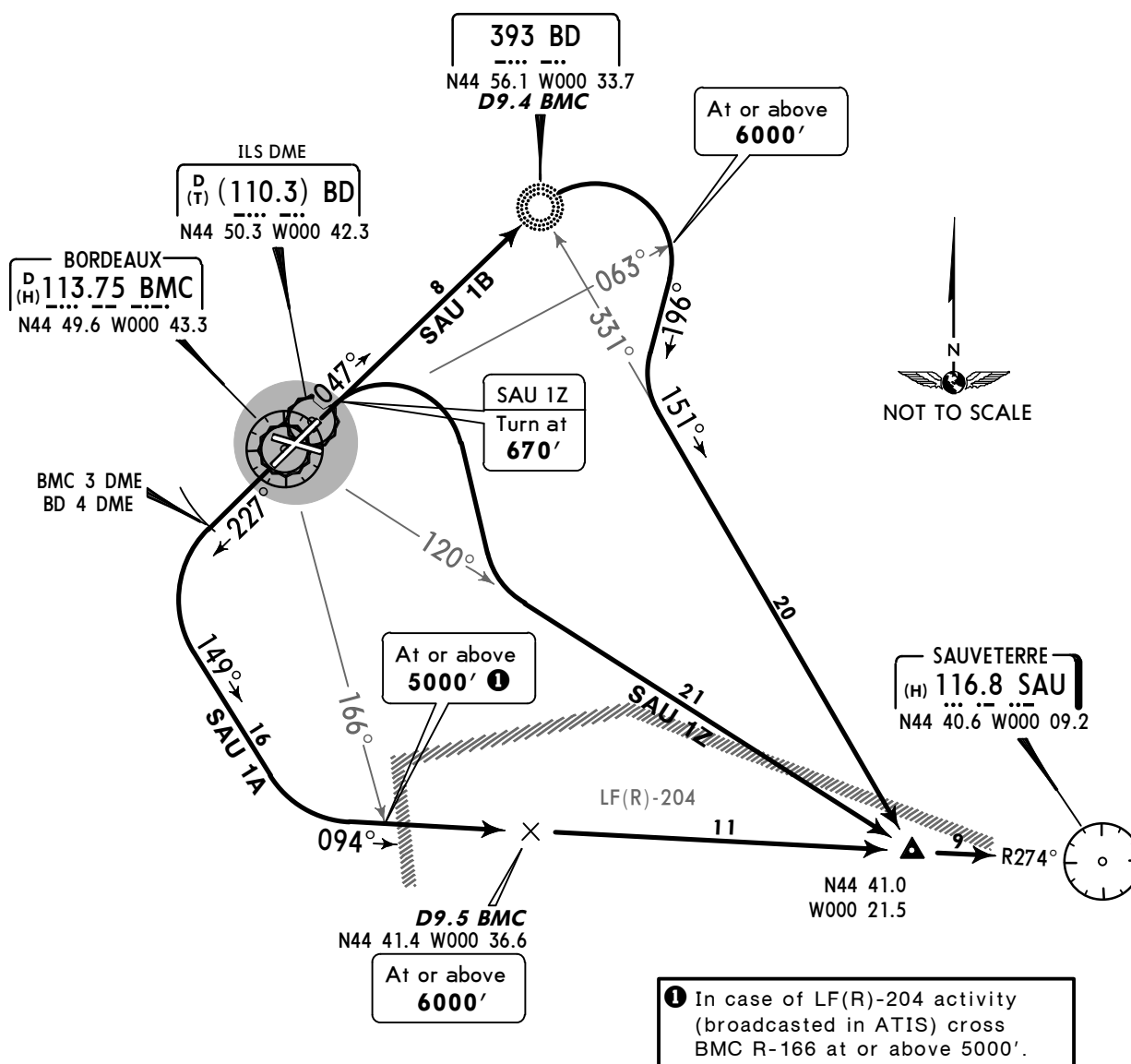
ROYAN 1W: 7.7% up to 670', then
5.4% up to 6000' for ATS purposes.

If unable to comply advise ATC when 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
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

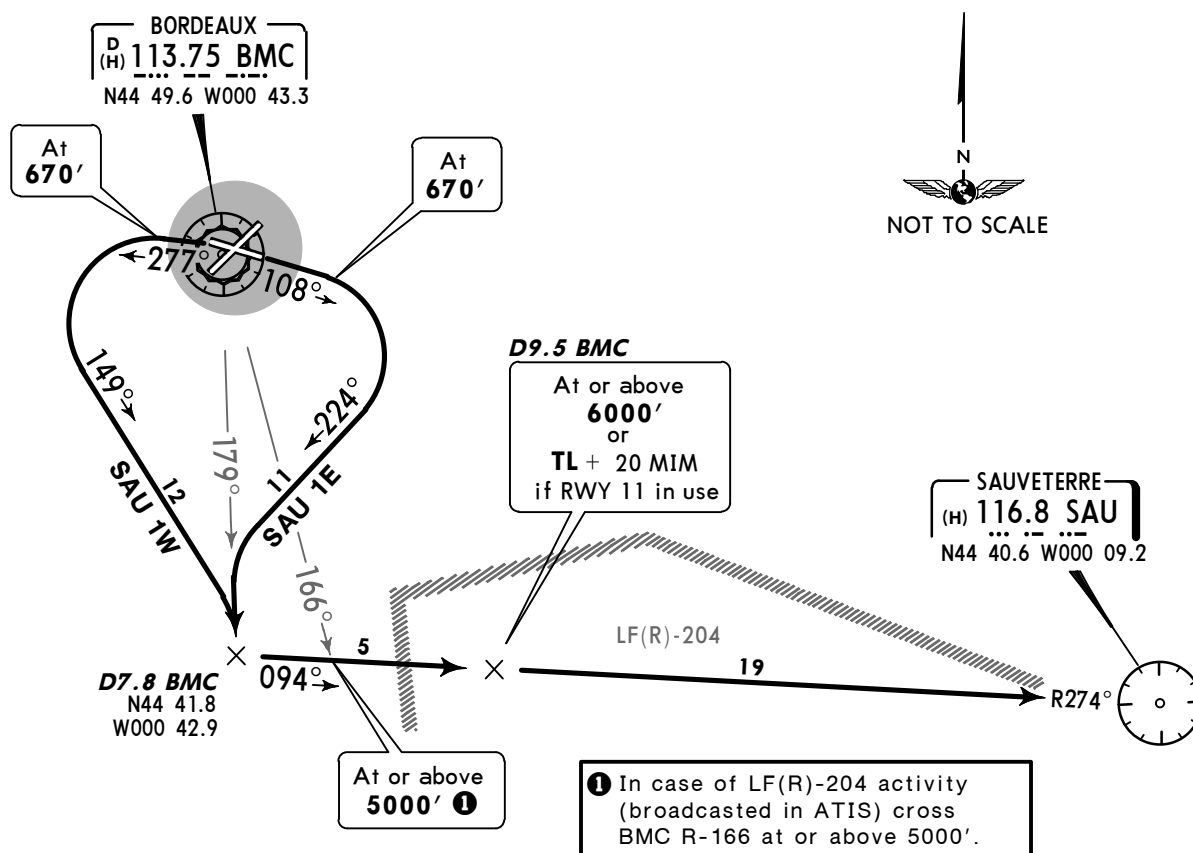
SAU 1A: 4.8% up to 670', then
7.8% / ① 10.4% up to 6000'
for ATS purposes.**SAU 1B:** 6.3% up to 670', then
7.2% up to 6000' for ATS purposes.**SAU 1Z:** 6.3% up to 670'.If unable to comply advise ATC
when requesting start-up.

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'.

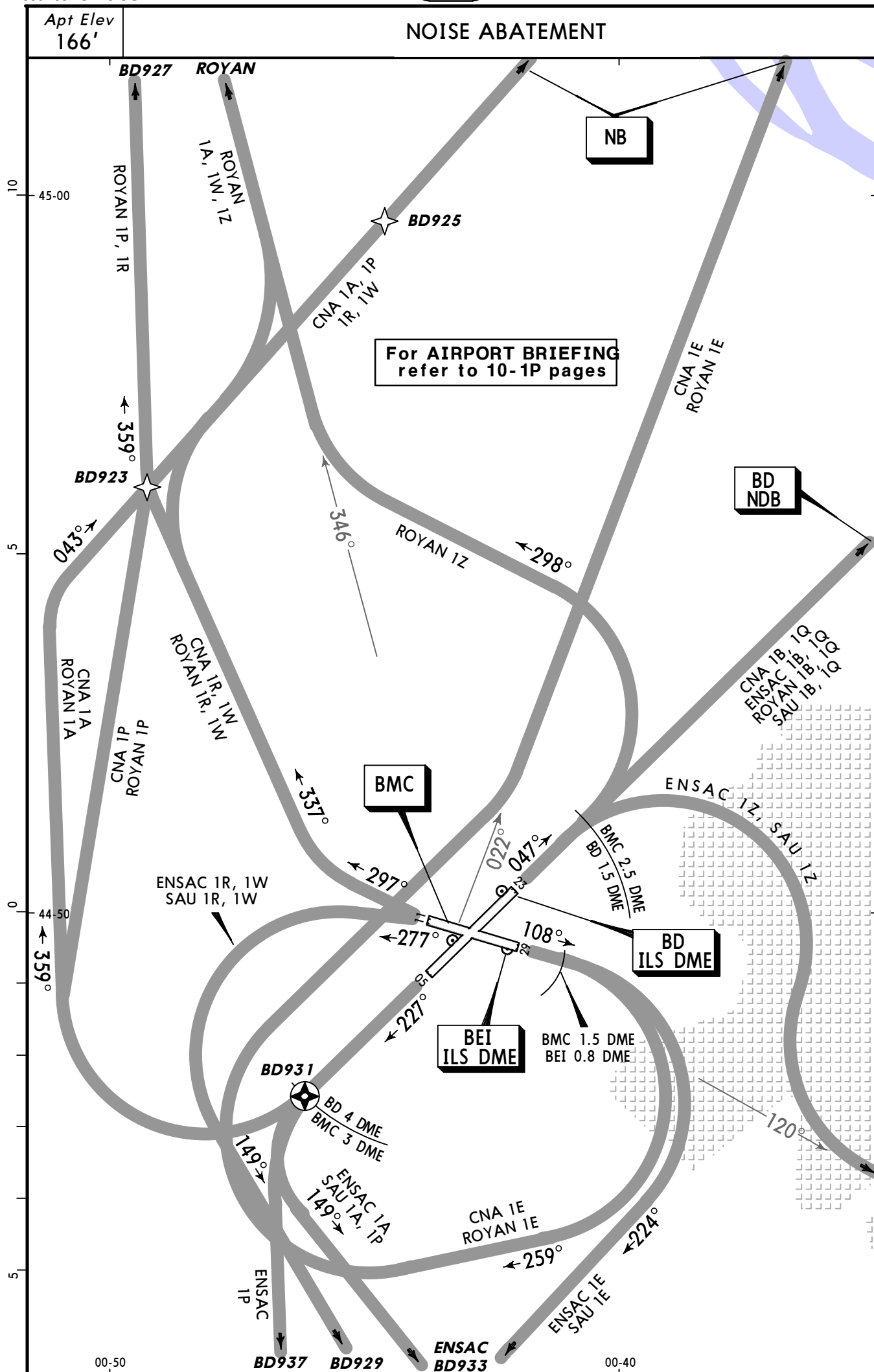
RWY 11: 3.7% up to 670'.

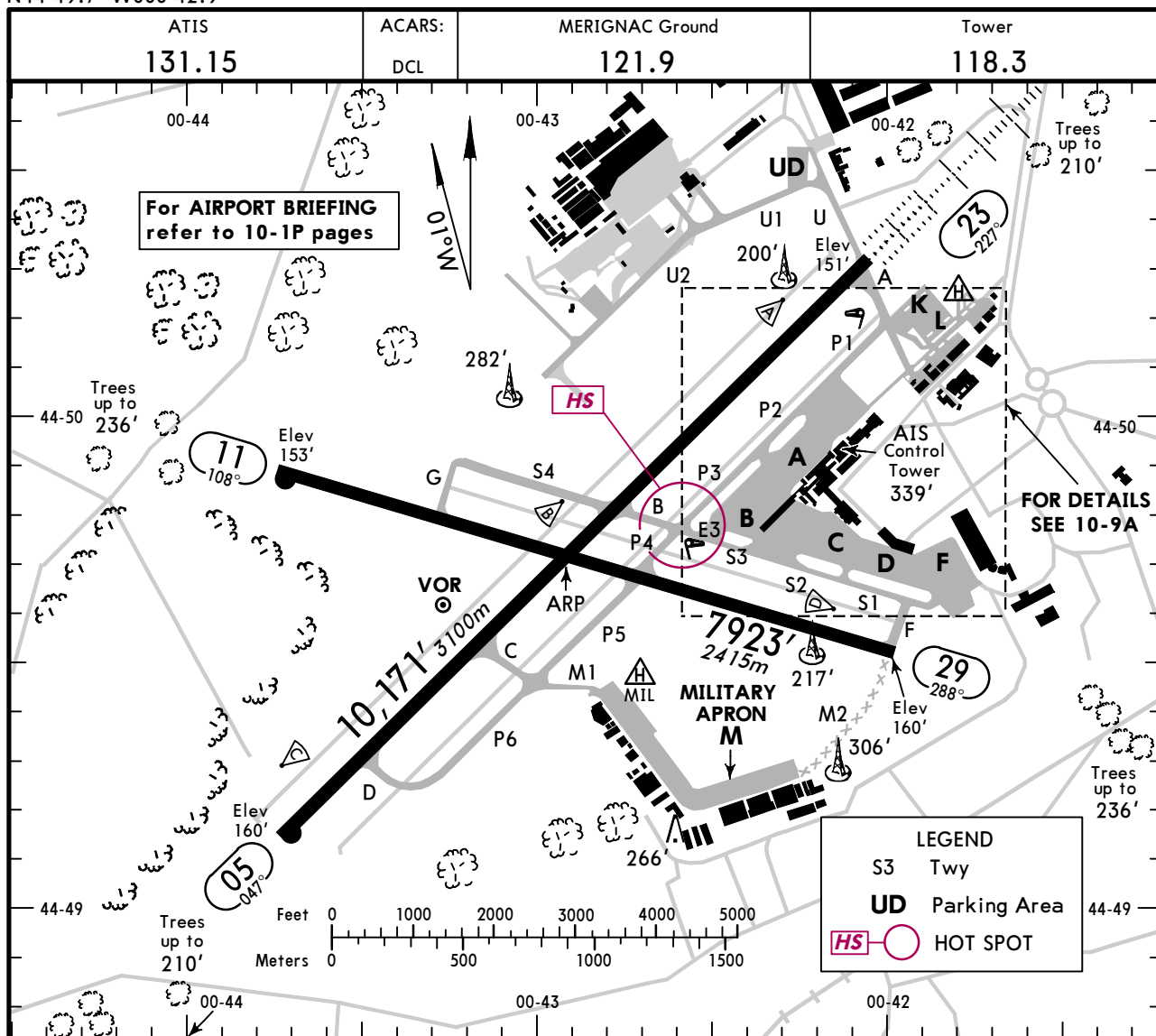
RWY 29: 7.7% up to 670'.

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			
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	WIDTH
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		9200' 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°) RVR				148'
29	HIRL (50m) REIL PAPI-L(3.0°) RVR		6952' 2119m		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.

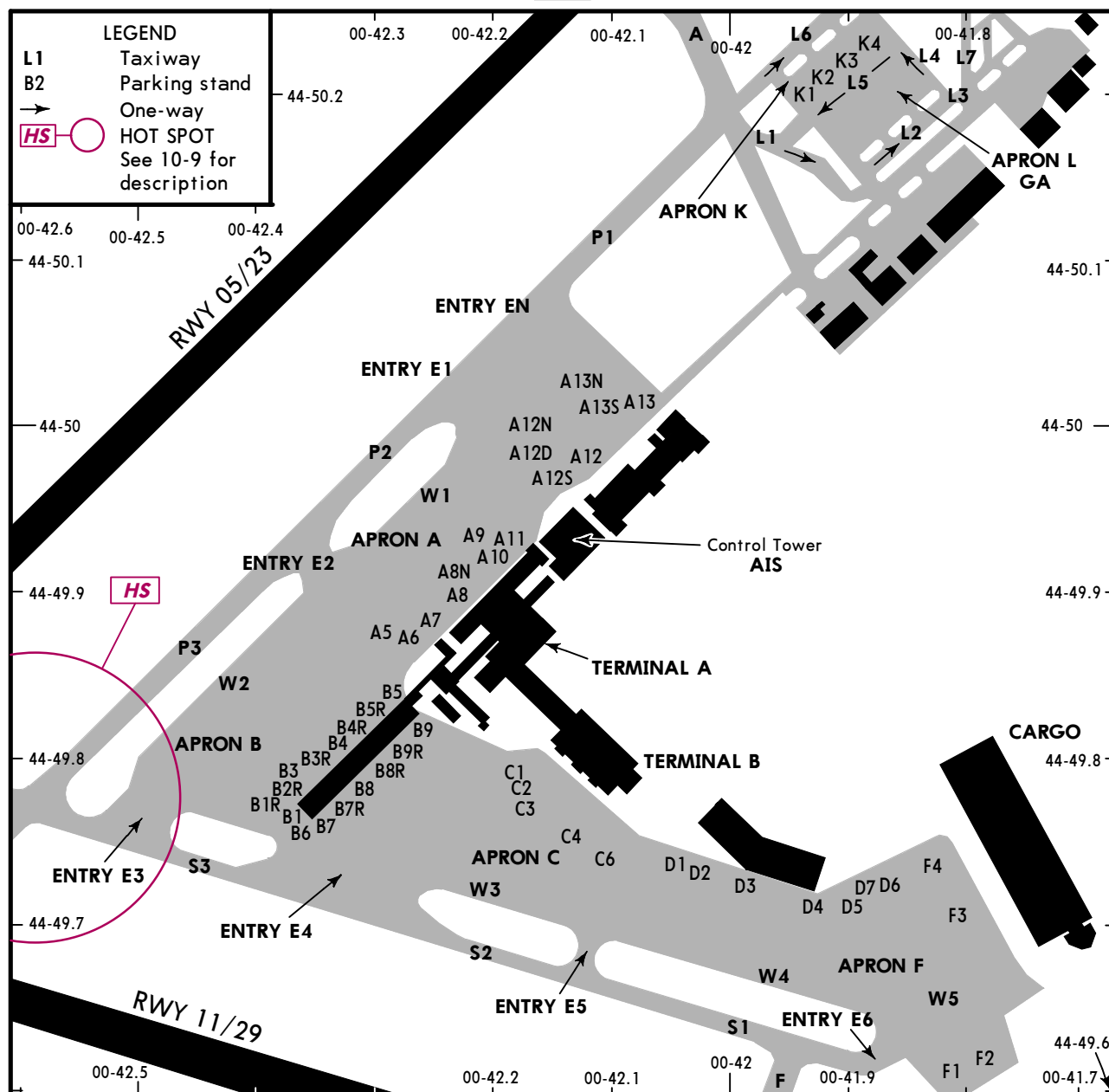
Standard

TAKE-OFF ①

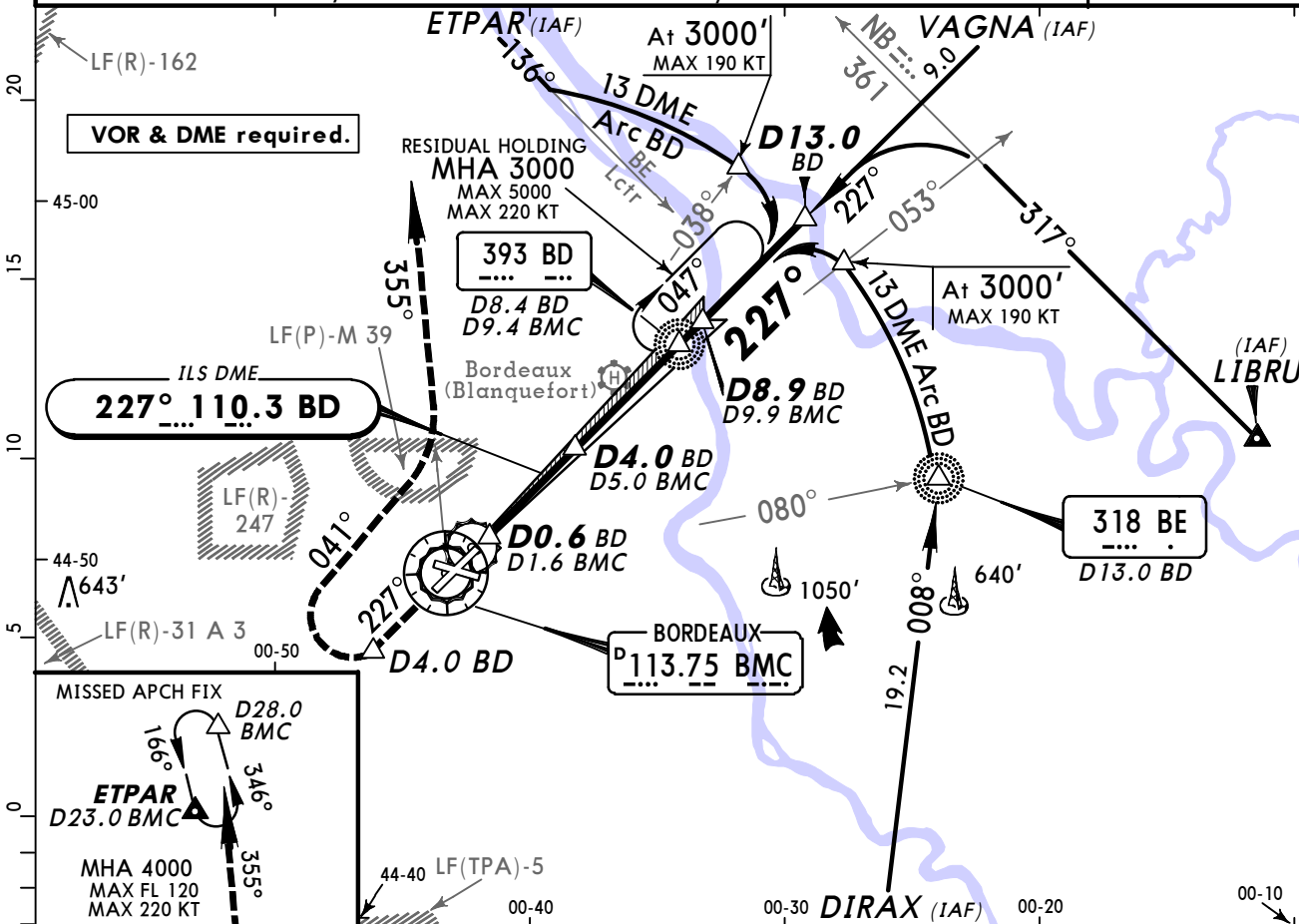
LVP must be in Force						
2	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

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

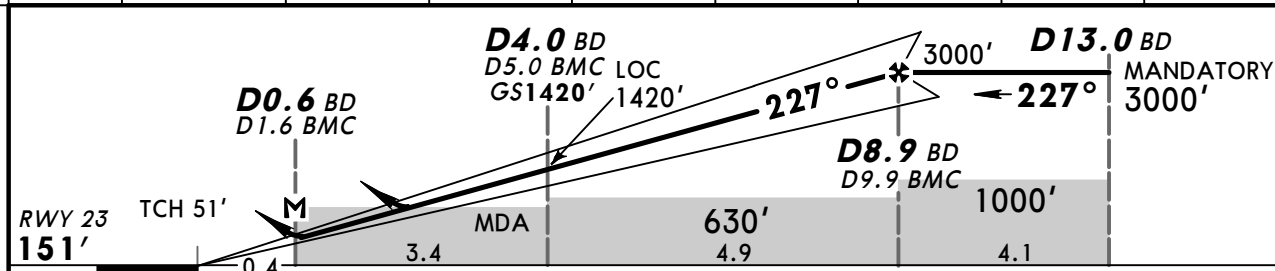
② CAT ABCD 75m with approved HUD.



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°	372	478	531	637	743	849
MAP at D0.6 BD/D1.6 BMC						

STRAIGHT-IN LANDING RWY 23				CIRCLE-TO-LAND 2	
ILS			LOC (GS out)	Prohibited Southeast of rwy	
DA(H) 351' (200')			CDFA		
DA/MDA(H) 540' (389')			ALS out		
FULL	Limited	ALS out	ALS out	Max Kts	MDA(H) VIS
A				110	650' (499') 1500m
B	RVR 550m	RVR 750m	RVR 1100m	135	670' (519') 1600m
C		RVR 1200m		180	800' (649') 2400m
D			RVR 1800m	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'.

LFBD/BOD MERIGNAC

19 APR 13
Eff 2 May

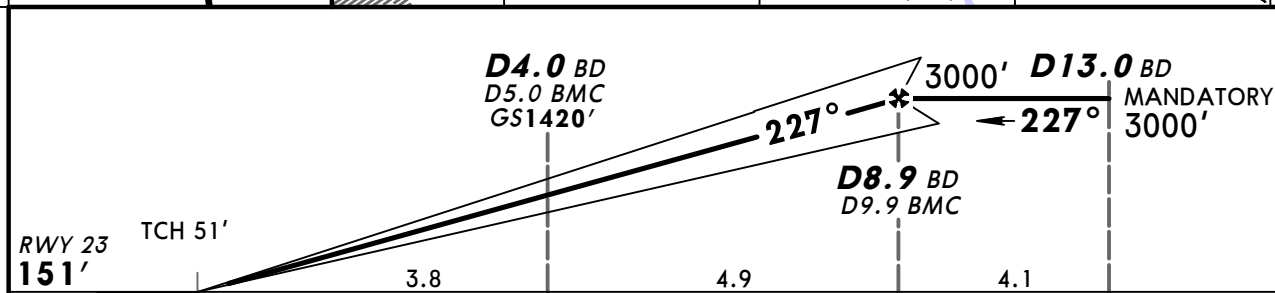
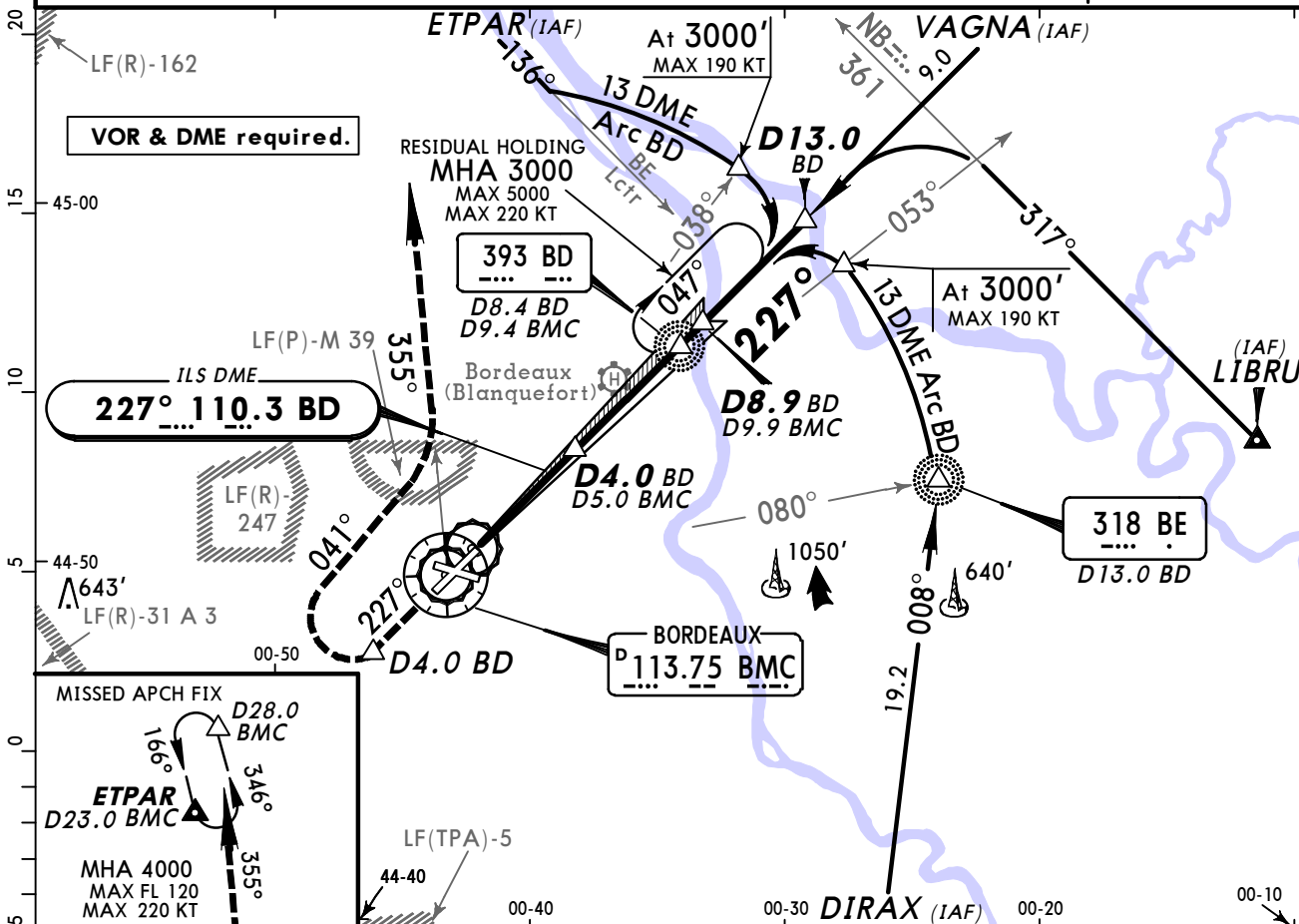
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BORDEAUX, FRANCE
CAT II/III ILS Rwy 23

™

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	849		

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

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

LFBD/BOD
MERIGNAC

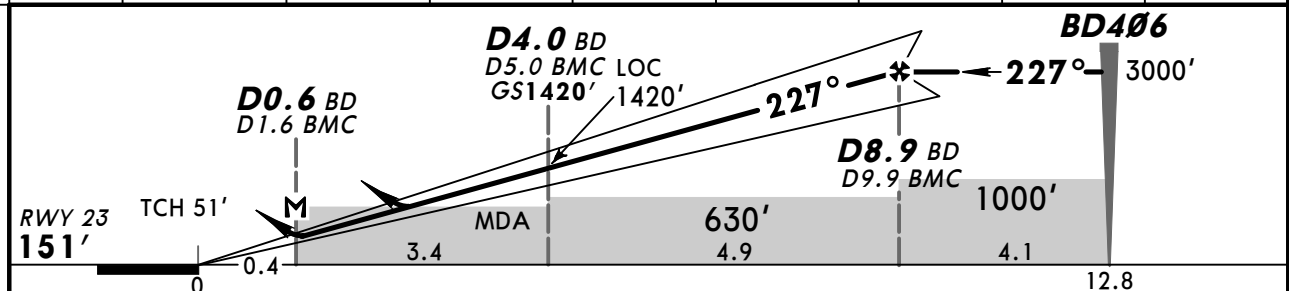
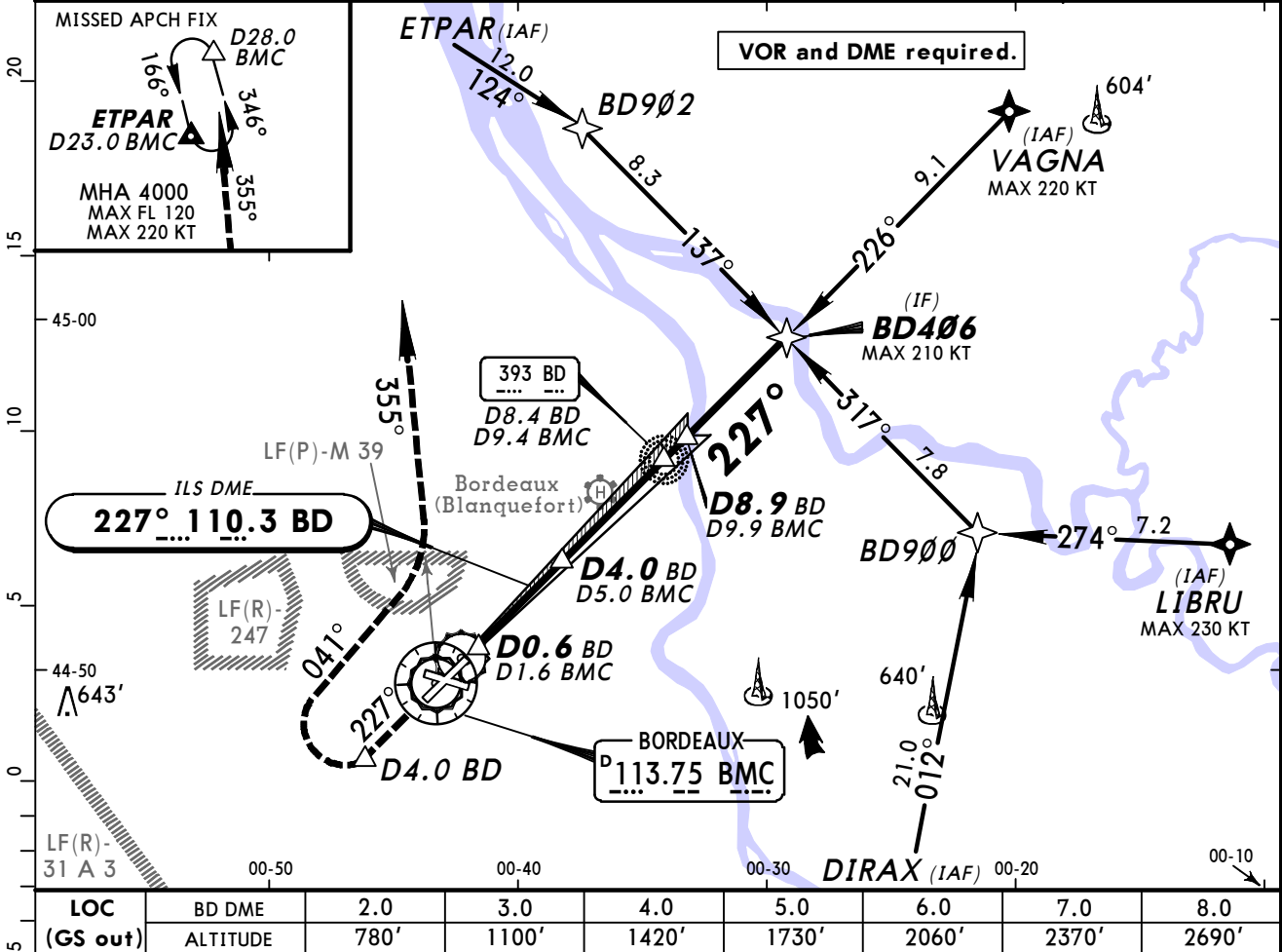
26 APR 13
Eff 2 May

(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	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	
	DA(H) 351' (200')			CDFA 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

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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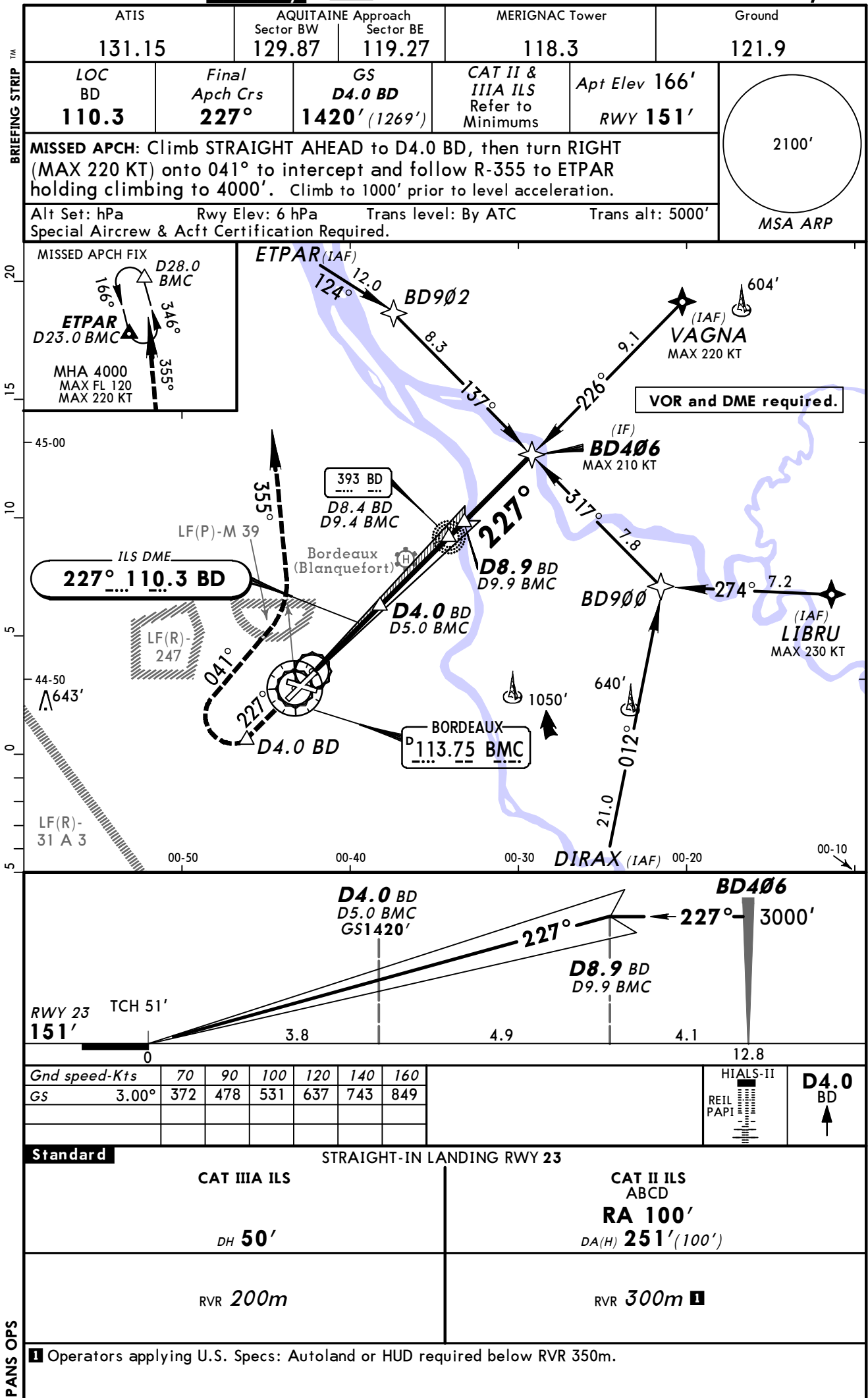
LFBD/BOD
MERIGNAC

26 APR 13
Eff 2 May

11-2A

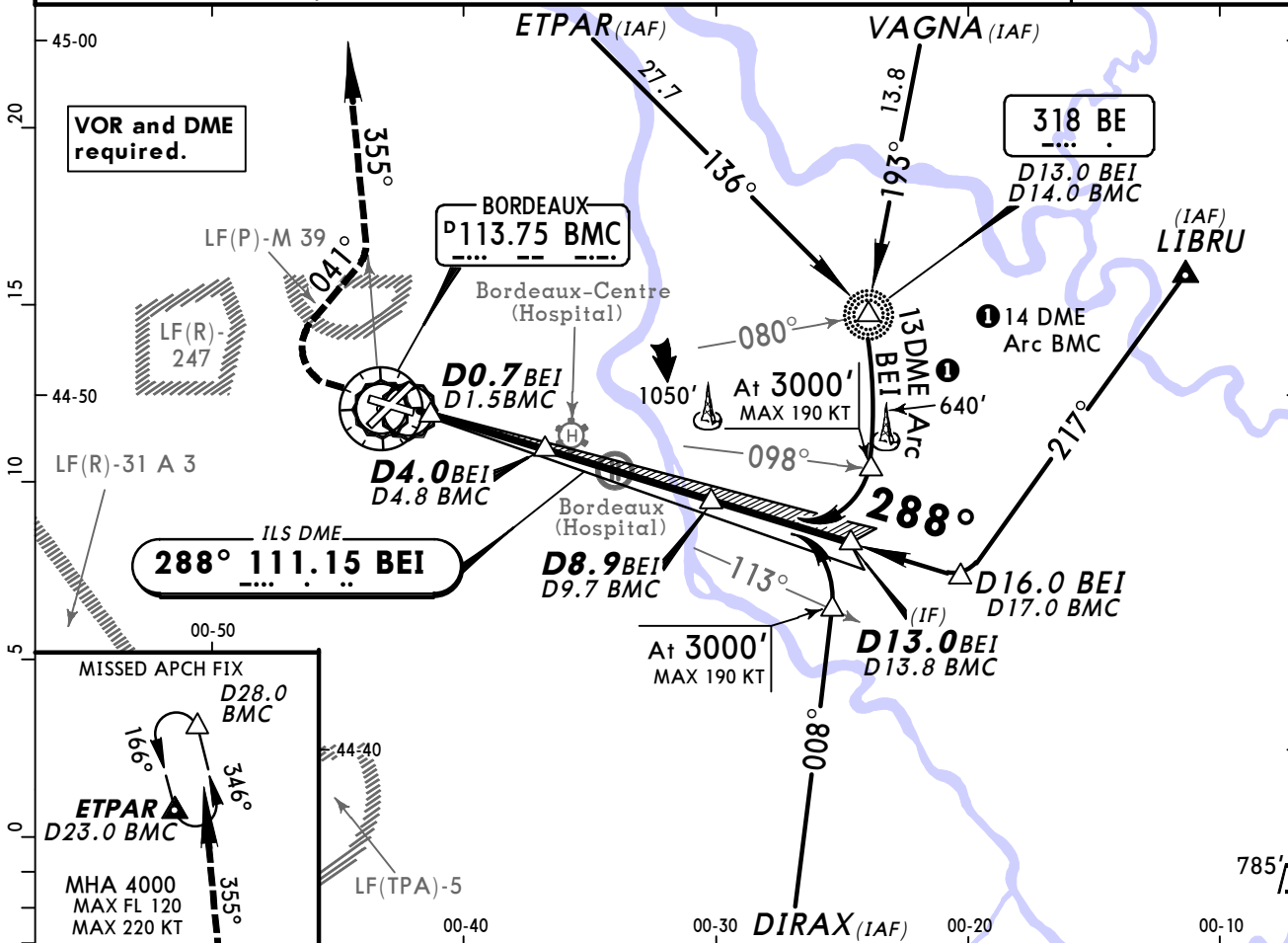
RNAV INITIAL APCH

BORDEAUX, FRANCE
CAT II/III ILS Rwy 23

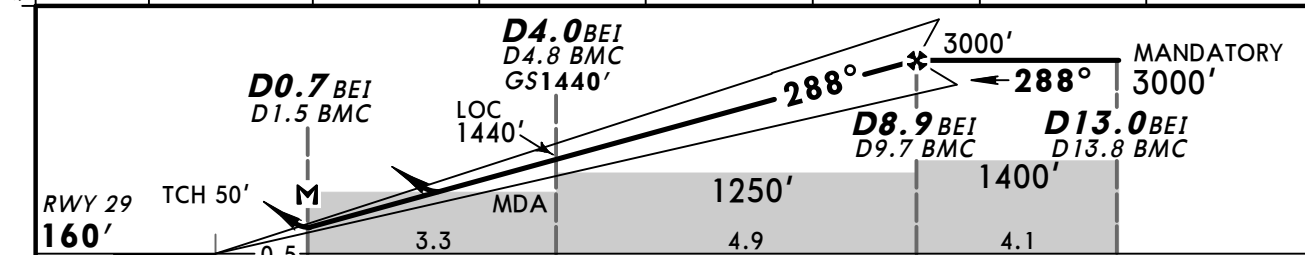


BRIEFING STRIP

ATIS 131.15		AQUITAINE Approach Sector BW 129.87		Sector BE 119.27		MERIGNAC Tower 118.3	Ground 121.9
LOC BEI 111.15	Final Apch Crs 288°	GS D4.0 BEI 1440' (1280')		ILS DA(H) 360' (200')		Apt Elev 166' RWY 160'	2100' MSA BMC VOR
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'	



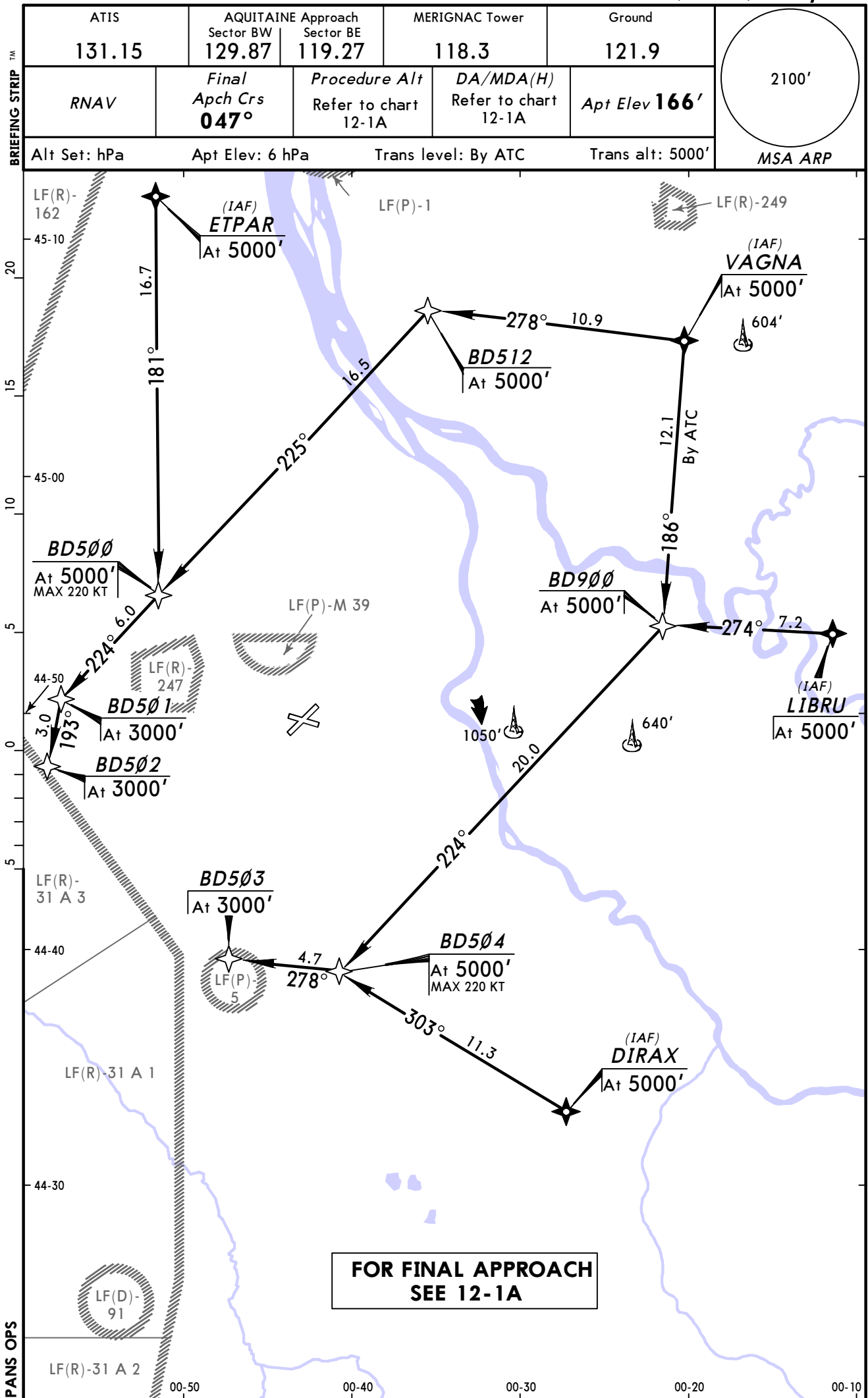
LOC (GS out)	BEI DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	800'	1120'	1440'	1760'	2070'	2390'

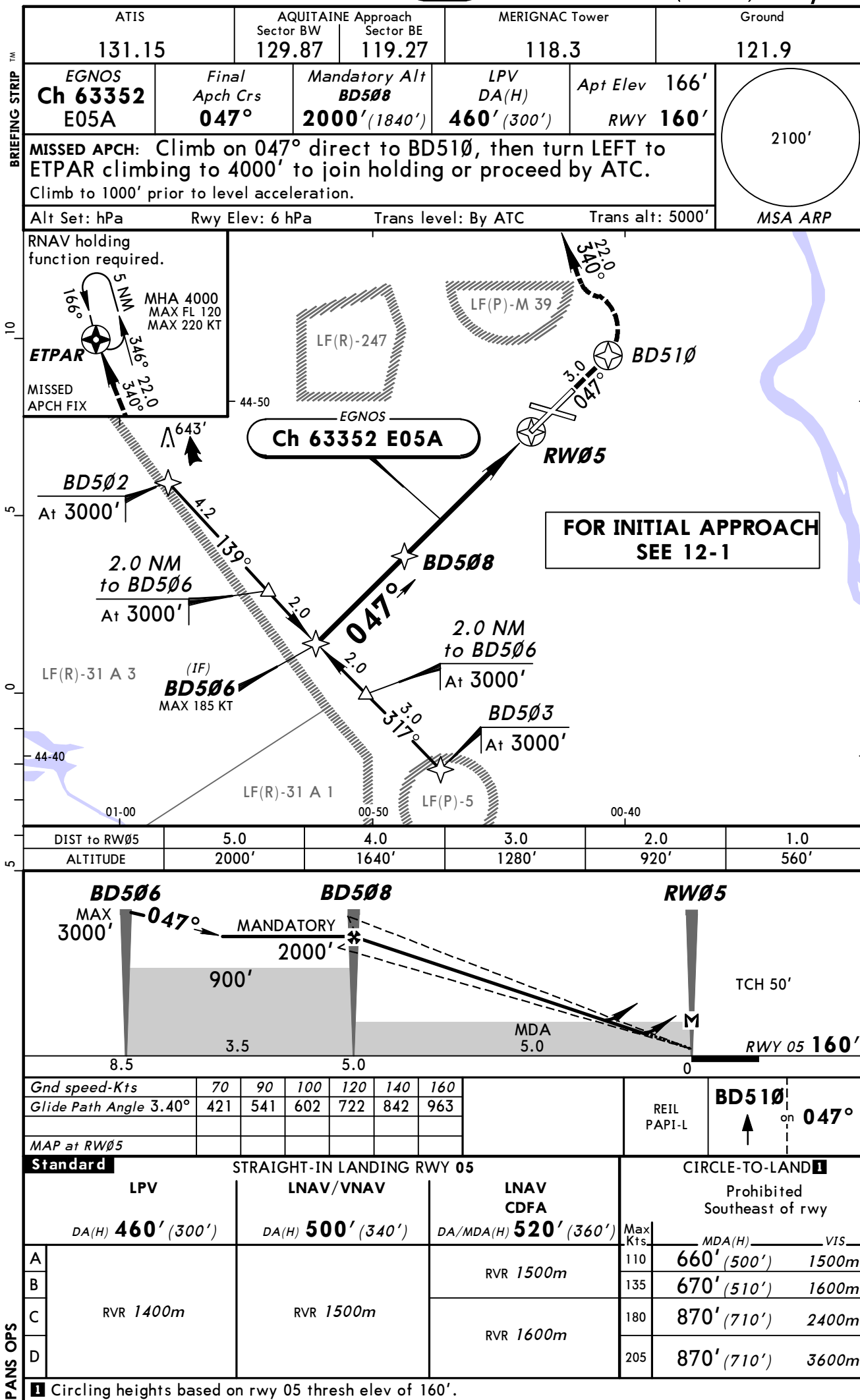


Gnd speed-Kts	70	90	100	120	140	160				
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	REIL PAPI-L	700'	041°
MAP at D0.7 BEI/D1.5 BMC									220 KT	MAX

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	
A		RVR 1500m		110	640' (480') 1500m
B		RVR 1200m		135	670' (510') 1600m
C		RVR 1700m		180	830' (670') 2400m
D		RVR 1700m		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'.

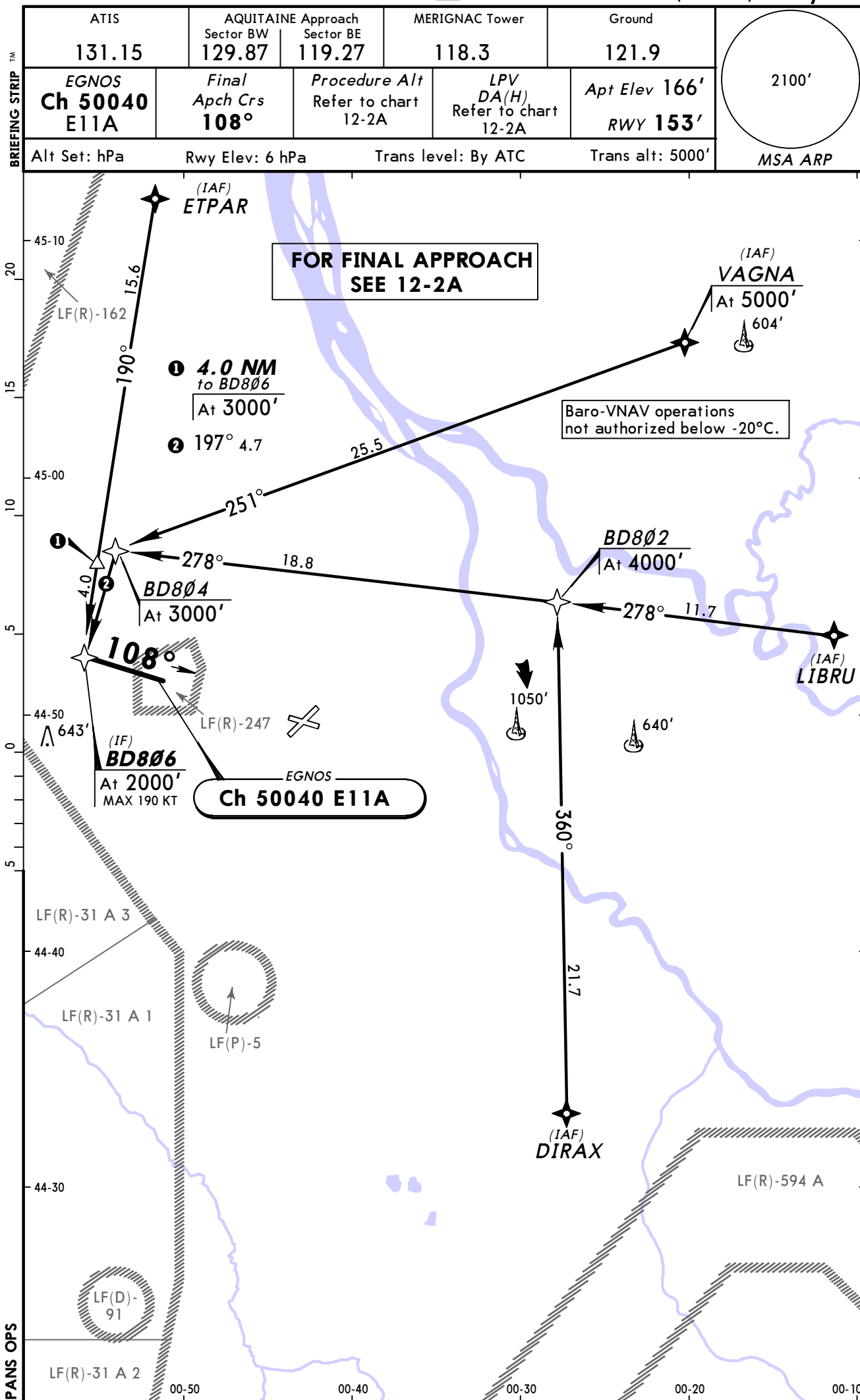




LFBD/BOD
MERIGNAC

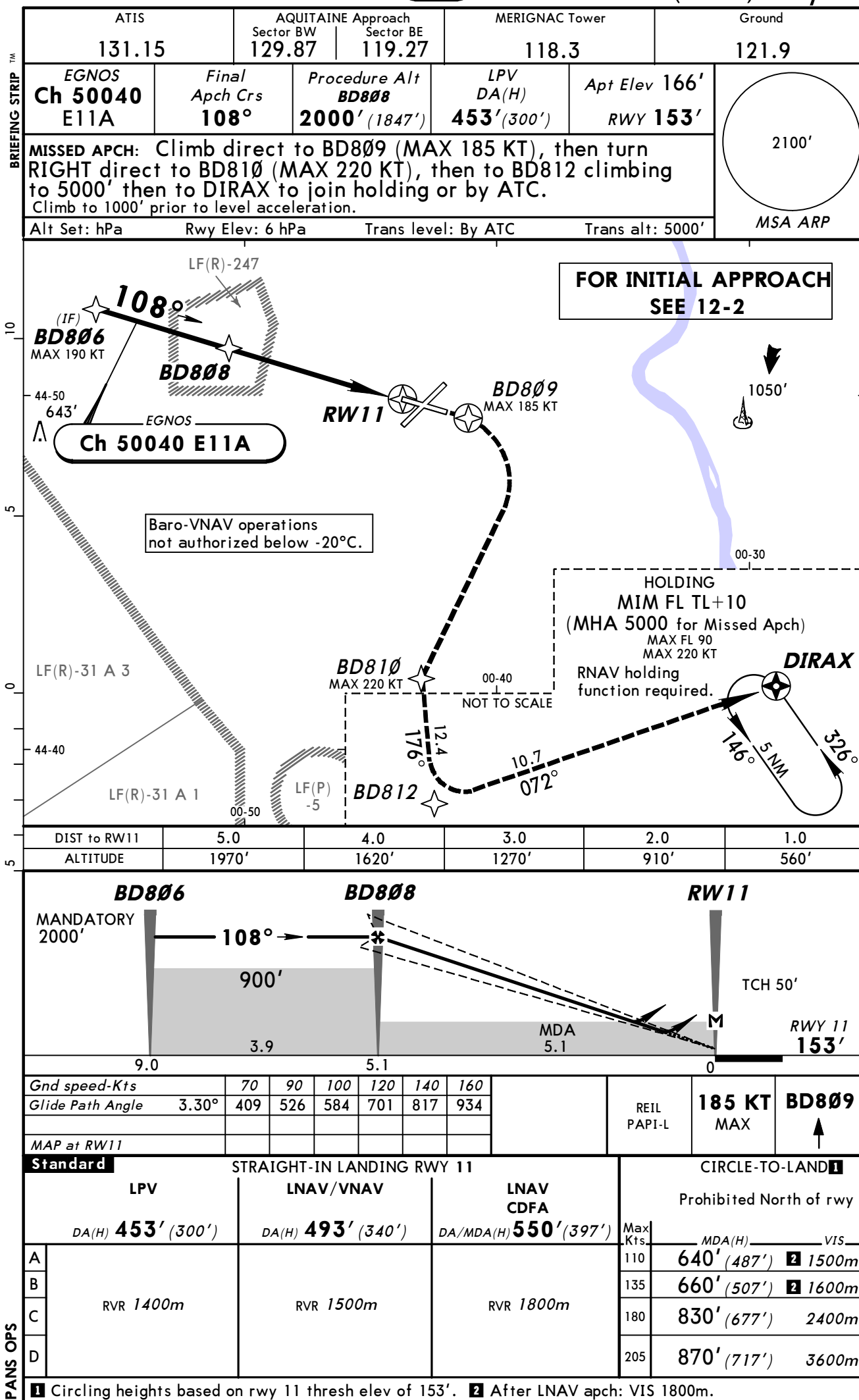
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31 JAN 14 (12-2) Eff 6 Feb

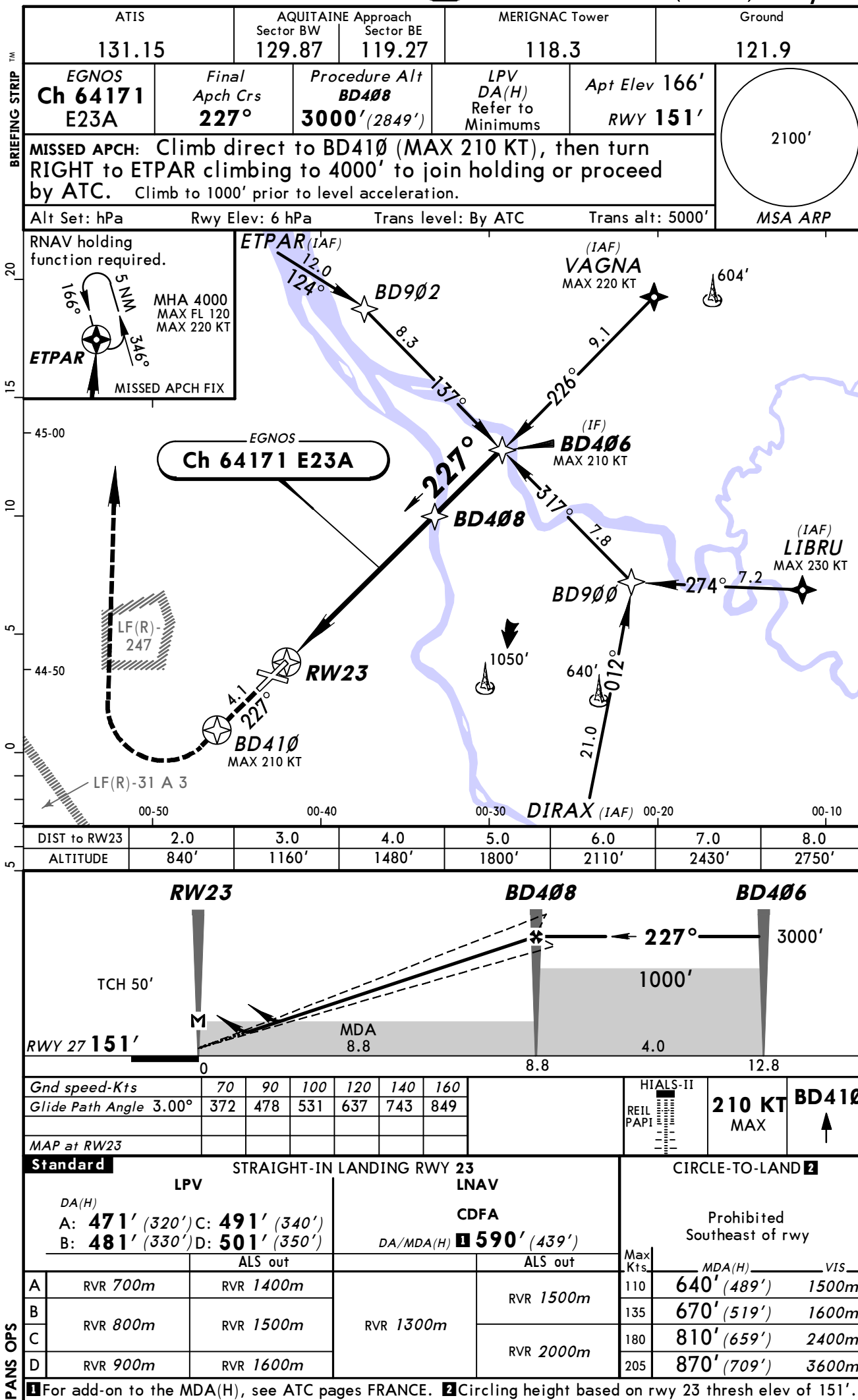
BORDEAUX, FRANCE
RNAV (GNSS) Rwy 11

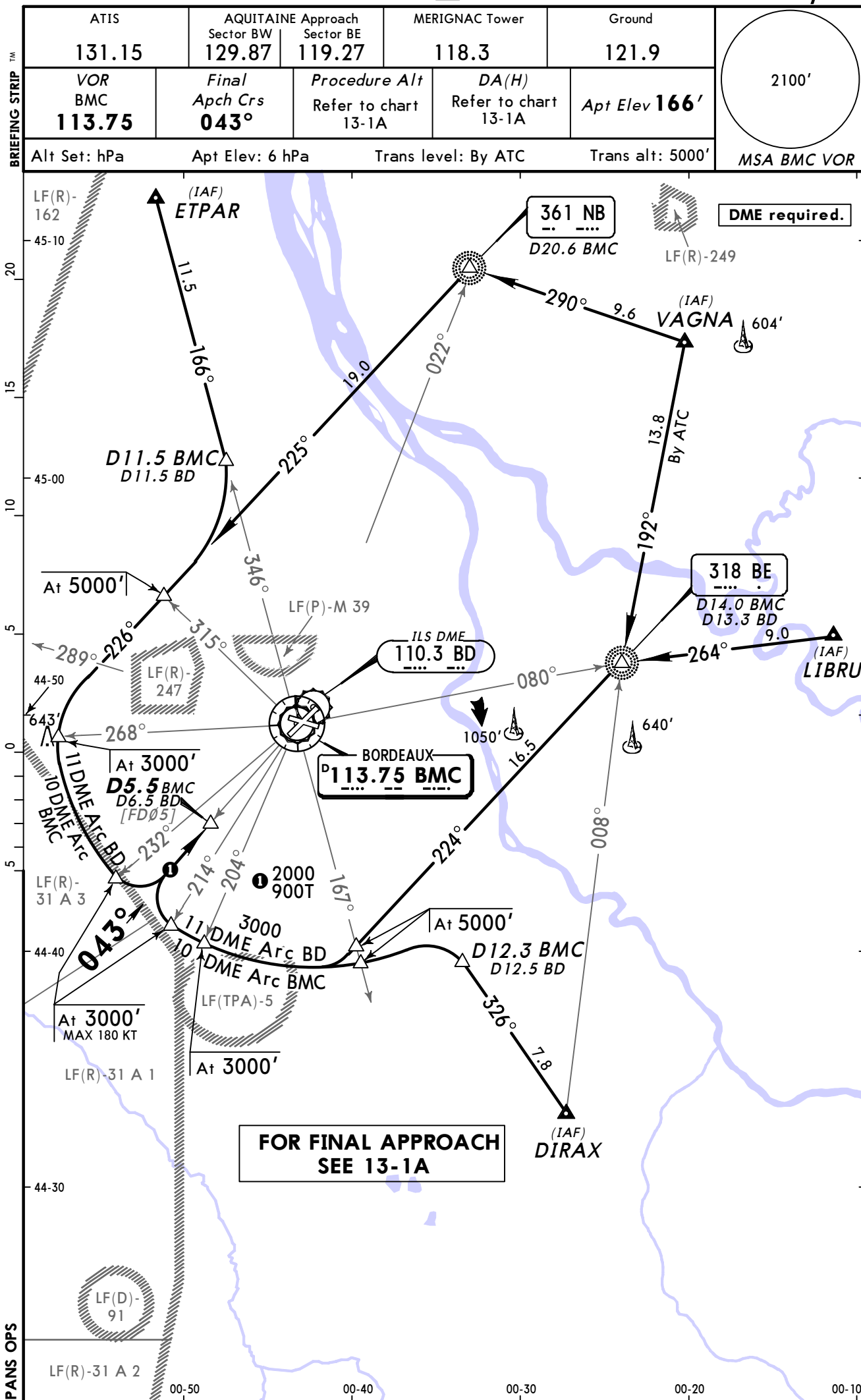


CHANGES: Crossing alt.

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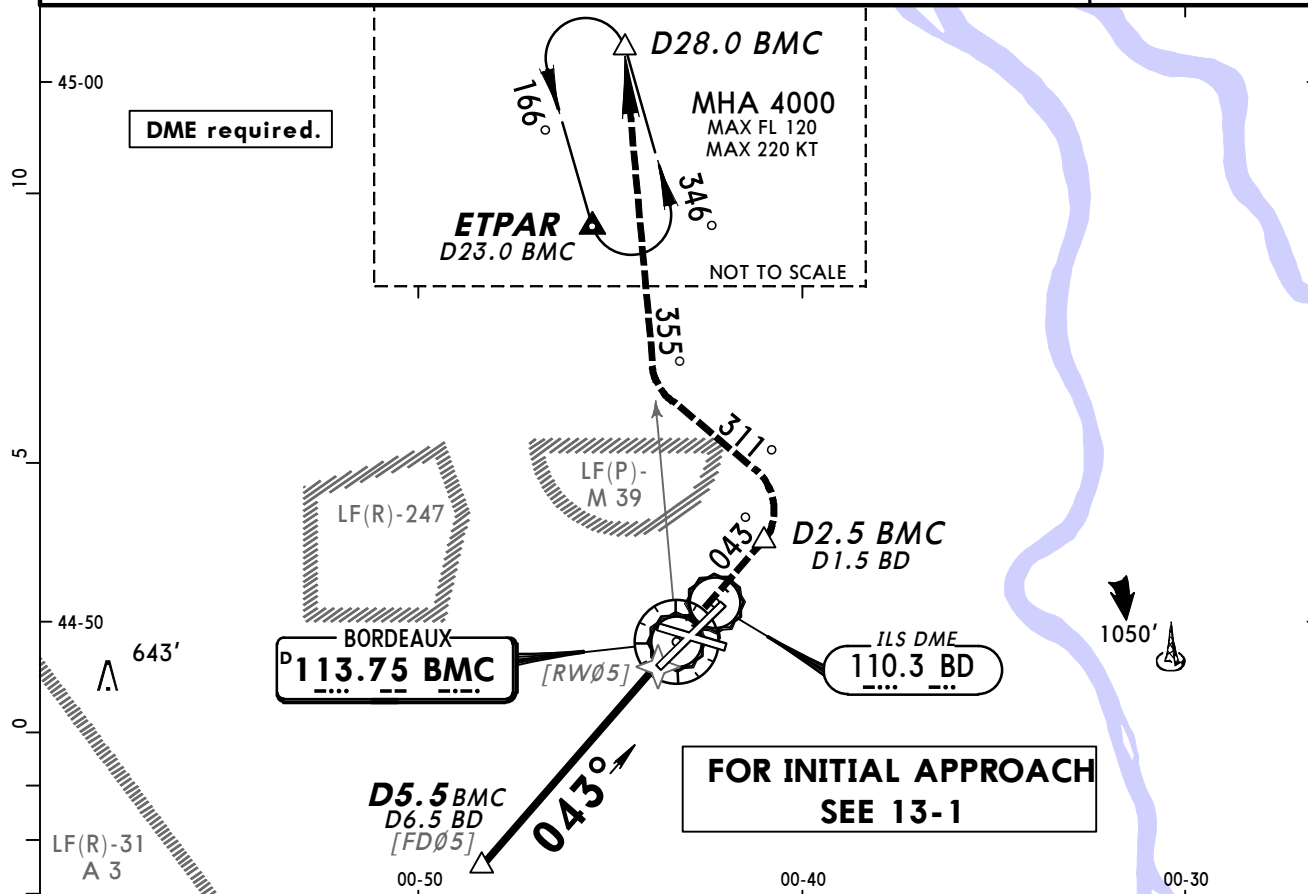




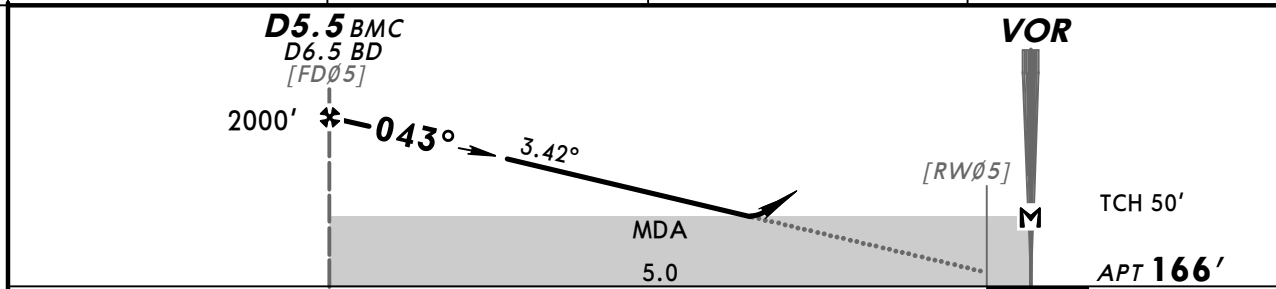


BRIEFING STRIP

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



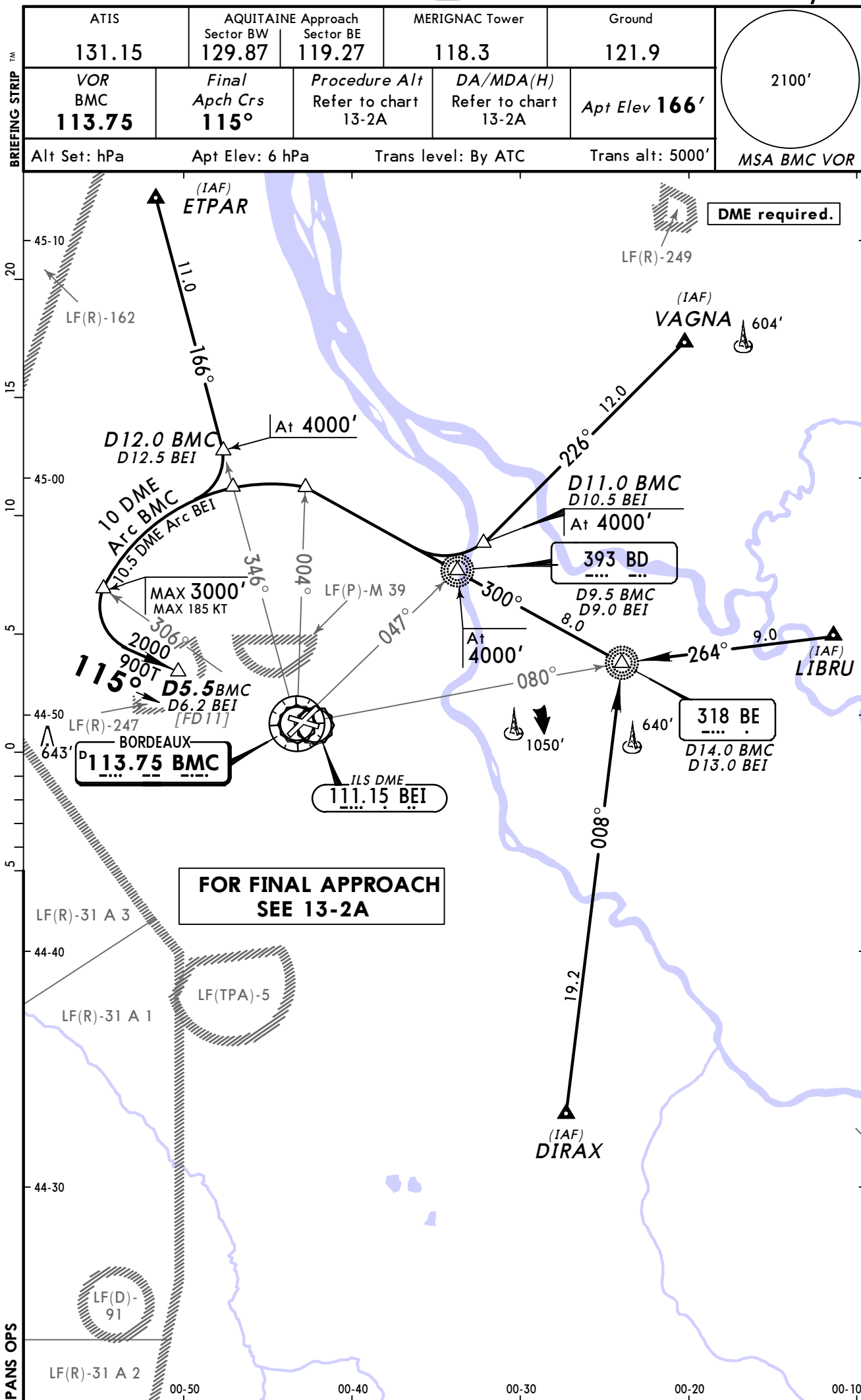
BMC DME	4.0	3.0	2.0
BD DME	5.0	4.0	3.0
ALTITUDE	1470'	1110'	750'



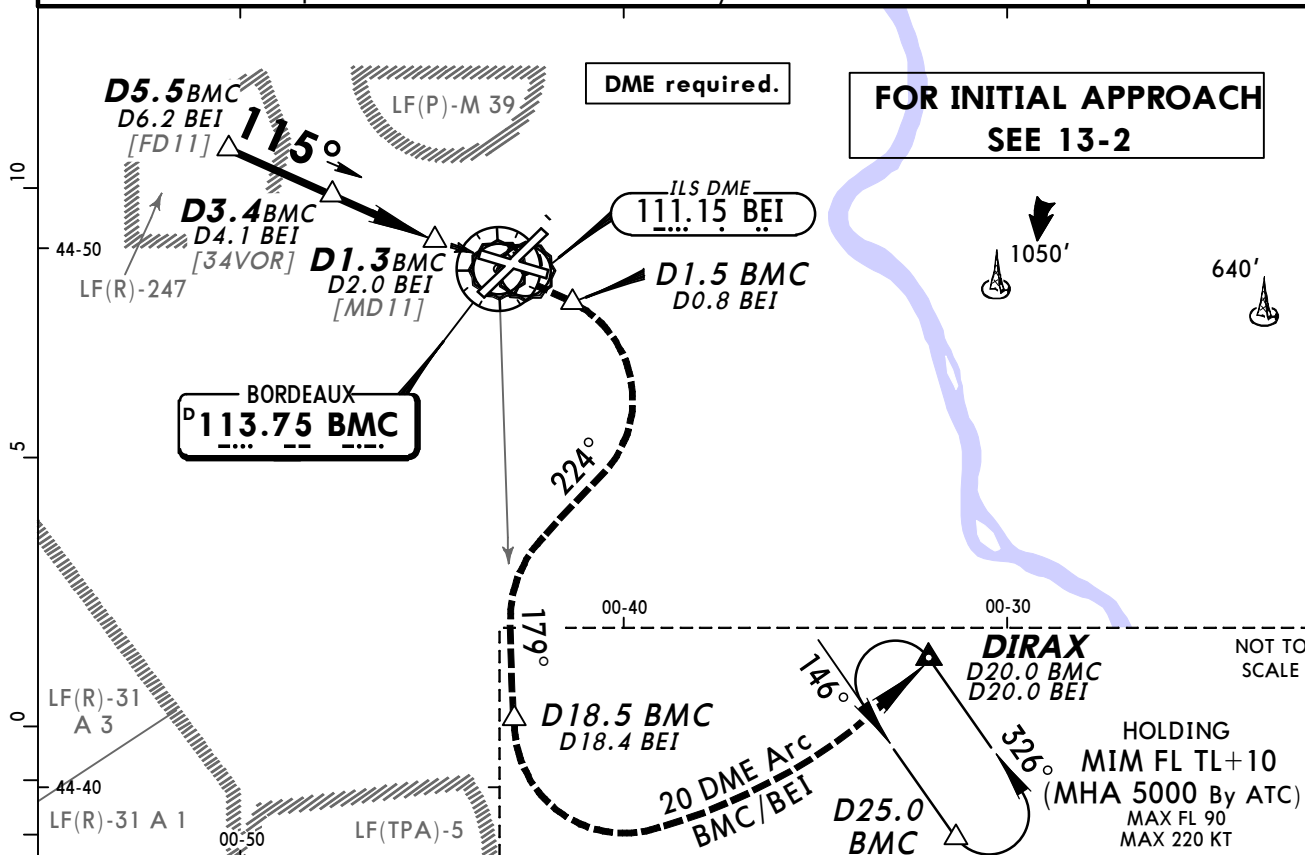
Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	D2.5 BMC ↑	BMC on 113.75 R-043
Descent Angle	3.42°	424	545	605	726	847			
MAP at VOR									

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	RVR 2000m			180	810' (644')	2400m	
D				205	870' (704')	3600m	

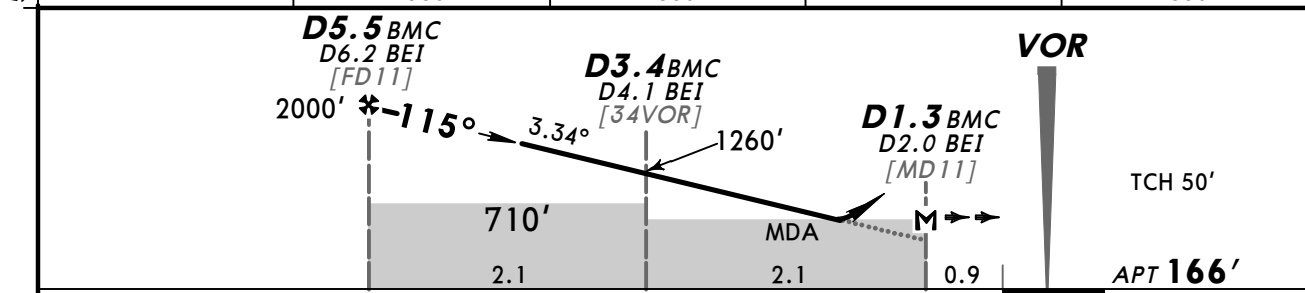
PANS OPS



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.				
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									

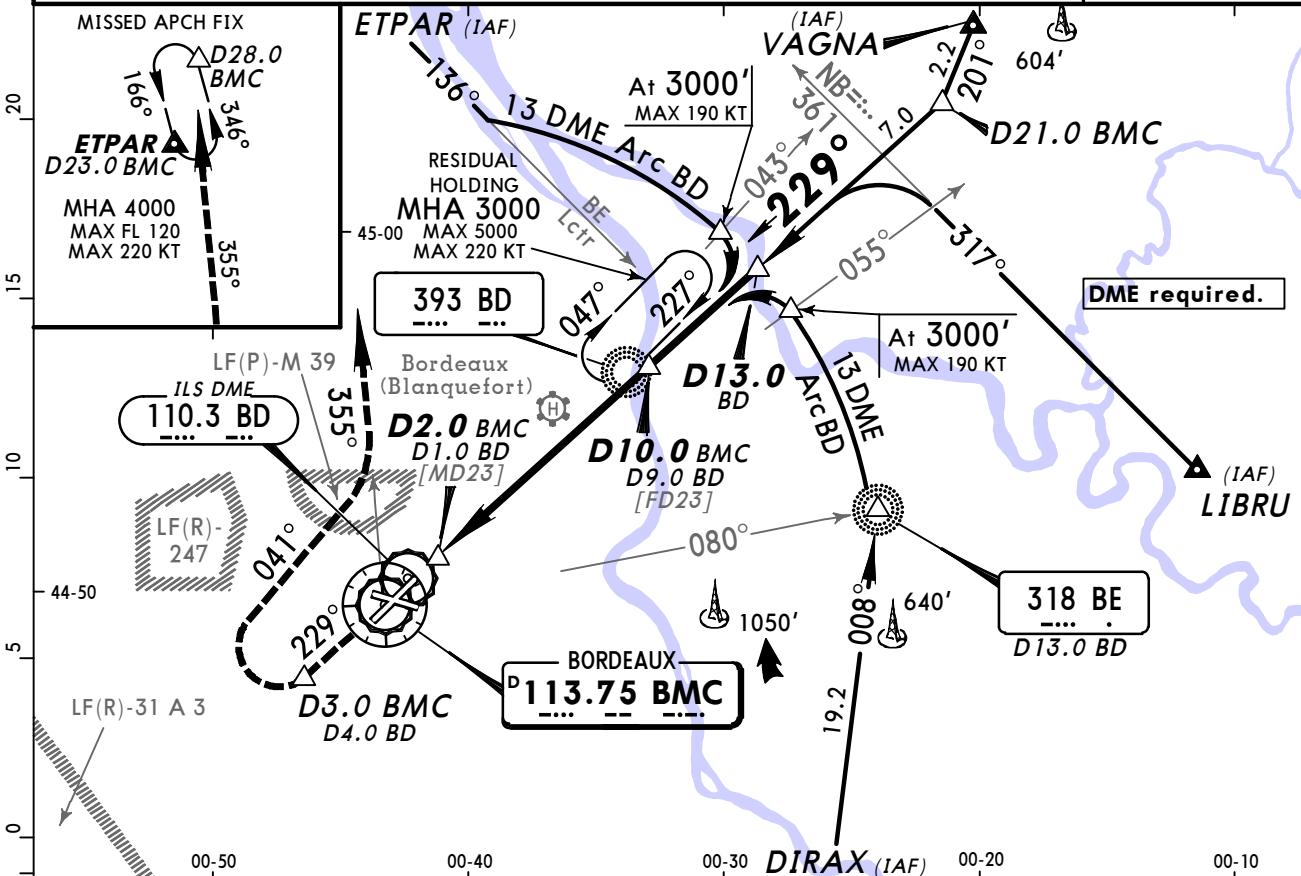
Standard STRAIGHT-IN LANDING RWY 11					CIRCLE-TO-LAND		
CDFA					Prohibited North of rwy		
DA/MDA(H) A: 570' (404') C: 640' (474') B: 610' (444') D: 660' (494')							
A	RVR 1500m				Max Kts	MDA(H)	VIS
B					110	640' (474')	1500m
C	CMV 2200m				135	670' (504')	1600m
D	CMV 2300m				180	830' (664')	2400m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

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

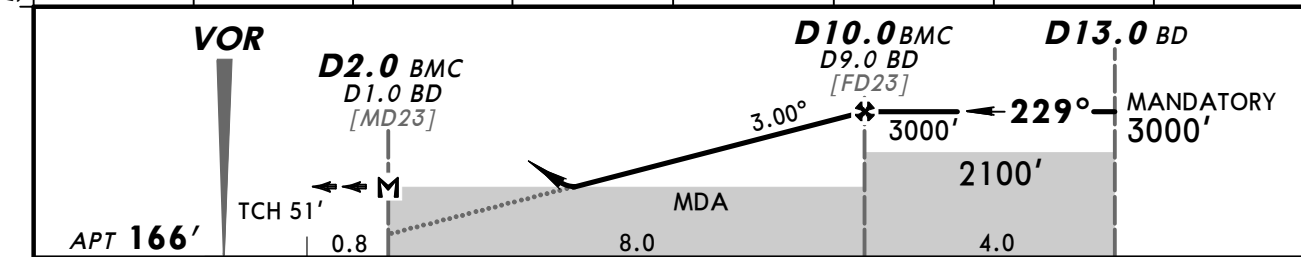
CHANGES: DIRAX holding.

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ATIS 131.15	AQUITAINE Approach Sector BW 129.87	AQUITAINE Approach Sector BE 119.27	MERIGNAC Tower 118.3	Ground 121.9
VOR BMC 113.75	Final Aptch 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'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D2.0 BMC/D1.0 BD						

REIL
PAPI

HIALS-II

D3.0
BMC

on 113.75

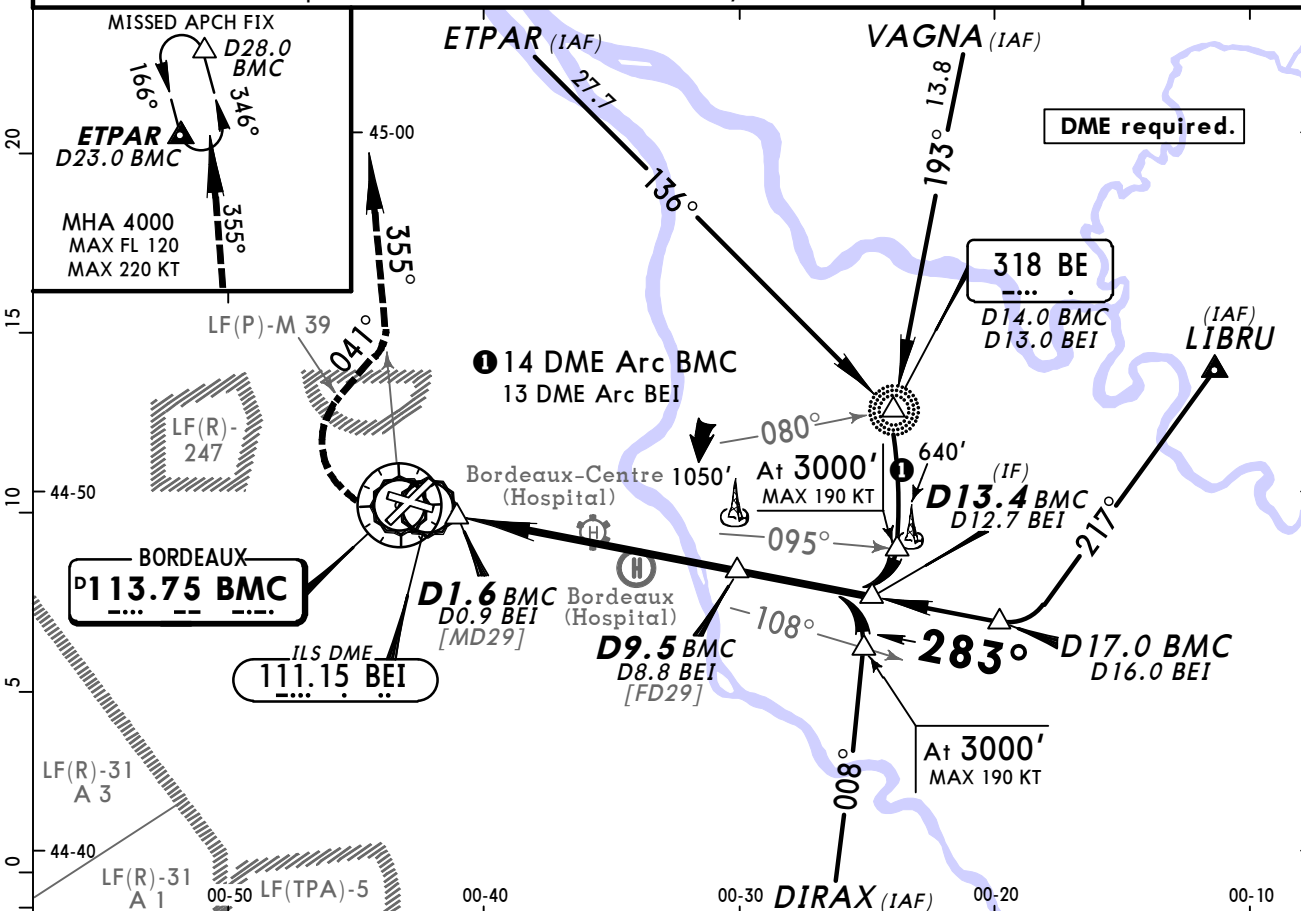
R-229

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	

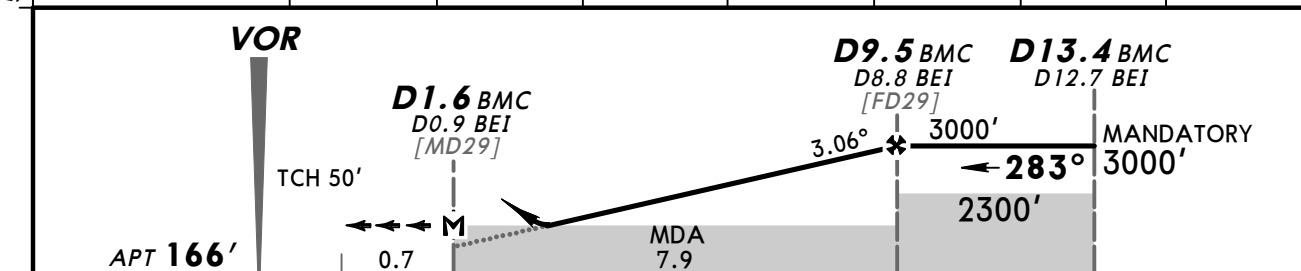
PANS OPS For add-on to the MDA(H), see ATC pages FRANCE.

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 283°	Procedure Alt D9.5 BMC 3000' (2834')		DA/MDA(H) 580' (414')		Apt Elev 166'	2100' MSA BMC VOR
MISSED APCH: Climb to VOR, 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'	



BMC DME	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	850'	1180'	1510'	1830'	2160'	2480'
BEI DME	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	760'	1080'	1410'	1730'	2060'	2380'

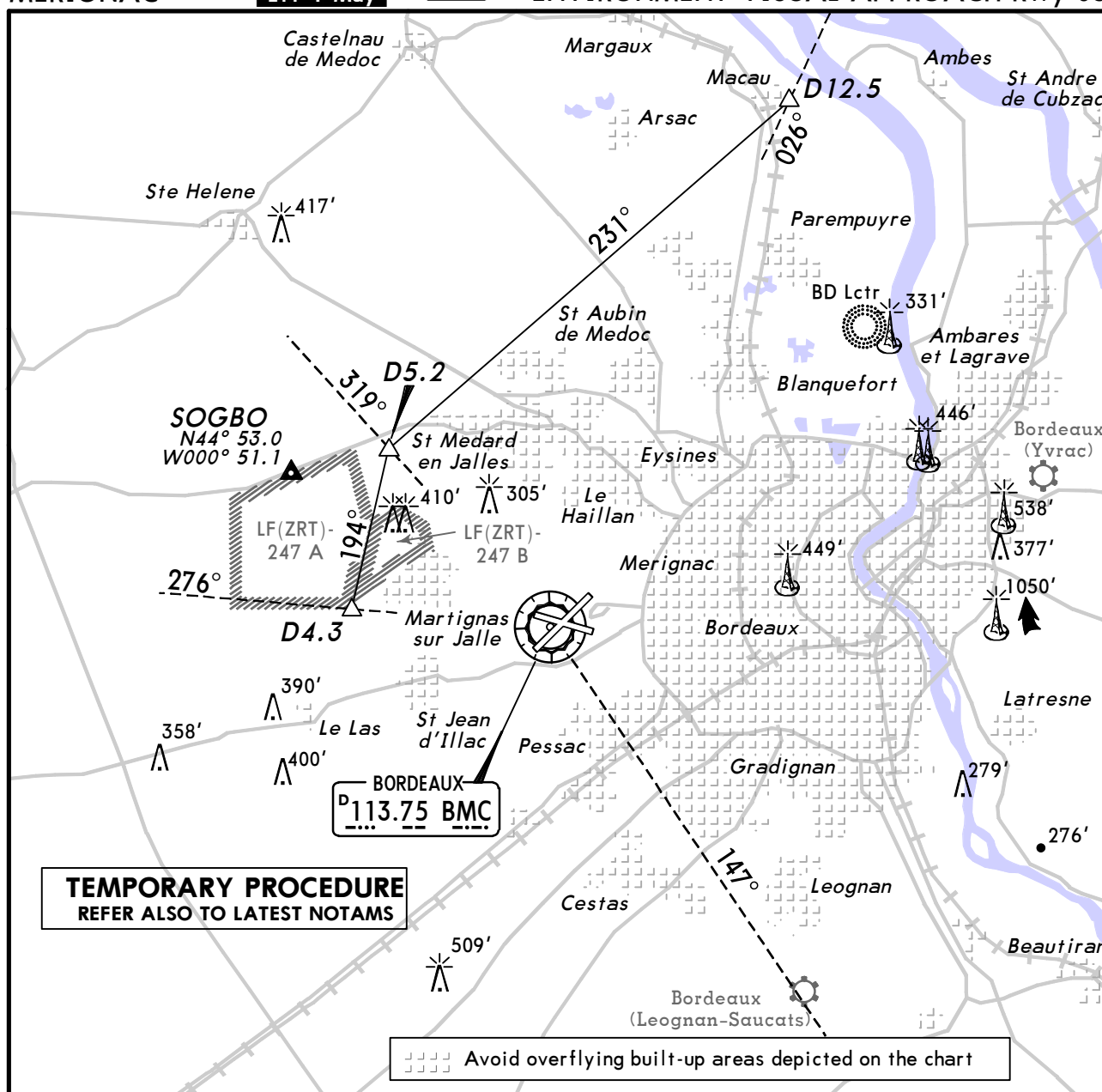


Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.06°	379	487	541	650	758
MAP at D1.6 BMC/D0.9 BEI						

REIL	BMC	041°	220 KT
PAPI-L	113.75	RT	MAX

Standard		STRAIGHT-IN LANDING RWY 29		CIRCLE-TO-LAND	
		CDFA		Prohibited North of rwy	
		DA/MDA(H) 580' (414')			
A	RVR 1500m	Max Kts	110	MDA(H)	VIS
B			135	640' (474')	1500m
C			180	670' (504')	1600m
D	RVR 1900m		205	830' (664')	2400m
				870' (704')	3600m

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



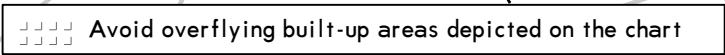
Instructions, except for safety requirement:

Rwy 23:

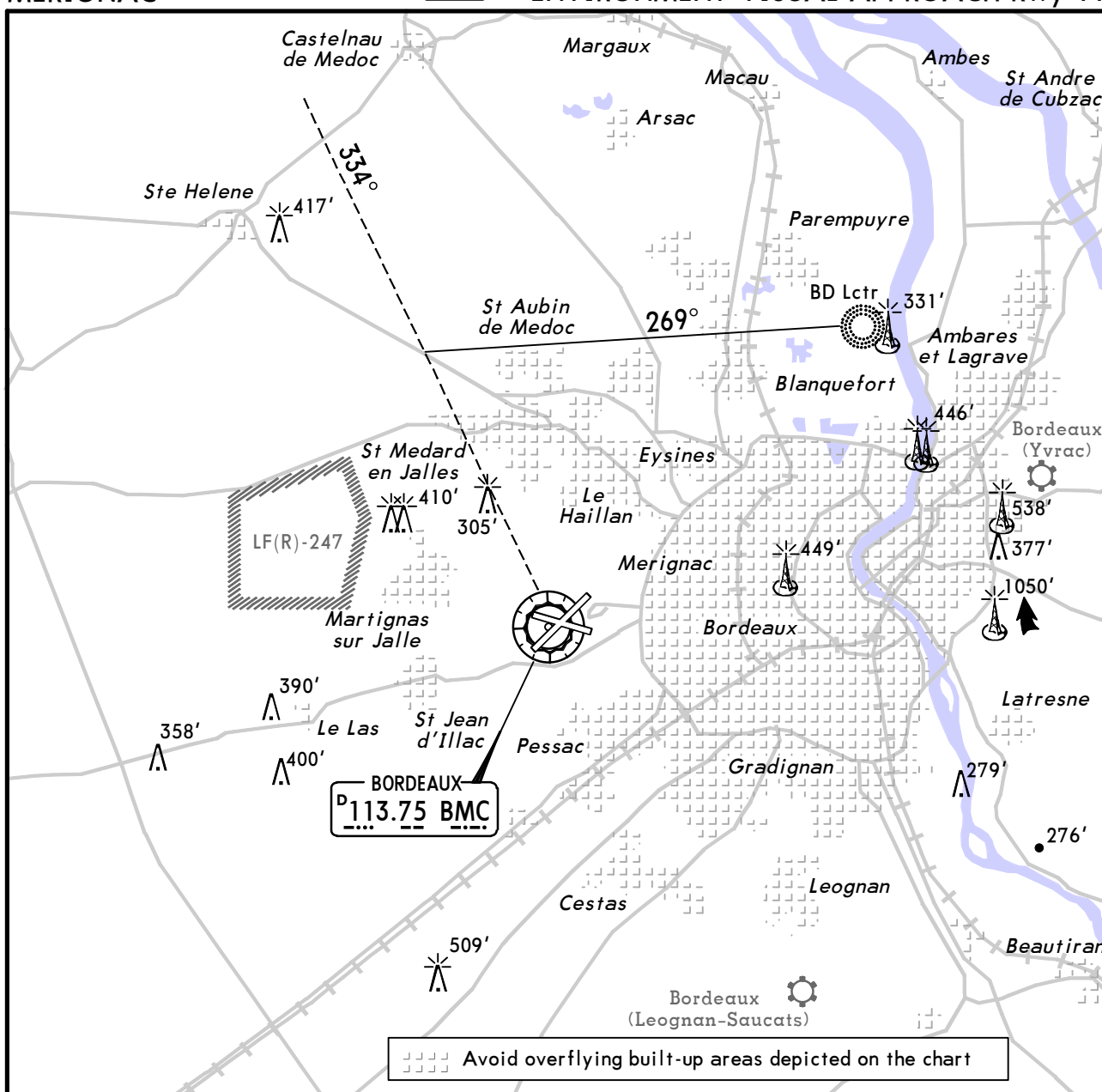
Visual approaches prohibited.

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 axes above, respect an altitude of 3000' till R-276 BMC.
- When temporary restricted areas LF(ZRT)-247 A or B active, check the conditions of separation from these areas with AQUITAINE ATC.
- 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.
- Overflying SOGBO is recommended to facilitate the respect of environmental constraints.
- In order not to overfly densely populated areas for North arrivals avoid flying South-east of specified axes 231° and 194° till R-276 BMC.



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Instructions, except for safety requirement:

Rwy 29:

Visual approaches prohibited.

Rwy 11:

- 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 defined by 269° from BD Lctr, maintain an altitude of 3000' till R-334 BMC..
- 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 (VAGNA or LIBRU) avoid manoeuvring in the south of specified axis 269° till 334° BMC.

Chart changes since cycle 12-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BORDEAUX, (MERIGNAC - LFBD)				
DEL	ENVIRONMENT-VISUAL APCH R...	19-10	20 Jun 2014	26 Jun 2014
ADD	SOGBO RNAV VISUAL RWY 05	19-10	20 Jun 2014	26 Jun 2014
ADD	ENVIRONMENT-VISUAL APCH R...	19-11	20 Jun 2014	26 Jun 2014
DEL	ENVIRONMENT-VISUAL APCH R...	19-11	20 Jun 2014	26 Jun 2014
ADD	ENVIRONMENT-VISUAL APCH R...	19-12	20 Jun 2014	26 Jun 2014

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LFBD