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JEPPESEN
JeppView for Windows

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Terminal Charts For LFBD
Revision Letter For Cycle 13-2016
Change Notices
Notebook

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General Information

Location: BORDEAUX FRA
ICAO/IATA: LFBD / BOD
Lat/Long: N44° 49.72', W000° 42.92'
Elevation: 166 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 1.0° 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
Traffic Pattern Altitude: 1666 ft (1500 ft AGL)

Sunrise: 0416 Z
Sunset: 1952 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

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Communication Information

ATIS: 131.150
Merignac Tower: 118.300
Merignac Ground: 121.900
Merignac Ground: 121.725
Aquitaine Approach: 129.875
Merignac Approach: 121.200
Aquitaine Approach: 119.275
Aquitaine Approach: 126.725 Secondary
Bordeaux Test Information: 122.900 Flight Info Service
Aquitaine Information Information: 120.575 Flight Info Service

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1. GENERAL

1.1. ATIS

ATIS 131.15

1.2. SPEED RESTRICTIONS

Within AQUITAINE TMA parts 2.1, 2.2 and 3, the speed is limited to MAX 250 KT below FL100 except with explicit clearance by ATC.

For ACFT which cannot maintain MAX 250 KT for technical reasons or for flight quality, a higher speed is possible after ATC clearance.

1.3. NOISE ABATEMENT PROCEDURES

1.3.1. RUNWAY USAGE

RWY 23 is preferred up to tailwind of 5 KT, including gusts of wind.

When both RWYs available, RWY 05/23 shall be used up to a crosswind component of 15 KT, including gusts of wind.

1.3.2. REVERSE THRUST

Between 2200-0600LT the use of reverse thrust and propeller pitch reversal greater than idle power is prohibited, except for safety reasons.

1.3.3. RUN-UP TESTS

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

- in idle power on ACFT stands;
- in high power at locations assigned by the Tower Manager.

1.4. RWY OPERATIONS

1.4.1. GENERAL

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

1.4.2. PREFERENTIAL RWY SYSTEM

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

1.5. 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.

1.6. PARKING INFORMATION

1.6.1. 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.

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1. GENERAL

1.6.2. 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.

1.6.3. 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.

1.7. OTHER

1.7.1. AIR NAVIGATION HAZARD

Weather radio-sounding balloon released automatically every day between 1115 and 1215 as well as 2315 and 0015.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

For RWYs 23 and 29 ILS and/or GNSS 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 must strictly be followed.

They can be altered only until reaching 5000' and by ATC.

Noise measurement stations have been installed. For location and position refer to charts 10-4/4A.

JETS

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

Above 3170' adopt normal climb speed and retract flaps.

ALL TYPES OF ACFT

Reach 3170' as quickly as possible.

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.

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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_l 5 min

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LFBD/BOD
MERIGNAC

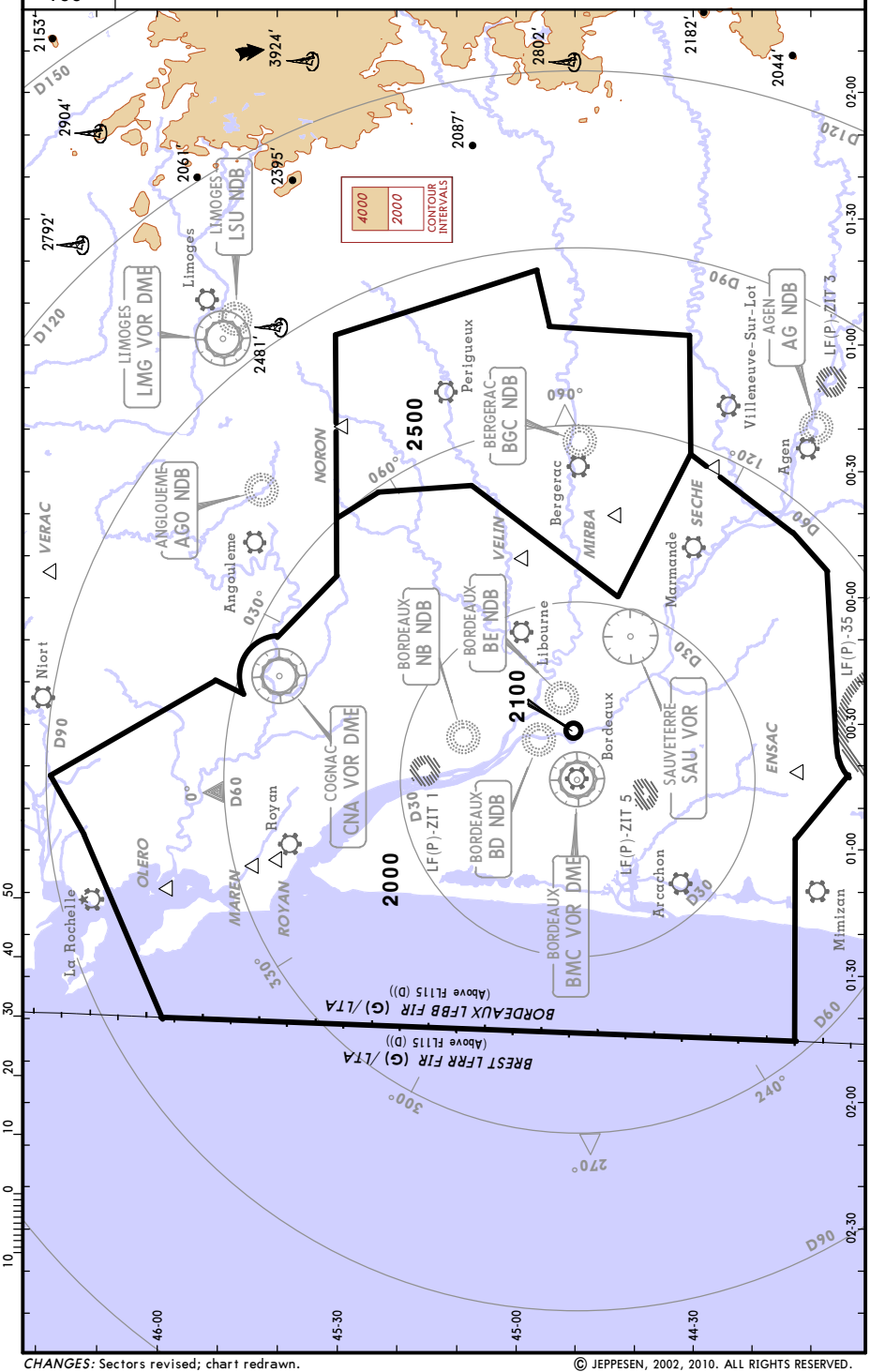
JEPPESEN

23 JUL 10 (10-1R) Eff 29 Jul

BORDEAUX, FRANCE
RADAR MINIMUM ALTITUDES

Apt Elev 166′

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



CHANGES: Sectors revised; chart redrawn.

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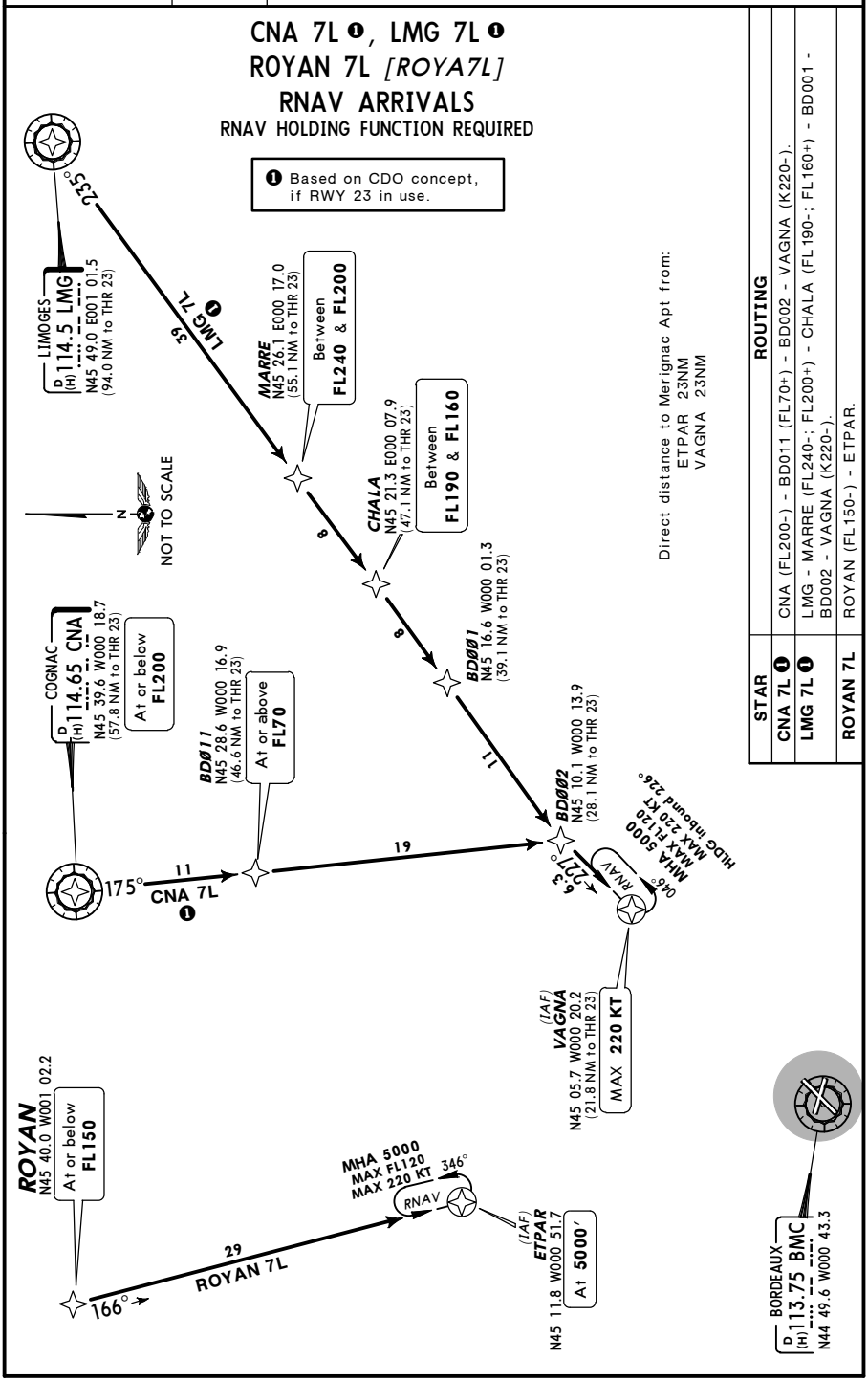
ATIS	Apt Elev	
131.15	166′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

CNA 7L ❶, LMG 7L ❶
ROYAN 7L *[ROYA7L]*
RNAV ARRIVALS
RNAV HOLDING FUNCTION REQUIRED

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



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

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

CHANGES: RNAV STARs renumbered.

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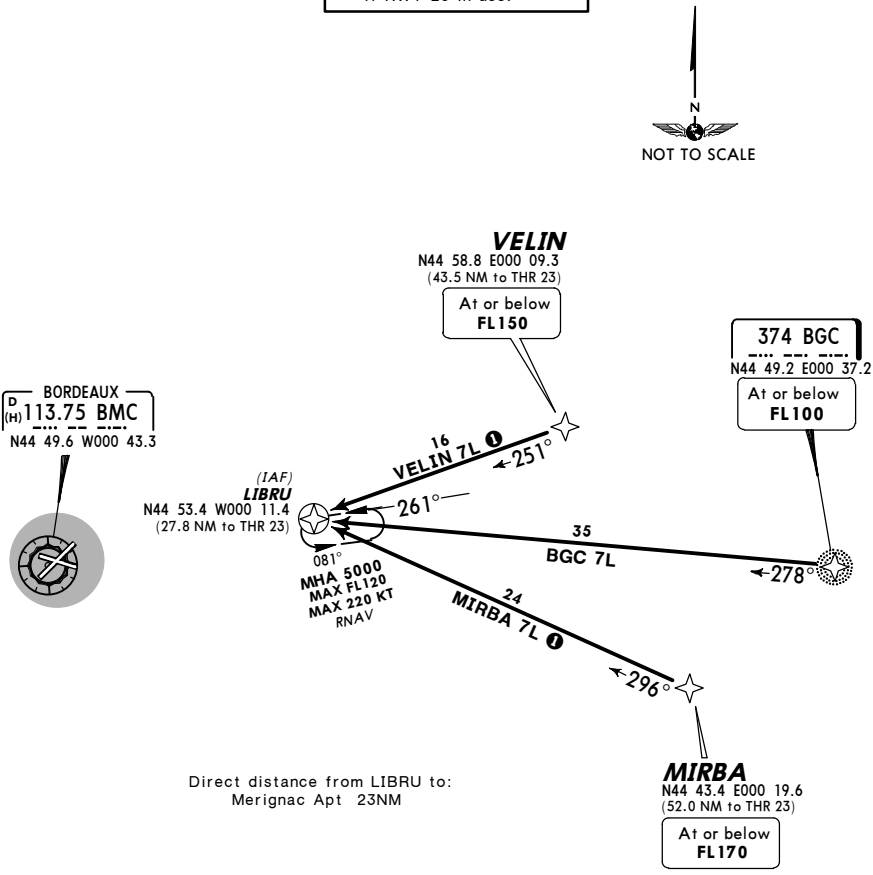
ATIS	Apt Elev	
131.15	166′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

BGC 7L
MIRBA 7L *[MIRB7L]* ❶
VELIN 7L *[VELI7L]* ❶
RNAV ARRIVALS
RNAV HOLDING FUNCTION REQUIRED

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



Direct distance from LIBRU to:
Merignac Apt 23NM

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

CHANGES: RNAV STARs renumbered.

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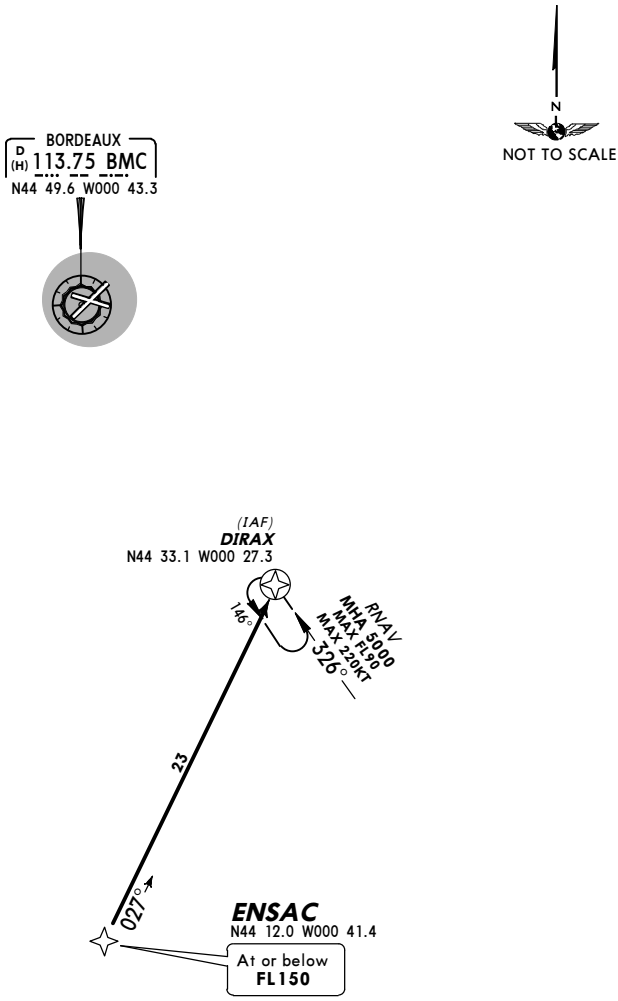
ATIS	Apt Elev	
131.15	166′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

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



Direct distance from DIRAX to:
Merignac Apt 20NM

ROUTING

ENSAC (FL150-) - DIRAX.

CHANGES: None.

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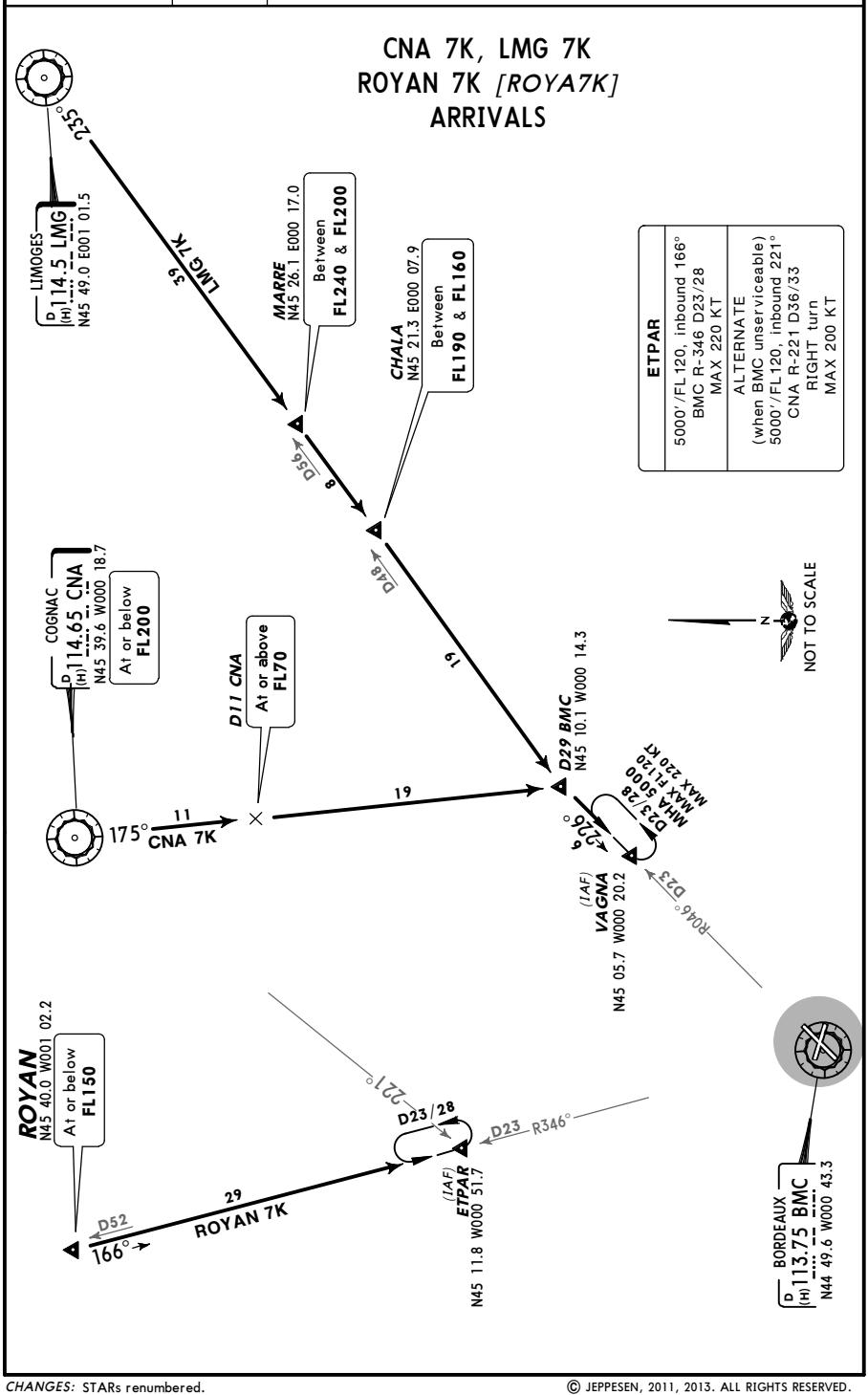
ATIS	Apt Elev	
131.15	166′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

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



CHANGES: STARs renumbered.

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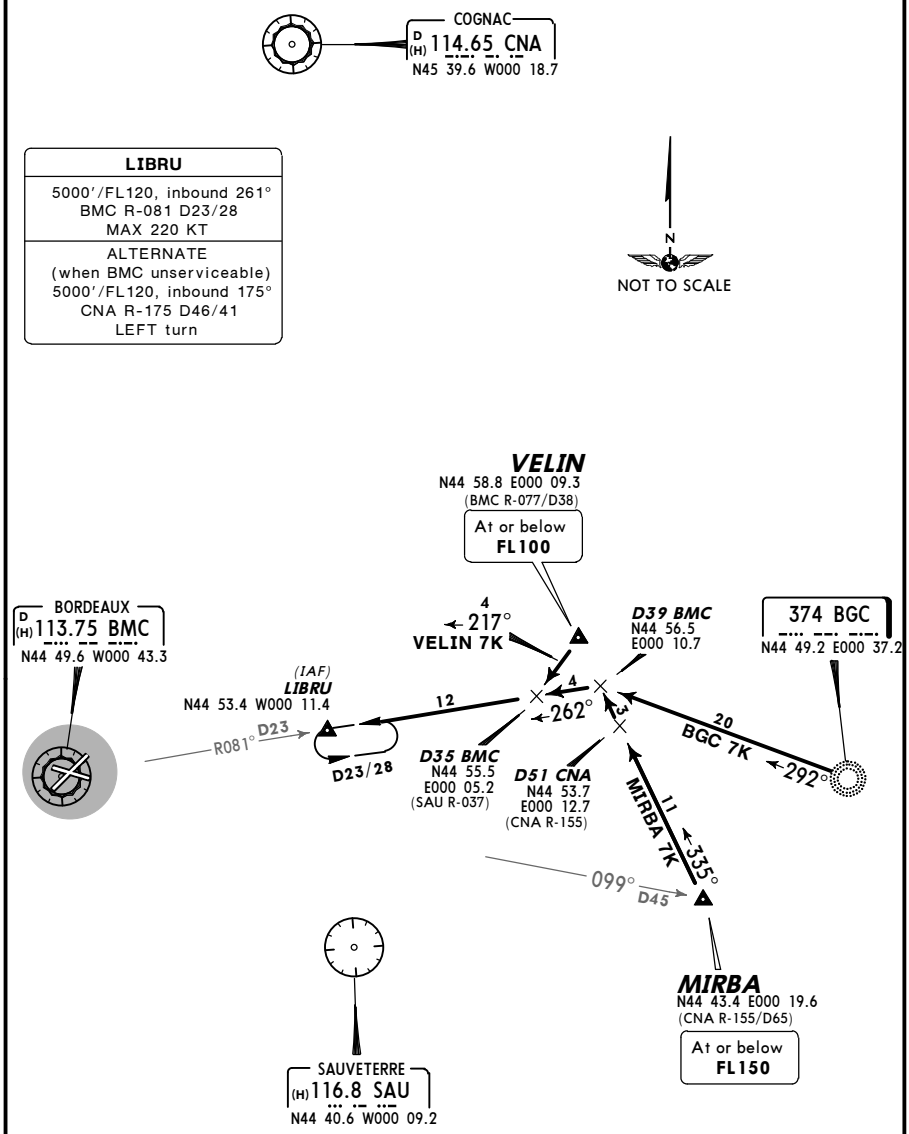
ATIS	Apt Elev	
131.15	166′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

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



CHANGES: STARs renumbered.

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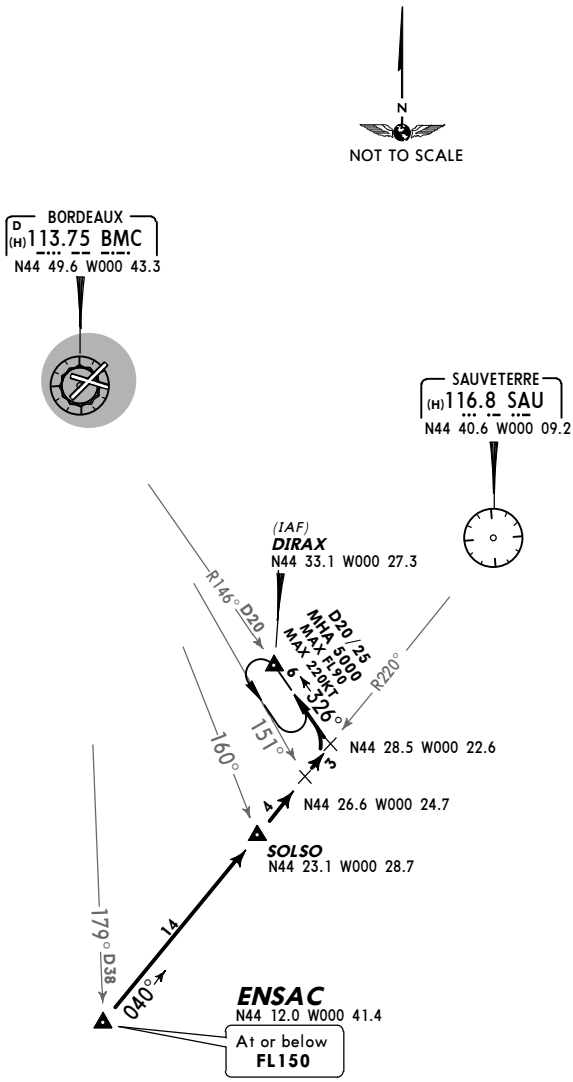
ATIS	Apt Elev	
131.15	166′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

ENSAC 7K *[ENSA7K]*
ARRIVAL



CHANGES: STAR ENSAC 6K renumbered 7K.

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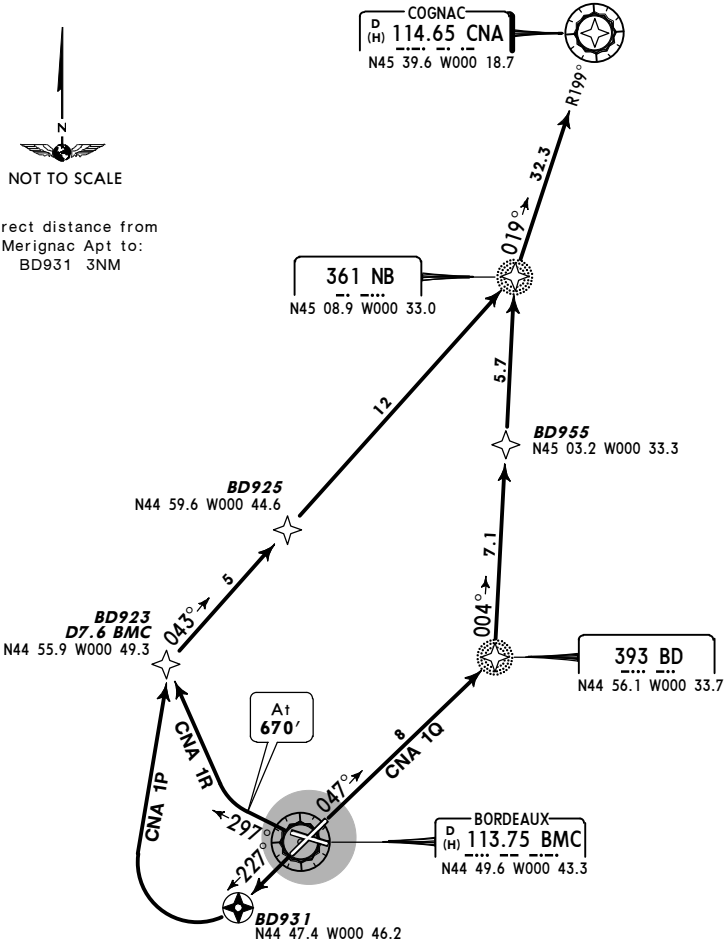
Apt Elev 166′	Trans level: By ATC Trans alt: 5000′ 1. If unable to use RNAV SID inform "NON RNAV terminal area" in order to be allocated a conventional SID. 2. SIDs include minimum noise routings (refer to 10-4).

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′.
CNA 1Q: 6.3% up to 670′.
CNA 1R: 7.7% up to 670′.
If unable to comply advise ATC when requesting start-up.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458
6.3% V/V (fpm)	478	638	957	1276	1595	1914
7.7% V/V (fpm)	585	780	1170	1560	1949	2339

Initial climb clearance: **FL70**

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

CHANGES: SID CNA 1R initial climb clearance.

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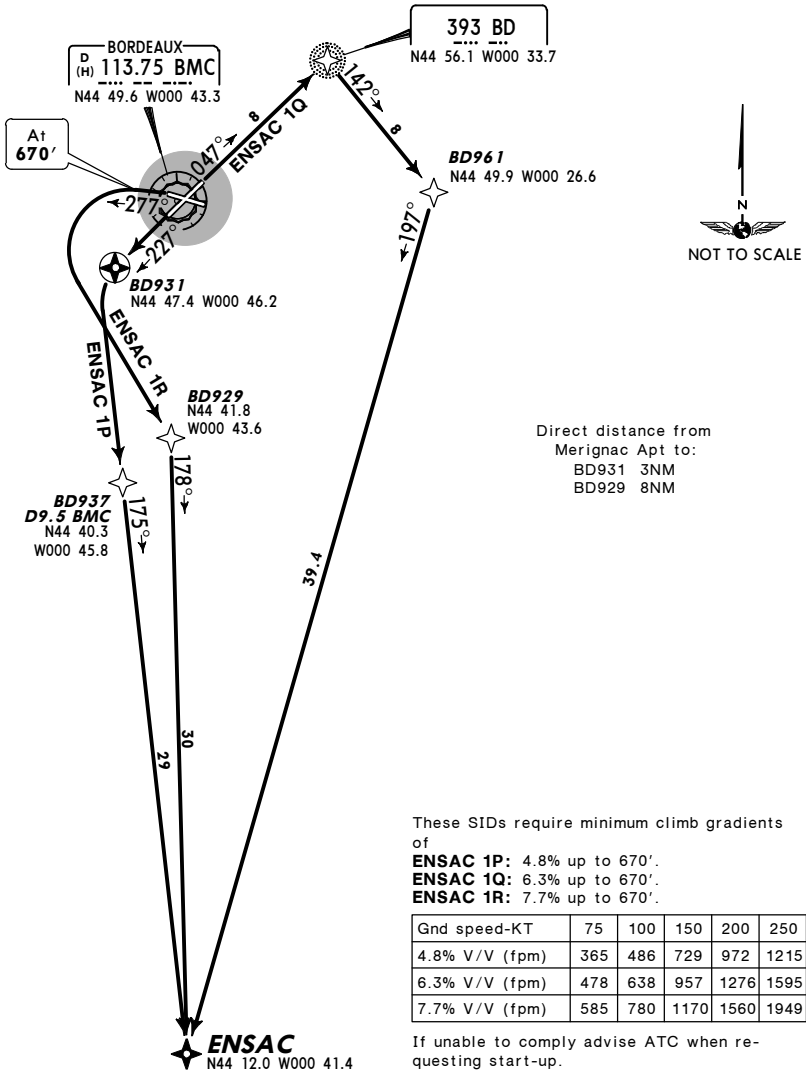
Apt Elev 166′	Trans level: By ATC Trans alt: 5000′ 1. If unable to use RNAV SID inform "NON RNAV terminal area" in order to be allocated a conventional SID. 2. SIDs include minimum noise routings (refer to 10-4).

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



Direct distance from Merignac Apt to:
BD931 3NM
BD929 8NM

These SIDs require minimum climb gradients of
ENSAC 1P: 4.8% up to 670′.
ENSAC 1Q: 6.3% up to 670′.
ENSAC 1R: 7.7% up to 670′.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458
6.3% V/V (fpm)	478	638	957	1276	1595	1914
7.7% V/V (fpm)	585	780	1170	1560	1949	2339

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

Initial climb clearance: **FL70**

SID	RWY	ROUTING
ENSAC 1P	**23**	BD931 - BD937 - ENSAC.
ENSAC 1Q	**05**	BD - BD961 - ENSAC.
ENSAC 1R	**29**	(670′) - BD929 - ENSAC.

CHANGES: SID ENSAC 1R initial climb clearance.

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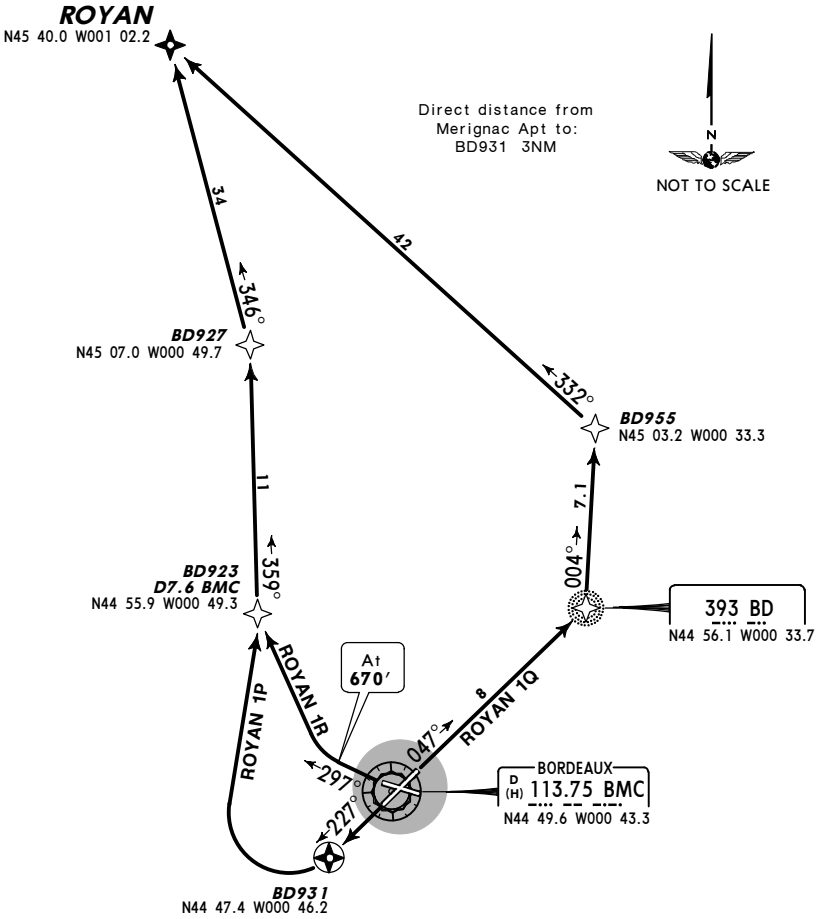
Apt Elev 166′	Trans level: By ATC Trans alt: 5000′ 1. If unable to use RNAV SID inform "NON RNAV terminal area" in order to be allocated a conventional SID. 2. SIDs include minimum noise routings (refer to 10-4).

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



Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458
6.3% V/V (fpm)	478	638	957	1276	1595	1914
7.7% V/V (fpm)	585	780	1170	1560	1949	2339

These SIDs require minimum climb gradients of
ROYAN 1P: 4.8% up to 670′.
ROYAN 1Q: 6.3% up to 670′.
ROYAN 1R: 7.7% up to 670′.

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

Initial climb clearance: **FL70**

SID	RWY	ROUTING
ROYAN 1P	**23**	BD931 - BD923 - BD927 - ROYAN.
ROYAN 1Q	**05**	BD - BD955 - ROYAN.
ROYAN 1R	**29**	(670′) - BD923 - BD927 - ROYAN.

CHANGES: SID ROYAN 1R initial climb clearance.

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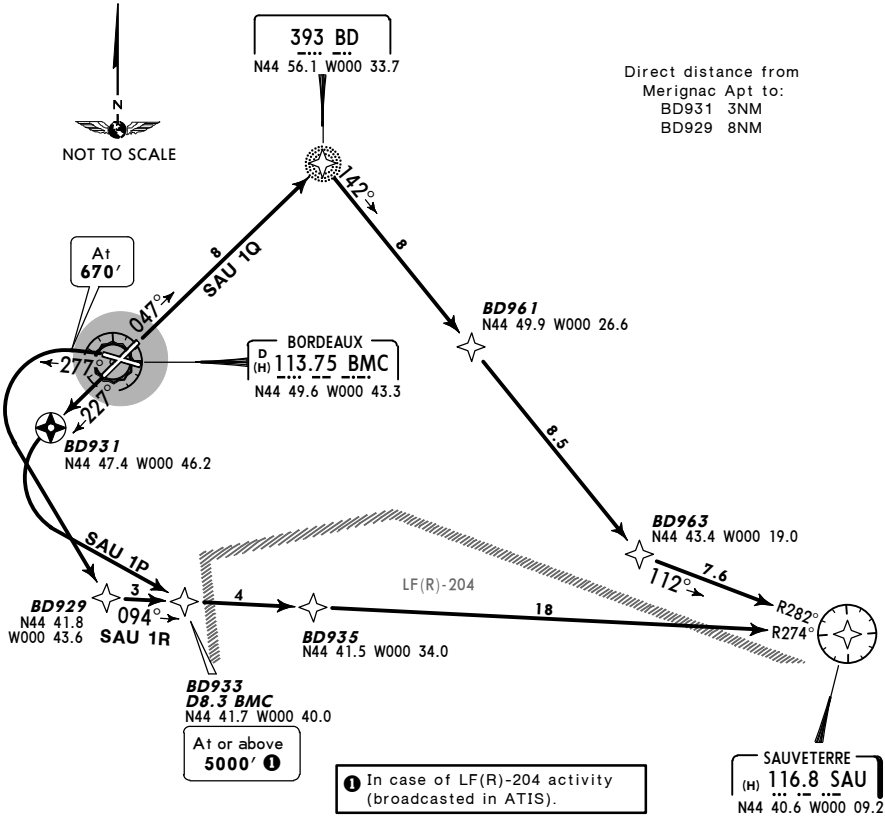
Apt Elev 166′	Trans level: By ATC Trans alt: 5000′ 1. If unable to use RNAV SID inform "NON RNAV terminal area" in order to be allocated a conventional SID. 2. SIDs include minimum noise routings (refer to 10-4).

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 ❶ 10.8% up to 6000′ for ATS purposes.

SAU 1Q: 6.3% up to 670′.

SAU 1R: 7.7% up to 670′, then ❶ 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
4.8% V/V (fpm)	365	486	729	972	1215	1458
6.3% V/V (fpm)	478	638	957	1276	1595	1914
7.7% V/V (fpm)	585	780	1170	1560	1949	2339
8.4% V/V (fpm)	638	851	1276	1701	2127	2552
10.8% V/V (fpm)	820	1094	1641	2187	2734	3281

Initial climb clearance: **FL70**

SID	RWY	ROUTING
SAU 1P	**23**	BD931 - BD933 (5000′+ ❶) - BD935 - SAU.
SAU 1Q	**05**	BD - BD961 - BD963 - SAU.
SAU 1R	**29**	(670′) - BD929 - BD933 (5000′+ ❶) - BD935 - SAU.

CHANGES: SID SAU 1R initial climb clearance.

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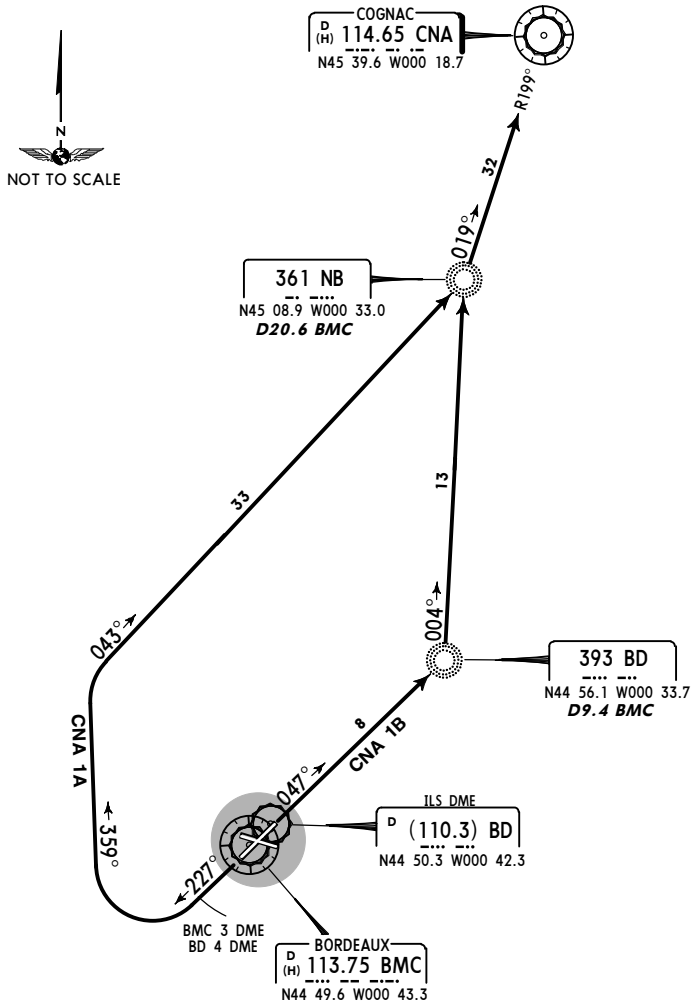
Apt Elev 166′	Trans level: By ATC Trans alt: 5000′ SIDs include minimum noise routings (refer to 10-4).

CNA 1A, CNA 1B
RWYS 23, 05 DEPARTURES



These SIDs require minimum climb gradients of
CNA 1A: 4.8% up to 670′.
CNA 1B: 6.3% up to 670′.
If unable to comply advise ATC when requesting start-up.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458
6.3% V/V (fpm)	478	638	957	1276	1595	1914

Initial climb clearance: **FL70**

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.

CHANGES: None.

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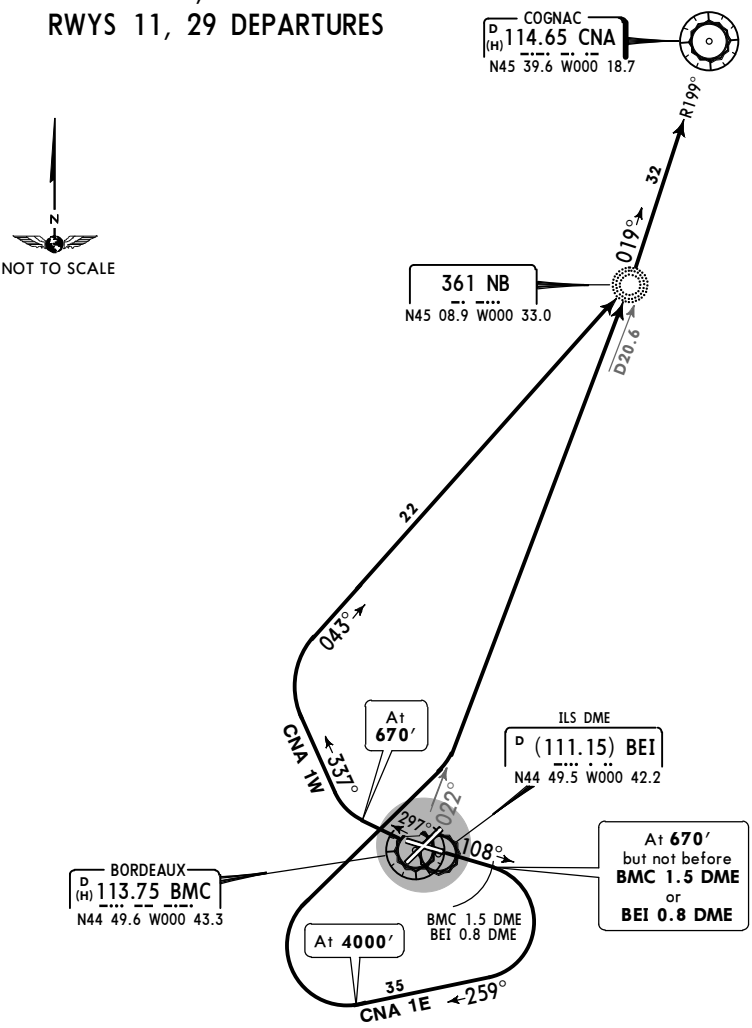
Apt Elev 166′	Trans level: By ATC Trans alt: 5000′ SIDs include minimum noise routings (refer to 10-4).

CNA 1E, CNA 1W
RWYS 11, 29 DEPARTURES



These SIDs require minimum climb gradients of
CNA 1E: 3.7% up to 670′.
CNA 1W: 7.7% up to 670′.
If unable to comply advise ATC when requesting start-up.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124
7.7% V/V (fpm)	585	780	1170	1560	1949	2339

Initial climb clearance: **FL70**

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.

CHANGES: SID CNA 1E initial climb clearance.

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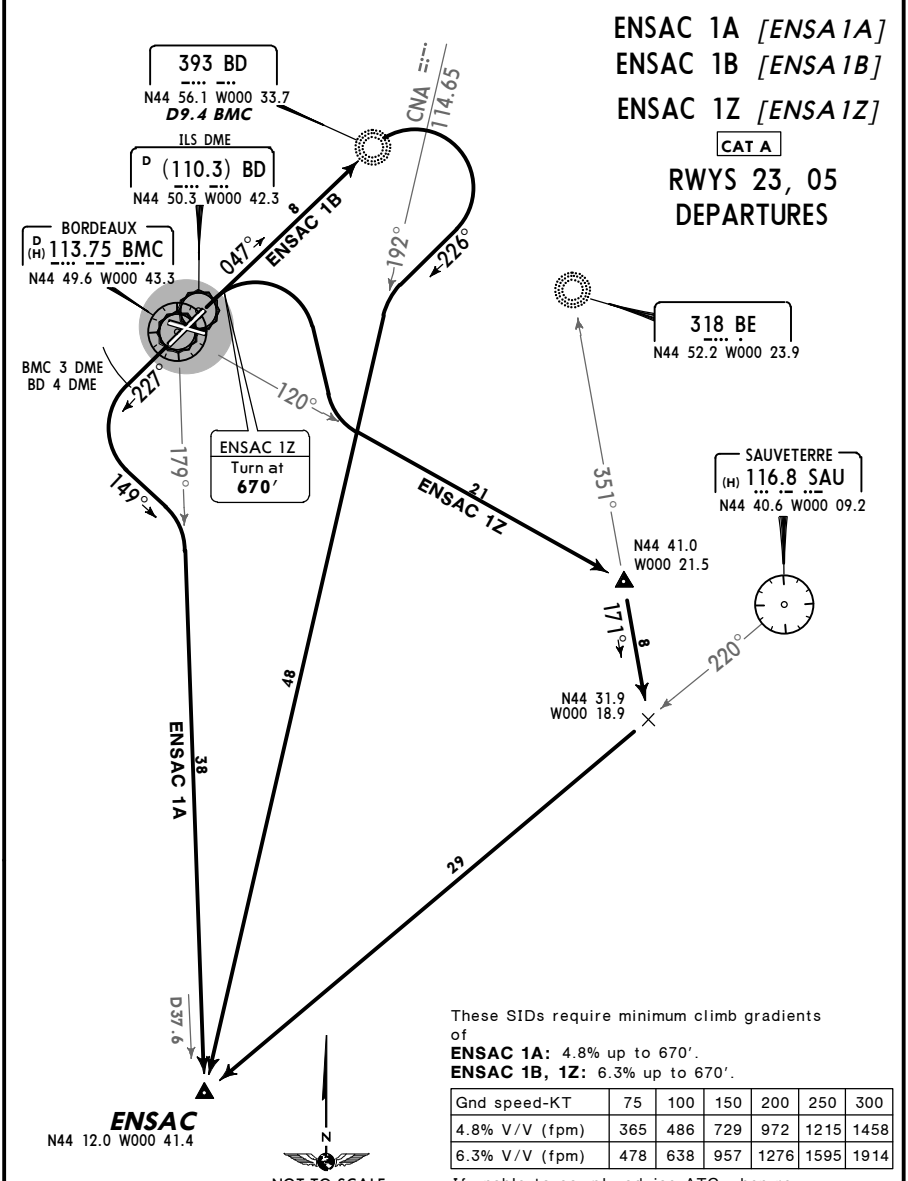
Apt Elev 166′	Trans level: By ATC Trans alt: 5000′ SIDs include minimum noise routings (refer to 10-4).



These SIDs require minimum climb gradients of
ENSAC 1A: 4.8% up to 670′.
ENSAC 1B, 1Z: 6.3% up to 670′.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458
6.3% V/V (fpm)	478	638	957	1276	1595	1914

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

Initial climb clearance: ENSAC 1A, 1B: **FL70** /ENSAC 1Z: **4000′**

SID	RWY	ROUTING
ENSAC 1A ❶	**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 ❶		Climb straight ahead to 670′, turn RIGHT, intercept BMC R-120, intercept 171° bearing from BE, intercept SAU R-220 to ENSAC.

❶ Flights to LFBZ are limited to FL140.

CHANGES: SID ENSAC 1B initial climb clearance.

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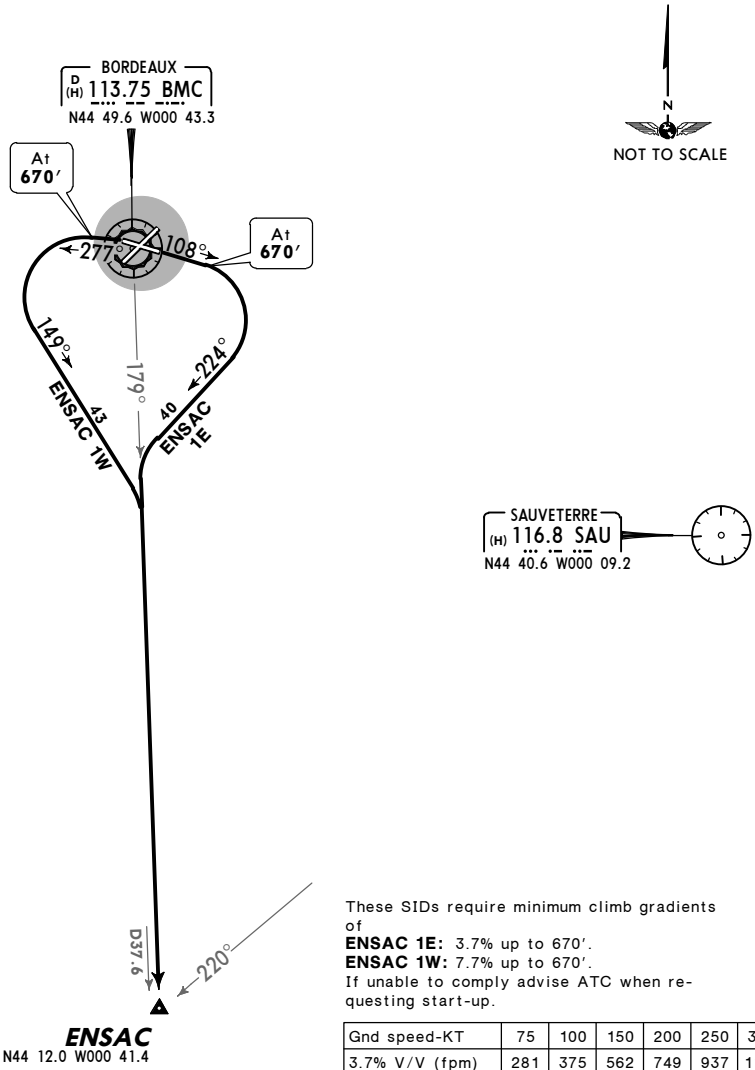
Apt Elev 166′	Trans level: By ATC Trans alt: 5000′ SIDs include minimum noise routings (refer to 10-4).

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



These SIDs require minimum climb gradients of
ENSAC 1E: 3.7% up to 670′.
ENSAC 1W: 7.7% up to 670′.
If unable to comply advise ATC when requesting start-up.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124
7.7% V/V (fpm)	585	780	1170	1560	1949	2339

Initial climb clearance: **FL70**

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.

CHANGES: SID ENSAC 1E initial climb clearance.

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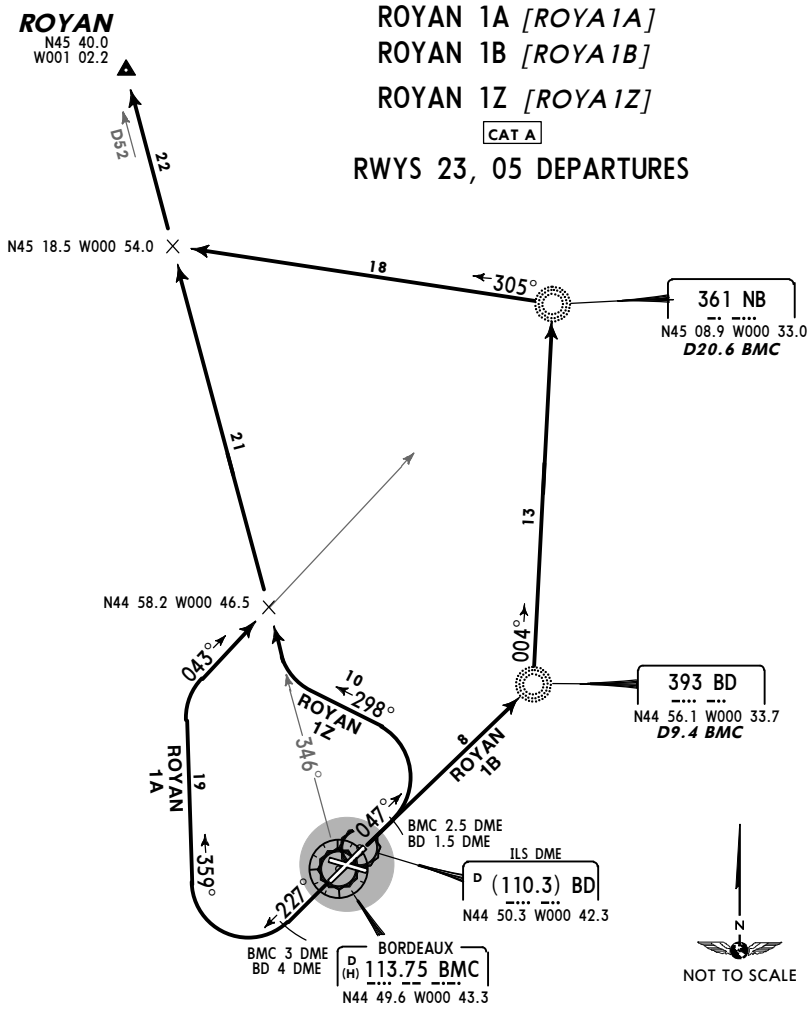
Apt Elev 166′	Trans level: By ATC Trans alt: 5000′ SIDs include minimum noise routings (refer to 10-4).

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 670′.
ROYAN 1B, 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
4.8% V/V (fpm)	365	486	729	972	1215	1458
6.3% V/V (fpm)	478	638	957	1276	1595	1914

Initial climb clearance: ROYAN 1A, 1B: **FL70** /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 1B❶	**05**	Climb straight ahead (047° track) to BD NDB, turn LEFT to NB, turn LEFT, 305° bearing, intercept BMC R-346 to ROYAN.
ROYAN 1Z❶		Climb straight ahead to BMC 2.5 DME, turn LEFT, 298° track, intercept BMC R-346 to ROYAN.

❶ Flights to LFBH are limited to FL140.

CHANGES: None.

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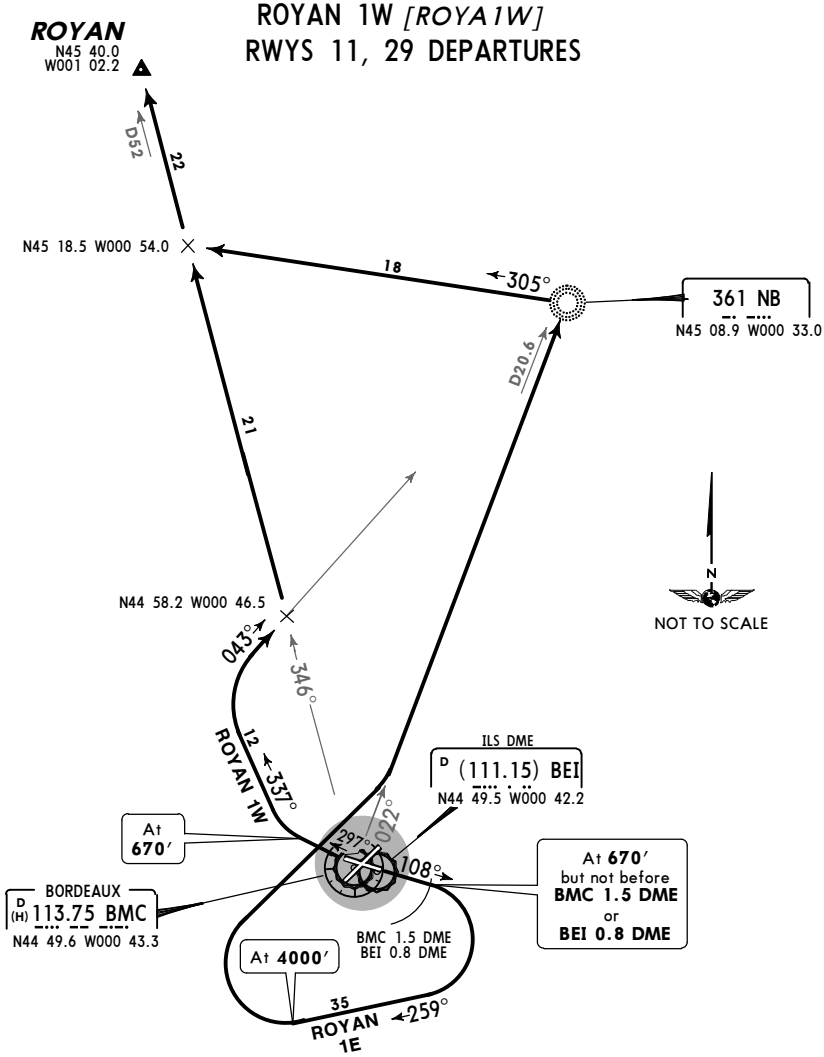
Apt Elev 166′	Trans level: By ATC Trans alt: 5000′ SIDs include minimum noise routings (refer to 10-4).

ROYAN 1E *[ROYA1E]*
ROYAN 1W *[ROYA1W]*
RWYS 11, 29 DEPARTURES



These SIDs require minimum climb gradients of
ROYAN 1E: 3.7% up to 670′.
ROYAN 1W: 7.7% up to 670′.
If unable to comply advise ATC when requesting start-up.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124
7.7% V/V (fpm)	585	780	1170	1560	1949	2339

Initial climb clearance: **FL70**

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.

CHANGES: SID ROYAN 1E initial climb clearance.

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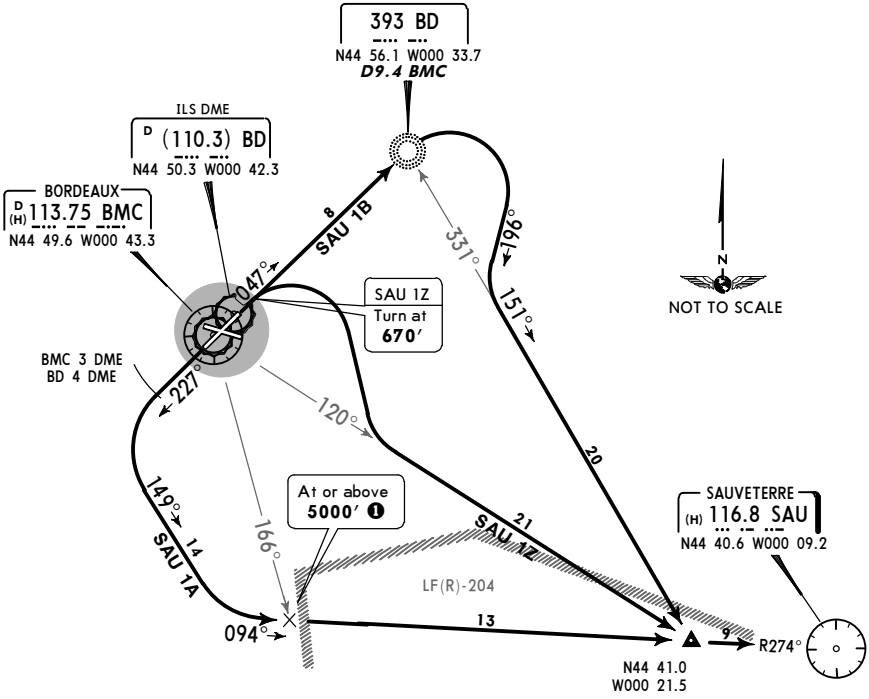
Apt Elev 166′	Trans level: By ATC Trans alt: 5000′ SIDs include minimum noise routings (refer to 10-4).

SAU 1A, SAU 1B
SAU 1Z

CAT A

RWYS 23, 05 DEPARTURES



❶ In case of LF(R)-204 activity (broadcasted in ATIS).

These SIDs require minimum climb gradients of
SAU 1A: 4.8% up to 670′
❶ 10.4% up to 6000′ for ATS purposes.
SAU 1B, 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
4.8% V/V (fpm)	365	486	729	972	1215	1458
6.3% V/V (fpm)	478	638	957	1276	1595	1914
10.4% V/V (fpm)	790	1053	1580	2106	2633	3160

Initial climb clearance: SAU 1A, 1B: **FL70** /SAU 1Z: **4000′**

SID	RWY	ROUTING
SAU 1A ❷	**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 ❷		Climb straight ahead to 670′, turn RIGHT, intercept BMC R-120, intercept SAU R-274 inbound to SAU.

❷ Flights to LFBE are limited to FL140.

CHANGES: SID SAU 1B initial climb clearance.

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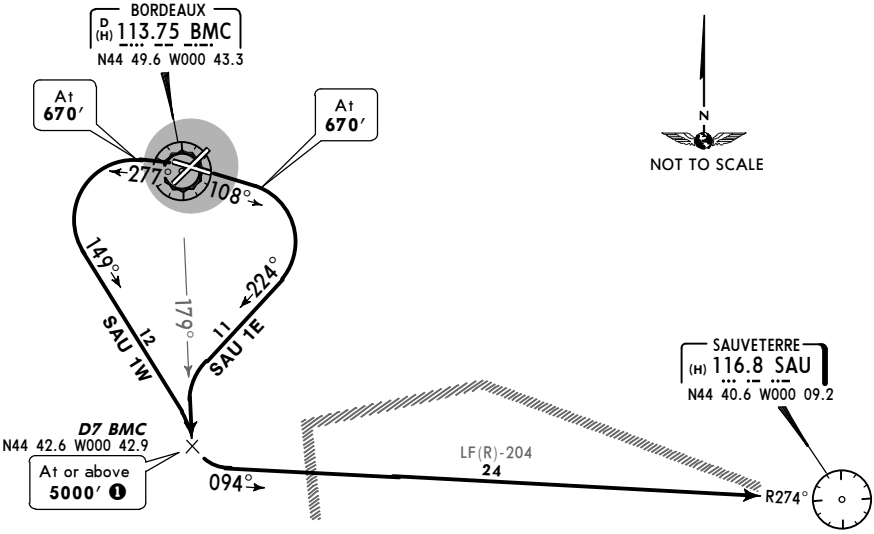
Apt Elev 166′	Trans level: By ATC Trans alt: 5000′ SIDs include minimum noise routings (refer to 10-4).

SAU 1E, SAU 1W
RWYS 11, 29 DEPARTURES



❶ In case of LF(R)-204 activity (broadcasted in ATIS).

These SIDs require minimum climb gradients
SAU 1E: 3.7% up to 670′
❶ 8.8% up to 6000′
for ATS purposes.
SAU 1W: 7.7% up to 670′
❶ 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
3.7% V/V (fpm)	281	375	562	749	937	1124
7.7% V/V (fpm)	585	780	1170	1560	1949	2339
8.8% V/V (fpm)	668	891	1337	1782	2228	2673

Initial climb clearance: **FL70**

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.

CHANGES: SID SAU 1E initial climb clearance.

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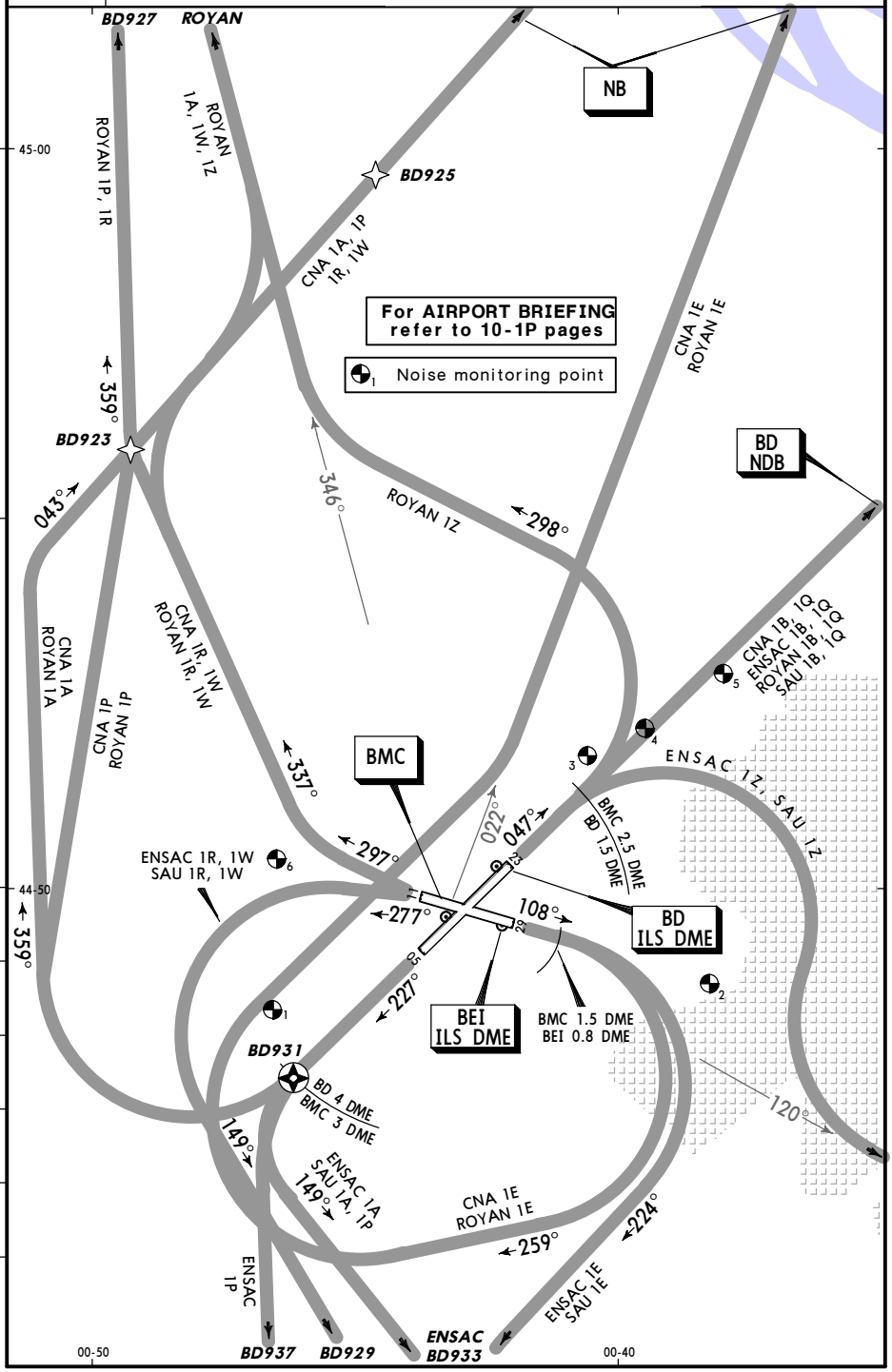
Apt Elev 166'

NOISE ABATEMENT



CHANGES: Noise monitoring points installed.

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Apt Elev 166'

NOISE ABATEMENT

NOISE MEASUREMENTS

1 Noise monitoring point

NOISE MONITORING POINT/NAME/LOCATION		
1	Saint Jean d'Illac (Les Badines)	N44 48.4 W000 46.6
2	Pessac (Noes)	N44 48.7 W000 38.3
3	Le Haillan (La Morandiere)	N44 51.8 W000 40.6
4	Eysines (CTM)	N44 52.2 W000 39.5
5	Eysines (Claverie)	N44 52.9 W000 38.0
6	Martignas sur Jalle	N44 50.4 W000 46.5

(1-5) Fixed noise measurement points.
(6) Mobile noise measurement point.

CHANGES: New chart.

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LFBD/BOD

Apt Elev **166′**

N44 49.7 W000 42.9

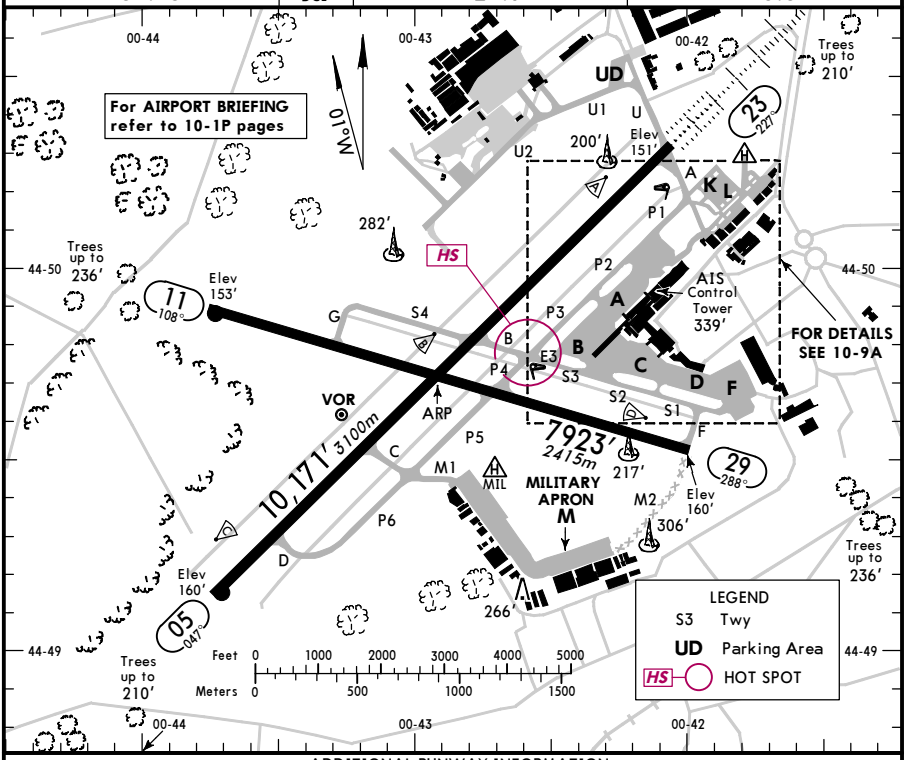
JEPPESEN

1 AUG 14 (10-9)

BORDEAUX, FRANCE

MERIGNAC

ATIS	ACARS:	MERIGNAC Ground	Tower
131.15	DCL	121.9	118.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS: LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
05	HIRL ❶ CL ❷ REIL PAPI-L(3.4°) RVR			8858′ *2700m* ❸	148′ *45m*
23	HIRL ❶ CL ❷ HIALS-II TDZ REIL PAPI-L(3.0°) RVR		9200′ *2804m*		
11	HIRL *(50m)* REIL PAPI-L(3.3°)				148′ *45m*
29	HIRL *(50m)* REIL PAPI-L(3.0°) RVR		6952′ *2119m*		

❶ spacing 60m. ❷ spacing 15m.
❸ For heavy acft full rwy length on request.

HOT SPOT

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

HS
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 ❶

	LVP must be in Force ❷ 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*		

❶ Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.
❷ CAT ABCD 75m with approved HUD.

CHANGES: Enhanced accuracy.

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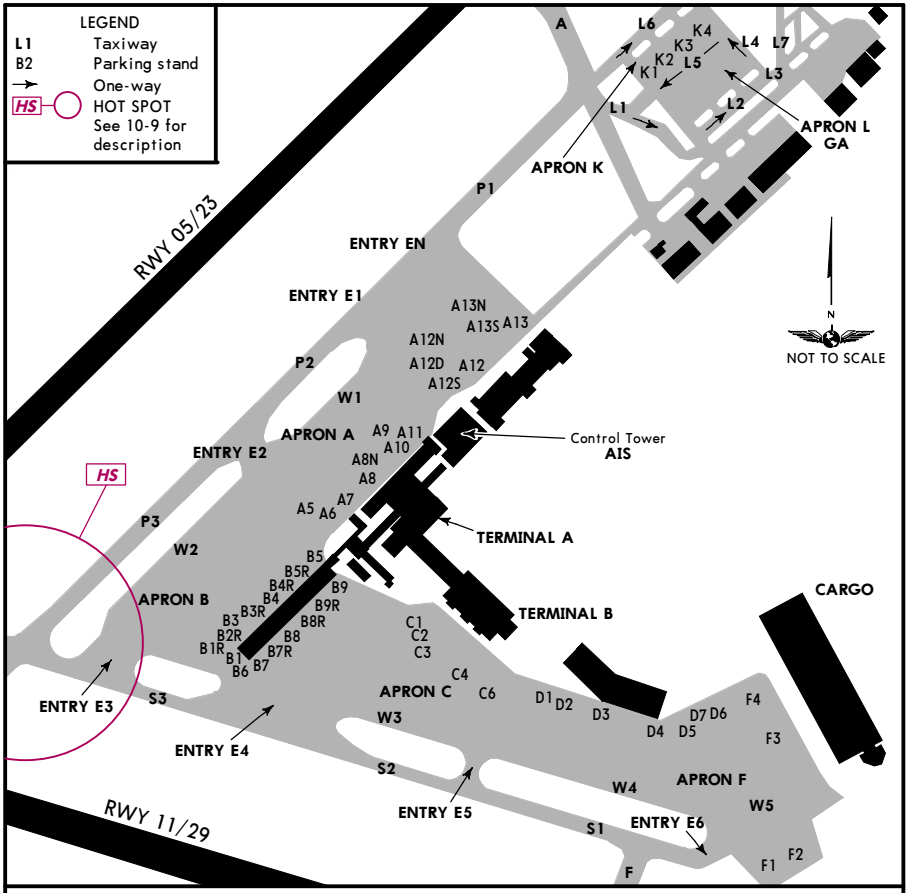

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A5, A6	N44 49.9 W000 42.3	F1, F2	N44 49.6 W000 41.8
A7 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		
D1 thru D3	N44 49.7 W000 42.0		
D4 thru D7	N44 49.7 W000 41.9		

CHANGES: None.

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LFBD/BOD
MERIGNAC

JEPPESEN

19 APR 13 (11-1) Eff 2 May

BORDEAUX, FRANCE
ILS or LOC Rwy 23

BRIEFING STRIP

ATIS	AQUITAINE Approach Sector BW	AQUITAINE Approach Sector BE	MERIGNAC Tower	Ground
131.15	129.87	119.27	118.3	121.9

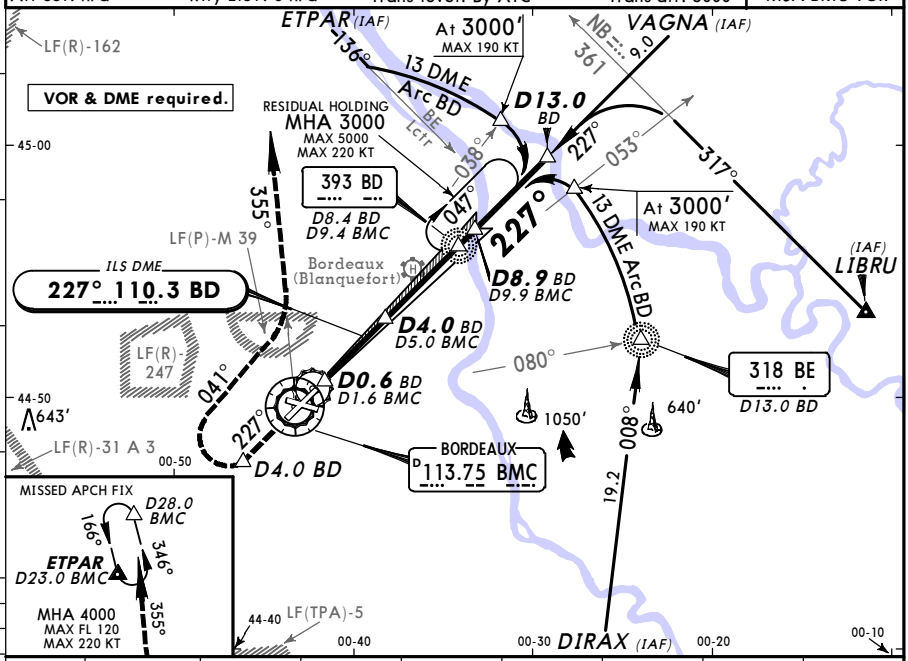
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 166′
BD 110.3	227°	D4.0 BD 1420′ (1269′)	351′ (200′)	RWY 151′

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.

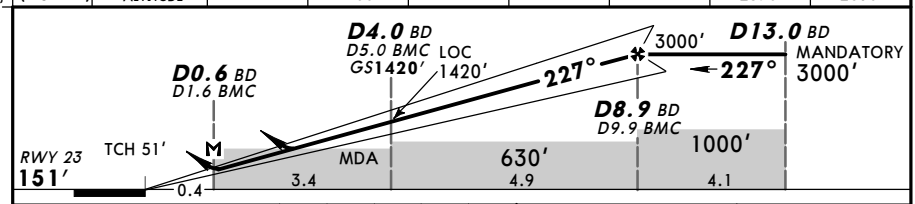
2100′

MSA BMC VOR

Alt Set: hPa | Rwy Elev: 6 hPa | Trans level: By ATC | Trans alt: 5000′



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						

HIALS-II
REIL
PAPI

D4.0 BD

PANS OPS

Standard STRAIGHT-IN LANDING RWY 23

	ILS DA(H) 351′ (200′) FULL	ILS Limited	ILS ALS out	LOC (GS out) CDFA DA/MDA(H) [1] 540′ (389′)	LOC (GS out) ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

CIRCLE-TO-LAND [2]

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

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

CHANGES: Procedure.

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LFBD/BOD
MERIGNAC

JEPPESEN

19 APR 13
Eff 2 May
(11-1A)

BORDEAUX, FRANCE
CAT II/III ILS Rwy 23

BRIEFING STRIP

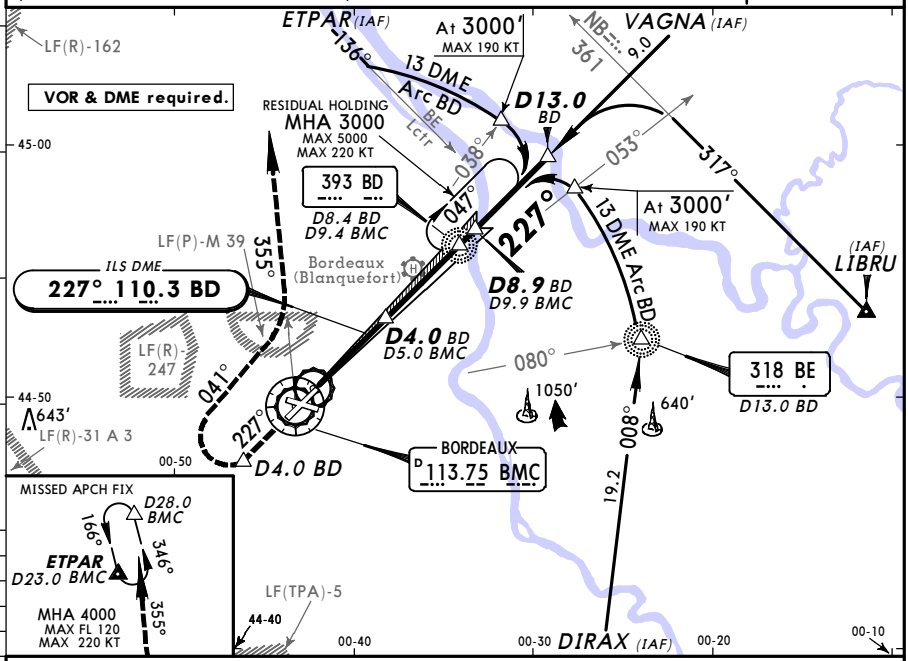
ATIS	AQUITAINE Approach Sector BW	AQUITAINE Approach Sector BE	MERIGNAC Tower	Ground
131.15	129.87	119.27	118.3	121.9

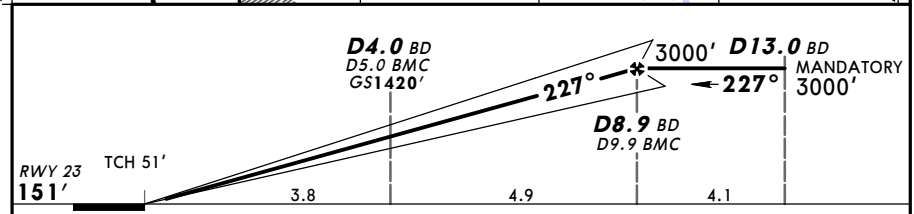
LOC	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 166′
BD 110.3	227°	D4.0 BD 1420′ (1269′)	Refer to Minimums	RWY 151′

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′
Special Aircrew & Acft Certification Required.

2100′
MSA
BMC VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II
REIL
PAPI

D4.0
BD

PANS OPS

Standard STRAIGHT-IN LANDING RWY 23

CAT IIIA ILS	CAT II ILS ABCD
DH 50′	RA 100′ DA(H) 251′ (100′)
RVR 200m	RVR 300m [1]

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

CHANGES: Procedure.

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LFBD/BOD
MERIGNAC

JEPPESEN

26 APR 13
Eff 2 May
(11-2)

RNAV INITIAL APCH

BORDEAUX, FRANCE
ILS or LOC Rwy 23

BRIEFING STRIP

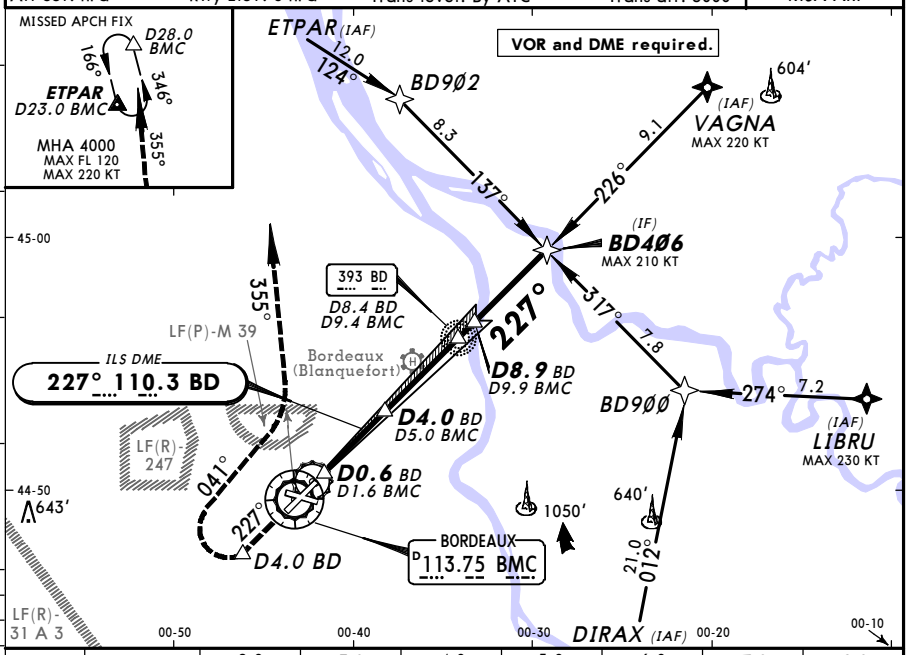
ATIS	AQUITAINE Approach Sector BW	AQUITAINE Approach Sector BE	MERIGNAC Tower	Ground
131.15	129.87	119.27	118.3	121.9

LOC BD	Final Apch Crs	GS D4.0 BD	ILS DA(H)	Apt Elev 166′
110.3	227°	1420′ (1269′)	351′ (200′)	RWY 151′

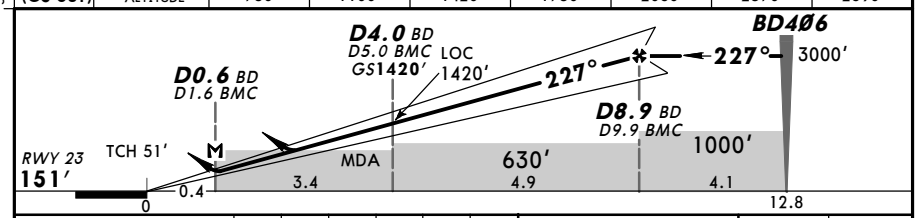
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 BD, then turn RIGHT (MAX 220 KT) onto 041° to intercept and follow R-355 to ETPAR holding climbing to 4000′. Climb to 1000′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 6 hPa | Trans level: By ATC | Trans alt: 5000′

2100′ MSA ARP



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						

HIALS-II
REIL
PAPI

D4.0 BD

PANS OPS

Standard STRAIGHT-IN LANDING RWY 23

	ILS DA(H) 351′ (200′) FULL	ILS Limited	ILS ALS out	LOC (GS out) CDFA DA/MDA(H) [1] 540′ (389′)	LOC (GS out) ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

CIRCLE-TO-LAND [2]

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

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

CHANGES: New procedure.

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LFBD/BOD
MERIGNAC

JEPPESEN

26 APR 13
Eff 2 May
(11-2A)

RNAV INITIAL APCH

BORDEAUX, FRANCE
CAT II/III ILS Rwy 23

ATIS	AQUITAINE Approach Sector BW	AQUITAINE Approach Sector BE	MERIGNAC Tower	Ground
131.15	129.87	119.27	118.3	121.9

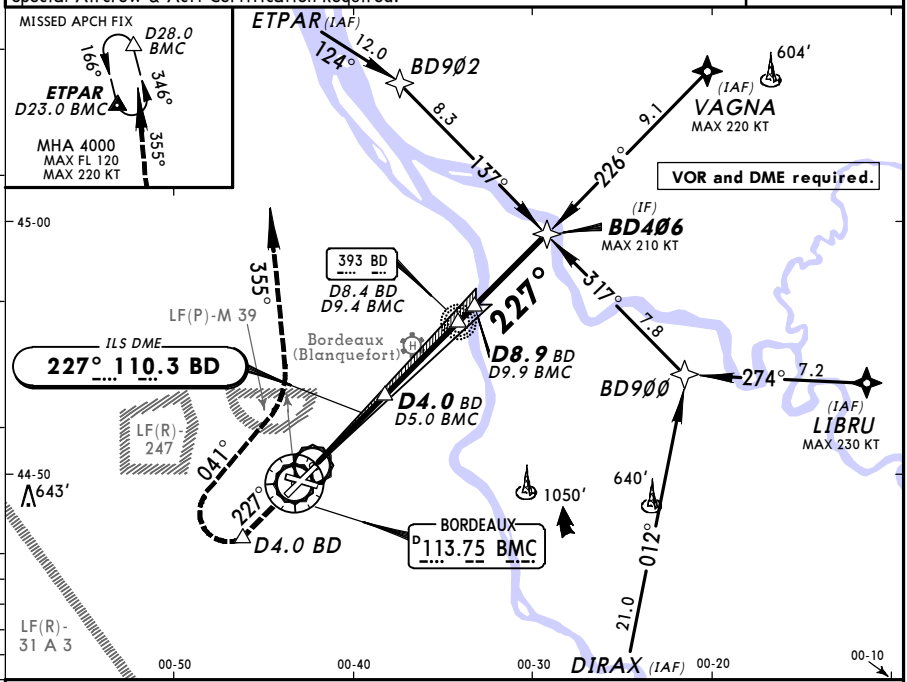
BRIEFING STRIP ™

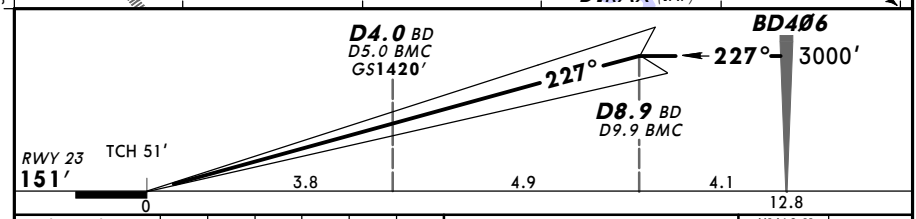
LOC	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 166′
BD 110.3	227°	D4.0 BD 1420′ (1269′)	Refer to Minimums	RWY 151′

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′
Special Aircrew & Acft Certification Required.

2100′
MSA ARP





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II
REIL
PAPI

D4.0 BD

PANS OPS

Standard STRAIGHT-IN LANDING RWY 23

CAT IIIA ILS	CAT II ILS ABCD
DH 50′	RA 100′ DA(H) 251′ (100′)
RVR 200m	RVR 300m [1]

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

CHANGES: New procedure.

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LFBD/BOD
MERIGNAC

JEPPESEN

26 APR 13 (11-3) Eff 2 May

BORDEAUX, FRANCE
ILS or LOC Rwy 29

BRIEFING STRIP TM

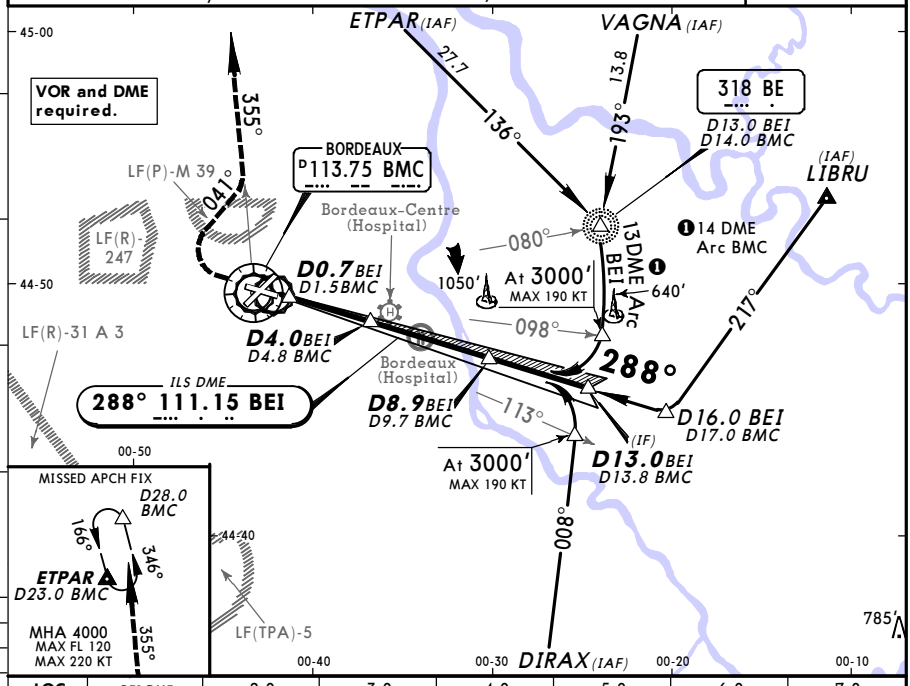
ATIS	AQUITAINE Approach Sector BW	AQUITAINE Approach Sector BE	MERIGNAC Tower	Ground
131.15	129.87	119.27	118.3	121.9

LOC BEI	Final Apch Crs	GS	ILS DA(H)	Apt Elev 166′
111.15	288°	D4.0 BEI 1440′ (1280′)	360′ (200′)	RWY 160′

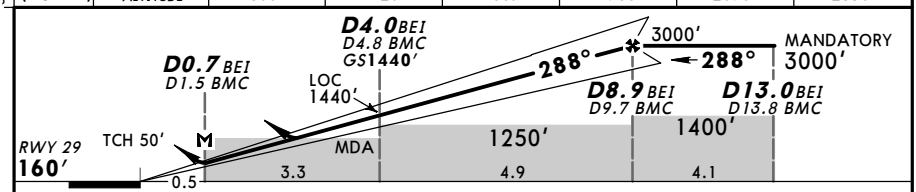
MISSED APCH: Climb STRAIGHT AHEAD to 700′, then turn RIGHT (MAX 220 KT) onto 041° to intercept and follow R-355 to ETPAR holding climbing to 4000′. Climb to 1000′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 6 hPa | Trans level: By ATC | Trans alt: 5000′

2100′ 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
MAP at D0.7 BEI/D1.5 BMC						

REIL PAPI-L | 700′ | 041° RT | 220 KT MAX

Standard STRAIGHT-IN LANDING RWY 29

	ILS	LOC (GS out) CDFA
	DA(H) 360′ (200′)	DA/MDA(H) [1] 530′ (370′)
A	RVR 1200m	RVR 1500m
B		
C		RVR 1700m
D		

CIRCLE-TO-LAND [2]

Prohibited North of rwy

Max Kts	MDA(H)	VIS
110	640′ (480′)	1500m
135	670′ (510′)	1600m
180	830′ (670′)	2400m
205	870′ (710′)	3600m

PANS OPS

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

CHANGES: Chart reindexed. Procedure.

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LFBD/BOD
MERIGNAC

JEPPESEN
23 OCT 15 (12-1)

BORDEAUX, FRANCE
RNAV (GNSS) Rwy 05

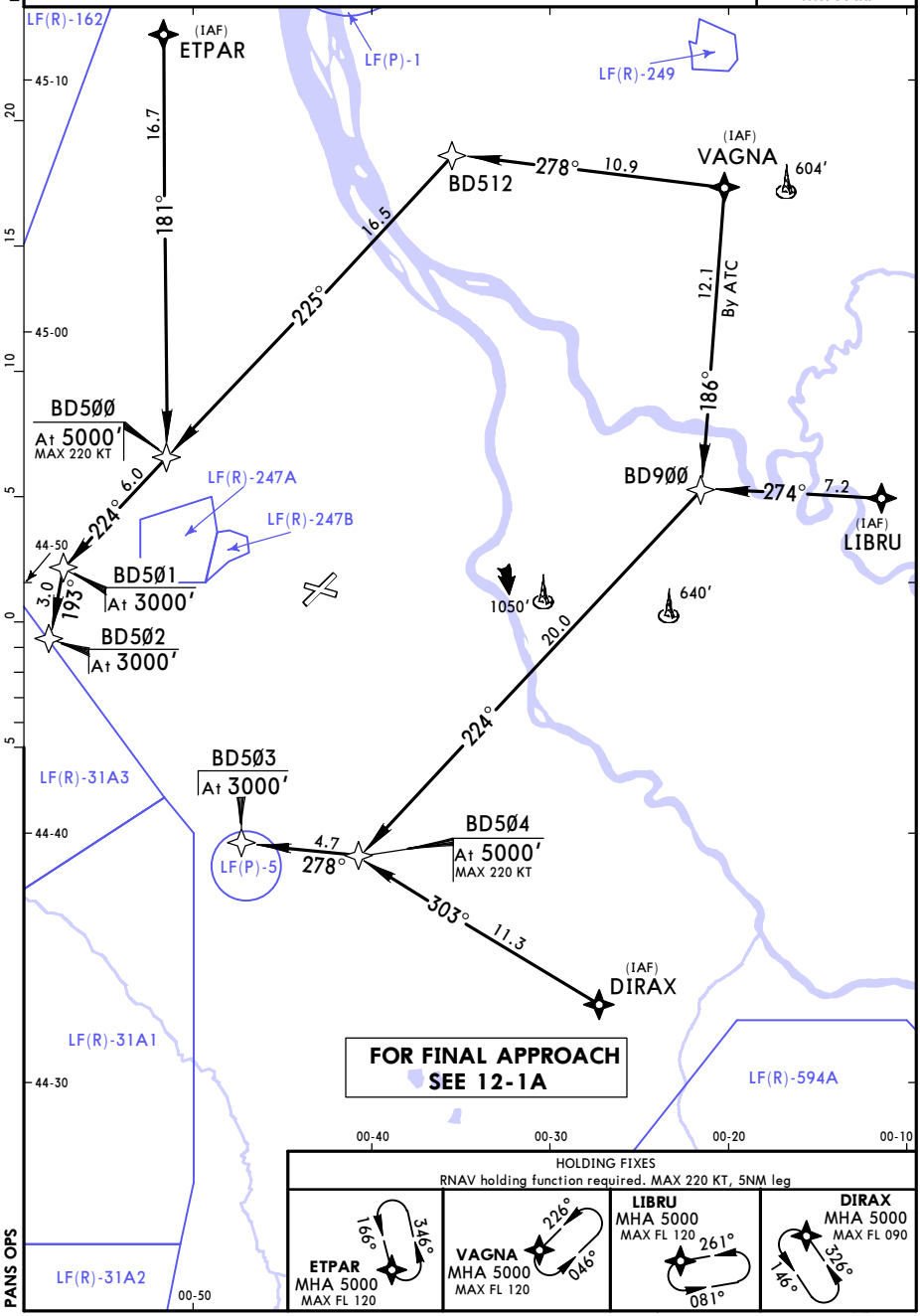
BRIEFING STRIP

ATIS	AQUITAINE Approach Sector BW	AQUITAINE Approach Sector BE	MERIGNAC Tower	Ground
131.150	129.875	119.275	118.3	121.9

EGNOS	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 166′ Rwy 160′
Ch 63352 E05A	046°	Refer to chart 12-1A	Refer to chart 12-1A	

Alt Set: hPa	Apt Elev: 6 hPa	Trans level: By ATC	Trans alt: 5000′

2100′
MSA ARP



HOLDING FIXES
RNAV holding function required. MAX 220 KT, 5NM leg

ETPAR	VAGNA	LIBRU	DIRAX
MHA 5000	MHA 5000	MHA 5000	MHA 5000
MAX FL 120	MAX FL 120	MAX FL 120	MAX FL 090
166° / 346°	226° / 046°	261° / 081°	316° / 146°

PANS OPS

CHANGES: Final bearing.

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LFBD/BOD
MERIGNAC

JEPPESEN

23 OCT 15 (12-1A)

BORDEAUX, FRANCE
RNAV (GNSS) Rwy 05

BRIEFING STRIP

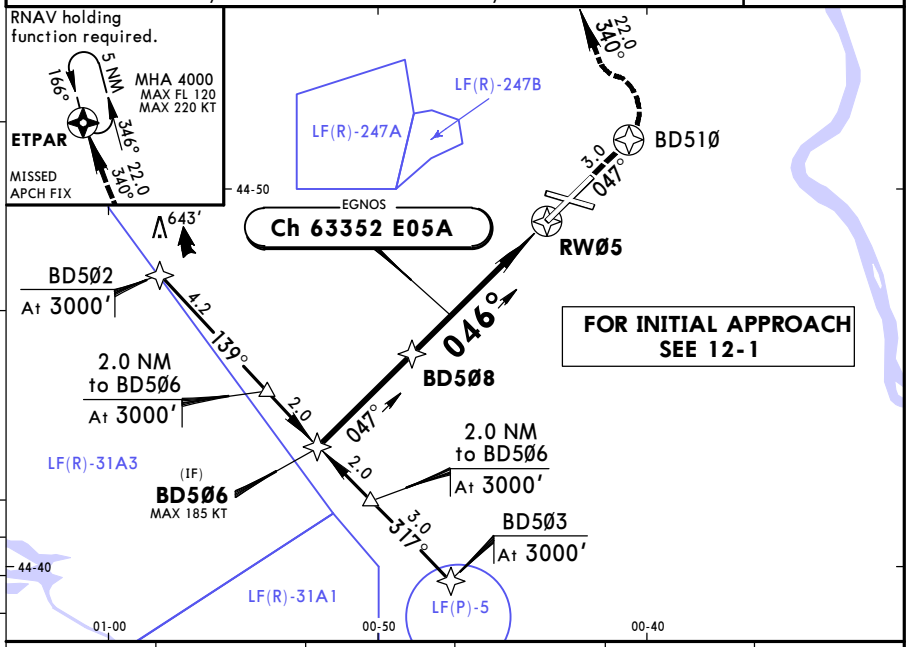
ATIS	AQUITAINE Approach Sector BW	AQUITAINE Approach Sector BE	MERIGNAC Tower	Ground
131.150	129.875	119.275	118.3	121.9

EGNOS	Final Apch Crs	Mandatory Alt BD5Ø8	LPV DA(H)	Apt Elev 166′
Ch 63352 E05A	046°	2000′(1840′)	460′(300′)	Rwy 160′

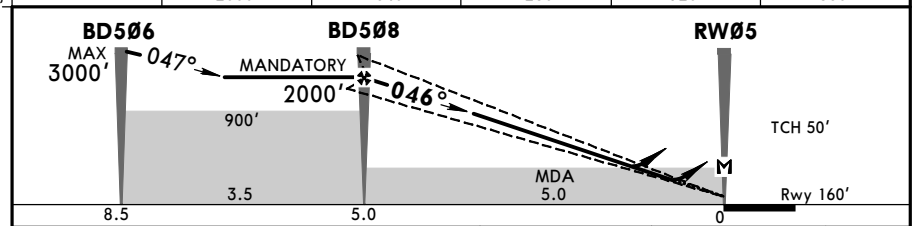
MISSED APCH: Climb on 047° direct to BD51Ø, then turn LEFT to ETPAR climbing to 4000′ to join holding or proceed by ATC.
Climb to 1000′ prior to level acceleration.

2100′ MSA ARP

Alt Set: hPa | Rwy Elev: 6 hPa | Trans level: By ATC | Trans alt: 5000′



DIST to RWØ5	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
Glide Path Angle 3.40°	421	541	602	722	842	963
MAP at RWØ5						

REIL
PAPI-L

BD51Ø on 047°

Standard STRAIGHT-IN LANDING RWY 05

	LPV DA(H) 460′(300′)	LNAV/VNAV DA(H) 500′(340′)	LNAV CDFA DA/MDA(H) 520′(360′)
A	RVR 1400m	RVR 1500m	RVR 1500m
B			
C			RVR 1600m
D			

CIRCLE-TO-LAND [1]
Prohibited Southeast of rwy

Max Kts	MDA(H)	VIS
110	660′(500′)	1500m
135	670′(510′)	1600m
180	870′(710′)	2400m
205	870′(710′)	3600m

PANS OPS

[1] Circling heights based on rwy 05 thresh elev of 160′.

CHANGES: Final bearing.

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LFBD/BOD
MERIGNAC

JEPPESEN

30 JAN 15 (12-2) Eff 5 Feb

BORDEAUX, FRANCE
RNAV (GNSS) Rwy 11

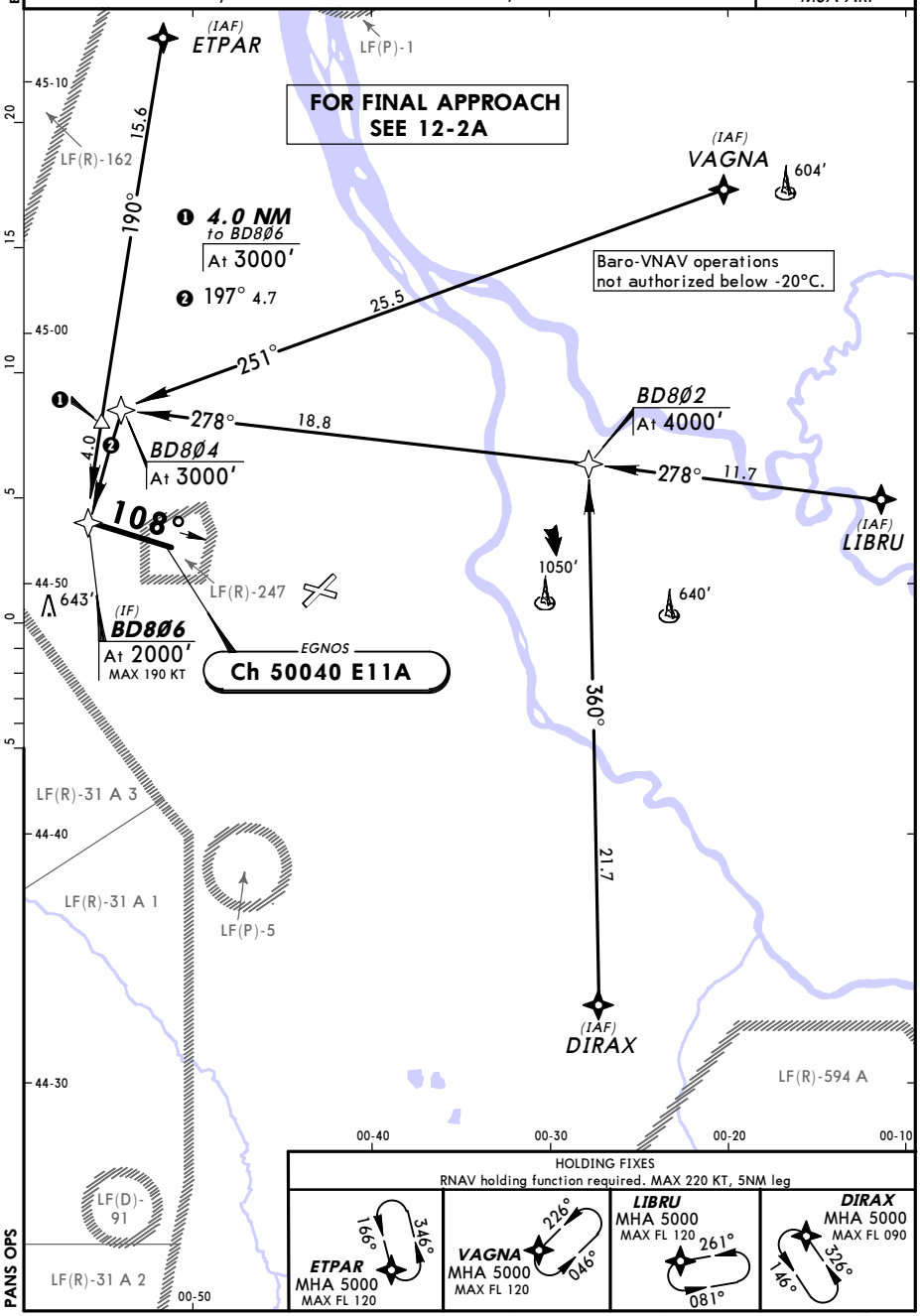
BRIEFING STRIP TM

ATIS	AQUITAINE Approach Sector BW	AQUITAINE Approach Sector BE	MERIGNAC Tower	Ground
131.15	129.87	119.27	118.3	121.9

EGNOS	Final Apch Crs	Procedure Alt	LPV DA(H)	Apt Elev / RWY
Ch 50040 E11A	108°	Refer to chart 12-2A	Refer to chart 12-2A	Apt Elev 166′ RWY 153′

Alt Set: hPa	Rwy Elev: 6 hPa	Trans level: By ATC	Trans alt: 5000′

2100′ MSA ARP



PANS OPS

CHANGES: Procedure.

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LFBD/BOD MERIGNAC

JEPPESEN

30 JAN 15 (12-2A) Eff 5 Feb

BORDEAUX, FRANCE RNAV (GNSS) Rwy 11

BRIEFING STRIP TM

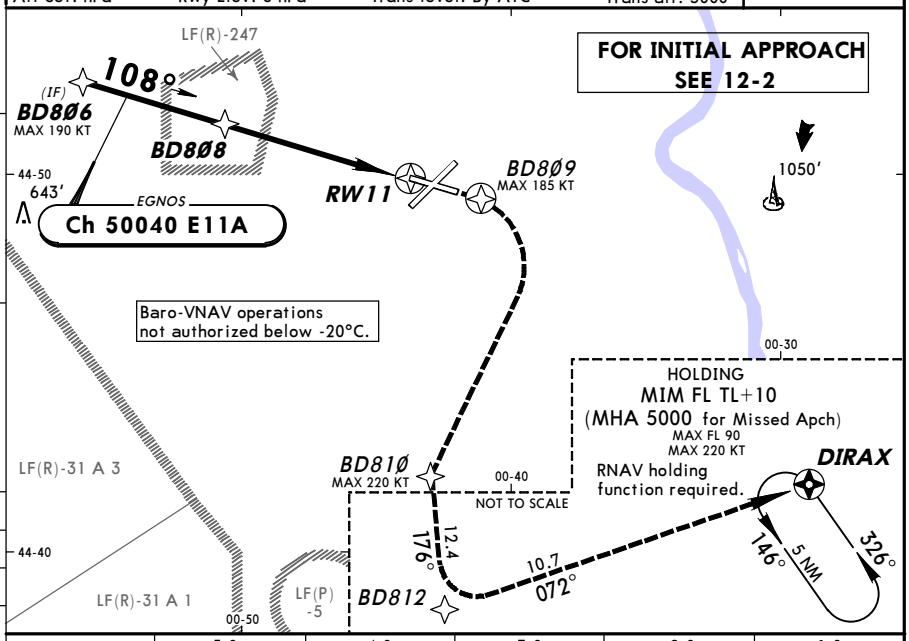
ATIS	AQUITAINE Approach Sector BW	AQUITAINE Approach Sector BE	MERIGNAC Tower	Ground
131.15	129.87	119.27	118.3	121.9

EGNOS	Final Apch Crs	Procedure Alt BD8Ø8	LPV DA(H)	Apt Elev 166′
Ch 50040 E11A	108°	2000′ (1847′)	453′ (300′)	RWY 153′

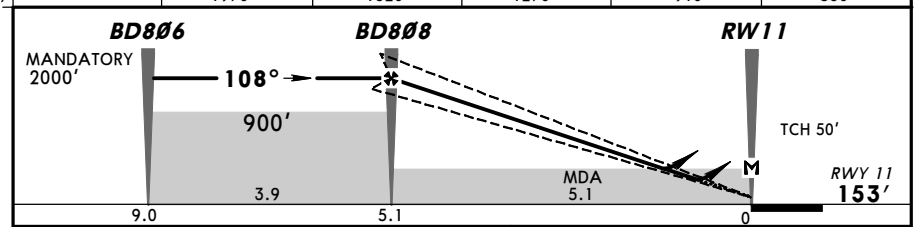
MISSED APCH: Climb direct to BD8Ø9 (MAX 185 KT), then turn RIGHT direct to BD81Ø (MAX 220 KT), then to BD812 climbing to 5000′ then to DIRAX to join holding or by ATC.
Climb to 1000′ prior to level acceleration.

2100′ MSA ARP

Alt Set: hPa | Rwy Elev: 6 hPa | Trans level: By ATC | Trans alt: 5000′



DIST to RW11	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1970′	1620′	1270′	910′	560′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.30°	409	526	584	701	817	934
MAP at RW11							

REIL PAPI-L | 185 KT MAX | BD8Ø9

Standard STRAIGHT-IN LANDING RWY 11

	LPV DA(H) 453′ (300′)	LNAV/VNAV DA(H) 493′ (340′)	LNAV CDFA DA/MDA(H) 550′ (397′)
A	RVR 1400m	RVR 1500m	RVR 1800m
B			
C			
D			

CIRCLE-TO-LAND [1]

Prohibited North of rwy

Max Kts	MDA(H)	VIS
110	640′ (487′)	[2] 1500m
135	660′ (507′)	[2] 1600m
180	830′ (677′)	2400m
205	870′ (717′)	3600m

PANS OPS

[1] Circling heights based on rwy 11 thresh elev of 153′. [2] After LNAV apch: VIS 1800m.

CHANGES: None.

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LFBD/BOD
MERIGNAC

JEPPESEN

23 OCT 15 (12-3)

BORDEAUX, FRANCE
RNAV (GNSS) Rwy 23

BRIEFING STRIP

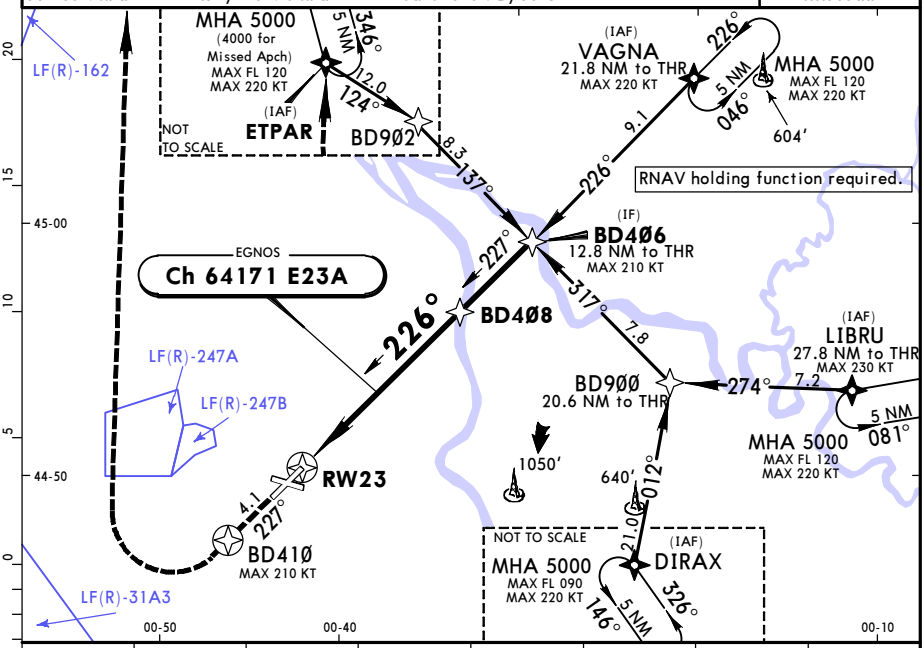
ATIS	AQUITAINE Approach Sector BW	AQUITAINE Approach Sector BE	MERIGNAC Tower	Ground
131.150	129.875	119.275	118.3	121.9

EGNOS	Final Apch Crs	Procedure Alt	LPV DA(H)	Apt Elev 166'
Ch 64171 E23A	226°	BD4Ø8 3000'(2849')	Refer to Minimums	Rwy 151'

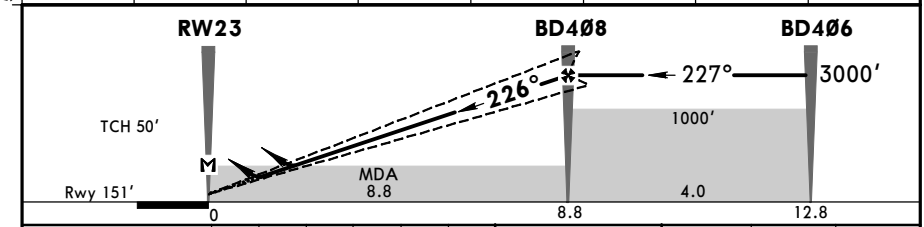
MISSED APCH: Climb direct to BD41Ø (MAX 210 KT), then turn RIGHT to ETPAR climbing to 4000' to join holding or proceed by ATC. Climb to 1000' prior to level acceleration.

2100' MSA ARP

Alt Set: hPa | Rwy Elev: 6 hPa | Trans level: By ATC | Trans alt: 5000'



DIST to RW23	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	840'	1160'	1480'	1800'	2110'	2430'	2750'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW23							

HIALS-II
REIL
PAPI

210 KT MAX

BD41Ø

PANS OPS

Standard STRAIGHT-IN LANDING RWY 23

	LPV	ALS out	LNAV	ALS out
DA(H)	A: 471'(320') C: 491'(340') B: 481'(330') D: 501'(350')		CDFA DA/MDA(H) 590'(439')	
A	RVR 750m	RVR 1400m	RVR 1300m	RVR 1500m
B	RVR 800m	RVR 1500m		
C				RVR 2000m
D	RVR 900m	RVR 1600m		

CIRCLE-TO-LAND [1]

Prohibited Southeast of rwy

Max Kts	MDA(H)	VIS
110	640'(489')	1500m
135	670'(519')	1600m
180	810'(659')	2400m
205	870'(709')	3600m

[1] Circling height based on rwy 23 thresh elev of 151'.

CHANGES: Procedure.

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LFBD/BOD
MERIGNAC

JEPPESEN

19 APR 13 (13-1) Eff 2 May

BORDEAUX, FRANCE
VOR Rwy 05

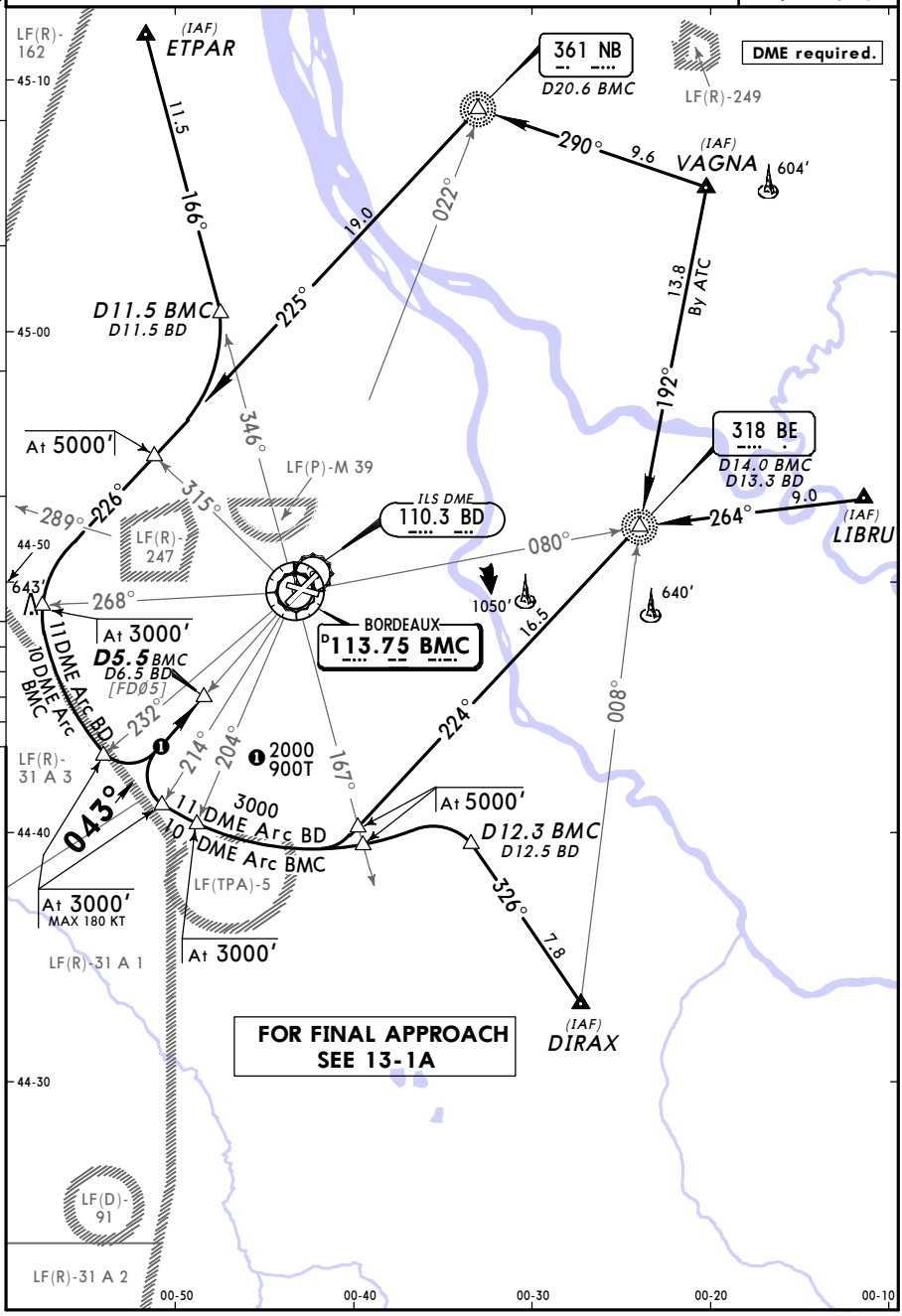
BRIEFING STRIP

ATIS	AQUITAINE Approach Sector BW	AQUITAINE Approach Sector BE	MERIGNAC Tower	Ground
131.15	129.87	119.27	118.3	121.9

VOR	Final Apch Crs	Procedure Alt	DA(H)	
BMC 113.75	043°	Refer to chart 13-1A	Refer to chart 13-1A	Apt Elev 166′

Alt Set: hPa | Apt Elev: 6 hPa | Trans level: By ATC | Trans alt: 5000′

2100′ MSA BMC VOR



PANS OPS

CHANGES: Altitudes.

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LFBD/BOD
MERIGNAC

JEPPESEN

19 APR 13 (13-1A) Eff 2 May

BORDEAUX, FRANCE
VOR Rwy 05

ATIS	AQUITAINE Approach Sector BW	AQUITAINE Approach Sector BE	MERIGNAC Tower	Ground
131.15	129.87	119.27	118.3	121.9

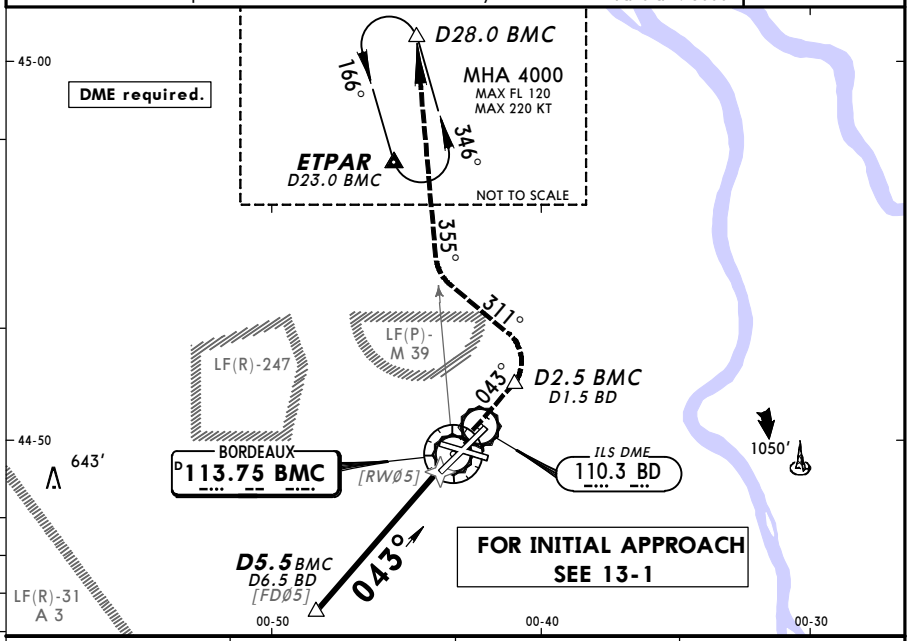
BRIEFING STRIP TM

VOR BMC	Final Apch Crs	Procedure Alt D5.5 BMC	DA/MDA(H)	Apt Elev
113.75	043°	2000′ (1834′)	600′ (434′)	166′

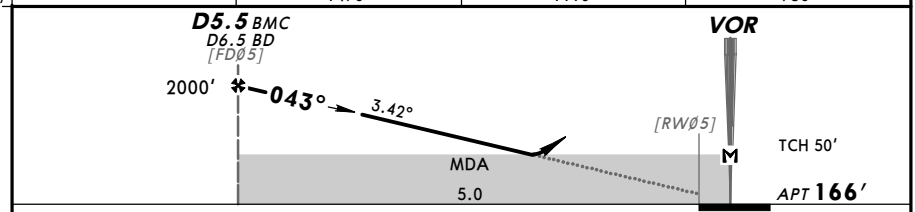
MISSED APCH: Climb on R-043 to D2.5 BMC, then turn LEFT onto 311° to intercept and follow R-355 to ETPAR holding climbing to 4000′.
Climb to 1000′ prior to level acceleration.

Alt Set: hPa Apt Elev: 6 hPa Trans level: By ATC Trans alt: 5000′

2100′
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
Descent Angle	3.42°	424	545	605	726	847	968
MAP at VOR							

REIL
PAPI-L

D2.5 BMC ↑ on BMC 113.75 R-043

PANS OPS

Standard STRAIGHT-IN LANDING RWY **05**

CDFA

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

CIRCLE-TO-LAND

Prohibited Southeast of rwy

CHANGES: ETPAR holding. Descent angle.

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LFBD/BOD
MERIGNAC

JEPPESEN
30 JAN 15 (13-2) Eff 5 Feb

BORDEAUX, FRANCE
VOR Rwy 11

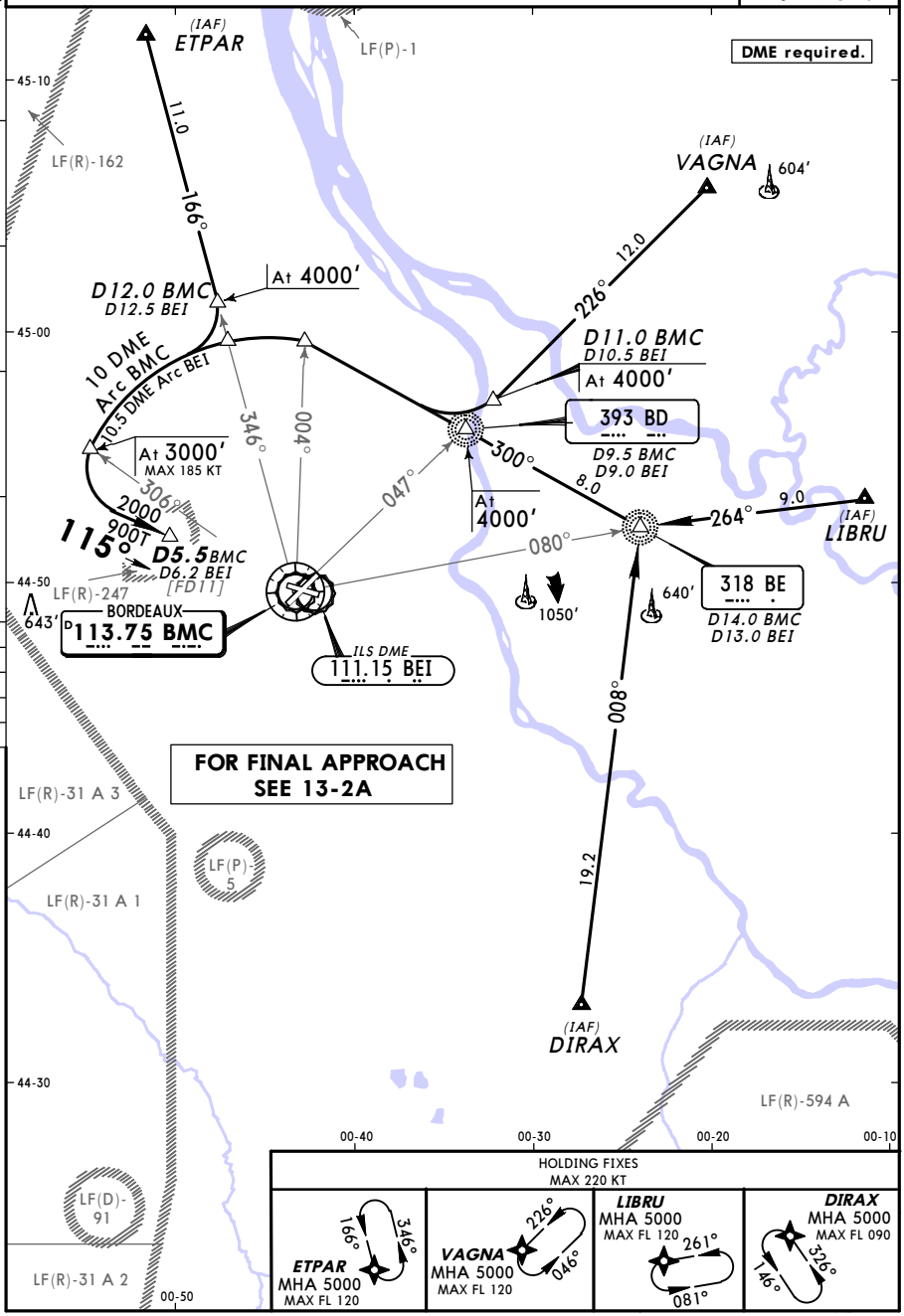
BRIEFING STRIP

ATIS	AQUITAINE Approach Sector BW	AQUITAINE Approach Sector BE	MERIGNAC Tower	Ground
131.15	129.87	119.27	118.3	121.9

VOR	Final Apch Crs	Procedure Alt	DA/MDA(H)	
BMC 113.75	115°	Refer to chart 13-2A	Refer to chart 13-2A	Apt Elev 166′

Alt Set: hPa | Apt Elev: 6 hPa | Trans level: By ATC | Trans alt: 5000′

2100′
MSA BMC VOR



PANS OPS

CHANGES: Procedure.

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LFBD/BOD
MERIGNAC

JEPPESEN

30 JAN 15 (13-2A) Eff 5 Feb

BORDEAUX, FRANCE
VOR Rwy 11

BRIEFING STRIP

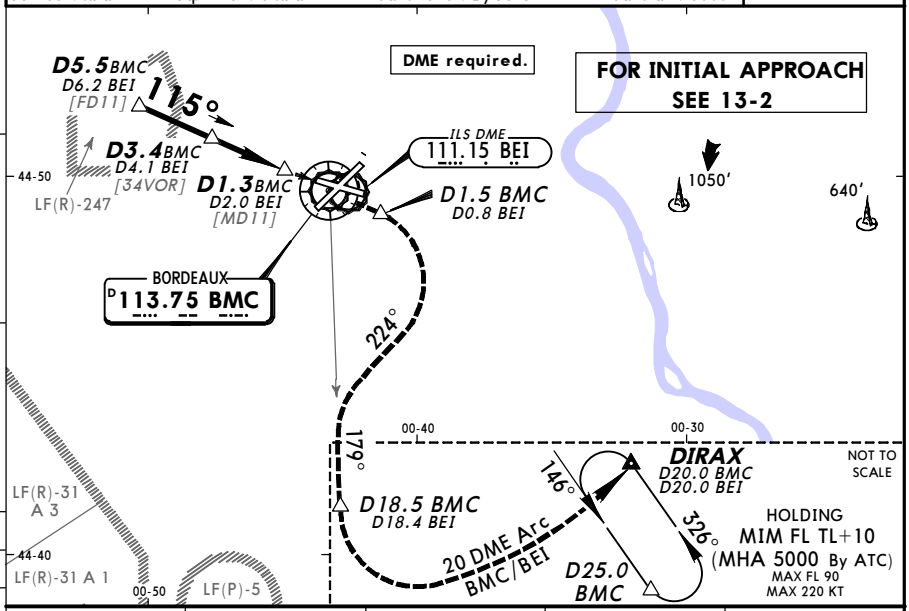
ATIS	AQUITAINE Approach Sector BW	AQUITAINE Approach Sector BE	MERIGNAC Tower	Ground
131.15	129.87	119.27	118.3	121.9

VOR BMC	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev
113.75	115°	D5.5 BMC 2000′ (1834′)	Refer to Minimums	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.

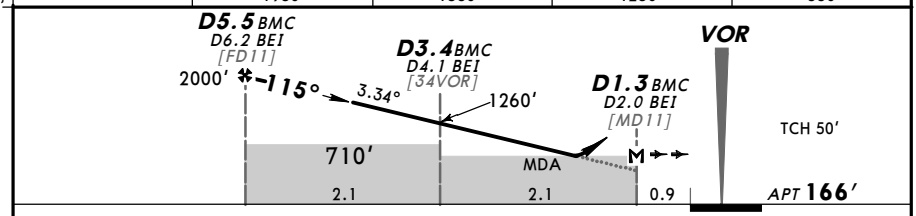
Alt Set: hPa | Apt Elev: 6 hPa | Trans level: By ATC | Trans alt: 5000′

2100′
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							

REIL
PAPI-L

D1.5 BMC

BMC on 113.75 R-115

PANS OPS

Standard STRAIGHT-IN LANDING RWY 11

CDFA

DA/MDA(H) [1] A: 570′ (404′) C: 640′ (474′)
B: 610′ (444′) D: 660′ (494′)

CIRCLE-TO-LAND
Prohibited North of rwy

		Max Kts	MDA(H)	VIS
A	RVR 1500m	110	640′ (474′)	1500m
B	RVR 1500m	135	670′ (504′)	1600m
C	CMV 2200m	180	830′ (664′)	2400m
D	CMV 2300m	205	870′ (704′)	3600m

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

CHANGES: None.

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LFBD/BOD
MERIGNAC

JEPPESEN

19 APR 13 (13-3) Eff 2 May

BORDEAUX, FRANCE
VOR Rwy 23

ATIS	AQUITAINE Approach Sector BW	AQUITAINE Approach Sector BE	MERIGNAC Tower	Ground
131.15	129.87	119.27	118.3	121.9

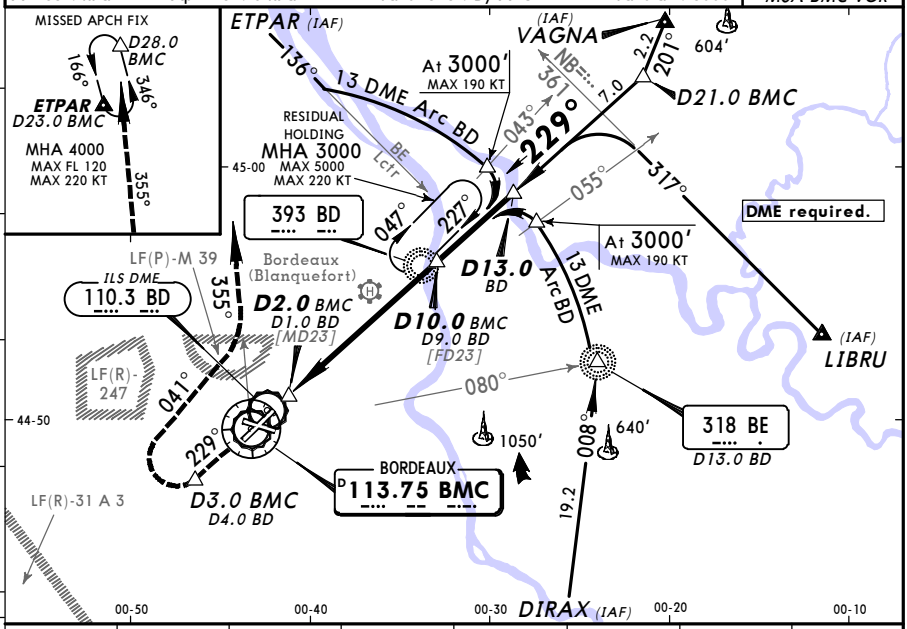
BRIEFING STRIP ™

VOR	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev
BMC 113.75	229°	D10.0 BMC 3000′ (2834′)	570′ (404′)	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.

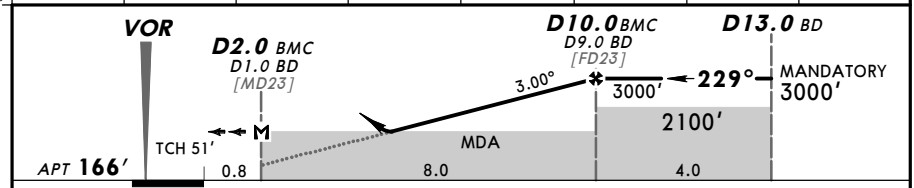
Alt Set: hPa | Apt Elev: 6 hPa | Trans level: By ATC | Trans alt: 5000′

2100′ 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						

HIALS-II REIL PAPI

D3.0 BMC on BMC 113.75 R-229

Standard STRAIGHT-IN LANDING RWY 23

CDFA

DA/MDA(H) [1] 570′ (404′)

		ALS out
A	RVR 1100m	RVR 1500m
B		
C		RVR 1800m
D		

CIRCLE-TO-LAND

Prohibited Southeast of rwy

Max Kts	MDA(H)	VIS
110	650′ (484′)	1500m
135	670′ (504′)	1600m
180	810′ (644′)	2400m
205	870′ (704′)	3600m

PANS OPS

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

CHANGES: Procedure.

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LFBD/BOD
MERIGNAC

JEPPESEN

19 APR 13 (13-4) Eff 2 May

BORDEAUX, FRANCE
VOR Rwy 29

BRIEFING STRIP

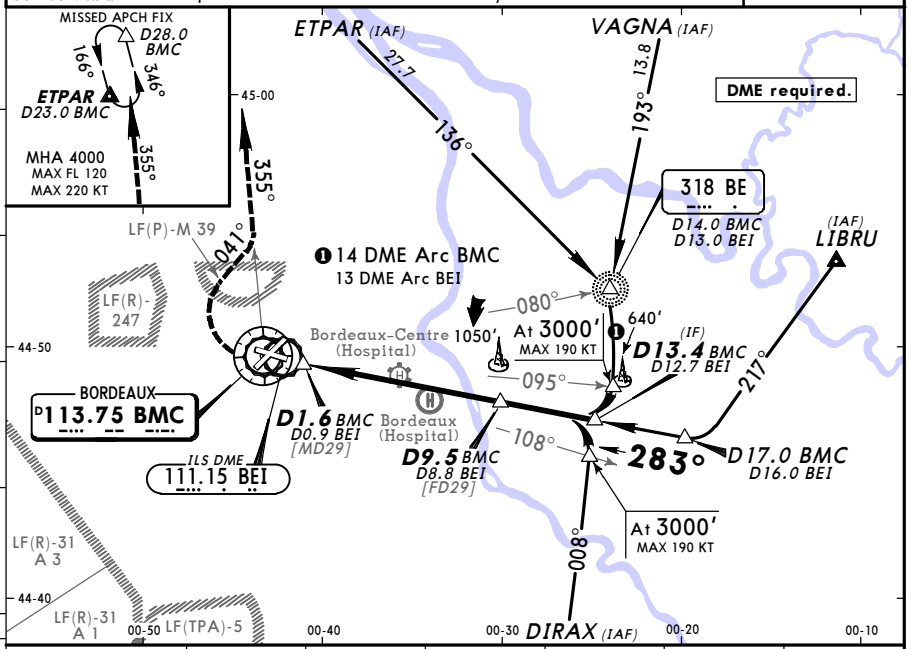
ATIS	AQUITAINE Approach Sector BW	AQUITAINE Approach Sector BE	MERIGNAC Tower	Ground
131.15	129.87	119.27	118.3	121.9

VOR	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev
BMC 113.75	283°	D9.5 BMC 3000′ (2834′)	580′ (414′)	166′

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.

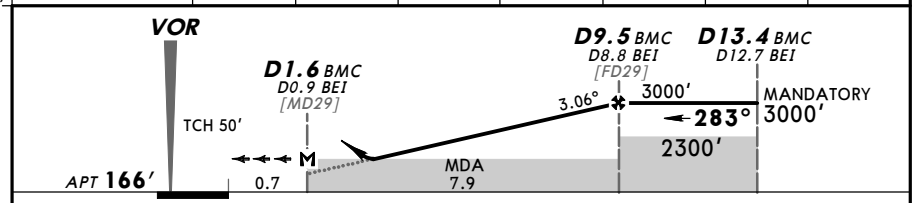
Alt Set: hPa | Apt Elev: 6 hPa | Trans level: By ATC | Trans alt: 5000′

2100′ MSA BMC VOR



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	8.0
ALTITUDE	760′	1080′	1410′	1730′	2060′	2380′	2700′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.06°	379	487	541	650	758	866
MAP at D1.6 BMC/D0.9 BEI							

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

PANS OPS

Standard STRAIGHT-IN LANDING RWY **29**

CDFA

DA/MDA(H) [1] **580′** (414′)

A	RVR 1500m
B	RVR 1500m
C	RVR 1900m
D	RVR 1900m

CIRCLE-TO-LAND
Prohibited North of rwy

Max Kts	MDA(H)	VIS
110	640′ (474′)	1500m
135	670′ (504′)	1600m
180	830′ (664′)	2400m
205	870′ (704′)	3600m

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

CHANGES: Procedure.

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LFBD/BOD
MERIGNAC

JEPPESEN CAT A, B & C

13 NOV 15 (19-10)

BORDEAUX, FRANCE
SOGBO RNAV VISUAL Rwy 05

BRIEFING STRIP TM

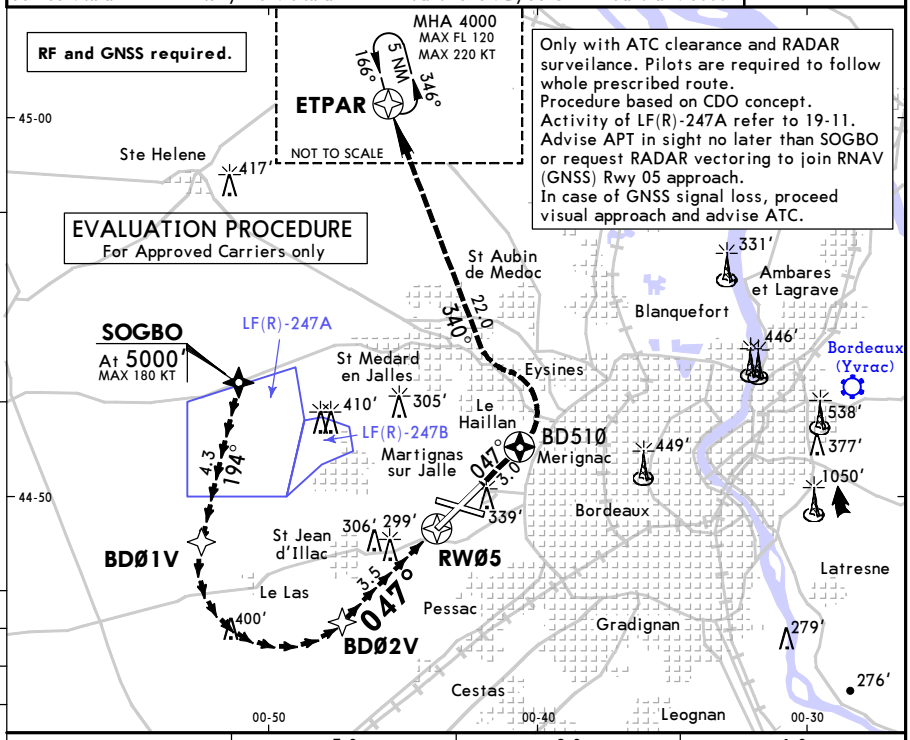
ATIS	AQUITAINE Approach Sector BW	AQUITAINE Approach Sector BE	MERIGNAC Tower	Ground
131.150	129.875	119.275	118.3	121.9

NAVAIDS- Refer to Planview	Final Apch Crs	Minimum Alt	No MDA(H) published	Apt Elev / RWY
	047°	No FAF		Apt Elev 166′ / RWY 160′

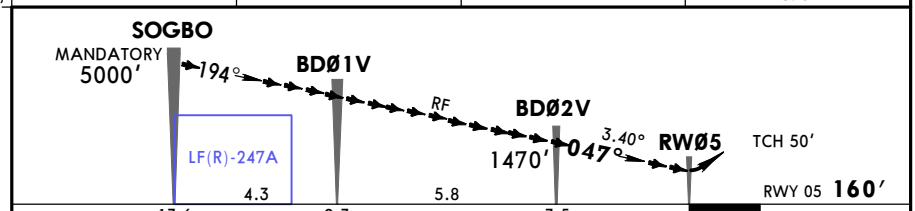
No MSA published

GO AROUND: Climb to BD51Ø, then turn LEFT to ETPAR climbing to 4000′ and hold or proceed according to ATC.

Alt Set: hPa | Rwy Elev: 6 hPa | Trans level: By ATC | Trans alt: 5000′



DIST to RWØ5	3.0	2.0	1.0
ALTITUDE	1290′	930′	570′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.40°	421	541	602	722	842	963

REIL
PAPI-L

BD51Ø on 047°

VISUAL LANDING RWY **05**

CEILING REQUIRED

ABC

CEILING-VISIBILITY

5500′ - 10 km

CHANGES: Reissue.

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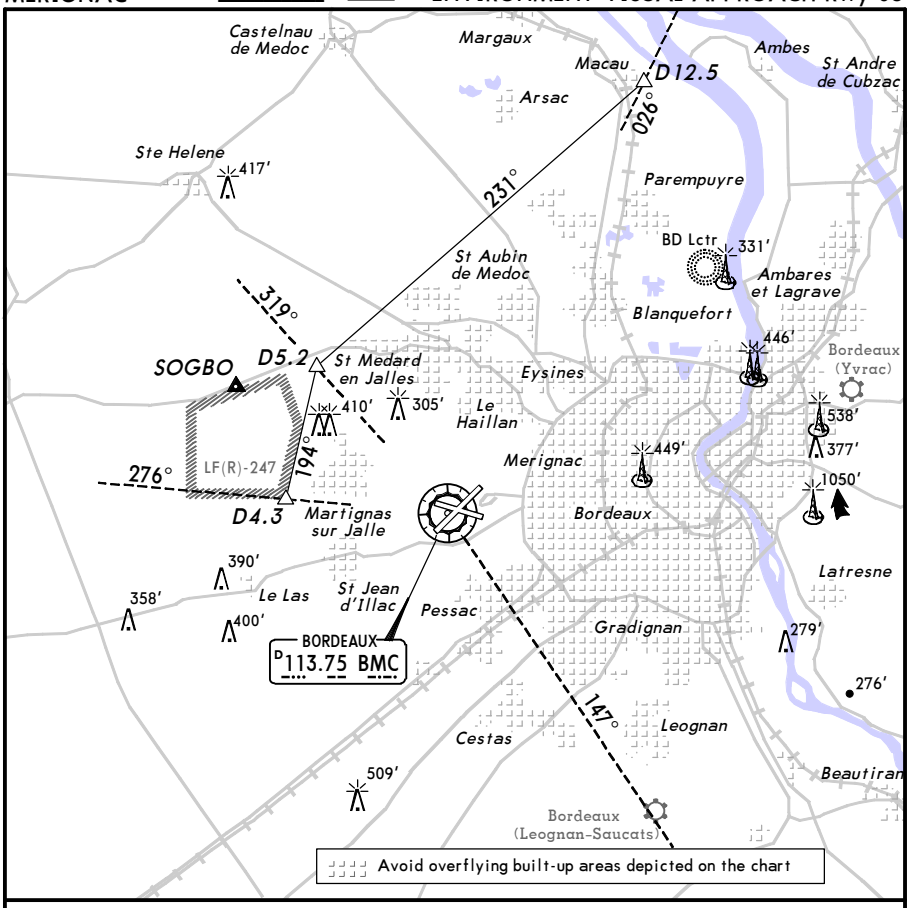

Instructions, except for safety requirement:

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 flying in the South of the axis above, respect an altitude of 3000' till R-276 BMC.
- When LF(R)-247 active, check the conditions of seperation from this area 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.
- In order not to overfly densely populated areas for North arrivals avoid flying in the Southeast of specified axes 231° and 194° till 276° BMC.
- Overflying SOGBO is recommended to facilitate the respect of environmental constraints.

CHANGES: Procedure.

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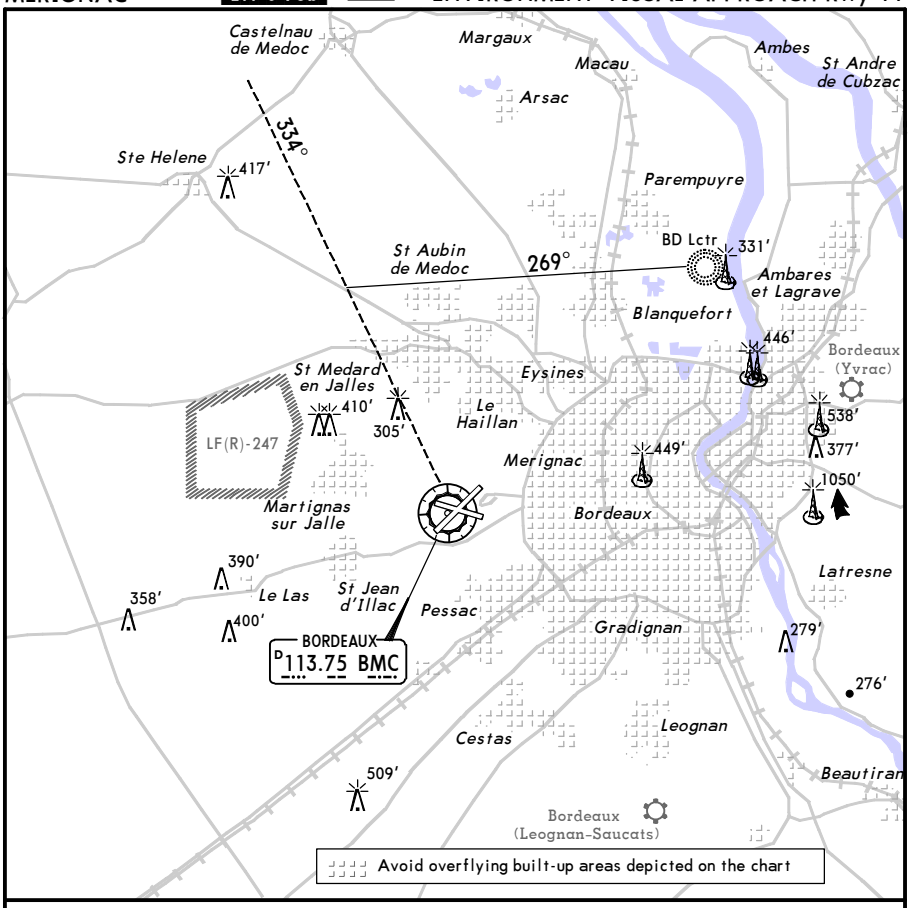

Instructions, except for safety requirement:

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.

CHANGES: None.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

BORDEAUX, (MERIGNAC - LFBD)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LFBD

Type: Terminal
Effectivity: Temporary
Begin Date: 20160608
End Date: 20160704

For restrictions during Europe football Championships EURO 2016 refer to SUP 120-16 available on internet at: www.sia.aviation-civile.gouv.fr

Chart Change Notices for Country FRA

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within France for CAT ABCD aircraft. RVR below 150m can only be used for selected runways which are already specified on current Jeppesen charts. 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL andCL: RVR 200m 3. With RL and CL and TDZ, MID and RO RVR: RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: 20160610
End Date: 20160710

From 10 JUN 16 until 10 JUL 16, due to European Football Championship, restrictions and special requirements will temporarily be implemented for following aerodromes: Paris Orly (LFPO), Paris Charlesde Gaulle (LFPG), Lyon Saint Exupйry (LFLL), Nice Cфte d'Azur (LFMN), Beauvais-Tillй (LFOB), Bordeaux-Mйrignac (LFBD), Lille-Lesquin (LFQQ), Lyon-Bron (LFLY), Marseille-Provence (LFML), Saint-Etienne-Loire (LFMH) and Toulouse-Blagnac (LFBO). Refer to SUP 060-16 available on www.sia.aviation-civile.gouv.fr and

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latest NOTAMs.