List of pages in this Trip Kit

Trip Kit Index
Airport Information For LFBD
Terminal Charts For LFBD
Revision Letter For Cycle 02-2019
Change Notices
Notebook

General Information

Location: BORDEAUX FRA
ICAO/IATA: LFBD / BOD
Lat/Long: N44° 49.7', W000° 42.9'
Elevation: 166 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 0.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No
Traffic Pattern Altitude: 1666 ft (1500 ft AGL)

Sunrise: 0723 Z
Sunset: 1710 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: 131.155
Merignac: Tower: 118.300 VHF-DF
Merignac: Ground: 121.900
Merignac: Ground: 121.730
Aquitaine Approach: 129.875 VHF-DF
Aquitaine Approach: 126.730 Secondary VHF-DF
Merignac: Approach: 121.200 VHF-DF
Aquitaine Approach: 119.275 VHF-DF
Bordeaux Test Information: 122.900 Flight Info Service
1.1. ATIS
   ATIS 131.155

1.2. SPEED RESTRICTIONS
   Within AQUITAINE TMA parts 2.1, 2.2 and 3, the speed is limited to MAX 250 KT below FL 100 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. RWY 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 for ACFT with wingspan 171'/52m or more and for: C17, MD11, C135, K35R, A400, DC10, L101, T154, T204, T330.

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
   Crews taxiing on TWYs P2, P3, W1, W2, W3, W4, S1 or S2 shall consider that they will be or will not be allowed to taxi depending on the ground traffic on adjacent TWYs.
   TWY L2 prohibited for ACFT when RVR below 550m, except home-based ACFT with MAX wingspan 59'/18m and main gear MAX 20'/6m and conveyed by Follow-me car.
   When RVR is below 350m, Follow-me car is mandatory on TWYs not equipped with luminous centerline lighting.
   A340-500, A340-600, A350, B777-200, B777-300, B787 and ACFT with wingspan greater than 213'/65m to taxi with CAUTION, especially in curves. Oversteering technique recommended.
   Following ways are authorized:
   ARR QFU 05: Exit A, P1, A12 or A13.
   ARR QFU 23: Exit D, P6, P5, P4, P3, P2, A12 or A13.
   DEP QFU 05: Push-back P1 thru P6.
   DEP QFU 23: Push-back P2, P1, 1.
   ACFT with wingspan greater than 118'/36m: Exit via TWY E6.
   Push-back clearance valid for 1 minute only.
1. GENERAL

1.6. PARKING INFORMATION

1.6.1. GENERAL
Marshaller mandatory on all ACFT stands.

1.6.2. USE OF STANDS WITH RVR LESS THAN 550M
All K, L and U stands with Follow-me car.

1.6.3. USE OF STANDS WITH RVR LESS THAN 350M
Arrival from stands B1 thru B5R, D6 and all F, K, L and U stands with Follow-me car.
Departure from stand D5, D6 and all F, K, L and U stands with Follow-me car.

1.6.4. USE OF STANDS WITH RVR LESS THAN 150M
Arrival from stands B1 thru B5R, D6 and all F, K, L and U stands with Follow-me car.
Departure from stands B1 thru B5R, B8, B9, D5, D6 and all F, K, L and U stands 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. DATALINK DEPARTURE CLEARANCE (DCL)
The departure clearance request through data link may be initialized by crews up to 60 minutes before the estimated start-up time.
The crew’s acknowledgement of receipt shall be received by the control service no later than 5 minutes after the clearance issuance.
If no echoback is given 10 minutes 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.

3.2. PUSH-BACK PROCEDURES
On stands A5, A7, A9, A11 and A17 push-back is possible.
For stands A13, A15, A15F, A16 and A17 push-back to TWY P is mandatory.

3.3. 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.
Based on CDO concept, if RWY 23 in use.

Based on CDO concept, if RWY 23 or RWY 29 in use.

MAX FL120

MHA 5000

080° - 260°

LIBRU

34.8

BGC 9L

15.7

VELIN

250°

278°

295°

BERGERAC

BGC

374.865

R

2100

R

P

A

FL100

FL150

FL170

1

2

2100

28 DEC 18

Eff. 3 Jan.

ATIS

Alt Set: hPa

Trans level: By ATC

MAX 220 KT

RNAV ARRIVALS

RNAV HOLDING FUNCTION REQUIRED

BASED ON CDO CONCEPT IF RWY 29 IN USE

CHANGES:

ATIS.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Feb 2019; Terminal chart data cycle 02-2019; Notice: After 07 Feb 2019, 0000Z, this chart may no longer be valid
CHANGES: ATIS.
© JEPPSEN, 2018. ALL RIGHTS RESERVED.
CHANGES:

ATIS.

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

These SIDs require minimum climb gradients of:

- CNA 4P: 8.6% due to ATS reasons.
- CNA 4Q: 6.3% up to 670.
- CNA 4R: 7.7% up to 670.
If unable to comply advise ATC when requesting start-up.

Initial climb clearance: FL70

### RNAV DEPARTURES

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>CNA 4P</td>
<td>23</td>
<td>BD230 (K250-) - BD923 - NB - CNA.</td>
</tr>
<tr>
<td>CNA 4Q</td>
<td>08</td>
<td>BD (K250-) - BD955 - NB - CNA.</td>
</tr>
<tr>
<td>CNA 4R</td>
<td>29</td>
<td>(670) - BD923 - NB - CNA.</td>
</tr>
</tbody>
</table>

Gnd speed-KT

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.3% V/V (fpm)</td>
<td>478</td>
<td>638</td>
<td>937</td>
<td>1276</td>
<td>1590</td>
<td>1914</td>
</tr>
<tr>
<td>7.7% V/V (fpm)</td>
<td>585</td>
<td>780</td>
<td>1170</td>
<td>1560</td>
<td>1949</td>
<td>2339</td>
</tr>
<tr>
<td>8.6% V/V (fpm)</td>
<td>653</td>
<td>871</td>
<td>1306</td>
<td>1742</td>
<td>2177</td>
<td>2613</td>
</tr>
</tbody>
</table>

Printed from JeppView for Windows 5.3.0.0 on 01 Feb 2019; Terminal chart data cycle 02-2019; Notice: After 07 Feb 2019, 0000Z, this chart may no longer be valid
1. RNAV 1 (GNSS required).
2. If unable to use RNAV SID inform "NON RNAV terminal area" in order to be allocated a conventional SID.
3. SIDs include minimum noise routings (refer to 10-4).

**CHANGES:** None.

**Printed from JeppView for Windows 5.3.0.0 on 01 Feb 2019; Terminal chart data cycle 02-2019; Notice: After 07 Feb 2019, 0000Z, this chart may no longer be valid**
These SIDs require minimum climb gradients of:
ROYAN 4P: 6.3% up to 670.
ROYAN 4Q: 6.3% up to 670.
ROYAN 4R: 7.7% up to 670.

Initial climb clearance: FL70

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

CHANGES: RNAV SID ROYAN 4P climb gradient.

CHANGES: SID CNA 4A climb gradient.
These SIDs require minimum climb gradients of
CNA 4E: 3.6% up to 670, 7.0% up to 5000 for ATS purposes.
CNA 4W: 7.7% up to 670.
If unable to comply advise ATC when requesting start-up.

Initial climb clearance: FL70

SID RWY ROUTING
CNA 4E 11 Climb straight ahead to D1.5 BMC or D0.8 BEI.
CNA 4W 29 Climb on 296° track to 670, turn RIGHT, 536° track, intercept 041° bearing to NB, then to CNA.

These SIDs require minimum climb gradients of
ROYAN 4A: 8.0% due to ATS reasons.
ROYAN 4B, 4Z: 6.5% up to 670.
If unable to comply advise ATC when requesting start-up.

Initial climb clearance: ROYAN 4A, 4B: FL70 / ROYAN 4Z: 4000

SID RWY ROUTING
ROYAN 4A 22 Climb straight ahead to D3.0 BMC, turn RIGHT, 338° track, intercept 041° bearing towards NB, turn LEFT, intercept BMC R346 to ROYAN.
ROYAN 4B 05 Climb straight ahead (045° track) to BD NDB, turn LEFT to NB, turn LEFT, 304° bearing, intercept BMC R346 to ROYAN.
ROYAN 4Z 393 Climb straight ahead to D2.5 BMC, turn LEFT, 297° track, intercept D3.0 BMC R346 to ROYAN.

SYMBOLS:
1. Flights to LFBB are limited to FL140.

CHANGES:
None.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.
These SIDs require minimum climb gradients of ROYAN 4E: 3.6% up to 670, 7.7% up to 670.
ROYAN 4W: 6.3% up to 670.
If unable to comply advise ATC when requesting start-up.

CHANGES:

Initial climb clearance: FL70

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROYAN 4E</td>
<td>11</td>
<td>Climb straight ahead to 670, turn RIGHT not before D1.5 BMC or D0.8 BEI, 258° track, at 4000 turn RIGHT, intercept BMC R021 to NB, turn LEFT, 304° bearing, intercept BMC R346 to ROYAN.</td>
</tr>
<tr>
<td>ROYAN 4W</td>
<td>29</td>
<td>Climb on 296° track to 670, turn RIGHT, 336° track, intercept 041° bearing towards NB, intercept BMC R346 to ROYAN.</td>
</tr>
</tbody>
</table>

These SIDs require minimum climb gradients of SAU 4A, 4B: 9.3% up to 5000.
SAU 4A: 6.3% up to 670.
If unable to comply advise ATC when requesting start-up.

Initial climb clearance: SAU 4A, 4B: FL70 / SAU 4Z: 4000

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>SAU 4A</td>
<td>23</td>
<td>Climb straight ahead to D3.0 BMC, turn LEFT, 148° track, intercept SAU R273 inbound to SAU.</td>
</tr>
<tr>
<td>SAU 4B</td>
<td>06</td>
<td>Climb straight ahead to 670, turn RIGHT, 195° track, intercept 150° bearing from BD, intercept SAU R273 inbound to SAU.</td>
</tr>
<tr>
<td>SAU 4Z</td>
<td>06</td>
<td>Climb straight ahead to 670, turn RIGHT, intercept BMC R119, intercept SAU R273 inbound to SAU.</td>
</tr>
</tbody>
</table>

CHANGES: Altitude restriction at D165I revised; LF(R)-204 withdrawn.
These SIDs require a minimum climb gradient of 8.8% up to 5000 for ATS purposes.
If unable to comply advise ATC when requesting start-up.

Initial climb clearance: FL70

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>SAU 4E</td>
<td>11</td>
<td>Climb straight ahead to 670, turn RIGHT, 223° track, intercept BMC R178, intercept SAU R273 inbound to SAU.</td>
</tr>
<tr>
<td>SAU 4W</td>
<td>29</td>
<td>Climb on 276° track to 670, turn LEFT, 148° track, intercept BMC R178, intercept SAU R273 inbound to SAU.</td>
</tr>
</tbody>
</table>


CHANGES: Altitude restriction at D7.0 BMC revised; LF(R)-204 withdrawn.

These SIDs include minimum noise routings (refer to 10-4).

SIDs include minimum noise routings (refer to 10-4).

- **VAVIX 4A [VAVI4A]**: Climb straight ahead to D3.0 BMC, turn LEFT, 148° track, intercept BMC R178, intercept SAU R273 to VAVIX.
- **VAVIX 4B [VAVI4B]**: Climb straight ahead (046° track) to BD NDB, turn RIGHT, 225° track, intercept CNA R192 to VAVIX.
- **VAVIX 4Z [VAVI4Z]**: Climb straight ahead (046° track) to BD NDB, turn LEFT, 148° track, intercept CNA R192 to VAVIX.

These SIDs require minimum climb gradients of
- **VAVIX 4A**: 4.8% up to 670.
- **VAVIX 4B, 4Z**: 6.3% up to 670.
- **VAVIX 4A**, **VAVIX 4B**, **VAVIX 4Z**: Gnd speed-KT 75 100 150 200 250 300.
- **VAVIX 4B, 4Z**: 6.3% up to 670.
- **VAVIX 4B, 4Z**: 4.8% up to 670.
- **VAVIX 4A**: Climb straight ahead to 670, turn right, intercept BMC R119, intercept 170° bearing from BE, intercept SAU R225 to VAVIX.

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

CHANGES: New format.

Flights to LFBR are limited to FL140.
SIDs include minimum noise routings (refer to 10-4).

These SIDs require minimum climb gradients of:
- VAIX 4E: 3.6% up to 670.
- VAIX 4W: 7.7% up to 670.

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

OMNIDIRECTIONAL DEPARTURES - BY ATC

These departures require minimum climb gradients of:
- RWY 23: 4.8% up to 670.
- RWY 09: 6.3% up to 670.
- RWY 11: 3.6% up to 670.
- RWY 29: 7.7% up to 670.

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

- Noise monitoring point

<table>
<thead>
<tr>
<th>Noise monitoring point</th>
<th>Name/Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Saint Jean d'Illac (Les Bodines) N44 48.4 W000 46.6</td>
</tr>
<tr>
<td>2</td>
<td>Pessac (Noes) N44 48.7 W000 38.3</td>
</tr>
<tr>
<td>3</td>
<td>Le Haillan (La Morandiere) N44 51.0 W000 40.6</td>
</tr>
<tr>
<td>4</td>
<td>Eysines (CTM) N44 52.2 W000 39.5</td>
</tr>
<tr>
<td>5</td>
<td>Eysines (Claverie) N44 52.9 W000 38.0</td>
</tr>
<tr>
<td>6</td>
<td>Martignas sur Jalle N44 50.4 W000 46.5</td>
</tr>
</tbody>
</table>

(1-5) Fixed noise measurement points, (6) Mobile noise measurement point.
CHANGES: CAT IIIB DR requirement withdrawn. © JEPPESEN, I2000, 2019. ALL RIGHTS RESERVED.
**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**

**TRANSPORT NI的优势**
FOR FINAL APPROACH SEE 12-4A

RNAV holding function required. Baro-VNAV operations not authorized below -20°C.

MISSED APCH: Climb to BD298 (MAX 185 KT), then turn RIGHT to ETPAR and climb up to 4000' or proceed by ATC.
Climb to 1100' prior to level acceleration.

FOR INITIAL APPROACH SEE 12-4

Baro-VNAV operations: Not authorized below -20°C. Local QNH required.

1. Procedure based on CDO concept.
2. 197° 5.5
3. MIM 5000’ when LF(R) 204L3 active.

A1: 37° 3000’
A2: 53° 3000’
A3: 65° 3000’
B1: 34° 2800’
B2: 45° 2800’
B3: 56° 2800’
C1: 10° 4300’
C2: 15° 4300’
C3: 20° 4300’

Circling heights based on rwy 29 threshold elev of 160'.

<table>
<thead>
<tr>
<th>MDA</th>
<th>MANDATORY</th>
<th>MIM</th>
<th>3000’</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.8</td>
<td>287°</td>
<td>1100’</td>
<td>1100’</td>
</tr>
</tbody>
</table>
BORDEAUX, FRANCE

**VOR Rwy 11**

**ATIS**
- **C** 131.155
- **R** 113.75

**MERIGNAC Tower**
- **Ground** 121.9
- **VOR** 2100

**M garnage Tower**
- **Ground** 121.9
- **VOR** 2100

**CHANGES:**

- **B** Alt Set: hPa
- **C** Trans level: By ATC
- **D** Trans alt: 5000'

**VOR**
- **ETPAR** 114°
- **VAGNA** 353°
- **LIBRU** 135°
- **DIRAX** 250°

**FOR FINAL APPROACH SEE 13-2A**

**FOR INITIAL APPROACH SEE 13-2**

- **LG** 2000' (SMA 1500)
- **DF** 318 BE
- **DL** 111.15 BEM

**ATIS**
- **BMC DME** 5.0
- **BEI DME** 0.0
- **Minimums** 2000' (704m)
- **Apt Elev** 166'
- **Max FL** 1200'

**HOLDING**
- **MM Fl TL+10 (MDA)**
- **MDA**

**MAP at D1.5 Bem/D2.0 BeI**
- **D1.5 Bem**
- **D2.0 BeI**
- **MDA(H)**
- **MDA**
- **Max FL** 1200'

**STRAIGHT-IN LANDING RWY 11**

**CIRCLE-TO-LAND**

**Prohibited North of rwy**

**CDFA**

**Max FL TL+10**

**Max FL** 1500m

**MHA 5000'**

**A** 2000' (640m)
- **B** 2000' (640m)
- **C** 2000' (640m)
- **D** 2000' (640m)

**ATIS**
- **C** 131.155
- **R** 113.75

**MERIGNAC Tower**
- **Ground** 121.9
- **VOR** 2100

**M garnage Tower**
- **Ground** 121.9
- **VOR** 2100

**CHANGES:**

- **B** Alt Set: hPa
- **C** Trans level: By ATC
- **D** Trans alt: 5000'

**VOR**
- **ETPAR** 114°
- **VAGNA** 353°
- **LIBRU** 135°
- **DIRAX** 250°

**FOR FINAL APPROACH SEE 13-2A**

**FOR INITIAL APPROACH SEE 13-2**

- **LG** 2000' (SMA 1500)
- **DF** 318 BE
- **DL** 111.15 BEM

**ATIS**
- **BMC DME** 5.0
- **BEI DME** 0.0
- **Minimums** 2000' (704m)
- **Apt Elev** 166'
- **Max FL** 1200'

**HOLDING**
- **MM Fl TL+10 (MDA)**
- **MDA**

**MAP at D1.5 Bem/D2.0 BeI**
- **D1.5 Bem**
- **D2.0 BeI**
- **MDA(H)**
- **MDA**
- **Max FL** 1200'

**STRAIGHT-IN LANDING RWY 11**

**CIRCLE-TO-LAND**

**Prohibited North of rwy**

**CDFA**

**Max FL TL+10**

**Max FL** 1500m

**MHA 5000'**

**A** 2000' (640m)
- **B** 2000' (640m)
- **C** 2000' (640m)
- **D** 2000' (640m)
MISSED APCH: Climb on R-228 to D3.0 BMC, then turn RIGHT (MAX 220 KT) onto 040° to intercept and follow R-355 to ETPAR holding climbing to 220 KT. Climb to 1300' prior to level acceleration.

Alt Set: Hpa
Apt Elev: 6 Hpa
Trans level: By ATC
Trans alt: 5000'

CHANGES: Communications.

()JEPPSEN, 2009, 2019. ALL RIGHTS RESERVED.
CHANGES:

- Overflying SOGBO is recommended to facilitate the respect of environmental constraints.
- In order not to overfly densely populated areas for North arrivals avoid flying in the Southeast of specified axes 230° and 194° till 276° BMC.
- For South downwind legs: respect an altitude of 5000’ till R-147 BMC.
- When LF(R)-247 active, check the conditions of separation from this area with AQUITAINE ATC.
- For North downwind legs: avoid flying in the South of the axis above, respect an altitude of 3000’ till R-276 BMC.
- Visual approach request will always be confirmed by the pilot AD in sight.
- ATC can suggest a radar vectoring to obtain visual flight conditions.
- 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 separation 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 230° and 194° till 276° BMC.
- Overflying SOGBO is recommended to facilitate the respect of environmental constraints.
**CHANGES:**

**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-333 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 333° BMC.
TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LFBD

Type: Terminal
Effectivity: Temporary
Begin Date: 20190103
End Date: Until Further Notice

ATIS changed to 131.155 MHz. On 10-9A ENTRY EN withdrawn.

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 and CL: 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 RWY's with approved guidance system or HUD/HUDLS: RVR 75m