

GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

Airport Information

RFF: 29 OCT-24 MAR:
 CAT 8 0430-1630‡
 CAT 7 1630-2300‡, CAT 8 PPR 30min MNM before 1630‡
 CAT 5 2300-0430‡, CAT 7 PPR 30min MNM before 2300‡
 25 MAR-30 APR; 01 OCT-27 OCT:
 CAT 8 0330-1530‡
 CAT 7 1530-2200‡, CAT 8 PPR 30min MNM before 1530‡
 CAT 5 2200-0330‡, CAT 7 PPR 30min MNM before 2200‡
 01 MAY-30 SEP:
 CAT 8 0330-1530‡
 CAT 7 1530-0330‡, CAT 8 PPR 30min MNM before 1530‡
Fuel: 0400-2200‡, Night service AVBL 1HR after LDG if DEP planned before 0400‡
PCN: RWY 05/23: 64/F/C/W/T
 RWY 11/29: 53/F/C/W/T

Operation

Low Visibility Procedure

LVP in force when RVR at or below 800m or when ceiling is at or below 200ft.

Due to lack of lightning on some TWY, a follow-me will be provided in the following cases:

ARR

- When 150m < RVR < 350m, on stands: D5, D6, all K, F, L, U stands.
- When RVR < 150m, on stands : B1, B1R, B2R, B3, B3R, B4, B4R, B5, B5R.

DEP

- When 150m < RVR < 350m, on stands: D5, D6, all K, F, L, U stands.
- When RVR < 150m, on stands : B1, B1R, B2R, B3, B3R, B4, B4R, B5, B5R, B8, B9.

Preferential RWY

RWY 23:

TKOF/LDG up to a tailwind component of 5KT.

TKOF/LDG 2100-0500‡ mandatory except for safety reasons.

When both RWYs are AVBL, RWY 05/23 is preferred up to a cross wind component of 15KT.

RWY Restrictions

RWY 05: Use of TORA 3100m / 10171ft restricted to heavy ACFT. REQ with start-up clearance.

RWY 11/29 prohibited to ACFT with wingspan greater than or equal to 52m / 171ft, and to MD11.

TWY Restrictions

TWY U5, W5 width 18m / 59ft

TWY M2 width 15.5m / 51ft.

TWY L1, L6 width 14.5m / 47ft.

TWY L5, M1 width 15m / 49ft.

TWY L4 width 12m / 39ft.

TWY L2, L3 width 10.2m / 33ft.

GENERAL

TWY E2 from W1 or W2 to P2 or P3, E3, E5, W4 MAX wingspan 36m / 118ft.

TWY G, S4 MAX wingspan 52m / 171ft.

TWY L5, L6 MAX wingspan 26.3m / 86ft.

TWY L1 MAX wingspan 21.5m, except section used when exiting L5 26.3m / 86ft.

TWY L2, L4 MAX wingspan 16.3m / 53ft.

TWY L3 MAX wingspan 15m / 49ft.

A340-500/-600, A350, B777-200/-300, B787 taxi with caution and use oversteering technique.

Following routes permitted:

ARR

RWY 23: TWY D - TWY P6 - TWY P5 - TWY P4 - TWY P3 - TWY P2 - A12 or A13.

RWY 05: TWY A - TWY P1 - A12 or A13.

DEP

RWY 23: TWY P2 - TWY P1 - 1.

RWY 05: TWY P1 - TWY P2 - TWY P3 - TWY P4 - TWY P5 - TWY P6.

Taxi/Parking

Marshaller mandatory on all PRKG stands.

Engine run-up areas

Engine tests prohibited BTN 2100-0500Z, except piston ENG checks necessary for TKOF. PWR test locations assigned by TWR. Tests at idle PWR shall be performed at stands.

Warning

Avoid overflying Bordeaux.

Weather radio-sounding balloon release every day 1115-1215Z and 2315-0015Z.

Wildlife strike hazard.

ARRIVAL**Speed**

MAX IAS 250KT below 10000ft.

Communication**COM Failure****RWY in use is known**

RWY 23, 29, 11 in use:

ARRs ETPAR, LIBRU, VAGNA:

Conduct flight according to last FL received over IAF and descend to 5000ft in HLDG, then follow APCH PROC for RWY in use.

ARRs DIRAX:

Conduct flight according to last FL received over DIRAX and descent to FL70 in HLDG, then follow APCH PROC for RWY in use, descending below 5000ft only after crossing R115 BMC.

RWY 05 in use:

ARRs ETPAR, LIBRU, VAGNA:

Conduct flight according to last FL received over IAF and descend to 5000ft in HLDG, then follow APCH PROC in use.

ARRs DIRAX:

Conduct flight according last FL received and descend to FL70 in HLDG, then proceed APCH PROC in use.

ARRIVAL

RWY in use is unknown

ARRs ETPAR, LIBRU, VAGNA:

Conduct flight according to last FL received over IAF and descend to 5000ft in HLDG, then follow APCH PROC ILS 23 (possibly followed of a visual maneuvering without prescribed track if wind conditions indicates that another RWY is in use).

ARRs DIRAX:

Conduct flight according to last FL received over DIRAX and descend to FL70 in HLDG, then follow APCH PROC ILS 23 (possibly followed of a visual maneuvering without prescribed track if wind conditions indicates that another RWY is in use), descending below 5000ft only after crossing R115 BMC.

Followed by a MISAP

Apply MISAP and carry out a second APCH. If this second and last attempt is followed by a new MISAP clear TMA seeking VMC conditions following R346 BMC.

Arrival Procedure

Visual APCH

See VISUAL Environmental PROC charted as VAC.

Reverse: Do not use more than idle reverse between 2100-0500z.

DEPARTURE

Take-off Minima

RWY		23	
All ACFT	ft - m/km	0 - 75R	-
RWY		05	
A, B, C	ft - m/km	0 - 150R	-
D		0 - 200R	-
RWY		29	
All ACFT	ft - m/km	0 - 550R/550V	HJ only
		0 - 800R/800V	HN
RWY		11	
All ACFT	ft - m/km	0 - 550V	HJ only
		0 - 800V	HN

Speed

MAX IAS 250KT below 10000ft.

Communication

COM Failure

VMC: Turn back to land or continue inbound to an appropriate AD.

IMC: Continue inbound the TMA limits at last assigned FL, then climb up to cruising LVL indicated in FPL.

During radar guidance: If last HDG assigned join an authorized SID, maintain this HDG as far as the interception of this routing. In an other case, join the SID in the most direct way.

DEPARTURE**Departure Procedure****Start-up/Push-back**

Push-back CLR valid for 1min only.

When been pushed-back on W5: Inform TWR when end of push back point is reached.

Noise Abatement Procedure

JET ACFT: Maintain V2 +10KT or AFM up to 3000ft AAL, using flaps in TKOF configuration. Above 3000ft AAL standard climb airspeed and flaps up.

All ACFT: Climb as quickly as possible to 3000ft AAL.

Follow strictly according SID, except otherwise instructed by ATC.

ATC Slot, Clearance

Request CLR via datalink up to 60min before estimated start-up time. If no CLR received at 10min before estimated start-up time, contact GND for CLR.

De-Icing

AVBL

Effective 24-MAY-2018

17-MAY-2018

BOD-LFBD

2-10

France Bordeaux Merignac

AGC

AFC

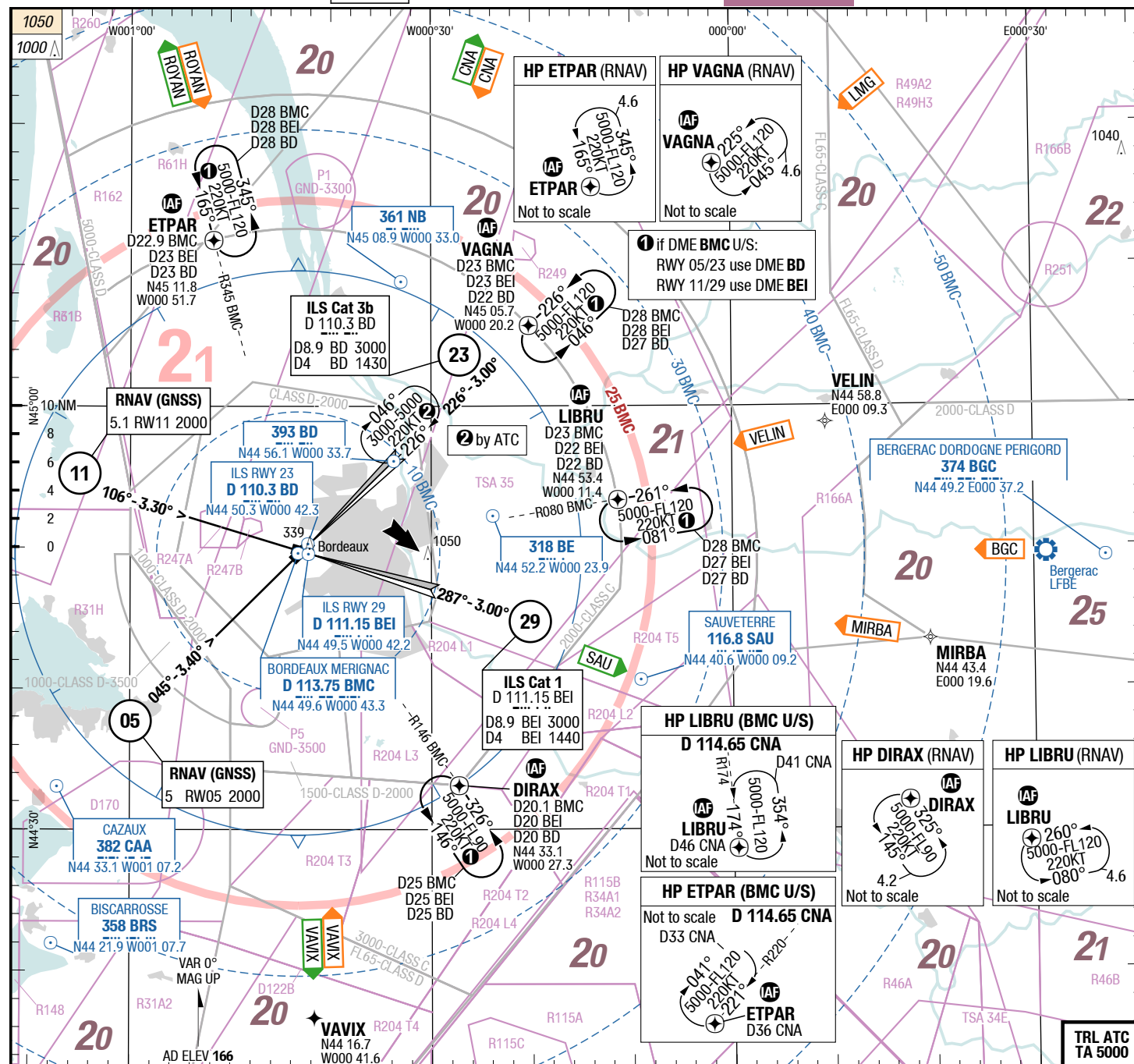
AFC

AFC

Merignac Bordeaux France

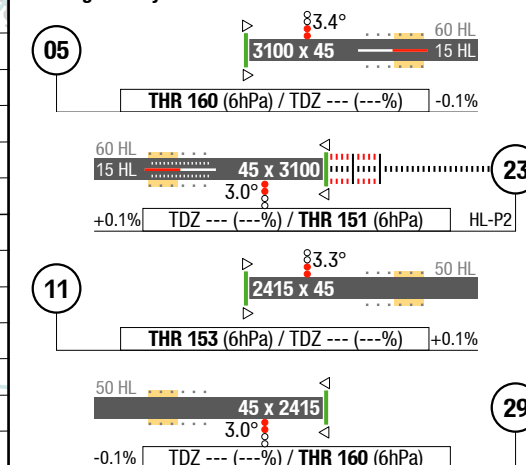
AGC

AFC



ATIS 131.150
 Aquitaine APP 129.875
 119.275
 126.725
 Merignac APP 121.200
 Merignac TWR 118.300
 Merignac GND 121.900
 121.725
 DCL

Landing RWY system:



Changes: Nil

3-20

ATIS	131.150	
Merignac TWR	118.300	
Merignac GND	121.900	121.725
DCL		

Caution: Runway incursion Hotspot

RWY 23:

From TWY S3 use P3, do not confuse it with E3, do not taxi on B.

RWY 05:

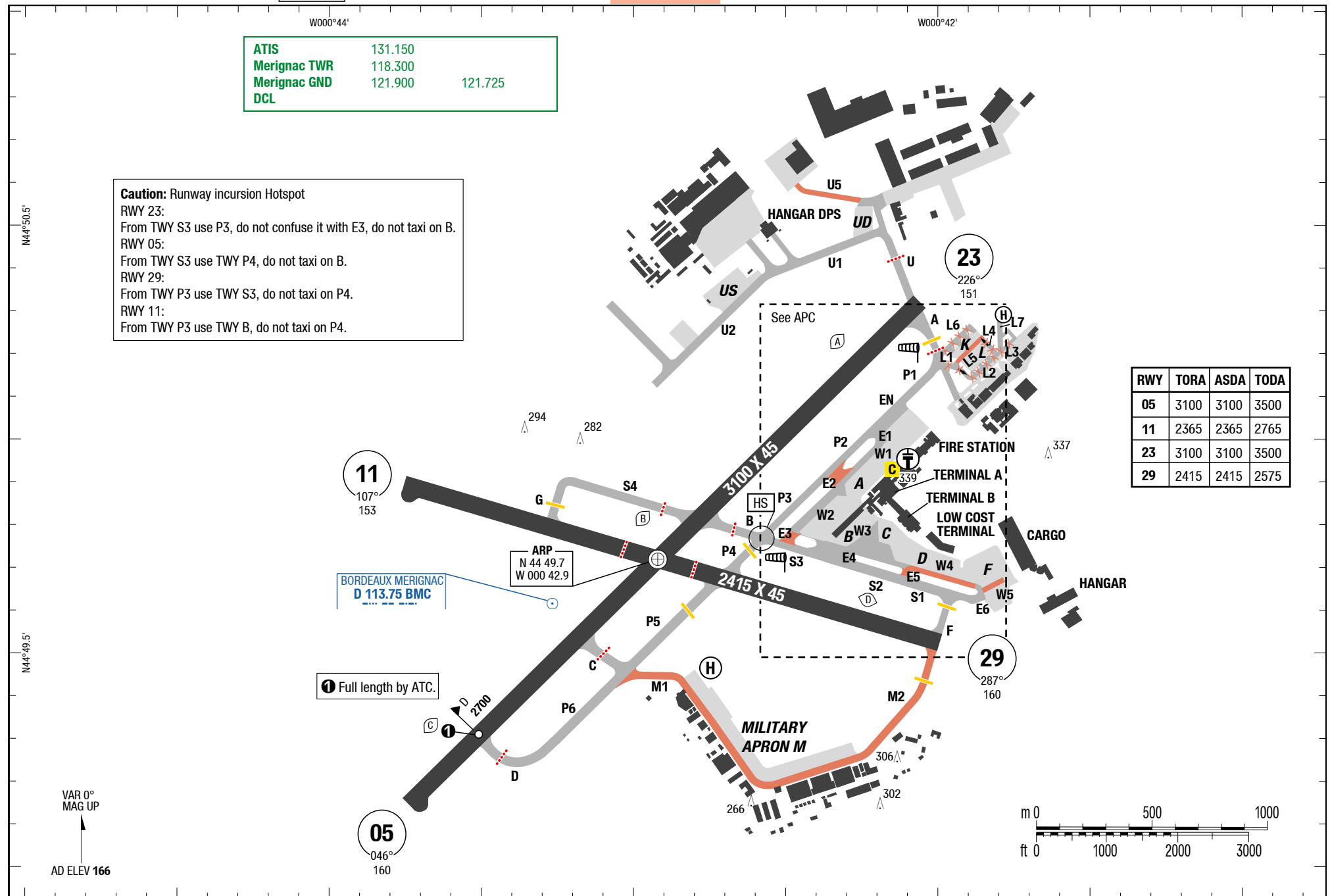
From TWY S3 use TWY P4, do not taxi on B.

RWY 29:

From TWY P3 use TWY S3, do not taxi on P4.

RWY 11:

From TWY P3 use TWY B, do not taxi on P4.

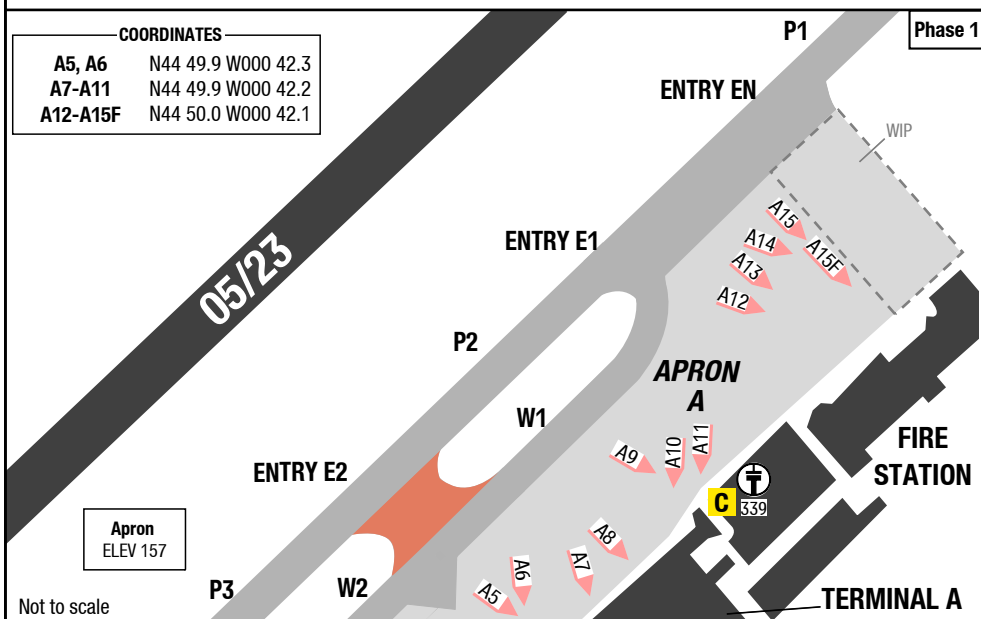


RWY	TORA	ASDA	TODA
05	3100	3100	3500
11	2365	2365	2765
23	3100	3100	3500
29	2415	2415	2575

VAR 0°
MAG UP
AD ELEV 166

REF AIP SUP 074/18
Phases activated by NOTAM

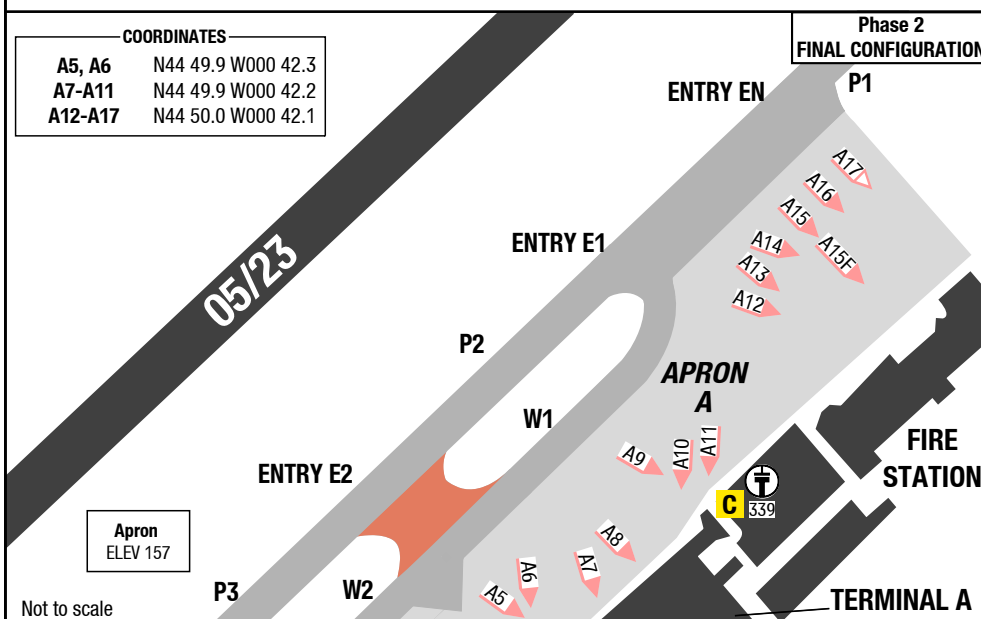
ATIS 131.150
Merignac TWR 118.300
Merignac GND 121.900 121.725
DCL



WIP Phase 1

25.05.2018 - 04.06.2018 estimated

- PRKG Stands A12, A13 modified
- PRKG Stands A12S, A12N, A12D
- A13S and A13N removed
- PRKG Stands A14, A15, A15F created



WIP Phase 2

FINAL CONFIGURATION

04.06.2018 - 21.06.2018 estimated

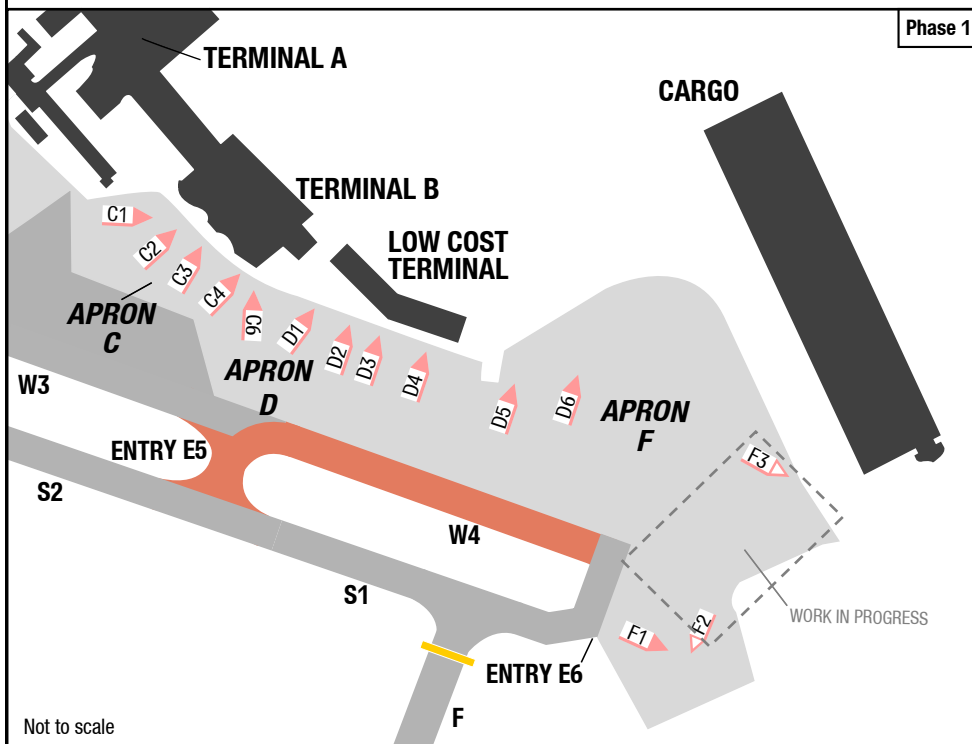
- Creation of PRKG Stands A16, A17

VAR 0°
MAG UP

AD ELEV 166

REF AIP SUP 127/18
Phases activated by NOTAM

ATIS 131.150
Merignac TWR 118.300
Merignac GND 121.900 121.725
DCL

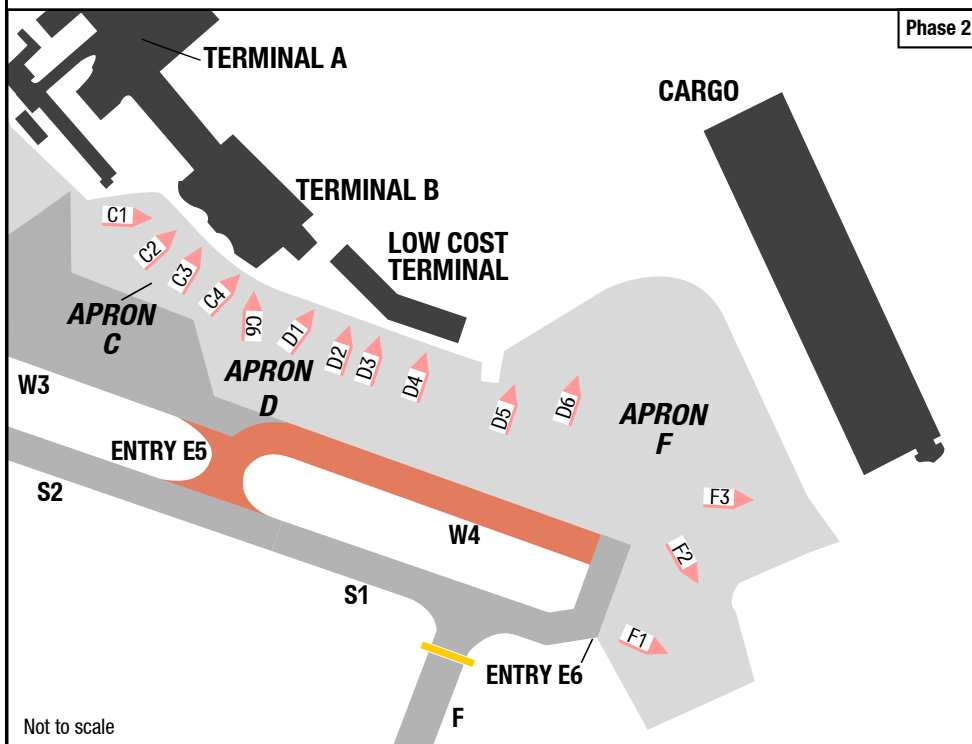
**WIP Phase 1**

22.06.18 - 26.06.18 estimated

- TWY W5 removed;
- PRKG Stands F4 and D7 removed;
- PRKG Stands F3 and F2 closed;
- PRKG Stands D5, D6 and F1 modified.

COORDINATES

C1-C3	N44 49.8 W000 42.2
C4, C6	N44 49.8 W000 42.1
D1-D3	N44 49.7 W000 42.0
D4-D6	N44 49.7 W000 41.9
F1	N44 49.6 W000 41.8

**WIP Phase 2****FINAL CONFIGURATION**

26.06.18 - 12.09.18 estimated

- PRKG Stands F2 and F3 modified.

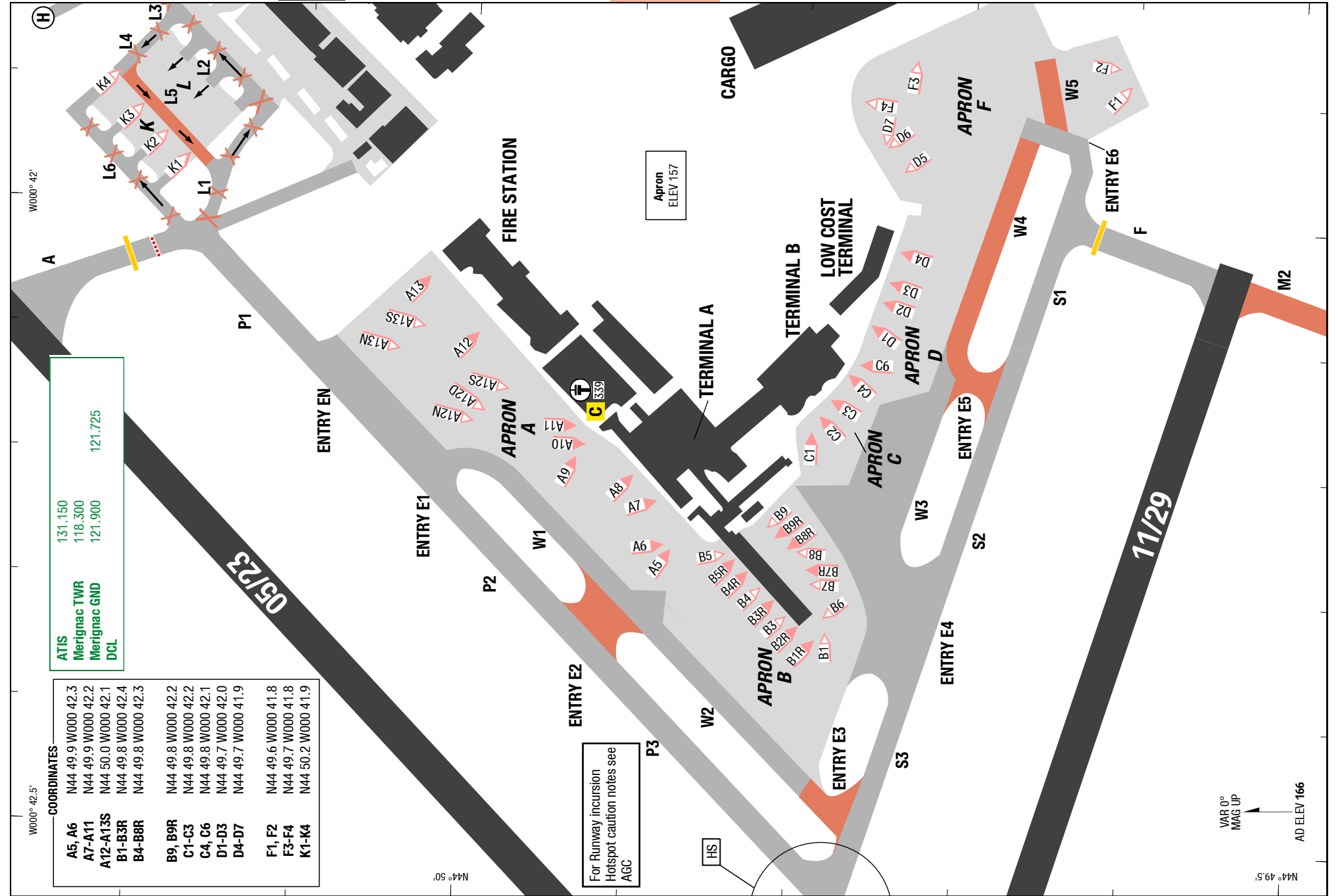
COORDINATES

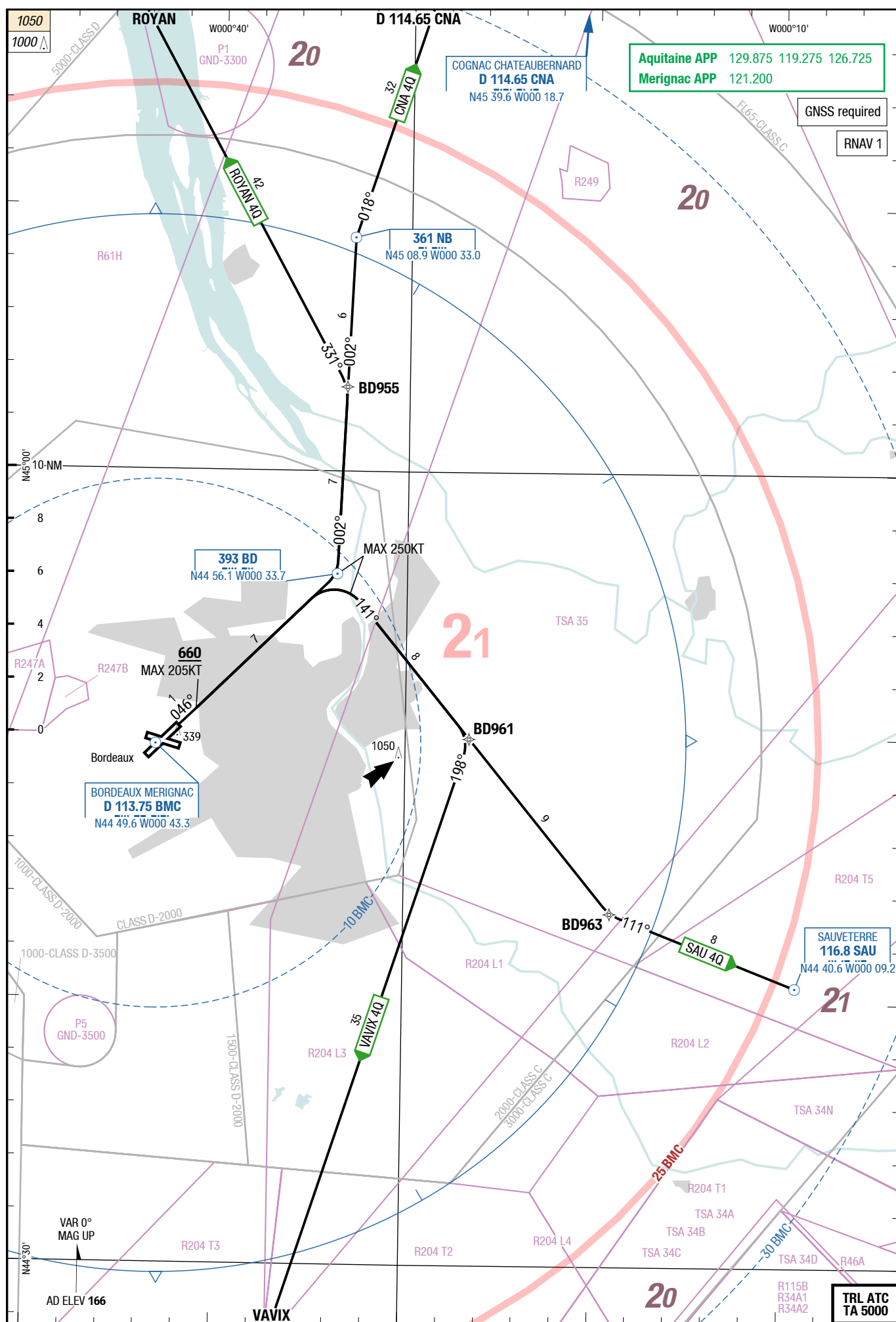
C1-C3	N44 49.8 W000 42.2
C4, C6	N44 49.8 W000 42.1
D1-D3	N44 49.7 W000 42.0
D4-D6	N44 49.7 W000 41.9
F1-F2	N44 49.6 W000 41.8
F3	N44 49.7 W000 41.8

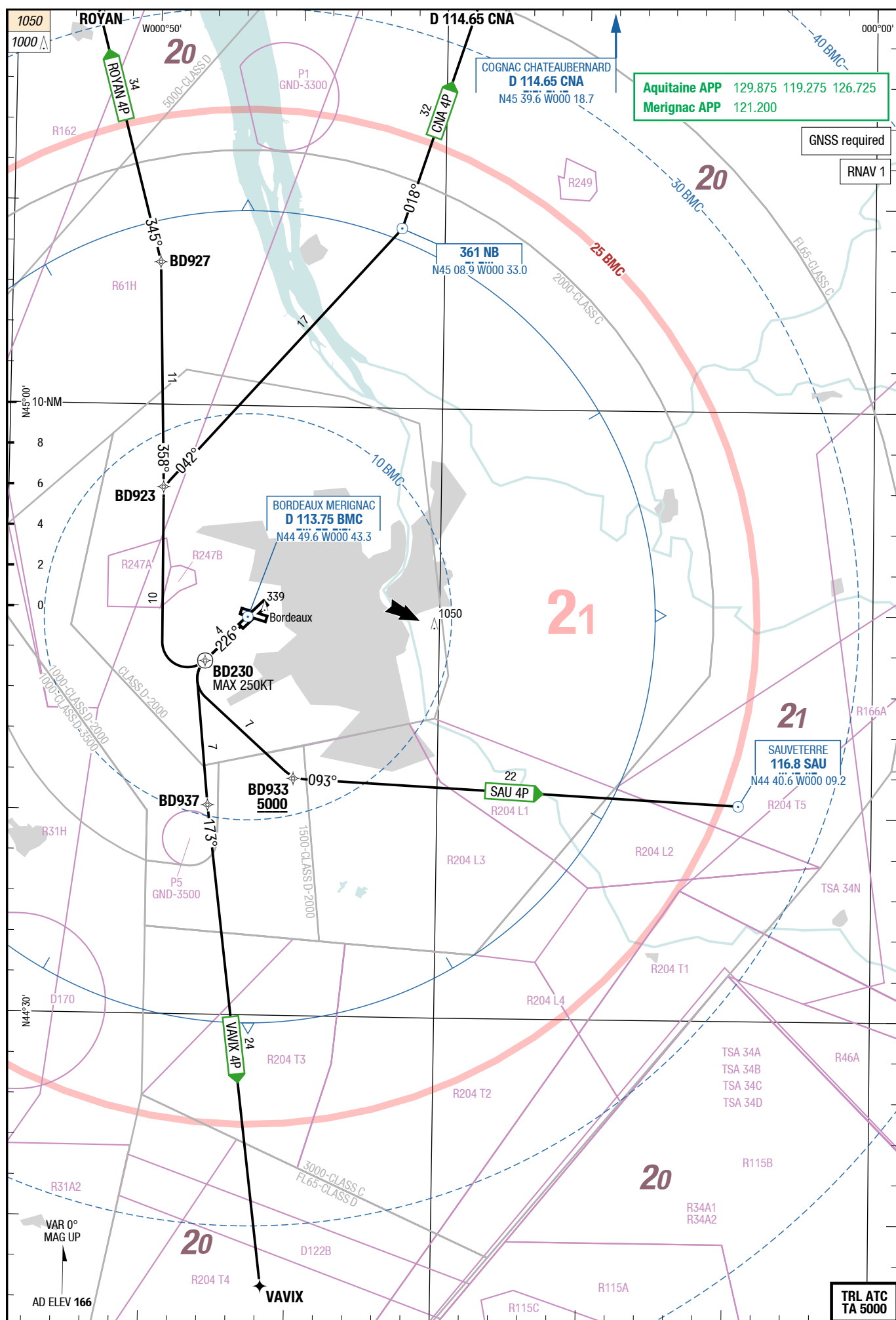
VAR 0°
MAG UP

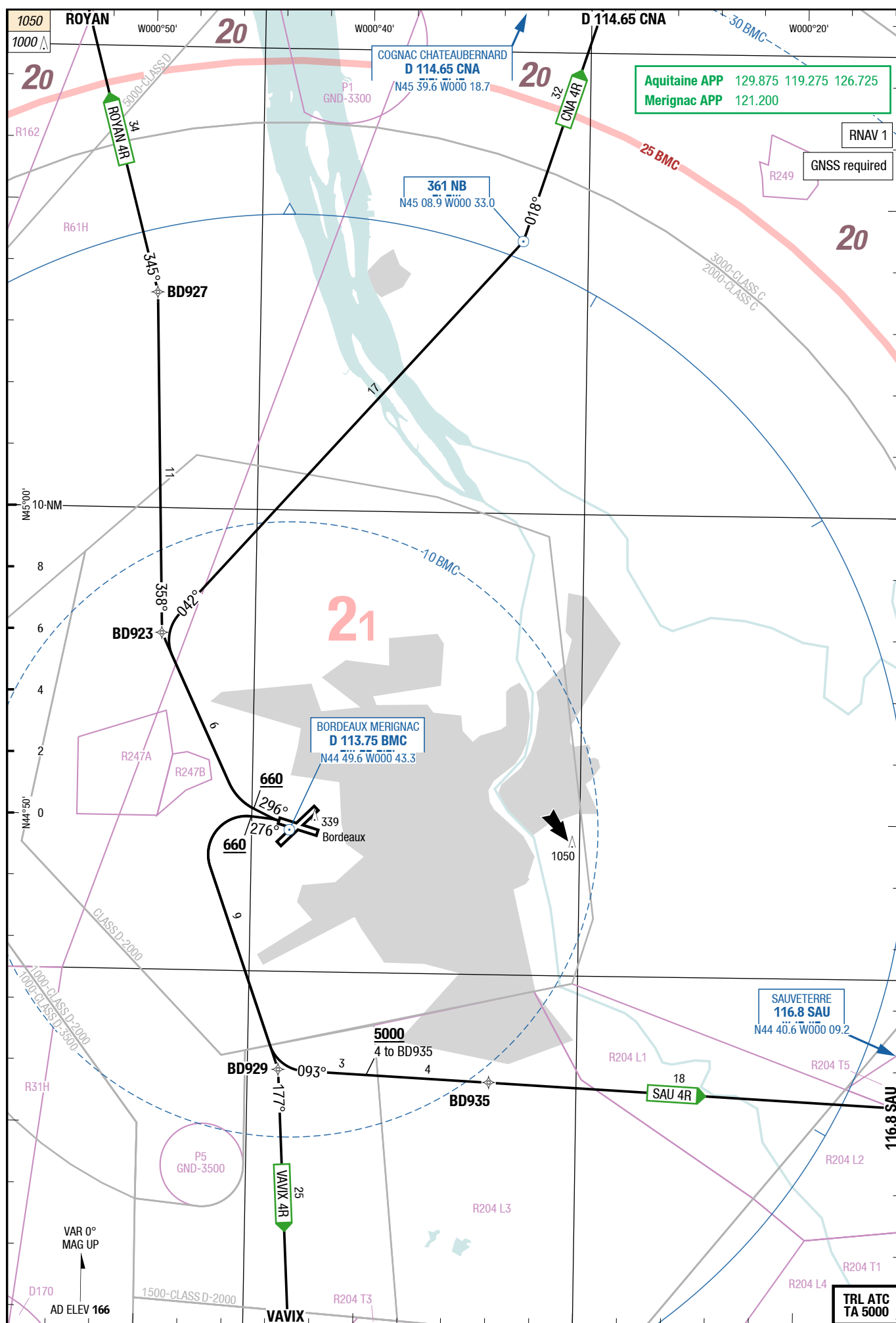
AD ELEV 166

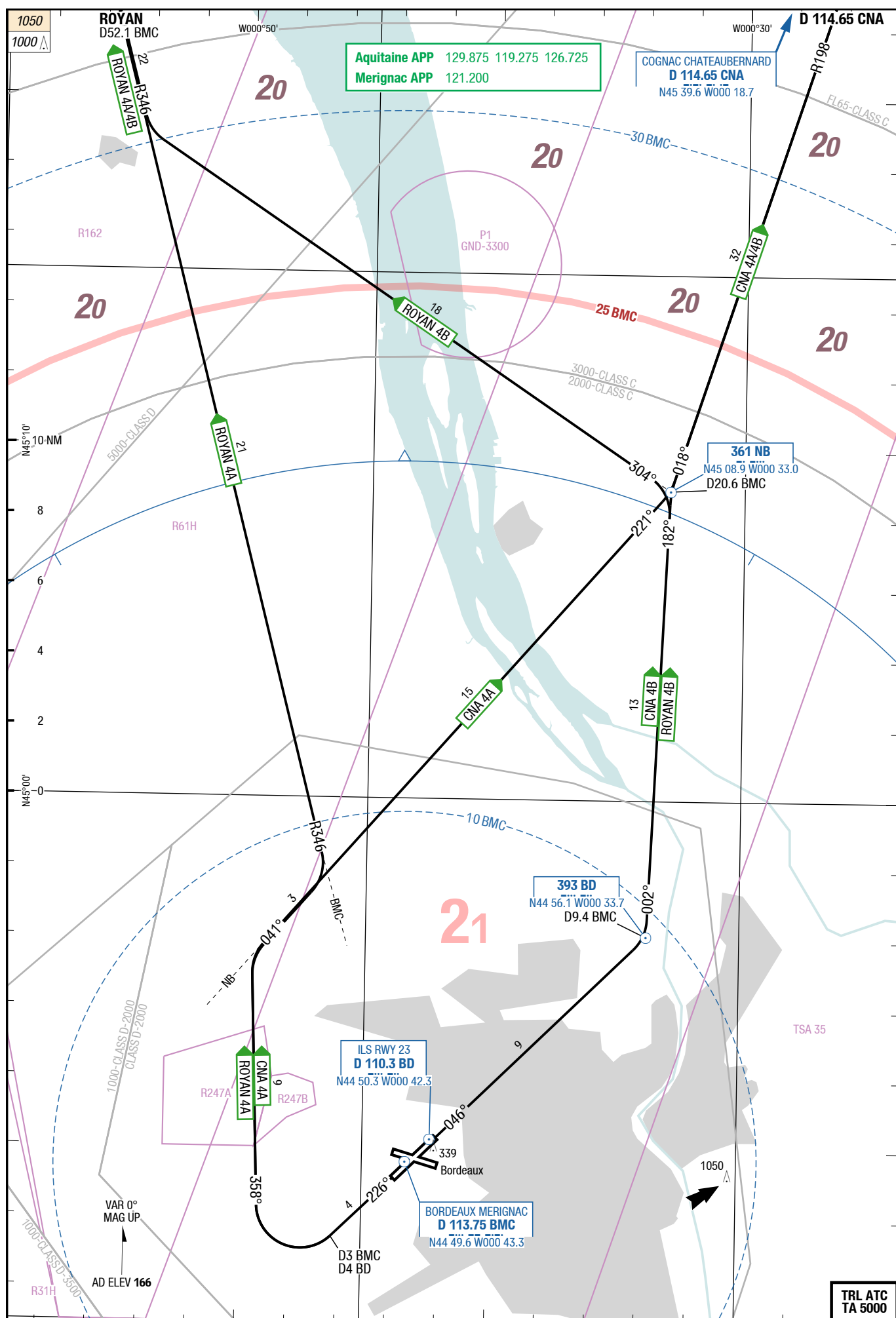
3-30











Effective 16-AUG-2018

09-AUG-2018

BOD-LFBD

France Bordeaux Merignac

SIDs R/Ws 11/29 North

SIDs R/Ws 05/23 South

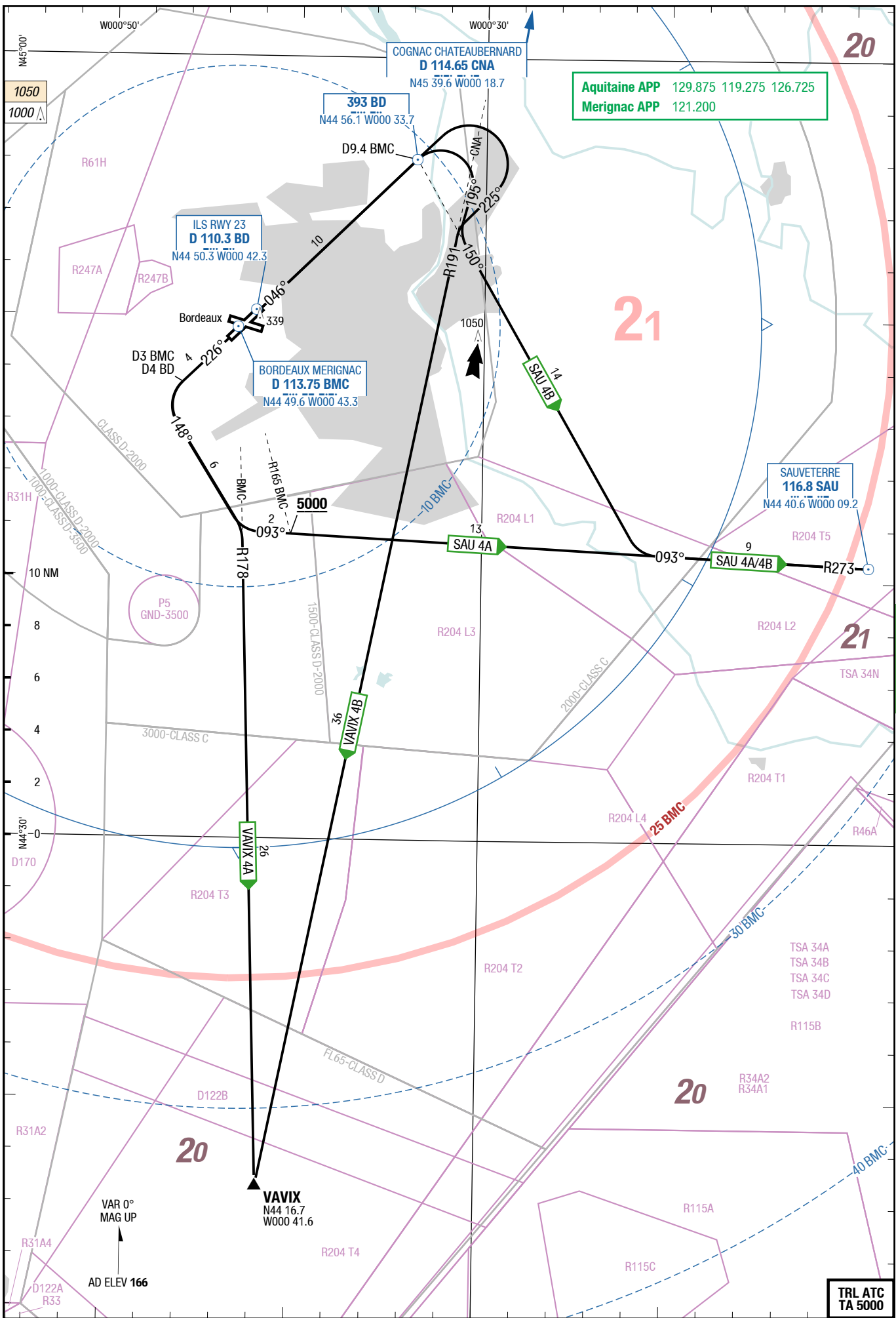
SID

SID

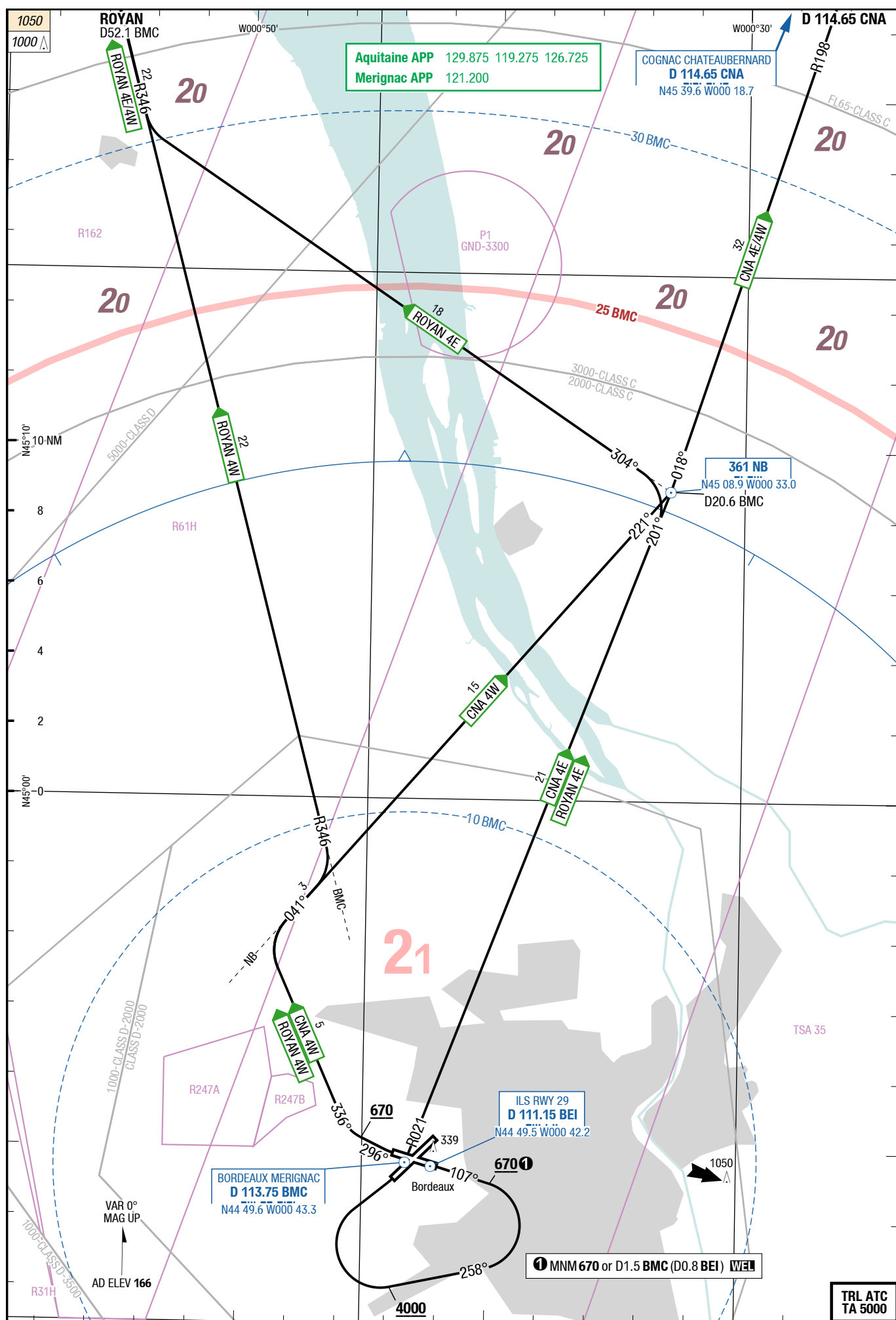
Merignac Bordeaux France

SIDs R/Ws 11/29 North

SIDs R/Ws 05/23 South



Changes: SUAs, Note



Effective 16-AUG-2018

09-AUG-2018

BOD-LFBD

France Bordeaux Merignac

NIL

4-70

SIDs RWYs 11/29 South

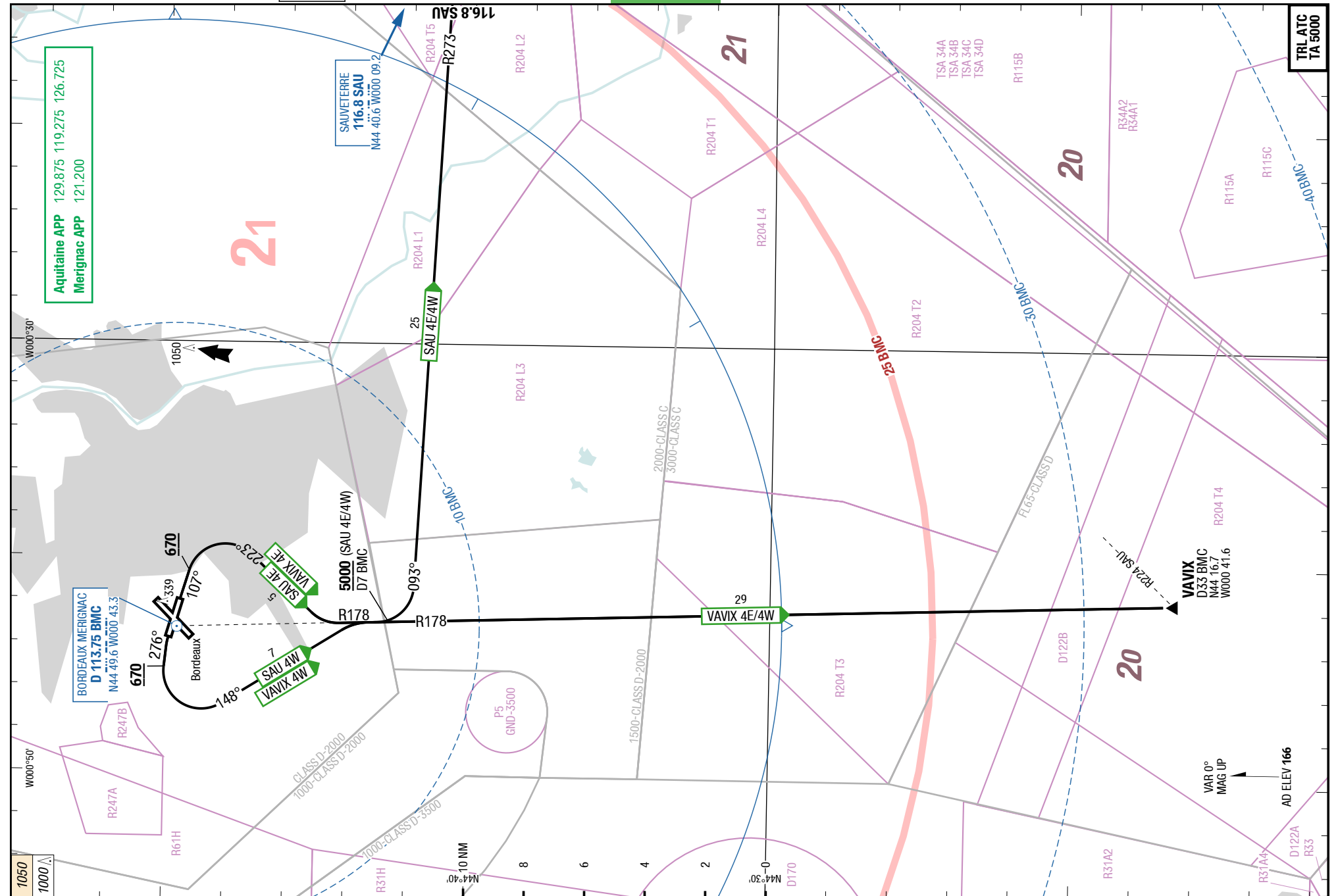
SID

SID

Merignac Bordeaux France

NIL

SIDs RWYs 11/29 South



Changes: Note, SUAs

COGNAC CHATEAUBERNARD 4Q / ROYAN 4Q / SAUVETERRE 4Q / VAVIX 4Q
RWY 05 (046°)

	GS	120	150	180	210	240	270
6.3%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
COGNAC CHATEAUBERNARD 4Q CNA 4Q 6.3% to 670 ①	046° [A660+ ;K205-] - BD [K250-] - BD955 - NB - CNA	initial climb FL70
ROYAN 4Q 6.3% to 670 ①	046° [A660+ ;K205-] - BD [K250-] - BD955 - ROYAN	initial climb FL70
SAUVETERRE 4Q SAU 4Q 6.3% to 670 ①	046° [A660+ ;K205-] - BD [K250-] - BD961 - BD963 - SAU	initial climb FL70
VAVIX 4Q 6.3% to 670 ①	046° [A660+ ;K205-] - BD [K250-] - BD961 - VAVIX	initial climb FL70

① Theoretical climb gradient 6.3% due to trees 226ft MSL/ 330m from DER, 200m right of RWY axis.

COGNAC CHATEAUBERNARD 4P / ROYAN 4P / SAUVETERRE 4P / VAVIX 4P
RWY 23 (226°)

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400
9.5%	ft/MIN	1200	1500	1800	2100	2400	2600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
COGNAC CHATEAUBERNARD 4P CNA 4P 4.8% to 670 ①	226° <u>BD230</u> [K250- ;R] - DCT BD923 - NB - CNA	initial climb FL70
ROYAN 4P 4.8% to 670 ①	226° <u>BD230</u> [K250- ;R] - DCT BD923 - BD927 - ROYAN	initial climb FL70
SAUVETERRE 4P SAU 4P 4.8% to 670 9.5% to 5000 ①	226° <u>BD230</u> [K250- ;L] - DCT BD933 - SAU	BD933 MNM 5000 initial climb FL70
VAVIX 4P 4.8% to 670 ①	226° <u>BD230</u> [K250- ;L] - DCT BD937 - VAVIX	initial climb FL70

① Theoretical climb gradient 4.8% due to tree 230ft MSL/ 440m from DER on runway axis.

BOD-LFBD

5-30

RNAV SIDs RWY 29

COGNAC CHATEAUBERNARD 4R / ROYAN 4R / SAUVETERRE 4R / VAVIX 4R
RWY 29 (287°)

	GS	120	150	180	210	240	270
7.7%	ft/MIN	1000	1200	1500	1700	1900	2200
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 29	
COGNAC CHATEAUBERNARD 4R CNA 4R 7.7% to 660 ①	296° [A660+ ;R] - DCT BD923 - NB - CNA	initial climb FL70
ROYAN 4R 7.7% to 660 ①	296° [A660+ ;R] - DCT BD923 - BD927 - ROYAN	initial climb FL70
SAUVETERRE 4R SAU 4R 7.7% to 660 8.0% to 5000 ①	276° [A660+ ;L] - DCT BD929 - BD935 - SAU	4NM to BD935 MNM 5000 initial climb FL70
VAVIX 4R 7.7% to 660 ①	276° [A660+ ;L] - DCT BD929 - VAVIX	initial climb FL70

① Theoretical climb gradient 7.7% due to copse 220ft MSL/ 225m from DER, 130m left of runway axis.

BOD-LFBD

5-40

SIDs RWYs 05/23 North

COGNAC CHATEAUBERNARD 4A / COGNAC CHATEAUBERNARD 4B / OMNIDIRECTIONAL
DEP / ROYAN 4A / ROYAN 4B

RWYs 05 (046°) / 23 (226°)

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400
6.3%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05	
COGNAC CHATEAUBERNARD 4B CNA 4B 6.3% to 670 ①	at BD NDB (D9.4 BMC) LT direct NB - CNA	initial climb FL70
ROYAN 4B 6.3% to 670 ①	at BD NDB (D9.4 BMC) LT direct NB - QDR 304 NB - RT intercept R346 BMC to ROYAN	initial climb FL70
	Runway 05/23	
OMNIDIRECTIONAL DEP (ATC) 6.3% to 670 (RWY 05) 4.8% to 670 (RWY 23) ①②	RWY 05 046° - climb to 670 - direct route up to safety enroute altitude RWY 23 226° - climb to 670 - direct route up to safety enroute altitude	
	Runway 23	
COGNAC CHATEAUBERNARD 4A CNA 4A 4.8% to 670 ②	at D3 BMC (D4 BD) RT 358° - intercept QDR 221 NB to NB - CNA	initial climb FL70
ROYAN 4A 4.8% to 670 ②	at D3 BMC (D4 BD) RT 358° - intercept QDR 221 NB - LT intercept R346 BMC to ROYAN	initial climb FL70

① Theoretical climb gradient 6.3% due to tree 226ft MSL/ 330m from DER, 200m right of runway axis.

② Theoretical climb gradient 4.8% due to tree 230ft MSL/ 440m from DER on runway axis.

BOD-LFBD

5-50

SIDs RWYs 05/23 South

OMNIDIRECTIONAL DEP / SAUVETERRE 4A / SAUVETERRE 4B / VAVIX 4A / VAVIX 4B

RWYs 05 (046°) / 23 (226°)

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400
6.3%	ft/MIN	800	1000	1200	1400	1600	1800
9.3%	ft/MIN	1200	1500	1700	2000	2300	2600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05	
SAUVETERRE 4B SAU 4B 6.3% to 670 ①	at BD NDB (D9.4 BMC) RT 195° intercept QDR 150 BD - LT intercept R273 SAU to SAU	initial climb FL70
VAVIX 4B 6.3% to 670 ①	at BD NDB (D9.4 BMC) RT 225° intercept R191 CNA to VAVIX	initial climb FL70
	Runway 05/23	
OMNIDIRECTIONAL DEP (ATC) 6.3% to 670 (RWY 05) 4.8% to 670 (RWY 23) ①②	RWY 05 046° - climb to 670 - direct route up to safety enroute altitude RWY 23 226° - climb to 670 - direct route up to safety enroute altitude	
	Runway 23	
SAUVETERRE 4A SAU 4A 4.8% to 670 9.3% to 5000 ②	at D3 BMC (D4 BD) LT 148° intercept R273 SAU to SAU	cross R165 BMC MNM 5000 initial climb FL70
VAVIX 4A 4.8% to 670 ②	at D3 BMC (D4 BD) LT 148° intercept R178 BMC to VAVIX	initial climb FL70

① Theoretical climb gradient 6.3% due to trees 226ft MSL/ 330m from DER, 200m right of runway axis.

② Theoretical climb gradient 4.8% due to tree 230ft MSL/ 440m from DER on runway axis.

BOD-LFBD

5-60

SIDs RWYs 11/29 North

COGNAC CHATEAUBERNARD 4E / COGNAC CHATEAUBERNARD 4W / OMNIDIRECTIONAL DEP / ROYAN 4E

RWYs 11 (107°) / 29 (287°)

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
7.7%	ft/MIN	1000	1200	1500	1700	1900	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 11	
COGNAC CHATEAUBERNARD 4E CNA 4E 3.6% to 660 7.0% to 5000 ①③	at MNM 670 or D1.5 BMC (D0.8 BEI), whichever is later, RT 258° - at MNM 4000 RT intercept R021 BMC to NB - CNA	initial climb FL70
ROYAN 4E 3.6% to 660 7.0% to 5000 ①③	at MNM 670 or D1.5 BMC (D0.8 BEI), whichever is later, RT 258° - at MNM 4000 RT intercept R021 BMC to NB - QDR 304 NB - intercept R346 BMC to ROYAN	initial climb FL70
	Runway 11/29	
OMNIDIRECTIONAL DEP (ATC) 3.6% to 660 (RWY 11) 7.7% to 660 (RWY 29) ①②	RWY11 107° - climb to 670 - direct route up to safety enroute altitude RWY29 287° - climb to 670 - direct route up to safety enroute altitude	
	Runway 29	
COGNAC CHATEAUBERNARD 4W CNA 4W 7.7% to 660 ②	296° - at MNM 670 RT 336° intercept QDM 041 NB to NB - CNA	initial climb FL70

- ① Theoretical climb gradient 3.6% due to copse 251ft MSL/ 830m from DER, 200m right of runway axis.
 ② Theoretical climb gradient 7.7% due to copse 220ft MSL/ 225m from DER, 130m left of runway axis.
 ③ ATC climb gradient 7.0%. If unable to comply with it, advise ATC when requesting start-up.

ROYAN 4W

RWY 29 (287°)

	GS	120	150	180	210	240	270
7.7%	ft/MIN	1000	1200	1500	1700	1900	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 29	
ROYAN 4W 7.7% to 660 ①	296° - at MNM 670 RT 336° intercept QDM 041 NB - intercept R346 BMC to ROYAN	initial climb FL70

① Theoretical climb gradient 7.7% due to copse 220ft MSL/ 225m from DER, 130m left of runway axis.

BOD-LFBD

5-80

SIDs RWYs 11/29 South

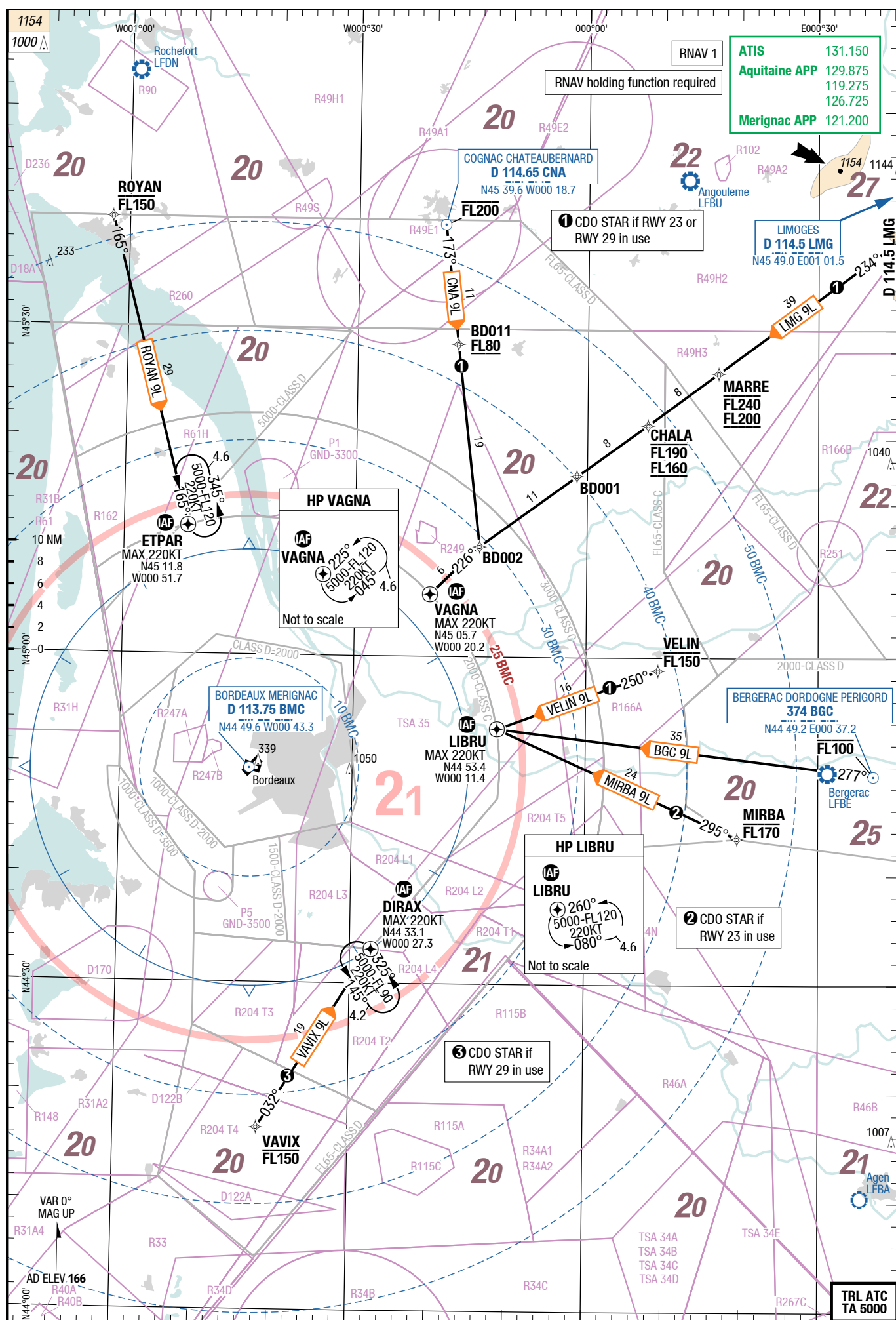
OMNIDIRECTIONAL DEP / SAUVETERRE 4E / SAUVETERRE 4W / VAVIX 4E / VAVIX 4W
RWYs 11 (107°) / 29 (287°)

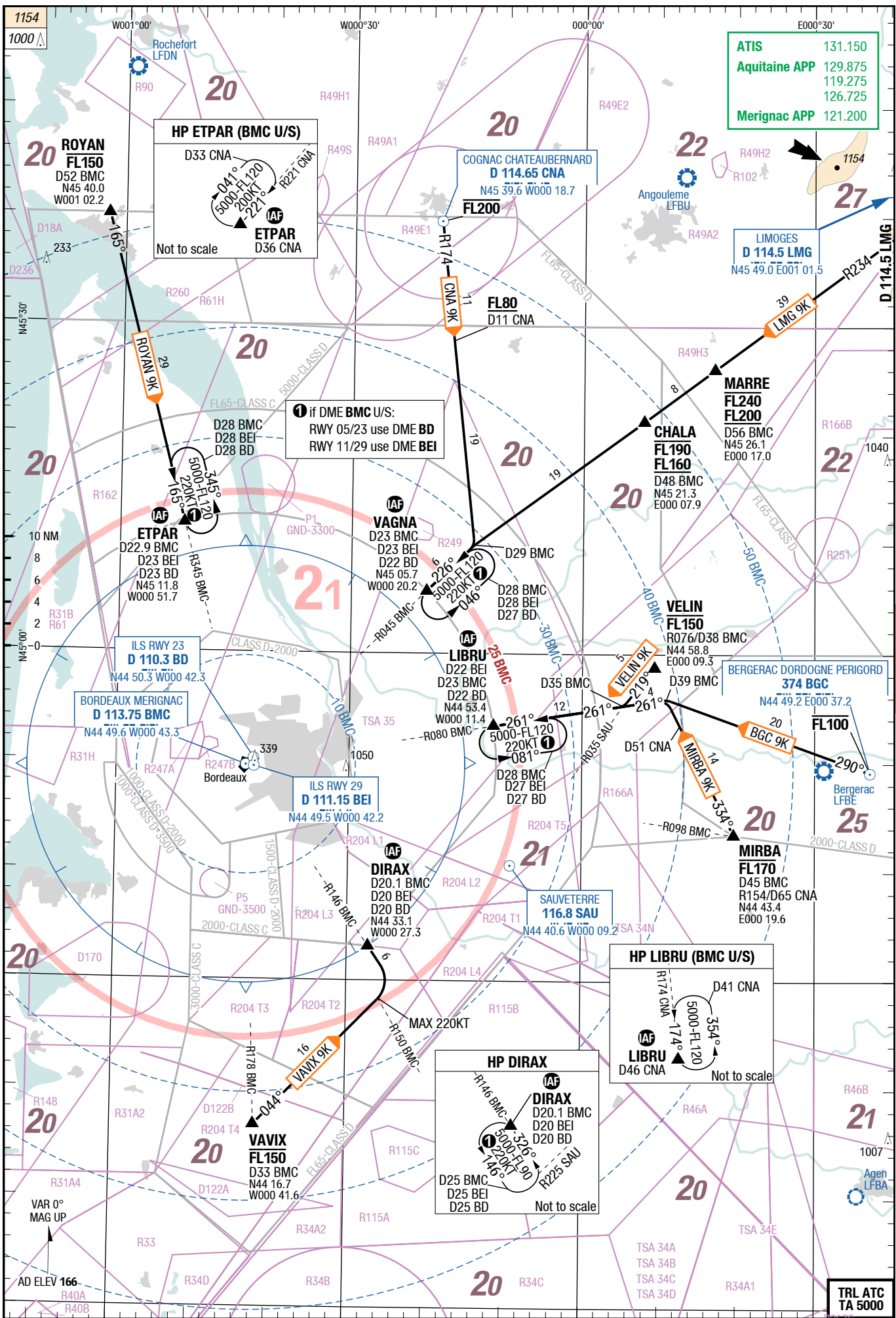
	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
7.7%	ft/MIN	1000	1200	1500	1700	1900	2200
8.8%	ft/MIN	1100	1400	1700	1900	2200	2500

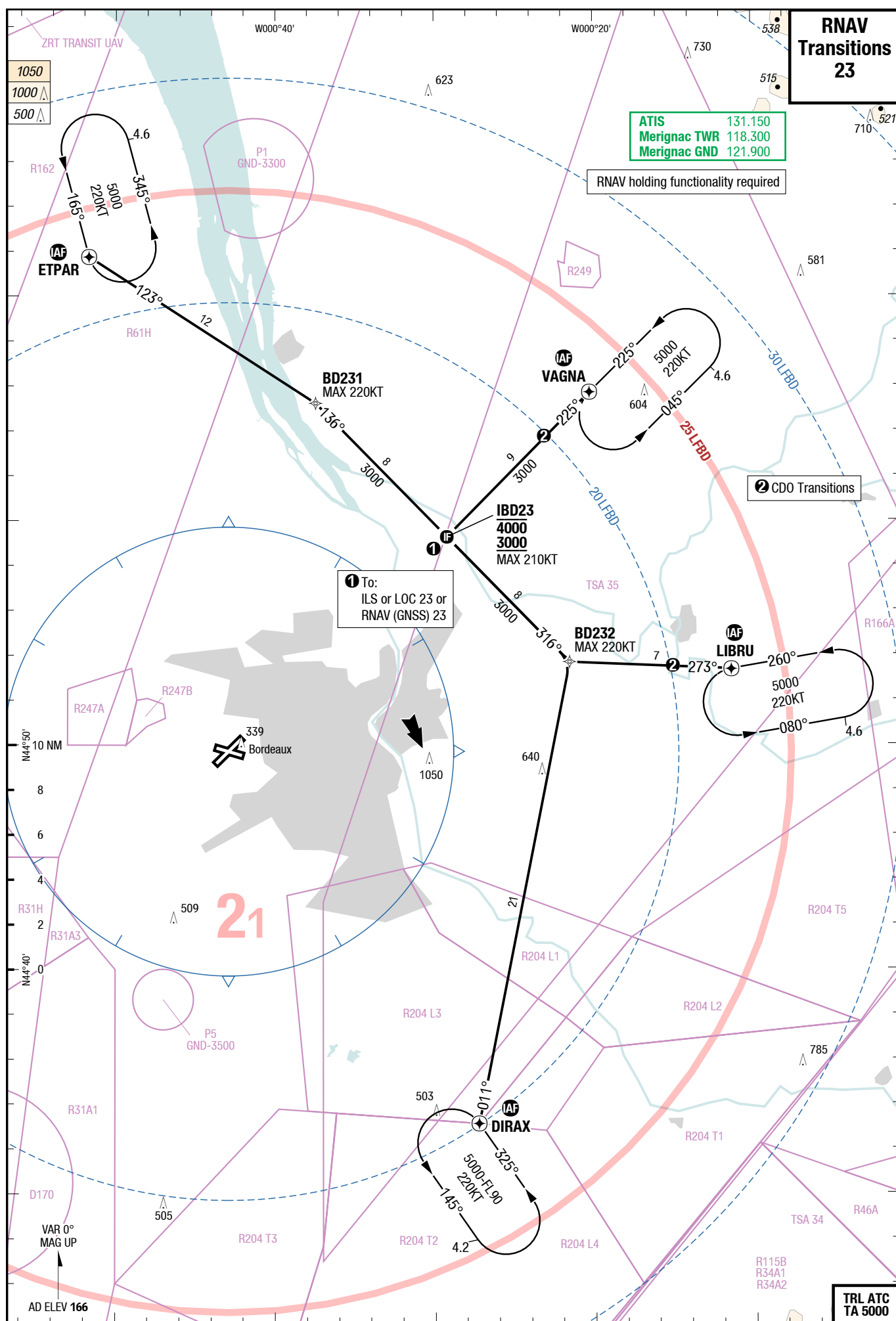
DESIGNATOR	ROUTING	ALTITUDES
	Runway 11	
SAUVETERRE 4E SAU 4E 3.6% to 660 8.8% to 5000 ①	at MNM 670 RT 223° intercept R178 BMC - LT intercept R273 SAU to SAU	R178/D7 BMC MNM 5000 initial climb FL70
VAVIX 4E 3.6% to 660 ①	at MNM 670 RT 223° intercept R178 BMC to VAVIX	 initial climb FL70
	Runway 11/29	
OMNIDIRECTIONAL DEP (ATC) 3.6% to 660 (RWY 11) 7.7% to 660 (RWY 29) ①②	RWY11 107° - climb to 670 - direct route up to safety enroute altitude RWY29 287° - climb to 670 - direct route up to safety enroute altitude	
	Runway 29	
SAUVETERRE 4W SAU 4W 7.7% to 660 8.8% to 5000 ②	276° - at MNM 670 LT 148° intercept R178 BMC - LT intercept R273 SAU to SAU	R178/D7 BMC MNM 5000 initial climb FL70
VAVIX 4W 7.7% to 660 ②	276° - at MNM 670 LT 148° intercept R178 BMC to VAVIX	 initial climb FL70

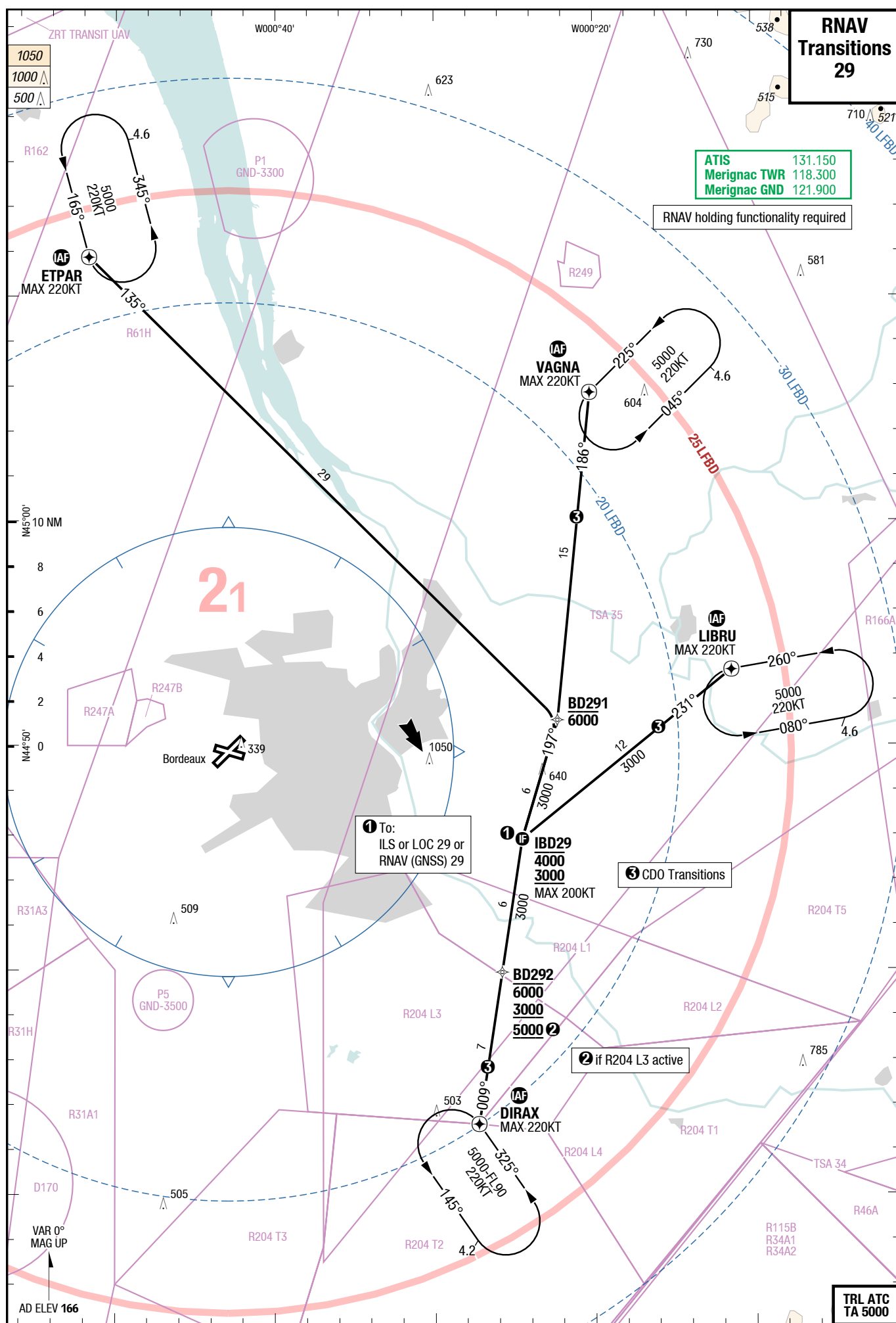
① Theoretical climb gradient 3.6% due to copse 251ft MSL/ 830m from DER, 200m right of runway axis.

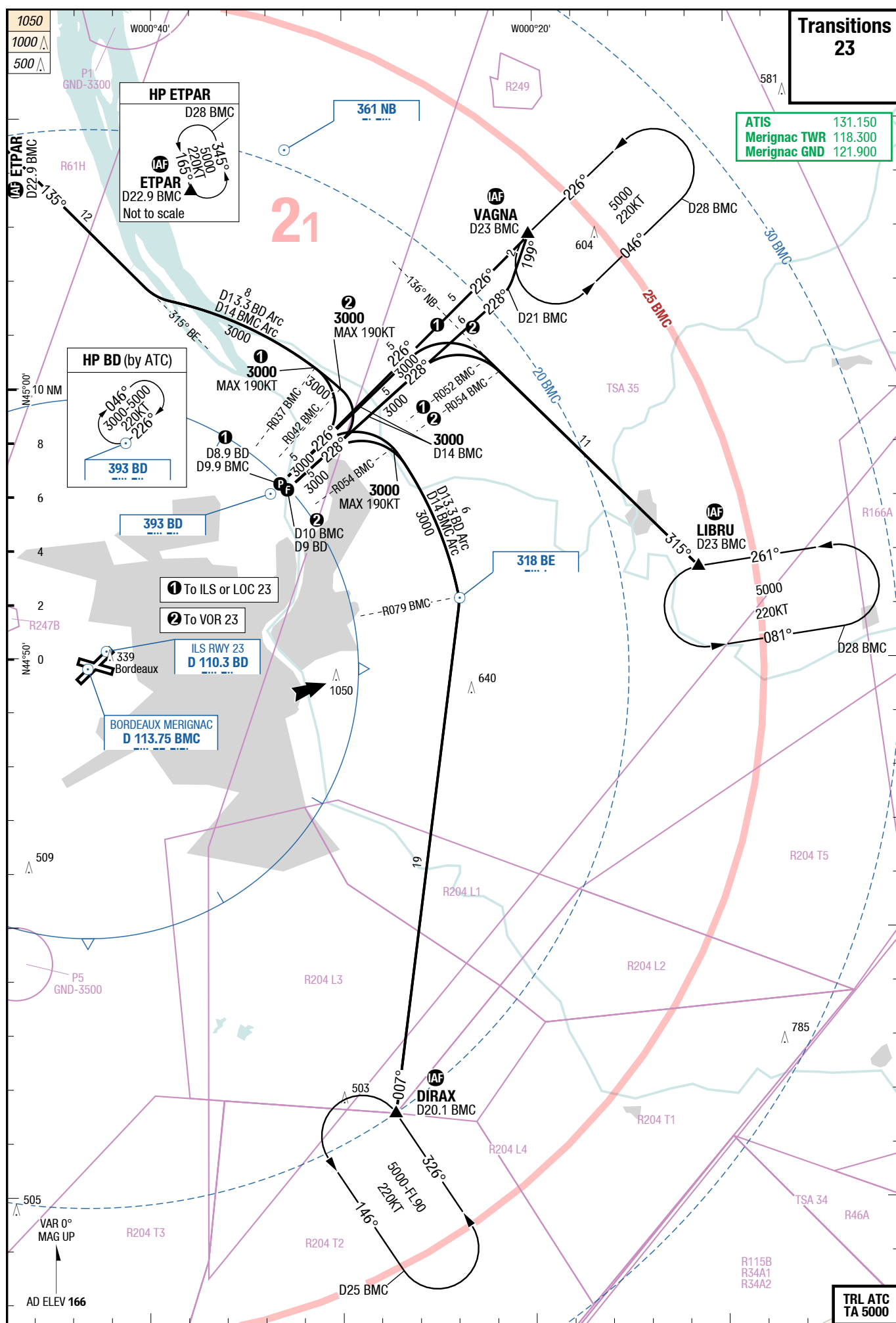
② Theoretical climb gradient 7.7% due to copse 220ft MSL/ 225m from DER, 130m left of runway axis.







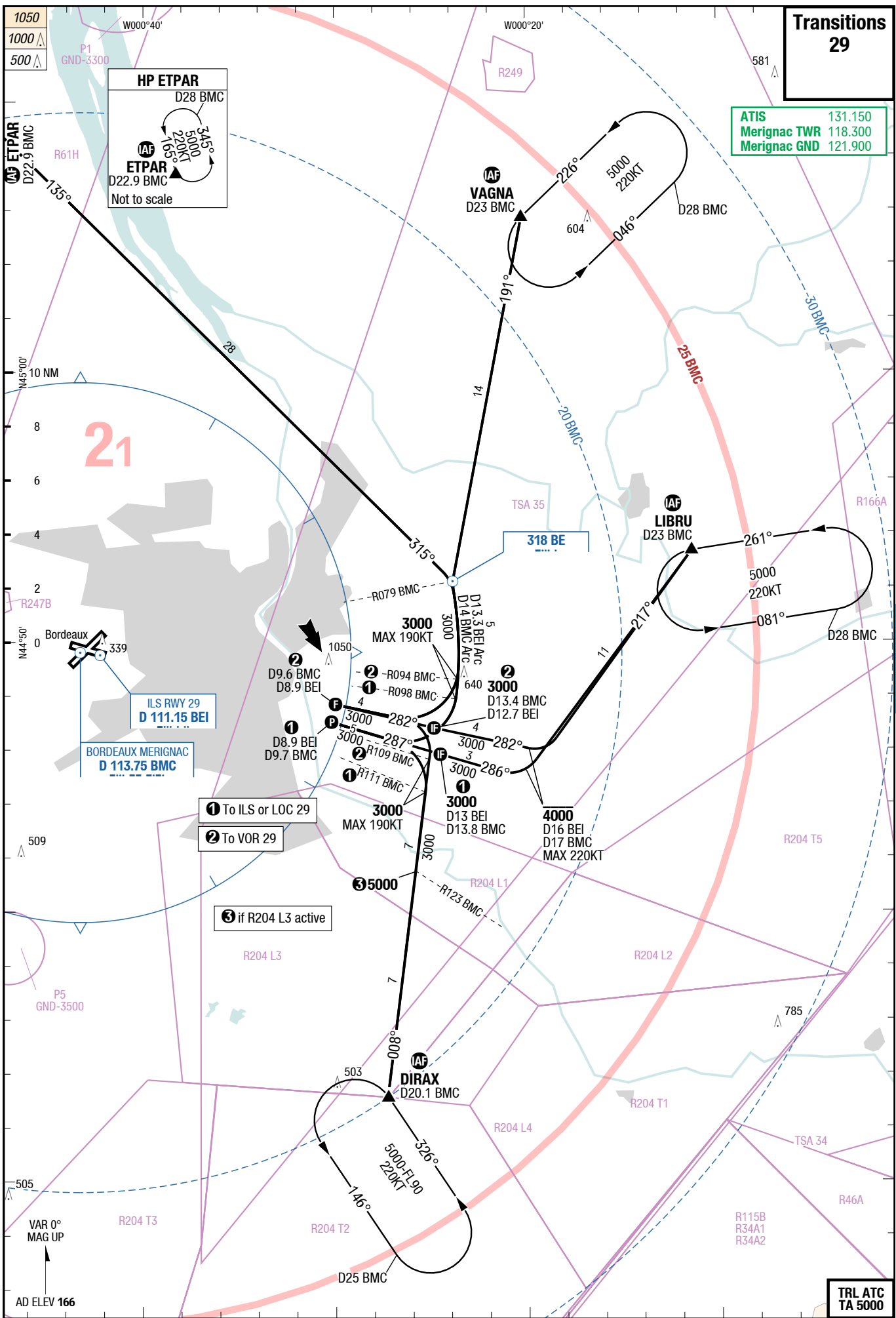


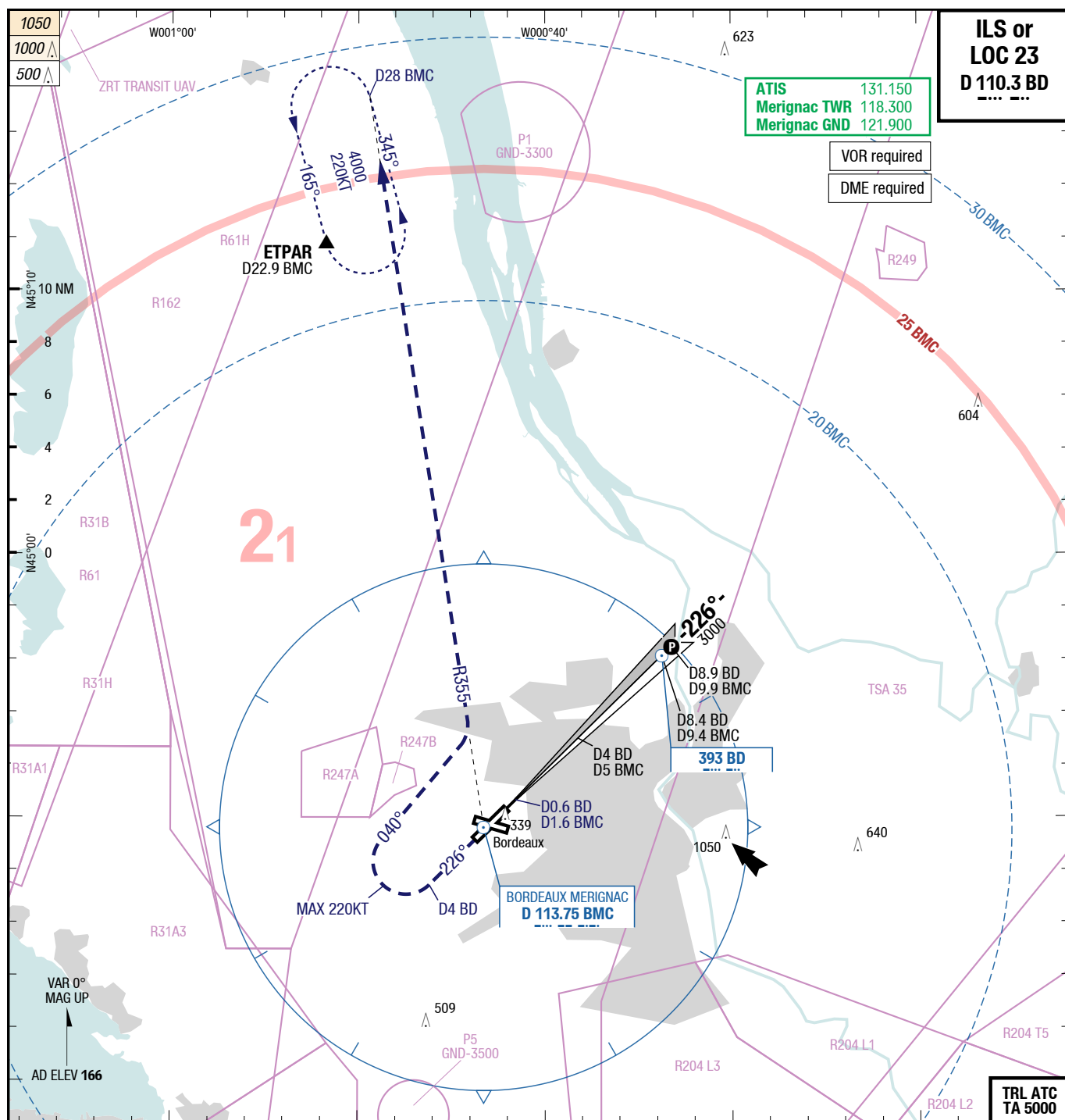


Transitions 29

ATIS 131.150
Merignac TWR 118.300
Merignac GND 121.900

TRL ATC
TA 5000



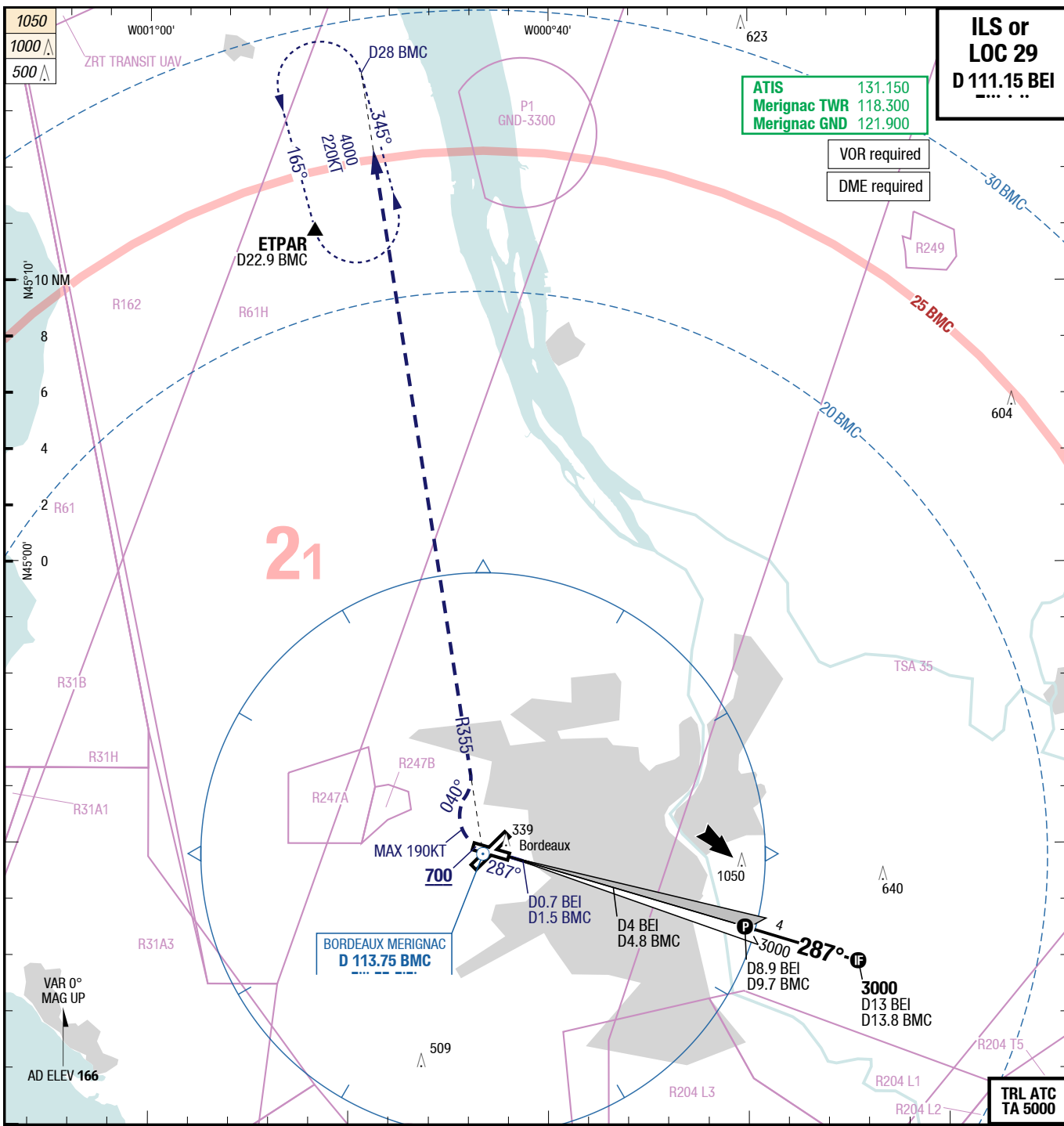


GS	120	140	160
D4 BD	640	750	860
-MAPt	1:40	1:26	1:15

ILS or
LOC 29
D 111.15 BEI

ATIS 131.150
Merignac TWR 118.300
Merignac GND 121.900

VOR required
DME required



50 HL		45 x 2415		3.0°		29		2	3	5	6	7	8.9	LOC 3.01° D BEI
-0.1%		TDZ --- (---%) / THR 160 (6hPa)						800	1120	1760	2080	2400	3000	
287° at MNM 700 RT (MAX 190KT) 040° intercept R355 BMC join ETPAR holding - climb 4000 Do not turn before MAPt climb 1100 prior to level acceleration		BMC D1.5 BEI D0.7		D4.8 D4		D9.7 D8.9		D13.8 BMC D13 BEI						
GS		120	140	160										
D4 BEI		640	750	850										
-MAPt		1:41	1:26	1:15										
29		Cat 1 DME 1)		LOC DME										
C		ft - m/km ft	200 - 1.2 360		380 - 1.7 540								Circling S of RWY only	
D		ft - m/km ft	200 - 1.2 360		380 - 1.7 540								660 - 2.4V 820	
														700 - 3.6V 870

1) With EVS 800m

21-DEC-2017
BOD-LFBD

France Bordeaux Merignac

RNAV (GNSS) 11

7-70

RNAV (GNSS) 05

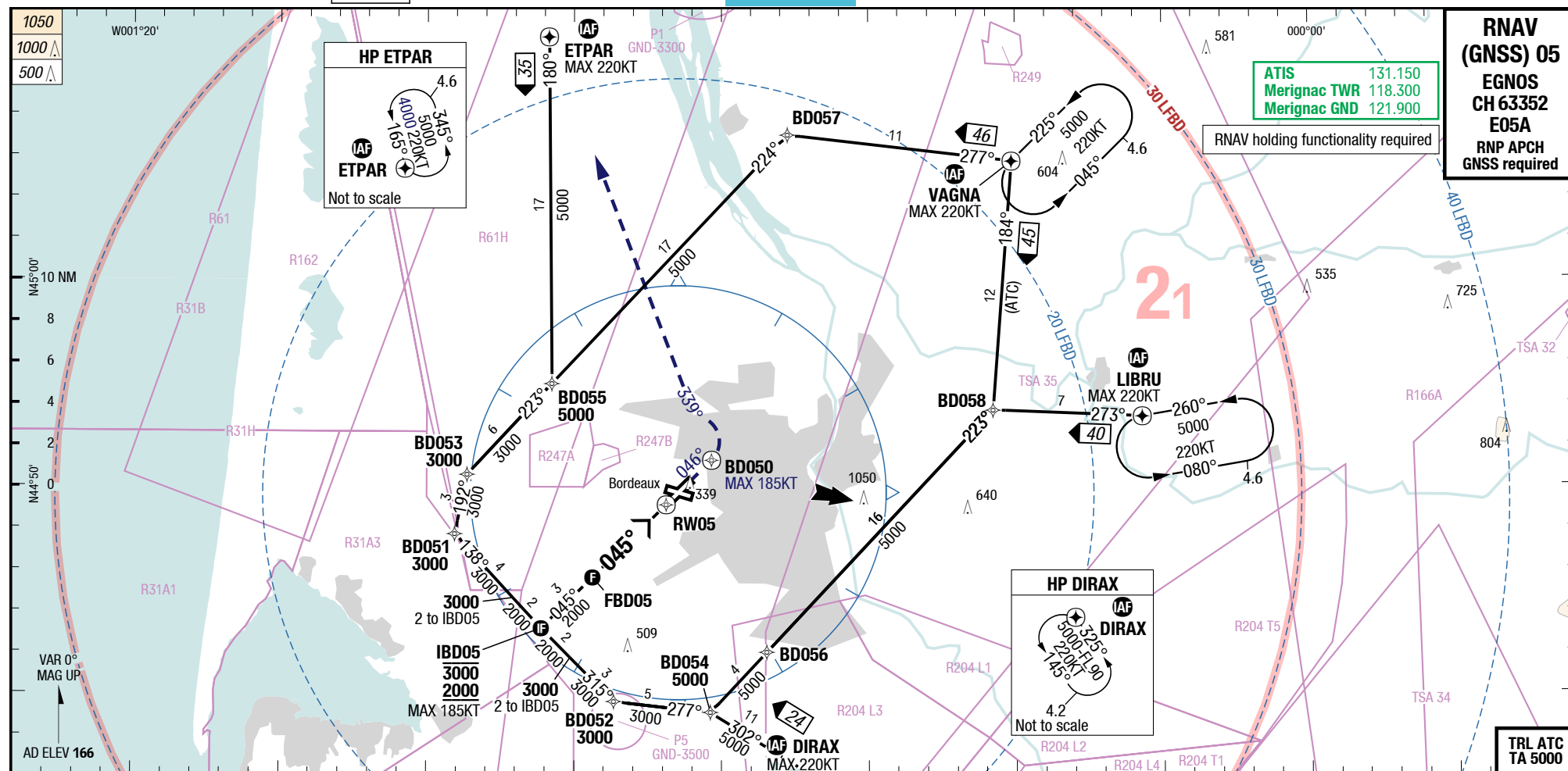
IAC

IAC

Merignac Bordeaux France

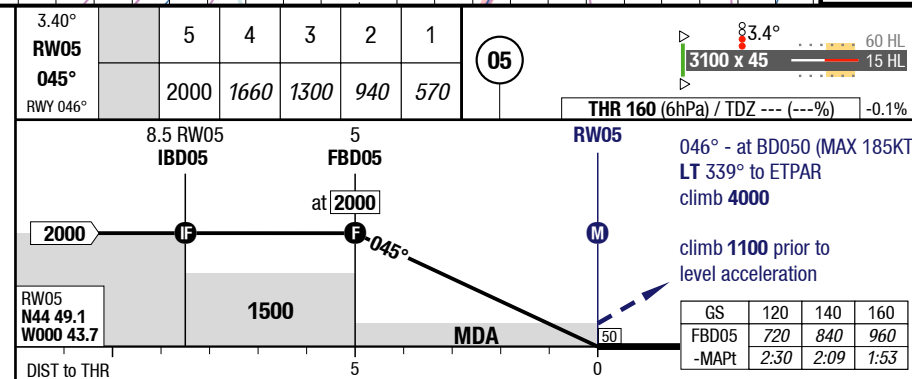
RNAV (GNSS) 11

RNAV (GNSS) 05



05	RNAV GNSS LPV 1)	RNAV GNSS VNAV 2) 3) 4)	RNAV GNSS LNAV	Circling
C	ft - m/km 460	300 - 1.4 500	340 - 1.5 520	660 - 2.4V 820
D	ft - m/km 460	300 - 1.4 500	360 - 1.6 520	700 - 3.6V 870

1) With EVS 900m
2) With EVS 1.0km
3) Uncompensated BARO VNAV NA below -20°C (-4°F)
4) Use with Bordeaux (LFBD) QNH only



Changes: Nil

21-DEC-2017

BOD-LFBD

France **Bordeaux** Merignac

IAC

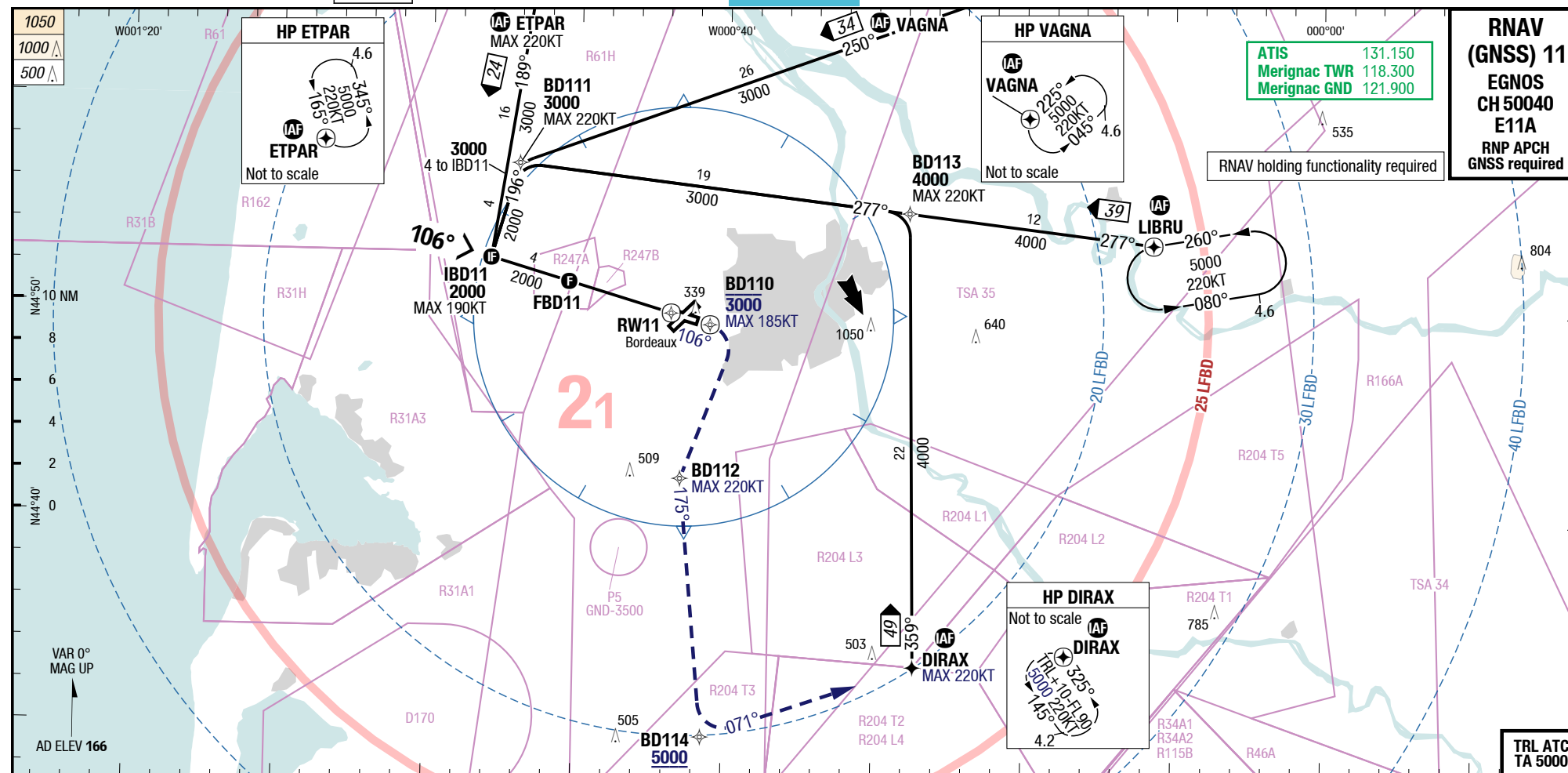
IAC

Merignac **Bordeaux** France

RNAV (GNSS) 11

7-80

RNAV (GNSS) 11



11		RNAV GNSS LPV 1)	RNAV GNSS VNAV 2) 3) 4)	RNAV GNSS LNAV			Circling S of RWY only
C	ft - m/km ft	310 - 1.4 460	340 - 1.5 500	400 - 1.8 550			660 - 2.4V 820
D	ft - m/km ft	310 - 1.4 460	340 - 1.5 500	400 - 1.8 550			700 - 3.6V 870

1) With EVS 900m	3) Use with Bordeaux (LFBD) QNH only
2) Uncompensated BARO VNAV NA below -20°C (-4°F)	4) With EVS 1.0km

[illegible]

Changes: MISAP, ALT

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BOD-LFBD

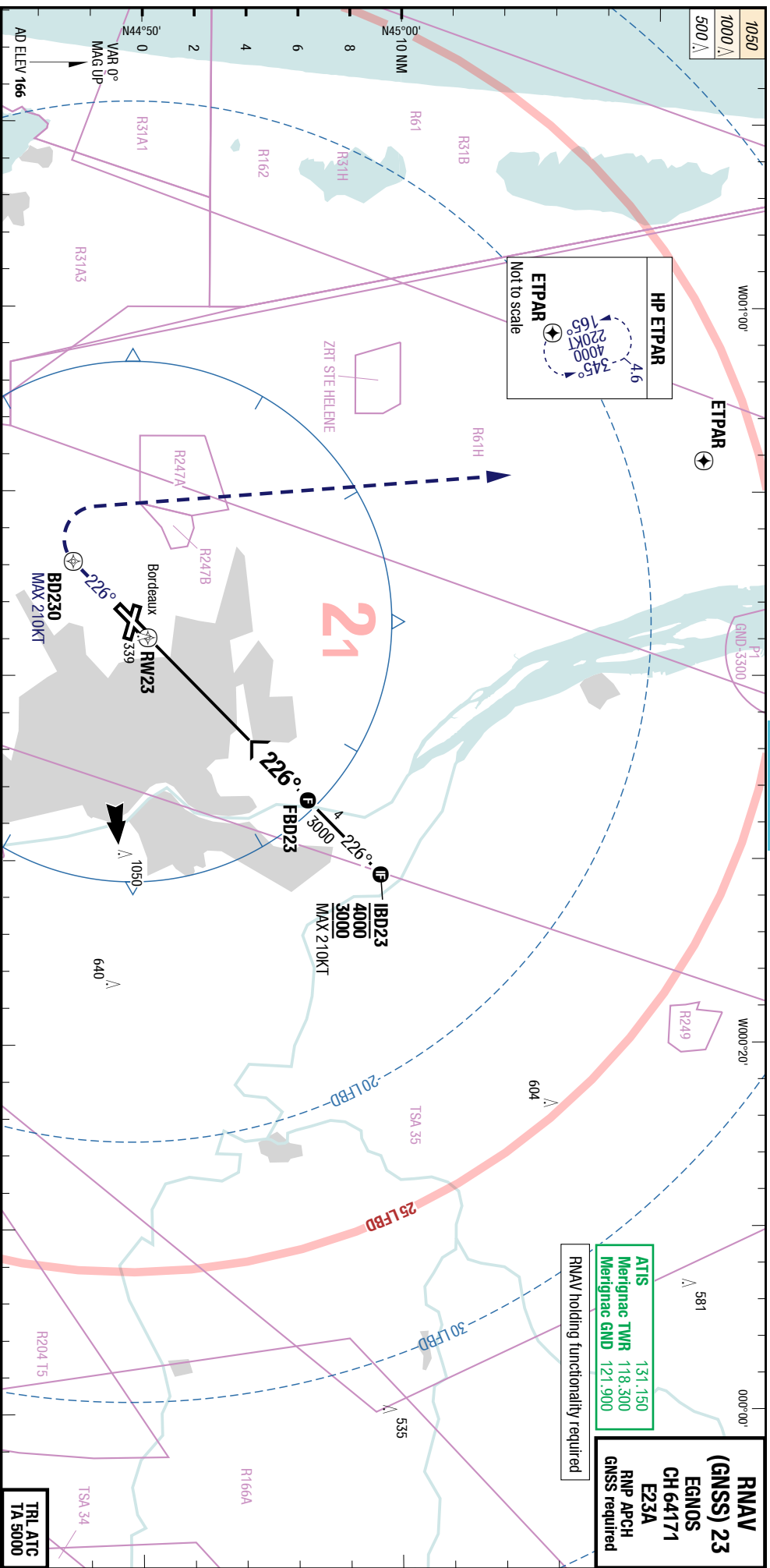
7-90

RNAV (GNSS) 23

IAC

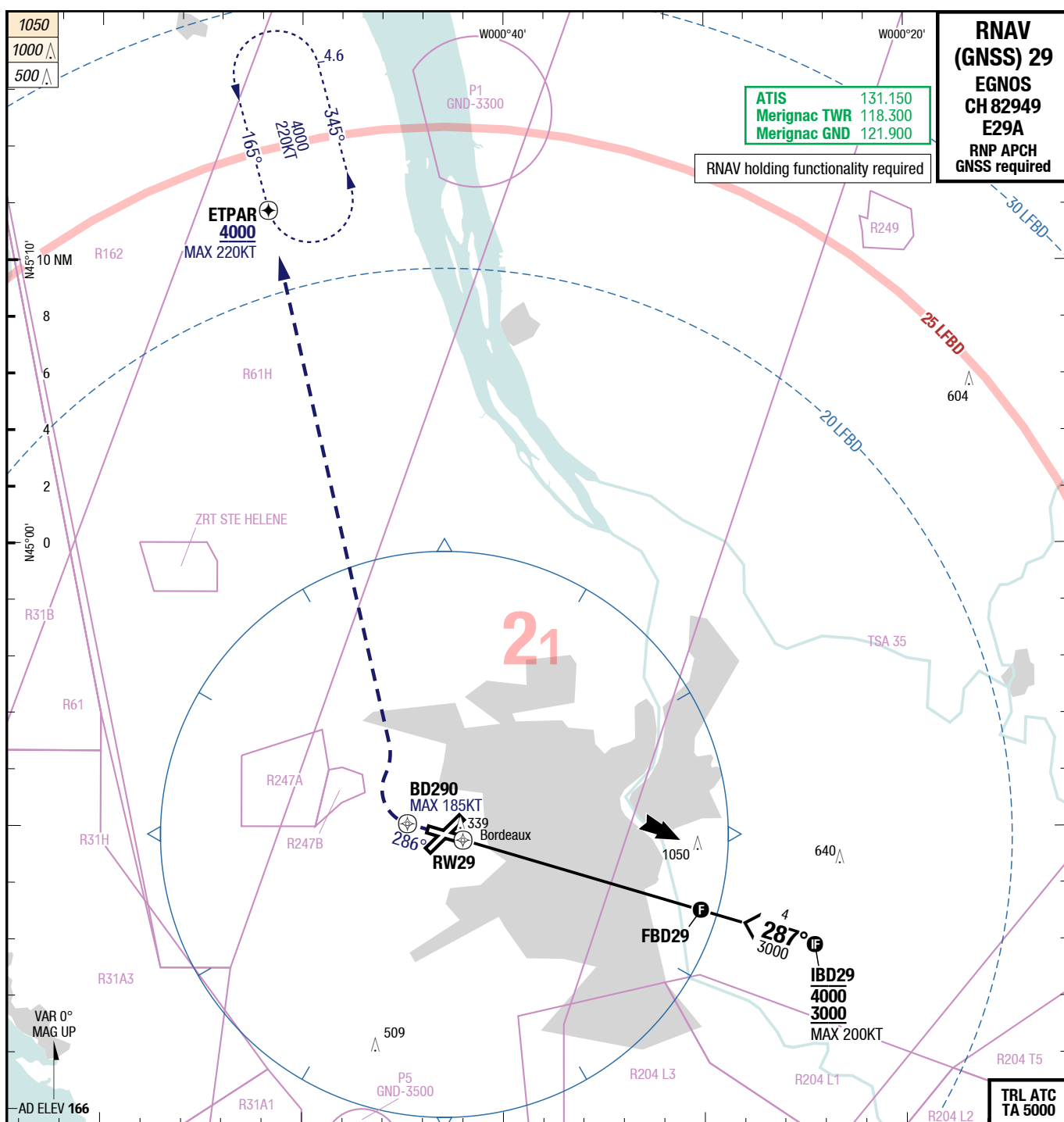
IAC

RNAV (GNSS) 23



23		RNAV GNSS LPV	RNAV GNSS LNAV					Circling NM of Rwy only
C	ft - m/km ft	340 - 800 490 ¹⁾	440 - 1.3 590					640 - 2.4V 800
D	ft - m/km ft	350 - 900 500 ²⁾	440 - 1.3 590					700 - 3.6V 870

1) With EAS 550m
2) With EAS 600m



50 HL 45 x 2415 3.0°

-0.1% TDZ --- (---%) / THR 160 (6hPa)

29

2	3	4	5	7	8.8	3.00° RW29
850	1170	1490	1810	2440	3000	

286° at BD290 (MAX 185KT) RT direct ETPAR (MNM 4000, MAX 220KT) maintain 4000

climb 1100 prior to level acceleration

8.8 FBD29 13 RW29 IBD29

at 3000 281° 3000

MDA 1100

GS	120	140	160
FBD29	640	740	850
-MAPt	4:23	3:45	3:17

0 5 8.8 10 15 DIST to THR

RW29 N44 49.5 W000 42.0

29	RNAV GNSS LPV 1)	RNAV GNSS VNAV 2) 3)	RNAV GNSS LNAV	Circling
C	ft - m/km ft 200 - 1.2 360	310 - 1.4 470 4)	430 - 2.0 590	660 - 2.4V 820
D	ft - m/km ft 200 - 1.2 360	340 - 1.5 500 5)	430 - 2.0 590	700 - 3.6V 870

1) With EVS 800m 2) Uncompensated BARO VNAV NA below -20°C (-4°F) 3) Use with Bordeaux (LFBD) QNH only 4) With EVS 900m 5) With EVS 1.0km

BOD-LFBD

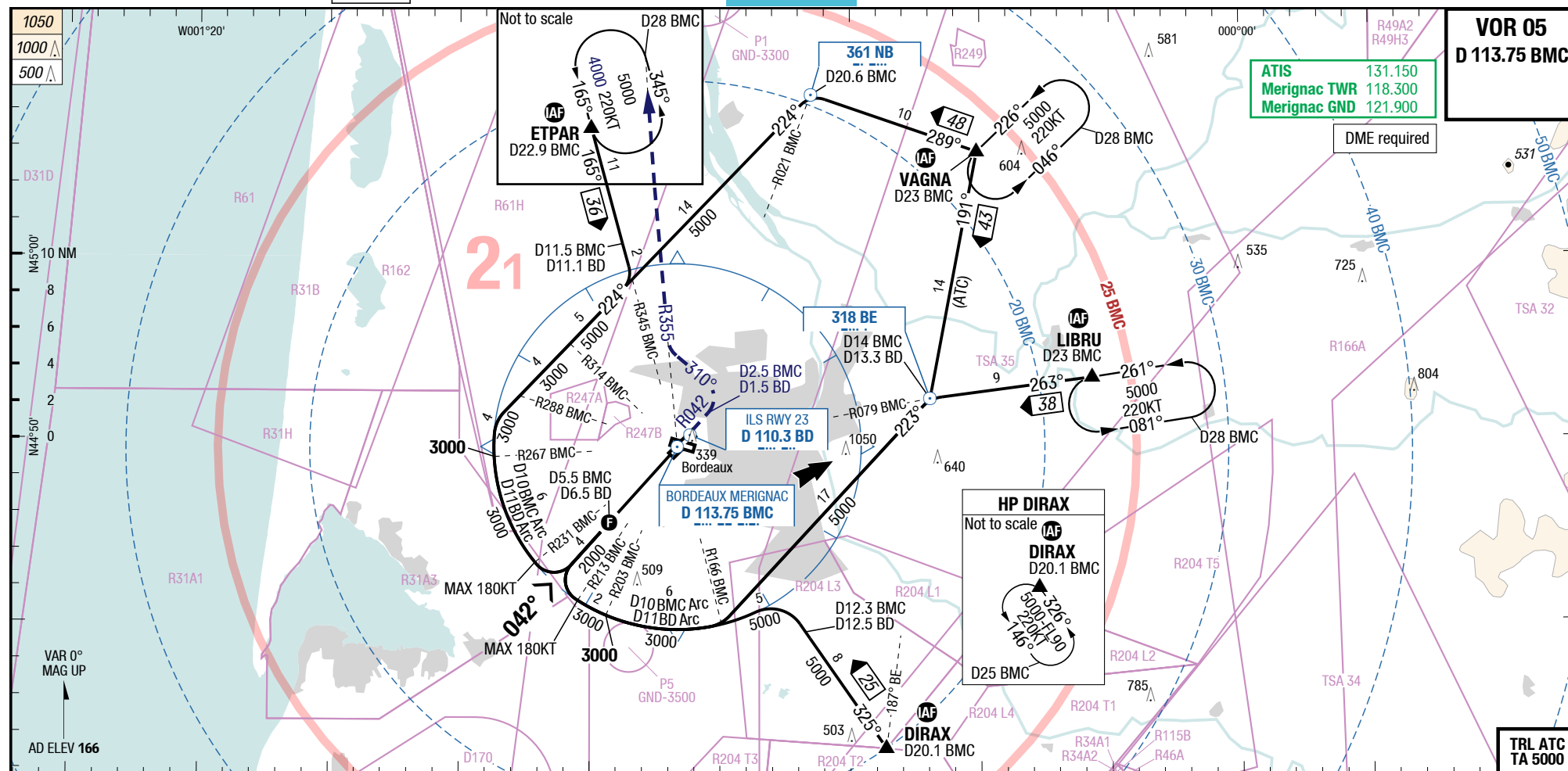
VOR 05

IAC

IAC

VOR 05

7-110



05		VOR DME					Circling NW of RWY only
C	ft - m/km ft	440 - 2.0 600					660 - 2.4V 820
D	ft - m/km ft	440 - 2.0 600					710 - 3.6V 870

3.42°		5.5	5	4	3	2	05	
D BMC								
042°		2000	1820	1460	1090	730		
RWY 046°								THR 160 (6hPa) / TDZ --- (---%) -0.1%

Changes: FAT, Track, MIN, VAR, QFU, SUAs, MOCA, Editorial

Effective 25-MAY-2017

18-MAY-2017

BOD-LFBD

France Bordeaux Merignac

IAC

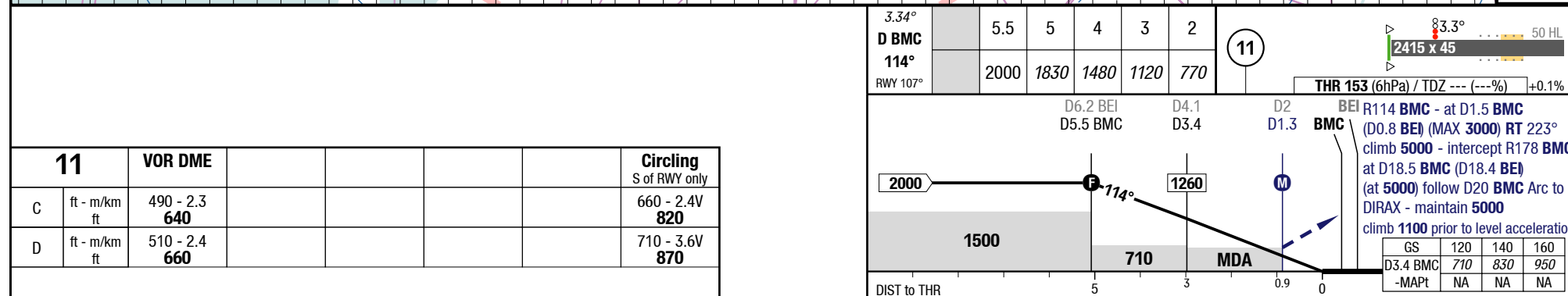
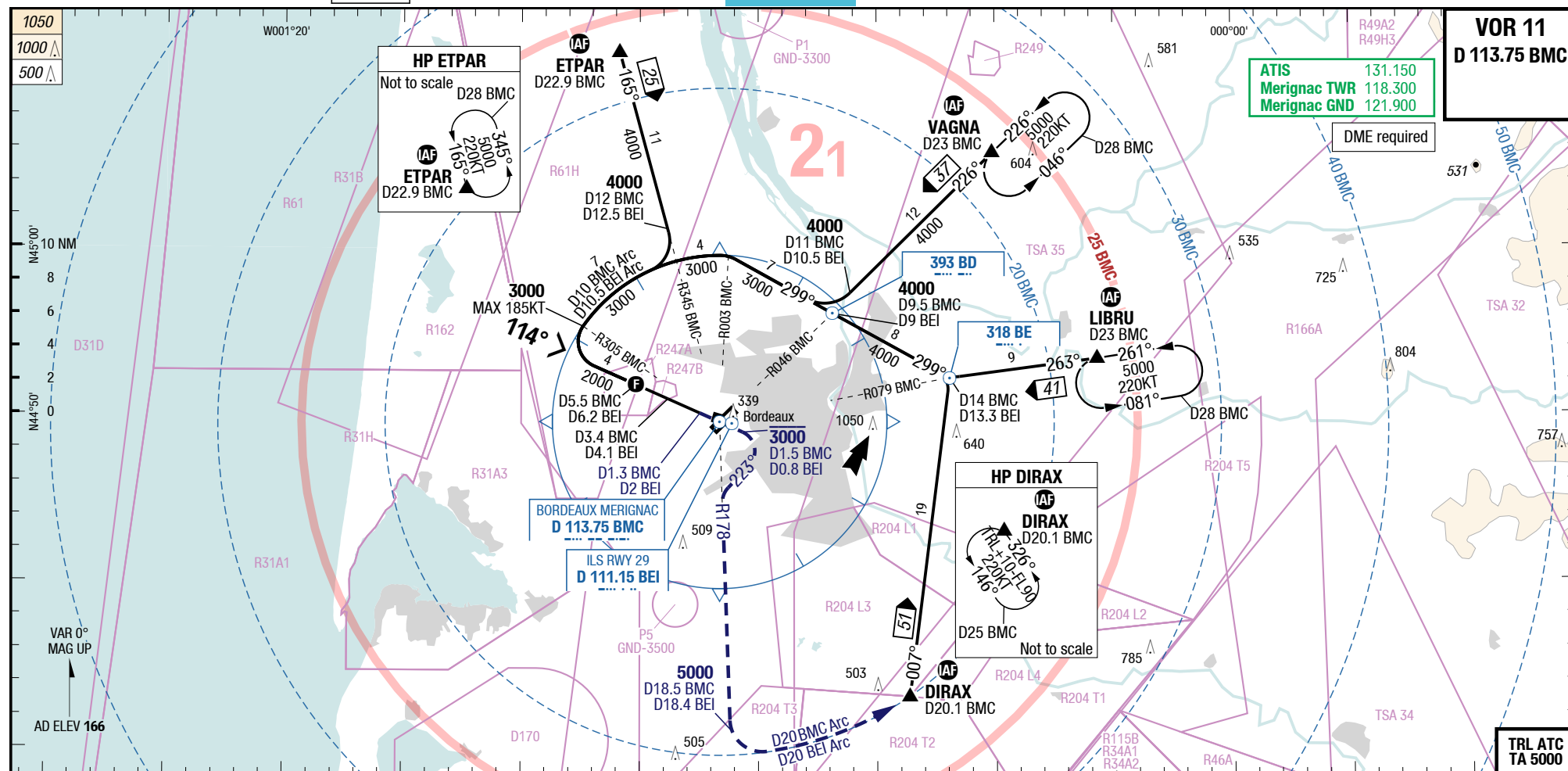
IAC

Merignac Bordeaux France

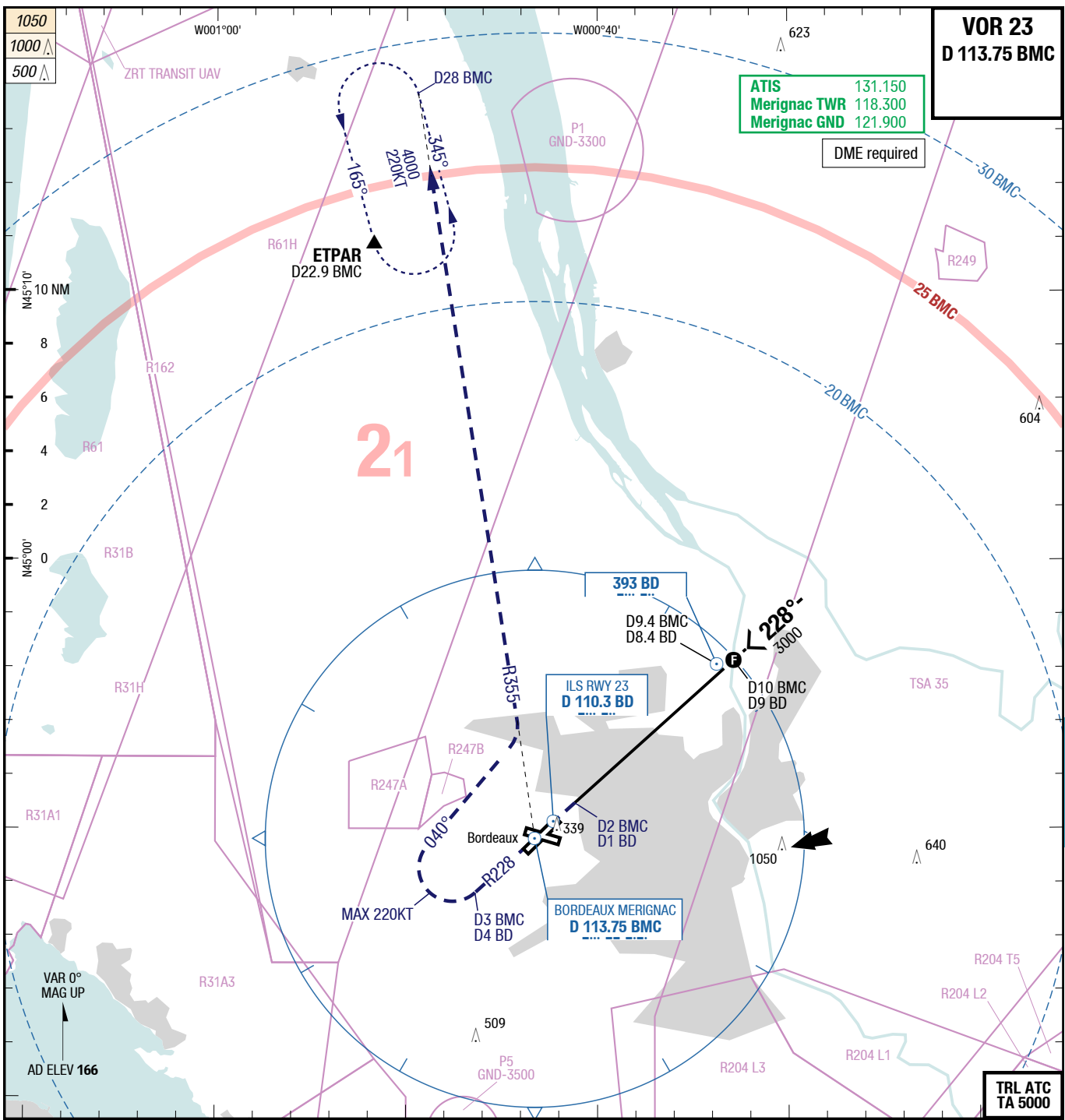
VOR 11

VOR 11

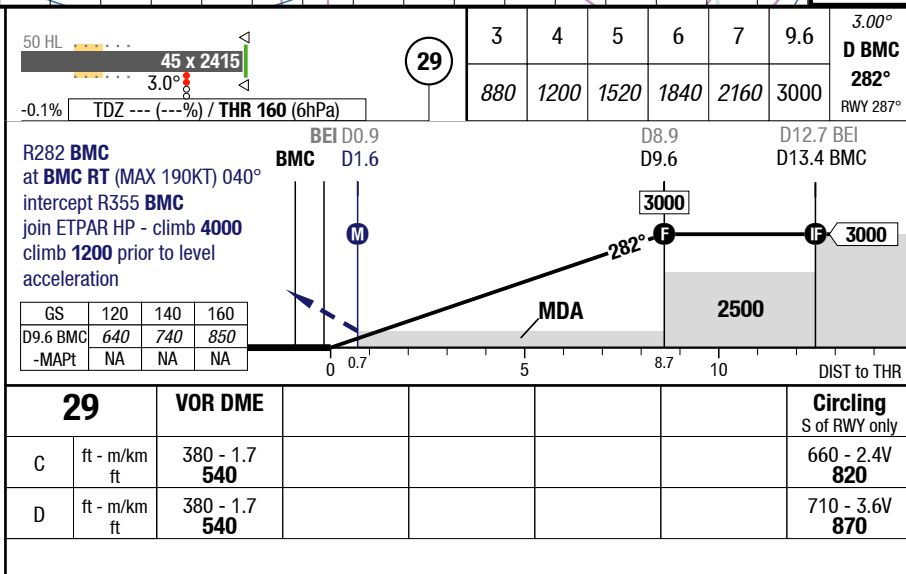
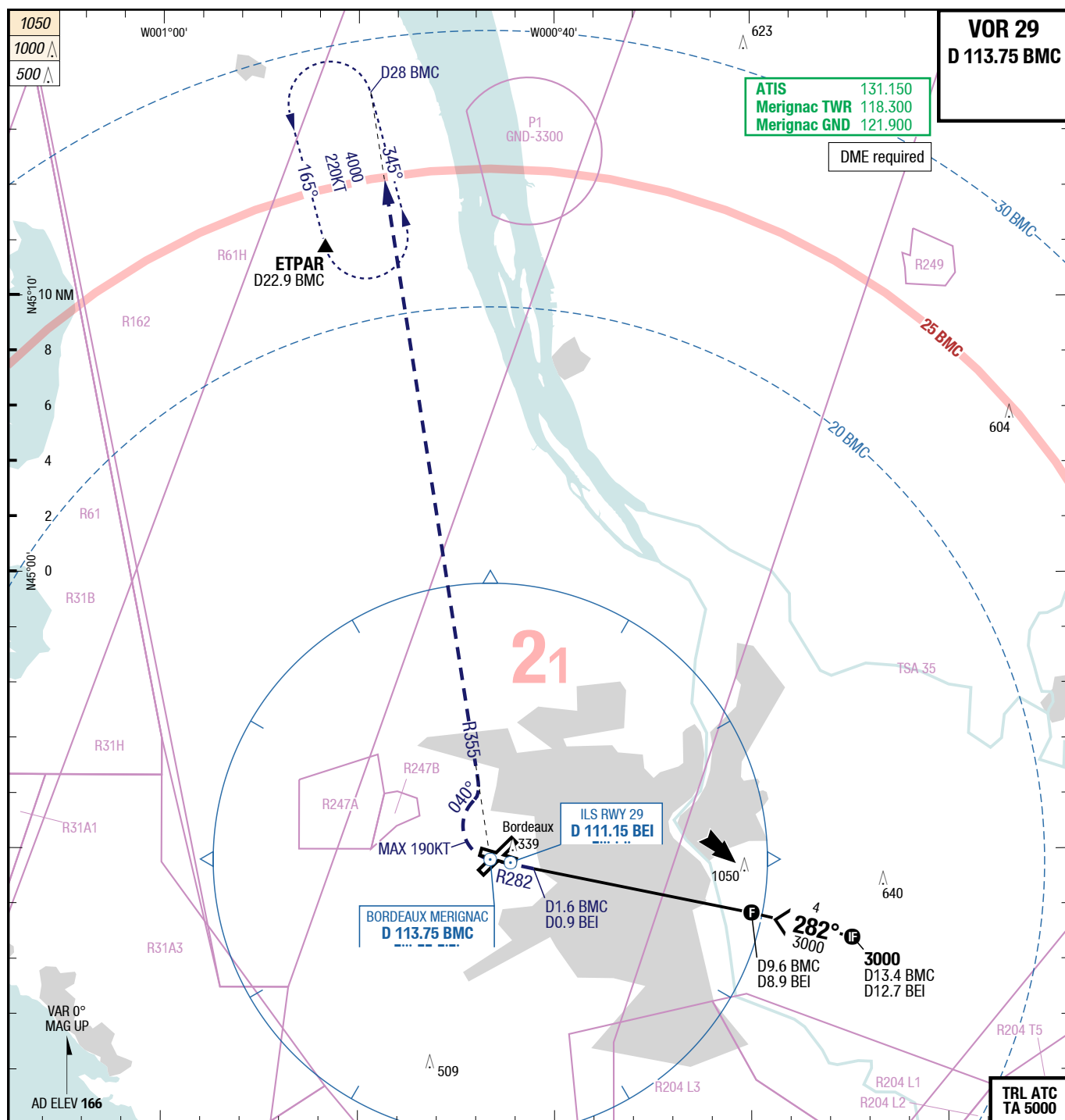
7-120



Changes: Completely revised



60 HL 15 HL		45 x 3100		23		3	4	5	6	8	10	3.00° D BMC 228° RWY 226°
+0.1%		TDZ --- (---%) / THR 151 (6hPa)		HL-P2		810	1130	1440	1760	2400	3000	
R228 BMC at D3 BMC (D4 BD) RT (MAX 220KT) 040° intercept R355 BMC join ETPAR HP - climb 4000 climb 1100 prior to level acceleration		BMC		D1 D2		D8.4 D9.4 BD NDB		D9 BD D10 BMC		3000		2100
GS	120	140	160									
D10 BMC	640	740	850									
- MAPt	NA	NA	NA									
23		VOR DME										Circling NW of RWY only
C	ft - m/km ft	420 - 1.2 570										660 - 2.4V 820
D	ft - m/km ft	420 - 1.2 570										710 - 3.6V 870



Visual 05 (Environment)



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13-SEP-2018

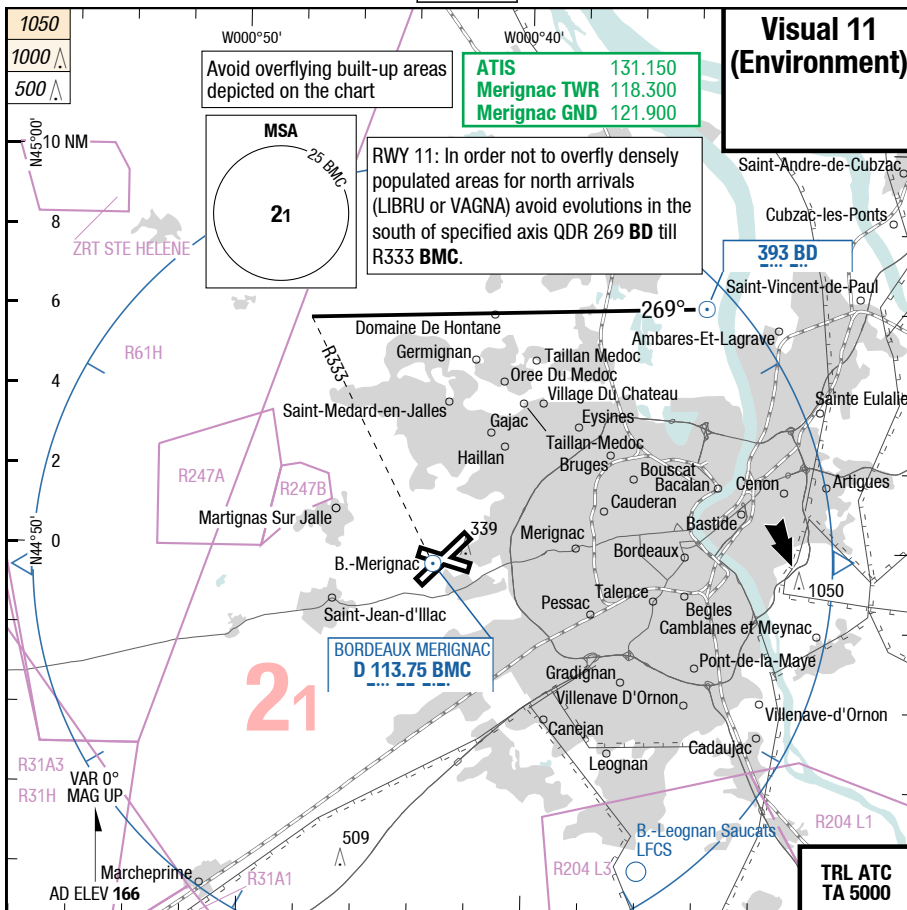
France Bordeaux Merignac

VAC

BOD-LFBD

7-160

Visual 11 (Environment)



INSTRUCTIONS, EXCEPT FOR SAFETY REQUIREMENT

RWY 29: Visual APCH prohibited

RWY 11:

- Visual APCH only issued on pilot's request or, by day, on ATC proposal.
- ATC can suggest radar vectoring to obtain visual flight conditions.
- Visual APCH request will be always confirmed by the pilot AD in sight.
- For North downwind legs: avoid evolutions in the South of the axis QDR 269 **BD**, maintain **3000** till R333 **BMC**.
- Respect MNM distance (D3.5 **BMC**) in final APCH before RWY threshold.

Effective 01-MAR-2018

22-FEB-2018

BOD-LFBD

8-10

France Bordeaux Merignac

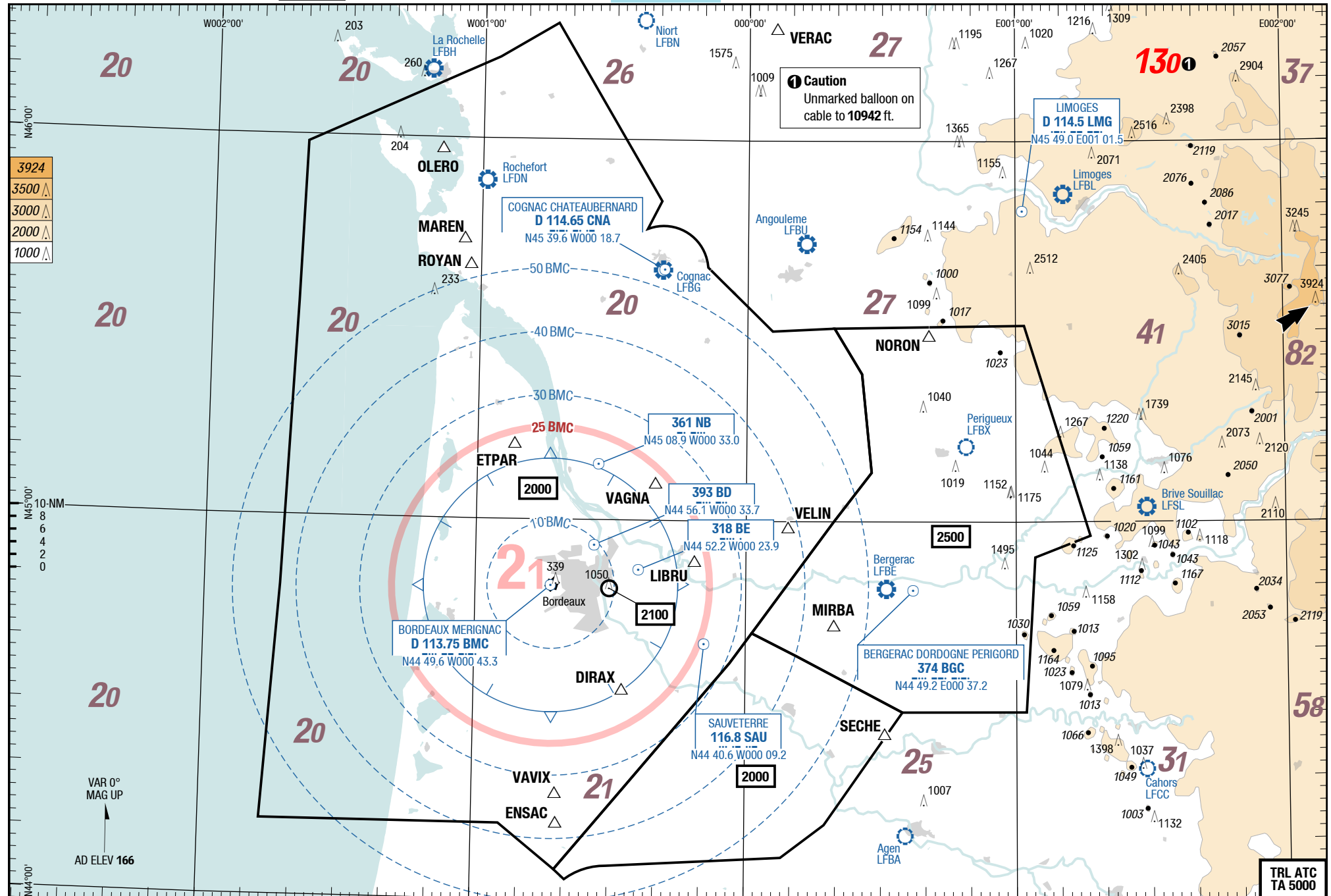
NIL
MRC

MRC

MRC

Merignac Bordeaux France

NIL
MRC



Changes: WPT , Navaid BGC

TRL ATC
TA 5000

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