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LFBD/BOD MERIGNAC

**3 JEPPESEN**24 JUN 05 (10-1P)

BORDEAUX, FRANCE
AIRPORT BRIEFING

JEPPESEN

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# 1. GENERAL

# 1.1. ATIS

131.15

## 1.2. NOISE ABATEMENT PROCEDURES

#### 1.2.1. GENERAL

Overflying of Bordeaux built-up areas shall be avoided.

#### 1.2.2. RUNWAY USAGE

RWY 23 is preferred up to tailwind of 6 KT. RWYs 11, 29 are used as alternate or when crosswind component on RWYs 05, 23 exceeds 25 KT.

Between 2200-0600LT the use of RWY 23 is compulsory unless the RWY condition renders its use impossible.

RWY 11/29 limited to ACFT, MAX weight 94t. If ACFT is above this weight, an ATC clearance will be necessary, to use RWY 05/23.

#### 1.2.3. REVERSE THRUST

Between 2200-0600LT it is recommended to avoid the use of reverse thrust if the LDA and RWY condition allow the ACFT to stop using its brakes alone.

#### 1.2.4. RUN-UP TESTS

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

- in idle power on the ACFT stands
- in high power in areas assigned by Head of Tower.

For graphic transfer to 10-4.

## 1.3. TAXI PROCEDURES

TWY W2 restricted to ACFT with wingspan less than 118'/36m.

# 1.4. PARKING INFORMATION

Parking stands A6, A10, A12, A13, A13D, C2, C5, F3 & F7 for ACFT up to B747-400.

# 2. ARRIVAL

## 2.1. NOISE ABATEMENT PROCEDURES

For RWYs 23 and 29 ILS procedures will be applied.

## 2.2. CAT II/III OPERATIONS

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

## 2.3. RWY OPERATIONS

If not directed otherwise and wind speed is less than 2m/sec, use rwy 23.

# 3. DEPARTURE

## 3.1. NOISE ABATEMENT PROCEDURES

SID routes have to be strictly followed, safety permitting. They can be altered only above 5000' and by ATC.

SID routes must be chosen in order to reach 3170' as soon as possible.

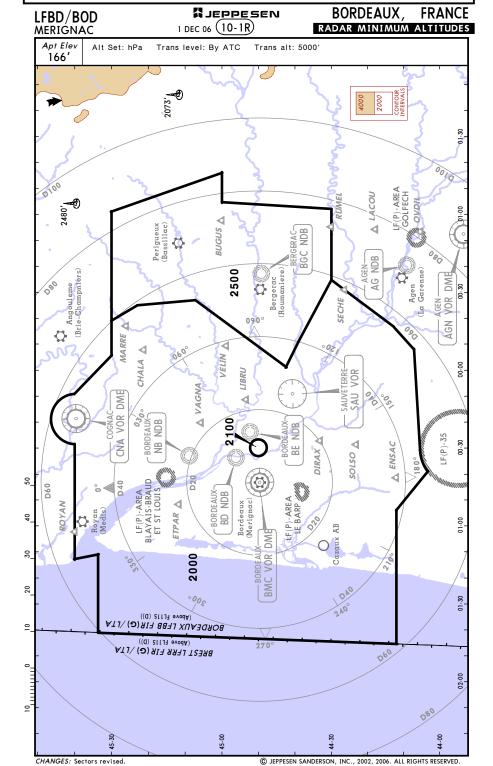
IET

Maintain a speed of V  $_2$  + 10 KT, or as ACFT performance permits, to 3170' with flaps at take-off setting.

Above 3170' adopt normal climb speed and retract flaps.

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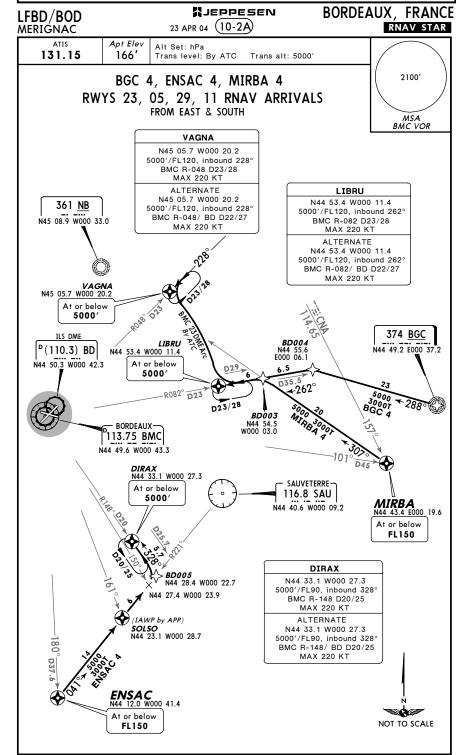
BORDEAUX, FRANCE MJEPPESEN LFBD/BOD (10-2) RNAV STAR MERIGNAC 23 APR 04 Apt Elev Alt Set: hPa 131.15 166 Trans level: By ATC Trans alt: 5000 CNA 4, LMG 4, ROYAN 4, VELIN 4 RWYS 23, 05, 29, 11 RNAV ARRIVALS 2100' FROM NORTH & NORTHEAST D 114.5 LMG N45 49.0 E001 01.5 **MARRE** N45 26.1 E000 17.0 (BMC D56) Between **FL240 & FL200** Between FL190 & FL160 09.3 **VELIN**N44 58.8 E000 0
At or below
FL100 RNATE 7 W000 20.2 0, inbound 228° 18/ BD D22/27 220 KT 228° /28 W000 20. 5000 3000T FL70 3000T CNA 4 or below **5000**′ A + C ALTERNATE
N45 11.8 W000 51.7
000'/FL120, inbound 167°
BMC R-347/ BD D23/28
MAX 220 KT ETPAR

N45 11.8 W000 51.7
5000'/EL120, inbound 16
BMC R-347 D23/28
MAX 220 KT 114.65 CNA 18 N45 39.6 W000 18 At or below FL200 At or below **5000**′ 8 P (110.3) 02.2 **ROYAN** N45 40.0 W001 At or below FL150 or below **5000**′

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CHANGES: RNAV STAR CGC 4 replaced by RNAV STAR CNA 4

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BORDEAUX, FRANCE MJEPPESEN LFBD/BOD 27 APR 07 (10-3) MERIGNAC Trans level: By ATC Trans alt: 5000' 166' SIDs include minimum noise routings (refer to 10-4) CNA 5A, CNA 5B 2100' — COGNAC— 114.65 CNA CNA 5E, CNA 5W N45 39.6 W000 18.7 RWYS 23, 05, 11, 29 MSA BMC VOR **DEPARTURES** 361 NB N45 08.9 W000 33.0 D14 BMC At or above At or above 6000' 6000 393 BD N44 56.1 W000 33.7 ILS DME (110.3) BD N44 50.3 W000 42.3 BORDEAUX — 113.75 BMC 670 N44 49.6 W000 43.3 ♥CNA 5E BMC 3 DME NOT TO SCALE These SIDs require minimum climb gradients 75 100 150 200 250 300 Gnd speed-KT CNA 5A: 334' per NM (5.5%) up to 6000'. 529' per NM 661 881 1322 1762 2203 2643 CNA 5B: 407' per NM (6.7%) up to 6000'. CNA 5W: 529' per NM (8.7%) up to 6000'. 509 679 1018 1357 1696 2036 407' per NM If unable to comply advise ATC when re-418 557 835 1114 1392 1671 334' per NM questing start-up.

SID	RWY	ROUTING									
CNA 5A	23	Climb straight ahead to BMC 3 DME, turn RIGHT, 360° track, intercept 046° bearing to NB, then to CNA.  Climb straight ahead (048° track) to BD NDB, turn LEFT to NB, then to CNA.									
CNA 5B	05										
CNA 5E	11	Climb straight ahead to 670', turn RIGHT to BMC, then to NB, then to CNA.									
CNA 5W	29	Climb straight ahead to 670', turn RIGHT to NB, then to CNA.									

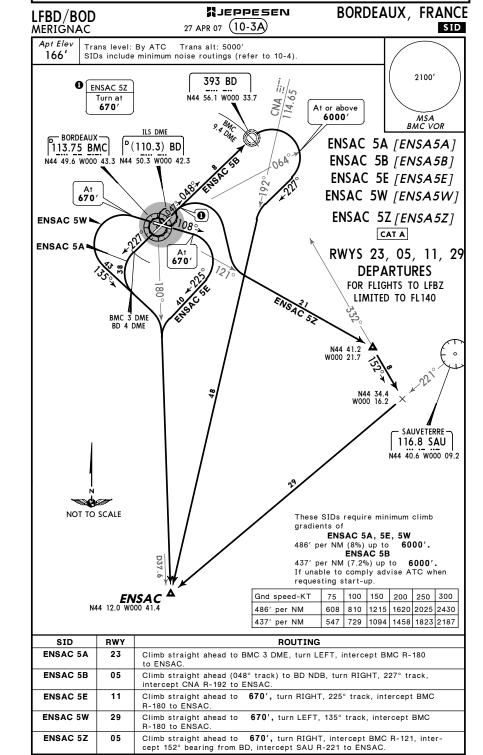
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BORDEAUX, FRANCE MJEPPESEN LFBD/BOD 27 APR 07 (10-3B) MERIGNAC Trans level: By ATC Trans alt: 5000' SIDs include minimum noise routings (refer to 10-4) ROYAN 5A [ROYA5A], ROYAN 5B [ROYA5B] 2100' ROYAN 5E [ROYA5E], ROYAN 5W [ROYA5W] RWYS 23, 05, 11, 29 DEPARTURES MSA BMC VOR FOR FLIGHTS TO LFBH LIMITED TO FL110 ROYAN A N45 40.0 W001 02.2 361 NB N45 18.5 W000 54.0 X N45 08.9 W000 33.0 D18 BMC ROYAN 5A, 5W At or above 6000' N44 58.8 W000 46.7 NOT TO SCALE **ROYAN 5B** BMC 2.5 DME BD 1.5 DME D(110.3) BD N44 50.3 W000 42.3 At 670 At **670**′ RMC 3 DMF BD 4 DME **ROYAN 5E ROYAN 5A, 5W** 113.75 BMC These SIDs require a minimum climb gradient N44 49.6 W000 43.3 304' per NM (5%) up to 6000'. If unable to comply advise ATC when requesting start-up Gnd speed-KT 75 | 100 | 150 | 200 | 250 | 300 304' per NM 380 | 506 | 760 | 1013 | 1266 | 1519 SID RWY ROUTING **ROYAN 5A** Climb straight ahead to BMC 3 DME, turn RIGHT, 360° track, intercept 046° bearing towards NB, turn LEFT, intercept BMC R-347 to ROYAN. **ROYAN 5B** Climb straight ahead to BMC 2.5 DME, turn LEFT, 299° track, intercept BMC R-347 to ROYAN. **ROYAN 5E** Climb straight ahead to 670', turn RIGHT, intercept BMC R-023 to NB, turn LEFT, 305° bearing, intercept BMC R-347 to ROYAN. **ROYAN 5W** Climb straight ahead to 670', turn RIGHT towards NB, intercept BMC R-347 to ROYAN.

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BORDEAUX, FRANCE **MJEPPESEN** LFBD/BOD 27 APR 07 (10-3C) MERIGNAC Trans level: By ATC Trans alt: 5000 166' SIDs include minimum noise routings (refer to 10-4) 2100' 393 BD N44 56.1 W000 33.7 O SAU 5Z At or above Turn at 6000' MSA BMC VOR 670' <sup>D</sup>(110.3) BD N44 50.3 W000 42.3 SAU 5A, SAU 5B - BORDEAUX -SAU 5E, SAU 5W 113.75 BMC N44 49.6 W000 43.3 SAU 5Z CAT A SAU 5W RWYS 23, 05, 11, 29 **DEPARTURES** 670 FOR FLIGHTS TO LFBE LIMITED TO FL140 SAU 5A 670 - SAUVETERRE -116.8 SAU D9.5 BMC BMC 3 DME N44 40.6 W000 09.2 BD 4 DME At or above 6000' N44 42.0 X 095°→ W000 42.9 → R275° N44 41.2 W000 21.7 NOT TO SCALE ② In case of glider area activity These SIDs require minimum climb gradients (broadcasted in ATIS) cross BMC R-167 at or above 5000' 456' per NM (7.5%) up to 6000' or Gnd speed-KT 75 | 100 | 150 | 200 | 250 | 300 486' per NM (8%) 2 SAU 5B 608 810 1215 1620 2025 2430 486' per NM 437' per NM (7.2%) up to 6000'. 570 760 1139 1519 1899 2279 456' per NM SAU 5E 554 739 1109 1479 1848 2218 401' per NM (6.6%) up to 6000' or 444' per NM 444' per NM (7.3%) 2. 437' per NM 547 729 1094 1458 1823 2187 SAU 5W 401' per NM 501 | 668 | 1003 | 1337 | 1671 | 2005 310' per NM (5.1%) up to 6000' or 365' per NM (6%) 2. 456 608 911 1215 1519 1823 365' per NM If unable to comply advise ATC when re-387 516 775 1033 1291 1549 310' per NM questing start-up.

SID	RWY	ROUTING
SAU 5A	23	Climb straight ahead to BMC 3 DME, turn LEFT, intercept BMC R-180, intercept SAU R-275 inbound to SAU.
SAU 5B	05	Climb straight ahead (048° track) to BD NDB, turn RIGHT, intercept 152° bearing from BD, intercept SAU R-275 inbound to SAU.
SAU 5E	11	Climb straight ahead to <b>670'</b> , turn RIGHT, 225° track, intercept BMC R-180, intercept SAU R-275 inbound to SAU.
SAU 5W	29	Climb straight ahead to 670', turn LEFT, 135° track, intercept BMC R-180, intercept SAU R-275 inbound to SAU.
SAU 5Z	05	Climb straight ahead to <b>670'</b> , turn RIGHT, intercept BMC R-121, intercept SAU R-275 inbound to SAU.

# RWYS 23. 05. 11. 29 OMNIDIRECTIONAL DEPARTURES

	,	, ,	_					
RWY	ROUTING							
23	Climb on 227° track to	670', then depart omnidirectional climbing to enroute safe altitude.						
05	Climb on 047° track to	<b>670</b> ', then depart omnidirectional climbing to enroute safe altitude.						
11	Climb on 108° track to	<b>670</b> ', then depart omnidirectional climbing to enroute safe altitude.						
20	Climb on 200° track to	670' then deport empidizactional alimbing to ensure sets altitude	Т					

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**↓**JEPPESEN BORDEAUX, FRANCE LFBD/BOD 12 JAN 07 (10-4) Eff 18 Jan NOISE MERIGNAC Apt Elev NOISE ABATEMENT 166' ROYAN SA, SB, NB NB 004 ∍BD NDB ROYAN 58 299 BD ILS DME 360° **BMC** BMC 3 DME ENSAC 5A 095°→ SAU 5A, 5E, 5W R275° -For AIRPORT BRIEFING refer to 10-1P pages SAU ENSAC ENSAC

CHANGES: SIDs renumbered & revised.

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BORDEAUX, FRANCE LFBD/BOD ¼ JEPPESEN Apt Elev 166 12 JAN 07 (10-9) Eff 18 Jan **MERIGNAC** N44 49.7 W000 42.9 MERIGNAC Ground Tower 131.15 121.9 118.3 00-44 For AIRPORT BRIEFING refer to 10-1P pages 5 (3) 02°W Trees up to € 220′ - 44-50 (\*) ontrol FOR PARKING POSITIONS & SEE 10-9A Closed for civil acft Trees up to 220' LEGEND MILITARY 217 Taxiway APRON 00 US Parking Area 44-49 5000 2000 Trees O 262' 00-43 ADDITIONAL RUNWAY INFORMATION **USABLE LENGTHS** - LANDING BEYOND RWY Threshold Glide Slope TAKE-OFF WIDTH HIRL 1 CL 2 REIL PAPI-L(3.4°) 8858' 2700m 🕄 148' 23 HIRL 1 CL 2 HIALS-II TDZ REIL PAPI-L(3.0°) RVR 45m 9236' 2815m 1 spacing 60m. 2 spacing 15m. 3 For heavy acft full rwy length on request. 148' 4 29 HIRL (50m) REIL PAPI-L(3.0°) VIBAL 6972' 2125m • Rwy prohibited for four engined CAT C & D jet acft with an outer engine span of more than 102'/31m. JAR-OPS TAKE-OFF I Rwy 23 2 Rwy 05/23 All Rwys LVP must be LVP must be in Force LVP must be in Force in Force Approved Operato RCLM (DAY only) RCLM (DAY only) HIRL, CL RL, CL & mult. RVR req & mult. RVR req (DAY only) RL & CL or RL 125m 150m 200m 250m 400m 500m 200m 250m 300m Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system req below 150m. Z CAT ABCD 75m with approved guidance system.

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LFBD/BOD BORDEAUX, FRANCE M JEPPESEN 12 JAN 07 (10-9A) Eff 18 Jan MERIGNAC LEGEND 00-42.3 00-42.2 00-42.1 Taxiway B2 Parking stand 44-50.2 → One-way Nose-in stand with push-back 00-42.6 APRON K 00-42.5 **- 44-50.1** ENTRY EN ENTRY E1 A 13N A12N A13S (A13) 44-50 A12D A12S ENTRY E2 Control Tower AIS 44-49.9 44-49.9 -TERMINAL A CARGO 44-49.8 TERMINAL B 44-49.8 (A) (5)(6) W3 APRON C ENTRÝ E3 (F7) F7D F 10 F 8 F 7 S D1S 44-49.7 D2S ENTRY E4 D3S D4S APRON D RWY 11/29 **ENTRY E5** ENTRY E6 44-49.6 00-42.5 00-41.7 00-42.2 00-42.1 00-41.9 **INS COORDINATES** STAND No. **COORDINATES** STAND No. **COORDINATES** A5, A6 N44 49.9 W000 42.3 B7 thru B10 N44 49.8 W000 42.3 N44 49.9 W000 42.2 Á7 B11 N44 49.8 W000 42.2 A7N N44 49.9 W000 42.3 C1 thru C3 N44 49.8 W000 42.2 A8 thru A11 N44 49.9 W000 42.2 C4 thru C6 N44 49.8 W000 42.1 A12 thru A13S N44 50.0 W000 42.1 D1 thru D3S N44 49.7 W000 42.0 N44 49.8 W000 42.4 B1 thru B2R D4, D4S N44 49.7 W000 41.9 В3 N44 49.8 W000 42.3 F1 thru F2 N44 49.6 W000 41.8 B3D N44 49.8 W000 42.4 F3 thru F10 N44 49.7 W000 41.8 B3R thru B5R N44 49.8 W000 42.3 K1 thru K4 N44 50.2 W000 41.9 N44 49.8 W000 42.4 В6

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LFBD/BOD					<b>X</b> JEPPESEN						BORDEAUX, FRANCE			
	MERIGNAC	12 JA	12 JAN 07 11-1 Eff 18 Jan							ILŚ	Rwy :	23		
	ATIS		AQL Sector I	JITAINE Ap BW	AINE Approach / Sector BE			ERIGNAC	Tower			Grou	nd	
Ψ	131.1	5	118.		19.27	<u>'                                    </u>		118.	3			121	.9	
STRIP	<i>LOC</i> BD	Fin Apch		G <b>D4</b> .0	-		IL:		Apt E	lev	166′	/		$\backslash \mid$
ING	110.3	22		1420'		3	,	(200')	RV	<i>vy</i> 1	51′	/		$\backslash$
RIEFING	MISSED APCH: (		AIGHT	AHEAD	to D4.							<b>!</b> (	2100'	Л
(MAX 220 KT) onto 042° to intercept and follow R-356 to ETPAR holding climbing to 4000'. Climb to 1000' prior to level acceleration.												/1		
Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000' MSA E  ETPAR (IAF) PESIDIAL HOLDING VAGNA (IAF)										A BMC VC	or			
											┑			
	LF(R)-162			137	13	ME.	MH	A 3000 AX 5000 X 220 KT	,	<i>‰</i>				
					300	BO	MA   4		~11°	30				
					200		X	MAX 200 KT	J.V.				(	
	<del>- 45-00</del>					A NO	$\pm$		دb°	A			(لم	1
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	227° 11		356°	Blanquef	ort)		D10	0 BMC	3/8	jm		3	00	۱٬٬
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		_			D5.0	<b>0</b> вд ВМС	0	181° —	₩					
	<del>-</del> 44-50	ZA?		SX D0	. <b>6</b> BD		_ (	, o .	- 4			318	$\cdot$ $\cup$	
		7	3		B/VIC		G	<b>♣</b> 1050′	°6	A 64	10'	013.0	BD	
	LF(R)-31 A 3	00-50	A. A.			BORDE	AUX-	_ <b>▲</b> .	9	G				
	MISSED APCH FIX		<sup>∠∆</sup> D4.0 1	BD	[2]	<u>13.75</u>	BM	<u>ic</u>	3005	3				
	5 <b>(</b> A	D28.0 BMC							-   ~		00-20			
	ETPAR \	347°				4.			<b>A</b>		(IAF	)	i	
	D23.0 BMC	-				<b>&gt;</b>			°,68		DIRA D20.0 B	١X	į	
	MHA 3000 MAX 12000		LOW OVERFLYING PROHIBITED					00-10				,		
	MAX 220 KT							OLSO (IAF) NOT TO SCALE						
		TUDE	2.0 780'		00'		4.0 420'		5.0 1730'		6.0 2060	,	7.0 2370'	_
	•					<b>D4.0</b> BD				1		1		
			-			D5.	0 BM 1 <b>420</b>	C			,×	<b>_</b> * 3000′		
				<b>0.6</b> BD .6 BMC		031	1420			. 22	_			
							$\not\sqsubseteq$	LOC			<b>D9.</b> 0			
			H 51'	-M				1420			i			
	RWY 23 15	<u> </u>	0.4	4	3.4				5.0					_
	Gnd speed-Kts		70	90 100	120	140	160					HIALS-	D4.	
	ILS GS 3.00° or LOC Descent Gradi	ient 5.2%	6 377 ·	485 539	647	755	862					EIL API	BD ▲	
	MAP at DO.6 BD/D	1.6 BMC				<b>5</b> 1107				_		#		_
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ILS								with BD DME		Prohibited Southeast of				
	FULL FULL	DA(H) 351		, ,			540	<b>0'</b> (389') ALS out		Max				
	A	ALS out		RVR	900m	$\top$		110		мда 640'	(H) ( <b>489'</b> )	vis 1500m	$\neg$	
	B 217 550							RVR 15	00m —	135	670'		1600n	$\neg$
PS 4	C RVR 550	550m	RVR 10	RVR 1000m		1000n	n	R∨R 18			810		2400m	-
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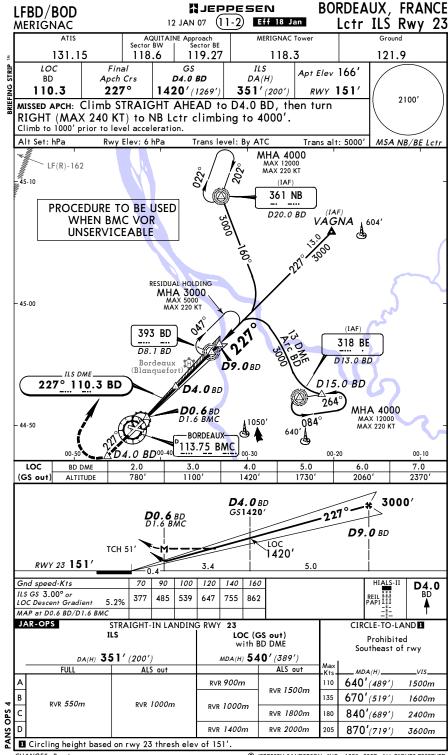
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**BORDEAUX, FRANCE MAJEPPESEN** LFBD/BOD (11-1A) CAT II ILS Rwv 23 MERIGNAC Eff 18 Jan ATIS AQUITAINE Approach Sector BW | Sector MERIGNAC Tower Sector BE 131.15 118.6 119.27 118.3 121.9 CAT II ILS LOC Final GS Apt Elev 166' RA 100' DA(H) 251'(100') BD Apch Crs D4.0 BD 110.3 227° 1420' (1269' RWY 151' 2100' MISSED APCH: Climb STRAIGHT AHEAD to D4.0 BD, then turn RIGHT (MAX 220 KT) onto 042° to intercept and follow R-356 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 MSASpecial Aircrew & Acft Certification Required. BMC VOR ETPAR'(IAF) VAGNA (IAF) RESIDUAL HOLDING LF(R)-162 MHA 3000 MAX 5000 MAX 220 KT MAX 45-00 393 BD - 200 KT D8.1 BD D9.1 BMC LÏBRU Bordeaux ILS DME. **D9.0** BD 227° 110.3 BD D10.0 BMC 081 318 BE 1050 44-50 640' D13.0 BD **७** ♠ LF(R)-31 A 3 - BORDEAUX-113.75 BMC MISSED APCH FIX D28.0 00-20 ABMC ETPAR DIRAX D23.0 BMC D20.0 BMC LOW OVERFLYING MHA 3000 PROHIBITED MAX 12000 MAX 220 KT SOLSO (IAF) 00-40 NOT TO SCALE **D4.0** BD D5.0 BMC 3000 .227° GS1420' **D9.0** BD D10.0 BMC TCH 51' RWY 23 151 3.8 5.0 70 90 100 120 140 160 Gnd speed-Kts D4.0 3.00° 377 485 539 647 755 862 JAR-OPS STRAIGHT-IN LANDING RWY 23 CAT II ILS ABCD RA 100' DA(H) 251' (100' RVR 300m ■ ■ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

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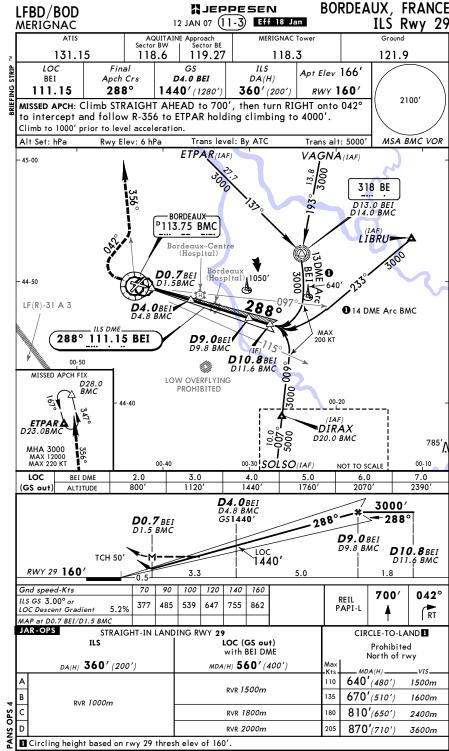
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12 JAN 07 BORDEAUX, FRANCE LFBD/BOD CAT II Lctr ILS Rwy 23 (11-2A)MERIGNAC Eff 18 Jan ATIS AQUITAINE Approach Sector BW | Sector MERIGNAC Tower Sector BE 131.15 118.6 119.27 118.3 121.9 CAT II ILS LOC Final GS Apt Elev 166' RA 100' BD Apch Crs D4.0 BD 110.3 227° 1420'(1269' RWY 151' 251' (100') 2100' MISSED APCH: Climb STRAIGHT AHEAD to D4.0 BD, then turn RIGHT (MAX 240 KT) to NB Lctr climbing to 4000'. Climb to 1000' prior to level acceleration. Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000 MSASpecial Aircrew & Acft Certification Required. NB/BE Lctr MHA 4000 MAX 12000 MAX 220 KT LF(R)-162 <del>.</del> 45-10 (IAF) 361 NB PROCEDURE TO BE USED D20.0 BD WHEN BMC VOR VÀGNA UNSERVICEABLE MHA 3000 MAX 5000 MAX 220 KT 45-00 (IAF) 393 BD 318 BE D8.1 BD D13.0 BD Bordeaux (Blanquefor ILS DME 227° 110.3 BD D15.0 BD **D4.0** BD MHA 4000 1050' 44-50 **MAX 220 KT** 00-10 00-50 00-30 00-20 **D4.0** BD 3000 227°-GS1420 **D9.0** BD TCH 51' RWY 23 151 3.8 5.0 70 90 100 120 140 160 Gnd speed-Kts HIALS-II D4.0 377 485 539 647 755 862 3.00° JAR-OPS STRAIGHT-IN LANDING RWY 23 CAT II ILS ABCD RA 100' DA(H) 251'(100' RVR 300m ■ ■ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

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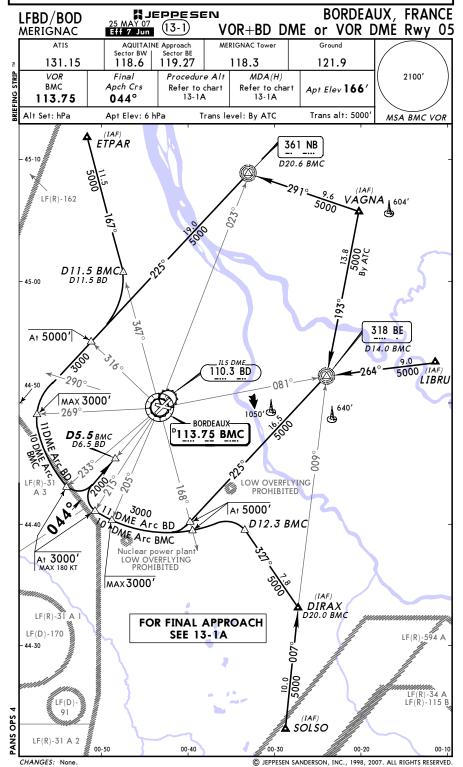
BORDEAUX, FRANCE ...JEPPESEN LFBD/BOD 12 JAN 07 (11-4) Eff 18 Jan Lctr ILS Rwv 29 MERIGNAC ATIS AQUITAINE Approach Sector BW | Sector BE MERIGNAC Tower 131.15 118.6 119.27 118.3 121.9 LOC ILS Final GS Apt Elev 166' BEI Apch Crs D4.0 BEI DA(H) 111.15 288° 1440' (1280' 360'(200') RWY 160' 2100' MISSED APCH: Climb STRAIGHT AHEAD to 700', then turn RIGHT climbing to NB Lctr to 4000'. Climb to 1000' prior to level acceleration. Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000' Alt Set: hPa MSA NB/BE Lcti (IAF) 361 NB=:... 45-00 PROCEDURE TO BE USED WHEN BMC VOR UNSERVICEABLE (IAF) 318 BE D15.0 BEI 288° 111.15 BEI 261° ₩ 081° MHA 4000 MAX 12000 MAX 220 KT 44-50 Bordeaux-Centre 1050 ₹640′ • Bordeaux (Hospital) **D0.7** BEI D1.5 BMC -BORDEAUX-288° <sup>₽</sup>113.75 BMC **D4.0**BEI D9.0 **D10.8**BEI 00-40 LOC BEI DME 2.0 3.0 4.0 5.0 6.0 7.0 1440 800' 1120 1760 2070' 2390' (GS out) ALTITUDE 3000 **D4.0**BEI **D0.7** BEI D1.5 BMC D9.0 D10.8 LOC 1440' RWY 29 160' 3.3 5.0 1.8 Gnd speed-Kts 100 120 140 160 90 700 4000' REIL PAPI-L NB ILS GS 3.00° or 377 485 539 647 755 862 LOC Descent Gradient 5.2% 361 MAP at D0.7 BEI/D1.5 BMC JAR-OPS STRAIGHT-IN LANDING RWY 29 CIRCLE-TO-LAND LOC (GS out) ILS Prohibited with BEI DME North of rwy DA(H) 360' (200' MDA(H) 560' (400') 110 640'(480') 1500m RVR 1500m 670'(510') 1600m RVR 1000m 810'(650') RVR 1800m 2400m RVR 2000m 870'(710') 3600m Circling height based on rwy 29 thresh elev of 160'.

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CHANGES: Bearings

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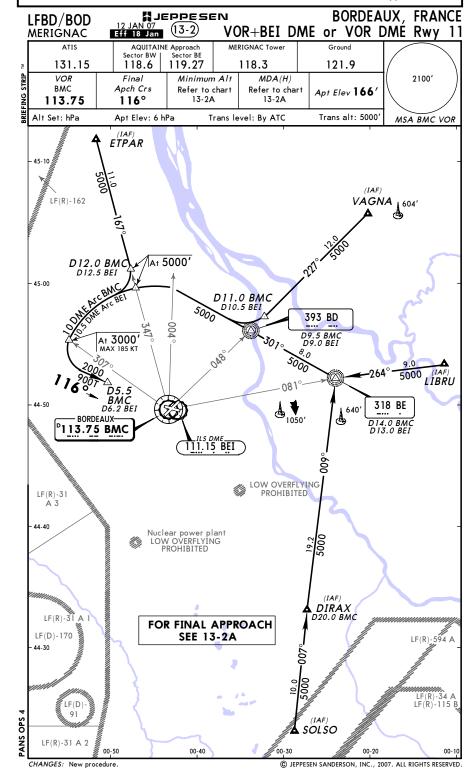
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BORDEAUX, FRANCE # JEPPESEN LFBD/BOD 25 MAY 07 Eff 7 Jun (13-1A) VOR+BD DME or VOR DME Rwy 05 MERIGNAC AQUITAINE Approach Sector BW | Sector BE MERIGNAC Tower ATIS 131.15 118.6 119.27 118.3 121.9 Procedure Alt VOR Final MDA(H)D5.5 BMC/ BMC Apch Crs Apt Elev 166 D6.5 BD 600' (434') 113.75 044° 2000' (1834' 2100' MISSED APCH: Climb on R-044 to D2.5 BMC/D1.5 BD, then turn LEFT onto 312° to intercept and follow R-356 to ETPAR holding climbing to 4000'. Climb to 1000' prior to level acceleration. Alt Set: hPa Apt Elev: 6 hPa MSA BMC VOR Trans level: By ATC Trans alt: 5000' D28.0 BMC 45-00 6 MHA 3000 MAX 12000 MAX 220 KT **ETPAR** D23.0 BMC NOT TO SCALE D2.5 BMC BORDEAUX-D1.5 BD D113.75 BMC 44-50 1050' ILS DME\_ 110.3 BD FOR INITIAL APPROACH **D5.5**BMC SEE 13-1 LF(R)-3 D6.5 BD A 3 00-50 00-30 BMC DME 3.0 2.0 4.0 BD DME 5.0 3.0 4.0 ALTITUDE 1470' 1110 750' **VOR D5.5** BMC D6.5 BD 2000' -0<sub>44</sub>° 900' MDA APT 166 5.0 Gnd speed-Kts 70 90 100 120 140 160 D2.5 D1.5 BMC Descent Gradient 5.9% 418 538 597 717 836 956 REIL PAPI-L BD ٥ŗ on 113.75 MAP at VOR R-044 JAR-OPS STRAIGHT-IN LANDING RWY 05 CIRCLE-TO-LAND Prohibited Southeast of rwy MDA(H) 600' (434') 110 670' (504') 1500m RVR 1500m 670' (504') 135 1600m 180 RVR 1800m 810'(644') 2400m RVR 2000m 870'(704') 3600m

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CHANGES: Minimums.

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BORDEAUX, FRANCE # JEPPESEN LFBD/BOD Eff 18 Jan (13-2A) VOR+BEI DME or VOR DMÉ Rwy 11 MERIGNAC MERIGNAC Tower ATIS AQUITAINE Approach Sector BW Sector BE 131.15 118.6 119.27 118.3 121.9 Procedure Alt VOR Final MDA(H) D5.5 BMC/ BMC Apch Crs Refer to Apt Elev 166' D6.2 BEI 113.75 116° 2000' (1834' Minimums 2100' MISSED APCH: Climb on R-116 to D1.2 BMC/D0.5 BEI, then turn RIGHT (MAX 185 KT) to intercept and follow R-023 to 4000'. At D15.5 BMC/ D15.0 BEI turn LEFT onto 311° to intercept and follow R-356 to reach ETPAR holding at 4000'. Climb to 1000' prior to level acceleration. MSA BMC VOR Apt Elev: 6 hPa Trans level: By ATC Trans alt: 5000' D28.0 BMC 167 MHA 3000 MAX 12000 45-00 **MAX 220 KT ETPAR** D23.0 BMC D15.5 BMCD15.0 BEI NOT TO SCALE FOR INITIAL APPROACH **SEE 13-2** D5.5BMC 1160 **D3.4**BMC D4.1 BEI D1.3BMC D2.0 BEI 44-50 D1.2 BMC DO.5 BEI LF(R)-31 - BORDEAUX-A3 <sup>™</sup>113.75 BMC 00-40 00-30 00-50 5.0 4.0 2.0 BMC DME 3.0 ALTITUDE 1820 1470 1120 770 BEI DME 6.0 5.0 4.0 3.0 ALTITUDE 1930 1580 1230' 880 **D5.5** BMC **VOR** D6.2 BEI **D3.4**BMC 2000' #-116° D4.1 BEI -1260 **D1.3** BMC D2.0 BEI 710 MDA APT 166' 2.1 2.1 0.9 70 90 100 120 140 160 D0.5 Gnd speed-Kts D1.2 BMC 5.8% 411 529 587 705 822 940 REIL Descent Gradient BMC BEI on 113.75 PAPI-L MAP at D1.3 BMC/D2.0 BEI R-166 JAR-OPS STRAIGHT-IN LANDING RWY 11 CIRCLE-TO-LAND Prohibited North of rwy A: 570' (404') C: 640' (474') B: 610' (444') D: 660' (494') 110 640' (474') 1500m RVR 1500m 650' (484') 135 1600m 830' (664') 180 2400m RVR 2000m 830' (664') 3600m

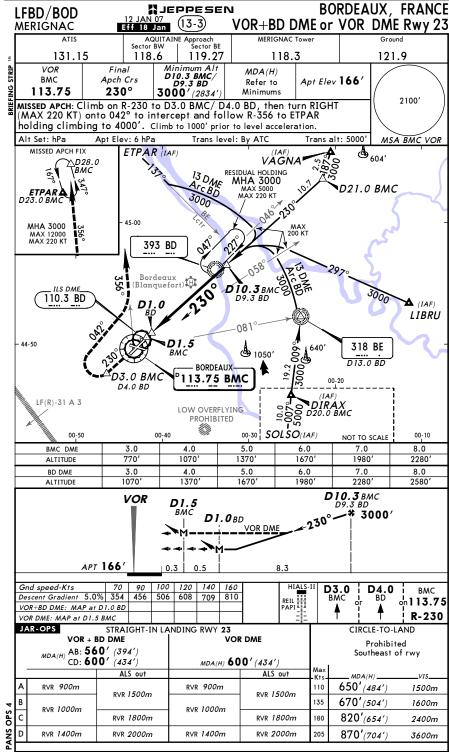
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CHANGES: Chart reindexed. Bearings.



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BORDEAUX, FRANCE LFBD/BOD JEPPESEN VOR+BEI DME or VOR DME Rwy 29 (13-4) MERIGNAC Eff 18 Jan MERIGNAC Tower AQUITAINE Approach Sector BW Sector BE 131.15 118.6 119.27 118.3 121.9 Minimum Alt D9.5 BMC/ VOR Final MDA(H)BMC Apch Crs Apt Elev 166' D8.8 BEI 590'(424') 113.75 283° 3000' (2834' 2100' MISSED APCH: Climb to VOR, then turn RIGHT onto 042° to intercept and follow R-356 to ETPAR holding climbing to 4000'. Climb to 1000' prior to level acceleration. Apt Elev: 6 hPa Trans level: By ATC Trans alt: 5000' MSA BMC VOR Alt Set: hPa MISSED APCH FIX VAGNA (IAF) ETPAR (IAF) ∑ D28.0 ВМС ETPAR A 45-00 D23.0 BMC MHA 3000 MAX 12000 MAX 220 KT 318 BE D14.0 BMC LIBRU D13.0 BEI Bordeaux-Centre (Hospital) 1050' 44-50 BORDEAUX-P113.75 BMC 14 DME Arc BMC D1.5 **D9.5** BMC 200 KT 111.15 BEI 00-20 LF(R)-3 DIRAX 0 D20.0 BMC LOW OVERFLYING PROHIBITED Nuclear power plant LOW OVERFLYING PROHIBITED LF(R)-31 NOT TO 5.0 8.0 BMC DME 3.0 4.0 6.0 7.0 850' 1180 1830 2480' ALTITUDE 1510' 2160 BEI DME 3.0 4.0 5.0 6.0 7.0 8.0 ALTITUDE 1080' 1410 1730' 2060' 2380' 2700' **D9.5** BMC D1.5 VOR 3000 APT 166 70 90 100 120 140 160 Gnd speed-Kts 042° 376 483 537 644 751 859 5.3% Descent Gradient 113.75 PAPI-L 8.0 6:51 5:20 4:48 4:00 3:26 3:00 D8.8 BEI to MAP or MAP at D1.5 BMC JAR-OPS STRAIGHT-IN LANDING RWY 29 CIRCLE-TO-LAND Prohibited North of rwy MDA(H) 590' (424') 110 640' (474') 1500m RVR 1500m 135 670' (504') 1600m RVR 1800m 180 810' (644') 2400m RVR 2000m 870'(704' 3600m

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BORDEAUX, FRANCE LFBD/BOD 3 AUG 07 (19-10) MERIGNAC ENVIRONMENT-VISUAL APPROACH Castelnau Margaux Ambes de Medoc St Andre ₹ 476' Macau de Cubzac \_ Arsac Ste Helene Parempuyre BD Lctr St Aubin de Medoc Ambares et Lagrave Blanquefort Bordeau St Medard Evsines (Yvrac en Jalles Q 306 4111 Le Haillan **\**539' ➂ **1**378′ Merignac BMC VOR 1,1041 Martignas A Bordeaux sur Jalle 821' 391 St Jean Latresne d'Illac 358' Pessac 401 Gradignan 276 Leognan Cestas <u>₩</u>509′ Beautira Bordeaux O (Leognan-Saucats) Avoid overflying built-up areas depicted on the chart Saucats Biganos

# Visual Approach clearance delivered on pilot request or ATC proposal

# Instructions, except for safety requirement:

## Rwy 23 and rwy 29:

Visual approaches prohibited.

#### Rwv 05:

Visual approaches are authorized subject to the following conditions, dictated in order to avoid overflying of urban areas:

- Maintaining an altitude of 3000' for North downwind legs to R-290 BMC.
   Maintaining an altitude of 5000' for South downwind legs to R-148 BMC (or R-168 BMC in case of glider activity at Saucats requiring avoidance of the
- whole gliding sector).
- Maintaining a minimum distance in final approach (3 NM BMC) before the threshold.

#### Rwy 11:

- Flying from ETPAR or ENSAC, a radar guidance for acquisition of visual approach conditions can be requested or proposed by ATC. The pilot will always confirm the request for visual approach as soon as he gets the airport in sight.
- Maintaining a minimum distance in final approach (3 NM BMC) before the threshold.