1. GENERAL

1.1. ATIS
131.15

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL
Overflying of Bordeaux build-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 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.

JETS
Maintain a speed of $V_{2} + 10$ KT, or as ACFT performance permits, to 3170’ with flaps at take-off setting.
Above 3170’ adopt normal climb speed and retract flaps.
SIDs include minimum noise routings (refer to 10-4).

These SIDs require minimum climb gradients of:
- CNA 5A: 334' per NM (5.5%) up to 6000'.
- CNA 5B: 407' per NM (6.7%) up to 6000'.
- CNA 5E: 529' per NM (8.7%) up to 6000'.
- CNA 5W: 639' per NM (10.8%) up to 6000'.

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

**CNA 5A, CNA 5B, CNA 5E, CNA 5W**

**RWYS 23, 05, 11, 29**

**DEPARTURES**

- 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.

- Climb straight ahead to 670', turn RIGHT to BMC, then to NB, then to CNA.

**RWYS 23, 05, 11, 29**

**DEPARTURES**

These SIDs require minimum climb gradients of:
- ENSAC 5A: 670', 6000'.
- ENSAC 5B: 670', 6000'.
- ENSAC 5E: 670', 6000'.
- ENSAC 5W: 670', 6000'.

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

**RWYS 23, 05, 11, 29**

**DEPARTURES**

These SIDs include minimum noise routings (refer to 10-4).
ROYAN SA [ROYA5A], ROYAN SB [ROYA5B], ROYAN SE [ROYASE], ROYAN SW [ROYA5W] RWYS 23, 05, 11, 29 DEPARTURES FOR FLIGHTS TO LBH LIMITED TO FL110

These SIDs require minimum climb gradients of

456' per NM (7.5%) up to 6000' or
486' per NM (8%) if unable to comply advise ATC when requesting start-up.

Climb straight ahead to BMC 3 DME, turn RIGHT, intercept BMC R-180, intercept SAU R-275 inbound to SAU.

Climb straight ahead to turn RIGHT towards NB, intercept BMC R-347 to ROYAN.

Climb straight ahead to turn RIGHT, intercept BMC R-023 to NB, turn LEFT, 305° bearing, intercept BMC R-347 to ROYAN.

SID RWY ROUTING

ROYAN SA 23 Climb straight ahead to BMC 3 DME, turn RIGHT, intercept BMC R-347 to ROYAN.

ROYAN SB 05 Climb straight ahead to BMC 2.5 DME, turn LEFT, intercept BMC R-347 to ROYAN.

ROYAN SE 11 Climb straight ahead to 670', turn RIGHT, intercept BMC R-023 to NB, turn LEFT, 305° bearing, intercept BMC R-347 to ROYAN.

ROYAN SW 29 Climb straight ahead to 670', turn RIGHT towards NB, intercept BMC R-347 to ROYAN.

RWYS 23, 05, 11, 29 OMNIDIRECTIONAL DEPARTURES

These SIDs require minimum climb gradients of

456' per NM (7.5%) up to 6000' or
486' per NM (8%) if unable to comply advise ATC when requesting start-up.

Climb straight ahead to BMC 3 DME, turn LEFT, intercept BMC R-180, intercept SAU R-275 inbound to SAU.

Climb on 227° track to 670', then depart omnidirectional climbing to enroute safe altitude.

Climb on 047° track to 670', then depart omnidirectional climbing to enroute safe altitude.

Climb on 128° track to 670', then depart omnidirectional climbing to enroute safe altitude.

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 BD 4 DME.

SAU 5E 11 Climb straight ahead to 670', turn RIGHT, 225° track, intercept BMC R-121, 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 670', then depart omnidirectional climbing to enroute safe altitude.

For flights to LFBE limited to FL140

In case of glider area activity

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

These SIDs require minimum climb gradients of

456' per NM (7.5%) up to 6000' or
486' per NM (8%) if unable to comply advise ATC when requesting start-up.

Climb straight ahead to BMC 3 DME, turn LEFT, intercept BMC R-180, intercept SAU R-275 inbound to SAU.

Climb on 227° track to 670', then depart omnidirectional climbing to enroute safe altitude.

Climb on 047° track to 670', then depart omnidirectional climbing to enroute safe altitude.

Climb on 128° track to 670', then depart omnidirectional climbing to enroute safe altitude.
Alt Set: HPa
Rwy Elev: 6 HPa
Trans level: By ATC
Trans alt: 5000'
Special Aircrew & Acft Certification Required.

Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.
**FOR INITIAL APPROACH SEE 13-2**

- **VOR+BMC**: Climb on to 116° to D1.2 BMC/D0.5 BD, then turn RIGHT (MAX 185 KT) to intercept and follow R-233 to 4000'. At D15.8 BMC/D15.0 BD turn LEFT onto 311° to intercept and follow R-356 to reach ETPAR holding climbing to 4000'. Climb to 1000' prior to level acceleration.

- **VOR+BMC**: Climb on to 230° to D3.4 BMC/D4.0 BD, then turn RIGHT (MAX 205 KT) onto 042° to intercept and follow R-356 to ETPAR holding climbing to 4000'. Climb to 1000' prior to level acceleration.

**LFB/BOD MERIGNAC**

**VOR-BMC**: Climb to 1000' prior to level acceleration.

**ETPAR**

- **VOR**: Climb on to 023° to intercept and follow R-356 to ETPAR holding climbing to 4000'. Climb to 1000' prior to level acceleration.

**MERIGNAC Tower Ground**

- **Sector BW Sector BE**

**ATIS AQUITAINE Approach**

- **VOR+BD DME or VOR DME Rwy 23**

**Refer to A-73.70A**

**NOT TO SCALE**

**PROHIBITED TO NORTH OF RWY 11**

**ETPAR**

- **VOR+BEI DME or VOR DME Rwy 11**

**Refer to A-73.70A**

**NOT TO SCALE**

**PROHIBITED TO NORTH OF RWY 11**

**ATIS AQUITAINE Approach**

- **3000'**
Visual Approach clearance delivered on pilot request or ATC proposal

Instructions, except for safety requirement:

Rwy 23 and rwy 29:
Visual approaches prohibited.

Rwy 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.