

# Bordeaux Airport

IATA/ICAO CODE: BOD/LFBD  
 CITY: Merignac  
 COUNTRY: France

## AIRPORT CONTACT

Information updated by the airport 2/2011

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ELEVATION: 166 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (ft)	Glide Slope(deg)	Width (m)
5/23	3100	-	3	45
11/29	2415	-	3	45

## NOISE ABATEMENT PROCEDURES

### ORDER DATED 06 MARCH 2009

The Order dated 06 March 2009 (French Official Journal dated 25 March 2009) as regards the operating restriction of BORDEAUX MERIGNAC aerodrome, defines the regulatory provisions to be complied with for the purposes of limiting noise pollution on BORDEAUX MERIGNAC aerodrome. Non-compliance with the provisions mentioned in this Order may give rise to a breach record and lead the ACNUSA (Autorité de Contrôle des Nuisances Sonores Aéroportuaires - Airport noise pollution control authorities) to pronounce a sanction in the form of an administrative penalty of a maximum amount of 20,000 euros for a legal entity, as per Article L.227-4 of the French Civil Aviation Code).

Aircraft flying under IFR rules shall comply with the specific procedures implemented in order to limit the noise pollution made available to the users through the aeronautical information service.

Flying over Bordeaux city shall be avoided.

### THRUST REVERSERS

For all types of jet engines, when landing between 2000 and 0400 (WIN + 1 HR), thrust reverser use is prohibited, except for safety reasons, if the LDA and the runway condition

allow ACFT stop using brakes only.

### DEPARTURES

When taking off on all RWYs, except in case of safety obligations, the SID routes will be complied with strictly. They may be modified before 5,000 ft at the minimum only upon ATC's instruction.

For all types of jet engines, hold speed V2+10 or that enabled by the aircraft attitude, according to the aircraft type, up to 3,000 ft AAL, using flaps setting in the take-off configuration. Beyond 3,000 ft, adoption of a normal climbing speed and flap retraction. See AIP FRANCE for:

1. SIDs and initial departures 11/29
2. SIDs and initial departures 05/23

### ARRIVALS

On QFUs 227 and 288, the final approaches will be performed systematically using the ILS except if it is unavailable.

### VISUAL APPROACHES

QFUs 227 and 288: visual approaches are prohibited.

QFUs 047 and 108: when performing a visual approach, pilots shall comply with the Visual Approach Environment chart (AIP France AD2 LFBD ENV 01) defined for the purposes of avoiding flying over urbanized areas.

### ENGINE OPERATION

Crews shall comply with the engine operation instructions of the operating manuals aiming at reducing the noise impact of landings and take-offs to the minimum. These instructions shall comply with the ICAO PANS-OPS, volume 1 provisions.

### TRAINING AND/OR PATTERN QUALIFICATION FLIGHTS

This typology includes the instrument approach procedure practice training flights or successive visual circling flights.

Within the frame of environmental friendliness, the pattern flights are prohibited unless specifically authorized upon justified request made with a prior notice of 48 hours to the Air Navigation Service Manager.

Conditions imposed to authorized flights:

1. Possible time slots:
2. MON-FRI: 0800 to 2000 local time
3. SAT, SUN, HOL: Prohibited.
4. The authorized flights:
5. Shall comply with the particular procedures specified by the air traffic control unit with, in particular, the mandatory application of the noise abatement procedures for go-around.
6. Shall use runway 23 (QFU227) in priority. Only category A and B aircraft will be allowed to use runway 29 (QFU 288).

## **CONTINUOUS DESCENT ARRIVAL (CDA) - NONE**

### **AIRPORT CURFEWS**

There is a curfew on Stage2/Chapter 2 operations from 11pm to 6am effective April 1, 2001

### **PREFERENTIAL RUNWAYS**

QFU 227 shall be preferred up to a tail wind of 5 kt.

When both runways are available, runway 05/23 shall be used in priority up to a cross-wind component of 25 kt.

By night, between 2000 and 0400 (WIN + 1 HR), the use of RWY 23 is mandatory unless safety reasons make its use impossible.

OPERATING QUOTA - [NONE](#)

ENGINE TESTS and RUN-UP RESTRICTIONS

No engine test shall be performed between 2200 and 0600 local time

Exemptions may be granted by the DGAC for flight safety reasons, upon request by the flight manager (owner, technical or commercial operator of the aircraft).

Tests are performed:

- at idle on the parking stands
- at higher power at locations assigned by the Tower Manager.

These restrictions do not apply to adjustments lasting less than 5 minutes, performed at idle, with a power not exceeding that used for the engine start or taxiing sequences and for piston engines within the limits of the checks required before take-off.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

Updated by the airport 2/2011	
LANDING FEES:	
<b>Note:</b> Per AIP France 05 Jul 07, GEN 4.1.1 under Airport Fees, 1.1 Landing Fee - This fee is payable by any aircraft making a landing or water landing at an airport open to the public. <b>It is calculated according to the maximum take off weight indicated on the certificate of airworthiness of the aircraft, rounded off to the next HIGHER ton.</b>	
EU and Domestic	
MTOW in Tonnes(t)	Amount (in EURO)
up to 6 t	5.47 (fixed charge)
from 7 t to 25 t	1.95 per tonne over 6t
from 26 t to 75 t	4.49 per tonne over 25t
76th tonne and more	5.78 per tonne over 75t
International Landings	
MTOW in Tonnes(t)	Amount (in EURO)
up to 6 t	14.29 (fixed charge)
from 7 t to 25 t	2.39 per tonne over 6t
from 26 t to 75 t	4.78 per tonne over 25t
76th tonne and more	6.72 per tonne over 75t

Aircraft Group	ADJUSTMENT TO THE LANDING FEE:
1	1.30
2	1.30
3	1.35
4	1.00
5a	1.00
5b	0.95
<a href="#">Click here for Aircraft Acoustic Groups</a>	

**NOISE TAX - click here for the details (revised as of January 1, 2008)**

The tax is called noise pollution tax (TNSA). The "Unit Rate" is shown below.

This charge is in addition to the landing fee which is based on the aircraft's acoustic group.

Formula: Tax=b x t x log(MTOW)

t = Unit Rate (**EUR 6.00**)

This rate will be adjusted each year based on the domestic retail price index

b = Coefficient according to the departure time and to the acoustic group to which the aircraft belongs

Aircraft Group	Coefficient		
	Departure time (local between)		
	0600-1800	1800-2200	2200-0600
1	12	36	120
2	12	36	120
3	6	18	50
4	2	6	12
5a	1	3	6
5b	.5	1.5	5

**NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION**

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	2003	150 houses insulated and 250 in progress
Purchase Assurance for Homeowners Located Within the Airport Noise	-	No data

Contours		
Avigation Easements	-	none
Zoning Laws	-	Town planning rules must be respected with no housing in certain areas and special insulation prescriptions in others
Real Estate/Property Disclosure Laws	-	Sellers (and lawyers) are required to disclose that the residence is within a certain noise contour and buyers must sign that they have been informed of this
Acquire Land for Noise Compatibility to date	-	none
Population within each noise contour level relative to aircraft operations	-	unknown
Airport Noise Contour Overlay Maps	-	<a href="#">Noise Contour Map</a> Note : the map shows three runways. One of these three runways do not exist right now but is mentioned in the airport plans, in place of runway 11/29
Total Cost of Noise Mitigation Programs to Date	-	Eur 1.5 million from 2003 for insulation program
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Noise Pollution Tax

## NOISE MONITORING SYSTEM

The airport has 6 noise monitors.

## FLIGHT TRACK MONITORING SYSTEM

The airport has a monitoring system to visualize commercial traffic under 11000 ft and measure noise levels.

## NOISE LEVEL LIMITS

Nighttime: 2200-0600

Maximum noise level: 85dB(Laeq Max) at 4.5 km from the nearest runway.

## CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

## CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

## CHAPTER 3 RESTRICTIONS - [NONE](#)