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Airport Information For LFBO
Terminal Charts For LFBO
Revision Letter For Cycle 15-2013
Change Notices
Notebook

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General Information

Location: Toulouse Fra
IATA Code: TLS
Lat/Long: N43° 38.1' E001° 22.1'
Elevation: 499 ft

Airport Use: Public
Magnetic Variation: 0.0°W

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0432 Z
Sunset: 1930 Z,

Runway Information

Runway: 14L
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 489 ft
Lighting: Edge, ALS

Runway: 14R
Length x Width: 11483 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 488 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 32L
Length x Width: 11483 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 497 ft
Lighting: Edge, Centerline, REIL

Runway: 32R
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 497 ft
Lighting: Edge, REIL

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Communication Information

ATIS 123.125
Blagnac Ground Tower 121.9
Blagnac Clearance Tower 121.7
Blagnac Tower 118.1
Toulouse Approach Control 129.3 TCA
Toulouse Approach Control 125.175 TCA
Toulouse Approach Control 124.975 Secondary
Toulouse Approach Control 123.85
Toulouse Approach Control 120.35
Blagnac Approach Control 121.1
Toulouse Information 123.925 Flight Info Service
Toulouse Information 121.25 Flight Info Service

1. GENERAL

1.1. ATIS

ATIS 123.12

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

Pilots shall observe the engine operation instructions included in the operating manuals to reduce the noise impact of landing and take-off. ACFT operating in accordance with IFR/VFR must respect the specific noise abatement procedures that are published to the users by the AIS.
Flying over the hospital of Purpan is permanently prohibited.
Except for safety reasons the ACFT captain must apply these rules.
All operators, undertaking flight to or from Blagnac APT have to publish in their operating manuals, in respect of each ACFT its classification and the cumulative margin.

1.2.2. NIGHTTIME RESTRICTIONS

All ACFT, turbojet fitted, not in accordance with the chapter 3 or chapter 4 standards are not allowed:
- To land between 2200-0600LT;
- To leave the parking stand in order to take-off between 2200-0600LT.

With the same restrictions none of the ACFT turbojet fitted, meeting the chapter 3 noise standards, for which the cumulative margin is less than 8 EPNdB is allowed:
- To land between 2200-0000LT;
- To leave the parking stand in order to take-off between 2200-0000LT.

None of the ACFT turbojet fitted, meeting the chapter 3 noise standards, for which the cumulative margin is less than 13 EPNdB is allowed:
- To land between 0000-0600LT;
- To leave the parking stand in order to take-off between 0000-0600LT.

Dispensation: None of the ACFT turbojet fitted, meeting the chapter 3 noise standards, for which the cumulative margin between 10 and 13 EPNdB is allowed to take-off or to land in the slot between 0000-0600LT from Blagnac APT if the owner can not prove that the ACFT has been used on this airfield between November 1st, 2010 and October 29th, 2011. This exemption will end on October 30th, 2015.
Since April 1st, 2013, none of the ACFT turbojet fitted, meeting the chapter 3 noise standards, for which the cumulative margin is less than 10 EPNdB is allowed:
- To land between 2200-0000LT;
- To leave the parking stand in order to take-off between 2200-0000LT.

Dispensation: None of the ACFT turbojet fitted, meeting the chapter 3 noise standards, for which the cumulative margin between 8 and 10 EPNdB is allowed to take-off or to land in the slot 2200-0000LT from Blagnac APT if the owner can not prove that the aircraft has been used on this airfield between April 1st, 2012 and March 31st, 2013. This exemption will end on April 1st, 2017.

Dispensations from the above specified regulations can be exeptionally given by the minister in charge for civil aviation.
These restrictions do not apply to humanitarian, ambulance, government flights, flights in emergency situations due to flight safety reasons, or flights of ACFT mentioned in article L. 110-2 of Civil Aviation Code.

1.2.3. REVERSE THRUST

Reverse thrust or propeller reverse pitch other than idle shall not be used for landings except for safety reasons.

1.2.4. RUN-UP TESTS

Engine run-up tests must be carried out on 'Bikini' run-up area and the protected run-up area located on St Martin Lagardere site.
Between 2200-0600LT run-ups are prohibited.
These restrictions do not apply to short tests less than 5 minutes and performed at idling power not exceeding that power used for starting and taxiing sequences.

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1. GENERAL

1.3. LOW VISIBILITY PROCEDURES

1.3.1. GENERAL

Low Visibility Procedures will be in force when RVR is 550m or below, or ceiling is 200' or below.

1.3.2. ARRIVAL

Vacate RWY 14R at RWY end via TWY M2. Use of TWYs M4 and M8 only on specific control clearances.

To Parking areas F and K as well as to stands E10 thru E40 use TWYs M2, N2, P20, then T40 or P40, T50.
To stands E41 thru E51 use TWYs M2, N2, P20, T40.
To stands E52 thru E62 use TWYs M2, N2, P20, P40 then T50 or P50, T55.
To stands E70 thru E82 use TWYs M2, N2, P20, P40, P50 then T55, or P55 then T60.
To stands U30 thru U34 use TWYs M2, N2, P20, P40, P50, P55, T60.
To stands V30 thru V37 use TWYs M2, N2, P20, P40, P50, P55, P60, T65.
To Parking areas A, B and D use TWYs M2, N2, P20.
To Parking areas C, G, M, CEV and DSNA use TWYs M2, N2, P10 and T10 without centerline. Unusable with RVR 150m or less.
To Apron St Martin use TWY S2 without centerline.
To Apron St Martin Lagardere use TWYs M2, N2, P20, P40, P50, P55, P60, P65, P70, P90, T100.
To Apron Ziegler via TWY S60 use TWYs S2, W20, W30, W40 and W50 without centerline, S60. Via TWY S90 use TWYs S2, W20, W30, W40 and W50 without centerline, W60, W80, S90.

1.3.3. DEPARTURE

From Parking areas F and K as well as from stands E10 thru E60 and E70 thru E72 use TWYs T50, P50, P55, P60, P65, P70, P90, P100, P101, M11.
From stand E62 use TWYs T55, P55 or T60 then P60, P65, P70, P90, P100, P101, M11.
From stands E80 thru E82 use TWYs T60, P60, P65, P70, P90, P100, P101, M11.
From stands U30 thru U34 use TWYs T65, P65, P70, P90, P100, P101, M11.
From stands V30 thru V34 use TWYs T60, P60, P65, P70, P90, P100, P101, M11.
From stands V35 thru V37 use TWYs T65, P65, P70, P90, P100, P101, M11.
From Parking areas A, B and D use TWYs P20, P40, P50, P55, P60, P65, P70, P90, P100, P101, M11.
From Parking areas C, G, M, DEV and DSNA use TWYs T10 and P10 without centerline (unusable with RVR 150m or below), P20, P40, P50, P55, P60, P65, P70, P90, P100, P101, M11.
From Apron St Martin use TWYs W20, W30, W40 and W50 without centerline, then W60, W80, W90, W100, S11.
From Apron St Martin Lagardere use TWYs T100, P100, P101, M11.
From Apron Ziegler use TWYs S60, W60, W80, W90, W100, S11 or S90, W90, W100, S11.

1.4. TAXI PROCEDURES

TWY P101 MAX wingspan less than 213'/65m.

1.5. PARKING INFORMATION

On stands A10 thru A15, B10, B12 thru B14, D10, D12, E10 thru E82 and V35 thru V37 push-back required.
WARNING: Push-back clearance is valid for 1 minute only.
Stand G8 available for helicopters.
Marshaller mandatory on all parking stands.

1.6. OTHER INFORMATION

RWY 14/32 for helicopters.

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2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

Low altitude circuit patterns are prohibited.
To reduce ACFT noise nuisances and as long as the flight safety is not jeopardized, instrument approaches must respect the following criteria:
- final approaches shall be performed with an angle equal to the GS defined for ILS.
- the GS shall be intercepted at or above 3000 '.
- recommended optimum initial approach GS angle is 5.2%.

Visual approaches are prohibited, except:
- for flight safety;
- by ATC instruction, in this case flying over the urban area of Toulouse shall be avoided and the RWY centerline shall be intercepted at or above 3000 '.

2.1.1. ARRIVAL RECOMMENDATIONS

When final approach it is recommended that, wherever possible, to avoid power or thrust increases.

2.2. CAT II/III OPERATIONS

RWY 14R approved for CAT II/III operations, special aircrew and ACFT certification required.

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

All instrument take-offs must comply with the initial clearance issued by ATC, except in specific cases or by ATC clearance.

3.2. OTHER INFORMATION

3.2.1. DATALINK DEPARTURE CLEARANCE (DCL)

The DCL request must be initiated by aircrews 10 min before scheduled start-up time.

The clearance echo-back message must be received by ATC at the latest 3 min after clearance has been issued. In case of lack of response 3 min before the scheduled start-up time, the aircrew should contact the preflight frequency to obtain departure clearance. The DCL service should not be initiated by the aircrew if their scheduled flight plan does not comply with the published SID and climb gradient. Unless otherwise mentioned in the message, the DCL means start-up clearance as well.

t_1: 3 min
In case of CTOT, the pilot gets the value CTOT -3 min to CTOT +3 min with the clearance.

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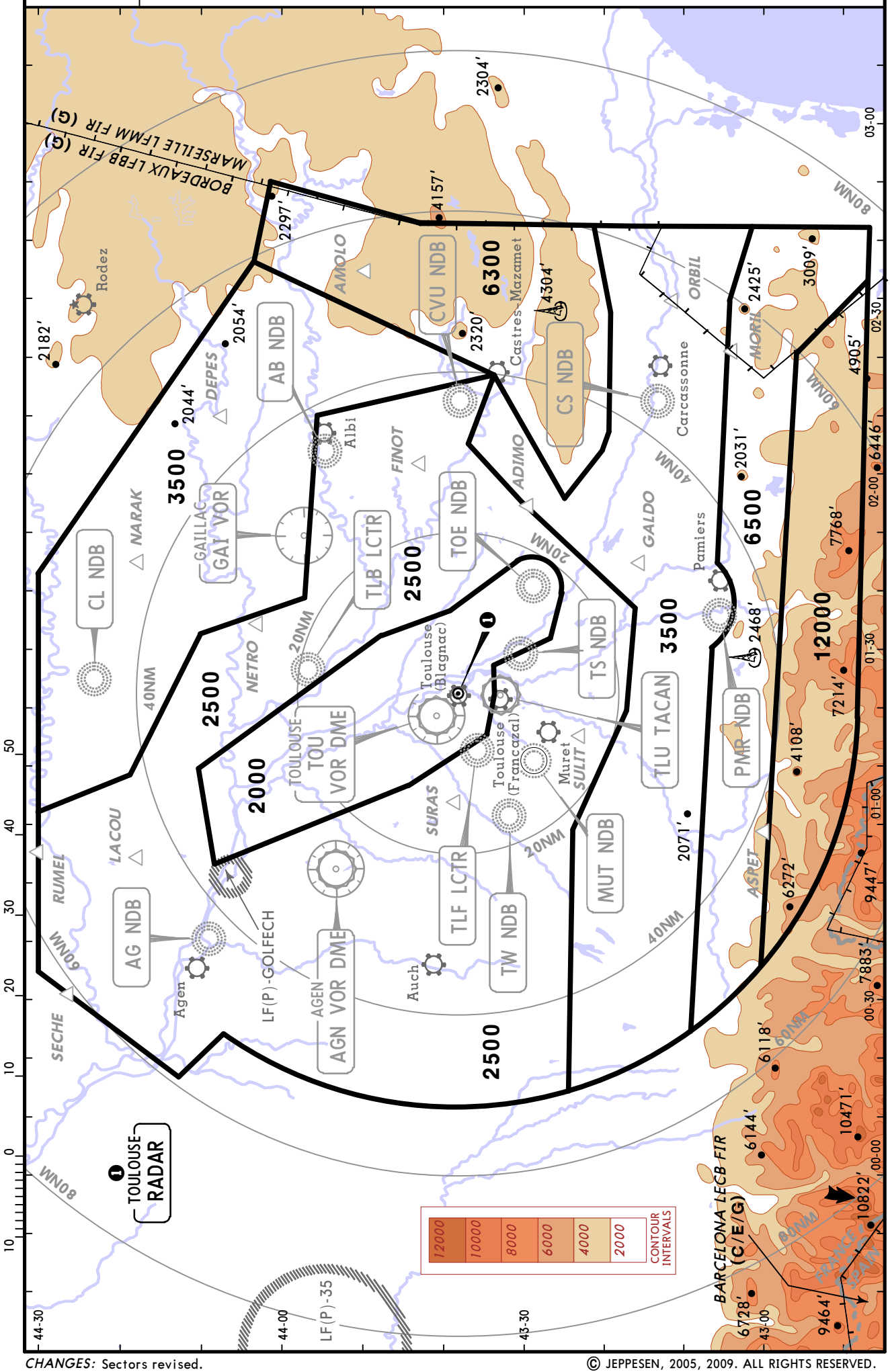
Apt Elev
499'

Alt Set: hPa
Trans level: By ATC Trans alt: 5000'



CHANGES: Sectors revised.

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ATIS	Apt Elev	
123.12	499′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

3000′ ❶
MSA
TOU VOR

MSA 3000′ all sectors if DME not available

❶ 2500′ within 10 NM

ESISI 6N *[ESIS6N]*

FOR FLIGHTS FROM UPPER & LOWER AIRSPACE WITH RFL ABOVE FL115

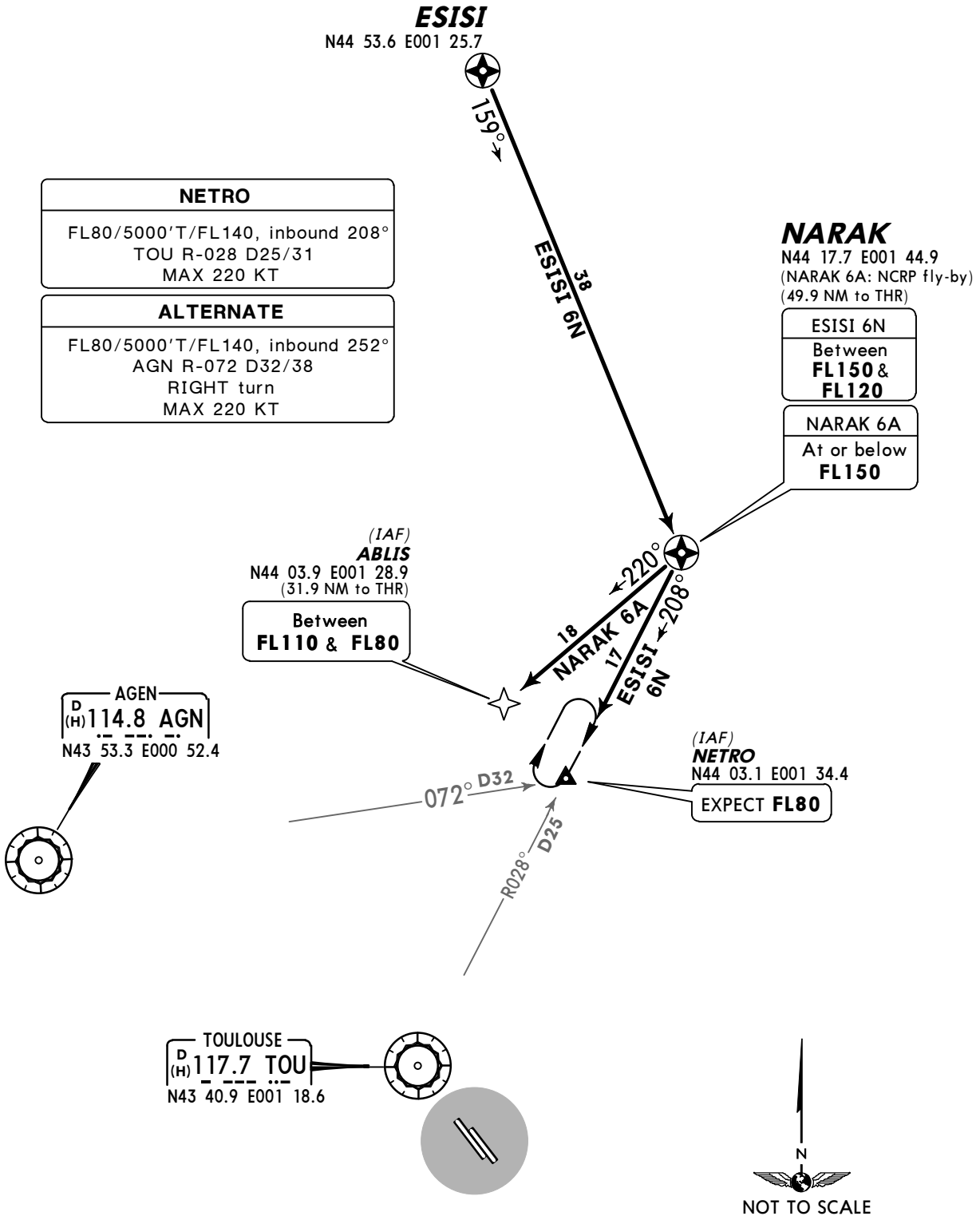
NARAK 6A *[NARA6A]*

RNAV (GNSS)

ONLY FOR CARRIERS PARTICIPATING TO CONTINUOUS DESCENT APPROACH (CDO) ASSESSMENT

FOR RNAV INITIAL APPROACH (CDO) REFER TO CHARTS 10-2K & 10-2L

RWYS 14L/R RNAV ARRIVALS



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ATIS	Apt Elev	
123.12	499′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

NARAK 6I *[NARA6I]*

RNAV (GNSS)

ONLY FOR CARRIERS PARTICIPATING TO CONTINUOUS DESCENT APPROACH (CDO) ASSESSMENT

FOR RNAV INITIAL APPROACH (CDO) REFER TO CHARTS 10-2M & 10-2N

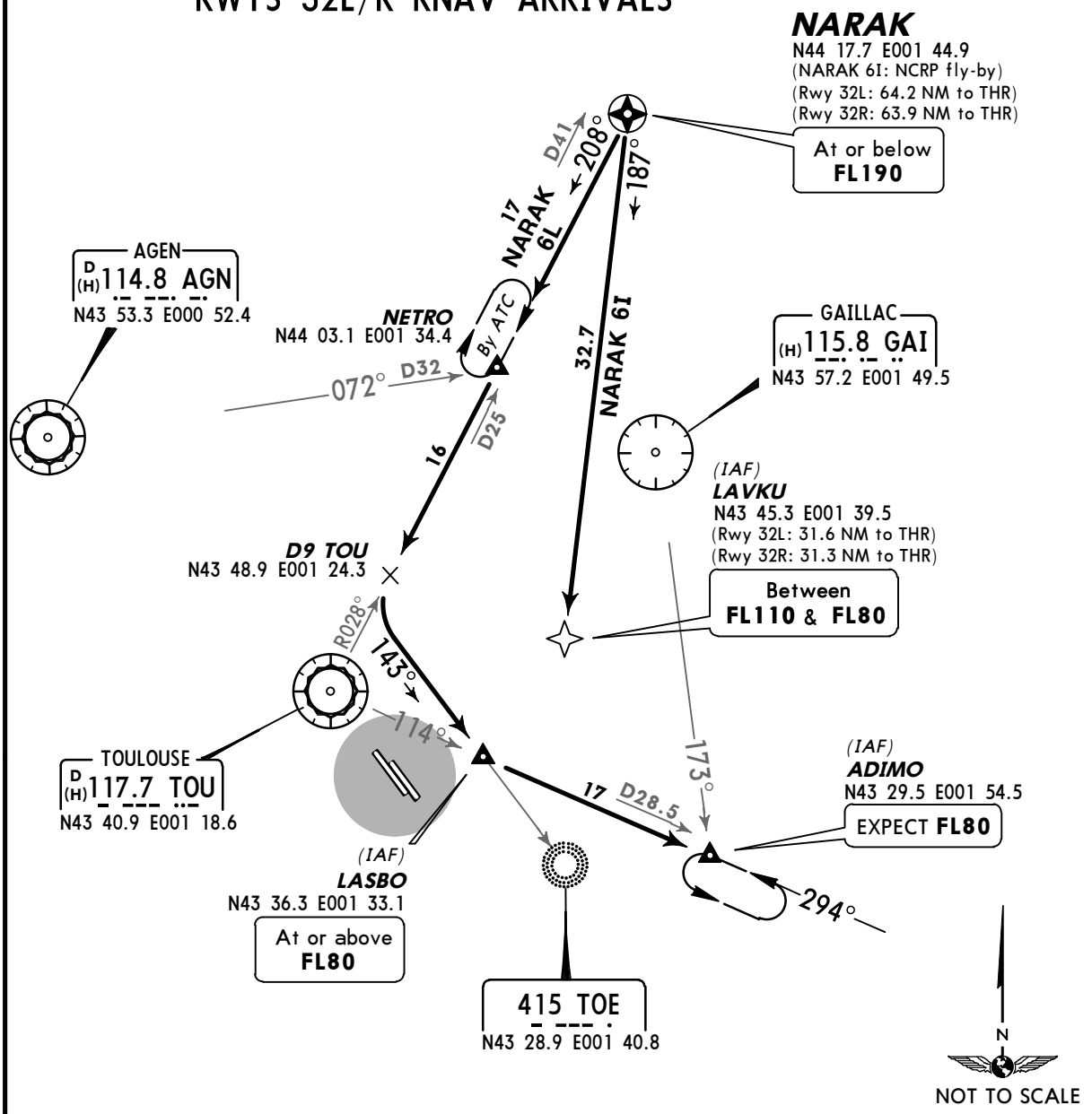
NARAK 6L *[NARA6L]*

FOR FLIGHTS FROM UPPER AIRSPACE

RWYS 32L/R RNAV ARRIVALS

3000′
❶
MSA TOU VOR

MSA 3000′ all sectors if DME not available
❶ 2500′ within 10 NM



NETRO
5000′T/FL140, inbound 208° TOU R-028 D25/31 MAX 220 KT

ADIMO
FL80/4500′T/FL140, inbound 294° TOU R-114 D28.5/34.5 MAX 220 KT

ALTERNATE
5000′T/FL140, inbound 253° AGN R-072 D32/38 RIGHT turn MAX 220 KT

ALTERNATE
FL80/4500′T/FL140, inbound 298° AGN R-118/GAI R-173 LEFT turn MAX 220 KT 1 min

CHANGES: RNAV STAR NARAK 6G redesignated 6I; WPT LAVGO renamed LAVKU.

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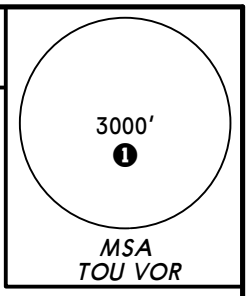
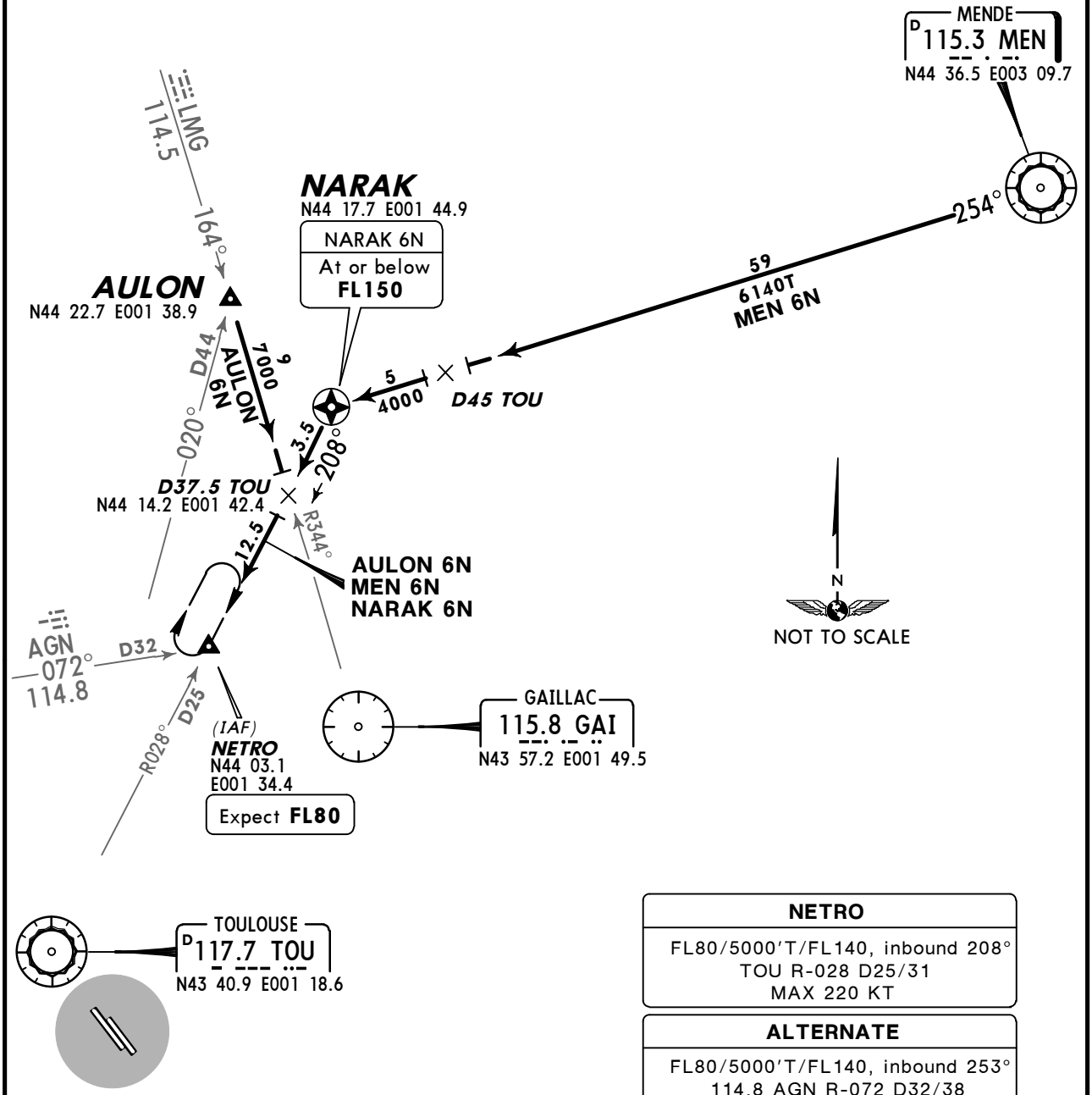
ATIS	Apt Elev	
123.12	499′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

AULON 6N [AULO6N]❷, MEN 6N ❸
NARAK 6N [NARA6N]
RWYS 14L/R ARRIVALS
FROM NORTH

❷ For flights from lower airspace with RFL below **FL115.**
❸ For flights from lower airspace.



MSA 3000′ all sectors if DME not available
❶ 2500′ within 10 NM



NETRO
FL80/5000′T/FL140, inbound 208° TOU R-028 D25/31 MAX 220 KT

ALTERNATE
FL80/5000′T/FL140, inbound 253° 114.8 AGN R-072 D32/38 RIGHT turn MAX 220 KT

CHANGES: STARs transferred & renumbered.

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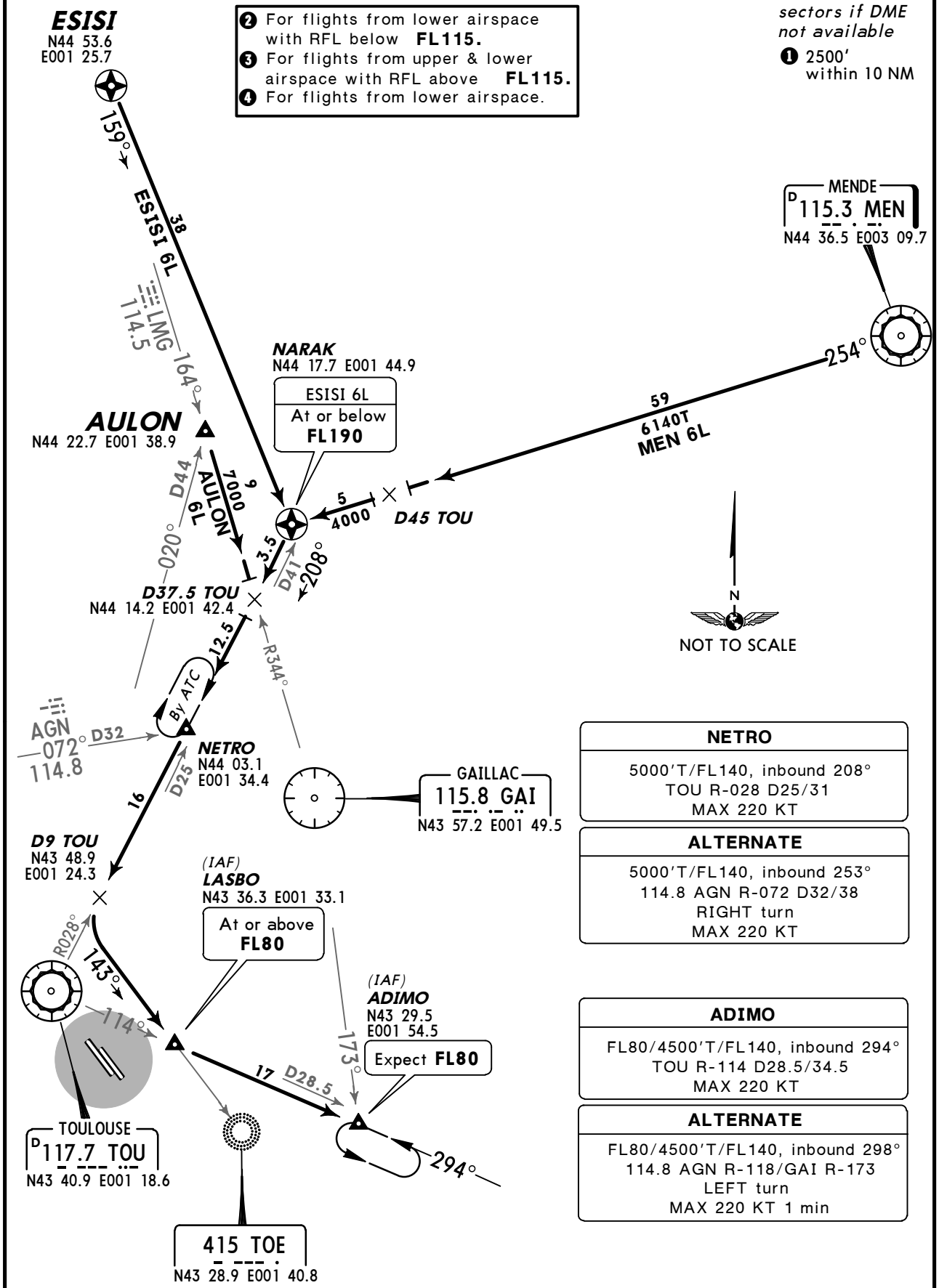
ATIS	Apt Elev	
123.12	499′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

AULON 6L [AULO6L]❷ , ESISI 6L [ESIS6L]❸
MEN 6L ❹
RWYS 32L/R ARRIVALS
FROM NORTH



NETRO
5000′T/FL140, inbound 208° TOU R-028 D25/31 MAX 220 KT

ALTERNATE
5000′T/FL140, inbound 253° 114.8 AGN R-072 D32/38 RIGHT turn MAX 220 KT

ADIMO
FL80/4500′T/FL140, inbound 294° TOU R-114 D28.5/34.5 MAX 220 KT

ALTERNATE
FL80/4500′T/FL140, inbound 298° 114.8 AGN R-118/GAI R-173 LEFT turn MAX 220 KT 1 min

CHANGES: STARs transferred, renumbered, replaced & revised.

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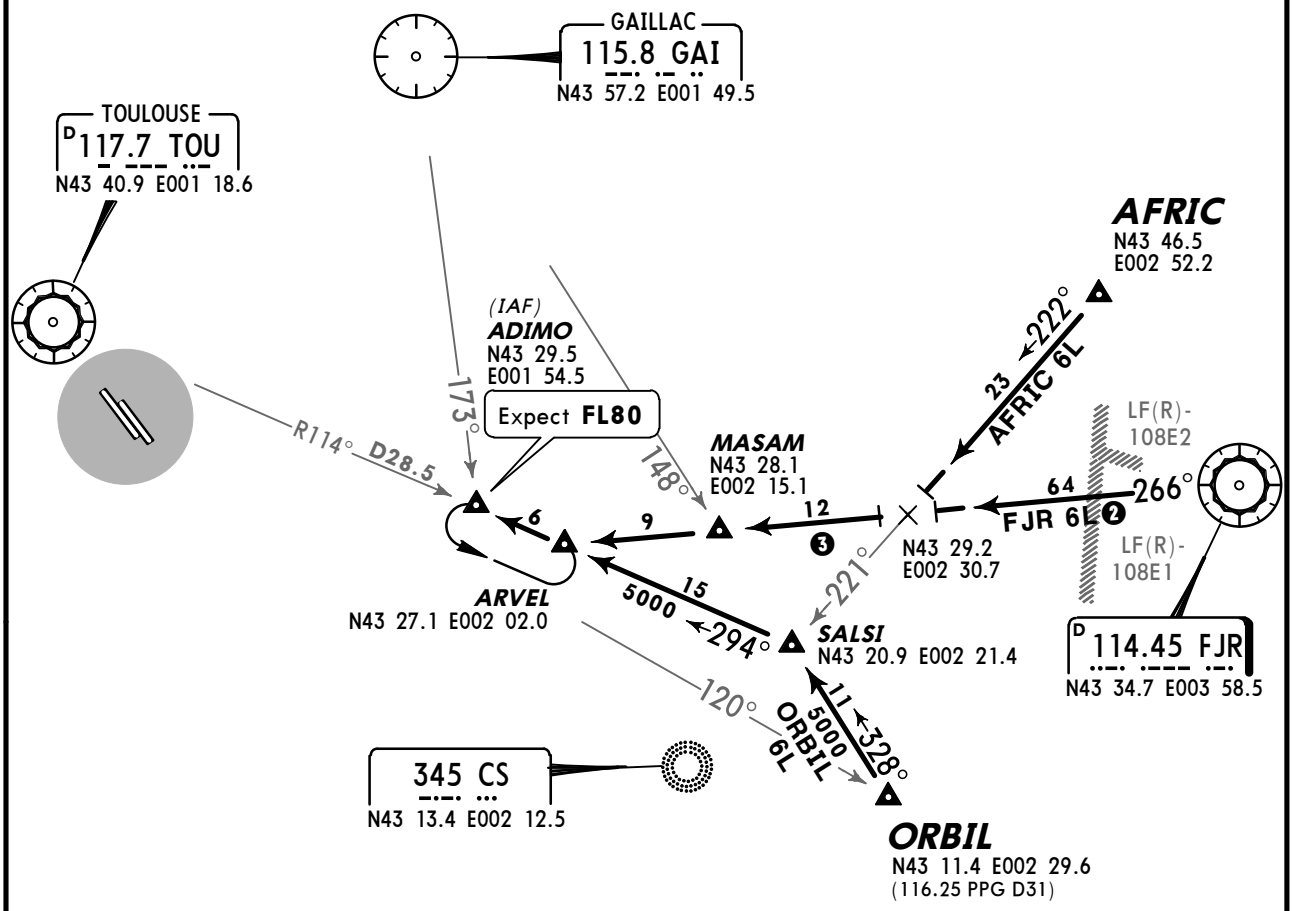
ATIS	Apt Elev	
123.12	499′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

AFRIC 6L *[AFRI6L]*, FJR 6L ❷
ORBIL 6L *[ORBI6L]*
RWYS 14L/R, 32L/R ARRIVALS
FROM EAST
FOR FLIGHTS FROM LOWER AIRSPACE

3000′ ❶
MSA
TOU VOR

MSA 3000′ all sectors if DME not available
❶ 2500′ within 10 NM

❷ Subject to LF(R)-108E1 & LF(R)-108E2 activity.
❸ RWYs 14L/R: **FL80/5800T**
RWYs 32L/R: **5800**



ADIMO
FL80/4500′T/FL140, inbound 294° TOU R-114 D28.5/34.5 MAX 220 KT

ALTERNATE
FL80/4500′T/FL140, inbound 298° 114.8 AGN R-118/GAI R-173 LEFT turn MAX 220 KT 1 min

N
NOT TO SCALE

CHANGES: STARs renumbered; chart reindexed.

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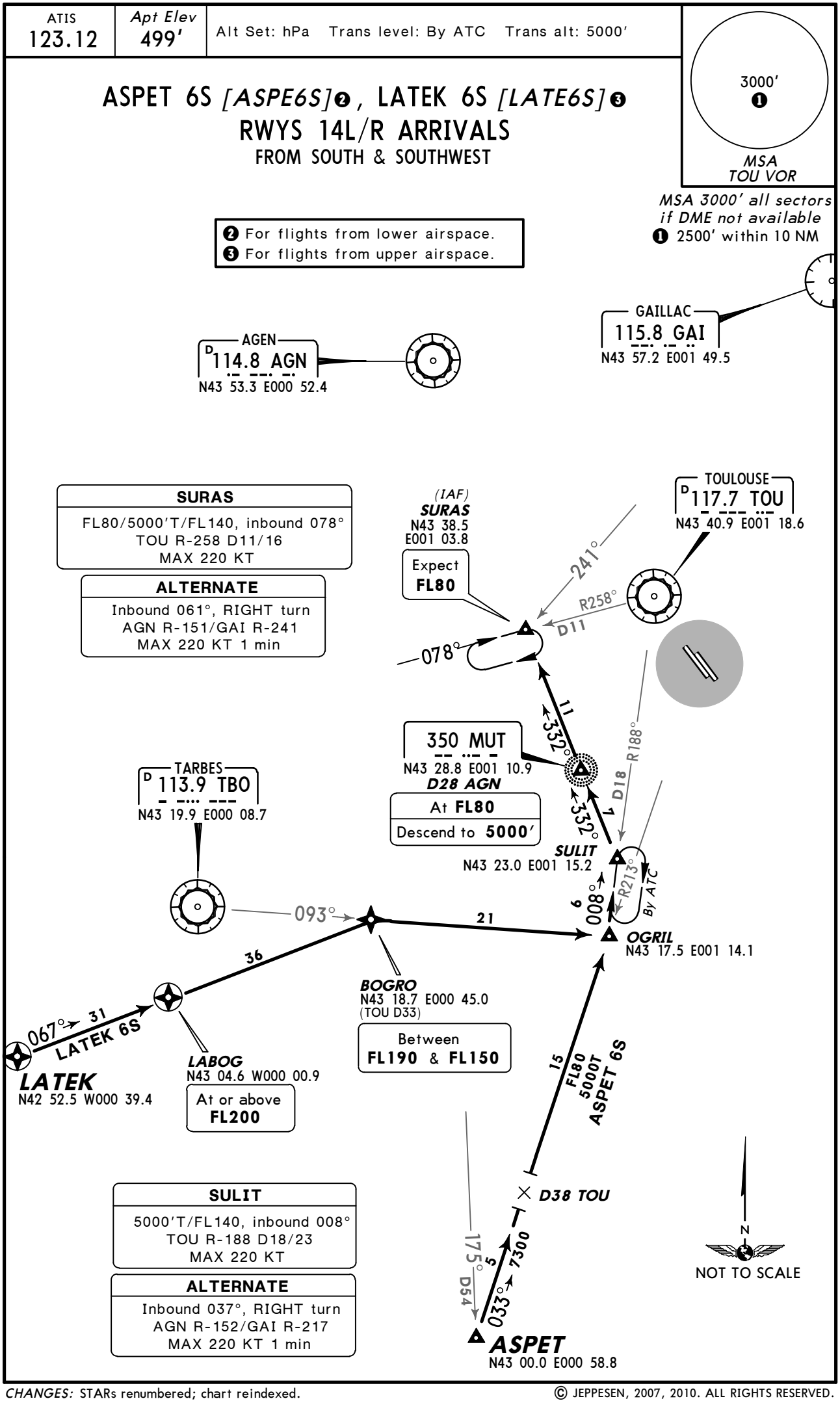
ATIS	Apt Elev	
123.12	499′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

ASPET 6S [ASPE6S]❷, LATEK 6S [LATE6S]❸
RWYS 14L/R ARRIVALS
FROM SOUTH & SOUTHWEST



CHANGES: STARs renumbered; chart reindexed.

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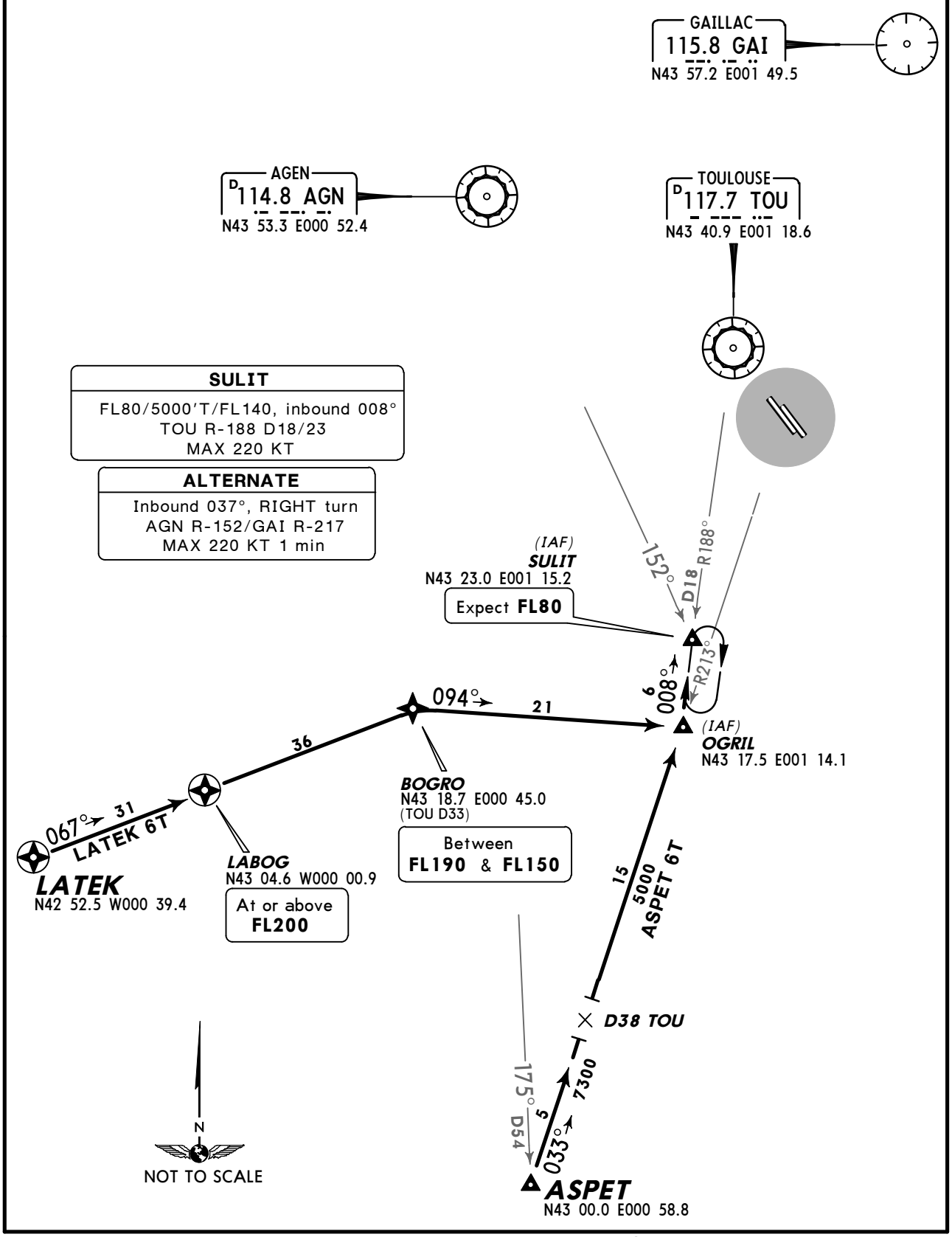
ATIS	Apt Elev	
123.12	499′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

ASPET 6T [ASPE6T]❷, LATEK 6T [LATE6T]❸
RWYS 32L/R ARRIVALS
FROM SOUTH & SOUTHWEST

❷ For flights from lower airspace.
❸ For flights from upper airspace.

3000′ ❶
MSA
TOU VOR

MSA 3000′ all sectors if DME not available
❶ 2500′ within 10 NM



CHANGES: STARs renumbered; chart reindexed.

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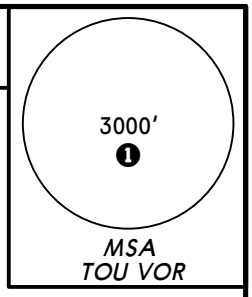
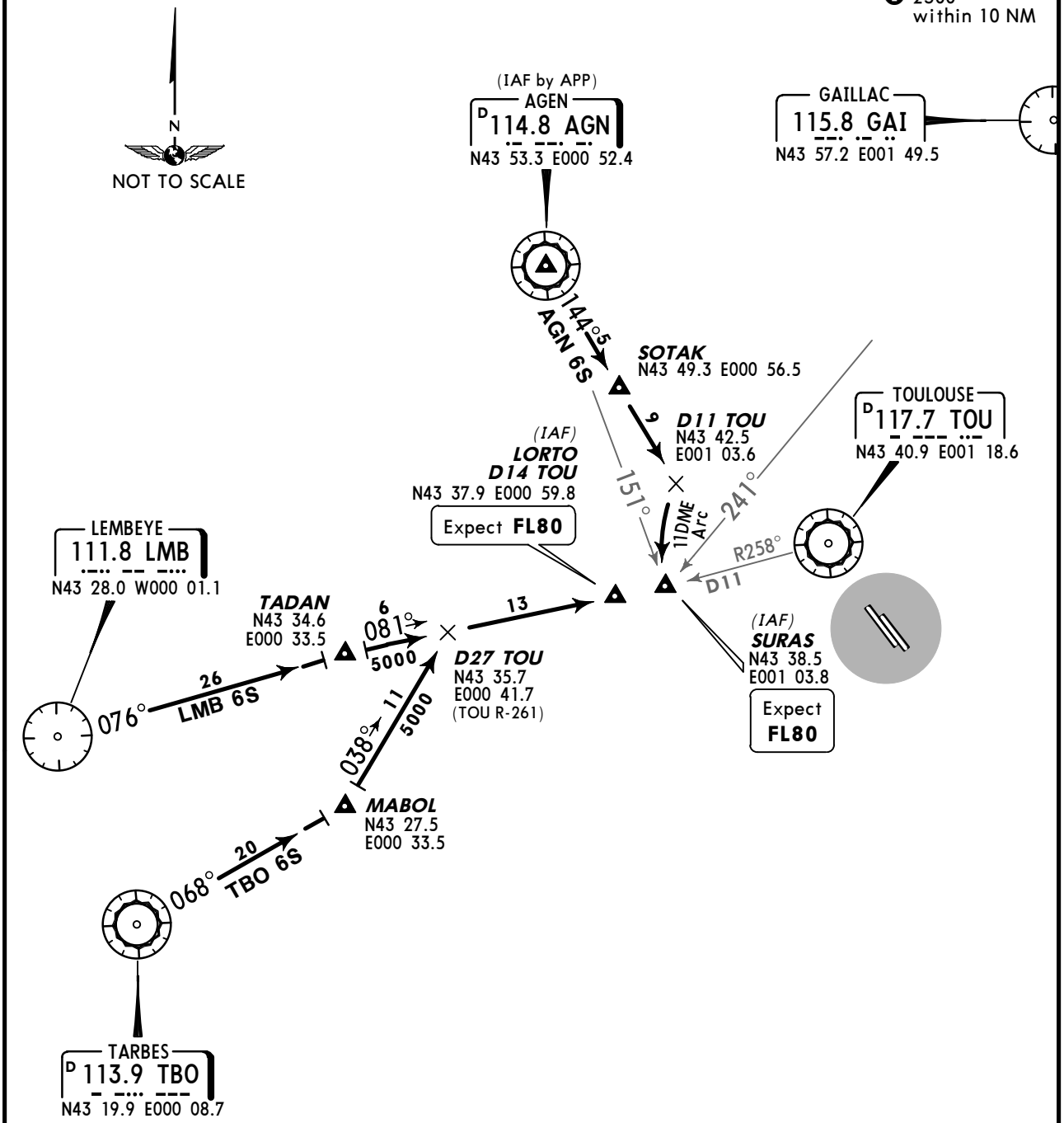
ATIS	Apt Elev	
123.12	499′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

AGN 6S, LMB 6S, TBO 6S
RWYS 14L/R ARRIVALS
FROM WEST



MSA 3000′ all sectors if DME not available

2500′ within 10 NM



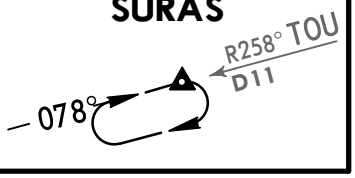
SURAS

FL80/5000′T/FL140, inbound 078°
TOU R-258 D11/16
MAX 220 KT

ALTERNATE

Inbound 061°, RIGHT turn
AGN R-151/GAI R-241
MAX 220 KT 1 min

HOLDING OVER SURAS



CHANGES: New chart (STARs transferred).

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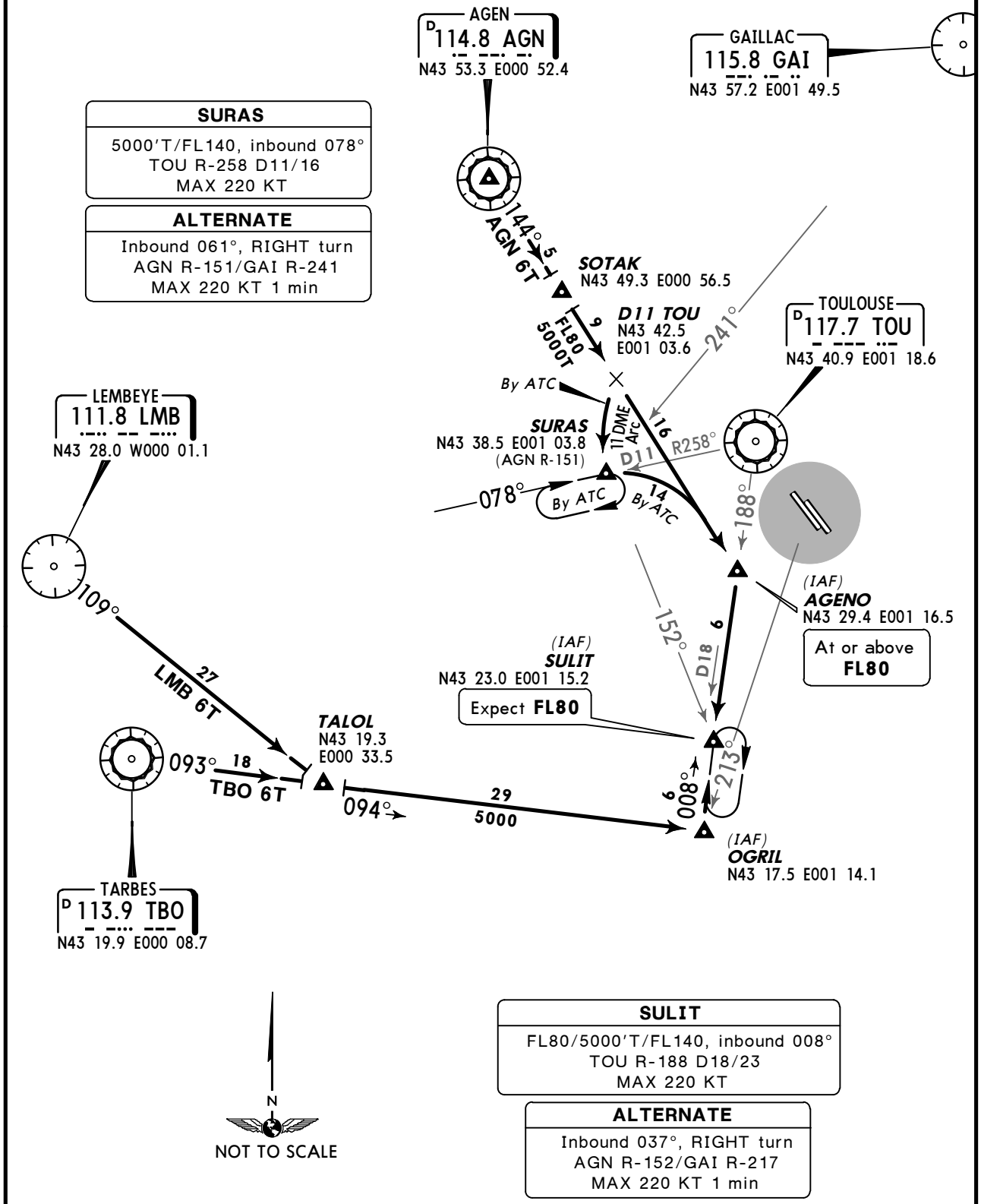
ATIS	Apt Elev	
123.12	499′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

AGN 6T, LMB 6T, TBO 6T
RWYS 32L/R ARRIVALS
FROM WEST



CHANGES: STARs renumbered & revised; chart reindexed.

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ATIS	Apt Elev	
123.12	499′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 1. CDO will be performed on crew's request at first contact with Toulouse APP. 2. CDO will be performed exclusively under RADAR surveillance.

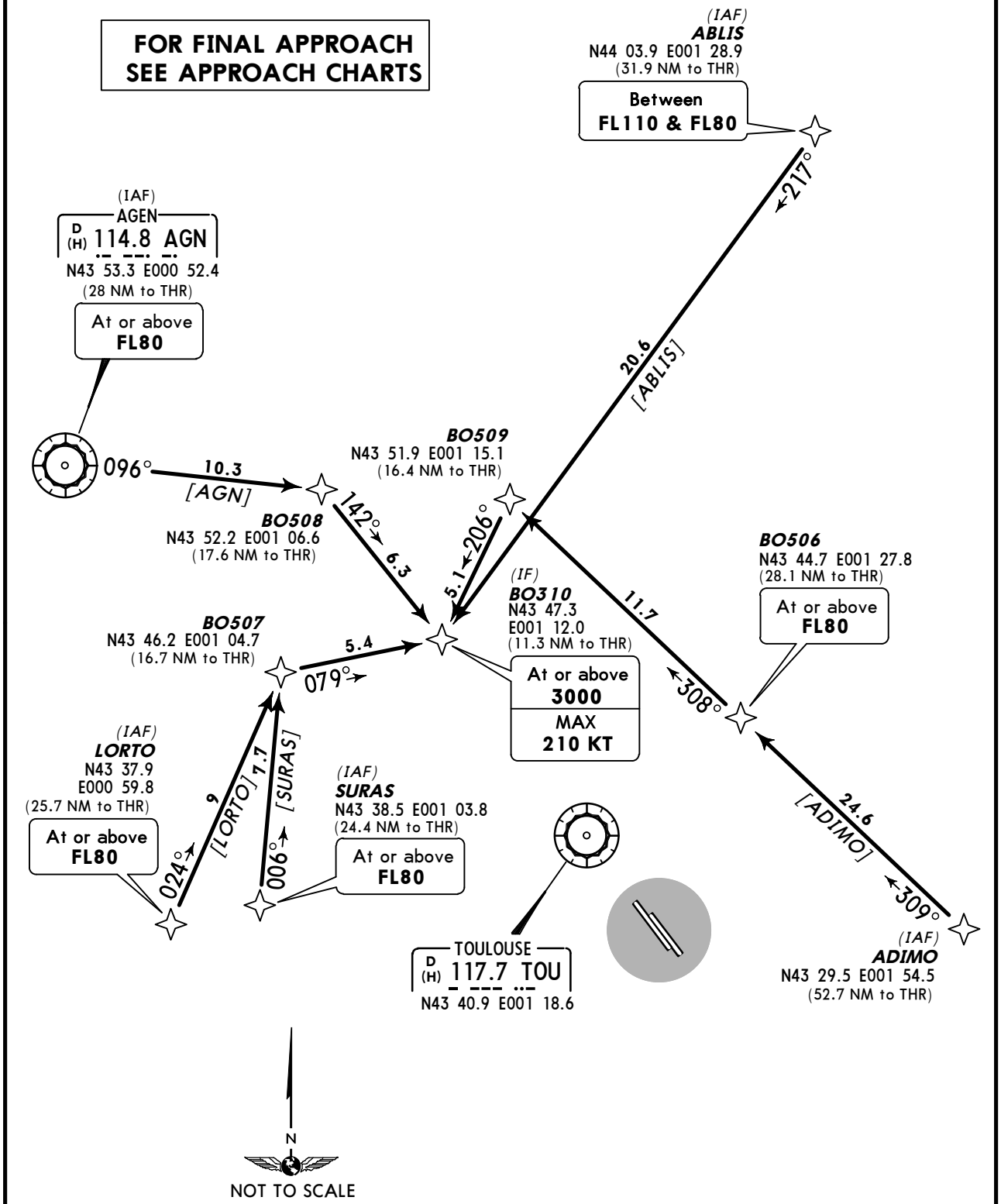
3000′ ❶
MSA
TOU VOR

MSA 3000′ all sectors if DME not available
❶ 2500′ within 10 NM

RWY 14L RNAV INITIAL APPROACH (CDO)

RNAV (GNSS)

ONLY FOR CARRIERS PARTICIPATING TO CONTINUOUS DESCENT APPROACH (CDO) ASSESSMENT



CHANGES: RNAV Initial Approach segment ABLIS revised.

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ATIS	Apt Elev	
123.12	499′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 1. CDO will be performed on crew's request at first contact with Toulouse APP. 2. CDO will be performed exclusively under RADAR surveillance.

3000′ ❶
MSA
TOU VOR

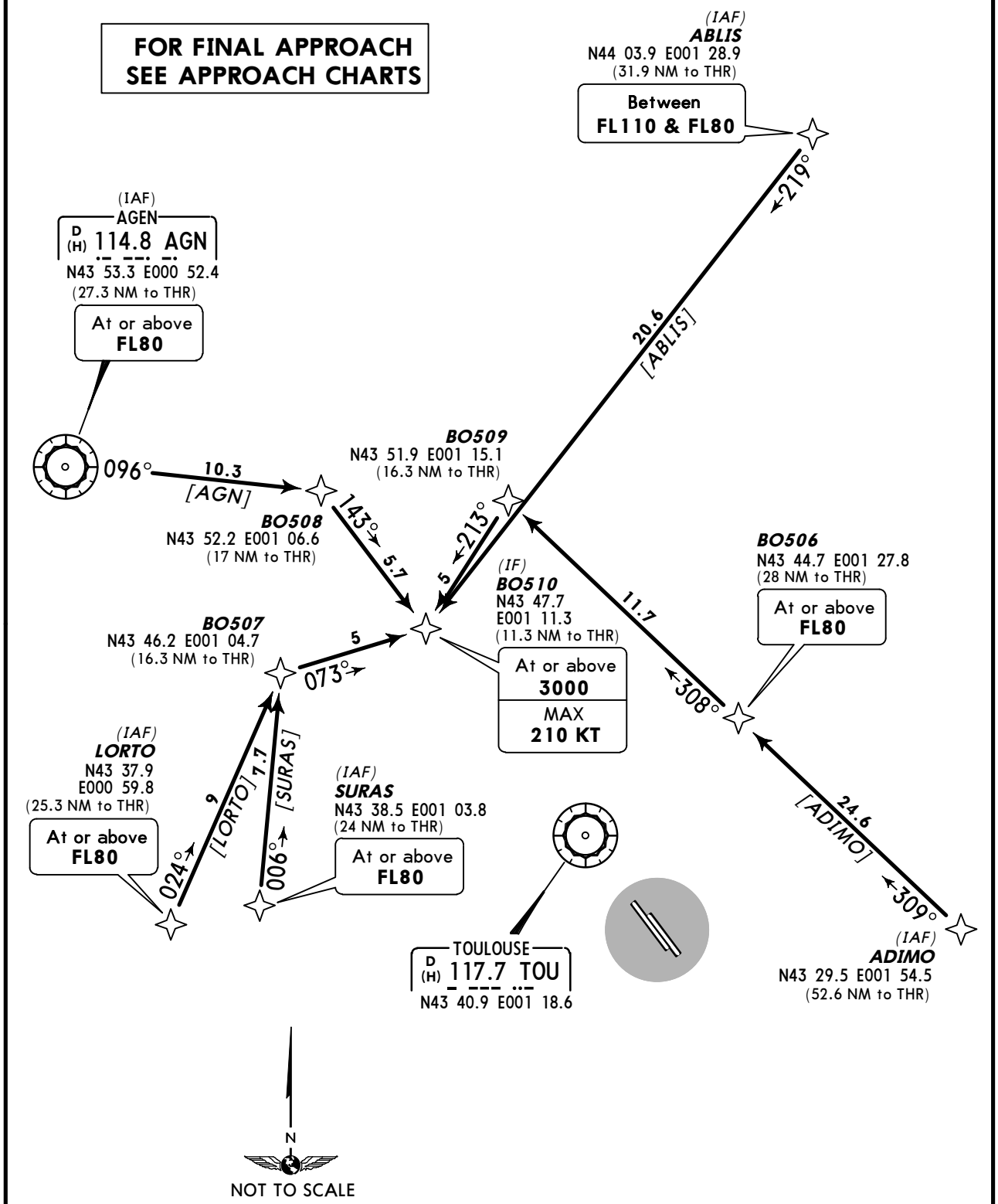
MSA 3000′ all sectors if DME not available

❶ 2500′ within 10 NM

RWY 14R RNAV INITIAL APPROACH (CDO)

RNAV (GNSS)

ONLY FOR CARRIERS PARTICIPATING TO CONTINUOUS DESCENT APPROACH (CDO) ASSESSMENT



CHANGES: RNAV Initial Approach segment ABLIS revised.

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ATIS	Apt Elev	
123.12	499'	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. CDO will be performed on crew's request at first contact with Toulouse APP. 2. CDO will be performed exclusively under RADAR surveillance.

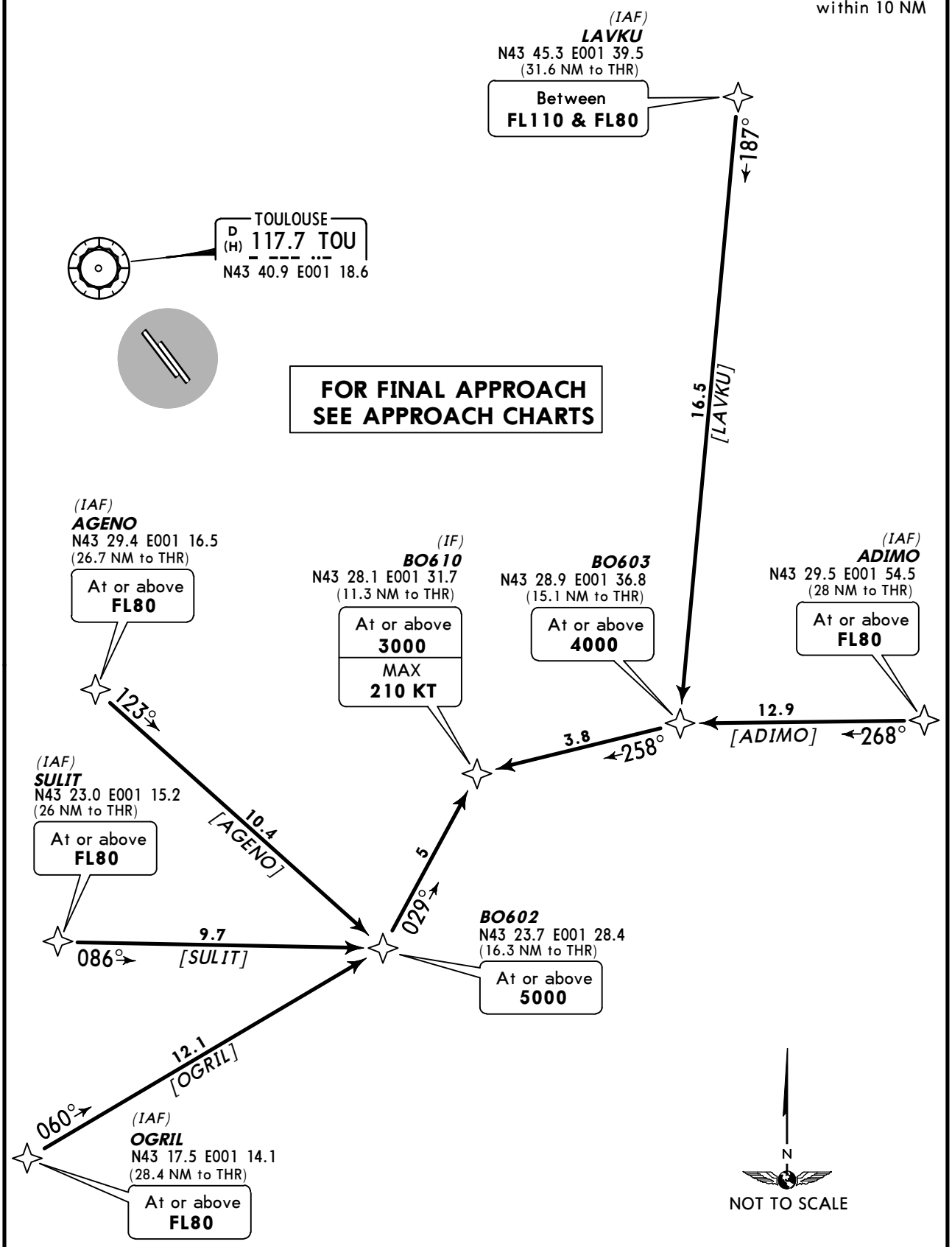
3000' ❶
MSA
TOU VOR

MSA 3000' all sectors if DME not available
❶ 2500' within 10 NM

RWY 32L RNAV INITIAL APPROACH (CDO)

RNAV (GNSS)

ONLY FOR CARRIERS PARTICIPATING TO CONTINUOUS DESCENT APPROACH (CDO) ASSESSMENT



CHANGES: RNAV Initial Approach segment LAVGO replaced by LAVKU.

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ATIS	Apt Elev	
123.12	499′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 1. CDO will be performed on crew's request at first contact with Toulouse APP. 2. CDO will be performed exclusively under RADAR surveillance.

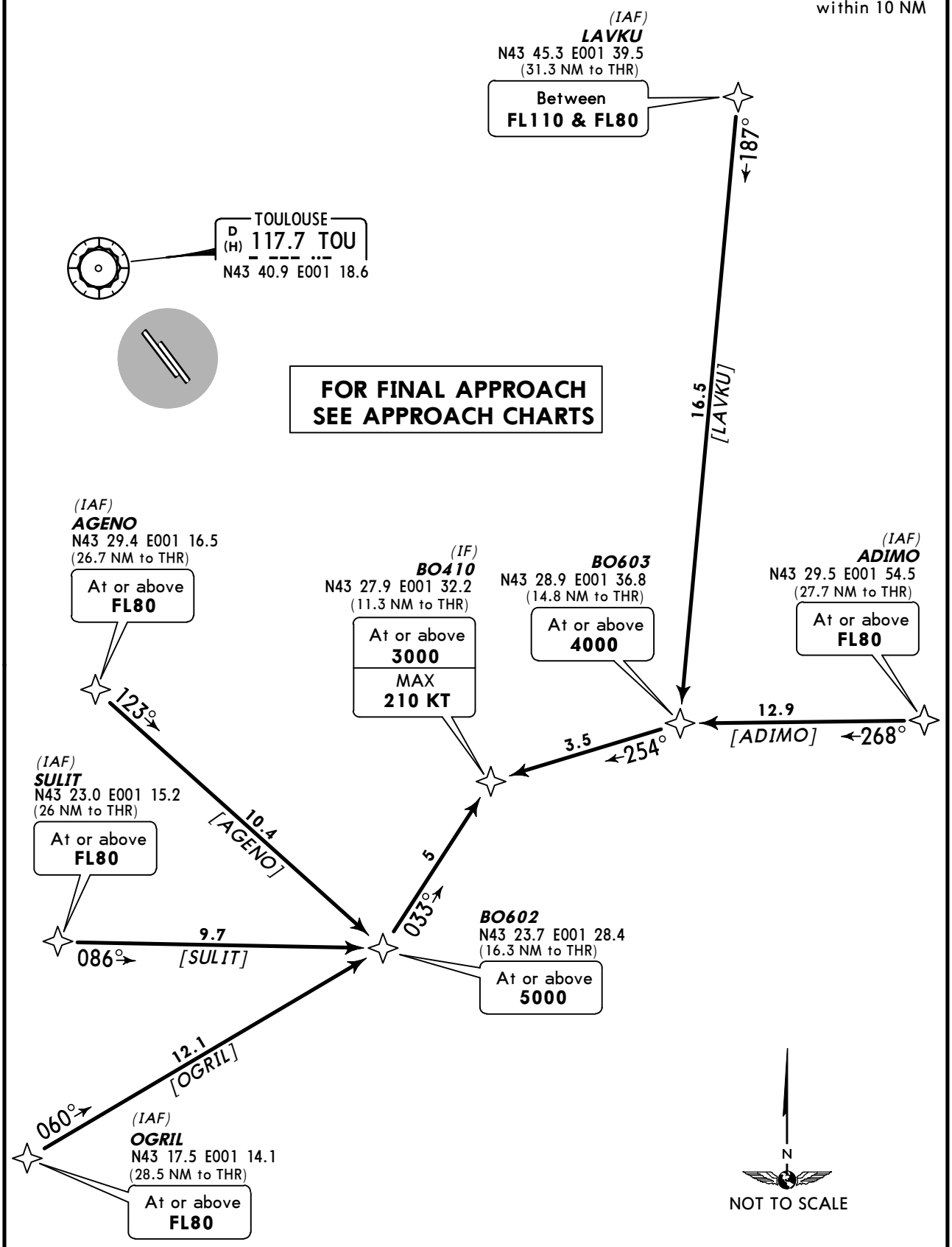
3000′ ❶
MSA
TOU VOR

MSA 3000′ all sectors if DME not available
❶ 2500′ within 10 NM

RWY 32R RNAV INITIAL APPROACH (CDO)

RNAV (GNSS)

ONLY FOR CARRIERS PARTICIPATING TO CONTINUOUS DESCENT APPROACH (CDO) ASSESSMENT



CHANGES: RNAV Initial Approach segment LAVGO replaced by LAVKU.

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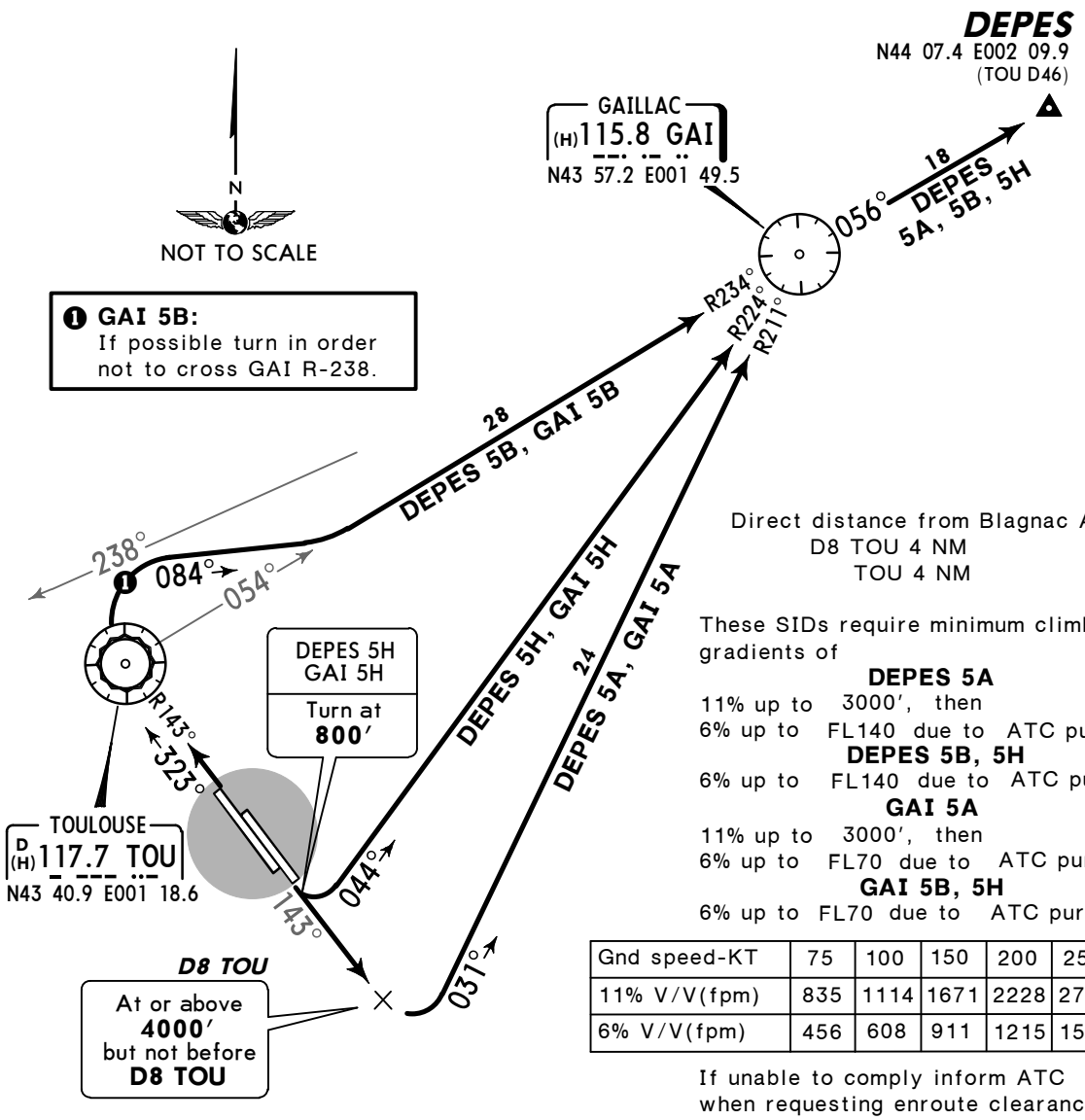
Apt Elev 499′	Trans level: By ATC Trans alt: 5000′ SIDs include minimum noise routings.

DEPES 5A *[DEPE5A]*, DEPES 5B *[DEPE5B]*
DEPES 5H *[DEPE5H]*
GAI 5A, GAI 5B, GAI 5H
RWYS 14L/R, 32L/R DEPARTURES



Direct distance from Blagnac Apt to:
D8 TOU 4 NM
TOU 4 NM

These SIDs require minimum climb gradients of

DEPES 5A
11% up to 3000′, then
6% up to FL140 due to ATC purposes.

DEPES 5B, 5H
6% up to FL140 due to ATC purposes.

GAI 5A
11% up to 3000′, then
6% up to FL70 due to ATC purposes.

GAI 5B, 5H
6% up to FL70 due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
11% V/V(fpm)	835	1114	1671	2228	2785	3342
6% V/V(fpm)	456	608	911	1215	1519	1823

If unable to comply inform ATC when requesting enroute clearance.

Initial climb clearance **FL70**

SID	RWY	ROUTING
DEPES 5A ❷❸	**14L/R**	Intercept TOU R-143 climbing to assigned altitude, at or above 4000′, but not before D8 TOU, turn LEFT, intercept GAI R-211 inbound to GAI, turn RIGHT, GAI R-056 to DEPES.
DEPES 5B ❷	**32L/R**	Intercept TOU R-143 inbound to TOU, turn RIGHT, 084° track, intercept TOU R-054 to GAI, GAI R-056 to DEPES.
DEPES 5H ❷❹	**14L/R**	Intercept TOU R-143, at 800′ turn LEFT, intercept GAI R-224 inbound to GAI, turn RIGHT, GAI R-056 to DEPES.
GAI 5A ❺		Intercept TOU R-143 climbing to assigned altitude, at or above 4000′, but not before D8 TOU, turn LEFT, intercept GAI R-211 inbound to GAI.
GAI 5B ❺	**32L/R**	Intercept TOU R-143 inbound to TOU, turn RIGHT, 084° track, intercept TOU R-054 to GAI.
GAI 5H ❹❺	**14L/R**	Intercept TOU R-143, at 800′ turn LEFT, intercept GAI R-224 inbound to GAI.

❷ For flights into lower airspace.
❸ Not for piston acft & helicopter.
❹ For piston acft & helicopter, prop acft by ATC.
❺ For flights within FIR with destination LFCC, LFCI, LFCR, LFLW & LFSL.

CHANGES: GAI SIDs availability.

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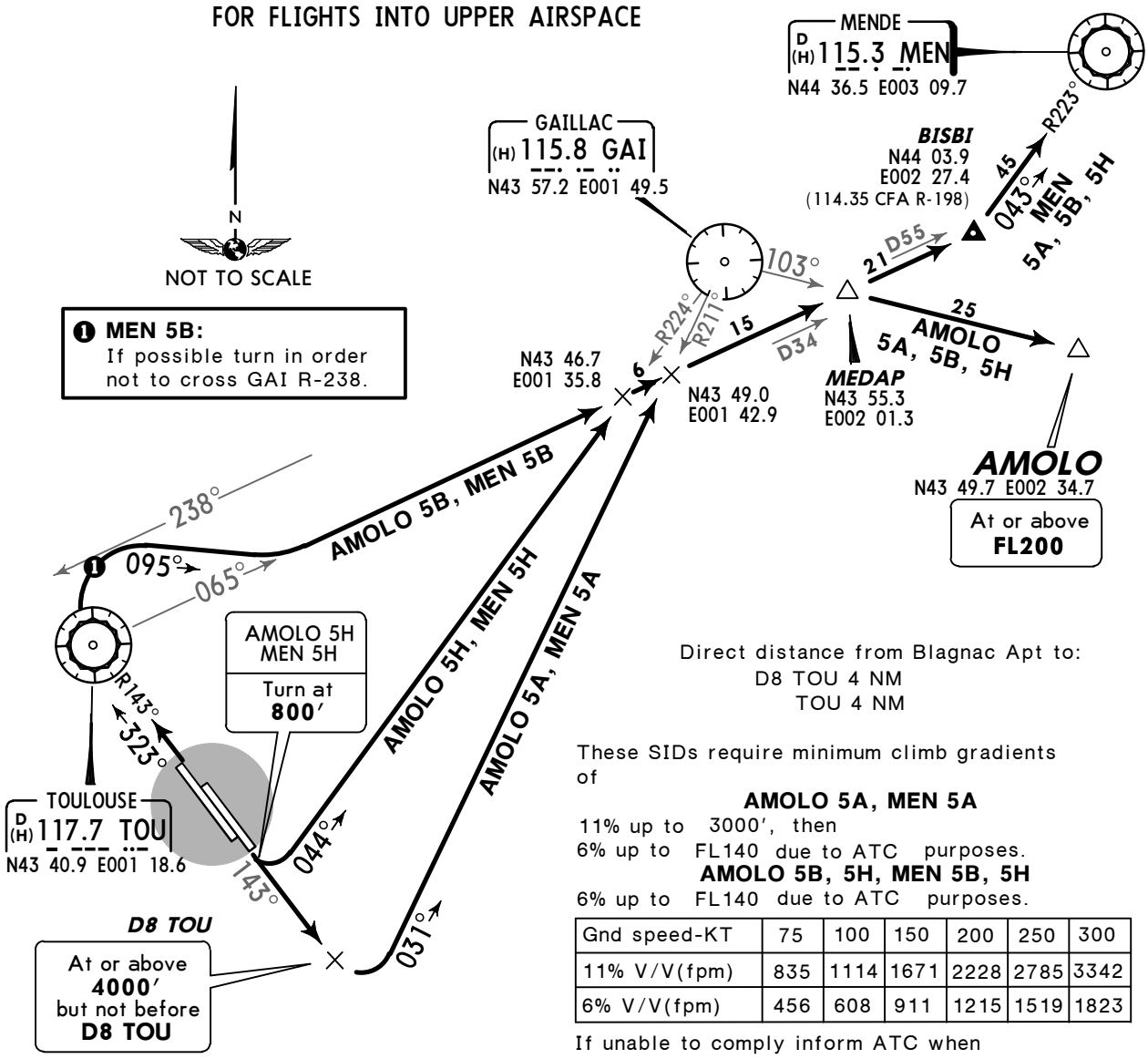
Apt Elev 499′	Trans level: By ATC Trans alt: 5000′ SIDs include minimum noise routings.

AMOLO 5A *[AMOL5A]*
AMOLO 5B *[AMOL5B]*, AMOLO 5H *[AMOL5H]*
MEN 5A, MEN 5B, MEN 5H
RWYS 14L/R, 32L/R DEPARTURES
FOR FLIGHTS INTO UPPER AIRSPACE



Direct distance from Blagnac Apt to:
D8 TOU 4 NM
TOU 4 NM

These SIDs require minimum climb gradients of

AMOLO 5A, MEN 5A
11% up to 3000′, then
6% up to FL140 due to ATC purposes.

AMOLO 5B, 5H, MEN 5B, 5H
6% up to FL140 due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
11% V/V(fpm)	835	1114	1671	2228	2785	3342
6% V/V(fpm)	456	608	911	1215	1519	1823

If unable to comply inform ATC when requesting enroute clearance.

Initial climb clearance **FL70**

SID	RWY	ROUTING
AMOLO 5A ❷	**14L/R**	Intercept TOU R-143 climbing to assigned altitude, at or above 4000′, but not before D8 TOU, turn LEFT, intercept GAI R-211 inbound, intercept TOU R-065 to MEDAP, turn RIGHT, intercept GAI R-103 to AMOLO.
AMOLO 5B	**32L/R**	Intercept TOU R-143 inbound to TOU, turn RIGHT, 095° track, intercept TOU R-065 to MEDAP, turn RIGHT, intercept GAI R-103 to AMOLO.
AMOLO 5H ❸	**14L/R**	Intercept TOU R-143, at 800′ turn LEFT, intercept GAI R-224 inbound, intercept TOU R-065 to MEDAP, turn RIGHT, intercept GAI R-103 to AMOLO.
MEN 5A ❷		Intercept TOU R-143 climbing to assigned altitude, at or above 4000′, but not before D8 TOU, turn LEFT, intercept GAI R-211 inbound, intercept TOU R-065 to BISBI, turn LEFT, intercept MEN R-223 inbound to MEN.
MEN 5B	**32L/R**	Intercept TOU R-143 inbound to TOU, turn RIGHT, 095° track, intercept TOU R-065 to BISBI, turn LEFT, intercept MEN R-223 inbound to MEN.
MEN 5H ❸	**14L/R**	Intercept TOU R-143, at 800′ turn LEFT, intercept GAI R-224 inbound, intercept TOU R-065 to BISBI, turn LEFT, intercept MEN R-223 inbound to MEN.

❷ Not for piston acft & helicopter. ❸ For piston acft & helicopter, prop acft by ATC.

CHANGES: None.

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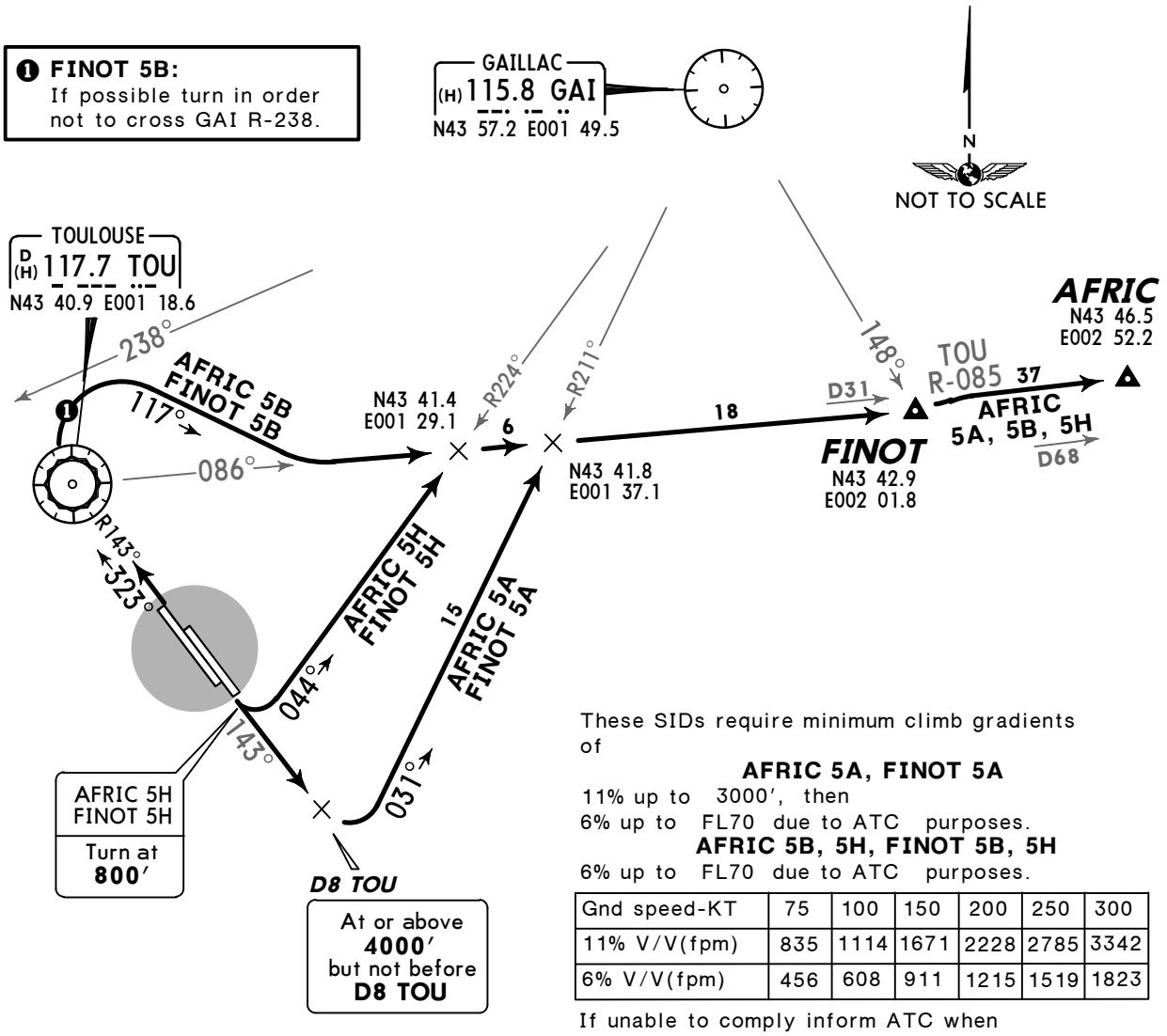
Apt Elev 499′	Trans level: By ATC Trans alt: 5000′ SIDs include minimum noise routings.

No MSA published

AFRIC 5A *[AFRI5A]*, AFRIC 5B *[AFRI5B]* AFRIC 5H *[AFRI5H]*, FINOT 5A *[FINO5A]* FINOT 5B *[FINO5B]*, FINOT 5H *[FINO5H]* RWYS 14L/R, 32L/R DEPARTURES

FOR FLIGHTS INTO LOWER AIRSPACE



These SIDs require minimum climb gradients of

AFRIC 5A, FINOT 5A

11% up to 3000′, then
6% up to FL70 due to ATC purposes.

AFRIC 5B, 5H, FINOT 5B, 5H

6% up to FL70 due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
11% V/V(fpm)	835	1114	1671	2228	2785	3342
6% V/V(fpm)	456	608	911	1215	1519	1823

If unable to comply inform ATC when requesting enroute clearance.

Initial climb clearance **FL70**

SID	RWY	ROUTING
AFRIC 5A ❷	**14L/R**	Intercept TOU R-143 climbing to assigned altitude, at or above 4000′, but not before D8 TOU, turn LEFT, intercept GAI R-211 inbound, intercept TOU R-086 to FINOT, turn LEFT, intercept TOU R-085 to AFRIC.
AFRIC 5B	**32L/R**	Intercept TOU R-143 inbound to TOU, turn RIGHT, 117° track, intercept TOU R-086 to FINOT, turn LEFT, intercept TOU R-085 to AFRIC.
AFRIC 5H ❹	**14L/R**	Intercept TOU R-143, at 800′ turn LEFT, intercept GAI R-224 inbound, intercept TOU R-086 to FINOT, turn LEFT, intercept TOU R-085 to AFRIC.
FINOT 5A ❷❸		Intercept TOU R-143 climbing to assigned altitude, at or above 4000′, but not before D8 TOU, turn LEFT, intercept GAI R-211 inbound, intercept TOU R-086 to FINOT.
FINOT 5B ❸	**32L/R**	Intercept TOU R-143 inbound to TOU, turn RIGHT, 117° track, intercept TOU R-086 to FINOT.
FINOT 5H ❸❹	**14L/R**	Intercept TOU R-143, at 800′ turn LEFT, intercept GAI R-224 inbound, intercept TOU R-086 to FINOT.

❷ Not for piston acft & helicopter.
❸ For flights with destination LFCI, LFCK, LFMK, LFMP & Spain.
❹ For piston acft & helicopter, prop acft by ATC.

CHANGES: Radial/track update.

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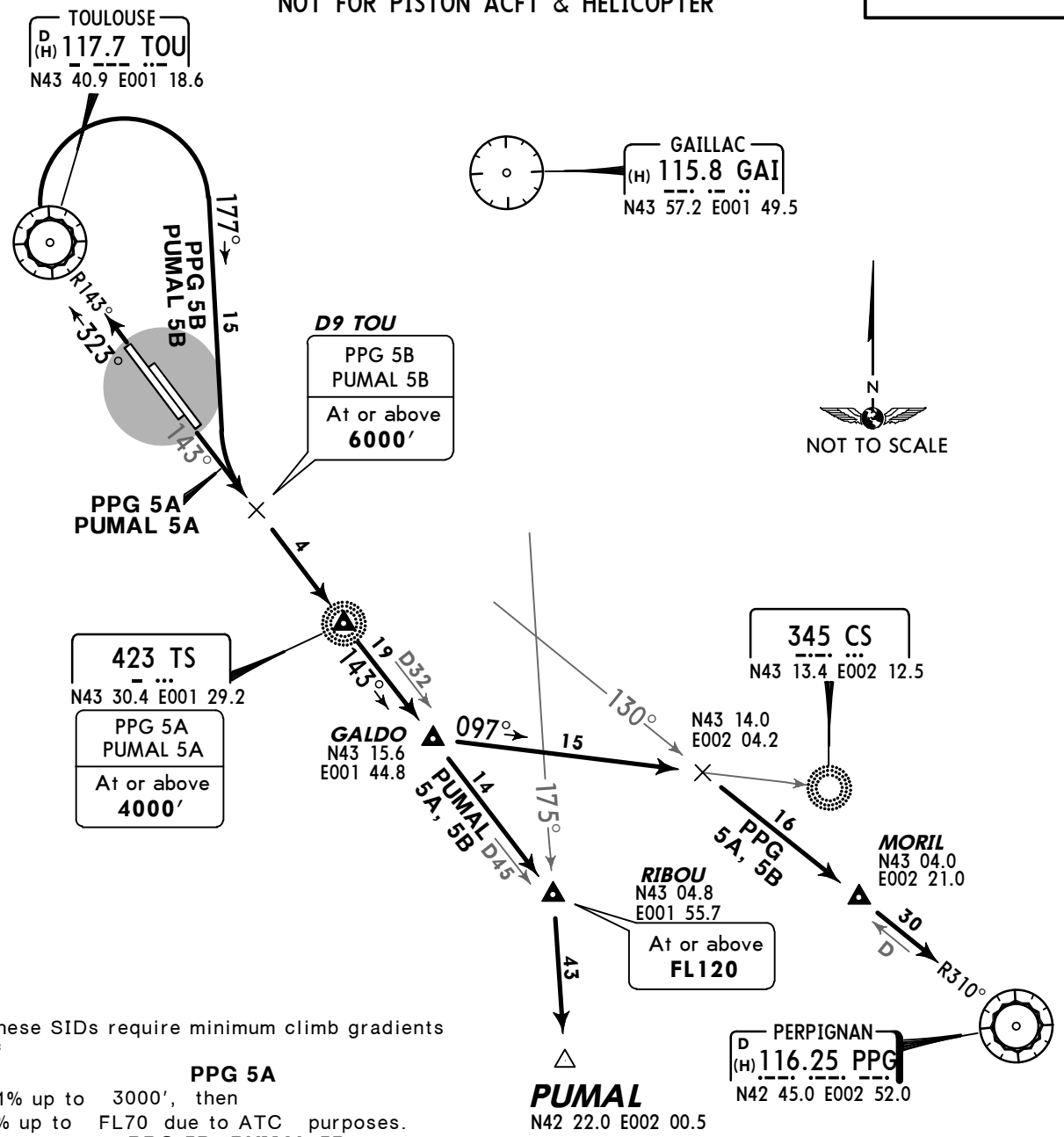
Apt Elev 499′	Trans level: By ATC Trans alt: 5000′ SIDs include minimum noise routings.

No MSA published

PPG 5A, PPG 5B
PUMAL 5A *[PUMA5A]*, PUMAL 5B *[PUMA5B]*
RWYS 14L/R, 32L/R DEPARTURES
NOT FOR PISTON ACFT & HELICOPTER



These SIDs require minimum climb gradients of

PPG 5A

11% up to 3000′, then
6% up to FL70 due to ATC purposes.

PPG 5B, PUMAL 5B

6% up to FL70 due to ATC purposes.

PUMAL 5A

11% up to 3000′, then
6% up to FL110 due to ATC purposes.
If unable to comply inform ATC when requesting enroute clearance.

Gnd speed-KT	75	100	150	200	250	300
11% V/V(fpm)	835	1114	1671	2228	2785	3342
6% V/V(fpm)	456	608	911	1215	1519	1823

Initial climb clearance **FL70**

SID	RWY	ROUTING
PPG 5A	**14L/R**	Intercept TOU R-143 to GALDO, turn LEFT, intercept 097° bearing towards CS, intercept TOU R-130 to PPG.
PPG 5B	**32L/R**	Intercept TOU R-143 inbound to TOU, turn RIGHT, 177° track, intercept TOU R-143 to GALDO, turn LEFT, intercept 097° bearing towards CS, intercept TOU R-130 to PPG.
PUMAL 5A	**14L/R**	Intercept TOU R-143 to RIBOU, turn RIGHT, intercept GAI R-175 to PUMAL.
PUMAL 5B	**32L/R**	Intercept TOU R-143 inbound to TOU, turn RIGHT, 177° track, intercept TOU R-143 to RIBOU, turn RIGHT, intercept GAI R-175 to PUMAL.

CHANGES: Radial/track update.

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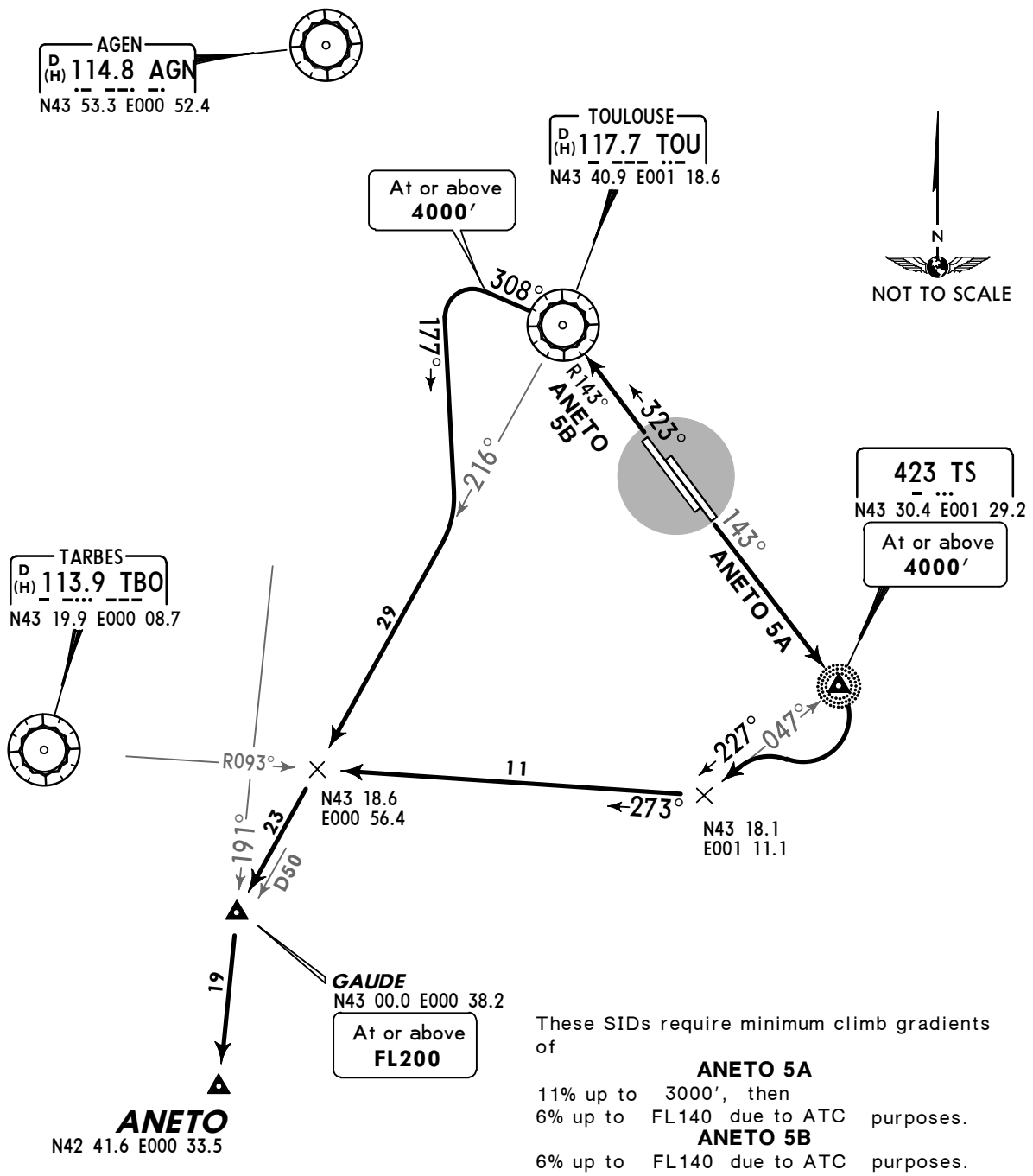
Apt Elev 499′	Trans level: By ATC Trans alt: 5000′ SIDs include minimum noise routings.

No MSA published

ANETO 5A *[ANET5A]*, ANETO 5B *[ANET5B]*
RWYS 14L/R, 32L/R DEPARTURES
FOR FLIGHTS INTO UPPER AIRSPACE



These SIDs require minimum climb gradients of

ANETO 5A

11% up to 3000′, then
6% up to FL140 due to ATC purposes.

ANETO 5B

6% up to FL140 due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
11% V/V(fpm)	835	1114	1671	2228	2785	3342
6% V/V(fpm)	456	608	911	1215	1519	1823

If unable to comply inform ATC when requesting enroute clearance.

Initial climb clearance **FL70**

SID	RWY	ROUTING
ANETO 5A	**14L/R**	Intercept TOU R-143 to TS, turn RIGHT, intercept 227° bearing from TS, intercept TBO R-093 inbound, intercept TOU R-216 to GAUDE, turn LEFT, intercept AGN R-191 to ANETO.
ANETO 5B	**32L/R**	Intercept TOU R-143 inbound to TOU, turn LEFT, TOU R-308, at or above 4000′ turn LEFT, 177° track, intercept TOU R-216 to GAUDE, turn LEFT, intercept AGN R-191 to ANETO.

CHANGES: Radial/track update.

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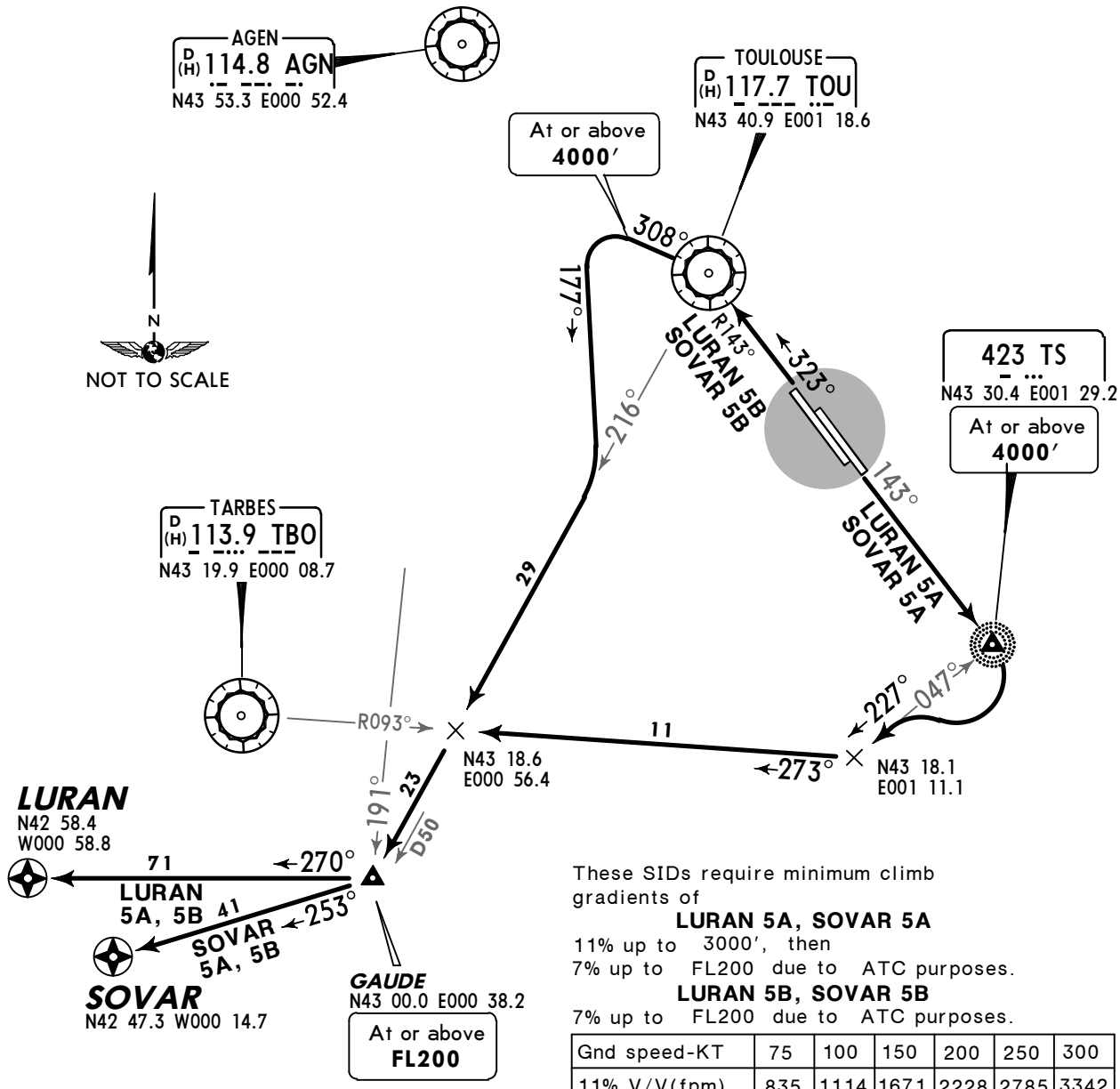
Apt Elev 499′	Trans level: By ATC Trans alt: 5000′ SIDs include minimum noise routings.

No MSA published

LURAN 5A *[LURA5A]*, LURAN 5B *[LURA5B]*
SOVAR 5A *[SOVA5A]*, SOVAR 5B *[SOVA5B]*
RWYS 14L/R, 32L/R DEPARTURES
FOR FLIGHTS INTO UPPER AIRSPACE



These SIDs require minimum climb gradients of

LURAN 5A, SOVAR 5A

11% up to 3000′, then
7% up to FL200 due to ATC purposes.

LURAN 5B, SOVAR 5B

7% up to FL200 due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
11% V/V(fpm)	835	1114	1671	2228	2785	3342
7% V/V(fpm)	532	709	1063	1418	1772	2117

If unable to comply inform ATC when requesting enroute clearance.

Initial climb clearance **FL70**

SID	RWY	ROUTING
LURAN 5A	**14L/R**	Intercept TOU R-143 to TS, turn RIGHT, intercept 227° bearing from TS, intercept TBO R-093 inbound, intercept TOU R-216 to GAUDE, turn RIGHT, 270° track to LURAN.
LURAN 5B	**32L/R**	Intercept TOU R-143 inbound to TOU, turn LEFT, TOU R-308, at or above 4000′ turn LEFT, 177° track, intercept TOU R-216 to GAUDE, turn RIGHT, 270° track to LURAN.
SOVAR 5A	**14L/R**	Intercept TOU R-143 to TS, turn RIGHT, intercept 227° bearing from TS, intercept TBO R-093 inbound, intercept TOU R-216 to GAUDE, turn RIGHT, 253° track to SOVAR.
SOVAR 5B	**32L/R**	Intercept TOU R-143 inbound to TOU, turn LEFT, TOU R-308, at or above 4000′ turn LEFT, 177° track, intercept TOU R-216 to GAUDE, turn RIGHT, 253° track to SOVAR.

CHANGES: Radial/track update.

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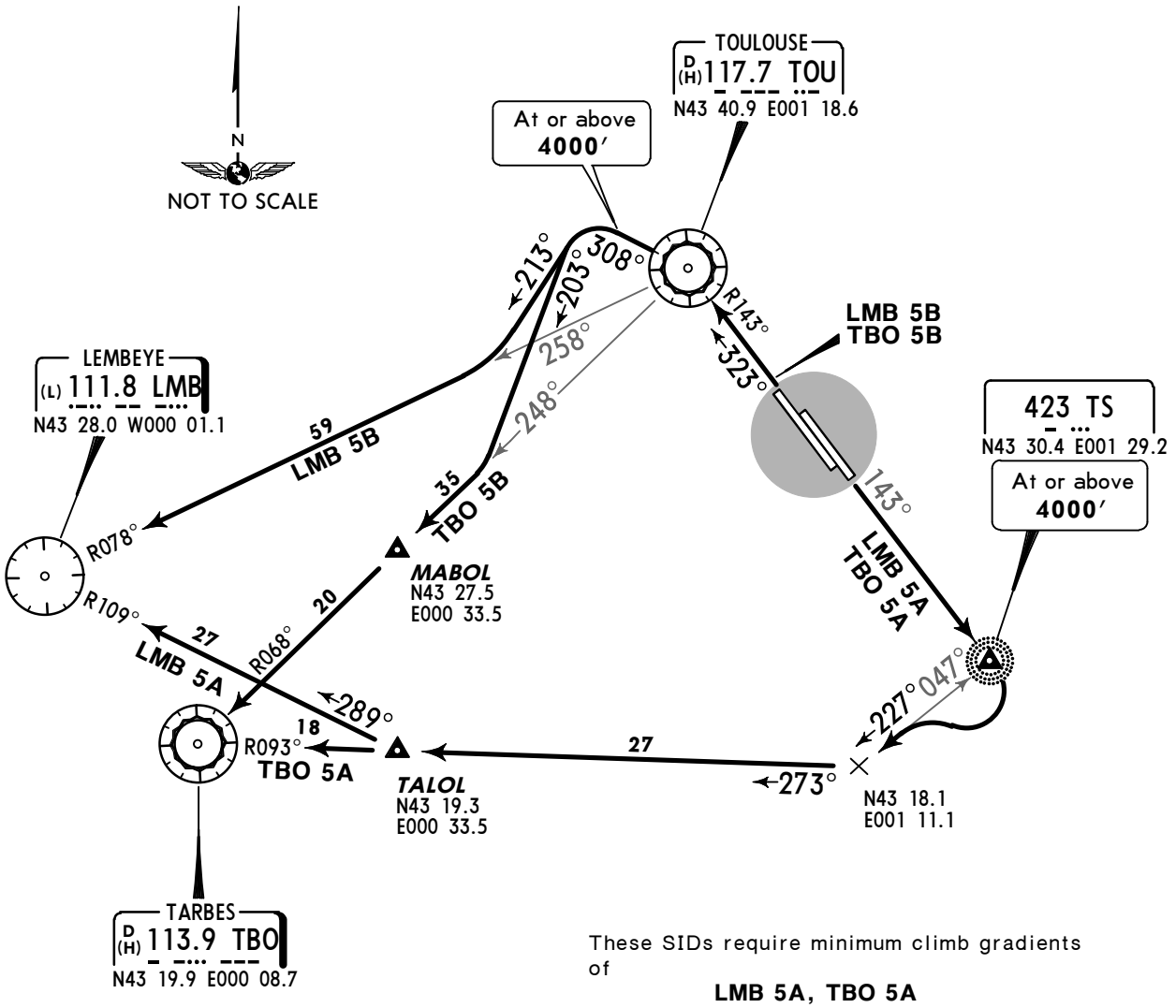
Apt Elev 499′	Trans level: By ATC Trans alt: 5000′ SIDs include minimum noise routings.

No MSA published

LMB 5A, LMB 5B, TBO 5A, TBO 5B
RWYS 14L/R, 32L/R DEPARTURES



These SIDs require minimum climb gradients of

LMB 5A, TBO 5A

11% up to 3000′, then
6% up to FL70 due to ATC purposes.

LMB 5B, TBO 5B

6% up to FL70 due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
11% V/V(fpm)	835	1114	1671	2228	2785	3342
6% V/V(fpm)	456	608	911	1215	1519	1823

If unable to comply inform ATC when requesting enroute clearance.

Initial climb clearance **FL70**

SID	RWY	ROUTING
LMB 5A ❶	**14L/R**	Intercept TOU R-143 to TS, turn RIGHT, intercept 227° bearing from TS, intercept TBO R-093 inbound to TALOL, turn RIGHT, intercept LMB R-109 inbound to LMB.
LMB 5B ❶	**32L/R**	Intercept TOU R-143 inbound to TOU, turn LEFT, TOU R-308, at or above 4000′ turn LEFT, 213° track, intercept TOU R-258 to LMB.
TBO 5A ❷	**14L/R**	Intercept TOU R-143 to TS, turn RIGHT, intercept 227° bearing from TS, intercept TBO R-093 inbound to TBO.
TBO 5B ❷	**32L/R**	Intercept TOU R-143 inbound to TOU, turn LEFT, TOU R-308, at or above 4000′ turn LEFT, 203° track, intercept TOU R-248 to TBO.

❶ For flights into lower airspace.
❷ For flights to LFBP & LFBT at or below FL140.

CHANGES: Radial/track update.

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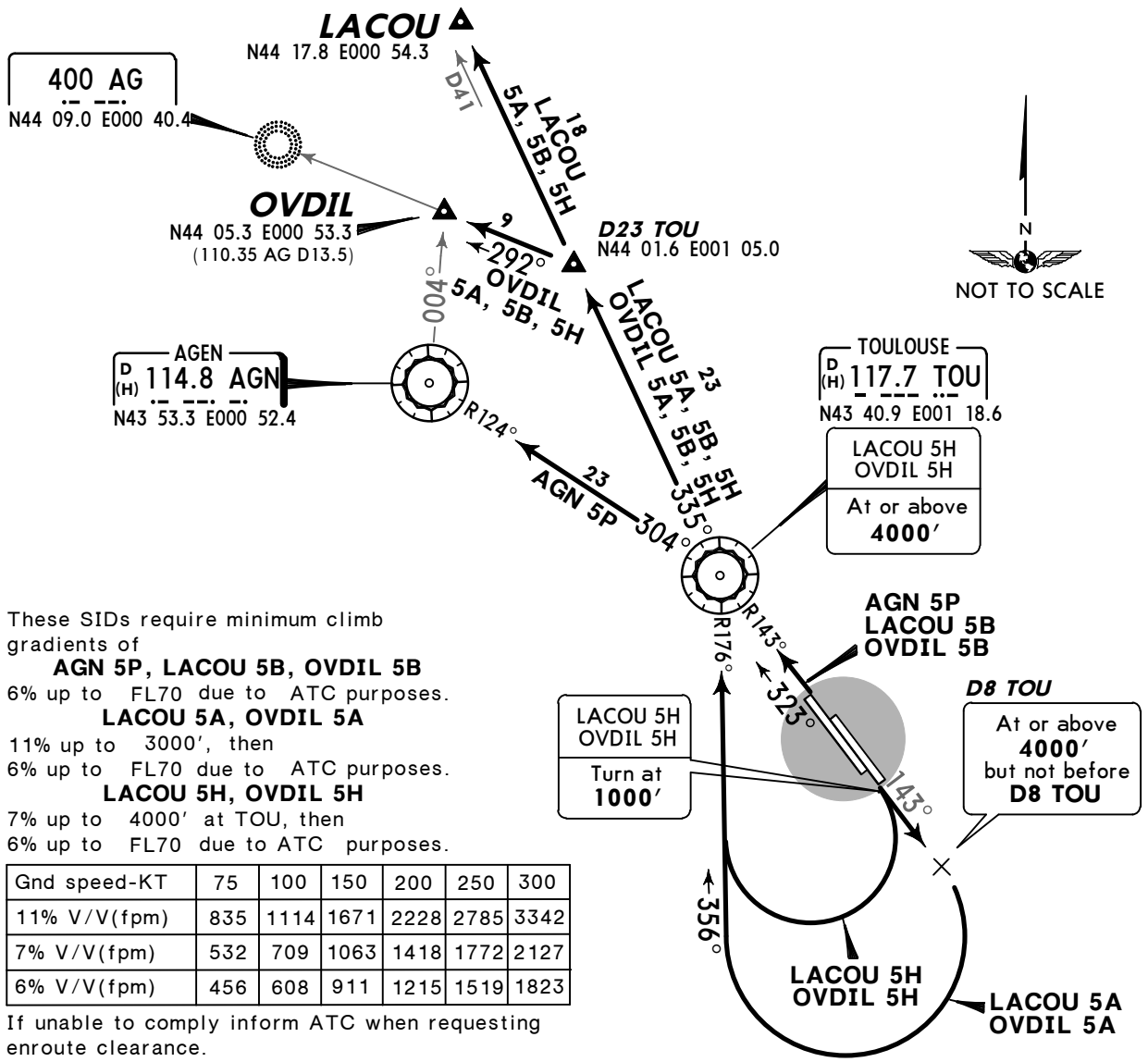
Apt Elev 499′	Trans level: By ATC Trans alt: 5000′ SIDs include minimum noise routings.

No MSA published

AGN 5P, LACOU 5A *[LACO5A]*, LACOU 5B *[LACO5B]* LACOU 5H *[LACO5H]*, OVDIL 5A *[OVDI5A]* OVDIL 5B *[OVDI5B]*, OVDIL 5H *[OVDI5H]* RWYS 32L/R, 14L/R DEPARTURES



These SIDs require minimum climb gradients of

AGN 5P, LACOU 5B, OVDIL 5B
6% up to FL70 due to ATC purposes.

LACOU 5A, OVDIL 5A
11% up to 3000′, then
6% up to FL70 due to ATC purposes.

LACOU 5H, OVDIL 5H
7% up to 4000′ at TOU, then
6% up to FL70 due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
11% V/V(fpm)	835	1114	1671	2228	2785	3342
7% V/V(fpm)	532	709	1063	1418	1772	2127
6% V/V(fpm)	456	608	911	1215	1519	1823

If unable to comply inform ATC when requesting enroute clearance.

Initial climb clearance **FL70**

SID	RWY	ROUTING
AGN 5P ❷	32L/R	Intercept TOU R-143 inbound to TOU, turn LEFT, TOU R-304 to AGN.
LACOU 5A ❶	14L/R	Intercept TOU R-143 climbing to assigned altitude, at or above 4000′, but not before D8 TOU, turn RIGHT, intercept TOU R-176 inbound to TOU, turn LEFT, TOU R-335 to LACOU.
LACOU 5B ❶	32L/R	Intercept TOU R-143 inbound to TOU, turn RIGHT, TOU R-335 to LACOU.
LACOU 5H ❷	14L/R	Intercept TOU R-143, at 1000′ turn RIGHT, intercept TOU R-176 inbound to TOU, turn LEFT, TOU R-335 to LACOU.
OVDIL 5A ❶❸		Intercept TOU R-143 climbing to assigned altitude, at or above 4000′, but not before D8 TOU, turn RIGHT, intercept TOU R-176 inbound to TOU, turn LEFT, TOU R-335, intercept 292° bearing towards AG to OVDIL.
OVDIL 5B ❶❸	32L/R	Intercept TOU R-143 inbound to TOU, turn RIGHT, TOU R-335 to D23 TOU, turn LEFT, intercept 292° bearing towards AG to OVDIL.
OVDIL 5H ❷❸	14L/R	Intercept TOU R-143, at 1000′ turn RIGHT, intercept TOU R-176 inbound to to TOU, turn LEFT, TOU R-335 to D23 TOU, turn LEFT, intercept 292° bearing towards AG to OVDIL.

❶ Not for piston acft & helicopter.
❷ For piston acft & helicopter, prop acft by ATC.
❸ Only for flights to LFBA, at or below FL140.

CHANGES: Radial/track update.

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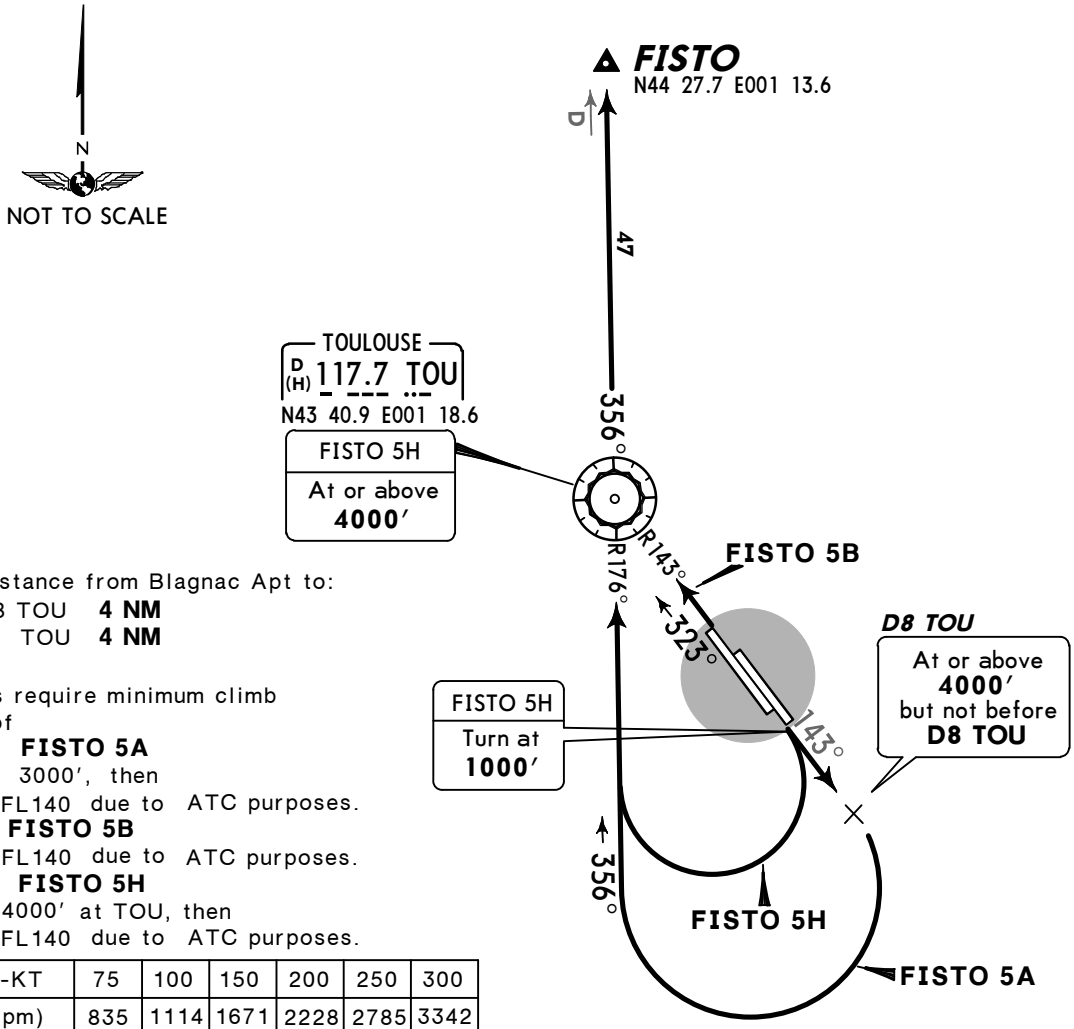
Apt Elev 499′	Trans level: By ATC Trans alt: 5000′ SIDs include minimum noise routings.

FISTO 5A *[FIST5A]*, FISTO 5B *[FIST5B]*
FISTO 5H *[FIST5H]*
RWYS 14L/R, 32L/R DEPARTURES
FOR FLIGHTS INTO UPPER AIRSPACE



Direct distance from Blagnac Apt to:
D8 TOU **4 NM**
TOU **4 NM**

These SIDs require minimum climb gradients of

FISTO 5A
11% up to 3000′, then
6% up to FL140 due to ATC purposes.

FISTO 5B
6% up to FL140 due to ATC purposes.

FISTO 5H
7% up to 4000′ at TOU, then
6% up to FL140 due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
11% V/V(fpm)	835	1114	1671	2228	2785	3342
7% V/V(fpm)	532	709	1063	1418	1772	2127
6% V/V(fpm)	456	608	911	1215	1519	1823

If unable to comply inform ATC when requesting enroute clearance.

Initial climb clearance **FL70**

SID	RWY	ROUTING
FISTO 5A ❶	**14L/R**	Intercept TOU R-143 climbing to assigned altitude, at or above 4000′, but not before D8 TOU, turn RIGHT, intercept TOU R-176 inbound to TOU, TOU R-356 to FISTO.
FISTO 5B	**32L/R**	Intercept TOU R-143 inbound to TOU, turn RIGHT, TOU R-356 to FISTO.
FISTO 5H ❷	**14L/R**	Intercept TOU R-143, at 1000′ turn RIGHT, intercept TOU R-176 inbound to TOU, TOU R-356 to FISTO.

❶ Not for piston acft & helicopter. ❷ For piston acft & helicopter, prop acft by ATC.

RWYS 14L/R, 32L/R OMNIDIRECTIONAL DEPARTURES
BY ATC

RWY	ROUTING
14L/R	Climb on 143° track to 1000′, then depart omnidirectional and climb to enroute safe altitude.
32L/R	Climb on 323° track to 1000′, then depart omnidirectional and climb to enroute safe altitude.

CHANGES: None.

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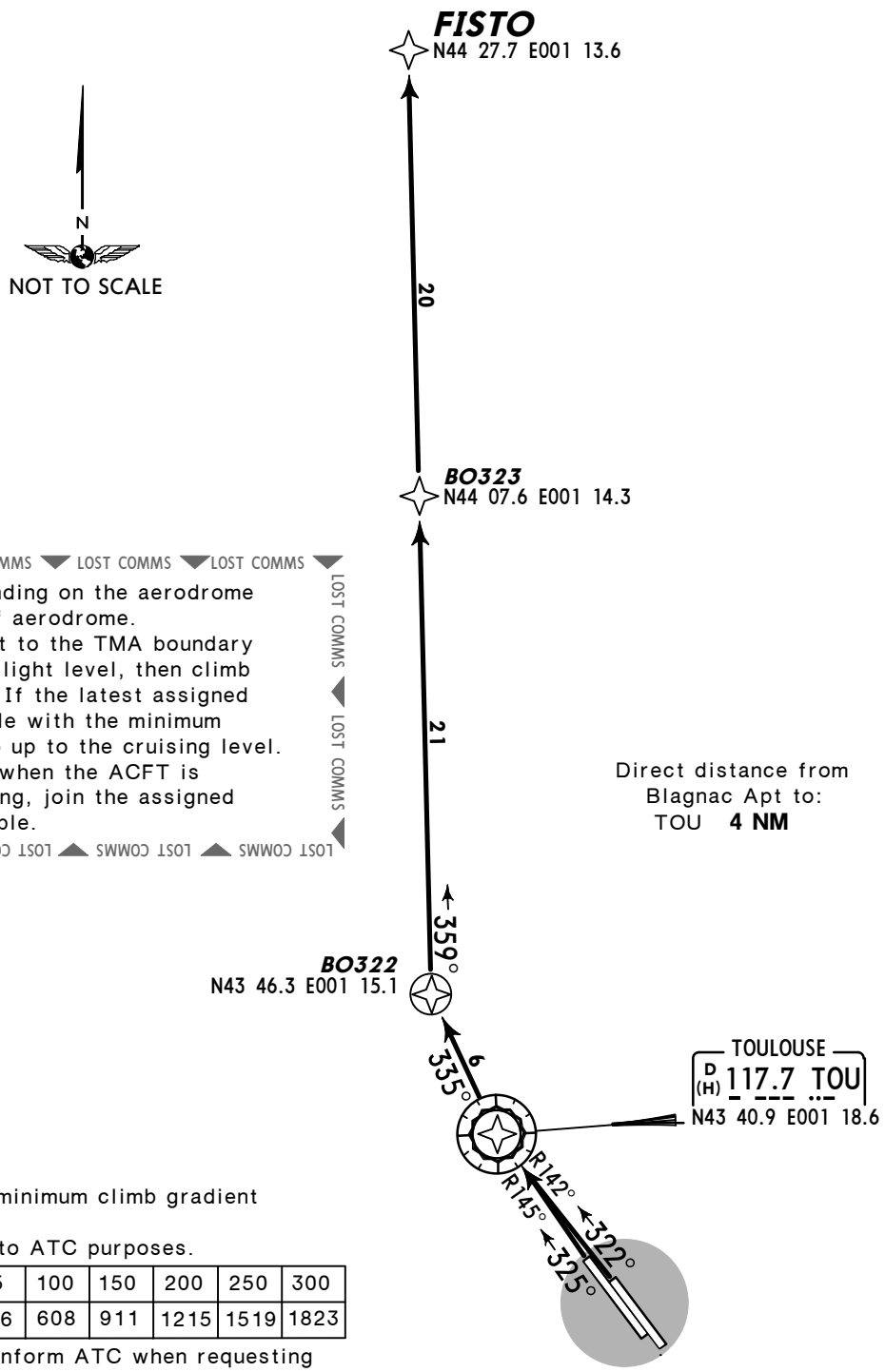
Apt Elev 499′	Trans level: By ATC Trans alt: 5000′ SID includes minimum noise routing.

FISTO 5P *[FIST5P]*
RWYS 32L/R P-RNAV DEPARTURE
RNAV (GNSS AND DME/DME)
GNSS REQUIRED
SPEED: MAX 250 KT BELOW FL100



LOST COMMS LOST COMMS LOST COMMS LOST COMMS

In VMC return for landing on the aerodrome using circuit EAST of aerodrome.
In IMC continue flight to the TMA boundary at the last assigned flight level, then climb to the cruising level. If the latest assigned level is not compatible with the minimum safety altitude, climb up to the cruising level.
If the failure occurs when the ACFT is under RADAR vectoring, join the assigned SID as soon as possible.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

Direct distance from Blagnac Apt to:
TOU **4 NM**

This SID requires a minimum climb gradient of
6% up to FL140 due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
6% V/V(fpm)	456	608	911	1215	1519	1823

If unable to comply inform ATC when requesting the start-up clearance.

Initial climb clearance **FL70**

ROUTING

TOU - BO322 - BO323 - FISTO.

CHANGES: New chart (FISTO P-RNAV SID transferred).

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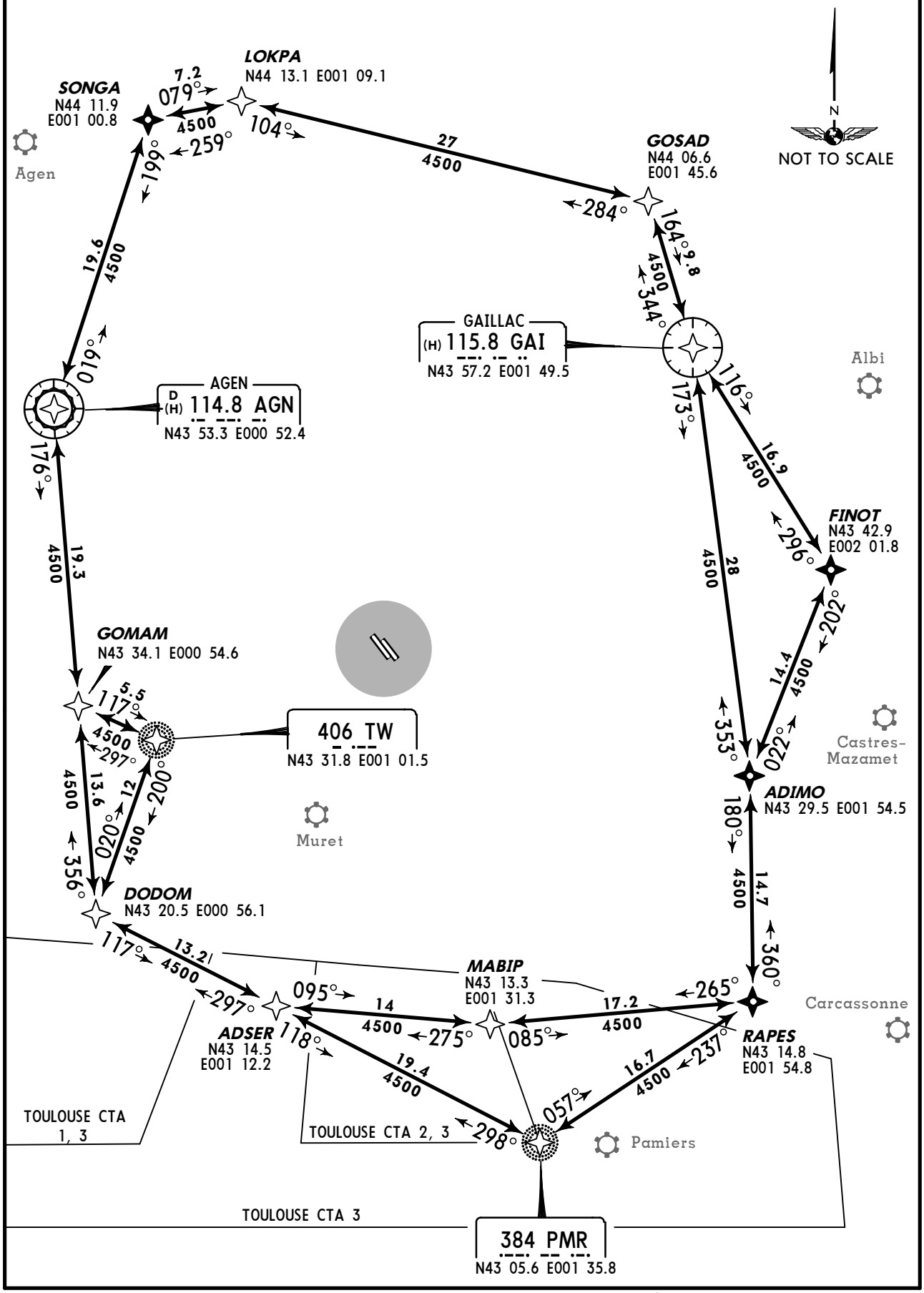
Apt Elev 499′	Trans level: By ATC Trans alt: 5000′ Report on start-up if unable to follow RNAV routes. A conventional route will be proposed with a possible radar guidance.

RNAV DEPARTURES (POGO)

CONNECTIONS BETWEEN APT AGEN - ALBI - CASTRES-MAZAMET - CARCASSONNE - PAMIERS - MURET

WHEN CTA TOULOUSE 1, 2 AND 3 ACTIVE PREFER NORTHERNBY-PASS



CHANGES: FISTO P-RNAV SID transferred; RNAV POGO departures established.

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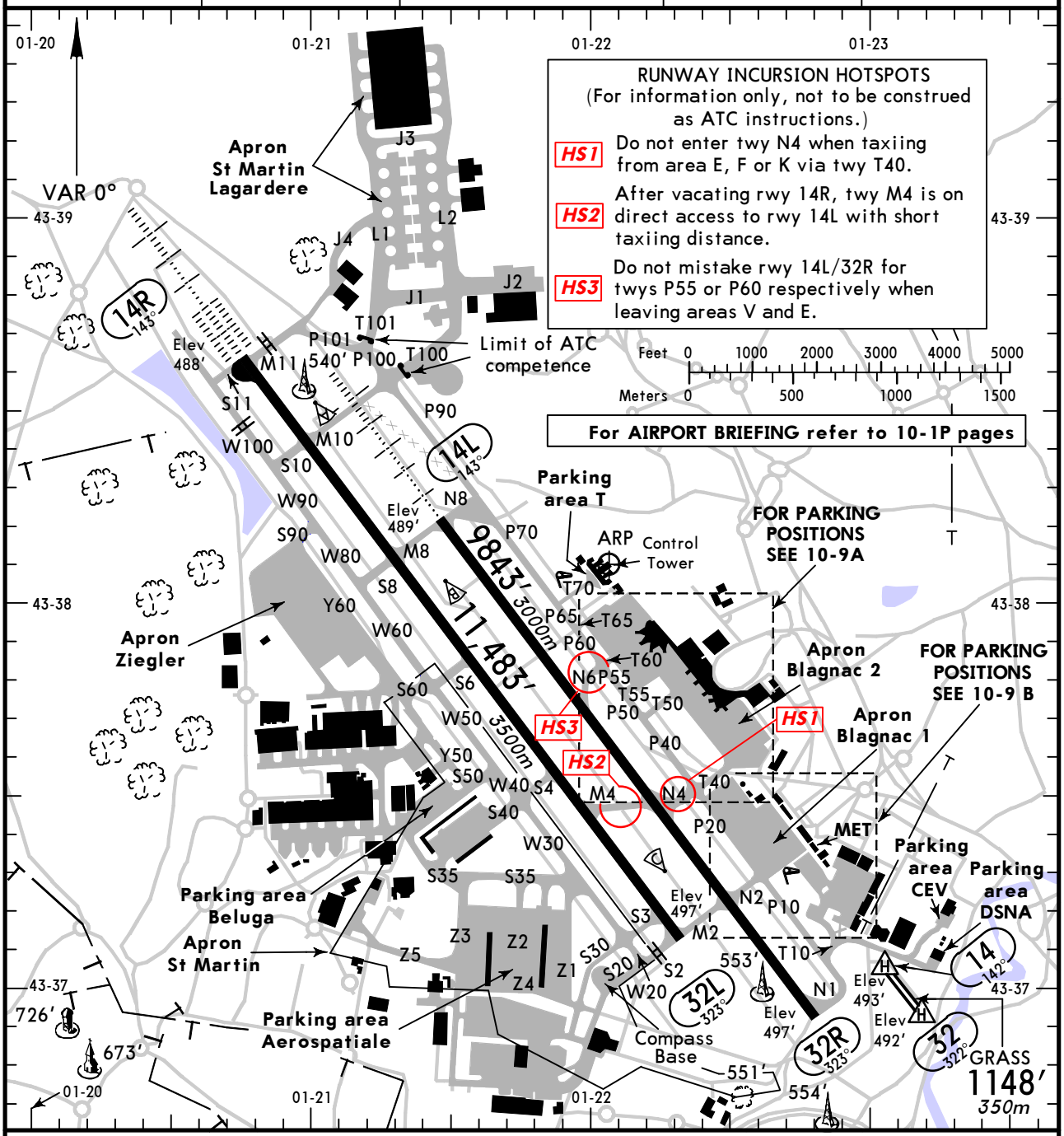
ATIS	ACARS:	BLAGNAC Flight Data (Cpt)	BLAGNAC Ground	Tower
123.12	DCL	121.7	121.9	118.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
14 / 32					98′ 30m
14L	HIRL (60m) HIALS RVR		9088′ 2770m		148′ 45m
32R	HIRL (60m) REIL RVR		8911′ 2716m		
14R	HIRL (60m) CL (15m) HIALS-II SFL TDZ PAPI-R RVR		10,335′ 3150m		148′ 45m
32L	HIRL (60m) CL (15m) PAPI-L RVR		10,564′ 3220m		

Standard TAKE-OFF [1]

	LVP must be in Force: Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

[1] Operators applying U.S. Ops Specs: CL required below 300m; HUD required below 150m.

CHANGES: Variation. Rwy bearings.

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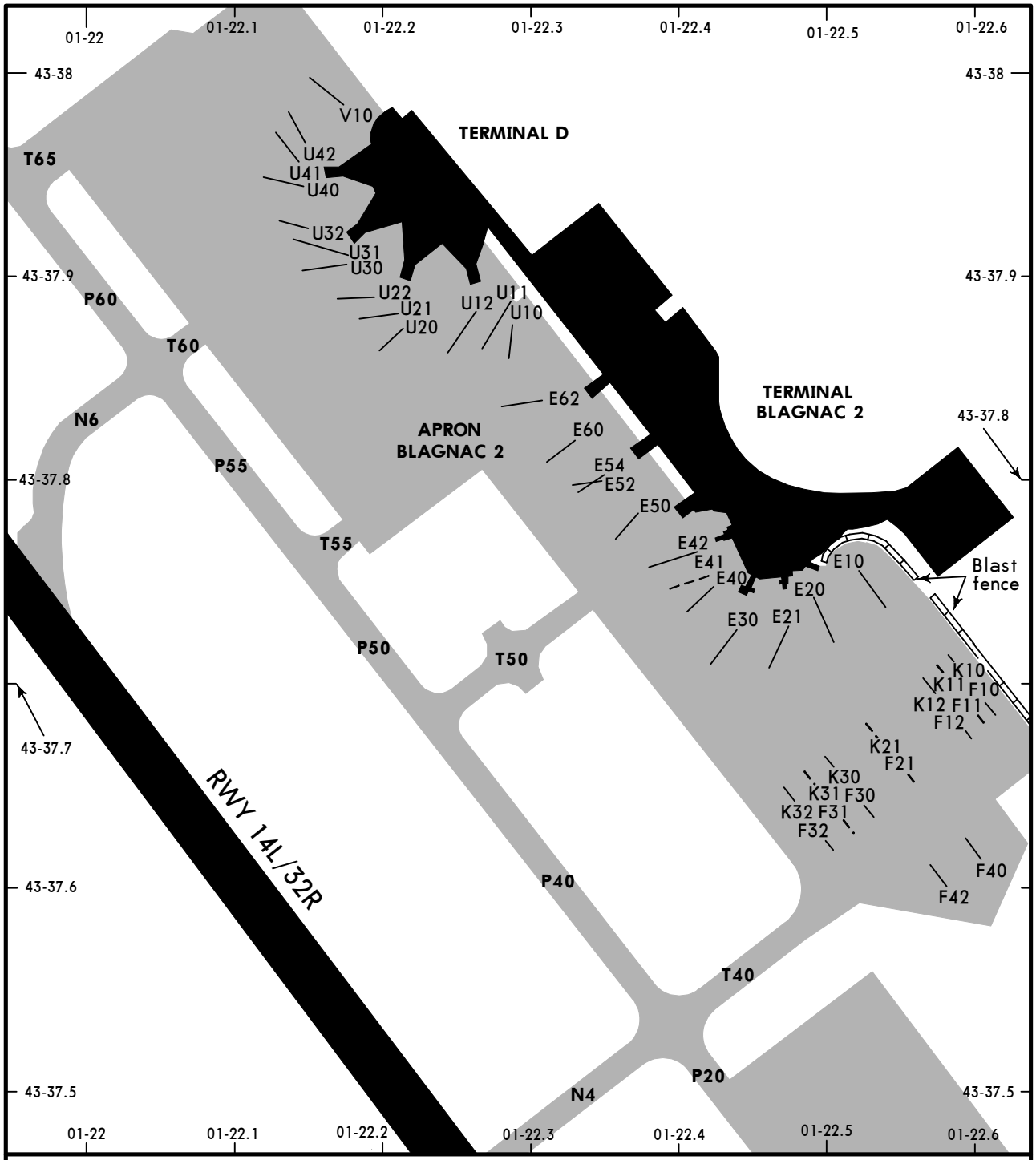

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
E10	N43 37.8 E001 22.5	U10 thru U12	N43 37.9 E001 22.3
E20 thru E30	N43 37.7 E001 22.5	U20 thru U41	N43 37.9 E001 22.2
E40 thru E60	N43 37.8 E001 22.4	U42	N43 38.0 E001 22.2
E62	N43 37.8 E001 22.3	V10	N43 38.0 E001 22.0
F10 thru F12	N43 37.7 E001 22.6		
F21 thru F32	N43 37.7 E001 22.5		
F40, F42	N43 37.6 E001 22.6		
K10 thru K21	N43 37.7 E001 22.6		
K30	N43 37.7 E001 22.5		
K31 thru K32	N43 37.6 E001 22.5		

CHANGES: None.

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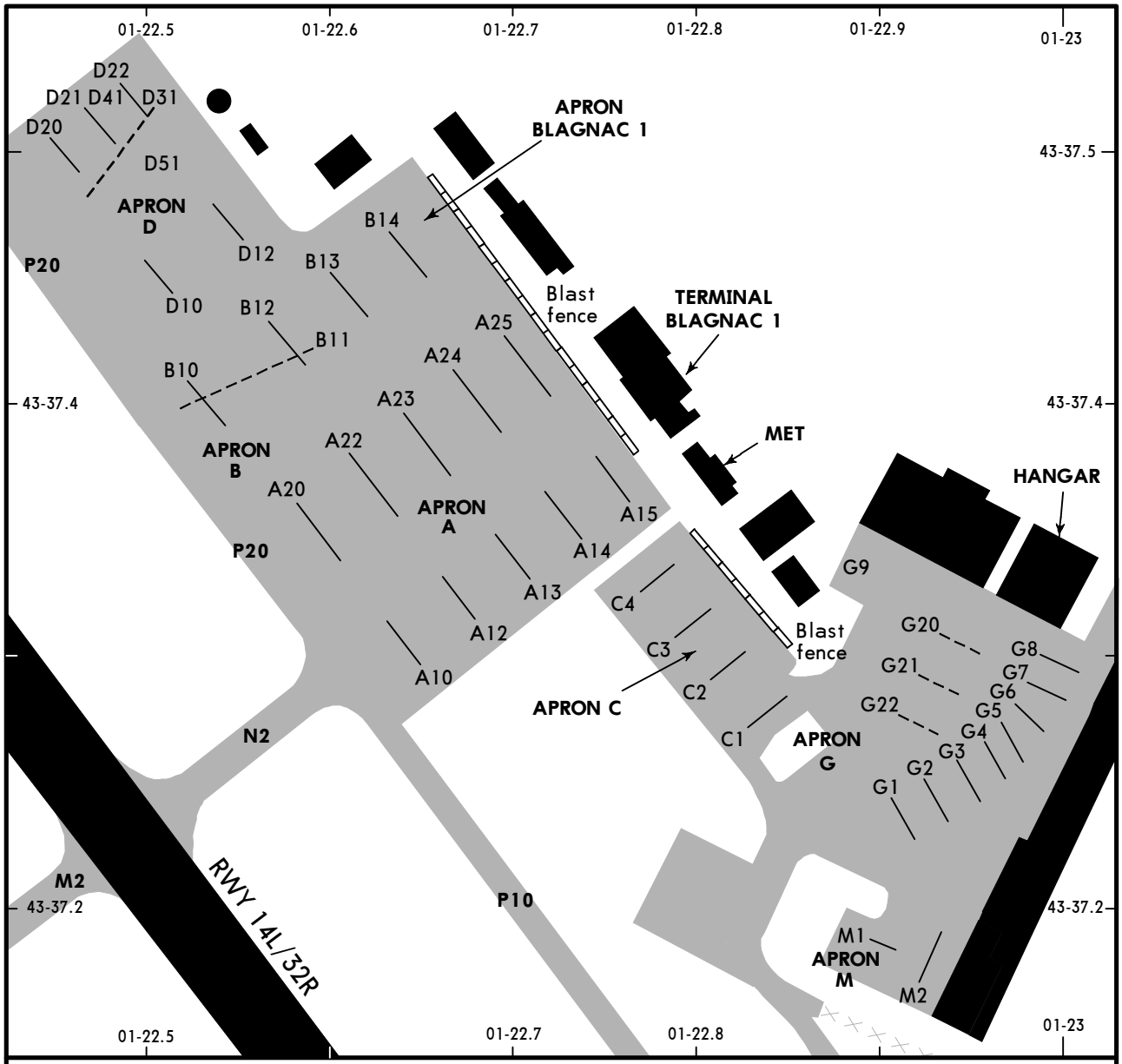

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A10 thru A14	N43 37.3 E001 22.7	D20	N43 37.5 E001 22.4
A15	N43 37.4 E001 22.8	D21, D22, D31	N43 37.5 E001 22.5
A20, A22	N43 37.4 E001 22.6	D41, D51	N43 37.5 E001 22.5
A23 thru A25	N43 37.4 E001 22.7	G1	N43 37.2 E001 22.9
B10 thru B12	N43 37.4 E001 22.6	G2, G3	N43 37.3 E001 22.9
B13	N43 37.5 E001 22.6	G4 thru G8	N43 37.3 E001 23.0
B14	N43 37.5 E001 22.7	G9	N43 37.3 E001 22.9
C1 thru C4	N43 37.3 E001 22.8	G20 thru G22	N43 37.3 E001 22.9
D10	N43 37.5 E001 22.5	M1, M2	N43 37.2 E001 22.9
D12	N43 37.5 E001 22.6		

CHANGES: Notes transferred to 10-1P pages. Stands.

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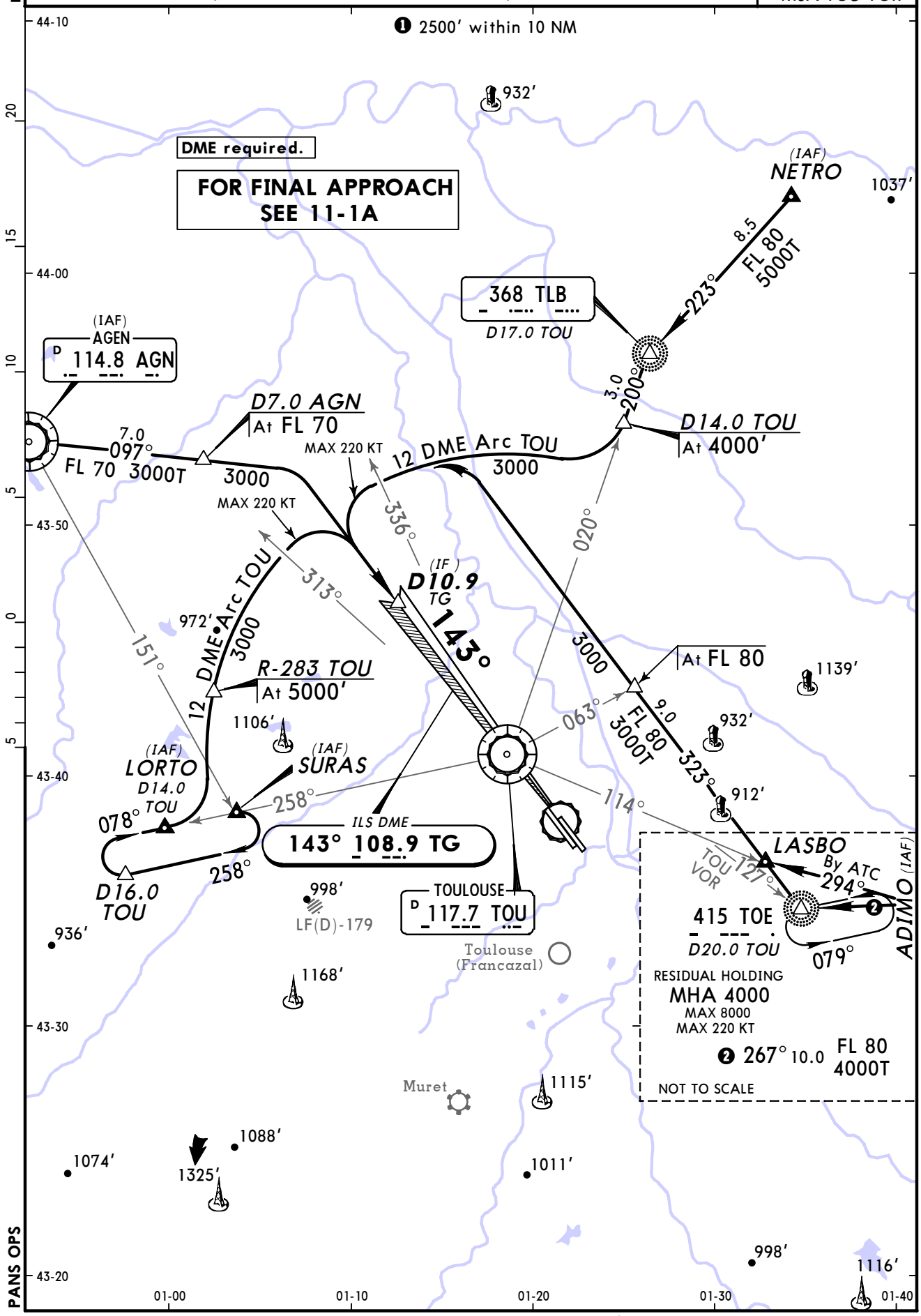
BRIEFING STRIP ™

ATIS	TOULOUSE Approach				BLAGNAC Tower	Ground
123.12	120.35	123.85	West Sector 125.17	East Sector 129.3	118.1	121.9

LOC TG 108.9	Final Apch Crs 143°	GS Refer to chart 11-1A	ILS DA(H) Refer to chart 11-1A	Apt Elev 499′ RWY 489′
Alt Set: hPa	Rwy Elev: 18 hPa	Trans level: By ATC	Trans alt: 5000′	

3000′ ❶
MSA TOU VOR



PANS OPS

CHANGES: Approach frequency.

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BRIEFING STRIP

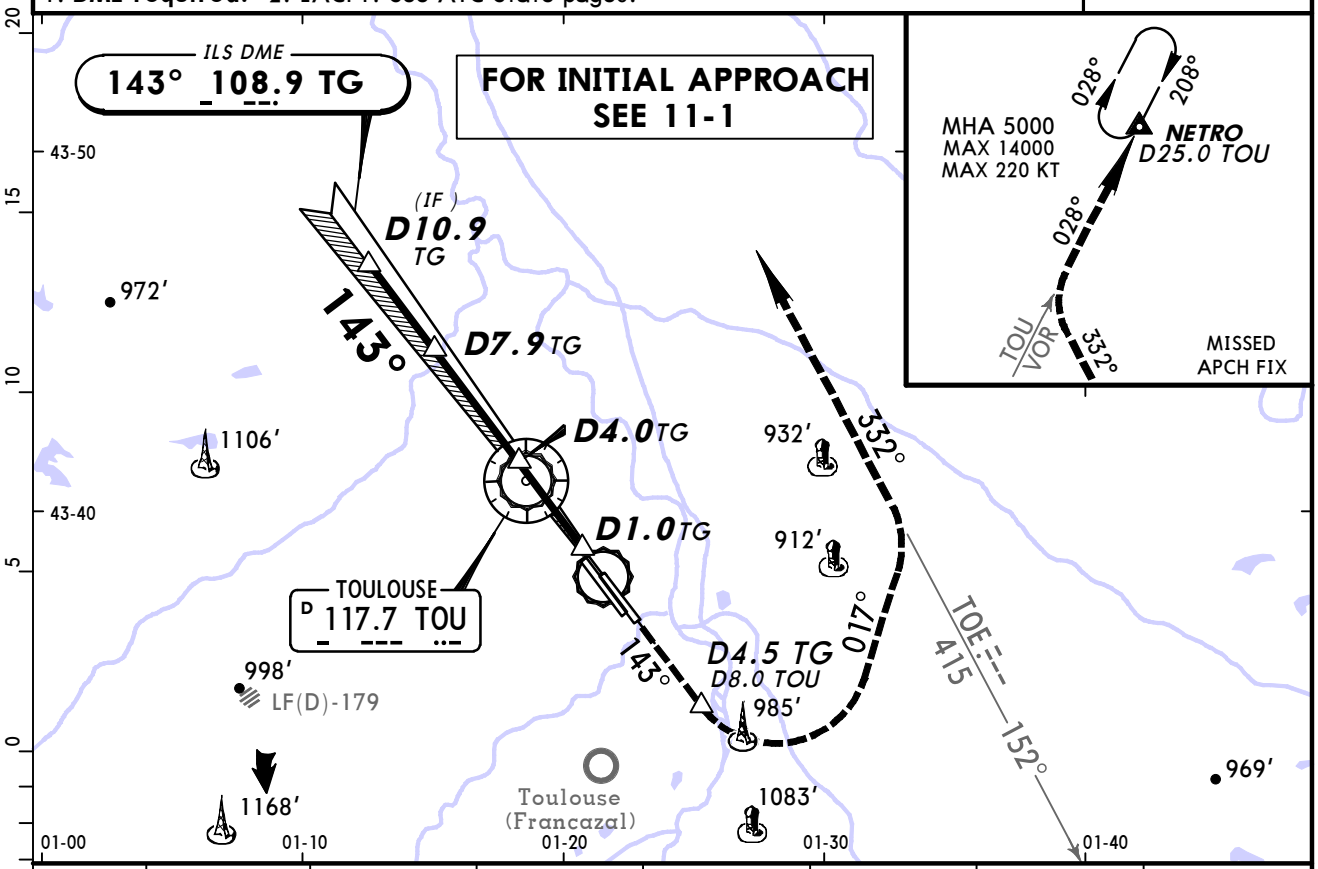
ATIS	TOULOUSE Approach				BLAGNAC Tower	Ground
123.12	120.35	123.85	West Sector 125.17	East Sector 129.3	118.1	121.9

LOC TG	Final Apch Crs	GS	ILS DA(H)	Apt Elev	
108.9	143°	D4.0 TG 1760′ (1271′)	Refer to Minimums	RWY	499′ 489′

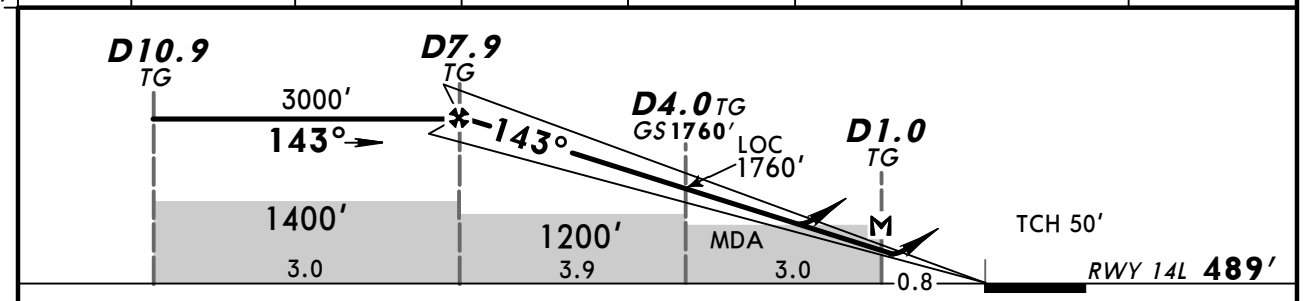
MISSED APCH: Climb on R-143 to D4.5 TG, then turn LEFT onto 017° climbing to 4000′ to intercept and follow 332° from TOE NDB. Proceed on R-028 to NETRO, or as directed.
Climb to 1500′ prior to level acceleration.

Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 5000′
1. **DME required.** 2. LACFT: See ATC State pages.

3000′ ❶
MSA
TOU VOR
❶ 2500′ within 10 NM



LOC (GS out)	TG DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2720′	2400′	2080′	1760′	1440′	1120′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0 TG							

HIALS
D4.5 TG
TOU on 117.7
R-143

Standard STRAIGHT-IN LANDING RWY 14L

ILS ❶			LOC (GS out) CDFA	
DA(H) ABC: 689′ (200′) D: 699′ (210′)			DA/MDA(H) ❸ 870′ (381′)	
FULL	Limited	ALS out		ALS out
RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1500m
				RVR 1700m

CIRCLE-TO-LAND ❷
Prohibited Northeast of runway

Cat	Max Kts	MDA(H)	VIS
A	110	1030′ (541′)	1500m
B	135	1050′ (561′)	1600m
C	180	1320′ (831′)	2400m
D	205	1320′ (831′)	3600m

PANS OPS

❶ LACFT: DA(H) 709′ (220′). ❷ Circling height based on rwy 14L thresh elev of 489′.
❸ For add-on to the MDA(H), see ATC pages FRANCE.

CHANGES: Approach frequency.

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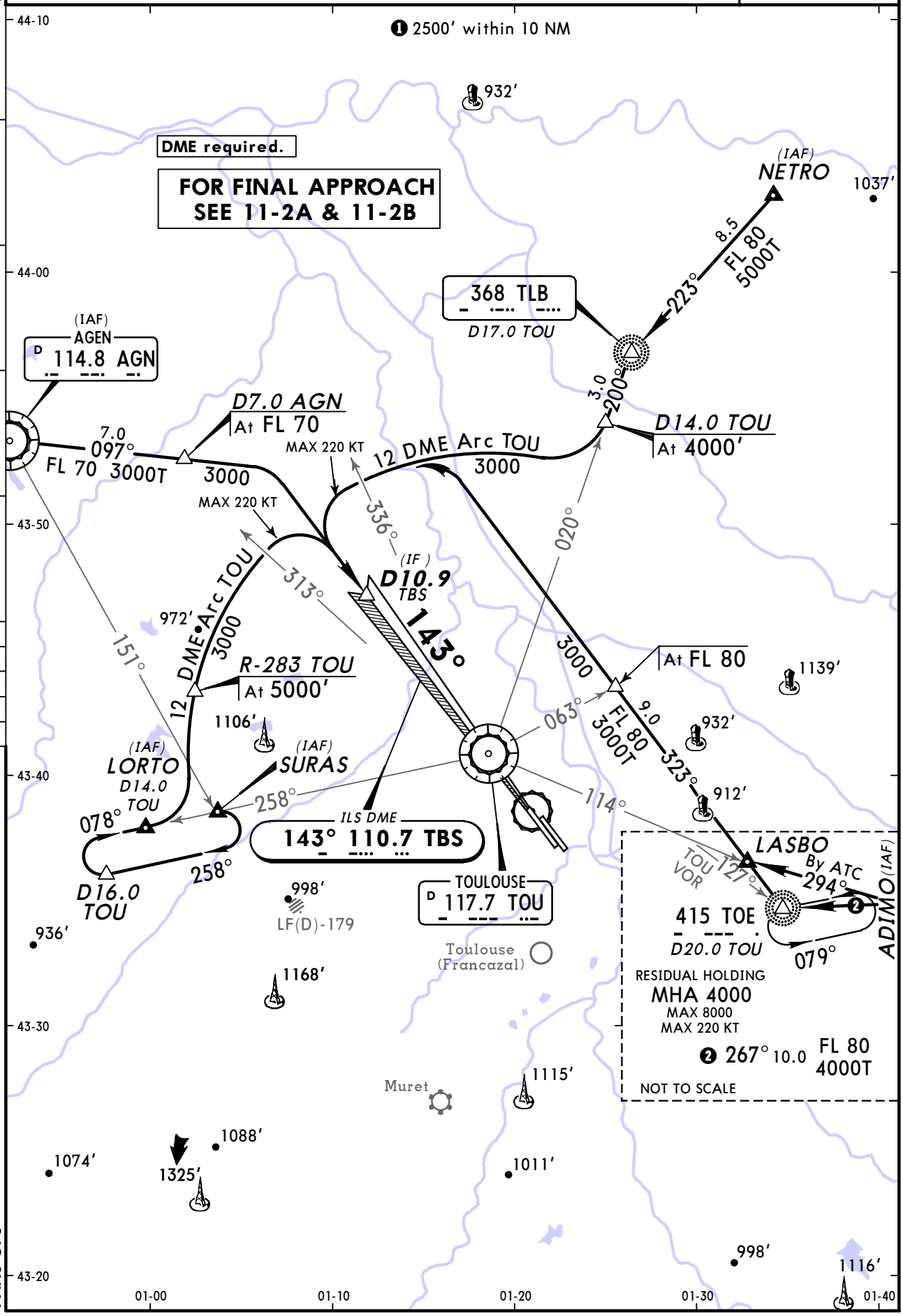
BRIEFING STRIP TM

ATIS	TOULOUSE Approach			BLAGNAC Tower	Ground
		West Sector	East Sector		
123.12	120.35 123.85	125.17	129.3	118.1	121.9

LOC TBS	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
110.7	143°	Refer to charts 11-2A & 11-2B	Refer to charts 11-2A & 11-2B	Apt Elev 499′ RWY 488′

Alt Set: hPa | Rwy Elev: 18 hPa | Trans level: By ATC | Trans alt: 5000′

3000′ ❶
MSA TOU VOR



PANS OPS

CHANGES: Approach frequency.

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BRIEFING STRIP

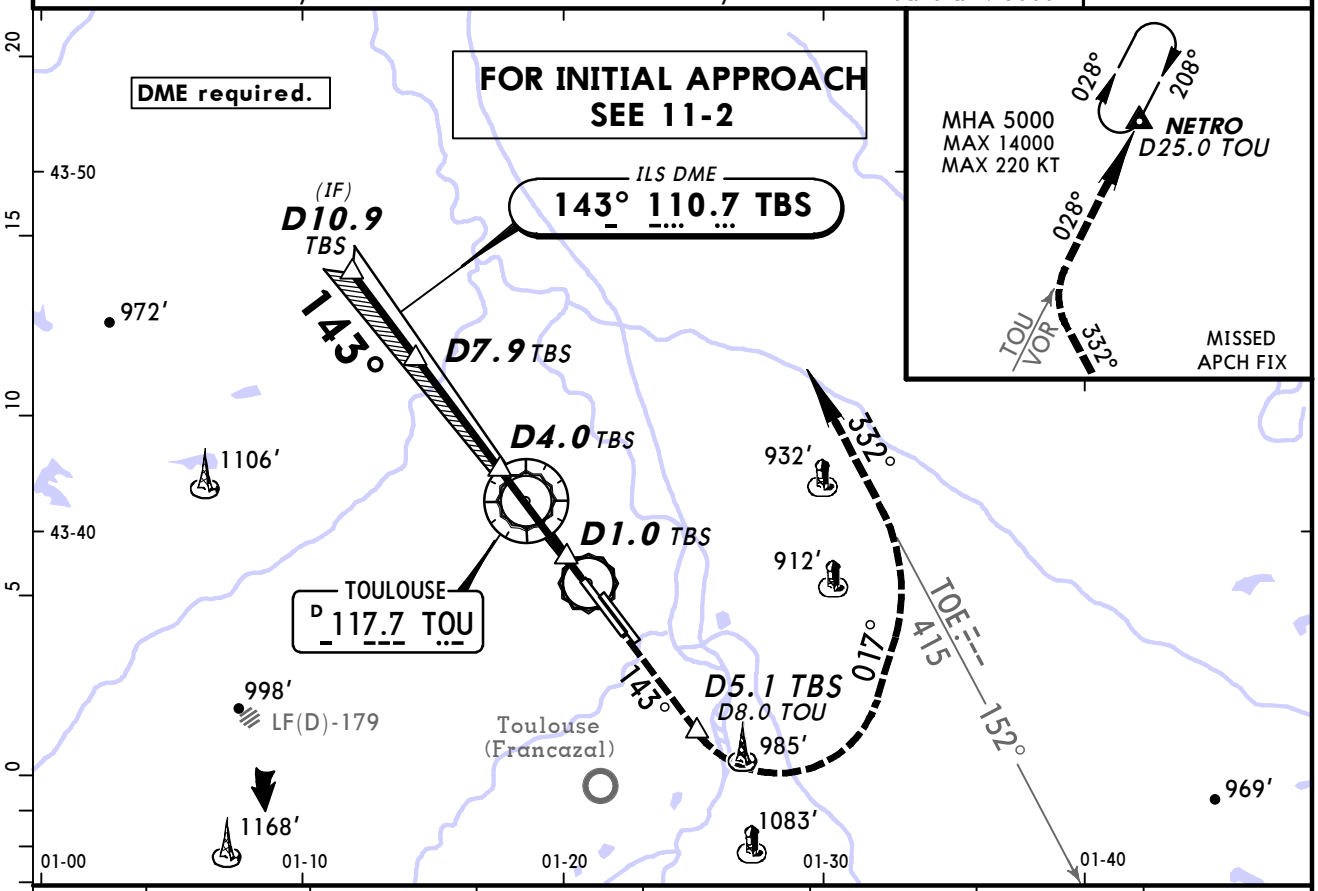
ATIS	TOULOUSE Approach				BLAGNAC Tower	Ground
123.12	120.35	123.85	West Sector 125.17	East Sector 129.3	118.1	121.9

LOC TBS	Final Apch Crs	GS D4.0 TBS	ILS DA(H)	Apt Elev 499′
110.7	143°	1760′ (1272′)	688′ (200′)	RWY 488′

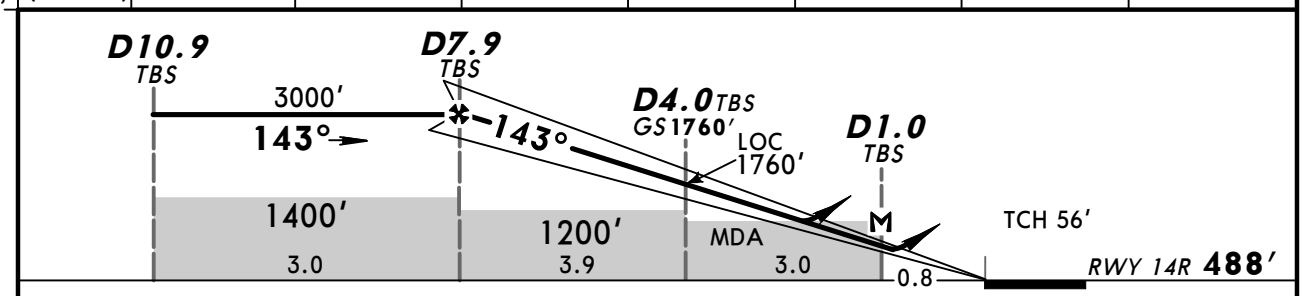
MISSED APCH: Climb on R-143 to D5.1 TBS, then turn LEFT onto 017° climbing to 4000′ to intercept and follow 332° from TOE NDB. Proceed on R-028 to NETRO, or as directed.
Climb to 1500′ prior to level acceleration.

Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 5000′

3000′
MSA
TOU VOR
❶ 2500′ within 10 NM



LOC (GS out)	TBS DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2720′	2400′	2080′	1760′	1440′	1120′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0 TBS							

HIALS-II PAPI
D5.1 TBS
TOU on 117.7
R-143

PANS OPS

Standard STRAIGHT-IN LANDING RWY 14R

	ILS DA(H) 688′ (200′) FULL	ILS Limited	ILS ALS out	LOC (GS out) CDFA DA/MDA(H) ❷ 870′ (382′)	LOC (GS out) ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1500m
B					
C					RVR 1700m
D					

CIRCLE-TO-LAND❶
Prohibited Northeast of runway

Max Kts	MDA(H)	VIS
110	1030′ (542′)	1500m
135	1050′ (562′)	1600m
180	1220′ (732′)	2400m
205	1320′ (832′)	3600m

❶ Circling height based on rwy 14R threshold elev of 488′.
❷ For add-on to the MDA(H), see ATC pages FRANCE.

CHANGES: Approach frequency.

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BRIEFING STRIP

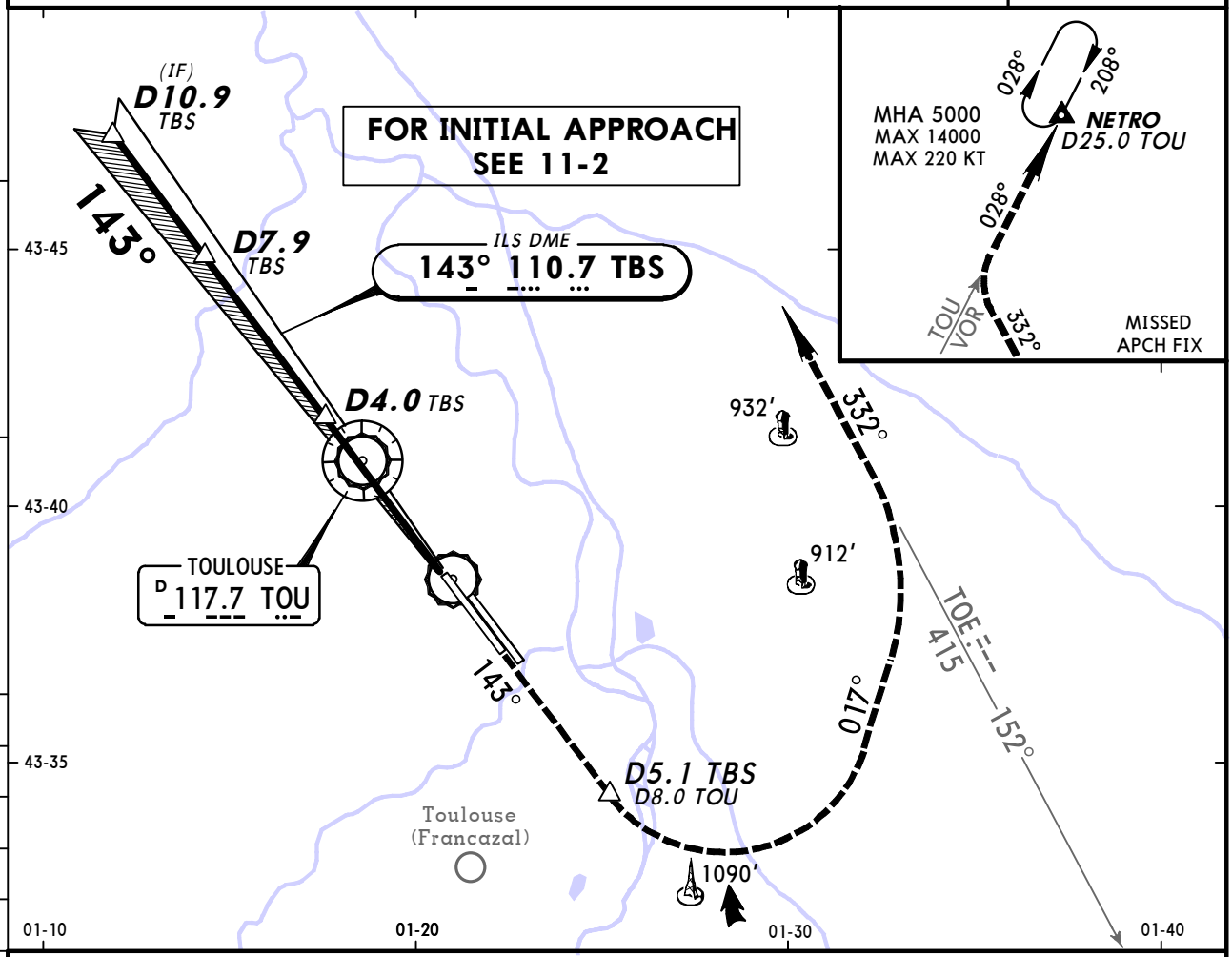
ATIS	TOULOUSE Approach			BLAGNAC Tower	Ground
		West Sector	East Sector		
123.12	120.35 123.85	125.17	129.3	118.1	121.9

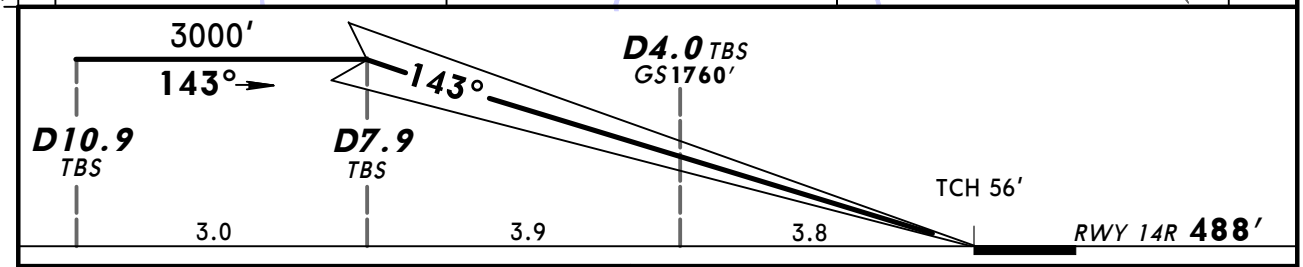
LOC TBS	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 499'
110.7	143°	D4.0 TBS 1760' (1272')	Refer to Minimums	RWY 488'

MISSED APCH: Climb on R-143 to D5.1 TBS, then turn LEFT onto 017° climbing to 4000' to intercept and follow 332° from TOE NDB. Proceed on R-028 to NETRO, or as directed.
Climb to 1500' prior to level acceleration.

Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 5000'
1. **DME required.** 2. Special Aircrew & Acft Certification Required.

3000'
❶
MSA
TOU VOR
❶ 2500' within 10 NM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

D5.1 TBS
TOU on 117.7
R-143

PANS OPS

Standard STRAIGHT-IN LANDING RWY 14R

CAT IIIA ILS	CAT II ILS ABCD
DH 50'	RA 100' DA(H) 588' (100')
RVR 200m	RVR 300m ❶

❶ Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Approach frequency.

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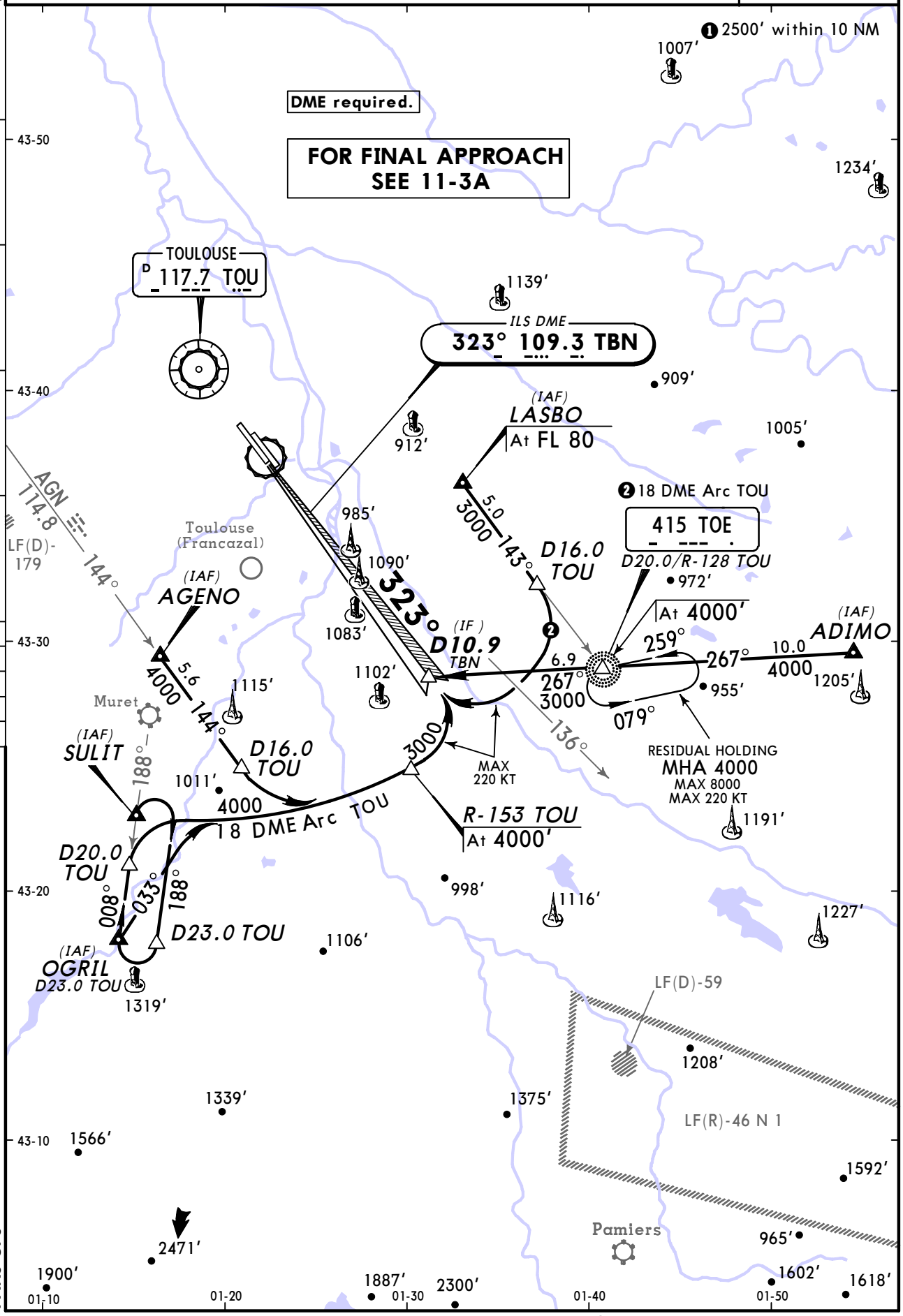
BRIEFING STRIP

ATIS	TOULOUSE Approach			BLAGNAC Tower	Ground
		West Sector	East Sector		
123.12	120.35 123.85	125.17	129.3	118.1	121.9

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 499′
TBN 109.3	323°	Refer to chart 11-3A	Refer to chart 11-3A	RWY 497′

Alt Set: hPa | Rwy Elev: 18 hPa | Trans level: By ATC | Trans alt: 5000′

3000′ ❶
MSA TOU VOR



PANS OPS

CHANGES: Approach frequency.

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BRIEFING STRIP

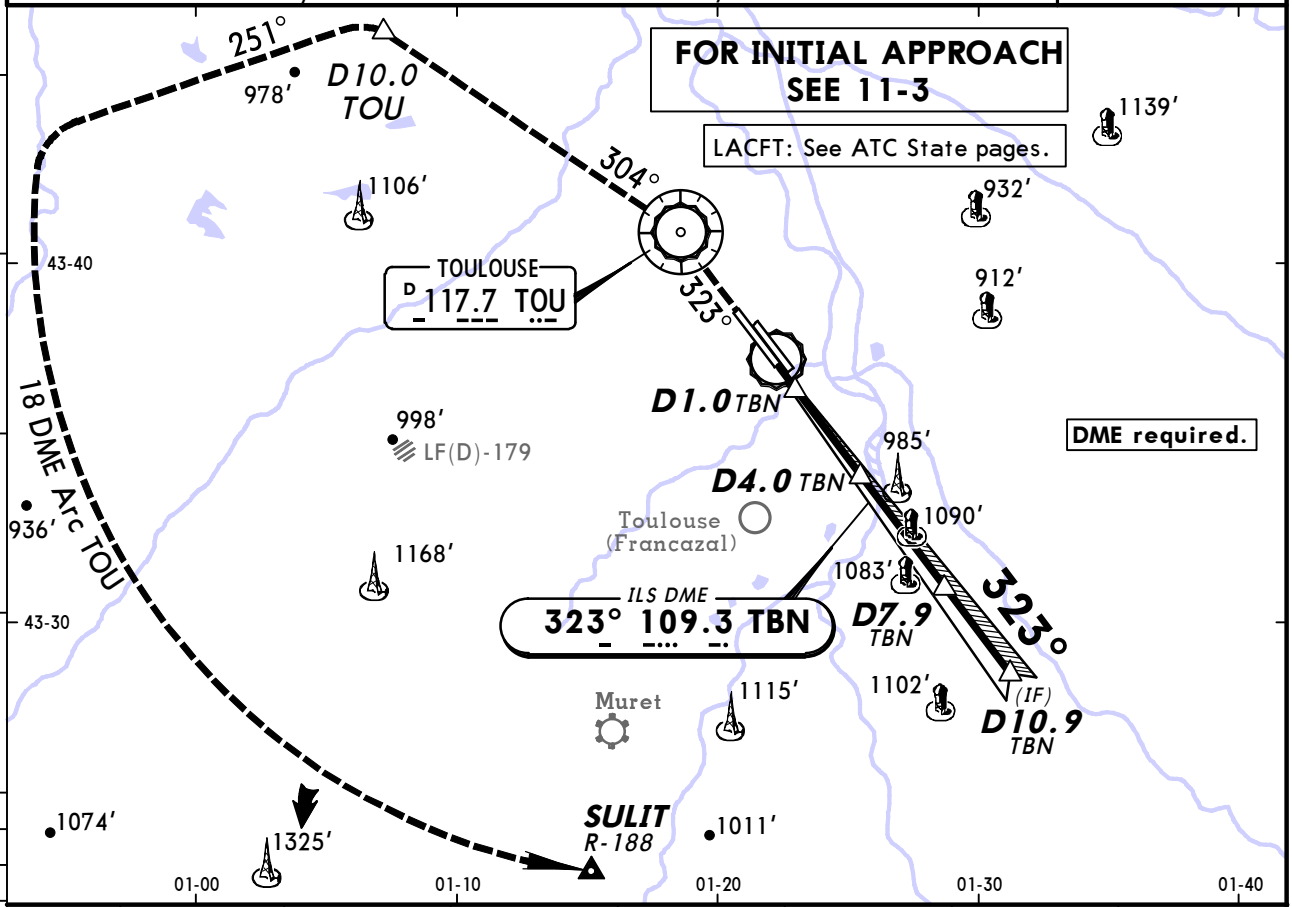
ATIS	TOULOUSE Approach				BLAGNAC Tower	Ground
123.12	120.35	123.85	West Sector 125.17	East Sector 129.3	118.1	121.9

LOC TBN	Final Apch Crs	GS D4.0 TBN	ILS DA(H)	Apt Elev / RWY
109.3	323°	1770′ (1273′)	697′ (200′)	499′ / 497′

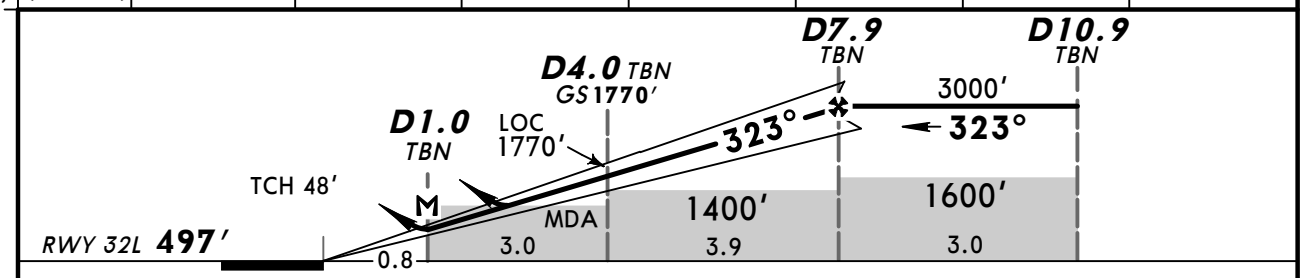
MISSED APCH: Climb on R-143 inbound to VOR to 4000′, then turn LEFT and follow R-304. At D10.0 TOU turn LEFT onto 251° climbing to 5000′ to intercept and follow 18 DME Arc TOU to SULIT.

Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 5000′

3000′ ❶
MSA
TOU VOR
❶ 2500′ within 10 NM



LOC (GS out)	TBN DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	1130′	1450′	1770′	2090′	2410′	2730′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0 TBN							

PAPI-L TOU 117.7 ↑ on TOU 117.7 R-143

Standard STRAIGHT-IN LANDING RWY 32L

	ILS ❶	LOC (GS out) CDFA	CIRCLE-TO-LAND ❷ Prohibited Northeast of runway		
	DA(H) 697′ (200′)	DA/MDA(H) ❸ 980′ (483′)	Max Kts	MDA(H)	VIS
A	RVR 1200m	RVR 1500m	110	1030′ (533′)	1500m
B			135	1050′ (553′)	1600m
C		CMV 2300m	180	1220′ (723′)	2400m
D			205	1320′ (823′)	3600m

PANS OPS

❶ LACFT: DA(H) 707′(210′). ❷ Circling height based on rwy 32L threshold elev of 497′.
❸ For add-on to the MDA(H), see ATC pages FRANCE.

CHANGES: Approach frequency.

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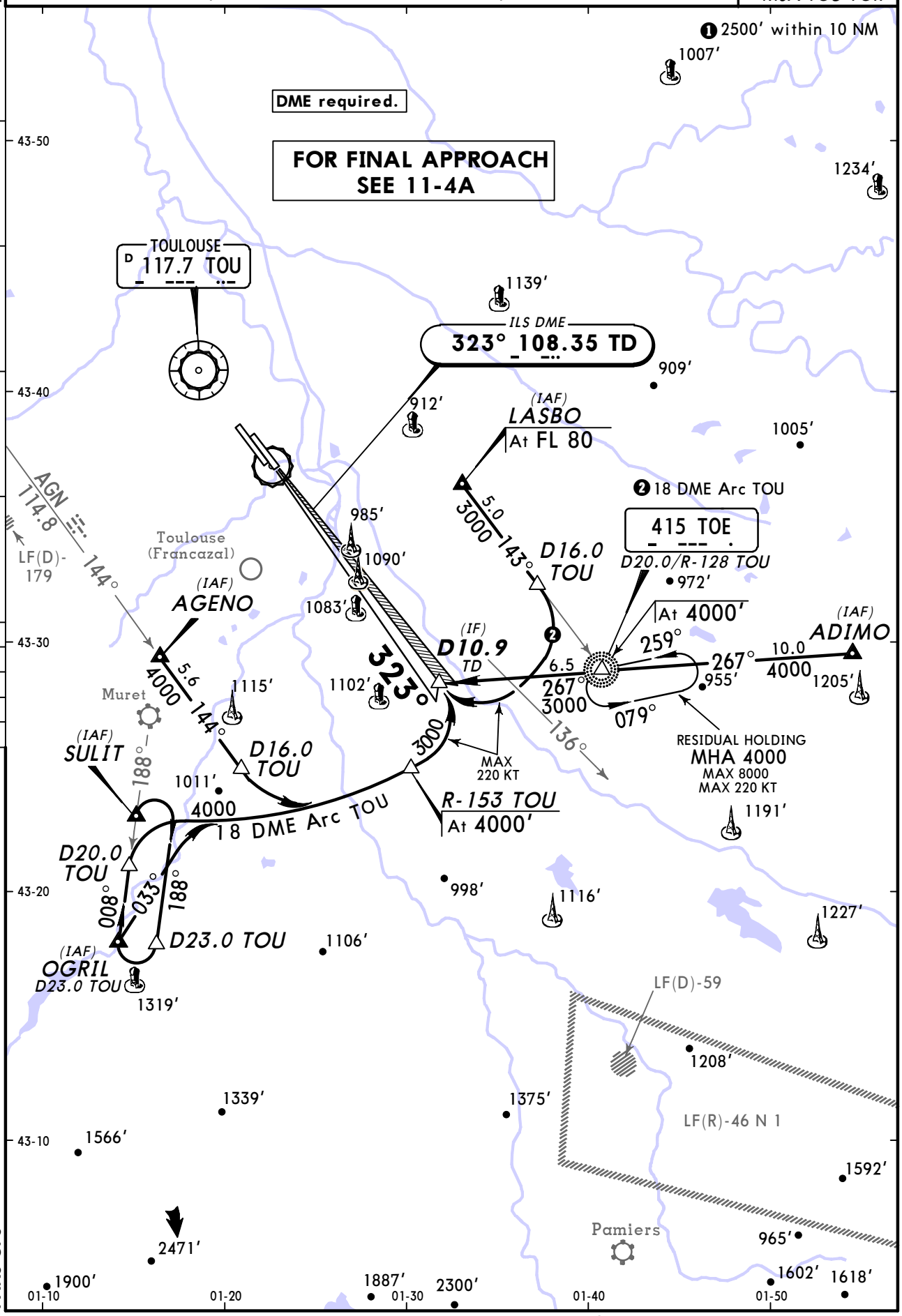
BRIEFING STRIP

ATIS	TOULOUSE Approach			BLAGNAC Tower	Ground
		West Sector	East Sector		
123.12	120.35 123.85	125.17	129.3	118.1	121.9

LOC TD	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
108.35	323°	Refer to chart 11-4A	Refer to chart 11-4A	Apt Elev 499′ / RWY 497′

Alt Set: hPa | Rwy Elev: 18 hPa | Trans level: By ATC | Trans alt: 5000′

3000′ ❶
MSA TOU VOR



PANS OPS

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BRIEFING STRIP ™

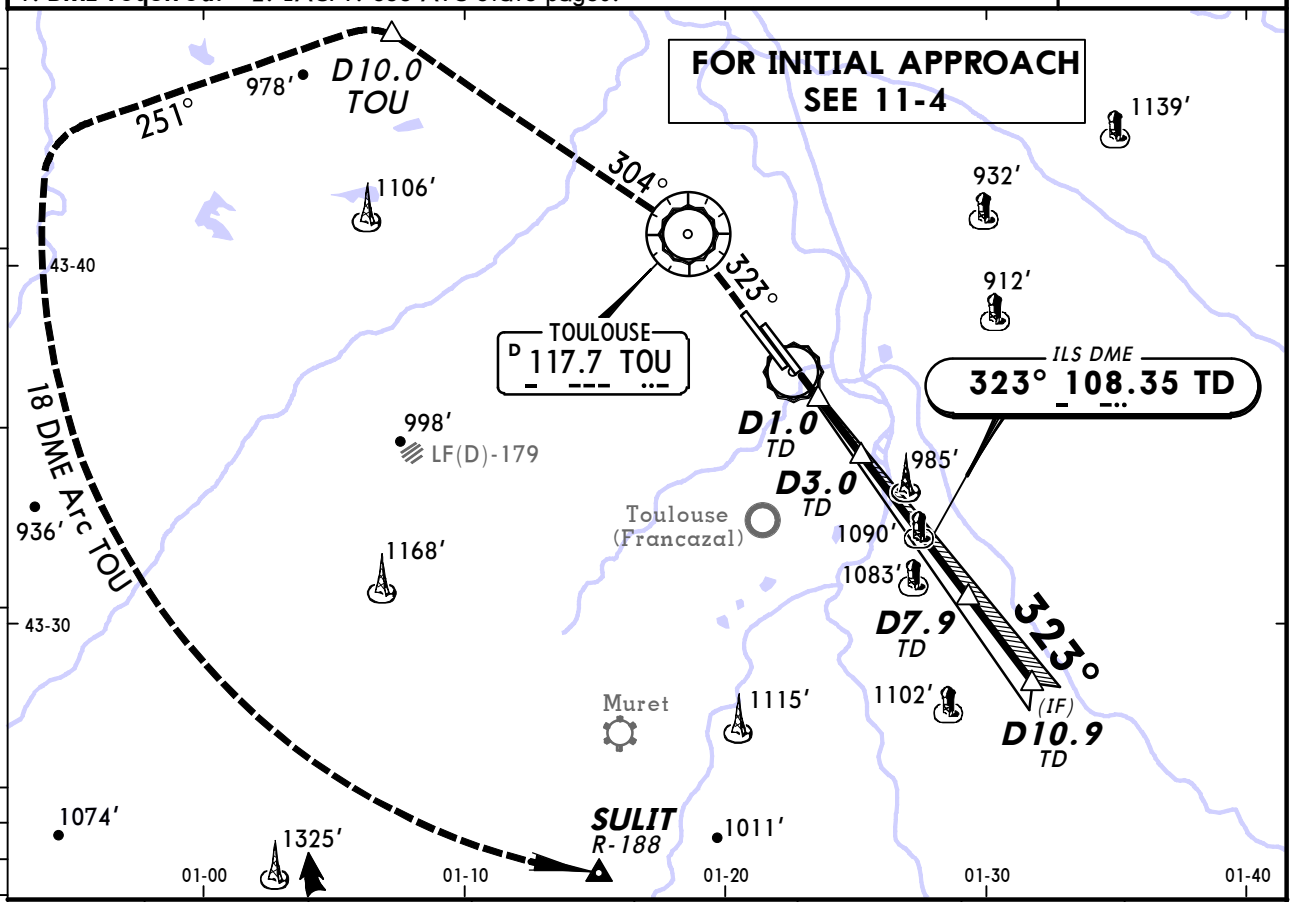
ATIS	TOULOUSE Approach				BLAGNAC Tower	Ground
123.12	120.35	123.85	West Sector 125.17	East Sector 129.3	118.1	121.9

LOC TD	Final Apch Crs	GS D3.0 TD	ILS DA(H)	Apt Elev 499′
108.35	323°	1450′ (953′)	697′ (200′)	RWY 497′

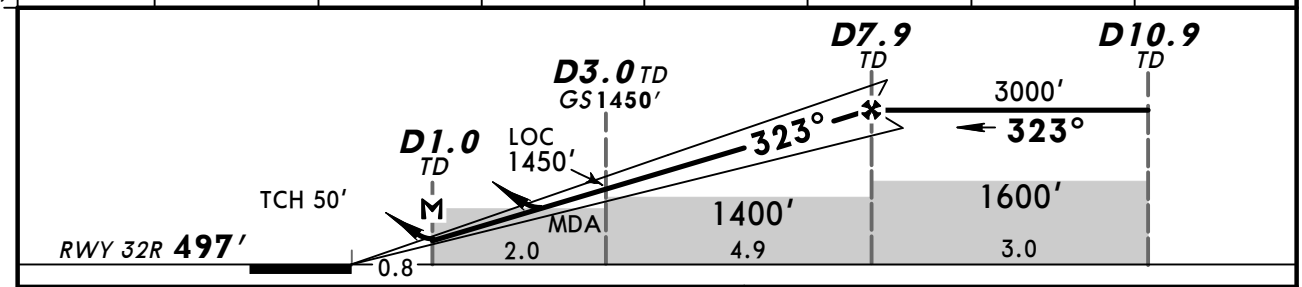
MISSED APCH: Climb on R-143 inbound to VOR to 4000′, then turn LEFT and follow R-304. At D10.0 TOU turn LEFT onto 251° climbing to 5000′ to intercept and follow 18 DME Arc TOU to SULIT.

Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 5000′
1. **DME required.** 2. LACFT: See ATC State pages.

3000′
MSA
TOU VOR
❶ 2500′ within 10 NM



LOC (GS out)	TD DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	1130′	1450′	1770′	2090′	2410′	2730′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0 TD							

REIL: TOU 117.7 ↑ on TOU 117.7 R-143

Standard STRAIGHT-IN LANDING RWY **32R**

	ILS ❶	LOC (GS out) CDFA	CIRCLE-TO-LAND ❷ Prohibited Northeast of runway		
	DA(H) 697′ (200′)	DA/MDA(H) ❸ 980′ (483′)	Max Kts	MDA(H)	VIS
A	RVR 1200m	RVR 1500m	110	1030′ (533′)	1500m
B			135	1050′ (553′)	1600m
C		CMV 2300m	180	1320′ (823′)	2400m
D			205	1320′ (823′)	3600m

PANS OPS

❶ LACFT: DA(H) 707′ (210′). ❷ Circling height based on rwy 32R threshold elev of 497′.
❸ For add-on to the MDA(H), see ATC pages FRANCE.

CHANGES: Approach frequency.

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BRIEFING STRIP ™

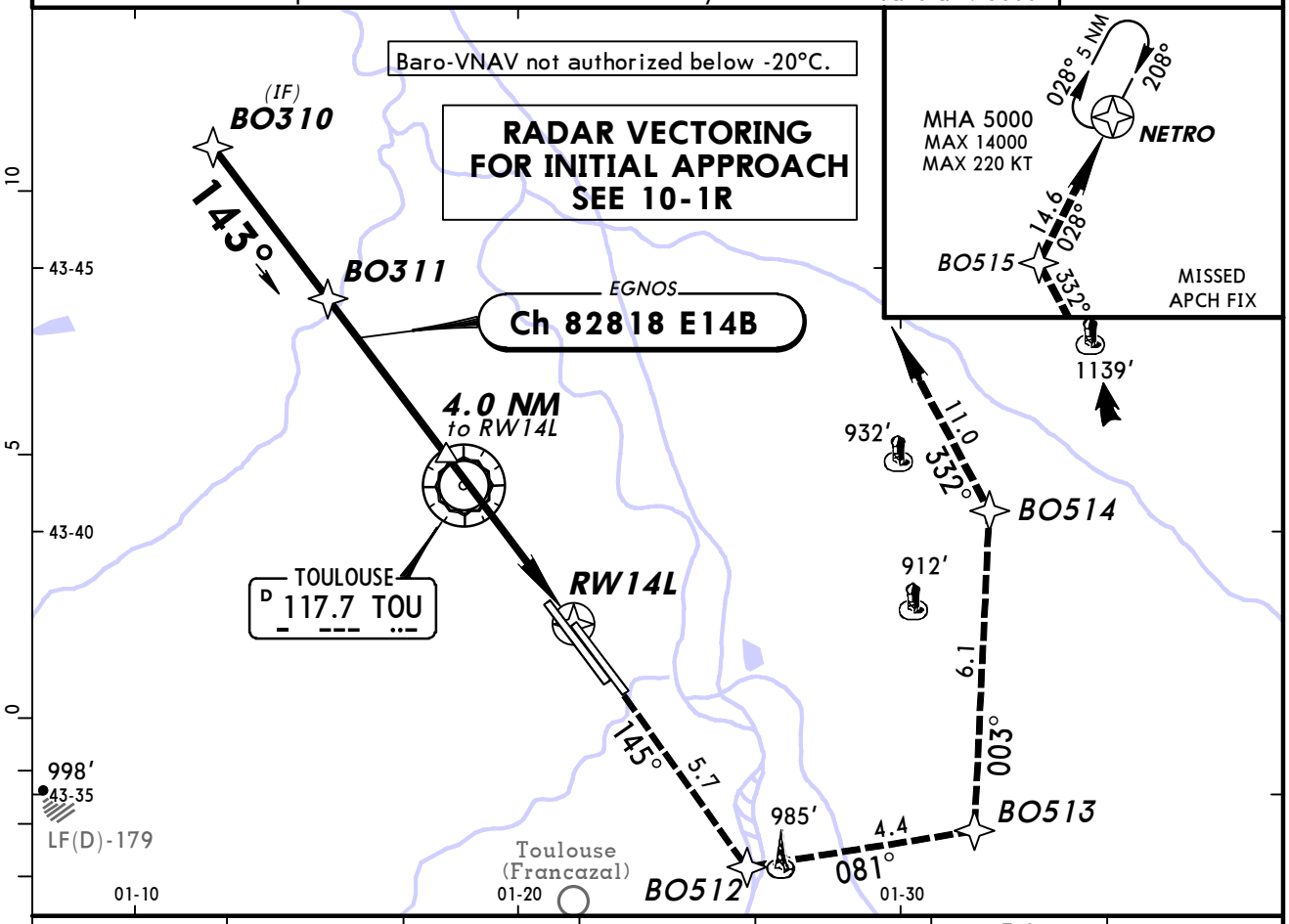
ATIS	TOULOUSE Approach		West Sector	East Sector	BLAGNAC Tower	Ground
123.12	120.35	123.85	125.17	129.3	118.1	121.9

EGNOS	Final Apch Crs	Procedure Alt	LPV DA(H)	Apt Elev 499′
Ch 82818 E14B	143°	BO311 3000′ (2511′)	Refer to Minimums	RWY 489′

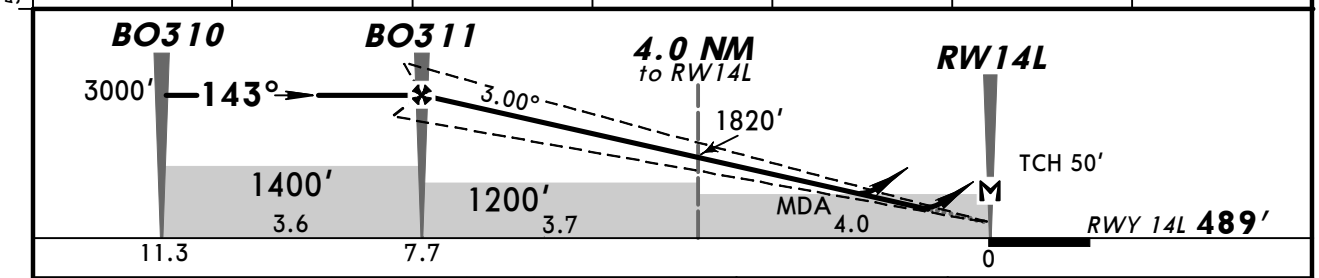
MISSED APCH: Climb to BO512 up to 4000′, then turn LEFT (MAX 190 KT) to BO513. At BO513 turn LEFT (MAX 190 KT) to BO514 and proceed to BO515. At BO515 turn RIGHT to NETRO climbing up to FL70, or as directed.

Alt Set: hPa Apt Elev: 18 hPa Trans level: By ATC Trans alt: 5000′

3000′ ❶
MSA
TOU VOR
❶ 2500′ within 10 NM



DIST to RW14L	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2770′	2450′	2130′	1815′	1495′	1175′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW14L							

HIALS
4000′
BO512

Standard STRAIGHT-IN LANDING RWY 14L

LPV	LNAV/VNAV	LNAV CDFA
DA(H) A: 780′(291′) C: 800′(311′) B: 790′(301′) D: 810′(321′)	DA(H) 910′(421′)	DA/MDA(H) 950′(461′)

	LPV		LNAV/VNAV		LNAV CDFA	
		ALS out		ALS out		ALS out
A	RVR 750m	RVR 1400m	RVR 1200m	RVR 1500m	RVR 1400m	RVR 1500m
B						
C				RVR 1900m		CMV 2100m
D						

CIRCLE-TO-LAND❶
Prohibited Northeast of runway

Max Kts	MDA(H)	VIS
110	1030′(541′)	1500m
135	1050′(561′)	1600m
180	1320′(831′)	2400m
205	1320′(831′)	3600m

PANS OPS

❶ Circling height based on rwy 14L thresh elev of 489′.

CHANGES: Approach frequency.

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BRIEFING STRIP

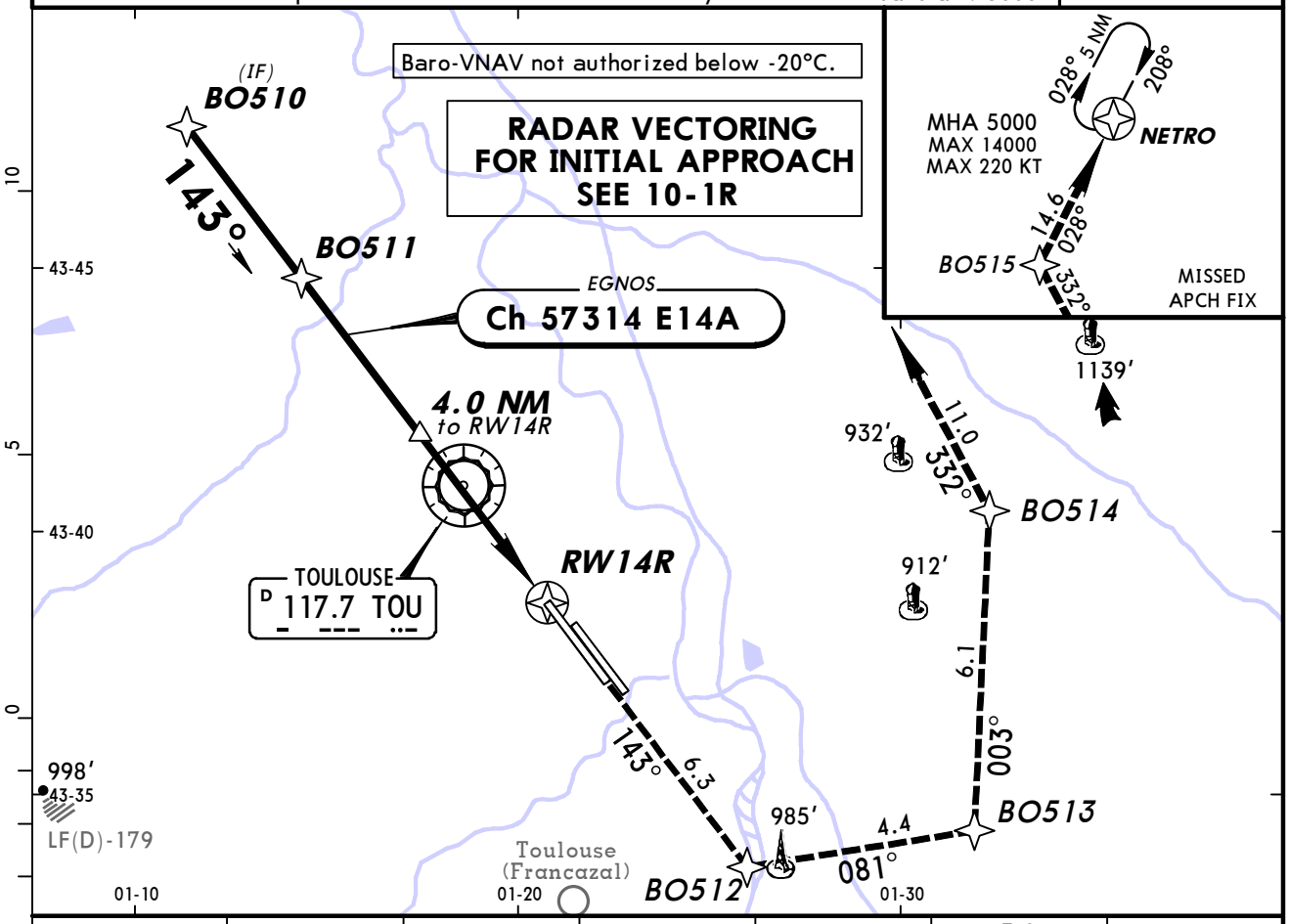
ATIS	TOULOUSE Approach				BLAGNAC Tower	Ground
			West Sector	East Sector		
123.12	120.35	123.85	125.17	129.3	118.1	121.9

EGNOS	Final Apch Crs	Procedure Alt	LPV DA(H)	Apt Elev 499′
Ch 57314 E14A	143°	BO511 3000′ (2512′)	Refer to Minimums	RWY 488′

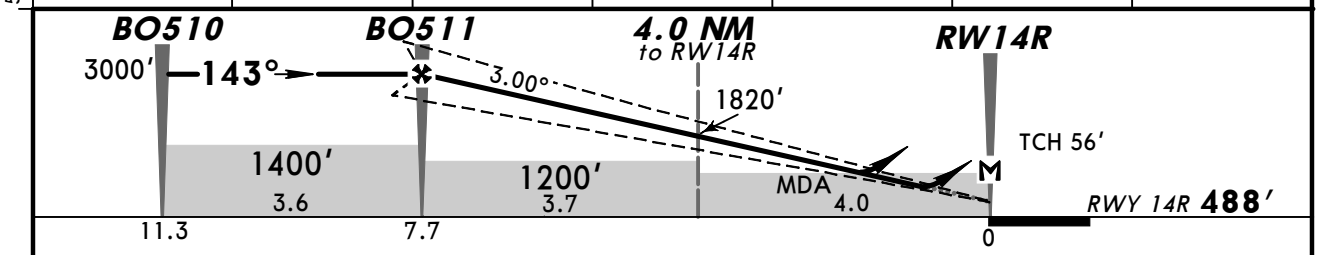
MISSED APCH: Climb to BO512 up to 4000′, then turn LEFT (MAX 190 KT) to BO513. At BO513 turn LEFT (MAX 190 KT) to BO514 and proceed to BO515. At BO515 turn RIGHT to NETRO climbing up to FL70, or as directed.

Alt Set: hPa | Apt Elev: 18 hPa | Trans level: By ATC | Trans alt: 5000′

3000′ ❶
MSA
TOU VOR
❶ 2500′ within 10 NM



DIST to RW14R	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2775′	2455′	2135′	1820′	1500′	1180′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW14R							

HIALS-II PAPI | 4000′ | BO512

PANS OPS

Standard STRAIGHT-IN LANDING RWY 14R

	LPV ❶		LNAV/VNAV		LNAV CDFA	
DA(H)	AB: 740′(252′)	C: 750′(262′) D: 760′(272′)	DA(H) 900′(412′)		DA/MDA(H) 950′(462′)	
		ALS out		ALS out		ALS out
A	RVR 750m ❷	RVR 1300m	RVR 1200m	RVR 1500m	RVR 1400m	RVR 1500m
B						
C				RVR 1900m		CMV 2100m
D						

CIRCLE-TO-LAND ❸

Prohibited Northeast of runway

Max Kts	MDA(H)	VIS
110	1030′(542′)	1500m
135	1050′(562′)	1600m
180	1220′(732′)	2400m
205	1320′(832′)	3600m

❶ LACFT: DA(H) 770′(282′). ❷ With TDZ, CL and HUD: RVR 600m.
❸ Circling height based on rwy 14R thresh elev of 488′.

CHANGES: Approach frequency. EGNOS channel.

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TOULOUSE, FRANCE
RNAV (GNSS) Rwy 32L

BRIEFING STRIP™

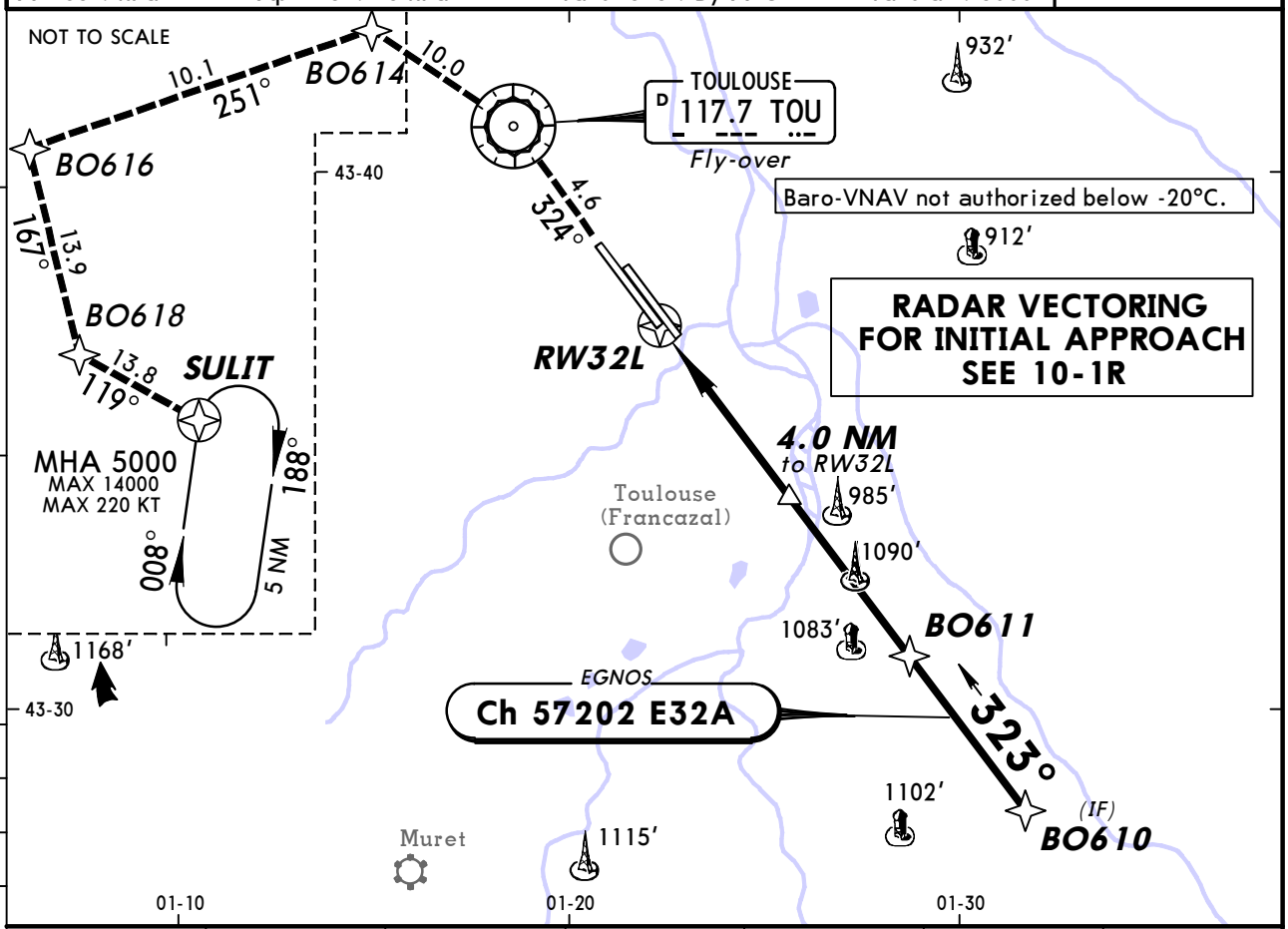
ATIS	TOULOUSE Approach				BLAGNAC Tower	Ground
			West Sector	East Sector		
123.12	120.35	123.85	125.17	129.3	118.1	121.9

EGNOS	Final Apch Crs	Procedure Alt	LPV DA(H)	Apt Elev 499′
Ch 57202 E32A	323°	BO611 3000′ (2503′)	750′ (253′)	RWY 497′

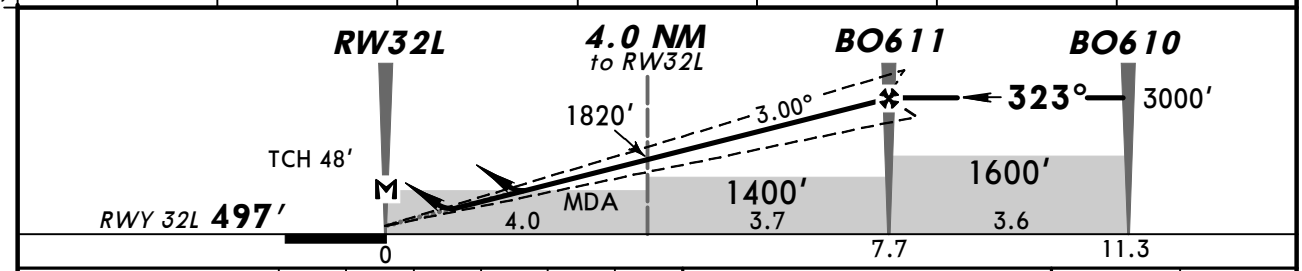
MISSED APCH: Climb to VOR, then turn LEFT to BO614 up to 4000′. At BO614 turn LEFT to BO616. At BO616 turn LEFT to BO618 climbing up to 5000′ an proceed to SULIT, or as directed.

Alt Set: hPa | Apt Elev: 18 hPa | Trans level: By ATC | Trans alt: 5000′

3000′ ❶
MSA TOU VOR
❶ 2500′ within 10 NM



DIST to RW32L	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1180′	1500′	1820′	2135′	2455′	2775′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW32L						

PAPI-L

TOU 117.7

Standard STRAIGHT-IN LANDING RWY 32L

	LPV ❶	LNAV/VNAV	LNAV CDFA
	DA(H) 750′ (253′)	DA(H) 840′ (343′)	DA/MDA(H) 930′ (433′)
A	RVR 1300m	RVR 1500m	RVR 1500m
B			
C			RVR 2000m
D			

CIRCLE-TO-LAND ❷

Prohibited Northeast of runway

Max Kts	MDA(H)	VIS
110	1030′ (533′)	1500m
135	1050′ (553′)	1600m
180	1220′ (723′)	2400m
205	1320′ (823′)	3600m

PANS OPS

❶ LACFT: DA(H) 760′ (263′). ❷ Circling height based on rwy 32L thresh elev of 497′.

CHANGES: Approach frequency. EGNOS channel.

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BRIEFING STRIP™

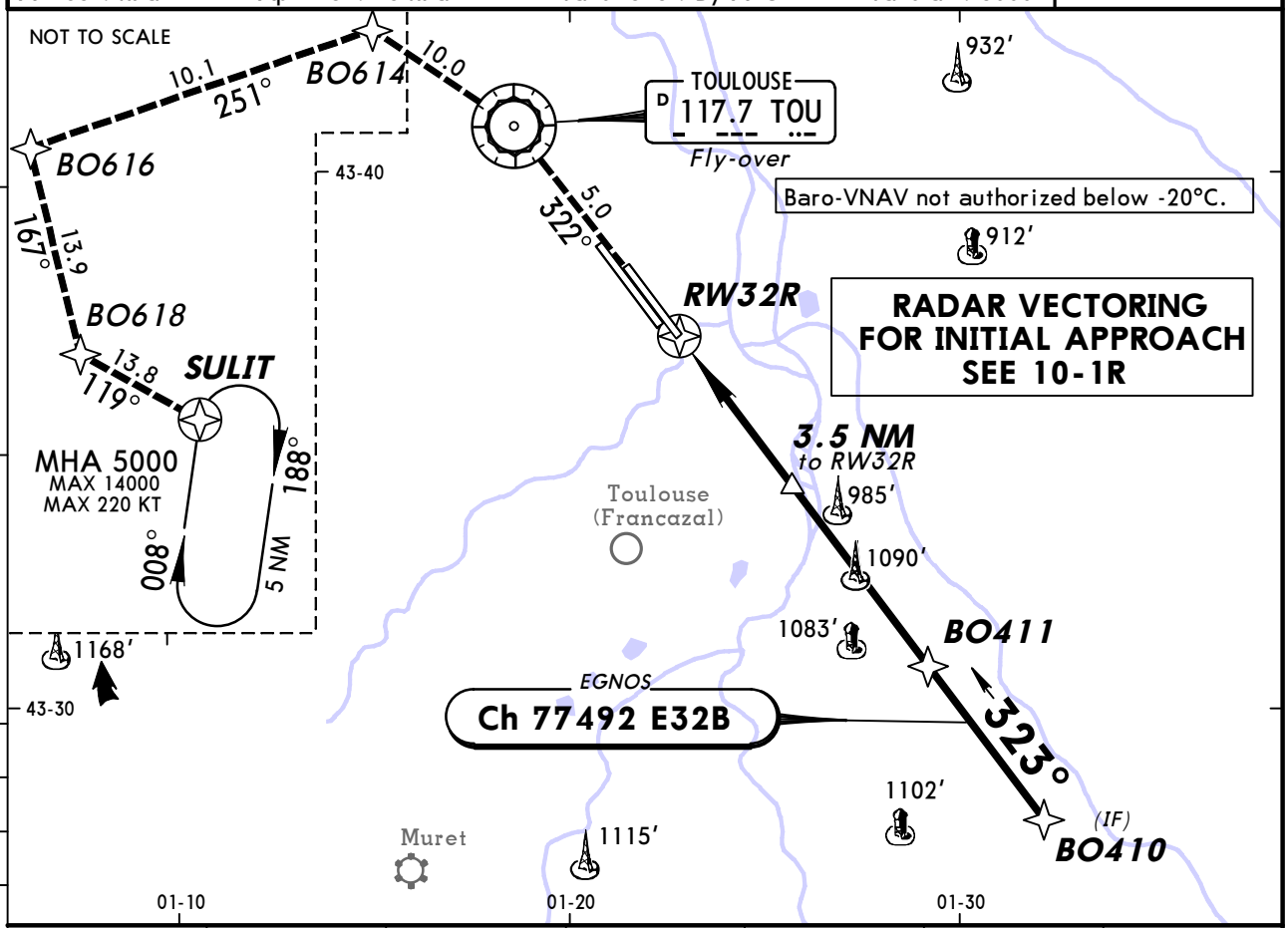
ATIS	TOULOUSE Approach				BLAGNAC Tower	Ground
			West Sector	East Sector		
123.12	120.35	123.85	125.17	129.3	118.1	121.9

EGNOS	Final Apch Crs	Procedure Alt	LPV DA(H)	Apt Elev 499′
Ch 77492 E32B	323°	BO411 3000′ (2503′)	750′ (253′)	RWY 497′

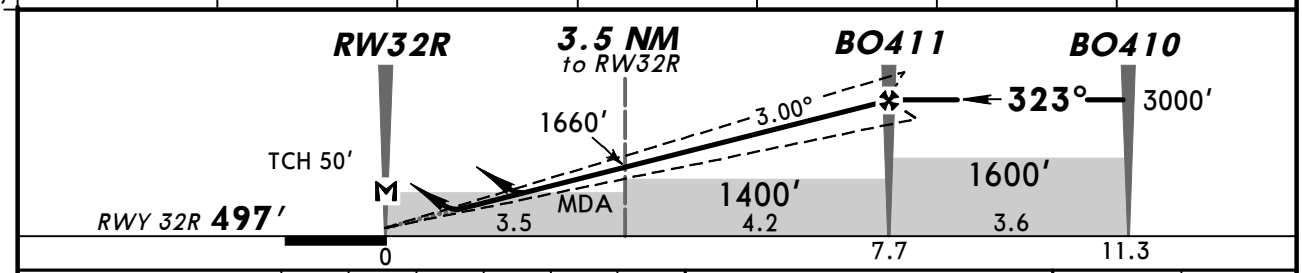
MISSED APCH: Climb to VOR, then turn LEFT to BO614 up to 4000′. At BO614 turn LEFT to BO616. At BO616 turn LEFT to BO618 climbing up to 5000′ an proceed to SULIT, or as directed.

Alt Set: hPa Apt Elev: 18 hPa Trans level: By ATC Trans alt: 5000′

3000′ ❶
MSA
TOU VOR
❶ 2500′ within 10 NM



DIST to RW32R	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1185′	1500′	1820′	2140′	2460′	2775′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW32R						

REIL TOU 117.7

Standard STRAIGHT-IN LANDING RWY 32R

	LPV	LNAV/VNAV	LNAV CDFA
	DA(H) 750′ (253′)	DA(H) 860′ (363′)	DA/MDA(H) 920′ (423′)
A	RVR 1300m	RVR 1500m	RVR 1500m
B			
C		RVR 1600m	RVR 2000m
D			

CIRCLE-TO-LAND ❶
Prohibited Northeast of runway

Max Kts	MDA(H)	VIS
110	1030′ (533′)	1500m
135	1050′ (553′)	1600m
180	1320′ (823′)	2400m
205	1320′ (823′)	3600m

PANS OPS

❶ Circling height based on rwy 32R thresh elev of 497′.

CHANGES: Approach frequency.

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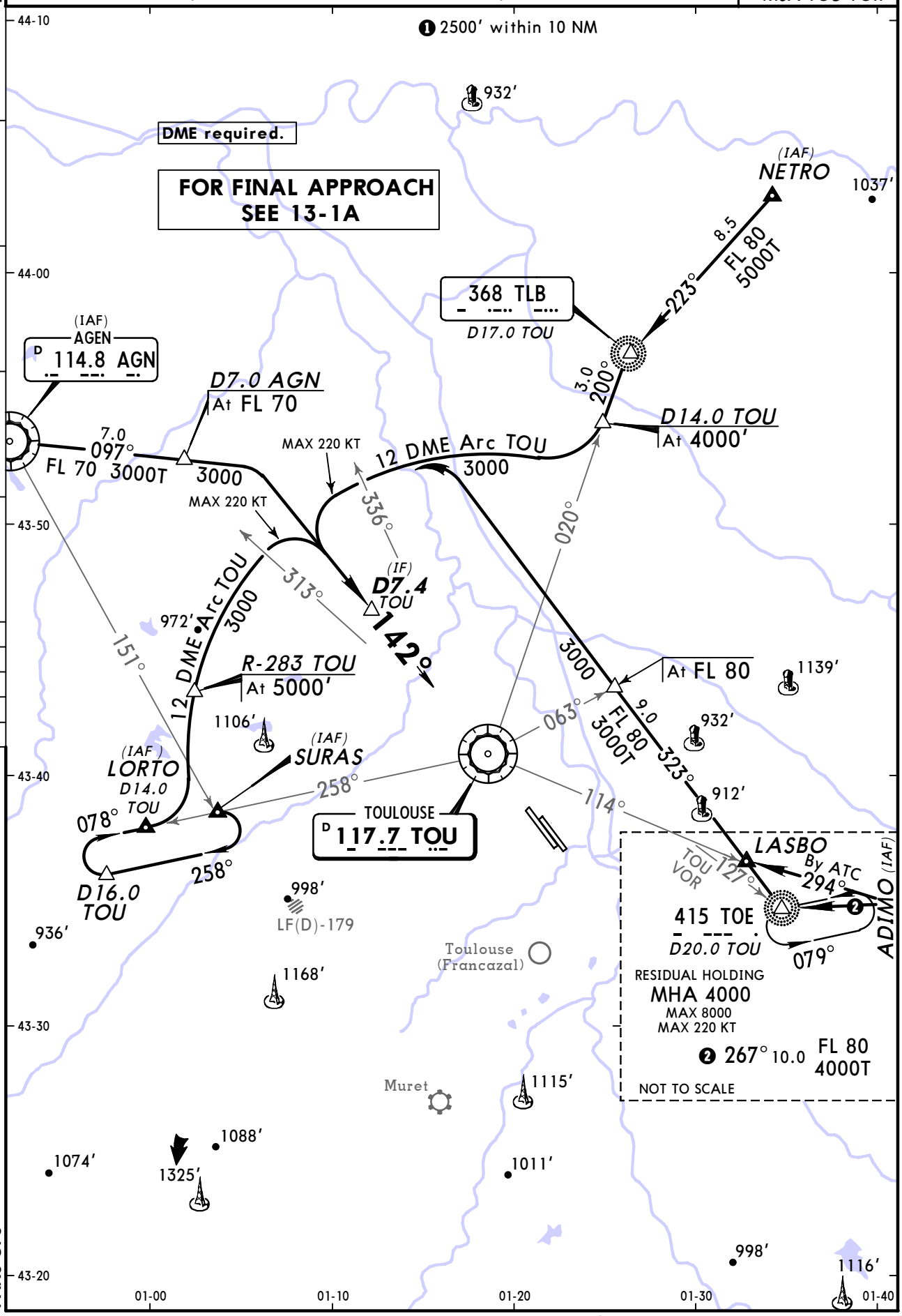
BRIEFING STRIP

ATIS	TOULOUSE Approach			BLAGNAC Tower	Ground
123.12	120.35 123.85	West Sector 125.17	East Sector 129.3	118.1	121.9

VOR	Final Apch Crs	Procedure Alt	DA/MDA(H)	
TOU 117.7	142°	Refer to chart 13-1A	Refer to chart 13-1A	Apt Elev 499′

Alt Set: hPa | Apt Elev: 18 hPa | Trans level: By ATC | Trans alt: 5000′

3000′ ❶
MSA TOU VOR



PANS OPS

CHANGES: Approach frequeny.

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BRIEFING STRIP ™

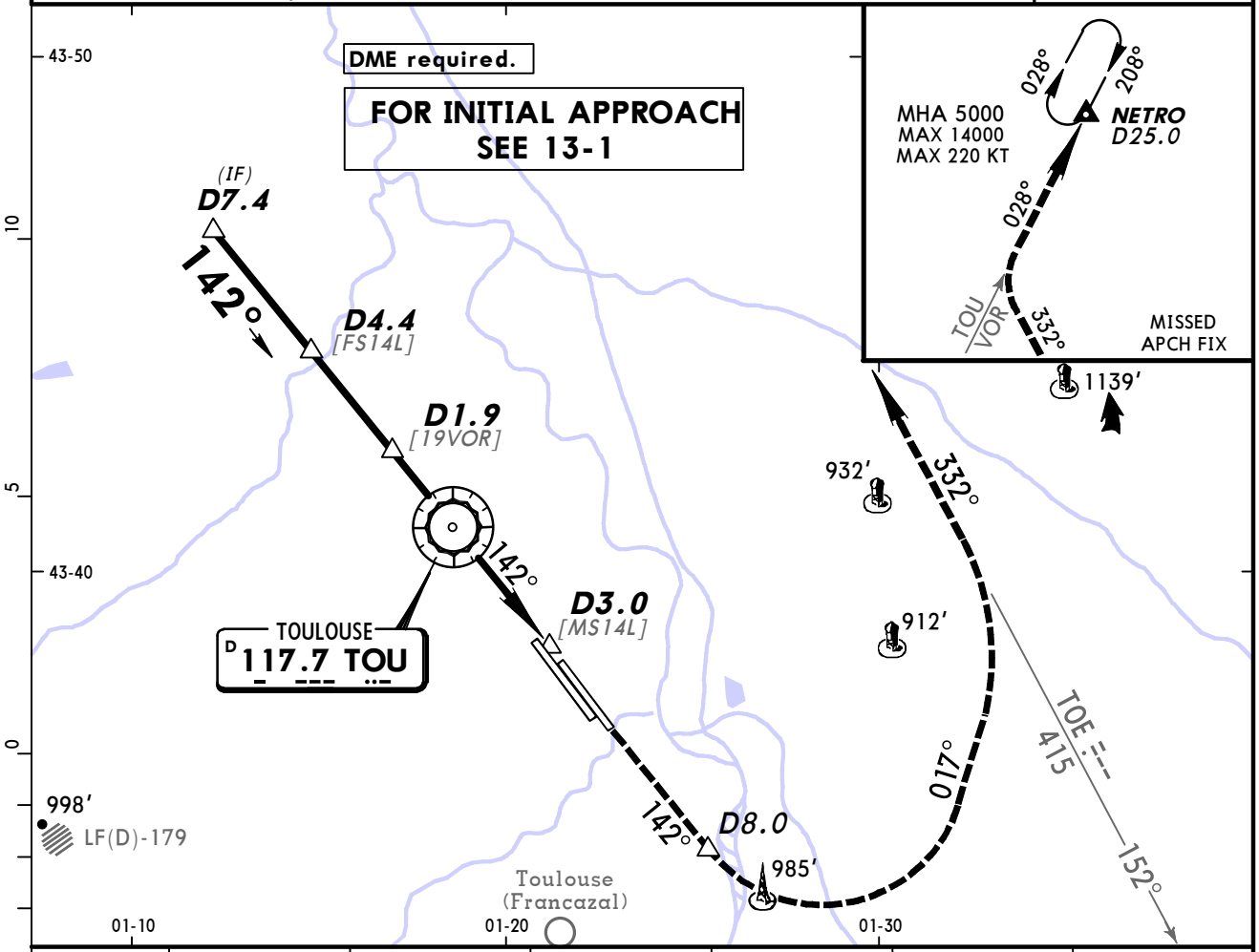
ATIS	TOULOUSE Approach			BLAGNAC Tower	Ground
		West Sector	East Sector		
123.12	120.35 123.85	125.17	129.3	118.1	121.9

VOR	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev
TOU 117.7	142°	D4.4 3000′ (2501′)	950′ (451′)	499′

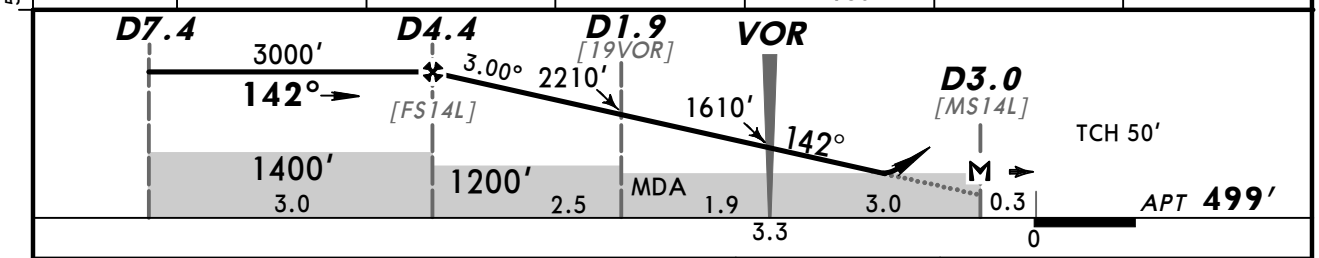
MISSED APCH: Climb on R-142 to D8.0, then turn LEFT onto 017° climbing to 4000′ to intercept and follow 332° from TOE NDB. Proceed on R-028 to NETRO, or as directed.
Climb to 1500′ prior to level acceleration.

Alt Set: hPa Apt Elev: 18 hPa Trans level: By ATC Trans alt: 5000′

3000′
MSA
TOU VOR
2500′ within 10 NM



TOU DME	4.0	3.0	2.0	1.0 before TOU	0.0	1.0 after TOU
ALTITUDE	2880′	2570′	2250′	1930′	1610′	1290′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D3.0 after VOR							

HIALS

D8.0 ↑ TOU on 117.7 R-142

Standard STRAIGHT-IN LANDING RWY 14L
CDFA
DA/MDA(H) [1] 950′ (451′)

		ALS out
A	RVR 1400m	RVR 1500m
B		
C		CMV 2100m
D		

CIRCLE-TO-LAND
Prohibited Northeast of runway

Max Kts	MDA(H)	VIS
110	1030′ (531′)	1500m
135	1050′ (551′)	1600m
180	1320′ (821′)	2400m
205	1320′ (821′)	3600m

[1] For add-on to the MDA(H), see ATC pages FRANCE.

PANS OPS

CHANGES: Approach frequency.

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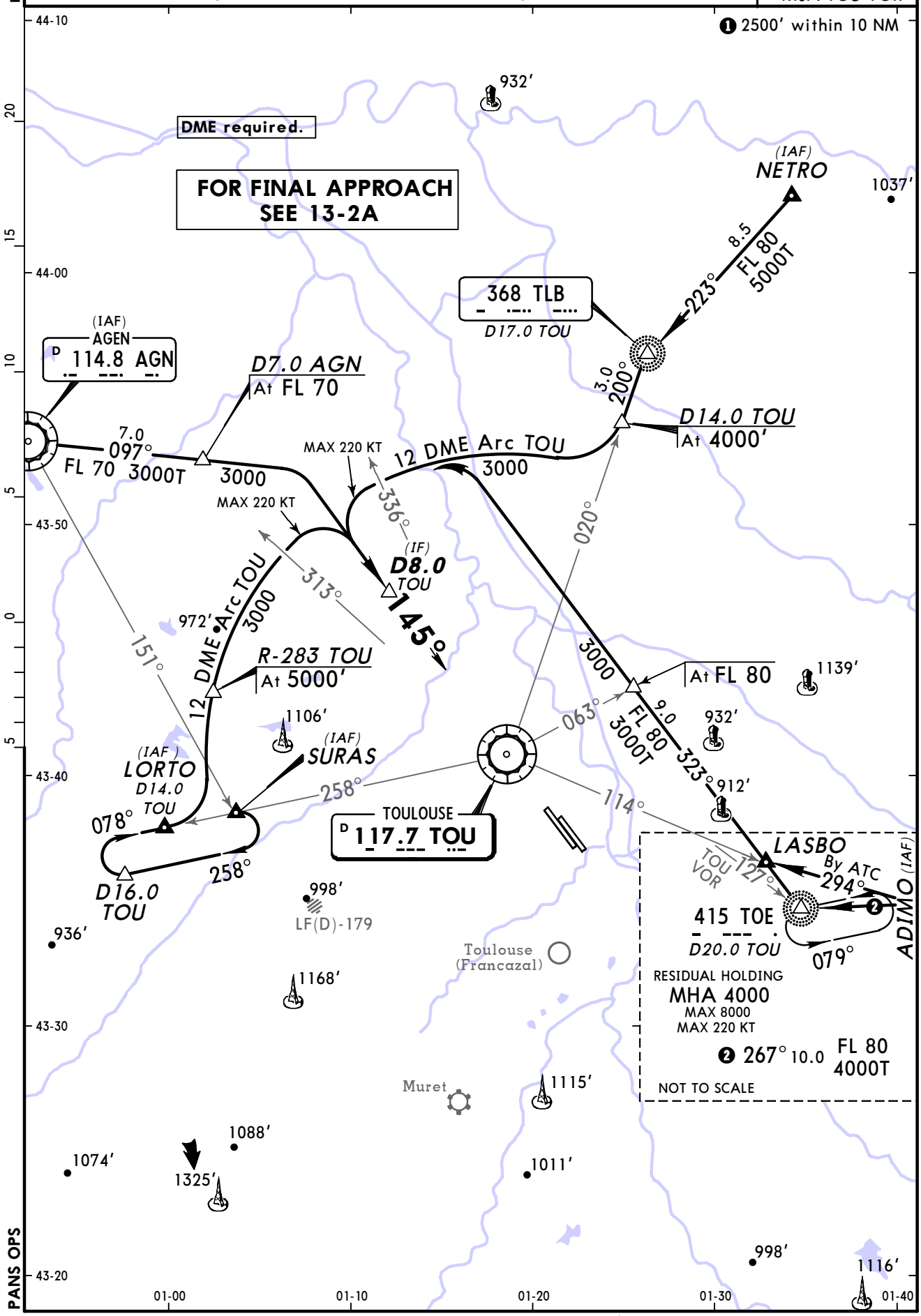
BRIEFING STRIP

ATIS	TOULOUSE Approach				BLAGNAC Tower	Ground
123.12	120.35	123.85	West Sector 125.17	East Sector 129.3	118.1	121.9

VOR	Final Apch Crs	Procedure Alt	DA/MDA(H)	
TOU 117.7	145°	Refer to chart 13-2A	Refer to chart 13-2A	Apt Elev 499′

Alt Set: hPa | Apt Elev: 18 hPa | Trans level: By ATC | Trans alt: 5000′

MSA TOU VOR: 3000′ ❶



PANS OPS

CHANGES: Approach frequency.

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BRIEFING STRIP ™

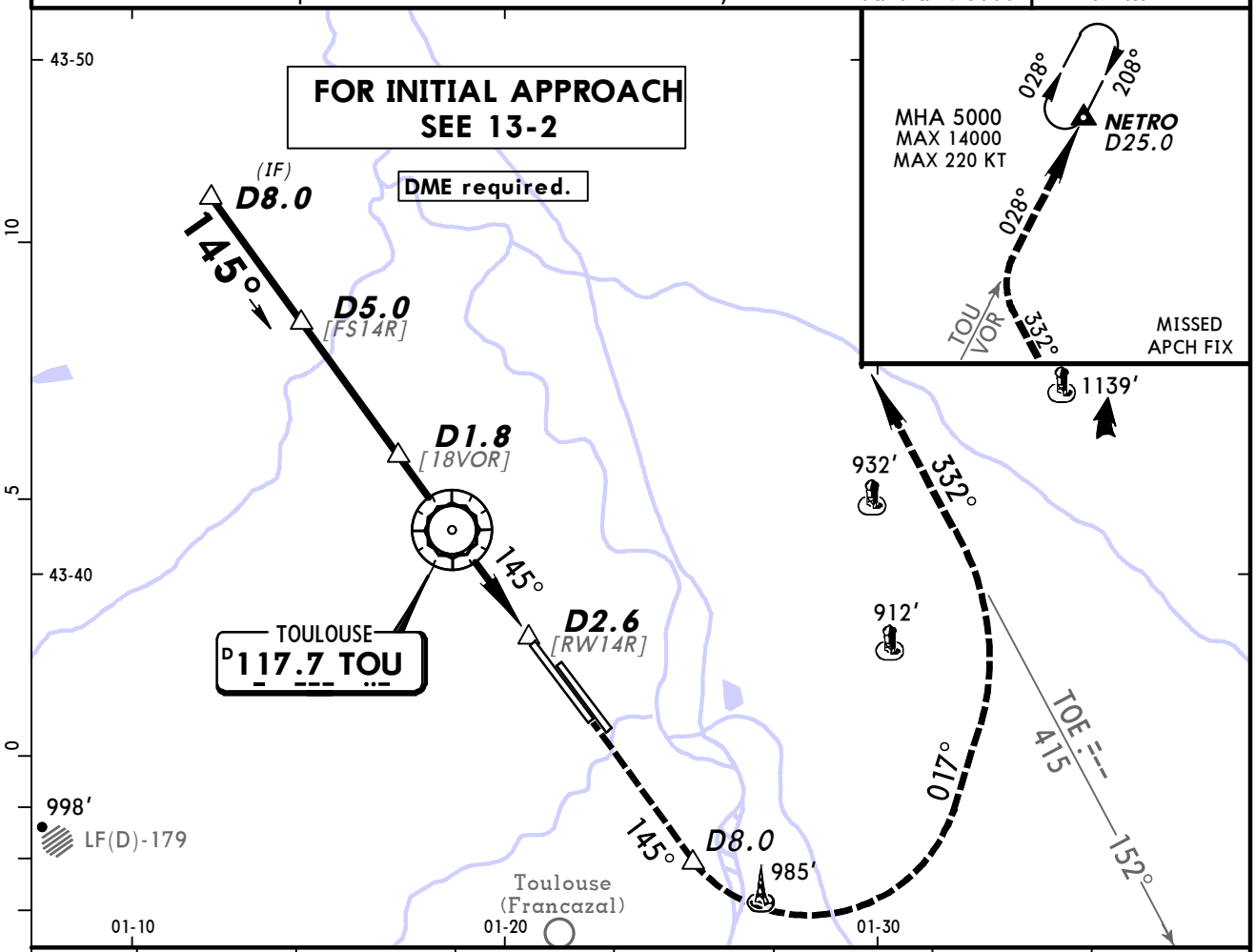
ATIS	TOULOUSE Approach				BLAGNAC Tower	Ground
			West Sector	East Sector		
123.12	120.35	123.85	125.17	129.3	118.1	121.9

VOR	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev
TOU 117.7	145°	D5.0 3000′ (2501′)	950′ (451′)	499′

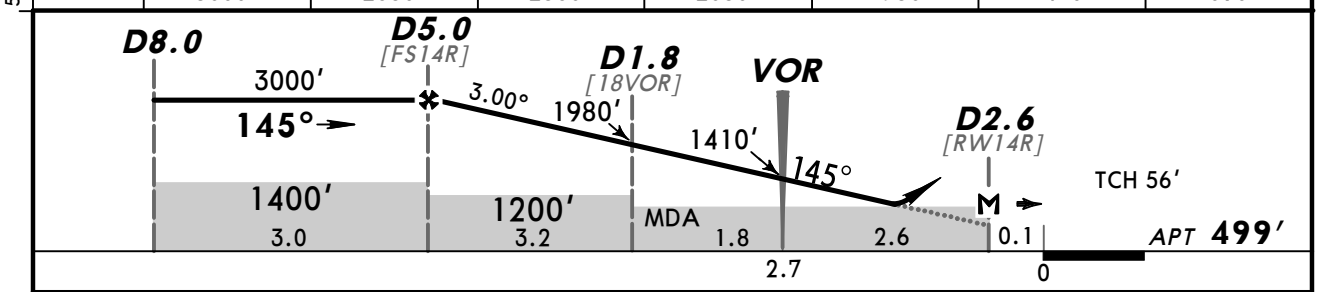
MISSED APCH: Climb on R-145 to D8.0, then turn LEFT onto 017° climbing to 4000′ to intercept and follow 332° from TOE NDB. Proceed on R-028 to NETRO, or as directed. Climb to 1500′ prior to level acceleration.

Alt Set: hPa Apt Elev: 18 hPa Trans level: By ATC Trans alt: 5000′

3000′
MSA
TOU VOR
2500′ within 10 NM



TOU DME	5.0	4.0	3.0	2.0	1.0 before TOU	0.0	1.0 after TOU
ALTITUDE	3000′	2680′	2360′	2050′	1730′	1410′	1090′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.6 after VOR							

HIALS-II

D8.0 ↑ on TOU 117.7 R-145

PANS OPS

Standard STRAIGHT-IN LANDING RWY 14R
CDFA
DA/MDA(H) [1] 950′ (451′)

		ALS out
A	RVR 1400m	RVR 1500m
B		
C		CMV 2100m
D		

CIRCLE-TO-LAND
Prohibited Northeast of runway

Max Kts	MDA(H)	VIS
110	1030′ (531′)	1500m
135	1050′ (551′)	1600m
180	1220′ (721′)	2400m
205	1320′ (821′)	3600m

[1] For add-on to the MDA(H), see ATC pages FRANCE.

CHANGES: Approach frequency.

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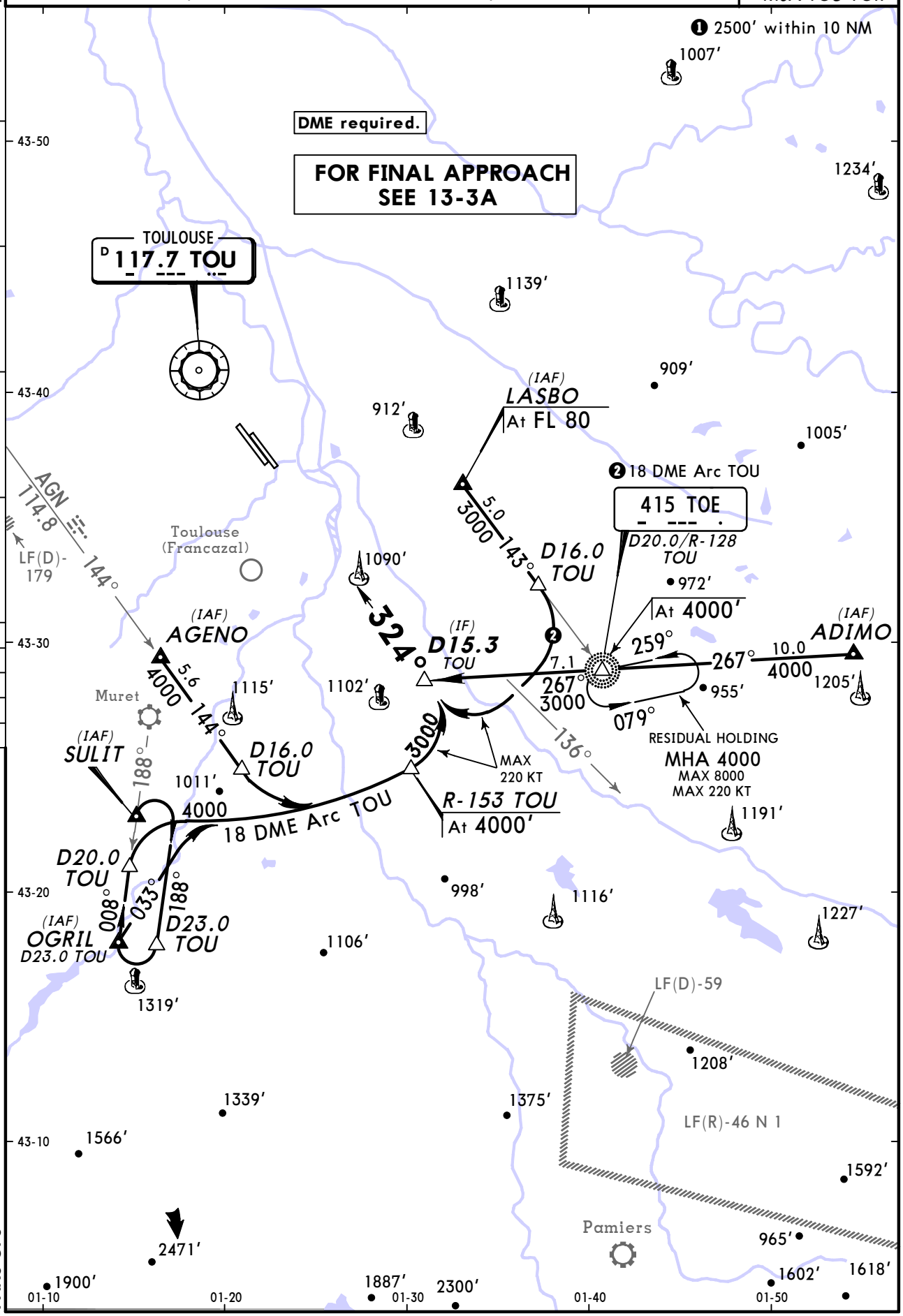
BRIEFING STRIP

ATIS	TOULOUSE Approach			BLAGNAC Tower	Ground
123.12	120.35 123.85	West Sector 125.17	East Sector 129.3	118.1	121.9

VOR	Final Apch Crs	Procedure Alt	DA/MDA(H)	
TOU 117.7	324°	Refer to chart 13-3A	Refer to chart 13-3A	Apt Elev 499′

Alt Set: hPa | Apt Elev: 18 hPa | Trans level: By ATC | Trans alt: 5000′

3000′ ❶
MSA TOU VOR



PANS OPS

CHANGES: Approach frequency.

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BRIEFING STRIP™

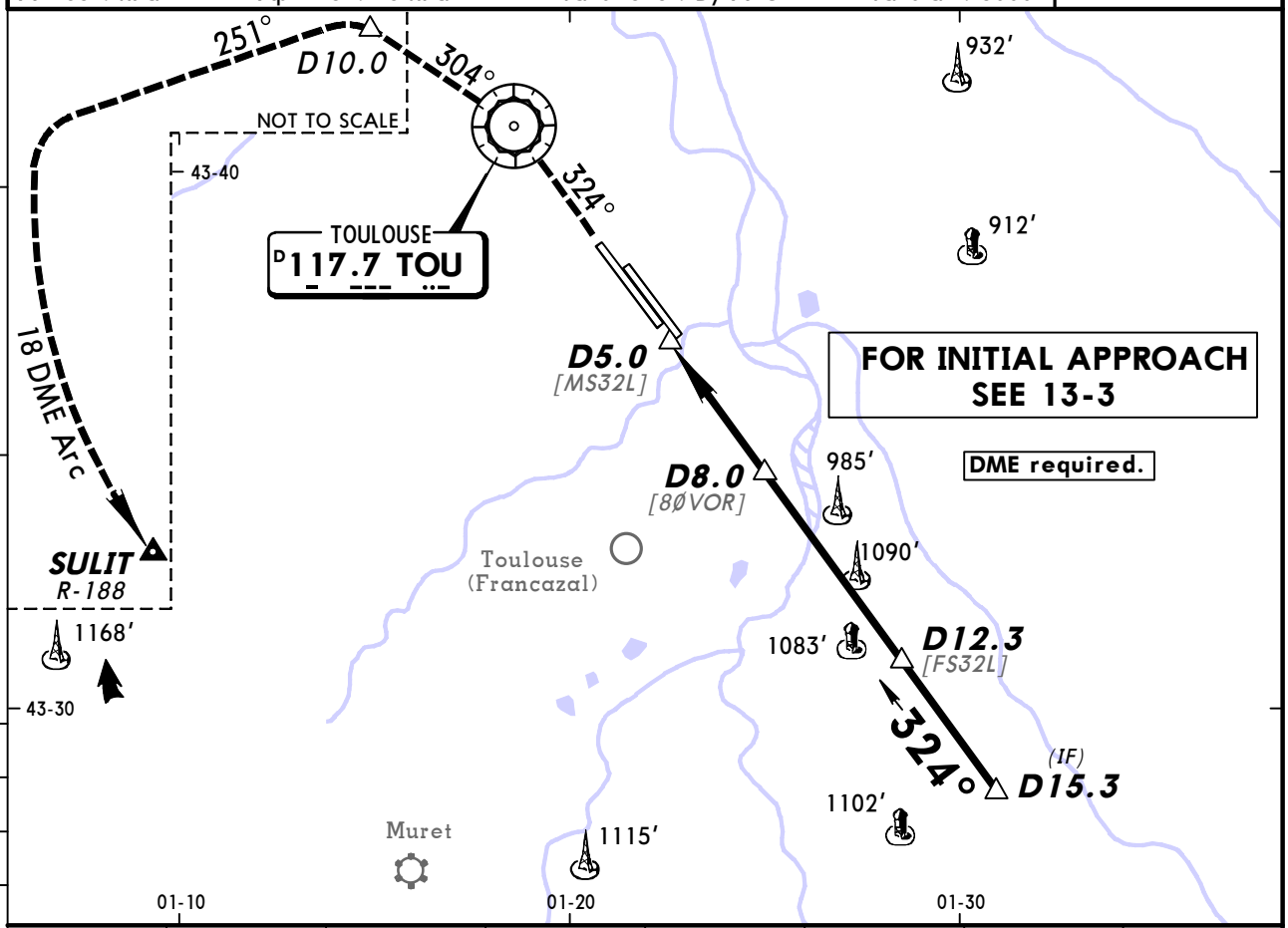
ATIS	TOULOUSE Approach				BLAGNAC Tower	Ground
			West Sector	East Sector		
123.12	120.35	123.85	125.17	129.3	118.1	121.9

VOR	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev
TOU 117.7	324°	D12.3 3000′ (2501′)	980′ (481′)	499′

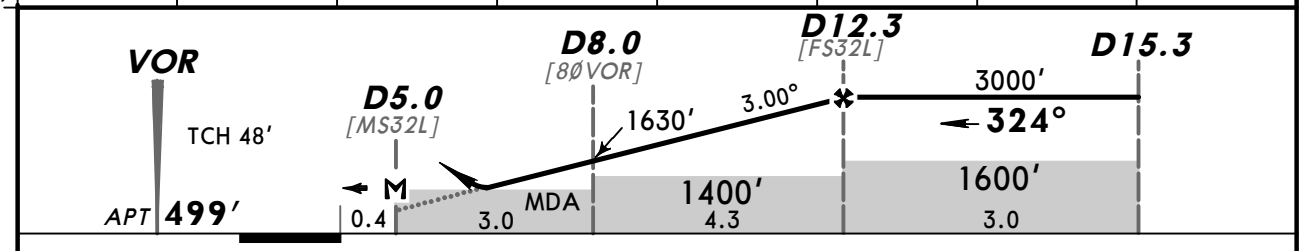
MISSED APCH: Climb on R-144 inbound to VOR to 4000′, then turn LEFT and follow R-304. At D10.0 TOU turn LEFT onto 251° climbing to 5000′ to intercept and follow 18 DME Arc TOU to SULIT.

Alt Set: hPa | Apt Elev: 18 hPa | Trans level: By ATC | Trans alt: 5000′

3000′ ❶
MSA
TOU VOR
❶ 2500′ within 10 NM



TOU DME	6.0	7.0	8.0	9.0	10.0	11.0	12.0
ALTITUDE	990′	1310′	1630′	1950′	2270′	2580′	2900′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D5.0							

PAPI-L | TOU 117.7 ↑ on TOU 117.7 R-144

PANS OPS

Standard STRAIGHT-IN LANDING RWY **32L**

CDFA

DA/MDA(H) ❶ **980′** (481′)

		Max Kts	MDA(H)	VIS
A	RVR 1500m	110	1030′ (531′)	1500m
B		135	1050′ (551′)	1600m
C	CMV 2200m	180	1220′ (721′)	2400m
D		205	1320′ (821′)	3600m

CIRCLE-TO-LAND

Prohibited Northeast of runway

❶ For add-on to the MDA(H), see ATC pages FRANCE.

CHANGES: Approach frequency.

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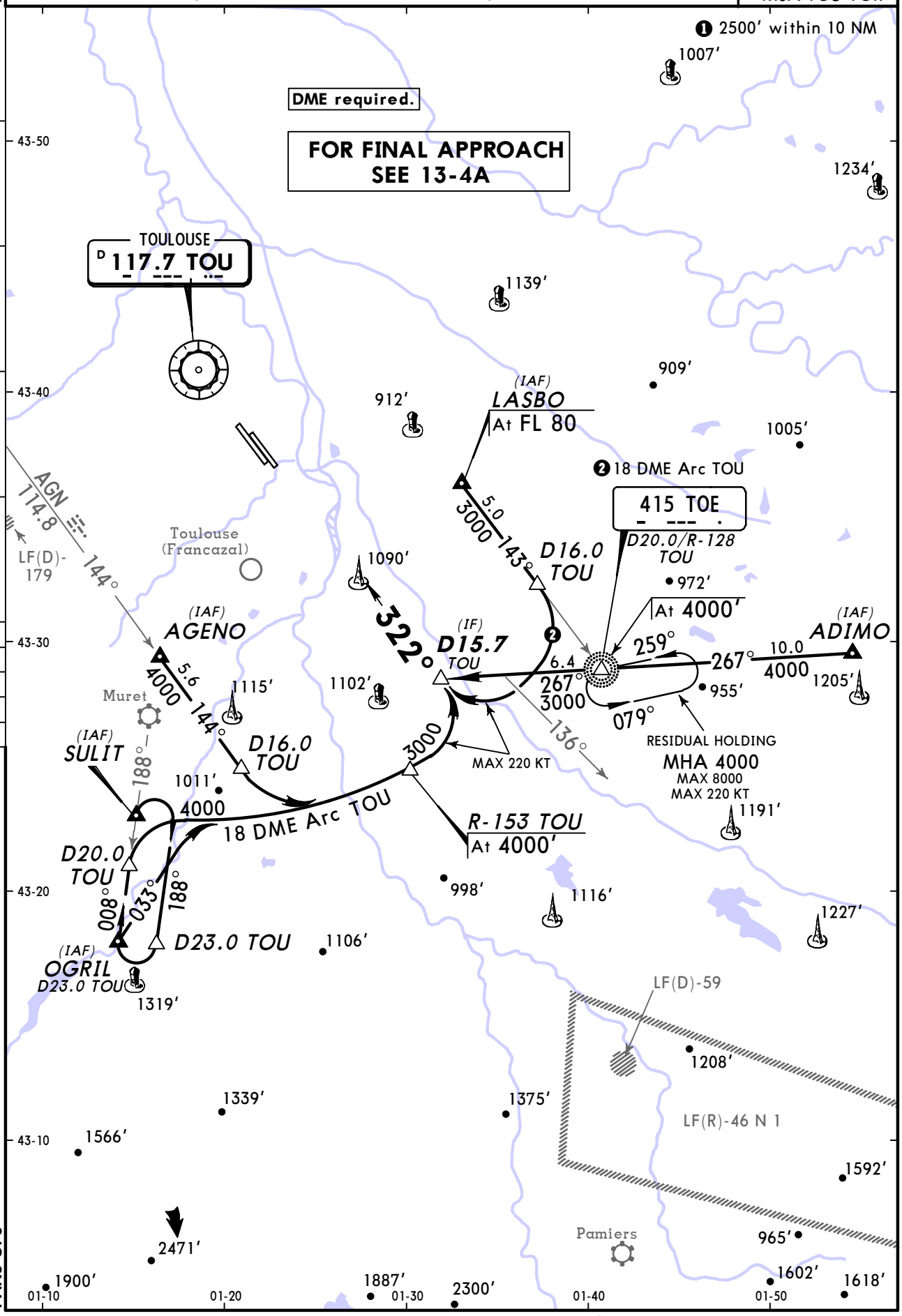
ATIS	TOULOUSE Approach				BLAGNAC Tower	Ground
123.12	120.35	123.85	West Sector 125.17	East Sector 129.3	118.1	121.9

VOR	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev
TOU 117.7	322°	Refer to chart 13-4A	Refer to chart 13-4A	499′

Alt Set: hPa | Apt Elev: 18 hPa | Trans level: By ATC | Trans alt: 5000′

BRIEFING STRIP ™

3000′ ❶
MSA TOU VOR



PANS OPS

CHANGES: Approach frequency.

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BRIEFING STRIP

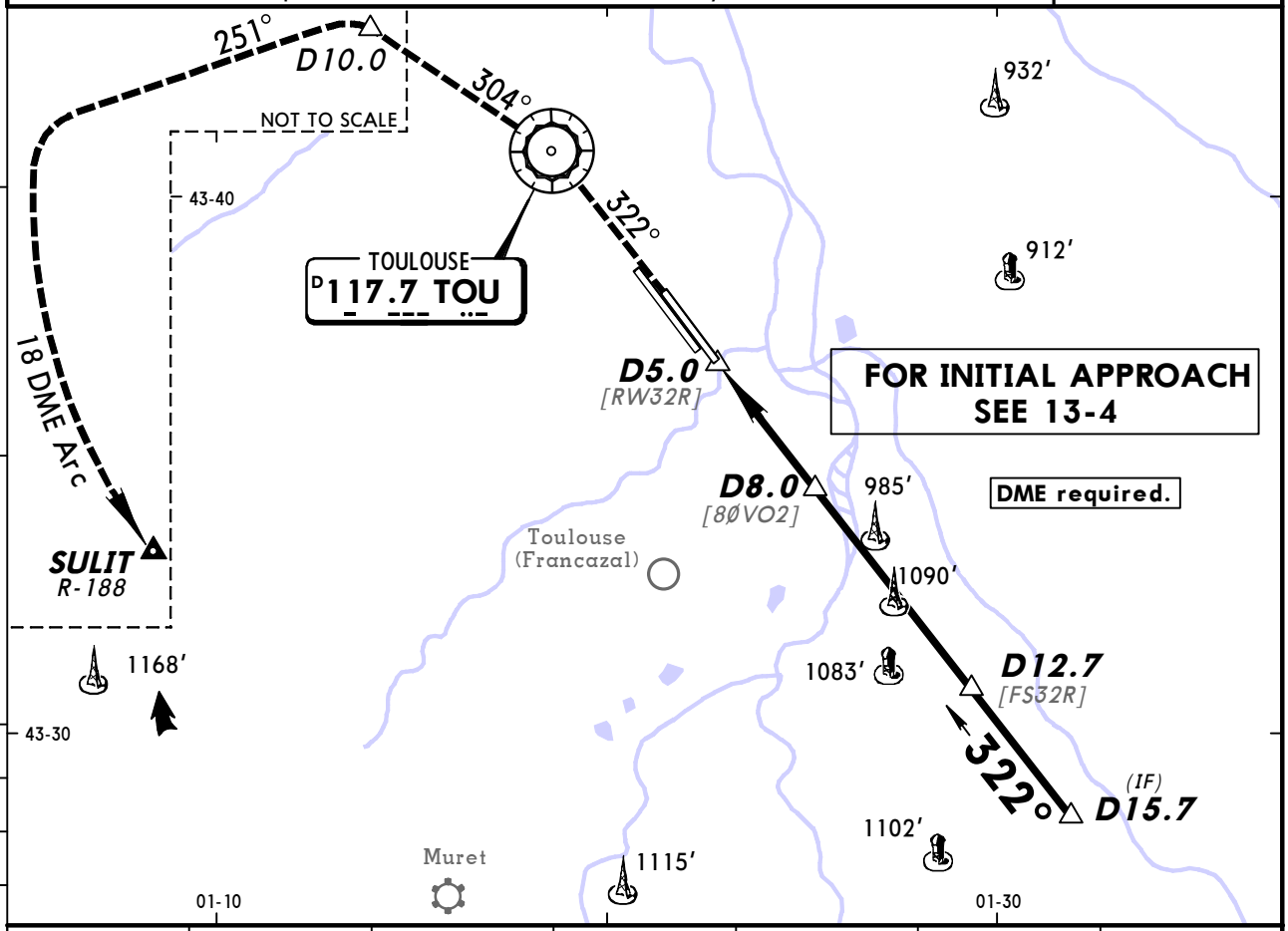
ATIS	TOULOUSE Approach				BLAGNAC Tower	Ground
			West Sector	East Sector		
123.12	120.35	123.85	125.17	129.3	118.1	121.9

VOR	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev
TOU 117.7	322°	D12.7 3000′ (2501′)	980′ (481′)	499′

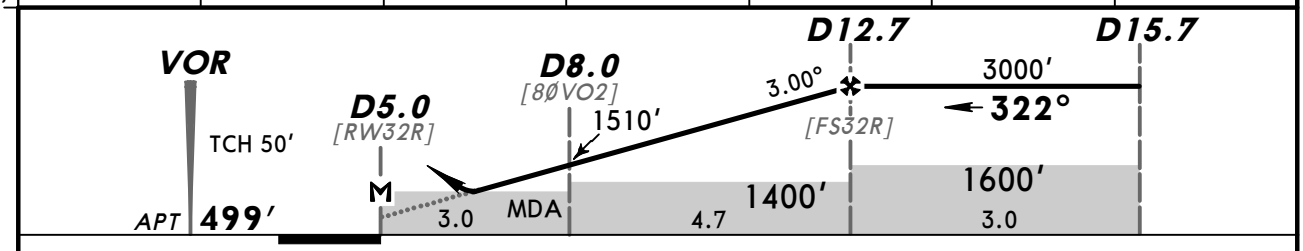
MISSED APCH: Climb on R-142 inbound to VOR to 4000′, then turn LEFT and follow R-304. At D10.0 TOU turn LEFT onto 251° climbing to 5000′ to intercept and follow 18 DME Arc TOU to SULIT.

Alt Set: hPa | Apt Elev: 18 hPa | Trans level: By ATC | Trans alt: 5000′

3000′ ❶
MSA TOU VOR
❶ 2500′ within 10 NM



TOU DME	7.0	8.0	9.0	10.0	11.0	12.0
ALTITUDE	1190′	1510′	1830′	2150′	2470′	2780′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D5.0							

REIL | TOU 117.7 | TOU 117.7 on R-142

Standard STRAIGHT-IN LANDING RWY 32R

CDFA

DA/MDA(H) ❶ 980′ (481′)

		Max Kts	MDA(H)	VIS
A	RVR 1500m	110	1030′ (531′)	1500m
B		135	1050′ (551′)	1600m
C	CMV 2200m	180	1320′ (821′)	2400m
D		205	1320′ (821′)	3600m

CIRCLE-TO-LAND

Prohibited Northeast of runway

PANS OPS

❶ For add-on to the MDA(H), see ATC pages FRANCE.

CHANGES: Approach frequency.

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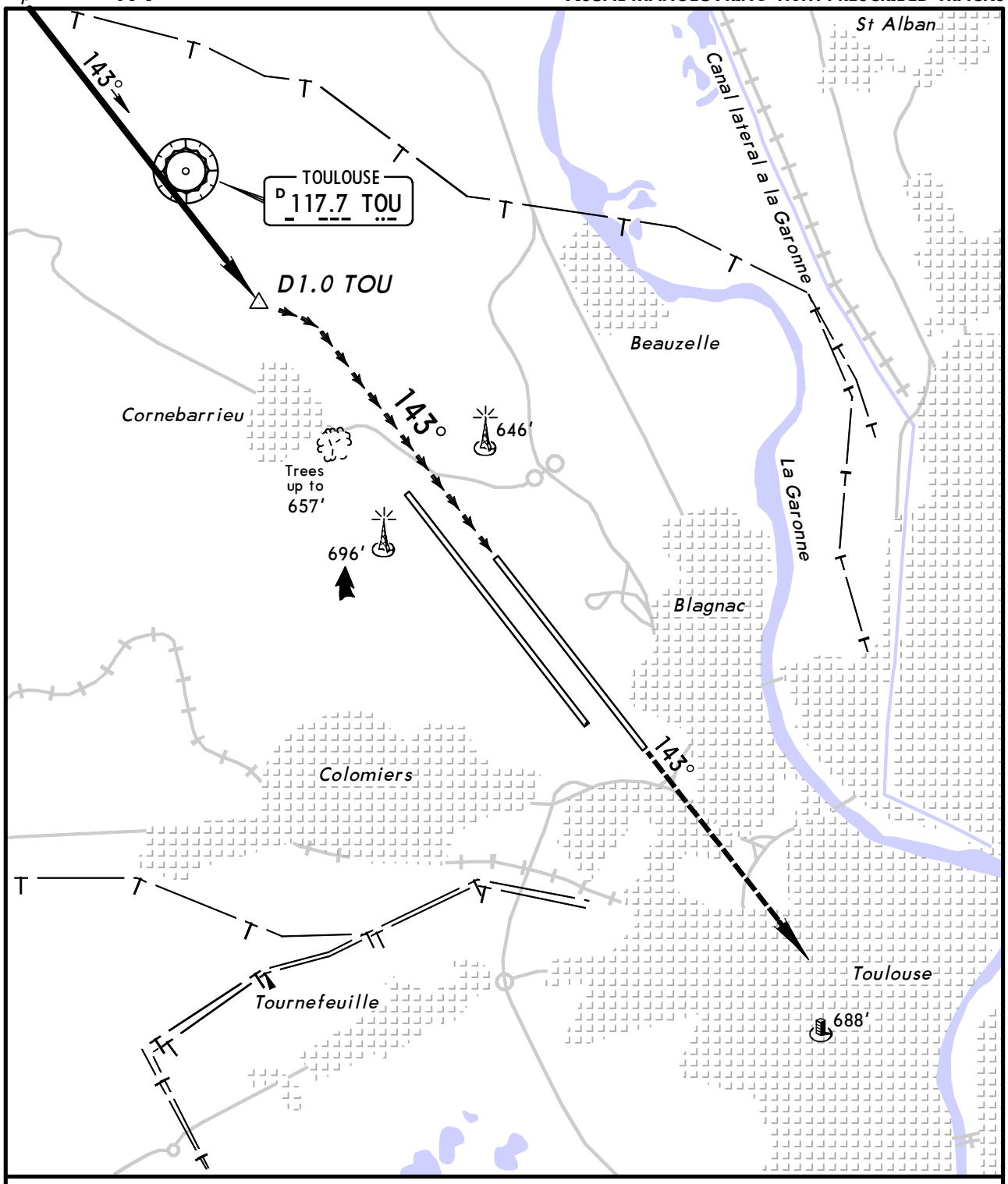
TOULOUSE, FRANCE
BLAGNAC
VPT RWY 14L

Apt Elev **499′**

VISUAL MANOEUVRING WITH PRESCRIBED TRACKS



MISSED APPROACH: Climb on 143° and as directed.

Standard

	Max Kts	MDA(H)	VIS
A	110	**1080′** (581′)	1500m
B	135	**1080′** (581′)	1600m
C	180	**1100′** (601′)	2400m
D	205	**1200′** (701′)	3600m

CHANGES: Bearings.

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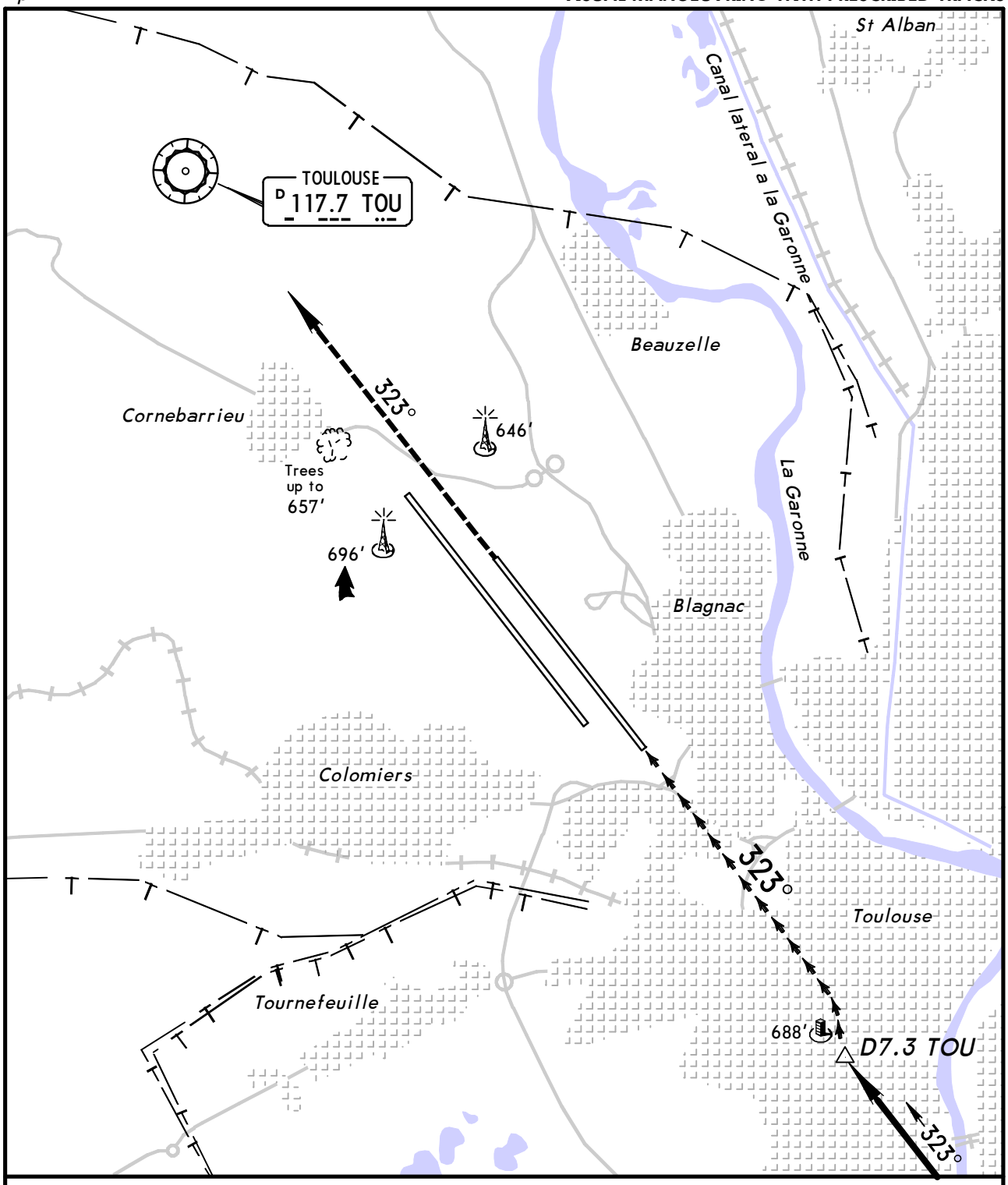
TOULOUSE, FRANCE
BLAGNAC
VPT RWY 32R

Apt Elev **499′**

VISUAL MANOEUVRING WITH PRESCRIBED TRACKS



MISSED APPROACH: Climb on 323° and as directed.

Standard

	Max Kts	MDA(H)	VIS
A	110	**1410′** *(911′)*	*1500m*
B	135	**1410′** *(911′)*	*1600m*
C	180	**1410′** *(911′)*	*2400m*
D	205	**1410′** *(911′)*	*3600m*

CHANGES: Bearings.

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Chart changes since cycle 14-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
TOULOUSE, (BLAGNAC - LFBO)				
REV	ESISI 6N, NARAK 6A RNAV A...	10-2	21 Jun 2013	27 Jun 2013
DEL	NARAK 6G & 6L RNAV ARRS	10-2A	21 Jun 2013	27 Jun 2013
ADD	NARAK 6I & 6L RNAV ARRS	10-2A	21 Jun 2013	27 Jun 2013
REV	RWY 14L RNAV INITIAL APCH	10-2K	21 Jun 2013	27 Jun 2013
REV	RWY 14R RNAV INITIAL APCH	10-2L	21 Jun 2013	27 Jun 2013
REV	RWY 32L RNAV INITIAL APCH	10-2M	21 Jun 2013	27 Jun 2013
REV	RWY 32R RNAV INITIAL APCH	10-2N	21 Jun 2013	27 Jun 2013

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LFBO

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Approach frequency up to FL100 available, callsign BLAGNAC Approach, 121.1 MHz, H24.