

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LFBO

Terminal Charts For LFBO

Revision Letter For Cycle 01-2014

Change Notices

Notebook

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°E

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: 0728 Z
Sunset: 1632 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

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 exceptionally 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.

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.

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

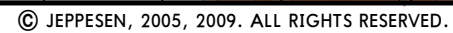
3.2.1. DATALINK DEPARTURE CLEARANCE (DCL)

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.

t₁: 3 min

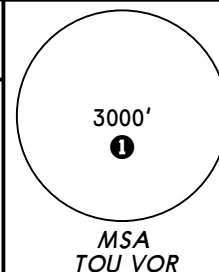
In case of CTOT, the pilot gets the value CTOT -3 min to CTOT +3 min with the clearance.



ATIS
123.12

Apt Elev
499'

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



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

NETRO
FL80/5000'T/FL140, inbound 208° TOU R-028 D25/31 MAX 220 KT
ALTERNATE
FL80/5000'T/FL140, inbound 252° AGN R-072 D32/38 RIGHT turn MAX 220 KT

NARAK
N44 17.7 E001 44.9
(NARAK 6A: NCRP fly-by)
(49.9 NM to THR)

ESISI 6N
Between
**FL150 &
FL120**

NARAK 6A
At or below
FL150

(IAF)
ABLIS
N44 03.9 E001 28.9
(31.9 NM to THR)

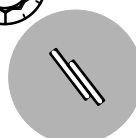
Between
FL110 & FL80

AGEN
D(H) 114.8 AGN
N43 53.3 E000 52.4

(IAF)
NETRO
N44 03.1 E001 34.4
EXPECT FL80



TOULOUSE
D(H) 117.7 TOU
N43 40.9 E001 18.6



ATIS
123.12

Apt Elev
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

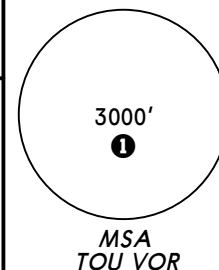
FOR RNAV INITIAL APPROACH (CDO)

REFER TO CHARTS 10-2M & 10-2N

NARAK 6L [NARA6L]

FOR FLIGHTS FROM UPPER AIRSPACE

RWYS 32L/R RNAV ARRIVALS



MSA 3000' all
sectors if DME
not available

① 2500'
within 10 NM

NARAK

N44 17.7 E001 44.9
(NARAK 6I: NCRP fly-by)
(Rwy 32L: 64.2 NM to THR)
(Rwy 32R: 63.9 NM to THR)

At or below
FL190

GAILLAC
(H) 115.8 GAI
N43 57.2 E001 49.5

(IAF)
LAVKU
N43 45.3 E001 39.5
(Rwy 32L: 31.6 NM to THR)
(Rwy 32R: 31.3 NM to THR)

Between
FL110 & FL80

(IAF)
ADIMO
N43 29.5 E001 54.5
EXPECT FL80

D9 TOU
N43 48.9 E001 24.3

TOULOUSE
(H) 117.7 TOU
N43 40.9 E001 18.6

(IAF)
LASBO
N43 36.3 E001 33.1
At or above
FL80

415 TOE
N43 28.9 E001 40.8



NETRO

5000'T/FL140, inbound 208°
TOU R-028 D25/31
MAX 220 KT

ALTERNATE

5000'T/FL140, inbound 253°
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°
AGN R-118/GAI R-173
LEFT turn
MAX 220 KT 1 min

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

STAR

RWYS 14L/R ARRIVALS FROM NORTH



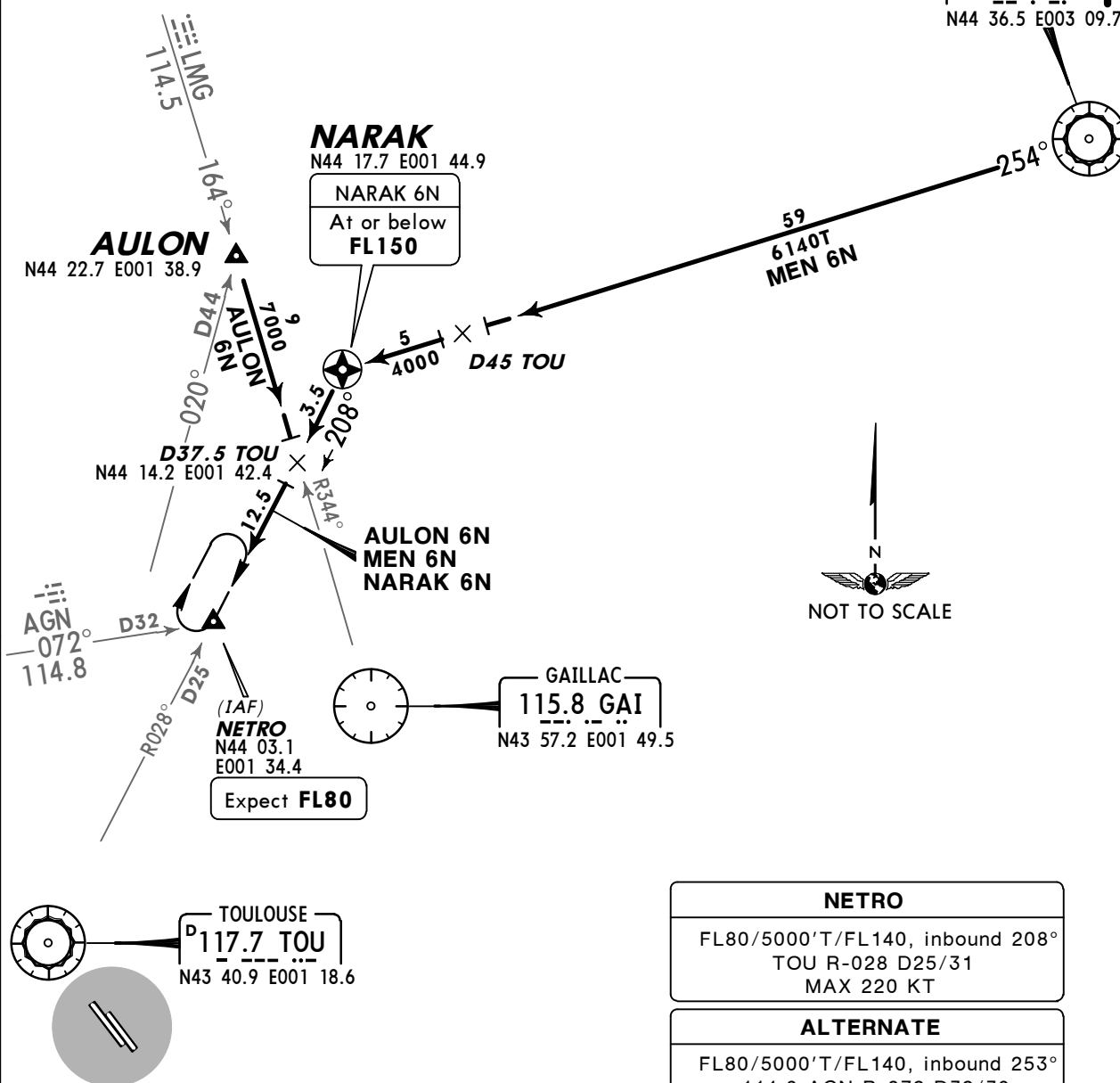
3000'

1

MSA
TOU VOR

① 2500' within 10 NM

MENDE
 D 115.3 MEN
 N44 36.5 E003 09.7



FL80/5000'T/FL140, inbound 253°
114.8 AGN R-072 D32/38
RIGHT turn
MAX 220 KT

ATIS
123.12

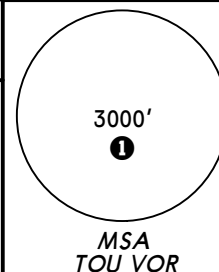
Apt Elev
499'

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

AULON 6L [AULO6L] ②, ESISI 6L [ESIS6L] ③

MEN 6L ④

RWYS 32L/R ARRIVALS
FROM NORTH



MSA 3000' all
sectors if DME
not available

① 2500'
within 10 NM

ESISI
N44 53.6
E001 25.7



159°

ESISI 6L

3.8

114.5

164°

114.5

AULON
N44 22.7 E001 38.9

NARAK
N44 17.7 E001 44.9

ESISI 6L
At or below
FL190

5

4000

D45 TOU

3.5

D41

208°

R344°

12.5

D37.5 TOU

N44 14.2 E001 42.4

By ATC

D25

16

D9 TOU

N43 48.9 E001 24.3

R028°

143°

114°

17

D28.5

173°

294°

Expect FL80

415 TOE

N43 28.9 E001 40.8

TOULOUSE

P117.7 TOU

N43 40.9 E001 18.6

AGN

072°

114.8

D32

16

D25

16

D9 TOU

N43 48.9 E001 24.3

R028°

143°

114°

17

D28.5

173°

294°

Expect FL80

415 TOE

N43 28.9 E001 40.8

TOULOUSE

P117.7 TOU

N43 40.9 E001 18.6

AGN

072°

114.8

D32

16

D25

16

D9 TOU

N43 48.9 E001 24.3

R028°

143°

114°

17

D28.5

173°

294°

Expect FL80

415 TOE

N43 28.9 E001 40.8

TOULOUSE

P117.7 TOU

N43 40.9 E001 18.6

AGN

072°

114.8

D32

16

D25

16

D9 TOU

N43 48.9 E001 24.3

R028°

143°

114°

17

D28.5

173°

294°

Expect FL80

415 TOE

N43 28.9 E001 40.8

TOULOUSE

P117.7 TOU

N43 40.9 E001 18.6

AGN

072°

114.8

D32

16

D25

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D9 TOU

N43 48.9 E001 24.3

R028°

143°

114°

17

D28.5

173°

294°

Expect FL80

415 TOE

N43 28.9 E001 40.8

TOULOUSE

P117.7 TOU

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AGN

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114.8

D32

16

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D9 TOU

N43 48.9 E001 24.3

R028°

143°

114°

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D28.5

173°

294°

Expect FL80

415 TOE

N43 28.9 E001 40.8

TOULOUSE

P117.7 TOU

N43 40.9 E001 18.6

AGN

072°

114.8

D32

16

D25

16

D9 TOU

N43 48.9 E001 24.3

R028°

143°

114°

17

D28.5

173°

294°

Expect FL80

415 TOE

N43 28.9 E001 40.8

TOULOUSE

P117.7 TOU

N43 40.9 E001 18.6

AGN

072°

114.8

D32

16

D25

16

D9 TOU

N43 48.9 E001 24.3

R028°

143°

114°

17

D28.5

173°

294°

Expect FL80

415 TOE

N43 28.9 E001 40.8

TOULOUSE

P117.7 TOU

N43 40.9 E001 18.6

AGN

072°

114.8

D32

16

D25

16

D9 TOU

N43 48.9 E001 24.3

R028°

143°

114°

17

D28.5

173°

294°

Expect FL80

415 TOE

N43 28.9 E001 40.8

TOULOUSE

P117.7 TOU

N43 40.9 E001 18.6

AGN

072°

114.8

D32

16

D25

16

D9 TOU

N43 48.9 E001 24.3

R028°

143°

114°

17

D28.5

173°

294°

Expect FL80

415 TOE

N43 28.9 E001 40.8

TOULOUSE

P117.7 TOU

N43 40.9 E001 18.6

AGN

072°

114.8

D32

16

D25

16

D9 TOU

N43 48.9 E001 24.3

R028°

143°

114°

17

D28.5

173°

294°

Expect FL80

415 TOE

N43 28.9 E001 40.8

TOULOUSE

P117.7 TOU

N43 40.9 E001 18.6

AGN

072°

114.8

D32

16

D25

16

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

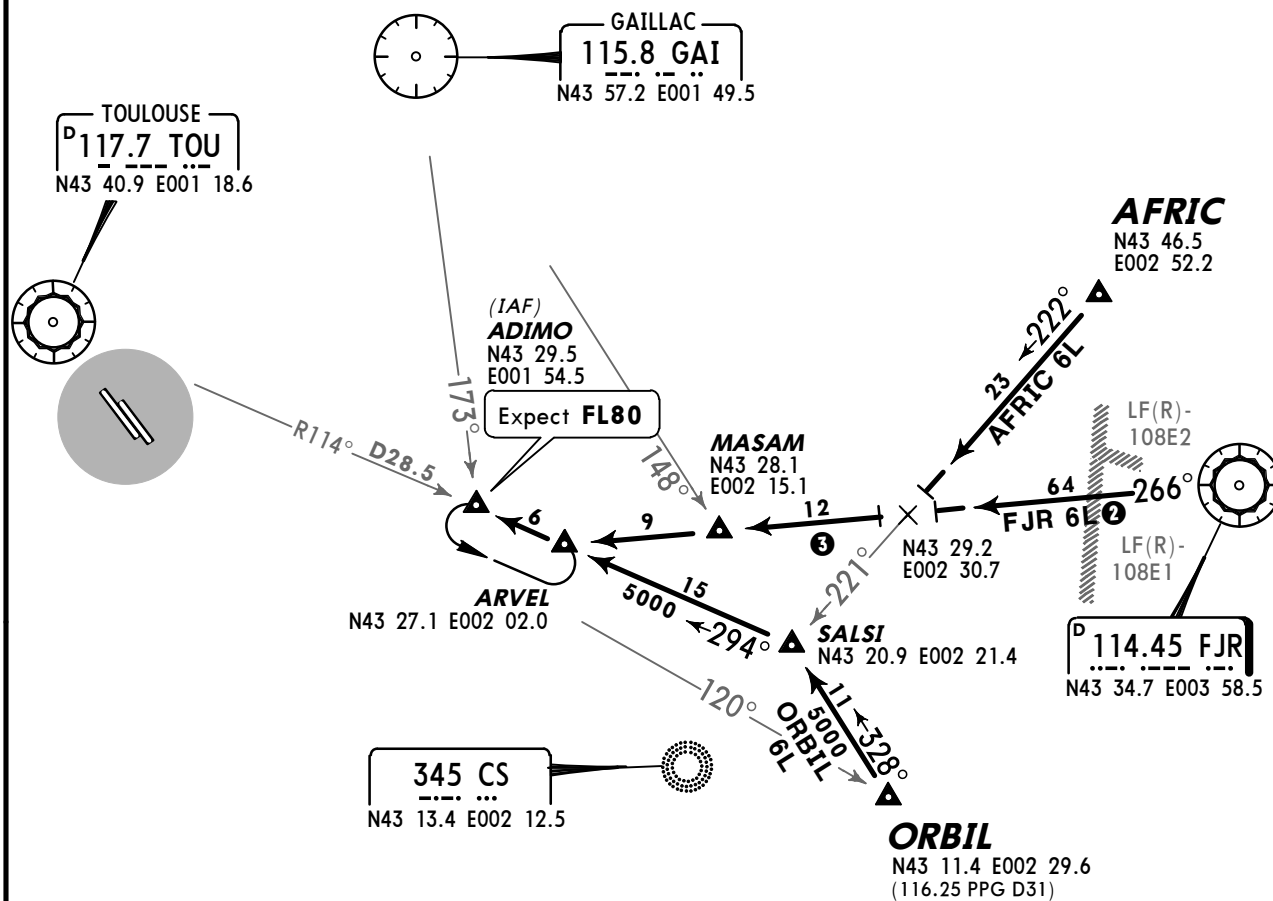
3000'

①

MSA
TOU VOR

① 2500' within 10 NM

② Subject to LF(R)-108E1 & LF(R)-108E2 activity.
③ RWYs 14L/R: **FL80/5800T**
RWYs 32L/R: **5800**



FL80/4500'T/FL140, inbound 298°
114.8 AGN R-118/GAI R-173
LEFT turn
MAX 220 KT 1 min



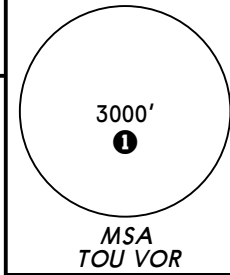
ATIS
123.12

Apt Elev
499'

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

ASPET 6S [ASPE6S]②, LATEK 6S [LATE6S]③
RWYS 14L/R ARRIVALS
FROM SOUTH & SOUTHWEST

- ② For flights from lower airspace.
③ For flights from upper airspace.



MSA 3000' all sectors
if DME not available
① 2500' within 10 NM

AGEN
D 114.8 AGN
N43 53.3 E000 52.4

GAILLAC
D 115.8 GAI
N43 57.2 E001 49.5

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

(IAF)
SURAS
N43 38.5
E001 03.8

Expect
FL80

TOULOUSE
D 117.7 TOU
N43 40.9 E001 18.6

350 MUT
N43 28.8 E001 10.9
D28 AGN
At FL80
Descend to 5000'

TARBES
D 113.9 TBO
N43 19.9 E000 08.7

SULIT
N43 23.0 E001 15.2

OGRIIL
N43 17.5 E001 14.1

BOGRO
N43 18.7 E000 45.0
(TOU D33)

Between
FL190 & FL150

LABOG
N43 04.6 W000 00.9
At or above
FL200

LATEK
N42 52.5 W000 39.4

SULIT
5000'T/FL140, inbound 008°
TOU R-188 D18/23
MAX 220 KT

ALTERNATE
Inbound 037°, RIGHT turn
AGN R-152/GAI R-217
MAX 220 KT 1 min

ASPET
N43 00.0 E000 58.8



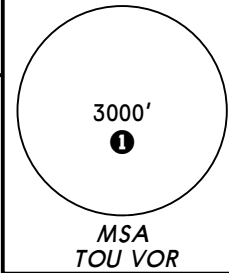
ATIS
123.12

Apt Elev
499'

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

ASPET 6T [ASPE6T]②, LATEK 6T [LATE6T]③
RWYS 32L/R ARRIVALS
FROM SOUTH & SOUTHWEST

- ② For flights from lower airspace.
③ For flights from upper airspace.



MSA 3000' all
sectors if DME
not available

① 2500'
within 10 NM

GAILLAC
115.8 GAI
N43 57.2 E001 49.5



AGEN
114.8 AGN
N43 53.3 E000 52.4



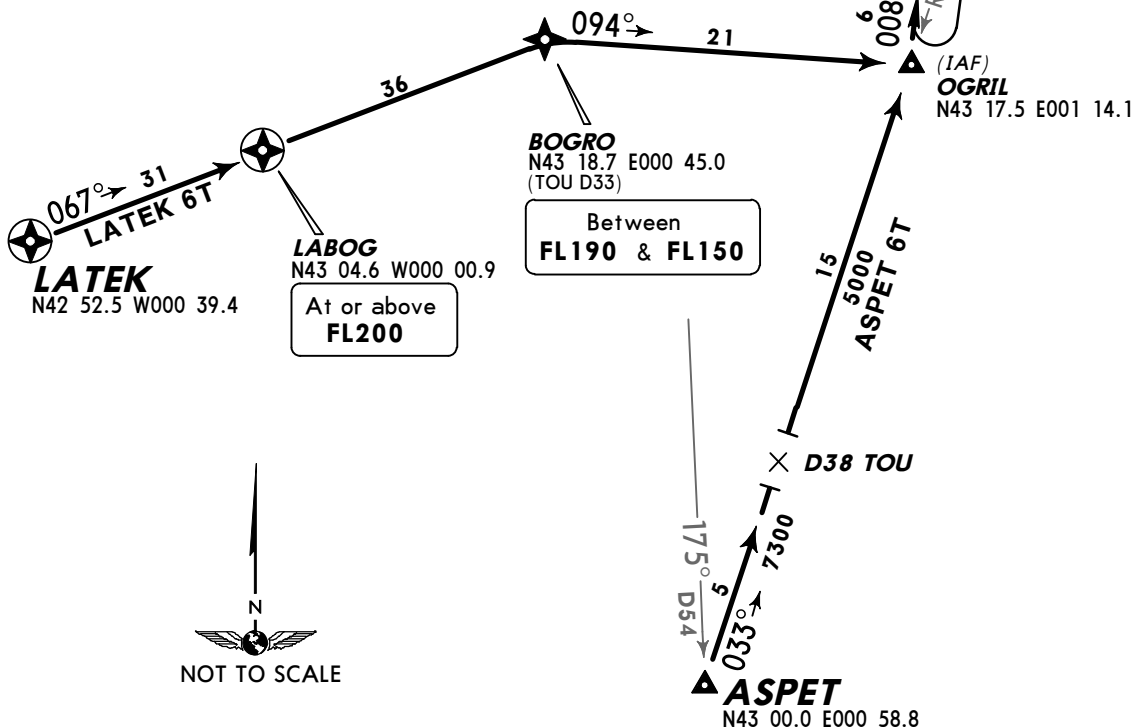
TOULOUSE
117.7 TOU
N43 40.9 E001 18.6



SULIT
FL80/5000'T/FL140, inbound 008°
TOU R-188 D18/23
MAX 220 KT

ALTERNATE
Inbound 037°, RIGHT turn
AGN R-152/GAI R-217
MAX 220 KT 1 min

(IAF)
SULIT
N43 23.0 E001 15.2
Expect FL80

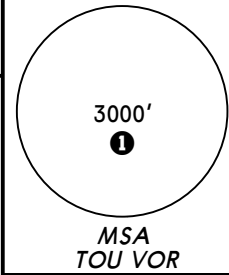


ATIS
123.12

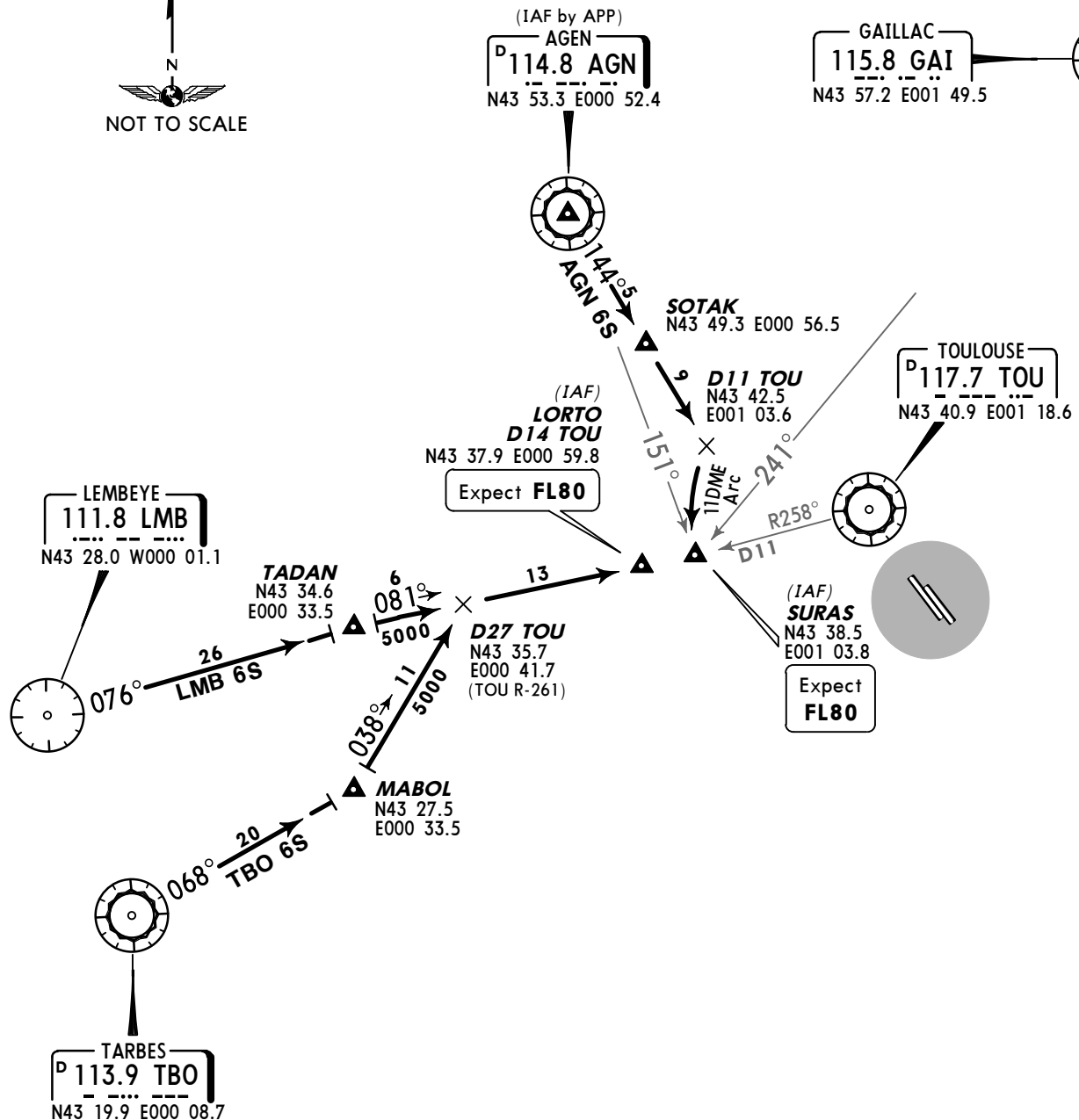
Apt Elev
499'

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
① 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

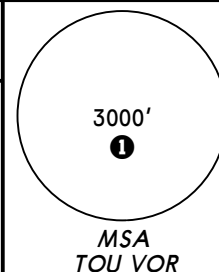


ATIS
123.12

Apt Elev
499'

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

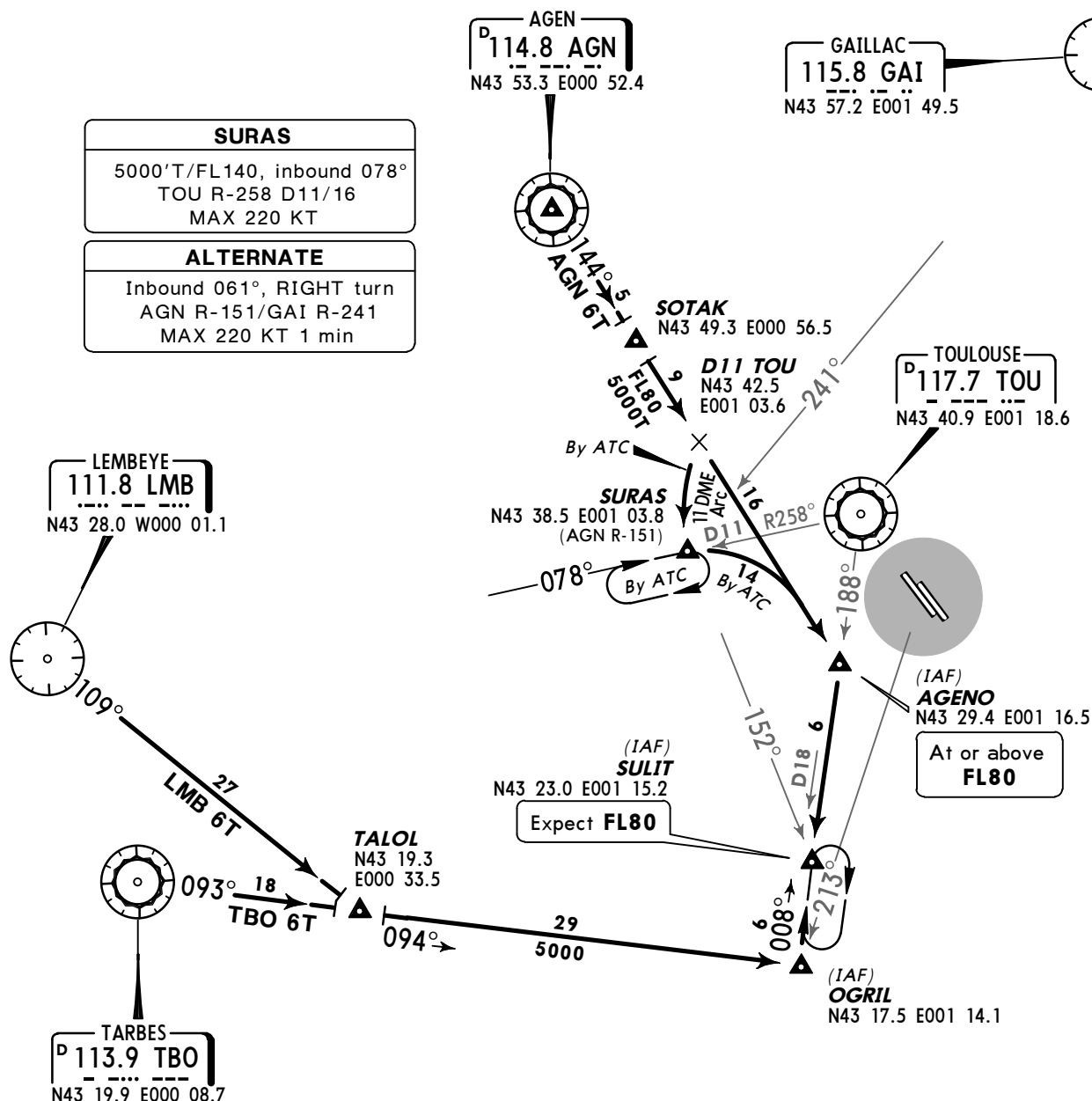
AGN 6T, LMB 6T, TBO 6T
RWYS 32L/R ARRIVALS
FROM WEST



MSA 3000' all
sectors if DME
not available
① 2500'
within 10 NM

SURAS
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



SULIT
FL80/5000'T/FL140, inbound 008°
TOU R-188 D18/23
MAX 220 KT

ALTERNATE
Inbound 037°, RIGHT turn
AGN R-152/GAI R-217
MAX 220 KT 1 min

① 2500' within 10 NM

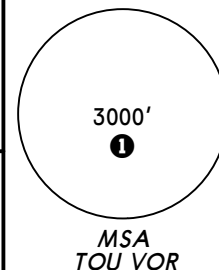
(IAF)
ADIMO
N43 29.5 E001 54.5
(52.7 NM to THR)

NOT TO SCALE

ATIS
123.12

Apt Elev
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.



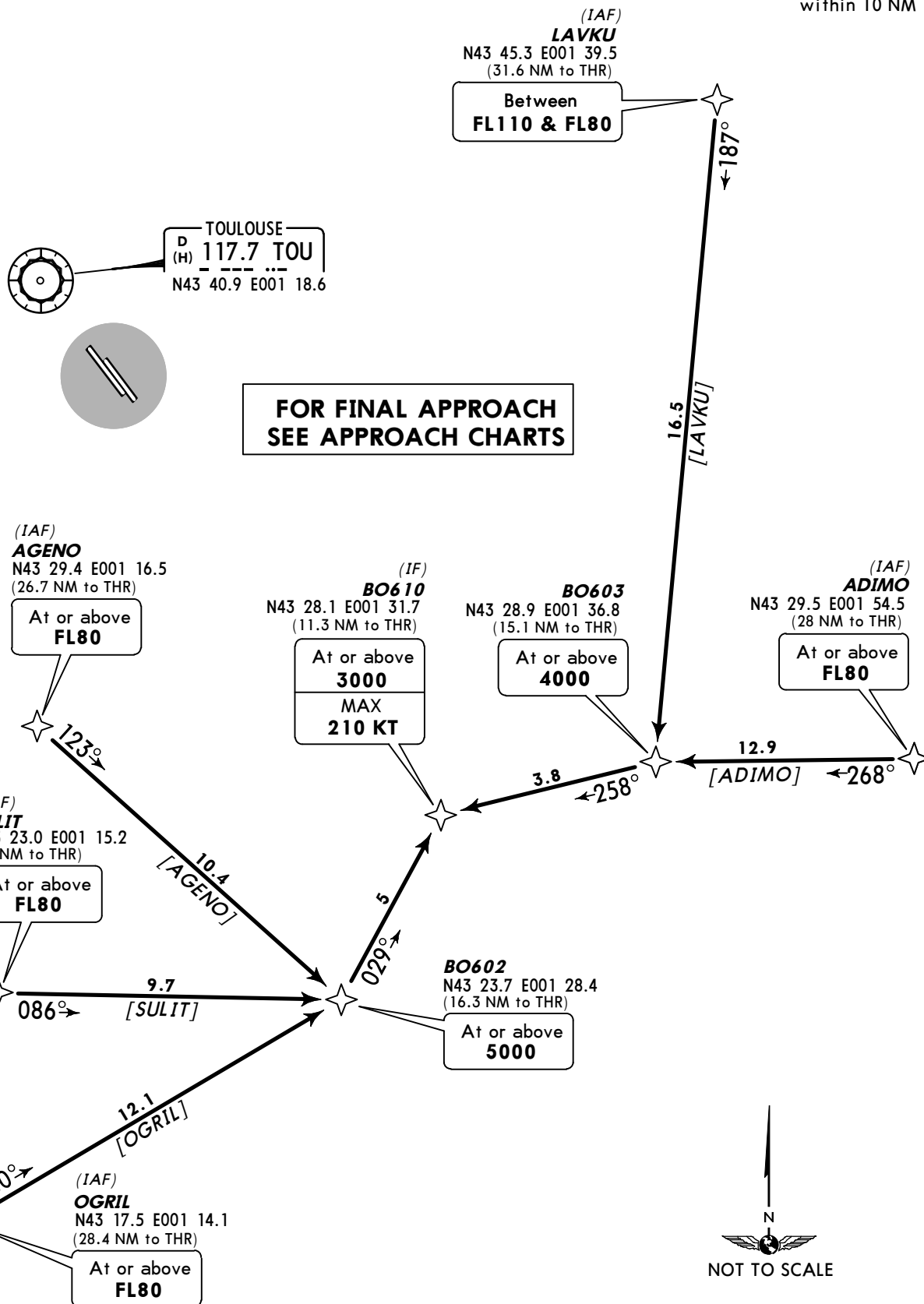
MSA 3000' all sectors if DME not available

① 2500' within 10 NM

RWY 32L RNAV INITIAL APPROACH (CDO)

RNAV (GNSS)

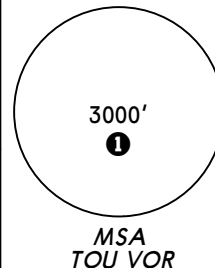
ONLY FOR CARRIERS PARTICIPATING TO CONTINUOUS DESCENT APPROACH (CDO) ASSESSMENT



ATIS
123.12

Apt Elev
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.



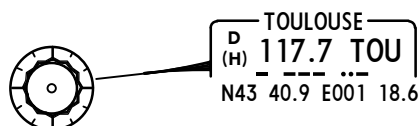
MSA 3000' all sectors if DME not available

① 2500' within 10 NM

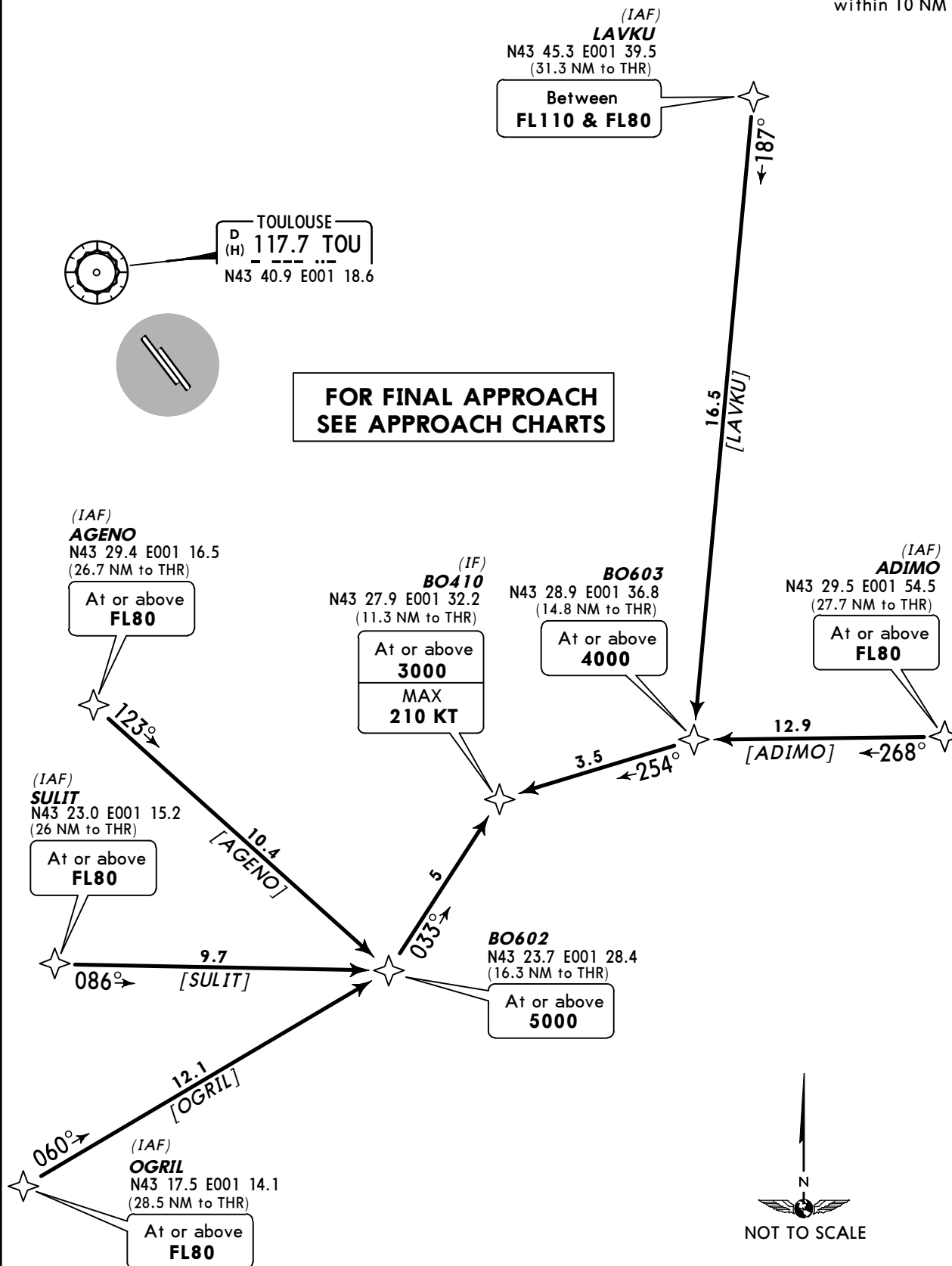
RWY 32R RNAV INITIAL APPROACH (CDO)

RNAV (GNSS)

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

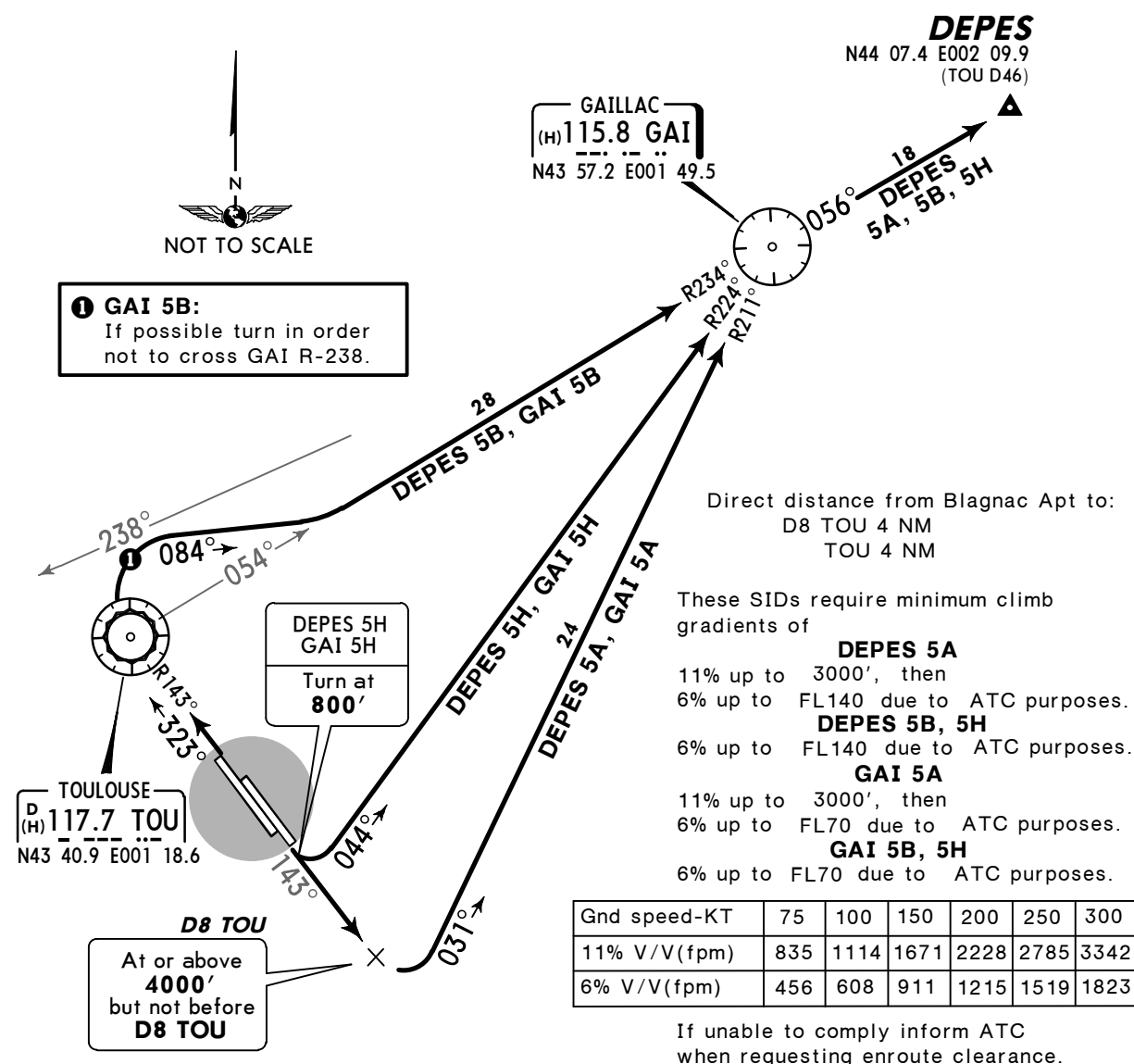


FOR FINAL APPROACH
SEE APPROACH CHARTS



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

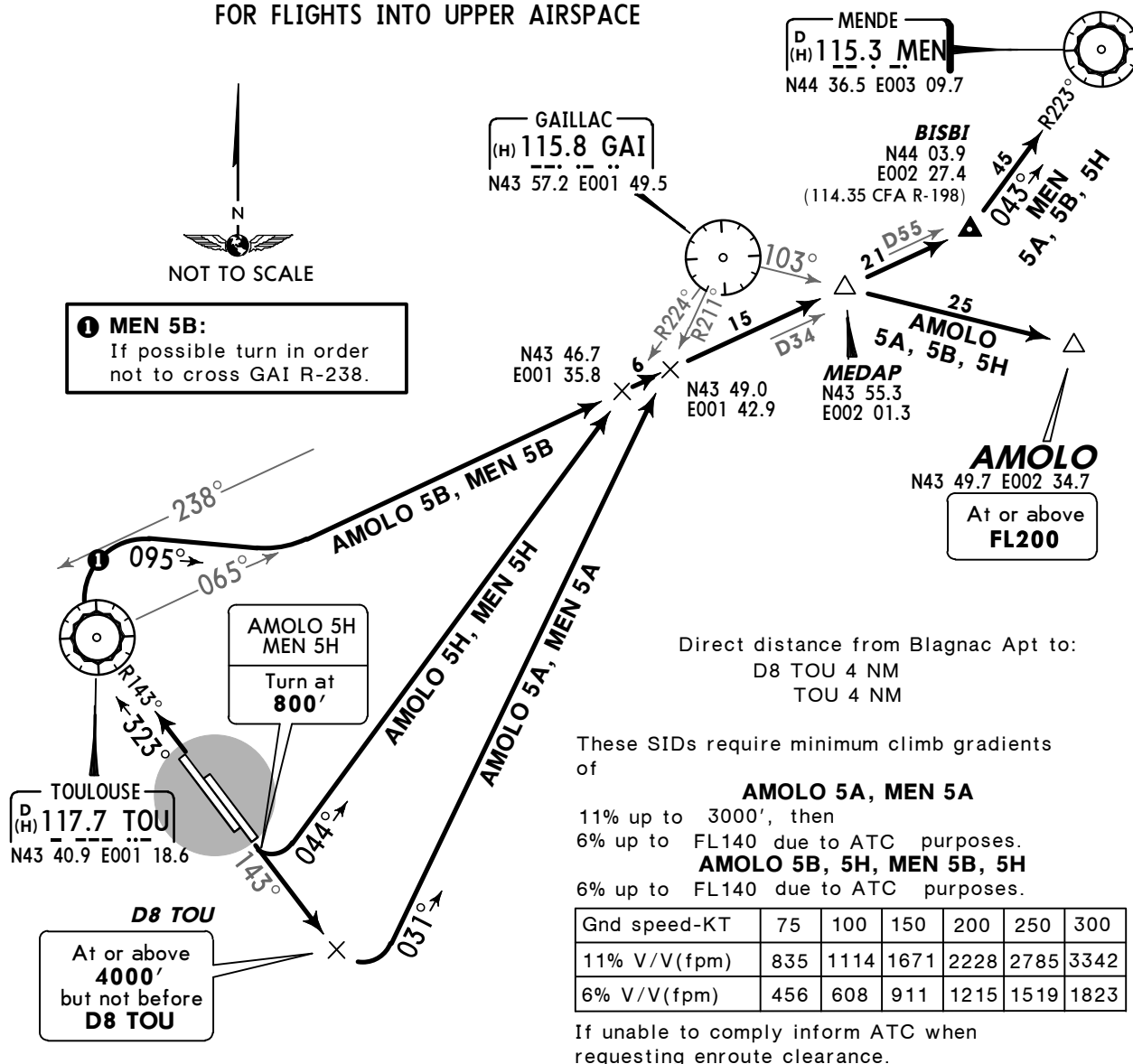
Initial climb clearance **FL70**

SID	RWY	ROUTING
DEPES 5A ② ③	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 ②	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 ② ④	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 ⑤		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 ⑤	32L/R	Intercept TOU R-143 inbound to TOU, turn RIGHT, 084° track, intercept TOU R-054 to GAI.
GAI 5H ④ ⑤	14L/R	Intercept TOU R-143, at 800' turn LEFT, intercept GAI R-224 inbound to GAI.

- ② For flights into lower airspace.
③ Not for piston acft & helicopter.
④ For piston acft & helicopter, prop acft by ATC.
⑤ For flights within FIR with destination LFCC, LFCI, LFCR, LFLW & LFSL.

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**

**Initial climb clearance FL70**

SID	RWY	ROUTING
AMOLO 5A ②	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 ③	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 ②		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 ③	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.

② Not for piston acft & helicopter.

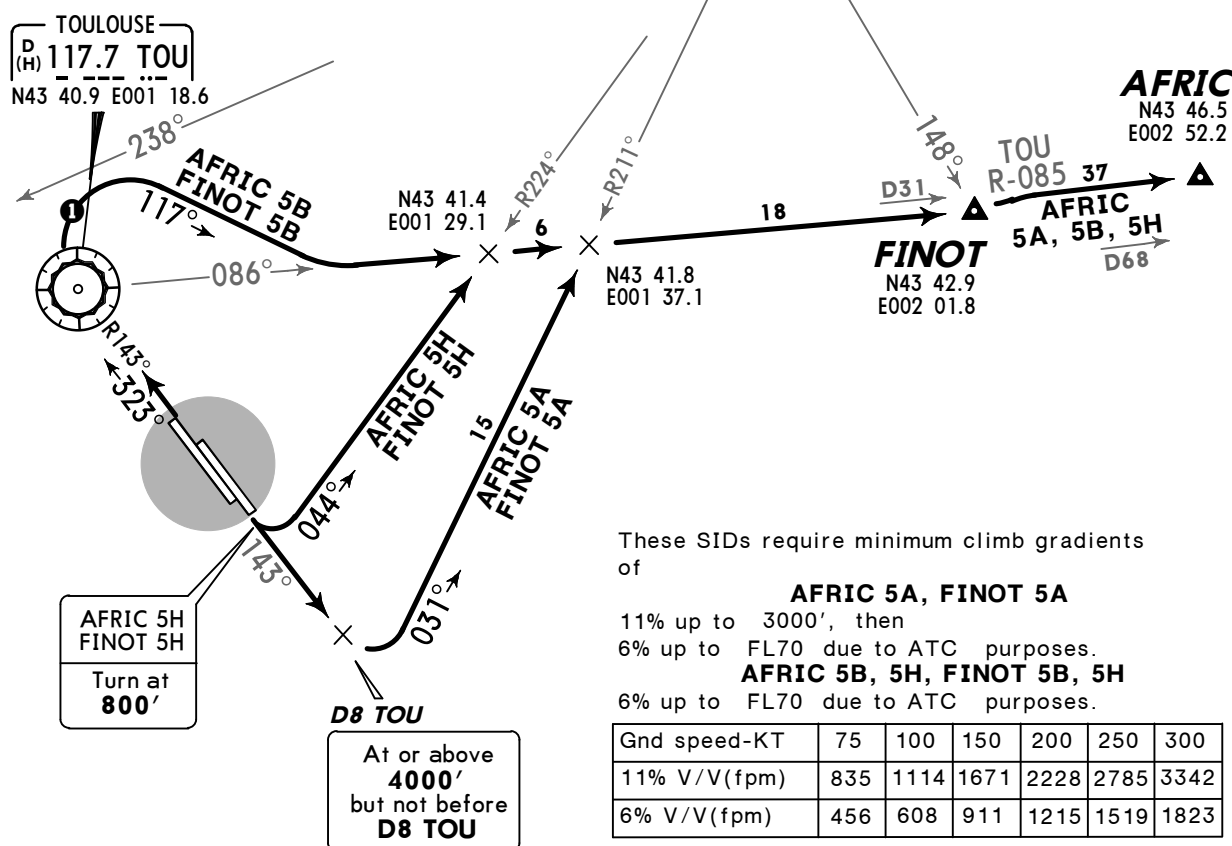
③ For piston acft & helicopter, prop acft by ATC.

*No MSA
published*

GAILLAC
(H) 115.8 GAI
N43 57.2 E001 49.5



NOT TO SCALE



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 ②	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 ④	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 ②③		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 ③	32L/R	Intercept TOU R-143 inbound to TOU, turn RIGHT, 117° track, intercept TOU R-086 to FINOT.
FINOT 5H ③④	14L/R	Intercept TOU R-143, at 800' turn LEFT, intercept GAI R-224 inbound, intercept TOU R-086 to FINOT.

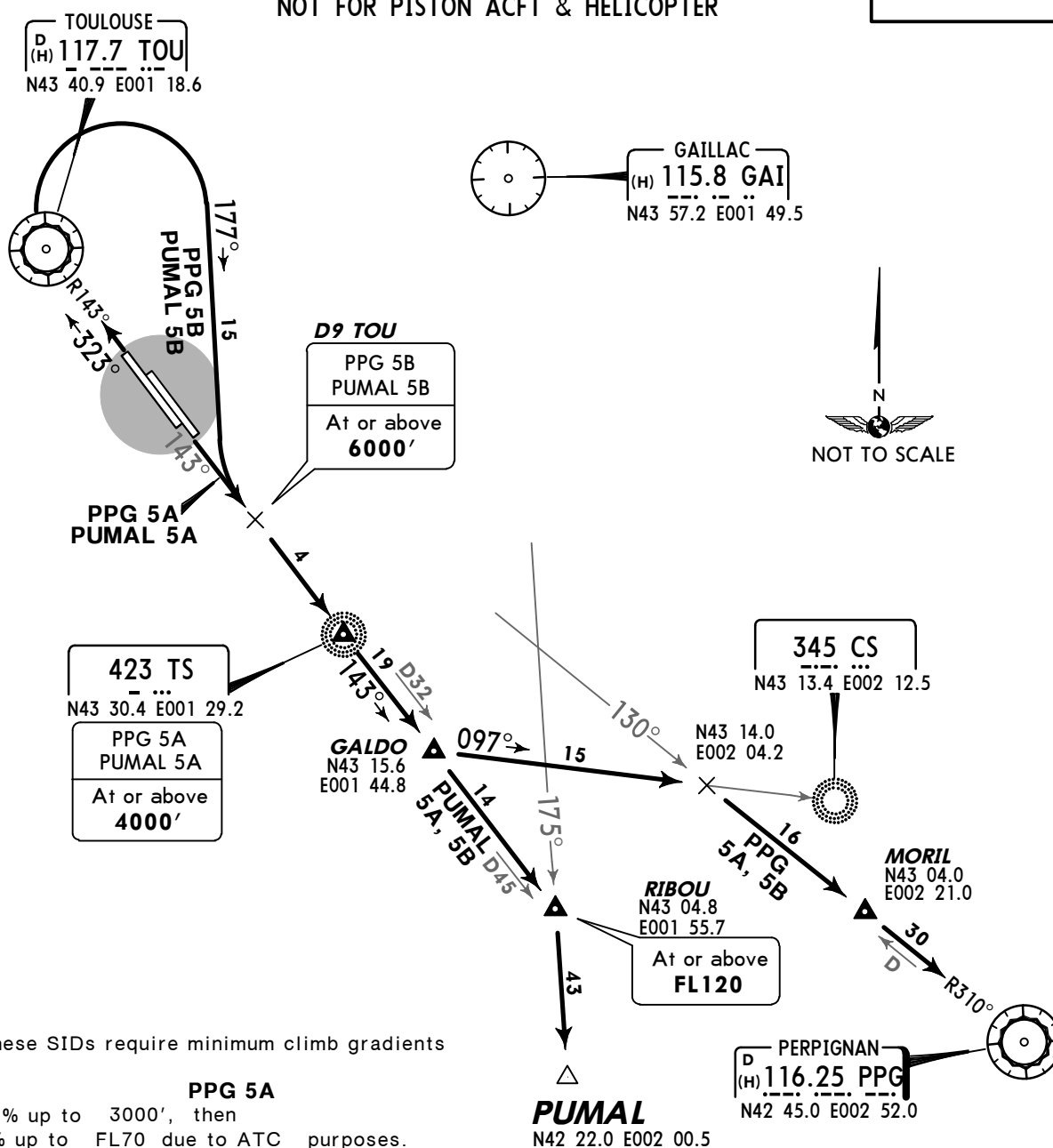
- 2** Not for piston acft & helicopter.
3 For flights with destination LFCI, LFCK, LFMK, LFMP & Spain.
4 For piston acft & helicopter, prop acft by ATC.

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



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**

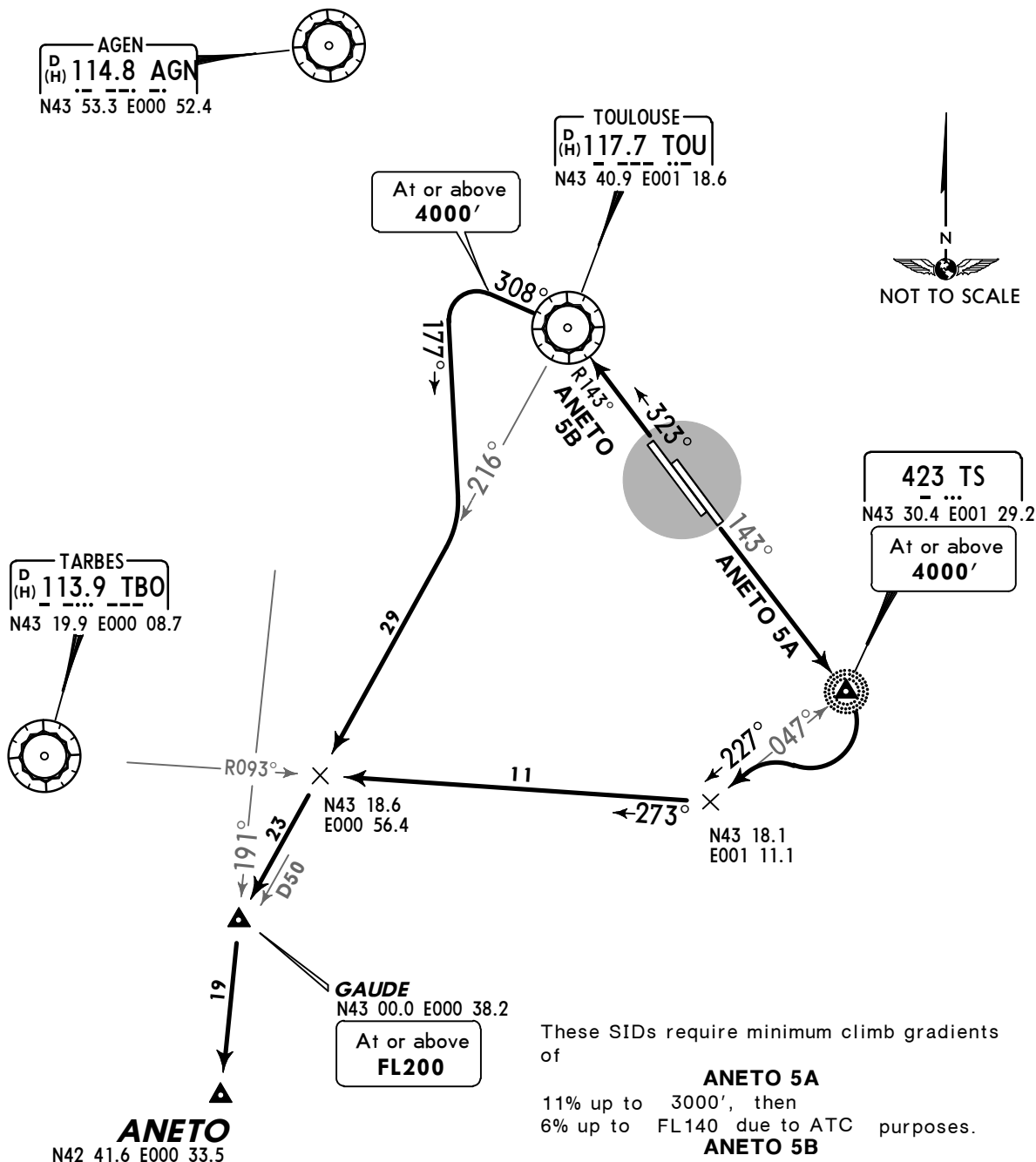
SID	RWY	ROUTING
PPG 5A	14L/R	Intercept TOU R-143 to GALDO, turn LEFT, intercept 097° bearing towards CS, intercept TOU R-130 to PPG.
PPG 5B	32L/R	Intercept TOU R-143 inbound to TOU, turn RIGHT, 177° track, intercept TOU R-143 to GALDO, turn LEFT, intercept 097° bearing towards CS, intercept TOU R-130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

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



Initial climb clearance **FL70**

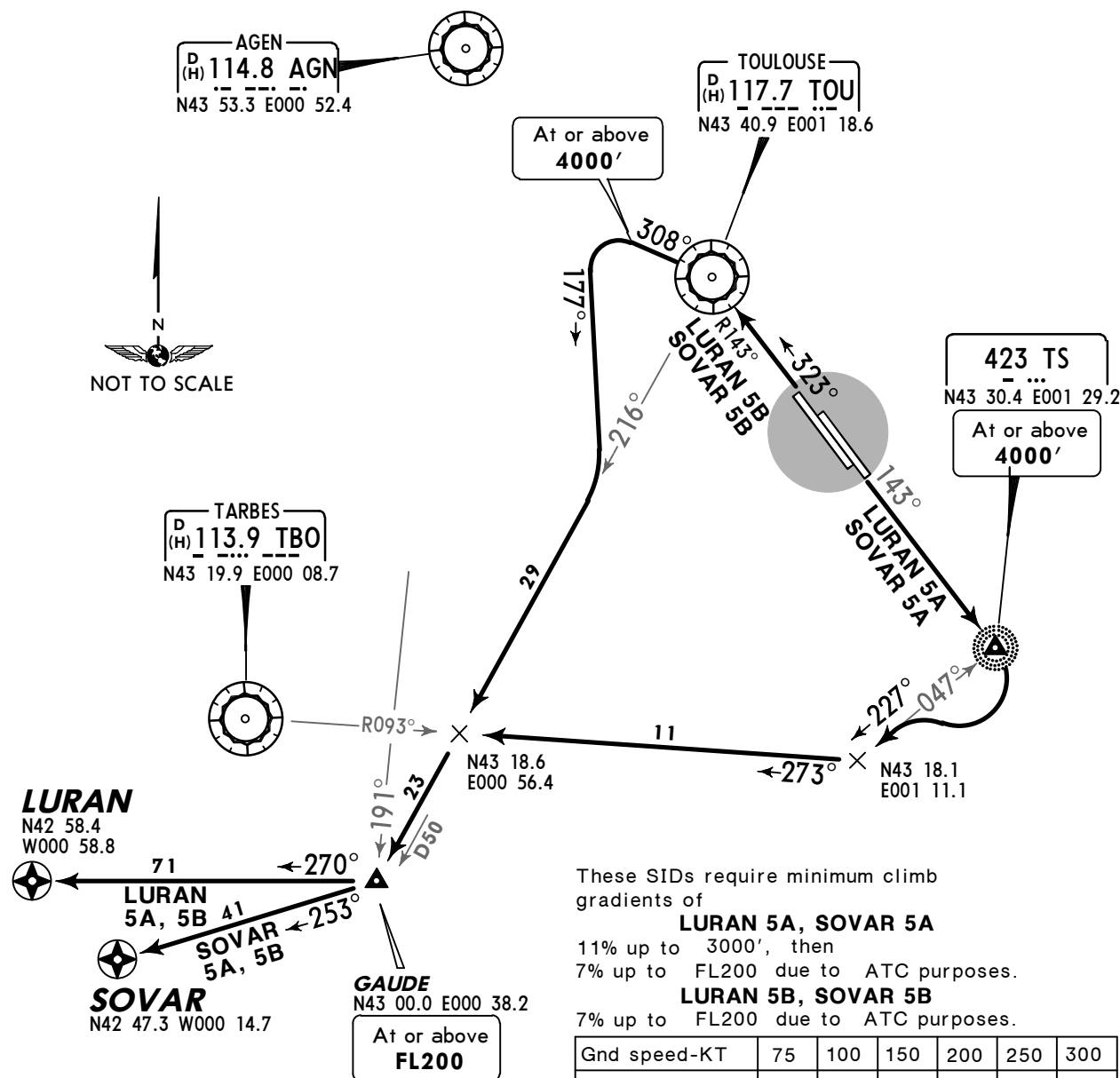
SID	RWY	ROUTING
ANETO 5A	14L/R	Intercept TOU R-143 to TS, turn RIGHT, intercept 227° bearing from TS, intercept TBO R-093 inbound, intercept TOU R-216 to GAUDE, turn LEFT, intercept AGN R-191 to ANETO.
ANETO 5B	32L/R	Intercept TOU R-143 inbound to TOU, turn LEFT, TOU R-308, at or above 4000' turn LEFT,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

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**



Initial climb clearance FL70

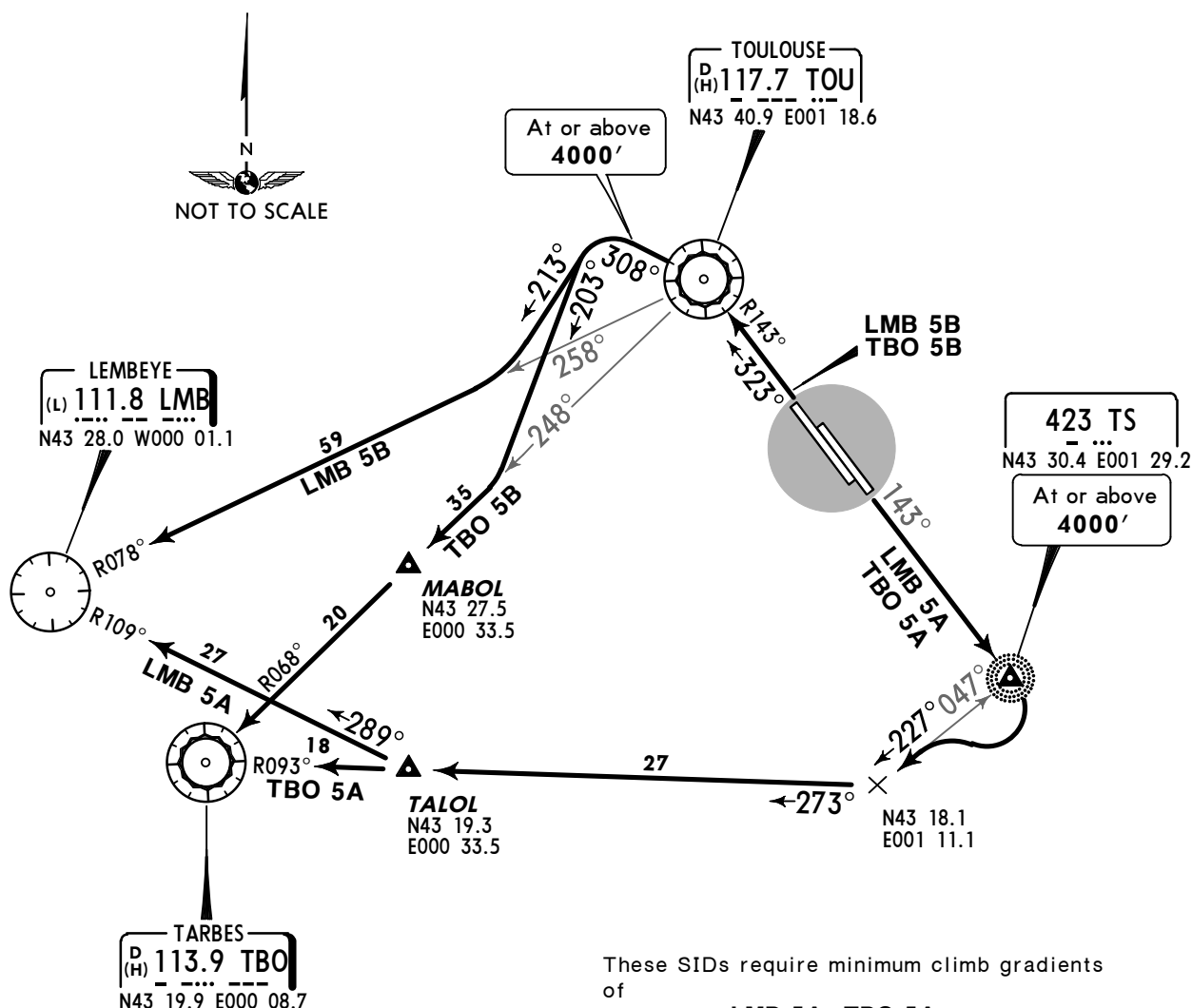
SID	RWY	ROUTING
LURAN 5A	14L/R	Intercept TOU R-143 to TS, turn RIGHT, intercept 227° bearing from TS, intercept TBO R-093 inbound, intercept TOU R-216 to GAUDE, turn RIGHT, 270° track to LURAN.
LURAN 5B	32L/R	Intercept TOU R-143 inbound to TOU, turn LEFT, TOU R-308, at or above 4000' turn LEFT, 177°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

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



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**

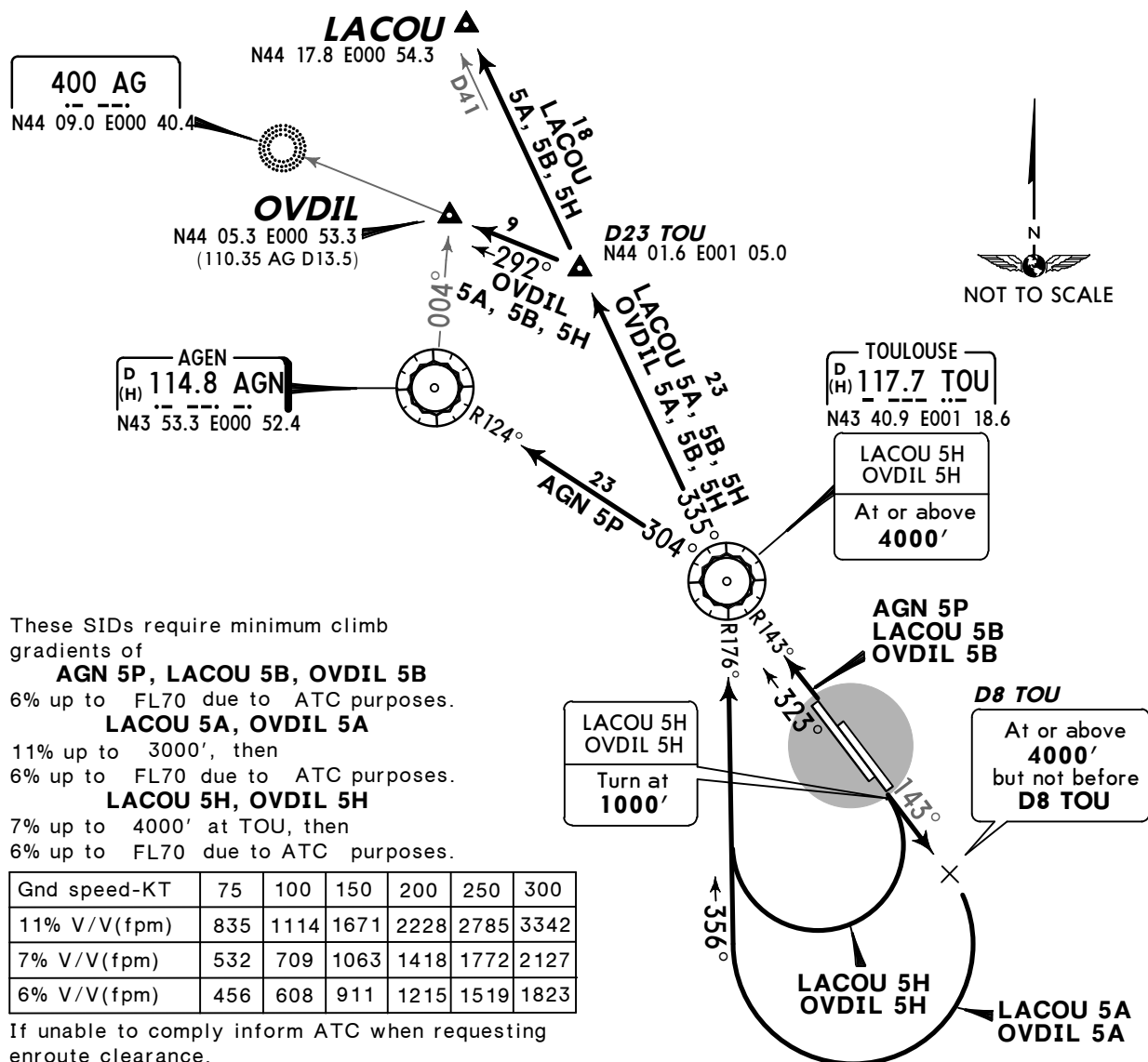
SID	RWY	ROUTING
LMB 5A ①	14L/R	Intercept TOU R-143 to TS, turn RIGHT, intercept 227° bearing from TS, intercept TBO R-093 inbound to TALOL, turn RIGHT, intercept LMB R-109 inbound to LMB.
LMB 5B ①	32L/R	Intercept TOU R-143 inbound to TOU, turn LEFT, TOU R-308, at or above 4000' turn LEFT, 213° track, intercept TOU R-258 to LMB.
TBO 5A ②	14L/R	Intercept TOU R-143 to TS, turn RIGHT, intercept 227° bearing from TS, intercept TBO R-093 inbound to TBO.
TBO 5B ②	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.

① For flights into lower airspace.

② For flights to LFBP & LFBT at or below FL140.

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

Initial climb clearance **FL70**

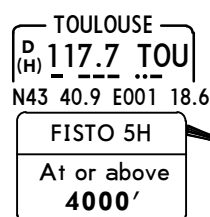
SID	RWY	ROUTING
AGN 5P ②	32L/R	Intercept TOU R-143 inbound to TOU, turn LEFT, TOU R-304 to AGN.
LACOU 5A ①	14L/R	Intercept TOU R-143 climbing to assigned altitude, at or above 4000', but not before D8 TOU, turn RIGHT, intercept TOU R-176 inbound to TOU, turn LEFT, TOU R-335 to LACOU.
LACOU 5B ①	32L/R	Intercept TOU R-143 inbound to TOU, turn RIGHT, TOU R-335 to LACOU.
LACOU 5H ②	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 ①③		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 ①③	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 ②③	14L/R	Intercept TOU R-143, at 1000' turn RIGHT, intercept TOU R-176 inbound to TOU, turn LEFT, TOU R-335 to D23 TOU, turn LEFT, intercept 292° bearing towards AG to OVDIL.

- ① Not for piston acft & helicopter.
② For piston acft & helicopter, prop acft by ATC.
③ Only for flights to LFBA, at or below FL140.

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

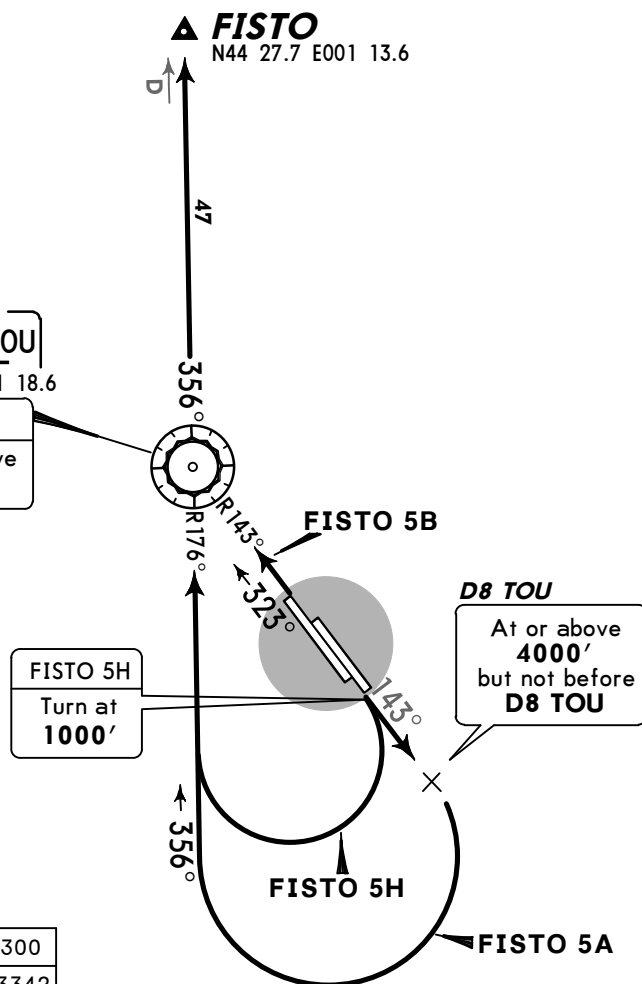
6% up to FL140 due to ATC purposes.

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 ①	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 ②	14L/R	Intercept TOU R-143, at 1000' turn RIGHT, intercept TOU R-176 inbound to TOU, TOU R-356 to FISTO.

① Not for piston acft & helicopter.

② For piston acft & helicopter, prop acft by ATC.

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

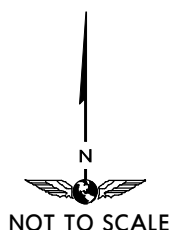
RWY	ROUTING
14L/R	Climb on 143° track to 1000', then depart omnidirectional and climb to enroute safe altitude.
32L/R	Climb on 323° track to 1000', then depart omnidirectional and climb to enroute safe altitude.

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



FISTO
N44 27.7 E001 13.6

BO323
N44 07.6 E001 14.3

▼ 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.
LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT

Direct distance from
Blagnac Apt to:
TOU 4 NM

BO322
N43 46.3 E001 15.1

TOULOUSE
D (H) 117.7 TOU
N43 40.9 E001 18.6

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.

Apt Elev
499'

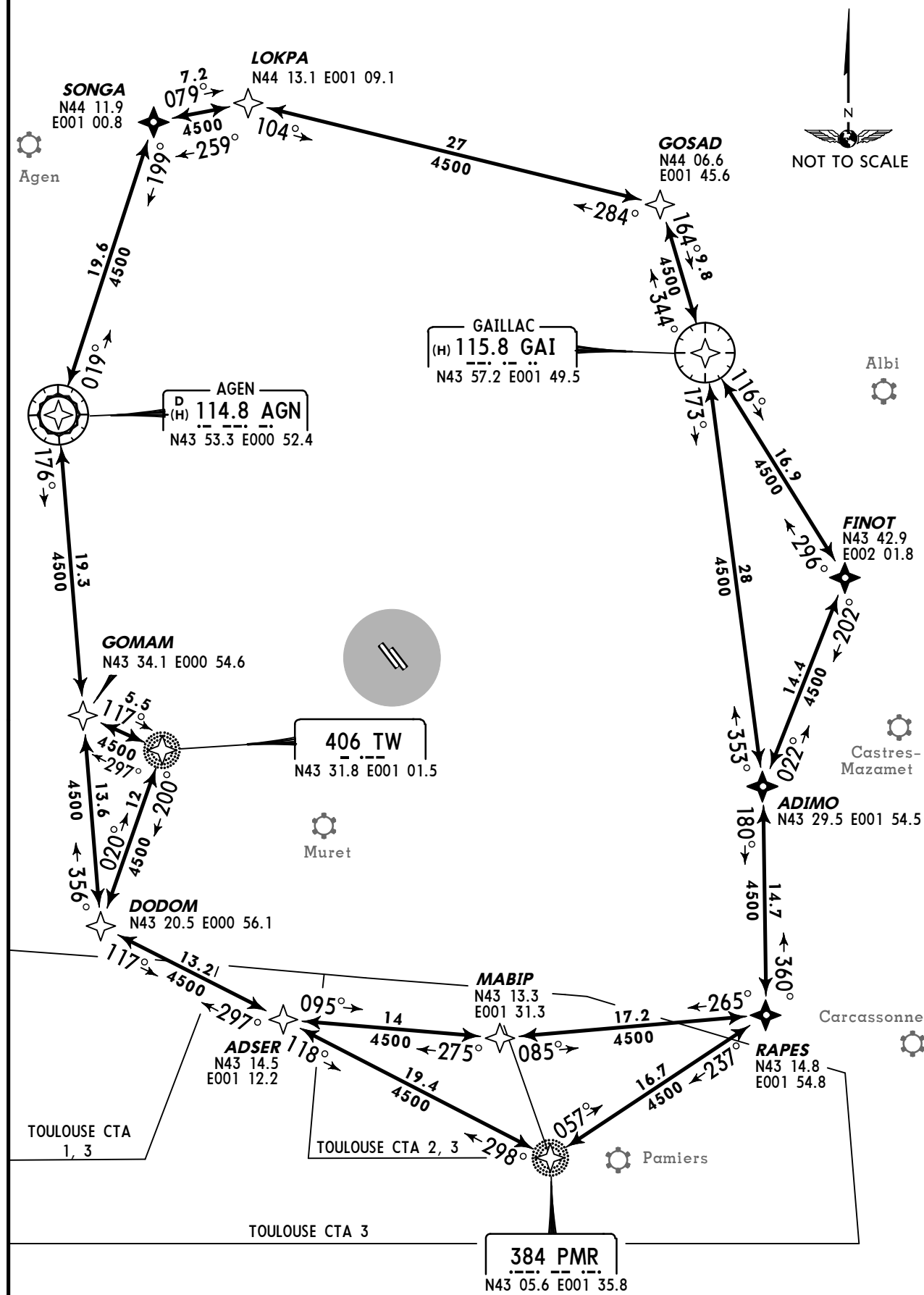
Trans level: By ATC Trans alt: 5000'
Report on start-up if unable to follow RNAV routes. A conventional route will be proposed with a possible radar guidance.

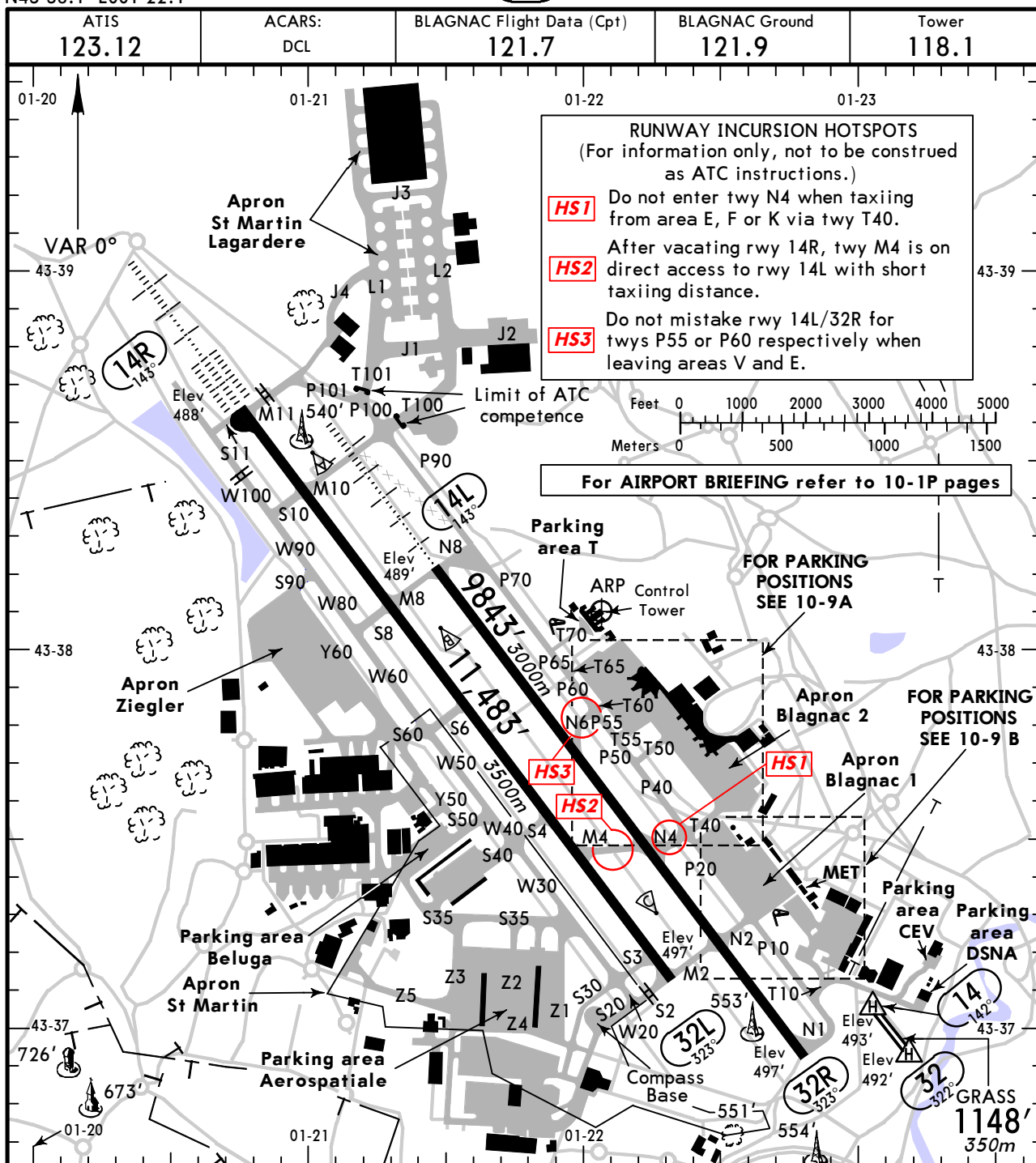
RNAV DEPARTURES (POGO)

CONNECTIONS BETWEEN APT AGEN - ALBI - CASTRES-MAZAMET -

CARCASSONNE - PAMIER - MURET

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





ADDITIONAL RUNWAY INFORMATION

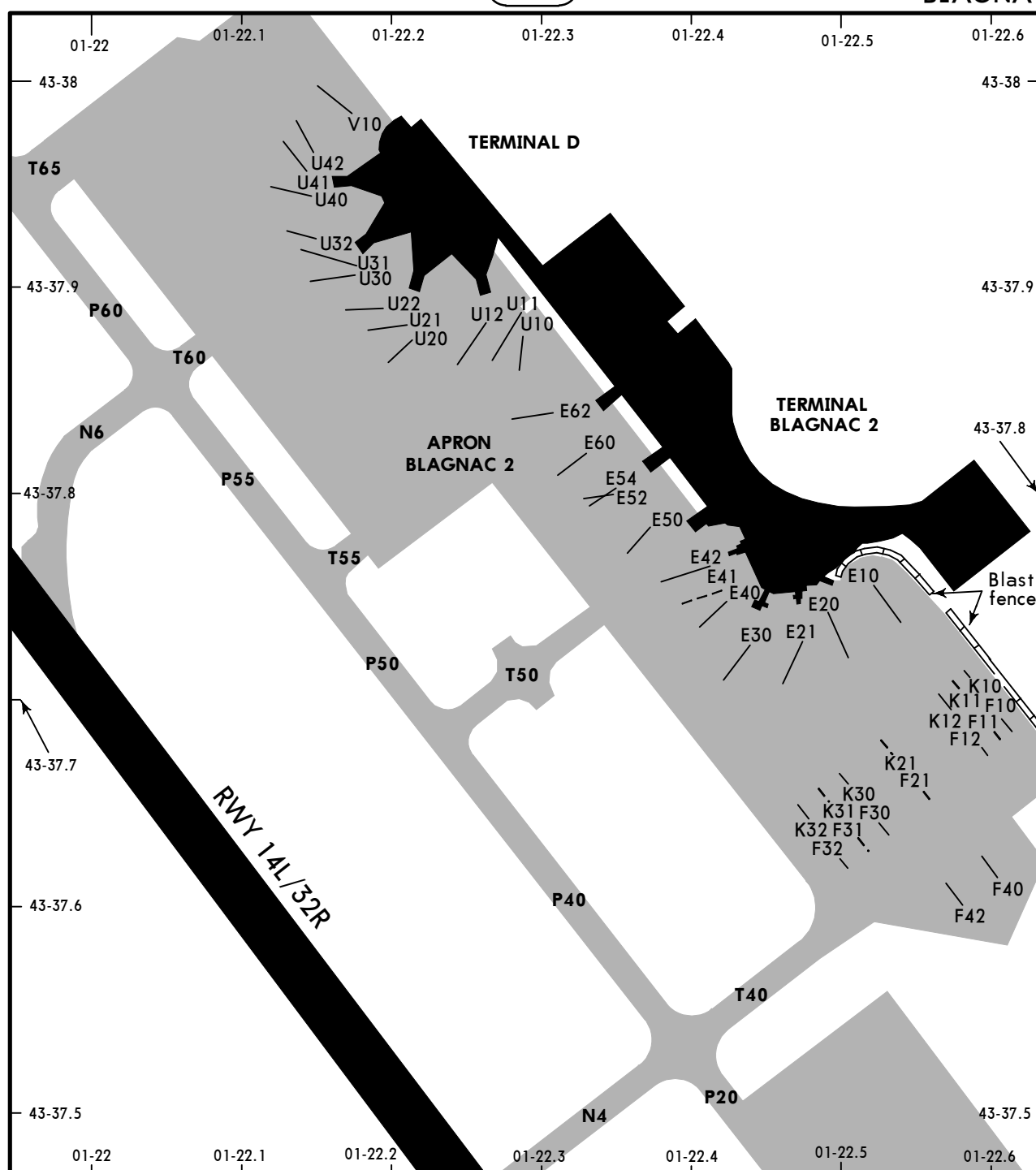
			USABLE LENGTHS			
RWY			— LANDING BEYOND —		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
14						98'
32						30m
14L	HIRL (60m) HIALS	RVR		9088' 2770m		148'
32R	HIRL (60m) REIL	RVR		8911' 2716m		45m
14R	HIRL (60m) CL (15m) HIALS-II SFL TDZ PAPI-R	RVR		10,335' 3150m		148'
32L	HIRL (60m) CL (15m) PAPI-L	RVR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

Standard

TAKE-OFF 1

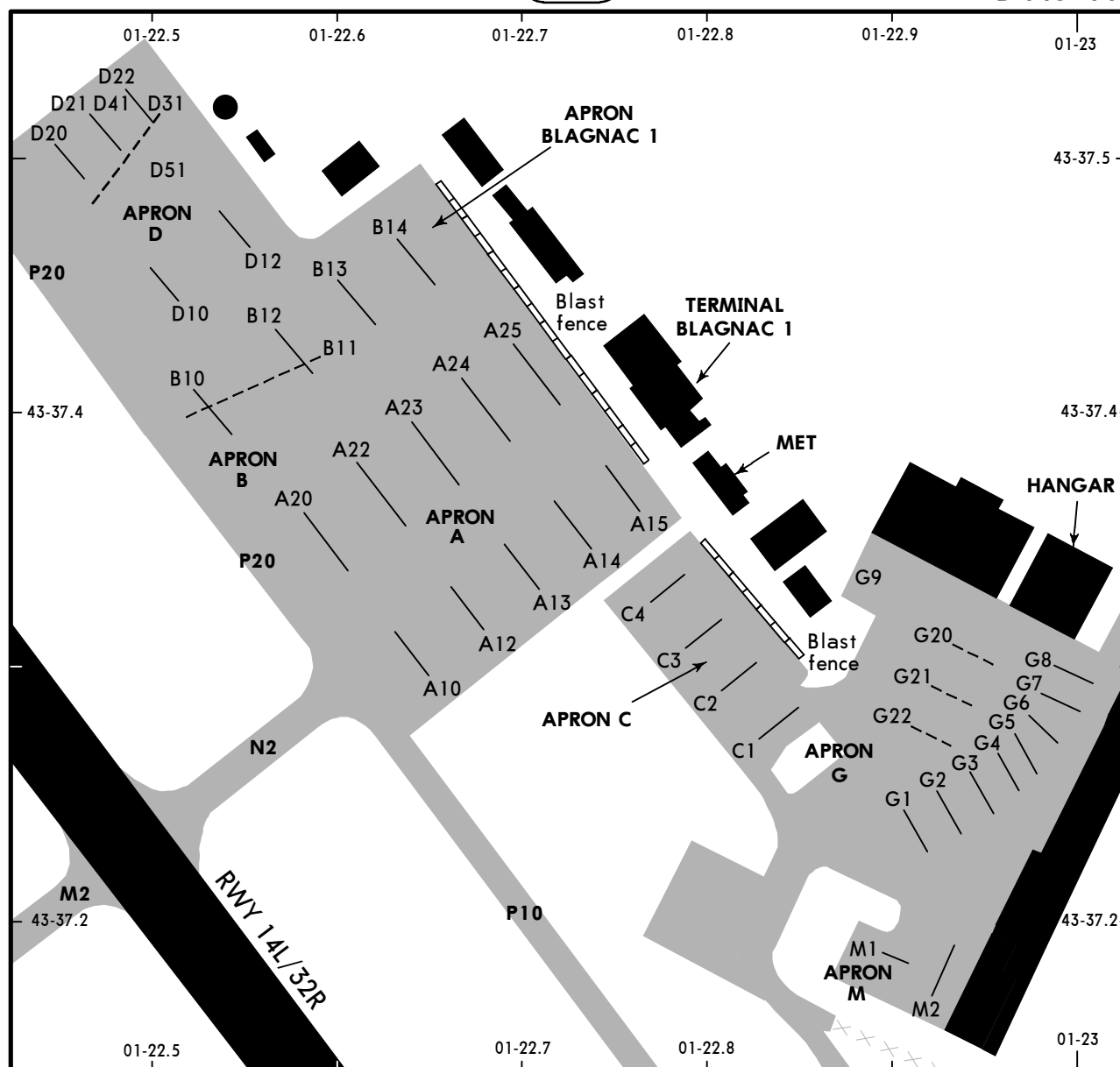
LVP must be in Force						
Approved Operators						
HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)	
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

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



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		



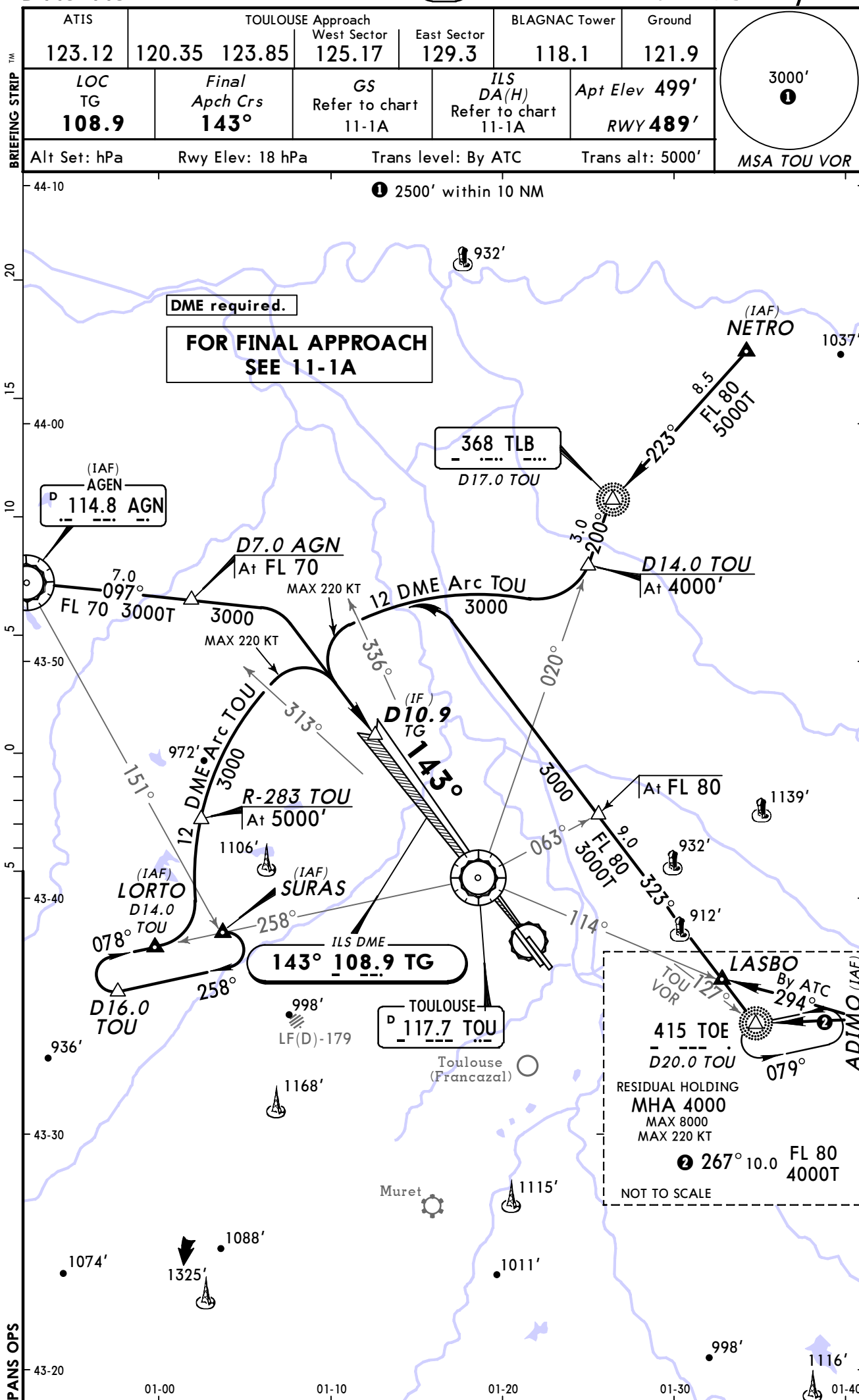
INS COORDINATES

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		

LFBO/TLS
BLAGNAC

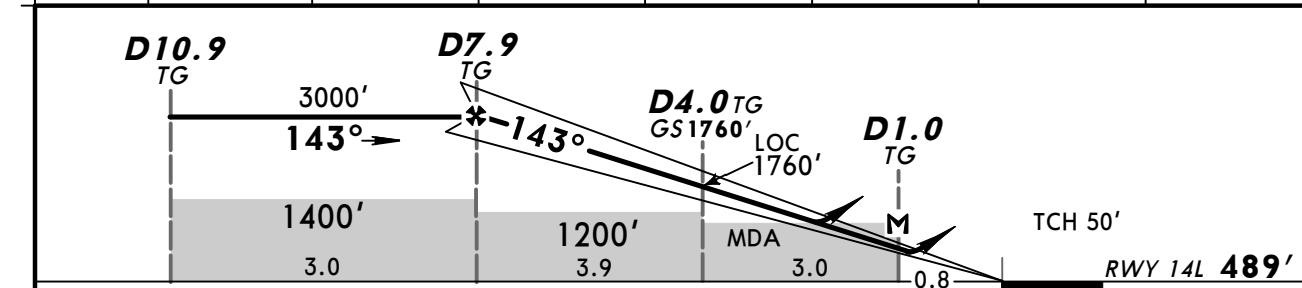
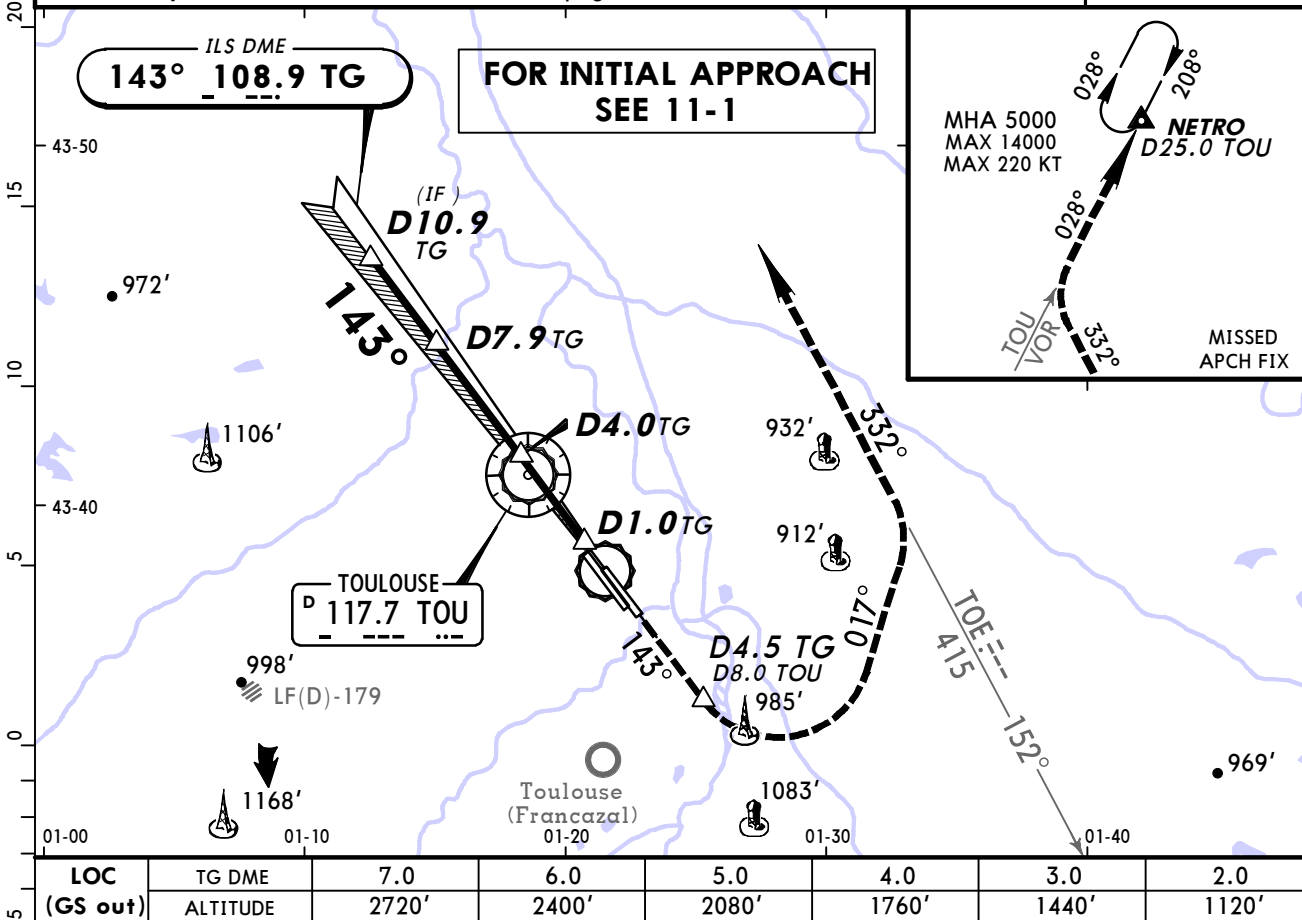
JEPPESSEN
25 JAN 13 11-1 Eff 7 Feb

TOULOUSE, FRANCE
ILS or LOC Rwy 14L



BRIEFING STRIP™

ATIS		TOULOUSE Approach			BLAGNAC Tower		Ground	3000' 1 MSA TOU VOR 1 2500' within 10 NM	
123.12		120.35	123.85	West Sector 125.17	East Sector 129.3	118.1			121.9
LOC TG 108.9		Final Aptch Crs 143°		GS D4.0 TG 1760' (1271')		ILS DA(H) Refer to Minimums			Apt Elev 499' RWY 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.									



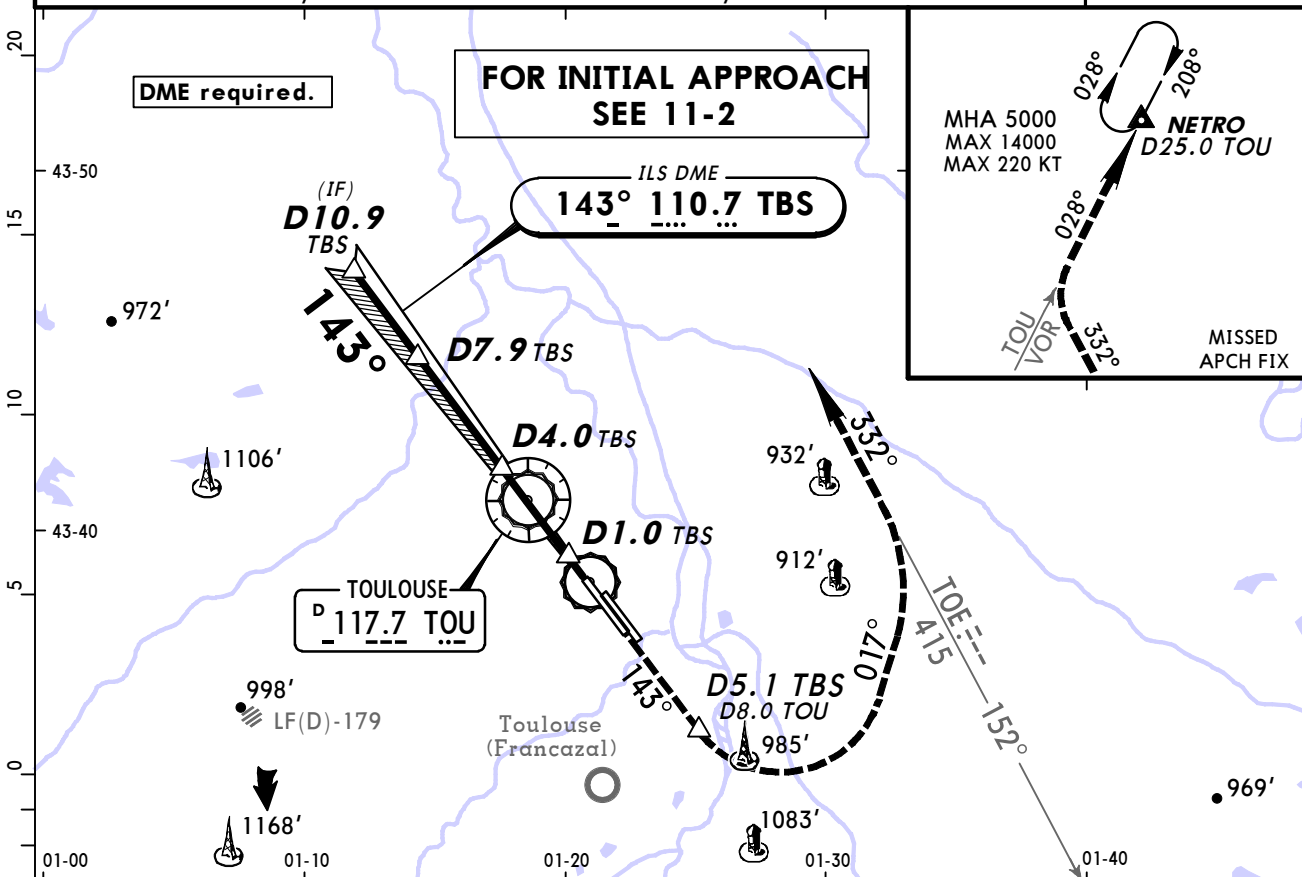
Gnd speed-Kts	70	90	100	120	140	160	HIALS 	D4.5 TOU TG on 117.7 ↑ R-143
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D1.0 TG								

Standard				STRAIGHT-IN LANDING RWY 14L				CIRCLE-TO-LAND 2			
ILS 1				LOC (GS out) CDFA				Prohibited Northeast of runway			
DA(H) ABC: 689' (200') D: 699' (210')				DA/MDA(H) 870' (381')							
FULL		Limited	ALS out	FULL		Limited	ALS out	Max Kts	MDA(H)	VIS	
A								110	1030' (541')	1500m	
B	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m				135	1050' (561')	1600m	
C								180	1320' (831')	2400m	
D								205	1320' (831')	3600m	

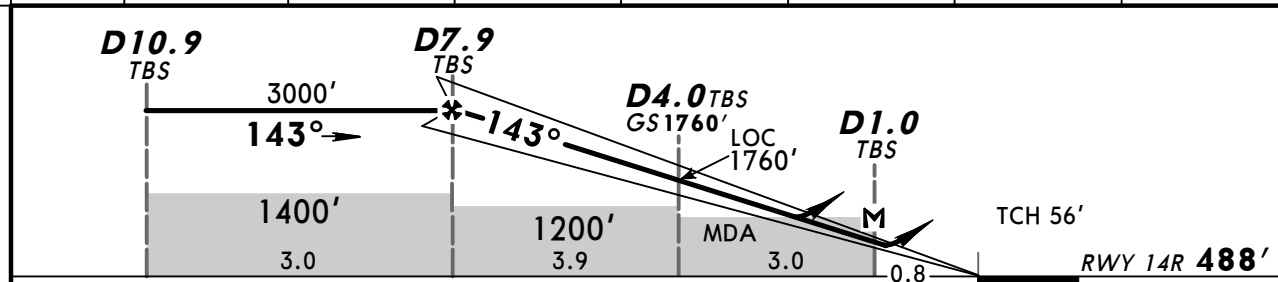
1 LACFT: DA(H) 709' (220'). **2** Circling height based on rwy 14L thresh elev of 489'.
3 For add-on to the MDA(H), see ATC pages FRANCE.

BRIEFING STRIP™

ATIS	TOULOUSE Approach			BLAGNAC Tower		Ground	3000' 1 MSA TOU VOR 1 2500' within 10 NM
123.12	120.35	123.85	West Sector 125.17	East Sector 129.3	118.1	121.9	
LOC TBS 110.7	Final Aptch Crs 143°	GS D4.0 TBS 1760' (1272')		ILS DA(H) 688' (200')		Apt Elev 499' 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'	



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	HIALS-II PAPI D5.1 TBS on 117.7 R-143
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D1.0 TBS							

Standard				STRAIGHT-IN LANDING RWY 14R		CIRCLE-TO-LAND 1		
ILS				LOC (GS out) CDFA		Prohibited Northeast of runway		
DA(H) 688' (200')				DA/MDA(H) 2 870' (382')				
FULL		Limited	ALS out			ALS out	Max Kts	MDA(H) VIS
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1500m	110	1030' (542')	1500m
B					RVR 1700m	135	1050' (562')	1600m
C						180	1220' (732')	2400m
D						205	1320' (832')	3600m

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

CHANGES: Approach frequency.

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LFBO/TLS
BLAGNAC

25 JAN 13
Eff 7 Feb

JEPPESSEN
11-2B

TOULOUSE, FRANCE
CAT II/III ILS Rwy 14R

BRIEFING STRIP™

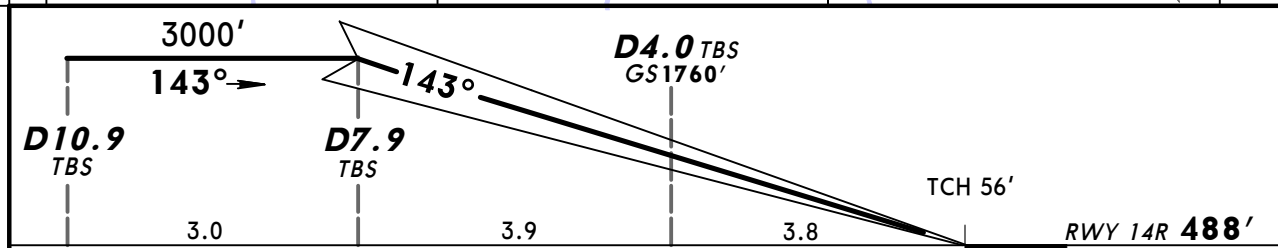
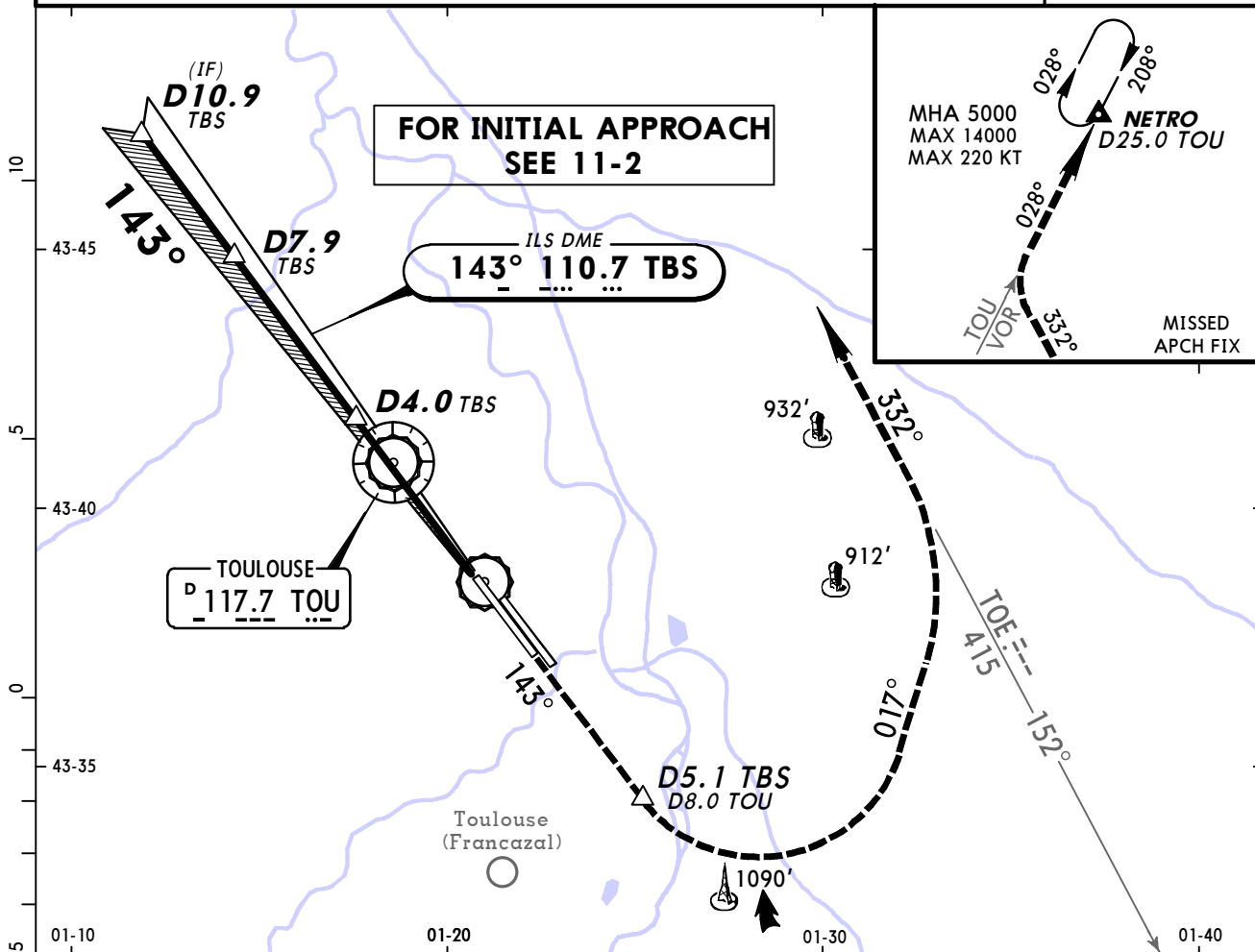
ATIS	TOULOUSE Approach			BLAGNAC Tower		Ground
123.12	120.35	123.85	West Sector 125.17	East Sector 129.3	118.1	121.9
LOC TBS 110.7	Final Apch Crs 143°	GS D4.0 TBS 1760' (1272')		CAT II & IIIA ILS Refer to Minimums		Apt Elev 499' RWY 488'
MISSED APCH: Climb on R-143 to D5.1 TBS, then turn LEFT onto 017° 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'

①

MSA
TOU VOR

① 2500' within
10 NM



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI D5.1 TBS on 117.7 ↑ R-143
GS	3.00°	372	478	531	637	743	

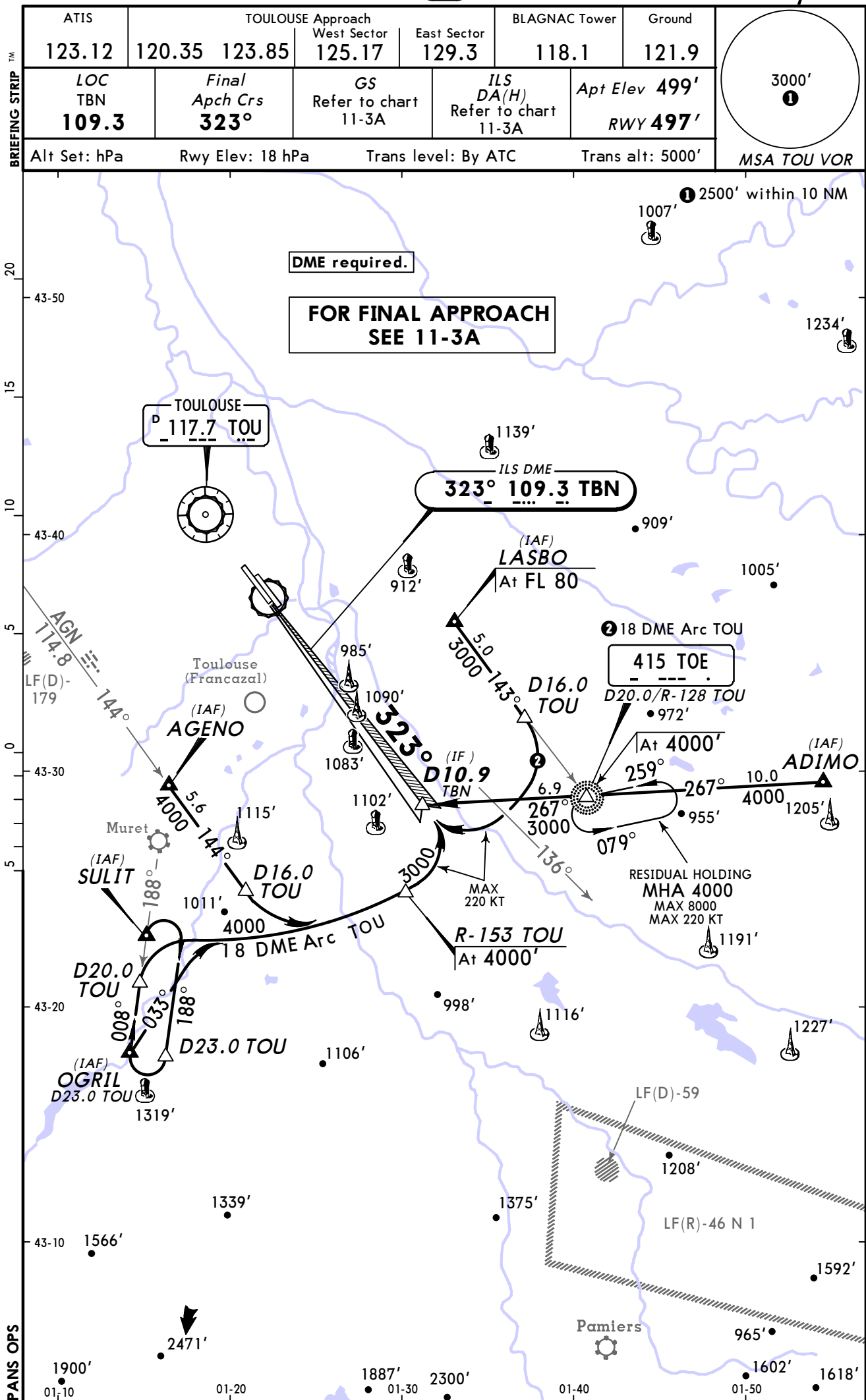
PANS OPS	Standard		STRAIGHT-IN LANDING RWY 14R	
	CAT IIIA ILS		CAT II ILS ABCD RA 100' DA(H) 588' (100')	
	DH 50'		RVR 300m	
		RVR 200m		

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

LFBO/TLS
BLAGNAC

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25 JAN 13 11-3 Eff 7 Feb

TOULOUSE, FRANCE
ILS or LOC Rwy 32L



LFBO/TLS
BLAGNAC

25 JAN 13

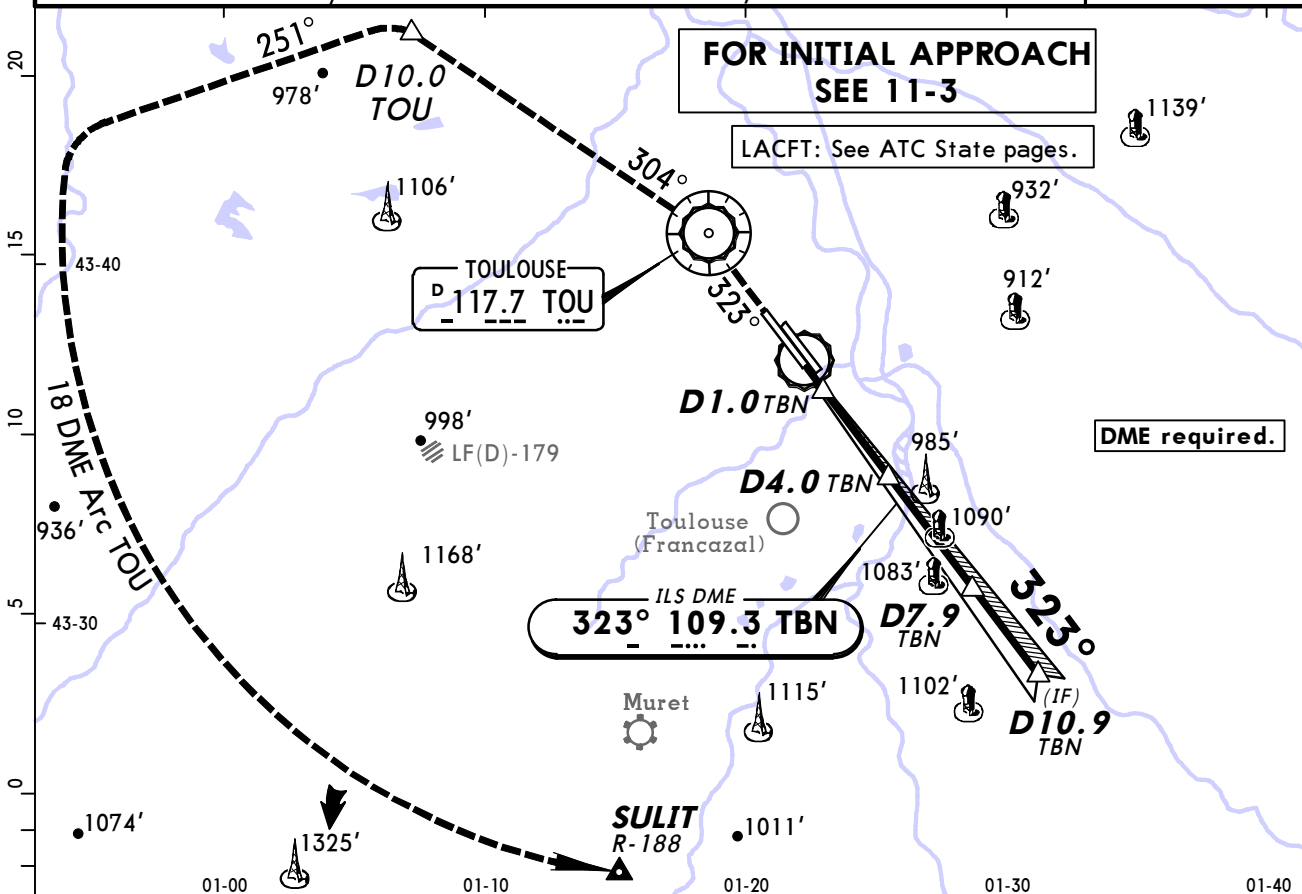
11-3A

Eff 7 Feb

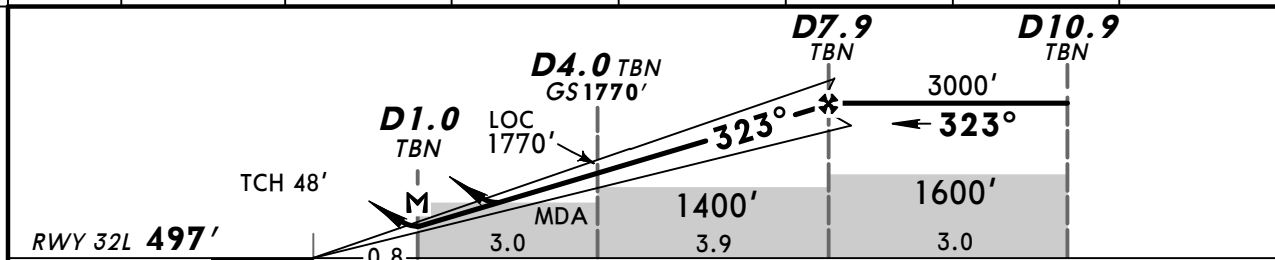
TOULOUSE, FRANCE
ILS or LOC Rwy 32L

BRIEFING STRIP™

ATIS	TOULOUSE Approach			BLAGNAC Tower		Ground	3000' ① MSA TOU VOR ① 2500' within 10 NM
123.12	120.35	123.85	West Sector 125.17	East Sector 129.3	118.1	121.9	
LOC TBN 109.3	Final Apch Crs 323°	GS D4.0 TBN 1770' (1273')	ILS DA(H) 697' (200')		Apt Elev 499'	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'	



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	TOU 117.7 on 117.7 ↑ R-143	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		
MAP at D1.0 TBN								

STRAIGHT-IN LANDING RWY 32L				CIRCLE-TO-LAND 2			
ILS 1		LOC (GS out) CDFA		Prohibited Northeast of runway			
DA(H) 697' (200')		DA/MDA(H) 980' (483')		Max Kts	MDA(H)	VIS	
A	RVR 1200m	RVR 1500m		110	1030' (533')	1500m	
B				135	1050' (553')	1600m	
C				180	1220' (723')	2400m	
D				205	1320' (823')	3600m	

1 LACFT: DA(H) 707' (210'). 2 Circling height based on rwy 32L threshold elev of 497'. 3 For add-on to the MDA(H), see ATC pages FRANCE.

CHANGES: Approach frequency.

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TOULOUSE, FRANCE
LS or LOC Rwy 32R

[illegible]

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LFBO/TLS
BLAGNAC

25 JAN 13

11-4A

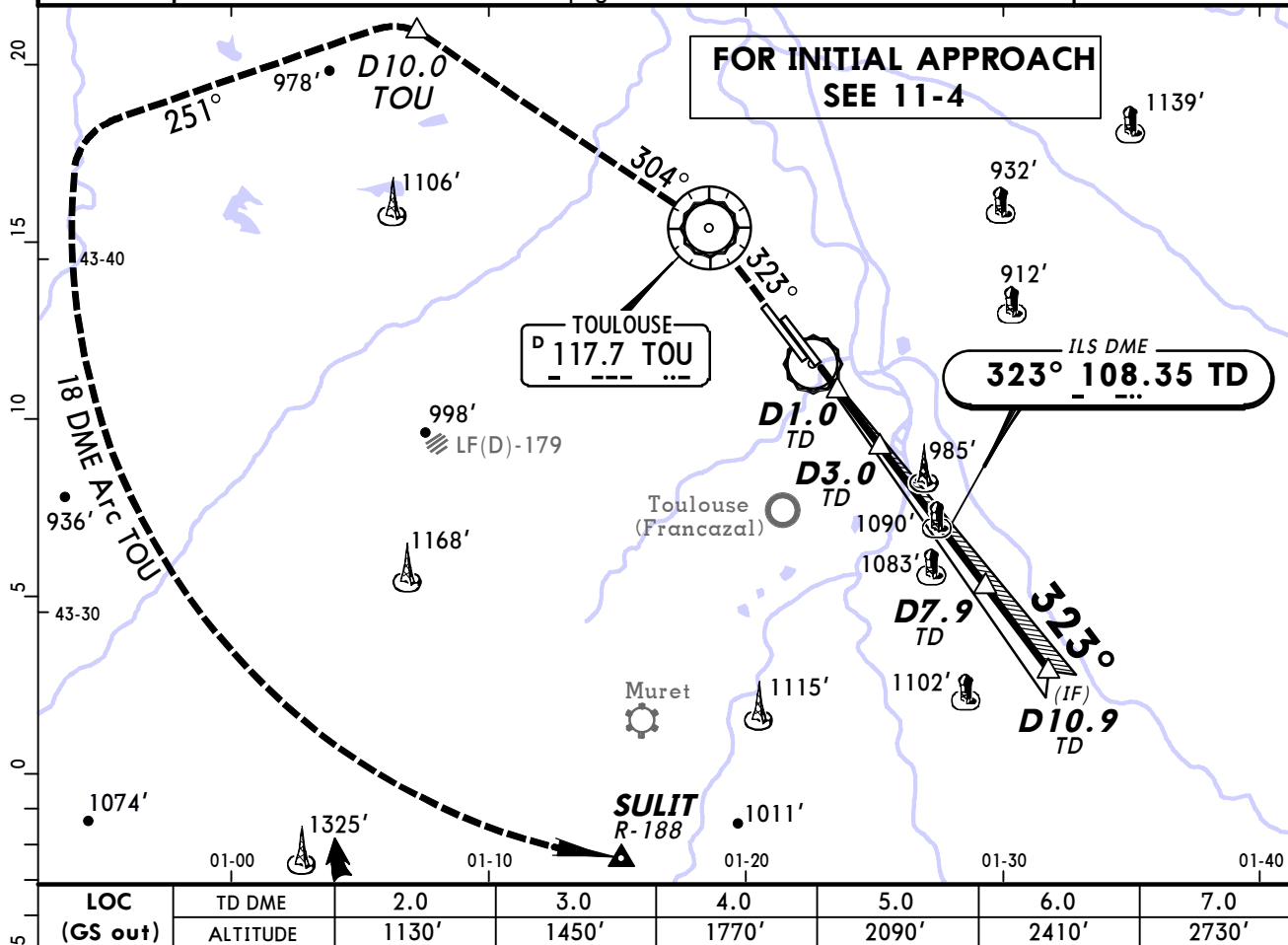
Eff 7 Feb

TOULOUSE, FRANCE
ILS or LOC Rwy 32R

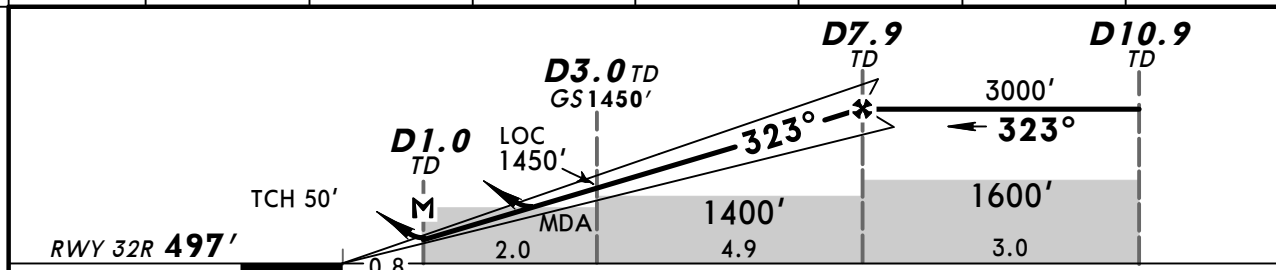
BRIEFING STRIP

TM

ATIS	TOULOUSE Approach		West Sector		East Sector	BLAGNAC Tower	Ground
123.12	120.35	123.85	125.17	129.3	118.1	121.9	3000' ① MSA TOU VOR ① 2500' within 10 NM
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.					



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	REIL	TOU 117.7 on R-143
MAP at D1.0 TD								

STRAIGHT-IN LANDING RWY 32R				CIRCLE-TO-LAND 2			
ILS 1		LOC (GS out) CDFA		Prohibited Northeast of runway			
DA(H) 697' (200')		DA/MDA(H) 980' (483')		Max Kts	MDA(H)	VIS	
RVR 1200m		RVR 1500m		110	1030' (533')	1500m	
				135	1050' (553')	1600m	
				180	1320' (823')	2400m	
				205	1320' (823')	3600m	

1 LACFT: DA(H) 707' (210'). 2 Circling height based on rwy 32R threshold elev of 497'. 3 For add-on to the MDA(H), see ATC pages FRANCE.

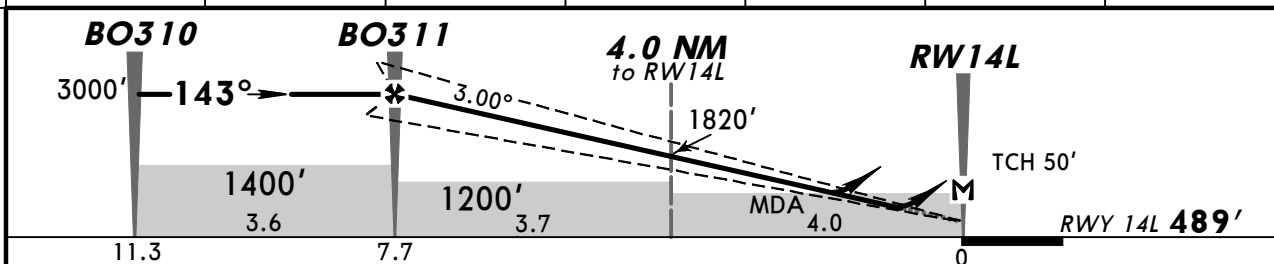
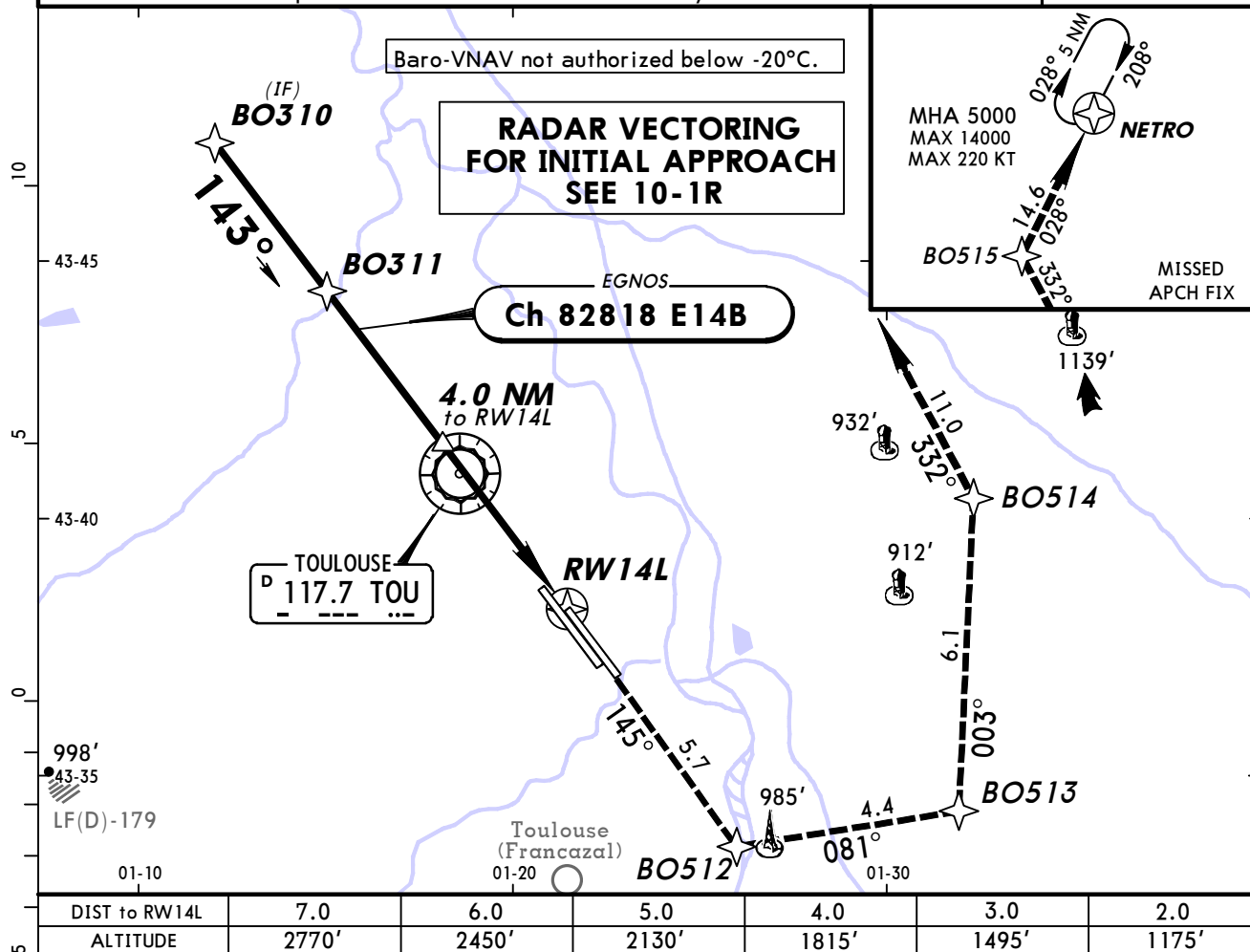
LFBO/TLS
BLAGNAC

25 JAN 13
Eff 7 Feb (12-1)

TOULOUSE, FRANCE
RNAV (GNSS) Rwy 14L

BRIEFING STRIP™

ATIS	TOULOUSE Approach		West Sector	East Sector	BLAGNAC Tower	Ground	3000' ① MSA TOU VOR ① 2500' within 10 NM
123.12	120.35	123.85	125.17	129.3	118.1	121.9	
EGNOS Ch 82818 E14B		Final Aptch Crs 143°	Procedure Alt BO311 3000' (2511')		LPV DA(H) Refer to Minimums	Apt Elev 499' 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'	



Gnd speed-Kts	70	90	100	120	140	160	4000' ↑ BO512
Glide Path Angle	3.00°	372	478	531	637	743	
MAP at RW14L							

STRAIGHT-IN LANDING RWY 14L				CIRCLE-TO-LAND ①	
LPV		LNAV/VNAV		Prohibited Northeast of runway	
DA(H) A: 780' (291') C: 800' (311') B: 790' (301') D: 810' (321')		DA(H) 910' (421')		DA/MDA(H) 950' (461')	
ALS out		ALS out		ALS out	
A	RVR 750m	RVR 1400m	RVR 1200m	RVR 1500m	RVR 1500m
B				RVR 1400m	RVR 1500m
C			RVR 1900m		CMV 2100m
D					
				Max Kts	MDA(H) VIS
				110	1030' (541') 1500m
				135	1050' (561') 1600m
				180	1320' (831') 2400m
				205	1320' (831') 3600m

① Circling height based on rwy 14L thresh elev of 489'.

CHANGES: Approach frequency.

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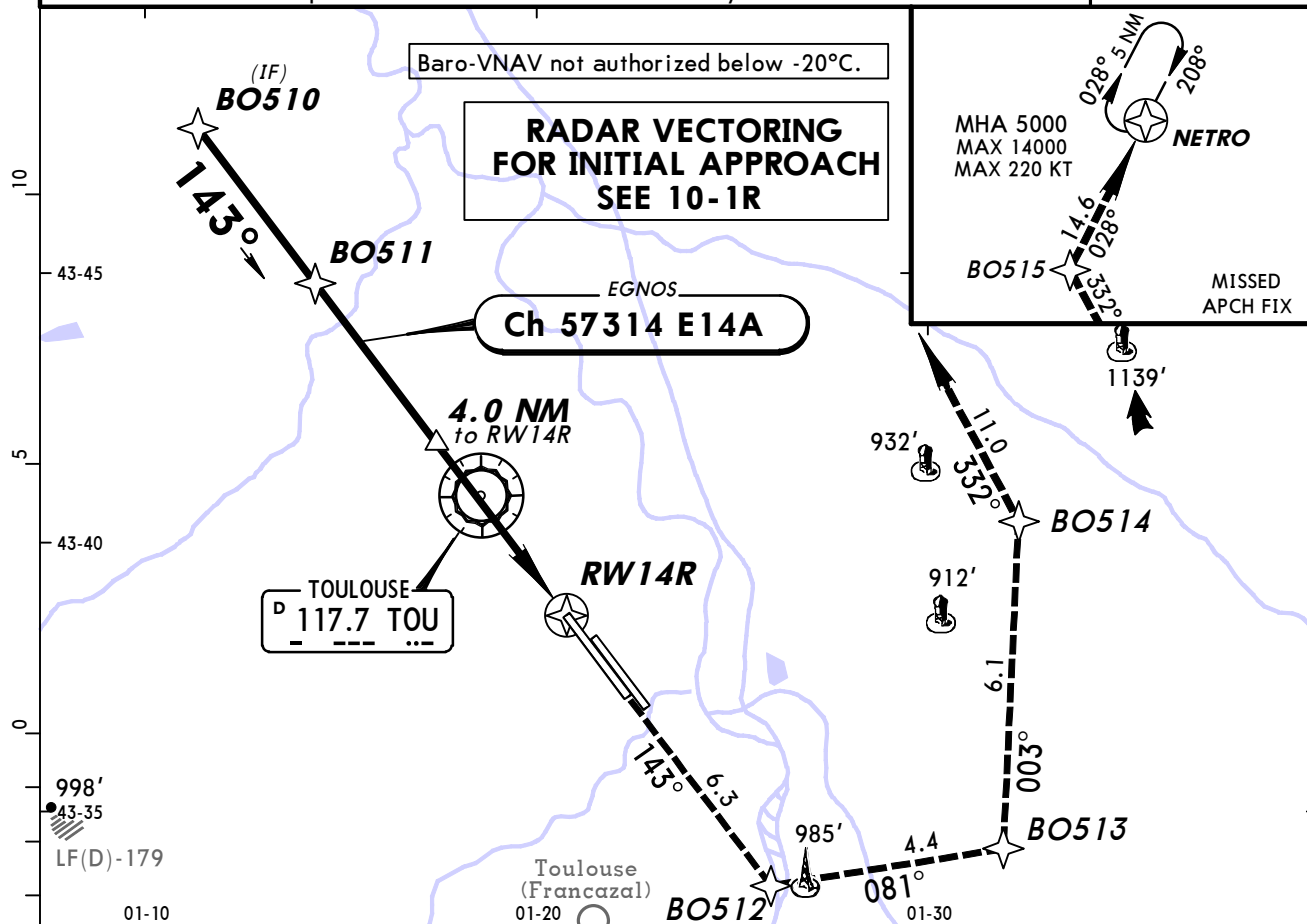
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BLAGNAC

25 JAN 13
Eff 7 Feb 12-2

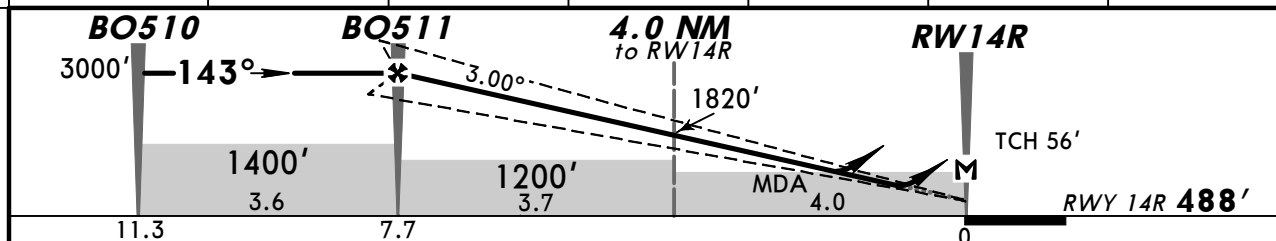
TOULOUSE, FRANCE
RNAV (GNSS) Rwy 14R

BRIEFING STRIP

ATIS	TOULOUSE Approach			BLAGNAC Tower		Ground	3000' ① MSA TOU VOR ① 2500' within 10 NM
123.12	120.35	123.85	West Sector 125.17	East Sector 129.3	118.1	121.9	
EGNOS Ch 57314 E14A	Final Aptch Crs 143°	Procedure Alt BO511 3000' (2512')	LPV DA(H) Refer to Minimums		Apt Elev 499' 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'			



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	
MAP at RW14R							

STRAIGHT-IN LANDING RWY 14R				CIRCLE-TO-LAND 3			
LPV 1		LNAV/VNAV		LNAV CDFA		Prohibited Northeast of runway	
DA(H) C: 750' (262')		DA(H) 900' (412')		DA/MDA(H) 950' (462')		Max Kts	
AB: 740' (252')		D: 760' (272')		ALS out		MDA(H) VIS	
ALS out		ALS out		ALS out		110	
RVR 750m 2		RVR 1300m		RVR 1500m		135	
RVR 1200m		RVR 1400m		CMV 2100m		180	
RVR 1900m						205	

1 LACFT: DA(H) 770' (282'). 2 With TDZ, CL and HUD: RVR 600m.
3 Circling height based on rwy 14R thresh elev of 488'.

CHANGES: Approach frequency. EGNOS channel.

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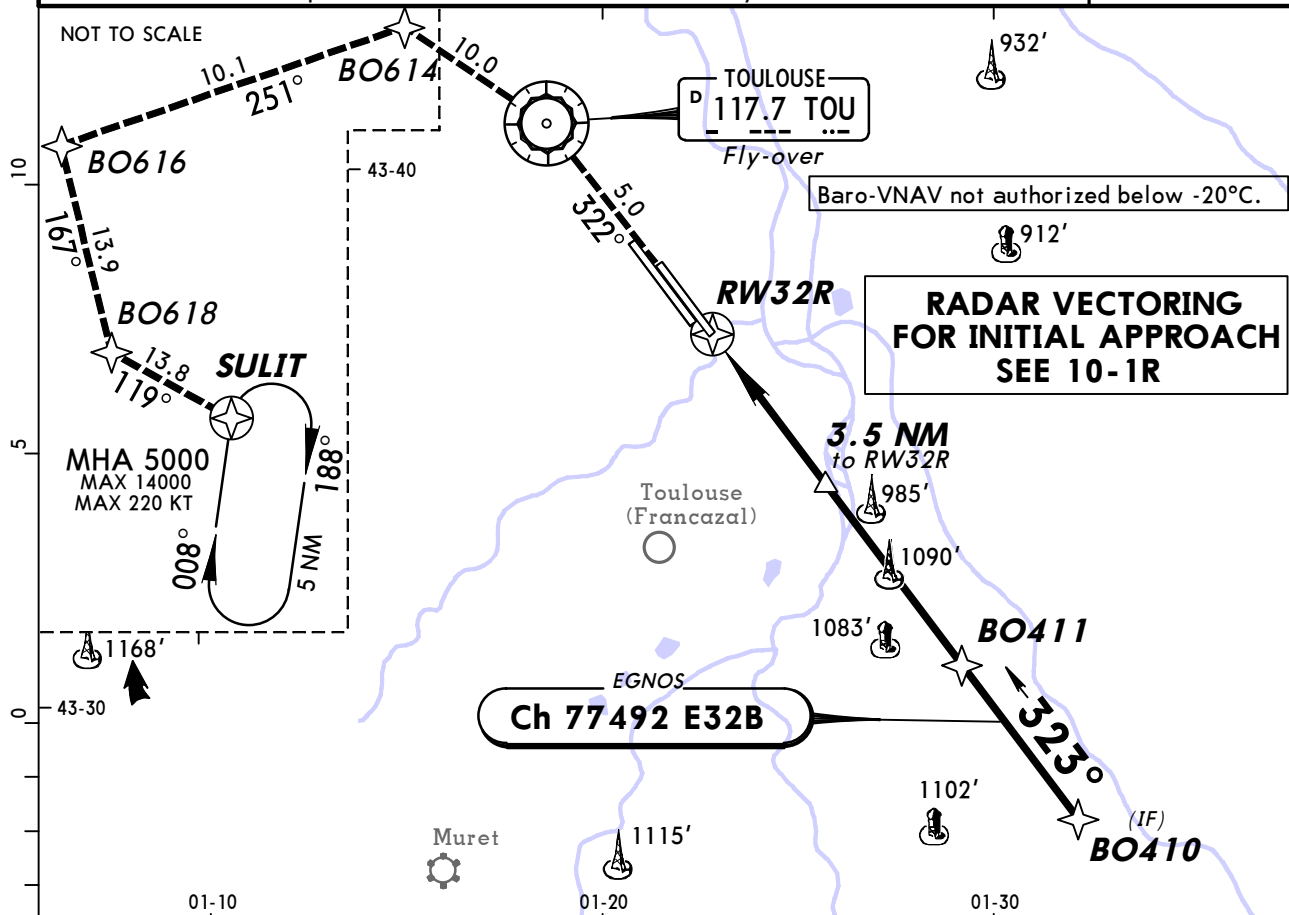
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BLAGNAC

25 JAN 13
Eff 7 Feb (12-4)

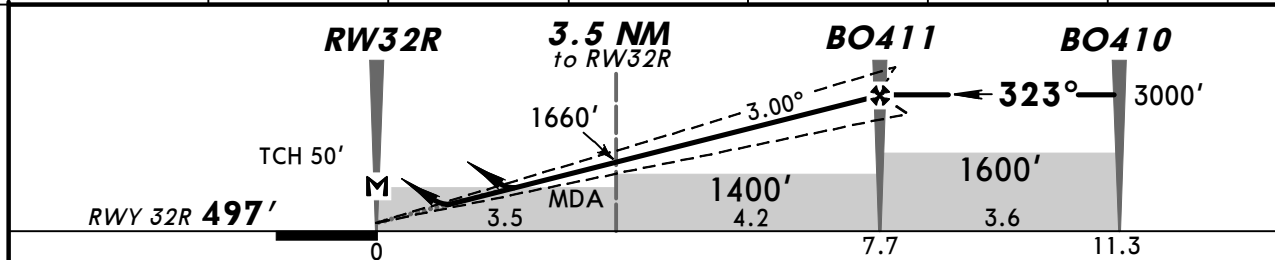
TOULOUSE, FRANCE
RNAV (GNSS) Rwy 32R

BRIEFING STRIP™

ATIS	TOULOUSE Approach		West Sector	East Sector	BLAGNAC Tower	Ground	3000' ① MSA TOU VOR ① 2500' within 10 NM
123.12	120.35	123.85	125.17	129.3	118.1	121.9	
EGNOS Ch 77492 E32B		Final Aptch Crs 323°	Procedure Alt BO411 3000' (2503')		LPV DA(H) 750' (253')	Apt Elev 499' 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'	



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



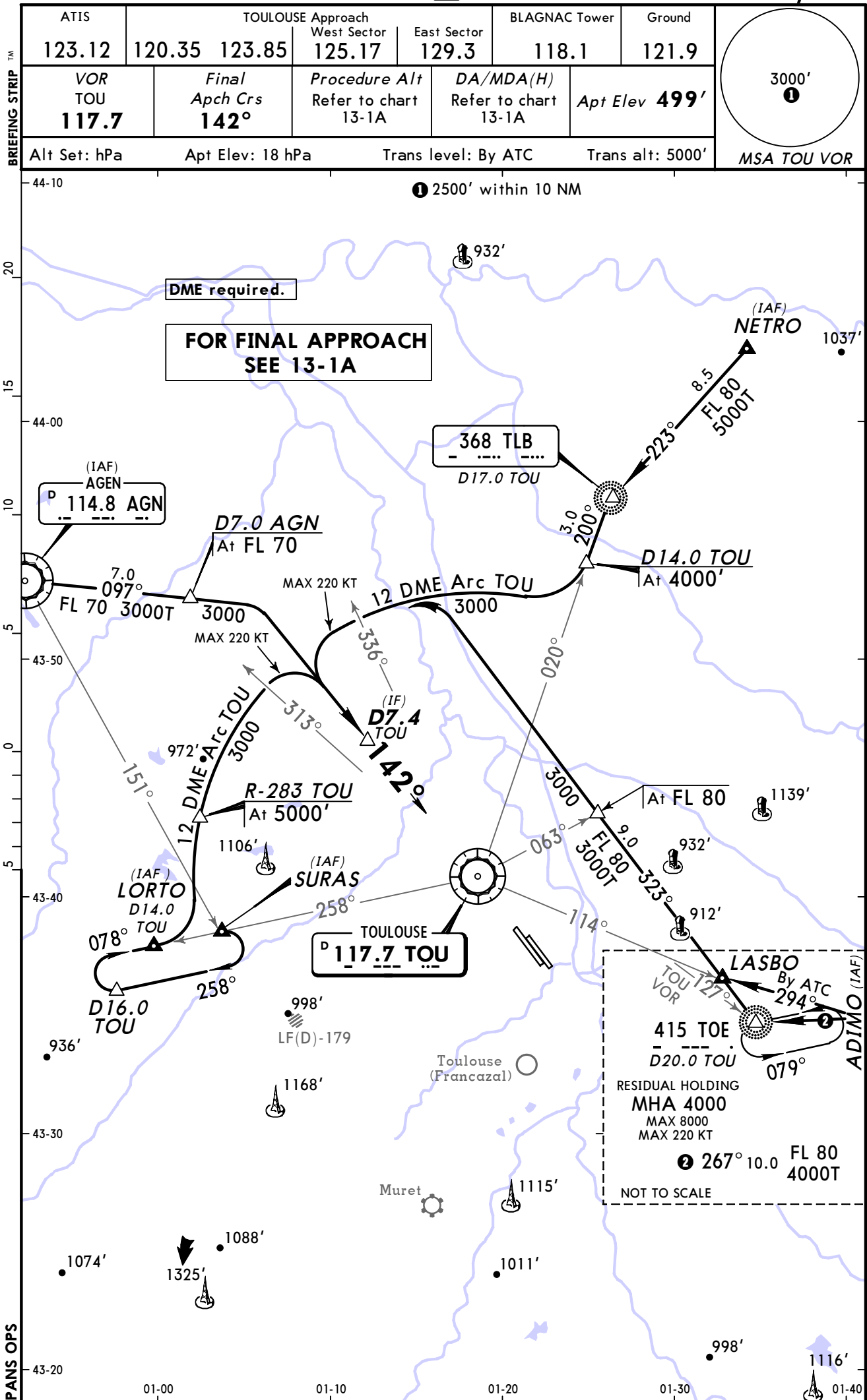
Gnd speed-Kts	70	90	100	120	140	160	REIL	TOU 117.7 ↑
Glide Path Angle 3.00°	372	478	531	637	743	849		
MAP at RW32R								

STRAIGHT-IN LANDING RWY 32R				CIRCLE-TO-LAND 1	
LPV		LNAV/VNAV		Prohibited Northeast of runway	
DA(H) 750' (253')		DA(H) 860' (363')		Max Kts MDA(H) VIS	
A B C D	RVR 1300m	RVR 1500m	RVR 1500m	110	1030' (533') 1500m
				135	1050' (553') 1600m
		RVR 1600m	RVR 2000m	180	1320' (823') 2400m
				205	1320' (823') 3600m

1 Circling height based on rwy 32R thresh elev of 497'.

CHANGES: Approach frequency.

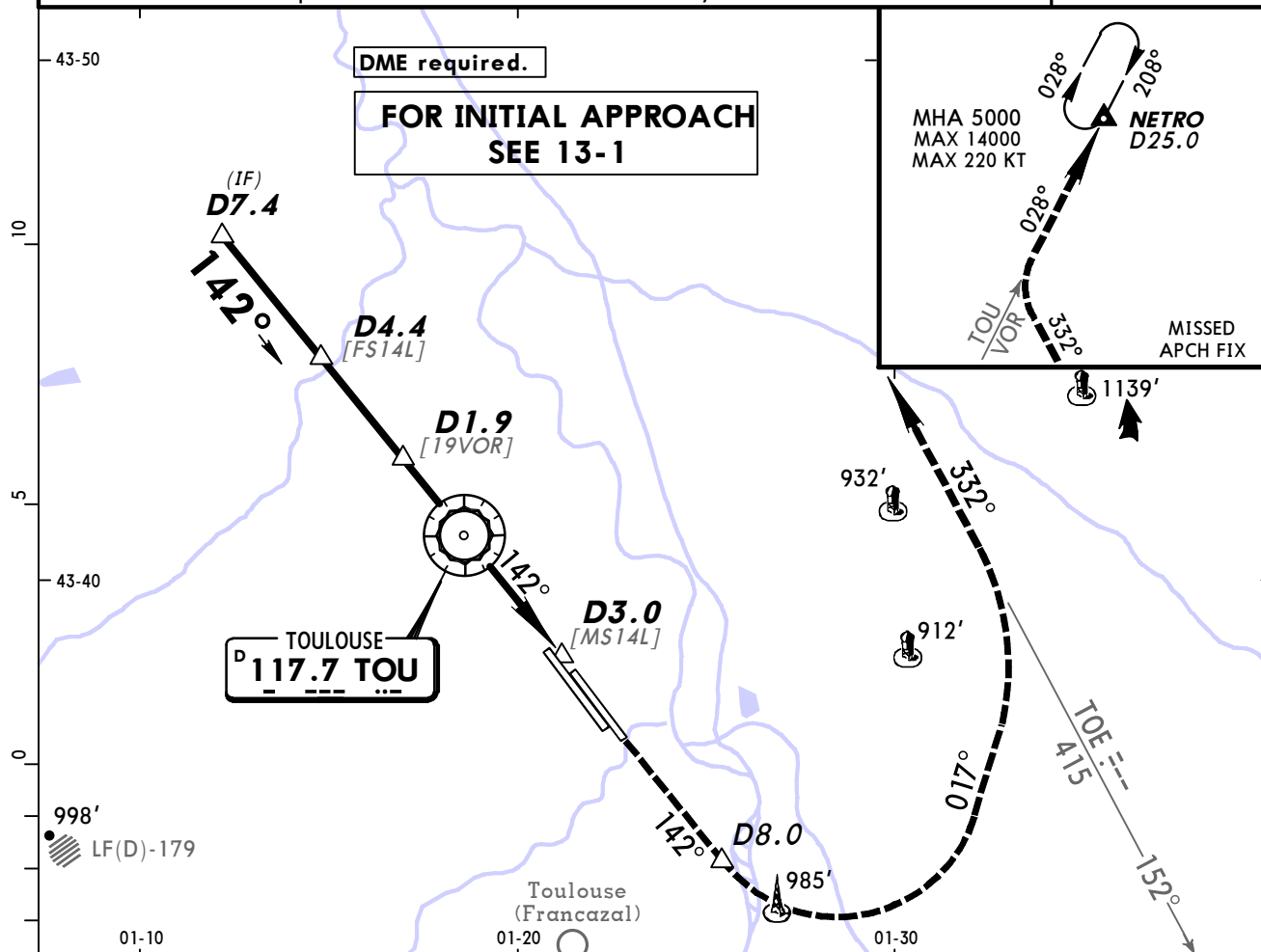
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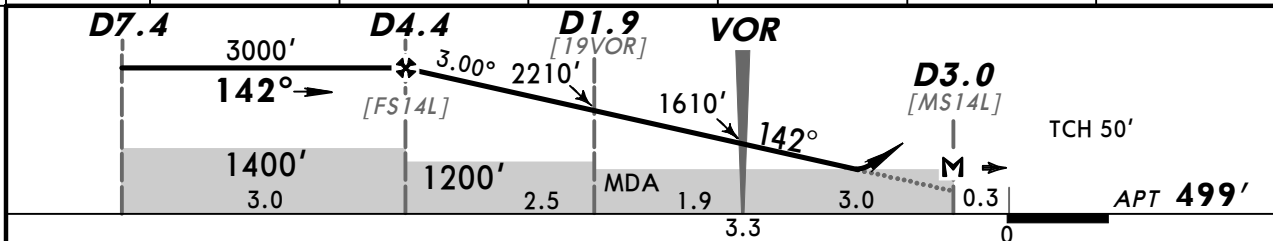
BRIEFING STRIP

TM

ATIS	TOULOUSE		Approach West Sector	East Sector	BLAGNAC Tower	Ground	3000' ① MSA TOU VOR ① 2500' within 10 NM
123.12	120.35	123.85	125.17	129.3	118.1	121.9	
VOR TOU 117.7	Final Apch Crs 142°	Procedure Alt D4.4 3000' (2501')	DA/MDA(H) 950' (451')		Apt Elev 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'	



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
MAP at D3.0 after VOR						

Standard			STRAIGHT-IN LANDING RWY 14L			CIRCLE-TO-LAND		
			CDFA			Prohibited Northeast of runway		
			DA/MDA(H) 950' (451')					
			ALS out					
A			RVR 1500m		Max Kts	MDA(H)	VIS	
B					110	1030' (531')	1500m	
C					135	1050' (551')	1600m	
D					180	1320' (821')	2400m	
					205	1320' (821')	3600m	

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

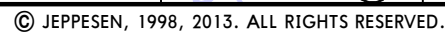
CHANGES: Approach frequency.

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TOULOUSE, FRANCE
VOR Rwy 14R



3000'
①
MSA TOU VOR



BRIEFING STRIP

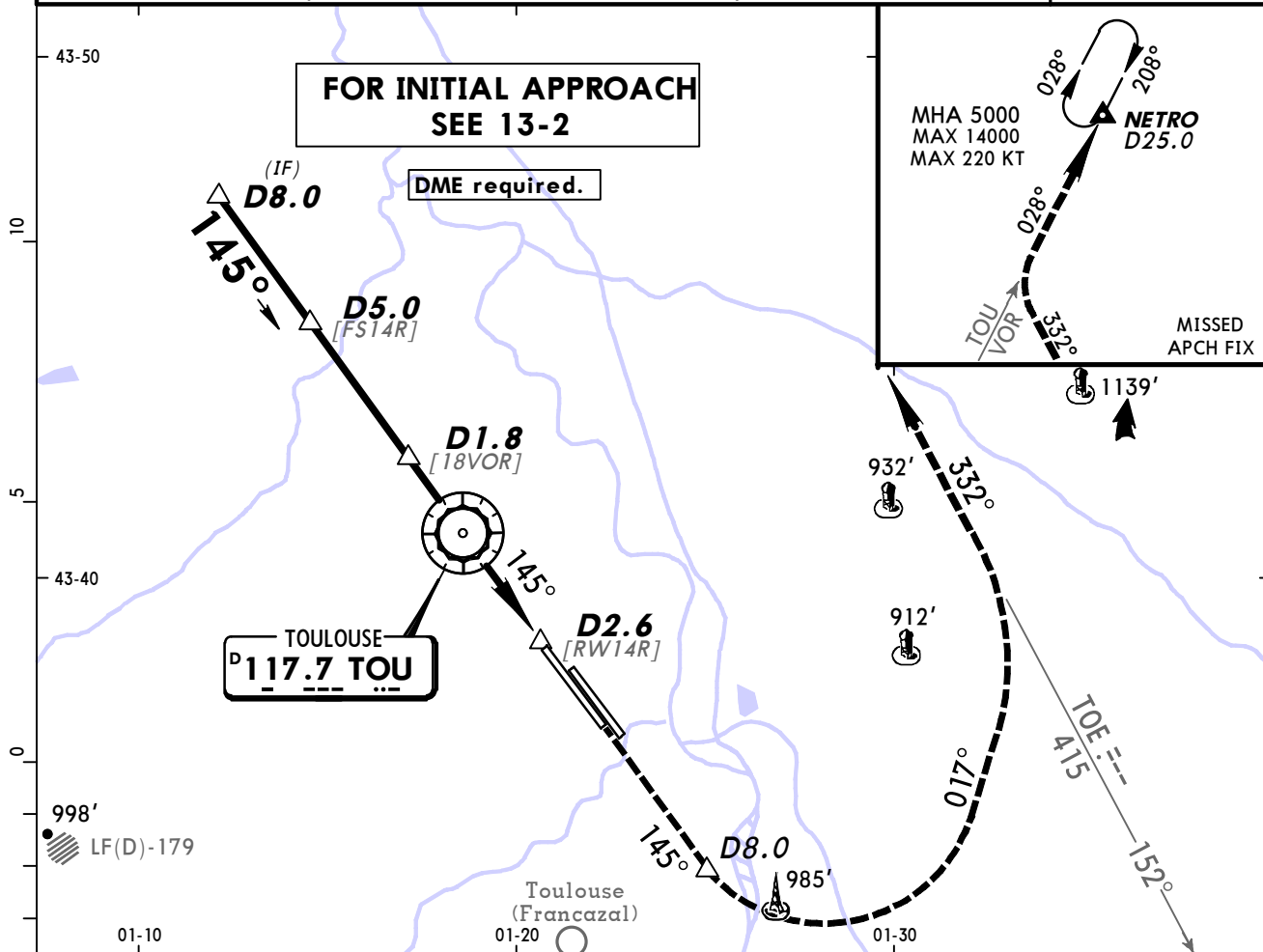
TM

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 TOU 117.7	Final Aptch Crs 145°	Procedure Alt D5.0 3000' (2501')	DA/MDA(H) 950' (451')		Apt Elev 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'	

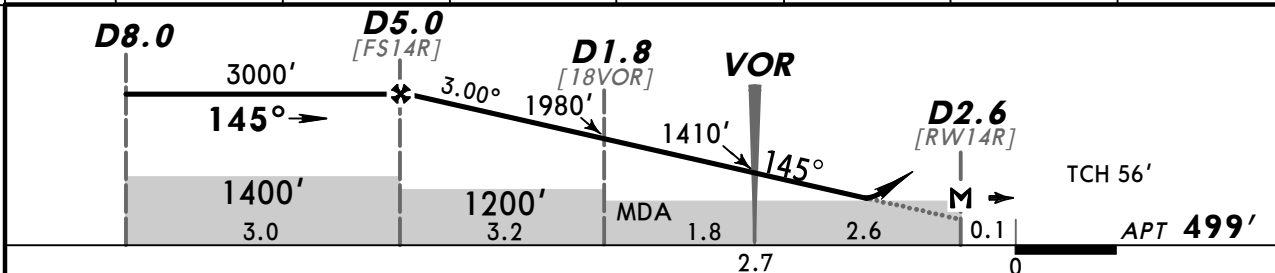
3000'

1

MSA
TOU VOR
1 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	HIALS-II D8.0 on 117.7 R-145
Descent Angle	3.00°	372	478	531	637	743	
MAP at D2.6 after VOR							

Standard			STRAIGHT-IN LANDING RWY 14R		CIRCLE-TO-LAND	
			CDFA		Prohibited Northeast of runway	
			DA/MDA(H) 950' (451')			
			ALS out		Max Kts	
A	RVR 1400m	RVR 1500m			110	1030' (531') 1500m
B					135	1050' (551') 1600m
C		CMV 2100m			180	1220' (721') 2400m
D					205	1320' (821') 3600m

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

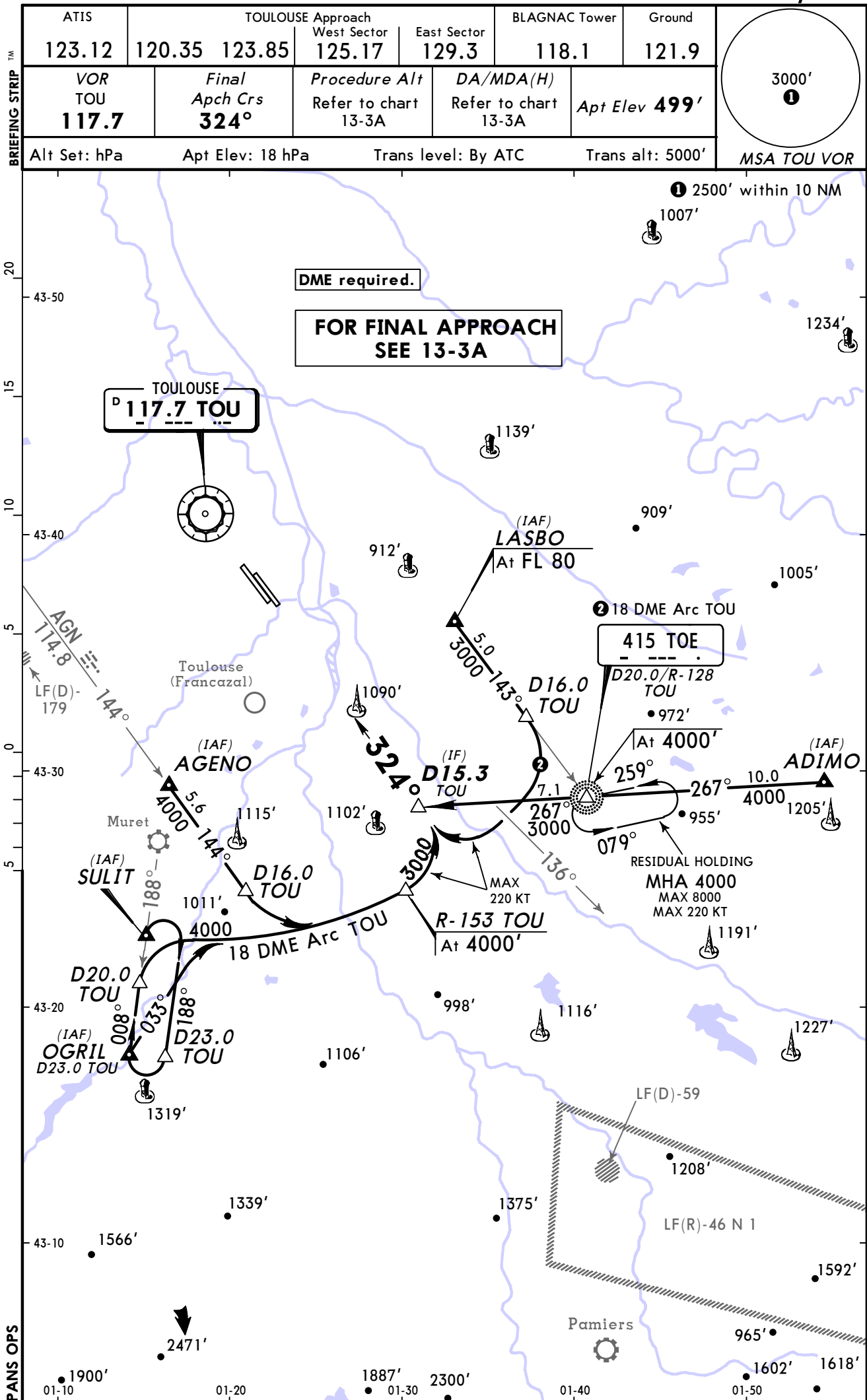
CHANGES: Approach frequency.

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LFBO/TLS
BLAGNAC

JEPPESEN
25 JAN 13 **13-3** Eff 7 Feb

TOULOUSE, FRANCE
VOR Rwy 32L



CHANGES: Approach frequency.

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LFBO/TLS
BLAGNAC

25 JAN 13

13-3A

Eff 7 Feb

TOULOUSE, FRANCE
VOR Rwy 32L

BRIEFING STRIP™

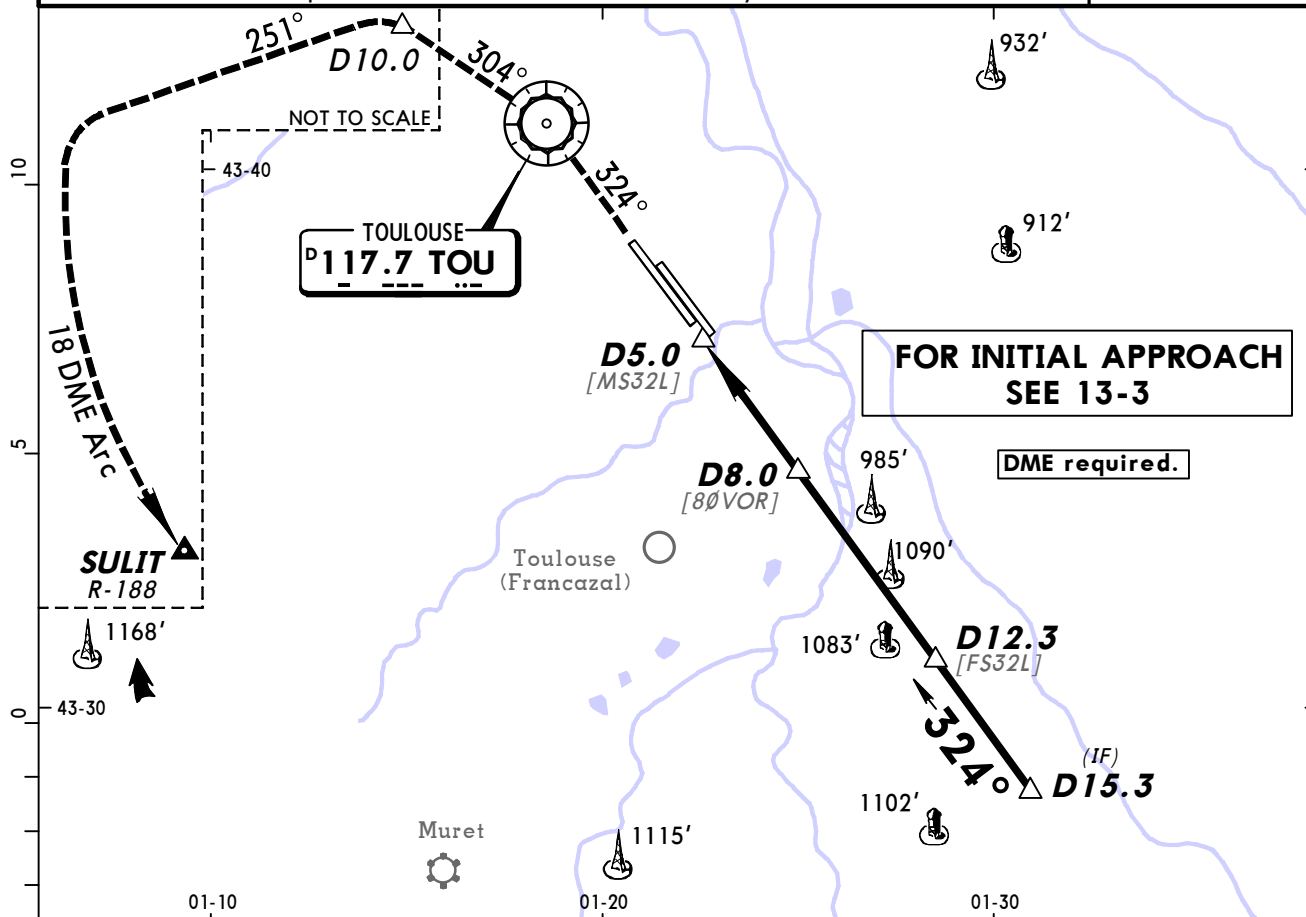
ATIS	TOULOUSE Approach			BLAGNAC Tower		Ground
123.12	120.35	123.85	West Sector 125.17	East Sector 129.3	118.1	121.9
VOR TOU 117.7	Final Aptch Crs 324°	Procedure Alt D12.3 3000' (2501')		DA/MDA(H) 980' (481')	Apt Elev 499'	
MISSED APCH: Climb on R-144 inbound to VOR to 4000', then turn LEFT and follow 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'
①

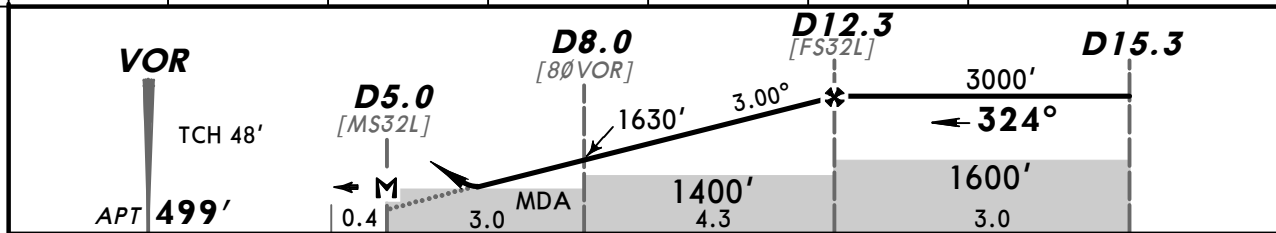
MSA
TOU VOR

① 2500' within
10 NM

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



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	PAPI-L	TOU 117.7 on ↑ TOU 117.7 R-144
Descent Angle	3.00°	372	478	531	637	743		
MAP at D5.0								

Standard				STRAIGHT-IN LANDING RWY 32L		CIRCLE-TO-LAND	
				CDFA		Prohibited Northeast of runway	
				DA/MDA(H) 980' (481')			
A				RVR 1500m		Max Kts	
B						110	1030' (531') 1500m
C						135	1050' (551') 1600m
D						180	1220' (721') 2400m
						205	1320' (821') 3600m

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

CHANGES: Approach frequency.

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TOULOUSE, FRANCE
VOR Rwy 32R

[illegible]

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TOULOUSE, FRANCE
VOR Rwy 32R

3000'

①

MSA
TOU VOR
1 2500' within
10 NM

Standard		STRAIGHT-IN LANDING RWY 32R	CIRCLE-TO-LAND		
		CDFA	Prohibited Northeast of runway		
		DA/MDA(H) 1 980' (481')	Max Kts	MDA(H)	VIS
A	RVR 1500m		110	1030' (531')	1500m
B			135	1050' (551')	1600m
C	180		1320' (821')	2400m	
D	205		1320' (821')	3600m	

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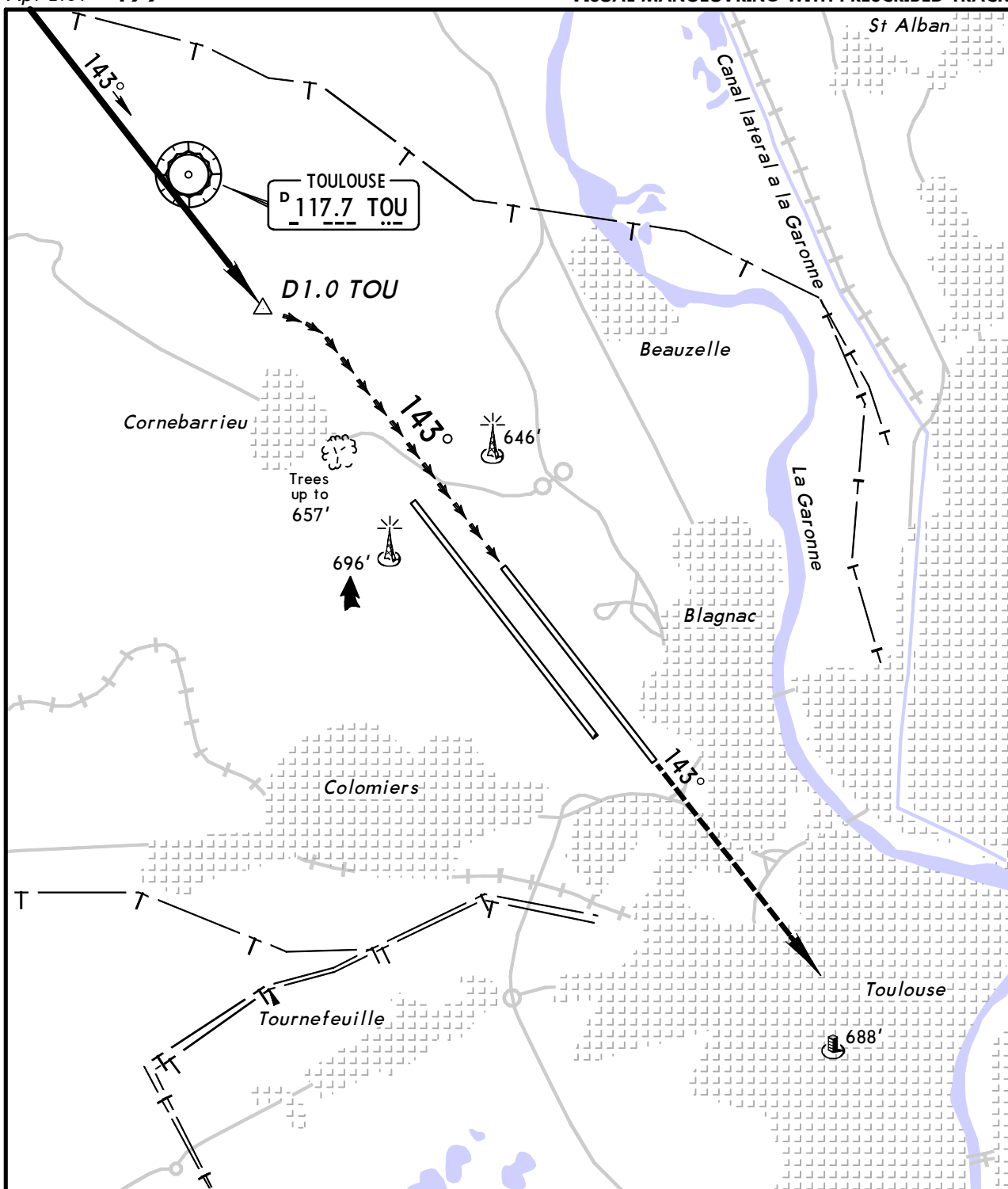
LFBO/TLS

JEPPESSEN
20 APR 12 19-10 Eff 3 May

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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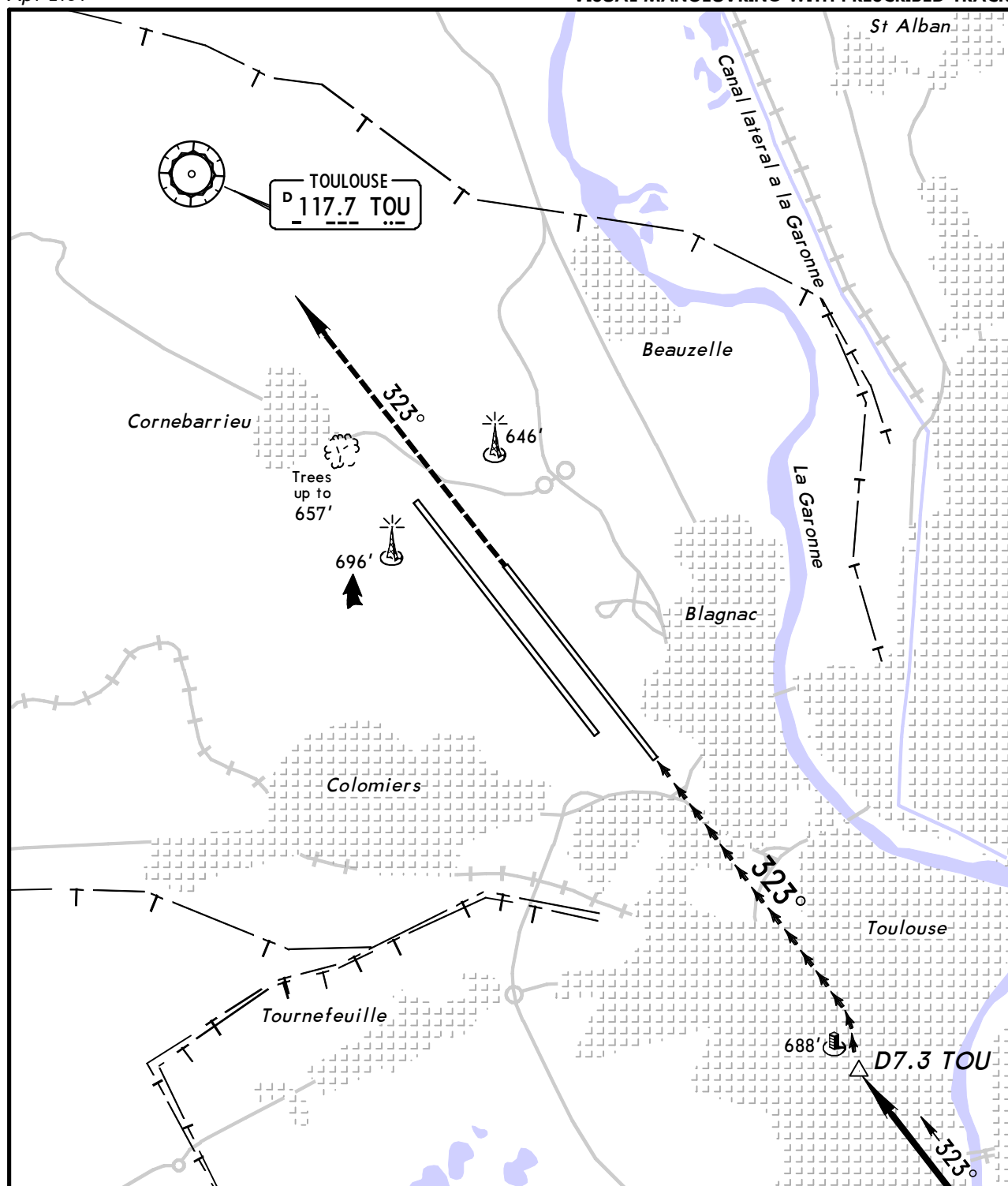
LFBO/TLS

JEPPESSEN
20 APR 12 (19-11) Eff 3 May

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 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
TOULOUSE, (BLAGNAC - LFBO)				

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.