

List of pages in this Trip Kit

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Airport Information For LFBO

Terminal Charts For LFBO

Revision Letter For Cycle 11-2019

Change Notices

Notebook

General Information

Location: TOULOUSE FRA
ICAO/IATA: LFBO / TLS
Lat/Long: N43° 38.1', E001° 22.1'
Elevation: 499 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
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: 0412 Z
Sunset: 1936 Z

Runway Information

Runway: 14L
Length x Width: 9925 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 489 ft
Lighting: Edge, ALS

Runway: 14R
Length x Width: 11493 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 488 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 32L
Length x Width: 11493 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 497 ft
Lighting: Edge, Centerline, REIL

Runway: 32R
Length x Width: 9925 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 497 ft
Lighting: Edge, REIL

Communication Information

ATIS: 123.130

Blagnac Tower: 118.100 VHF-DF

Blagnac Ground: 121.900

Blagnac Clearance Delivery: 121.705

Toulouse Approach: 124.975 Secondary

Toulouse Approach: 129.305 VHF-DF

Toulouse Approach: 125.180 VHF-DF

Toulouse Approach: 120.355 At or below 33561932 ft VHF-DF

Blagnac Approach: 121.105 At or below 33564432 ft

Toulouse Information: 121.250 Flight Info Service VHF-DF

St Martin Information: 121.825 AFIS

Toulouse Information: 123.930 At or below 33569432 ft Out to 40 mi. Flight Info Service

LFBO/TLS
BLAGNAC

JEPPESEN

1 MAR 19

10-1P

TOULOUSE, FRANCE
AIRPORT BRIEFING**1. GENERAL****1.1. ATIS**

ATIS 123.130

1.2. SPEED RESTRICTIONS

Within TOULOUSE TMA part 2 and 3, the speed is limited to MAX 250 KT below FL100 except with explicit clearance by ATC.

For ACFT which cannot maintain MAX 250 KT for technical reasons or for flight quality, a higher speed is possible after clearance.

1.3. NOISE ABATEMENT PROCEDURES**1.3.1. 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.

1.3.2. 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 cannot 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 cannot 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 L6100-2 of the French Transport Code.

LFBO/TLS
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JEPPESEN

1 MAR 19

10-1P1

TOULOUSE, FRANCE
AIRPORT BRIEFING**1. GENERAL****1.3.3. REVERSE THRUST**

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

1.3.4. 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.

1.3.5. AUXILIARY POWER UNIT (APU) USAGE RESTRICTION

APU usage is subject to restrictions, except for security reasons justified. Except in case of failure or technical incompatibility, use of alternative supplies (plugs 400 Hz) are compulsory.

Captain may differ from time specified in items for security reasons.

1.4. LOW VISIBILITY PROCEDURES (LVP)**1.4.1. GENERAL**

LVP phase starts when RVR is 550m or below, or ceiling is 200' or below.

LVP phase ends when RVR is greater than 800m and ceiling is greater than 200' and improvement of these conditions is expected.

1.4.2. ARRIVAL

Vacate RWY 14R at RWY end via TWY M2. Use of TWY M4 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.

To stands E42, E50 use TWYs M2, N2, P20 then T40, or P40, T50.

To stands E52 thru E60 use TWYs M2, N2, P20 then T40, or P40, T50.

To stands E62, U10 use TWYs M2, N2, P20, P40 then T50 or P50, T55.

To stands U11 thru U22 use TWYs M2, N2, P20, P40, P50, T55.

To stands U30 thru U40 use TWYs M2, N2, P20, P40, P50, P55, T60.

To stands U41, U42, V10 use TWYs M2, N2, P20, P40, P50, P55 then T60 or 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, P100, T101 up to RVR 350m.

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.

LFBO/TLS
BLAGNAC

JEPPESEN

15 JUN 18

10-1P2

Eff 21 Jun

TOULOUSE, FRANCE
AIRPORT BRIEFING

1. GENERAL

1.4.3. DEPARTURE

From parking areas F and K as well as from stands E10 thru E54 use TWYs T50, P50, P55, P60, P65, P70, P90, P100, P101, M11.

From stands E60, E62 use TWYs T50, P50 or T55 then P55, P60, P65, P70, P90, P100, P101, M11.

From stands U10 thru U12, U21 use TWYs T55, P55, P60, P65, P70, P90, P100, P101, M11.

From stands U20, U22 use TWYs T55, P55 or T60 then P60, P70, P90, P100, P101, M11.

From stands U30, U31 use TWYs T60, P60, P65, P70, P90, P100, P101, M11.

From stands U32, U40 use TWYs T60, P60 or T65 then P65, P70, P90, P100, P101, M11.

From stands U41, U42, V10 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, CEV 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 T101 up to RVR 350m, P100, P101, M11.

From apron Ziegler use TWYs S60, W60, W80, W90, W100, S11, or, S90, W90, W100, S11.

1.5. TAXI PROCEDURES

TWY P101 MAX wingspan less than 213'/65m, except manufacturer activity.

TWY M4 can be used only upon specific instructions from ATC.

TWYs P10, T10 and T70 are prohibited if RVR is less than 150m.

1.5.1. BUSINESS AVIATION DOCK CHARLIE, GOLF PARKING AREA

Constructor hangar access: Taxiing for ACFT with wingspan 118'/36m forbidden in autonomous. Risk of jet blast and security margins reduced.

1.5.2. SAINT-MARTIN, ZIEGLER AND SAINT-MARTIN LAGARDERE APRONS

The movements of ACFT and vehicles take place under the responsibility of the Airbus Watch Office (call sign St Martin Information), during its working hours. When the Airbus Watch Office is closed, instructions are issued by responder.

AFIS not provided under LVP.

For ACFT taxiing on the maneuvering area, the Vigie Airbus AFIS (St Martin Information) is contacted only under ATC instructions. For ACFT coming out of Airbus private areas, the Vigie Airbus AFIS is contacted in accordance with current procedures.

Vigie Airbus AFIS is responsible for TWY W20 thru W50.

1.6. PARKING INFORMATION

On stands A10 thru A14, B10 thru B14, B21, B31, B41, D10, D12, E10 thru E62, F10 thru F50, K11, U10 thru U42 and V10 push-back required.

Warning: Push-back clearance is valid for 1 minute only.

Stand G8 available for helicopters.

Marshaller mandatory on all parking stands.

1.7. OTHER INFORMATION

RWY 14/32 for helicopters.

Bird Strike Hazard

A high-level bird hazard alert may be established and published on the ATIS. Opposite QFU procedures suspended when this alert is activated.

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15 JUN 18

10-1P3

Eff 21 Jun

TOULOUSE, FRANCE
AIRPORT BRIEFING

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

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 must be intercepted at or above 3000'.
- Recommended optimum initial approach descent gradient 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'.

For a missed approach during visual approach:

- Climb STRAIGHT AHEAD to 4000'.
- Wait for ATC instructions.
- In case of COMM failure, execute the missed approach of the IAP initially cleared for.

2.1.1. ARRIVAL RECOMMENDATIONS

When on final approach it is recommended to avoid power or thrust increases whenever possible.

2.1.2. AUXILIARY POWER UNIT (APU) USAGE RESTRICTION

On apron equipped with alternative electric supplies, use of APU is limited to 5 minutes more time of connection after real arrival hour on apron.

2.2. CAT II/III OPERATIONS

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

2.3. OTHER INFORMATION

2.3.1. CONTINUOUS DESCENT OPERATIONS (CDO) INTERCEPTION AFTER IAF

A published CDO may be intercepted after IAF with a radar guidance or a direct routing to an intermediate point of the CDO.

In both cases, level and speed constraints related to the intercepted CDO apply to DTGs related to published restriction points. Advise ATC if unable to comply.

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24 FEB 17

10-1P4

Eff 2 Mar

TOULOUSE, FRANCE
AIRPORT BRIEFING

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

Flights must be operated with noise abatement climbing procedure at departure. All instrument take-offs must comply with the initial clearance issued by ATC, except in specific cases or by ATC clearance.

3.1.1. AUXILIARY POWER UNIT (APU) USAGE RESTRICTION

On apron equipped with alternative electric supplies, use of APU is limited to 10MIN before scheduled departure hour for engines start.

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.

LFBO/TLS BLAGNAC



TOULOUSE, FRANCE

16 JUN 17

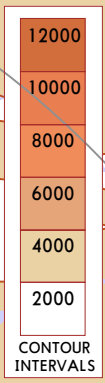
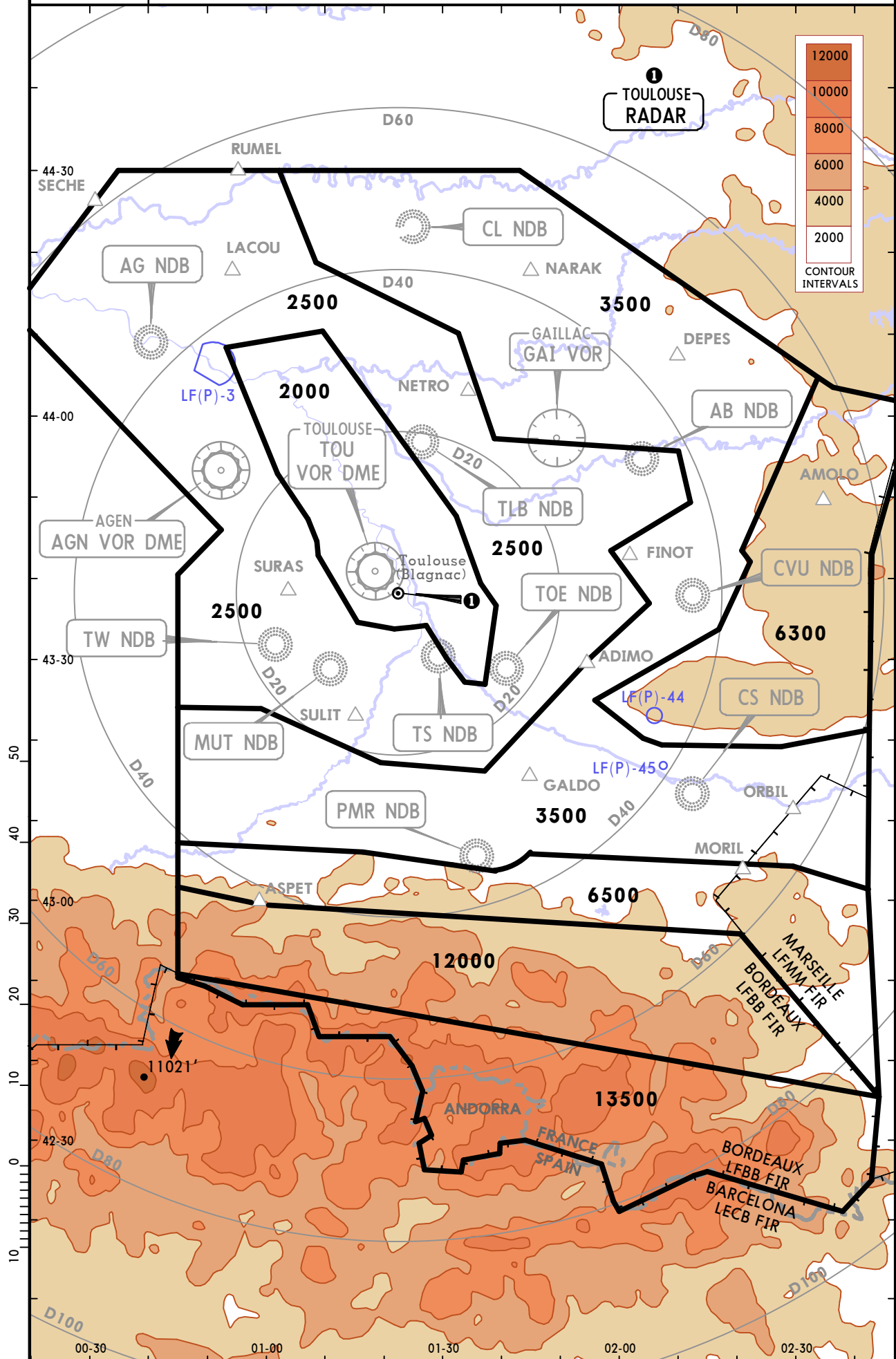
10-1R

Eff 22 Jun

RADAR MINIMUM ALTITUDES

Apt Elev
499'

Alt Set: hPa
Trans level: By ATC Trans alt: 5000'
The published minimum altitudes integrate a correction for low temperatures.



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JEPPESSEN
16 JUN 17 (10-1R1) Eff 22 Jun

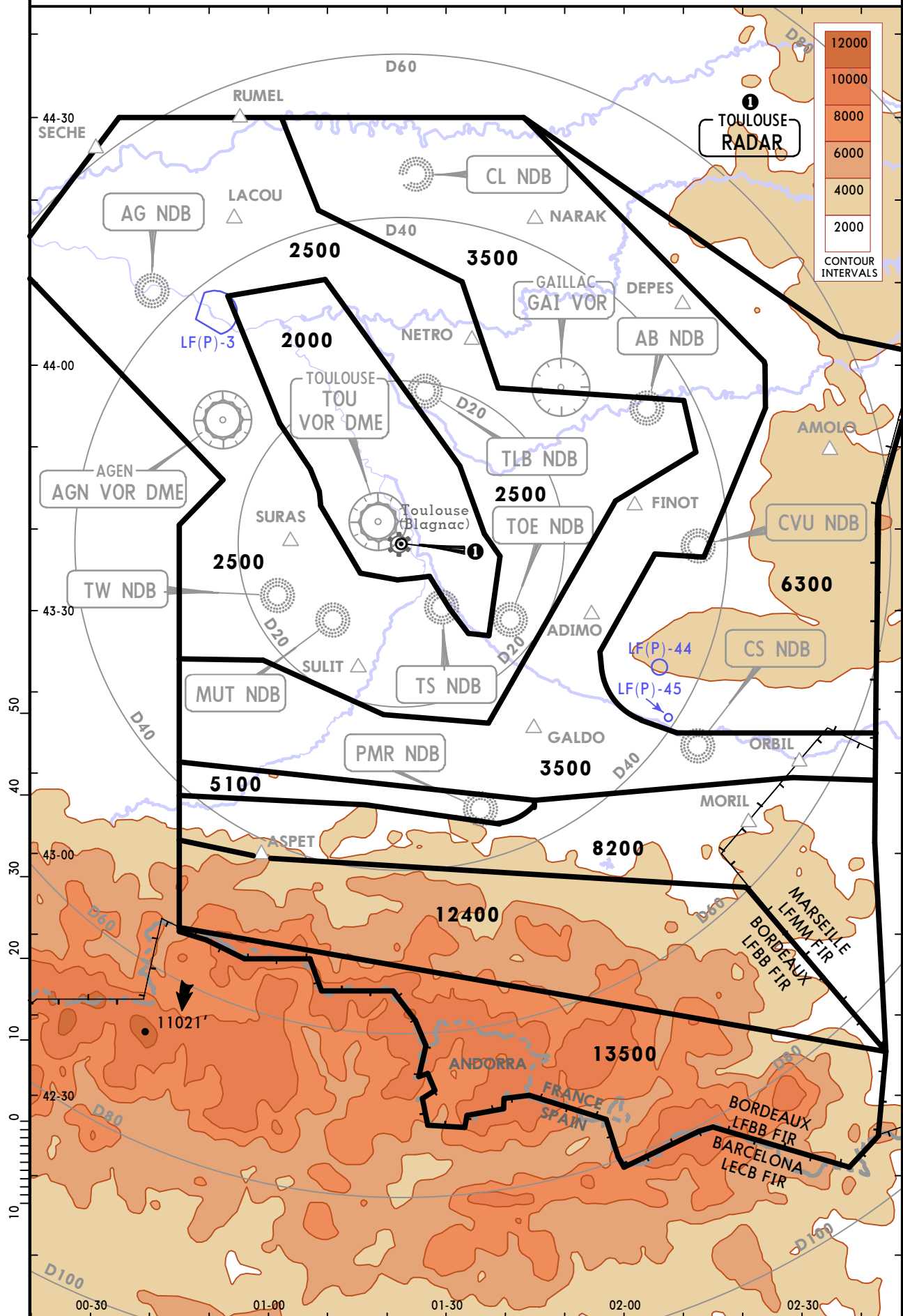
TOULOUSE, FRANCE

RADAR MINIMUM ALTITUDES

Apt Elev
499'

Alt Set: hPa
Trans level: By ATC Trans alt: 5000'
The published minimum altitudes integrate a correction for low temperatures.

DEGRADED SITUATION



LFBO/TLS
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JEPPESEN
7 SEP 18 10-2 Eff 13 Sep

TOULOUSE, FRANCE

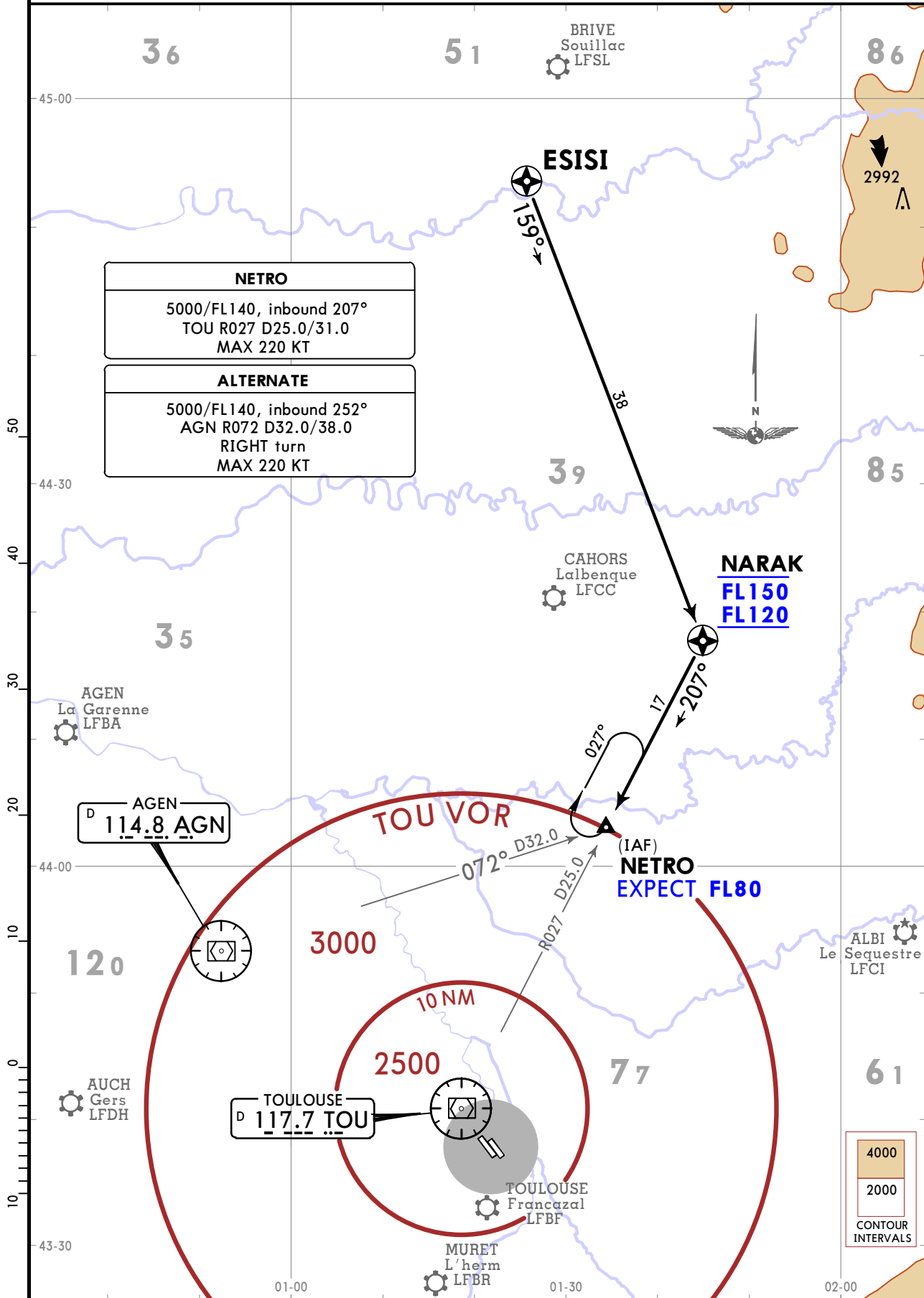
RNAV STAR

ATIS
123.130

Apt Elev
499

Alt Set: hPa Trans level: By ATC
RNAV (DME/DME - GNSS).

ESISI 6N [ESIS6N]
RWYS 14L/R RNAV ARRIVAL
FOR FLIGHTS FROM UPPER & LOWER AIRSPACE WITH RFL ABOVE FL115



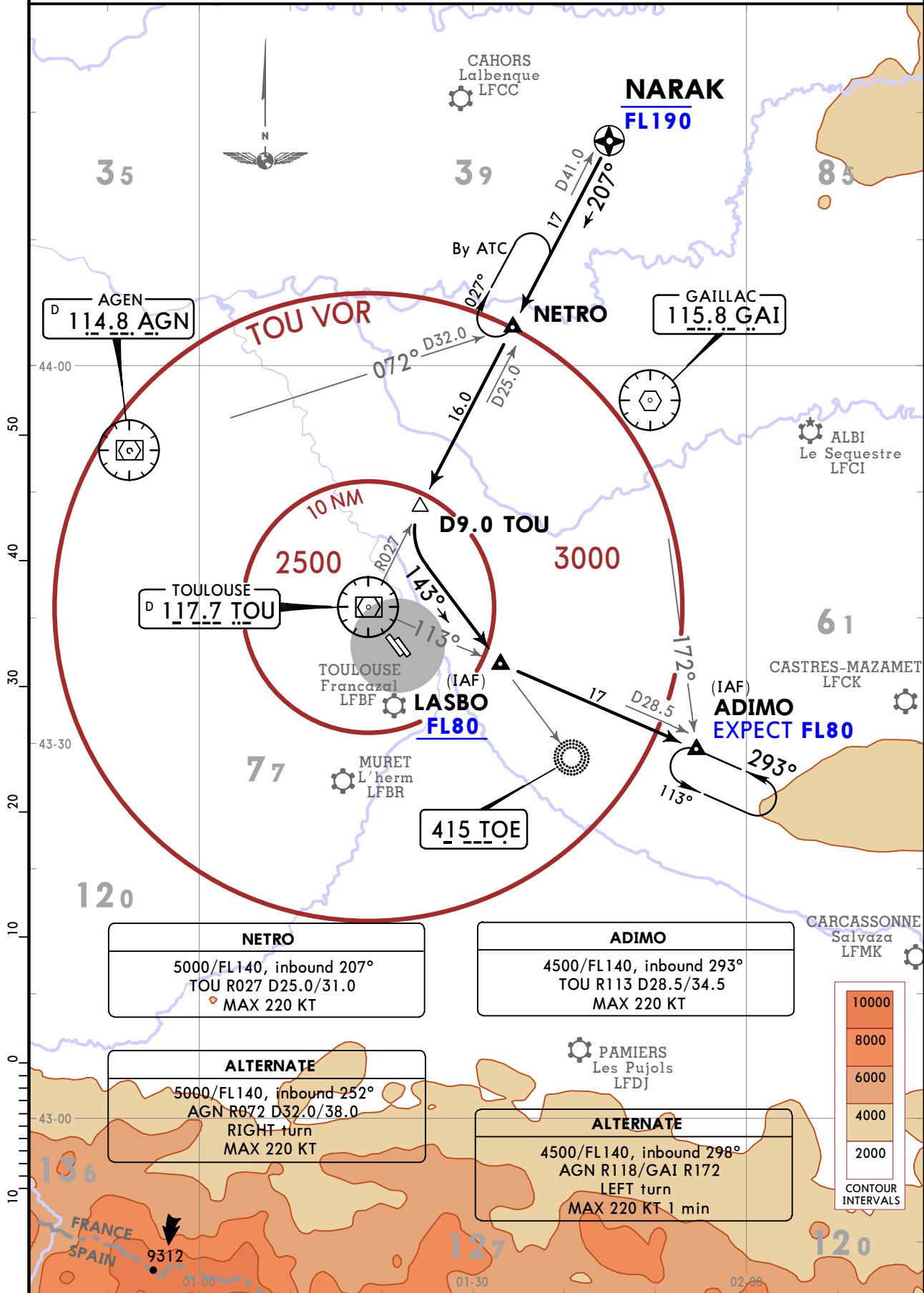
**LFBO/TLS
BLAGNAC**

JEPPESSEN
7 SEP 18 (10-2A) Eff 13 Sep

TOULOUSE, FRANCE
RNAV STAR

ATIS 123.130	Apt Elev 499	Alt Set: hPa Trans level: By ATC
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**NARAK 6L [NARA6L]
RWYS 32L/R RNAV ARRIVAL
FOR FLIGHTS FROM UPPER AIRSPACE**

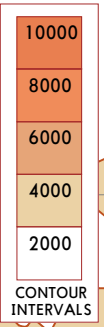


NETRO
5000/FL140, inbound 207° TOU R027 D25.0/31.0 MAX 220 KT

ADIMO
4500/FL140, inbound 293° TOU R113 D28.5/34.5 MAX 220 KT

ALTERNATE
5000/FL140, inbound 252° AGN R072 D32.0/38.0 RIGHT turn MAX 220 KT

ALTERNATE
4500/FL140, inbound 298° AGN R118/GAI R172 LEFT turn MAX 220 KT 1 min



**LFBO/TLS
BLAGNAC**

JEPPESSEN

TOULOUSE, FRANCE

7 SEP 18

10-2B

Eff 13 Sep

STAR

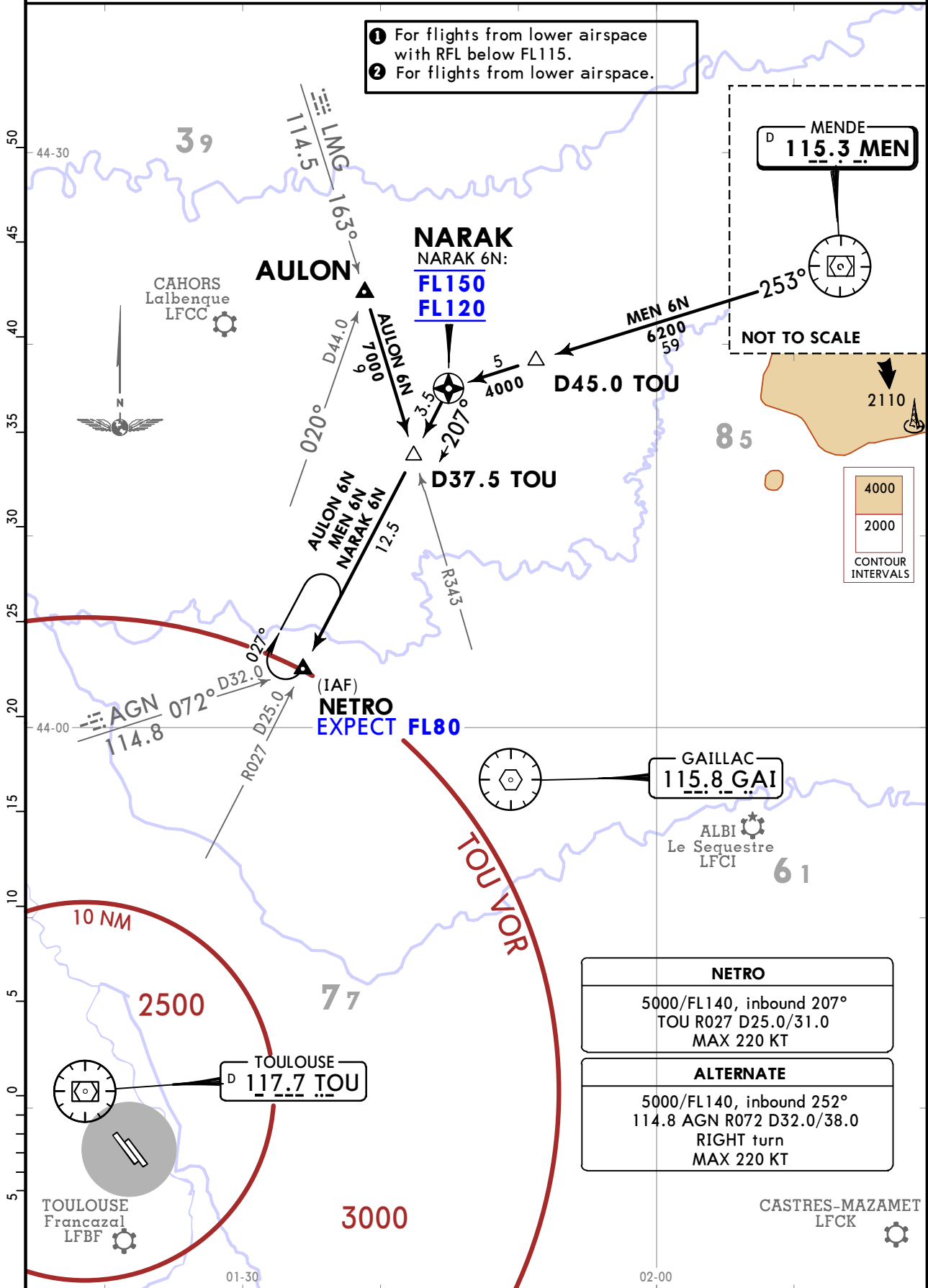
ATIS
123.130

Apt Elev
499

Alt Set: hPa
Trans level: By ATC

AULON 6N [AULO6N] ①, MEN 6N [MEN6N] ②
NARAK 6N [NARA6N]
RWYS 14L/R ARRIVALS

- ① For flights from lower airspace with RFL below FL115.
- ② For flights from lower airspace.



LFBO/TLS
BLAGNAC

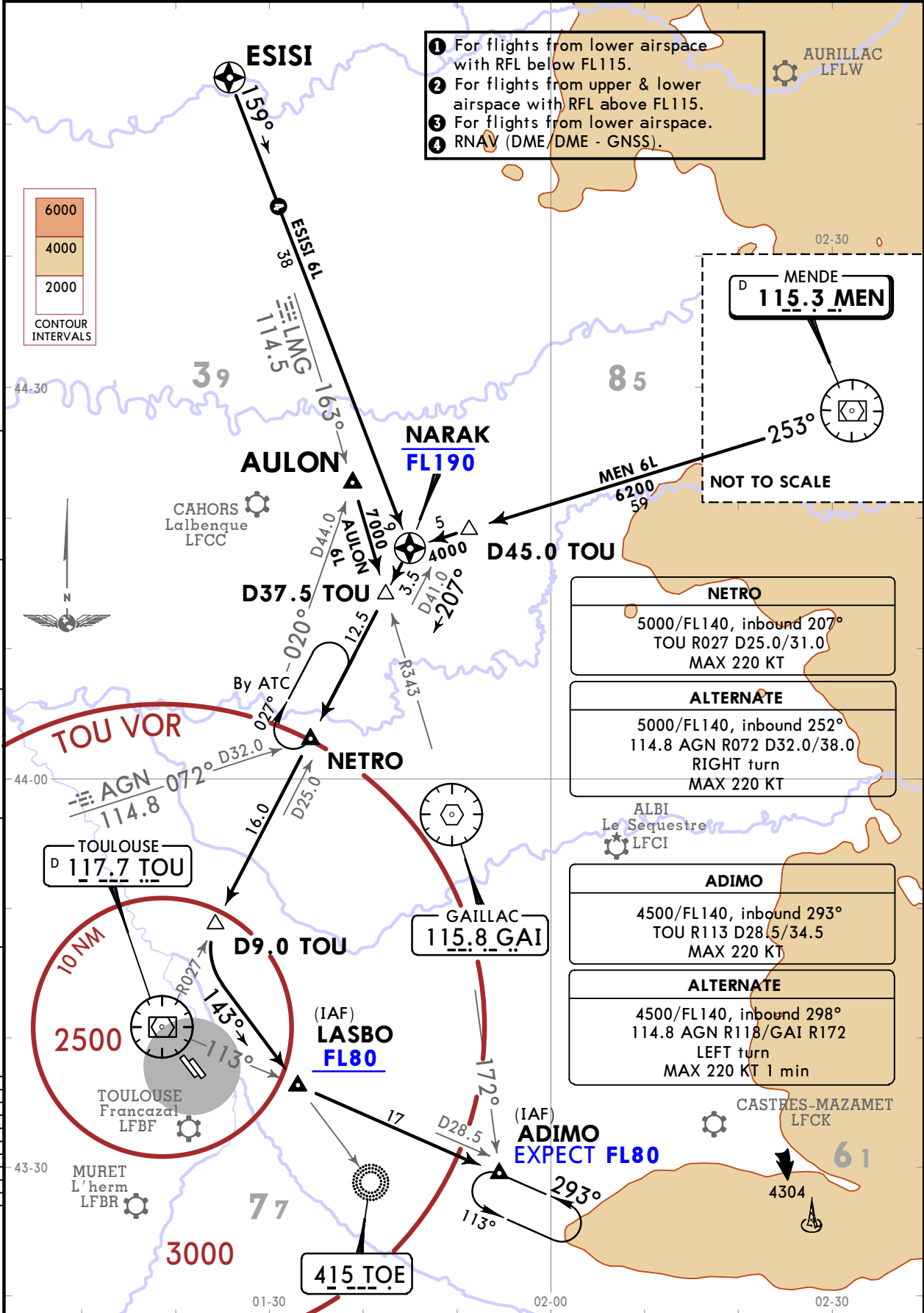
JEPPESSEN
7 SEP 18 **10-2C** Eff 13 Sep

TOULOUSE, FRANCE
STAR

ATIS 123.130	Apt Elev 499	Alt Set: hPa Trans level: By ATC
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AULON 6L [AULO6L] ①, ESISI 6L [ESIS6L] ②
MEN 6L [MEN6L] ③
RWYS 32L/R ARRIVALS

- ① For flights from lower airspace with RFL below FL115.
- ② For flights from upper & lower airspace with RFL above FL115.
- ③ For flights from lower airspace.
- ④ RNAV (DME/DME - GNSS).



NETRO
5000/FL140, inbound 207° TOU R027 D25.0/31.0 MAX 220 KT
ALTERNATE
5000/FL140, inbound 252° 114.8 AGN R072 D32.0/38.0 RIGHT turn MAX 220 KT
ADIMO
4500/FL140, inbound 293° TOU R113 D28.5/34.5 MAX 220 KT
ALTERNATE
4500/FL140, inbound 298° 114.8 AGN R118/GAI R172 LEFT turn MAX 220 KT 1 min

JEYPESEN TOULOUSE, FRANCE
7 SEP 18 (10-2F) Eff 13 Sep **STAR**

ATIS 123.130 Set: hPa
Trans level: By ATC 499

ASPET 6T [ASPE6T] 0
TOPTU 6T [TOPT6T] 0
RWYS 32L/R ARRIVALS

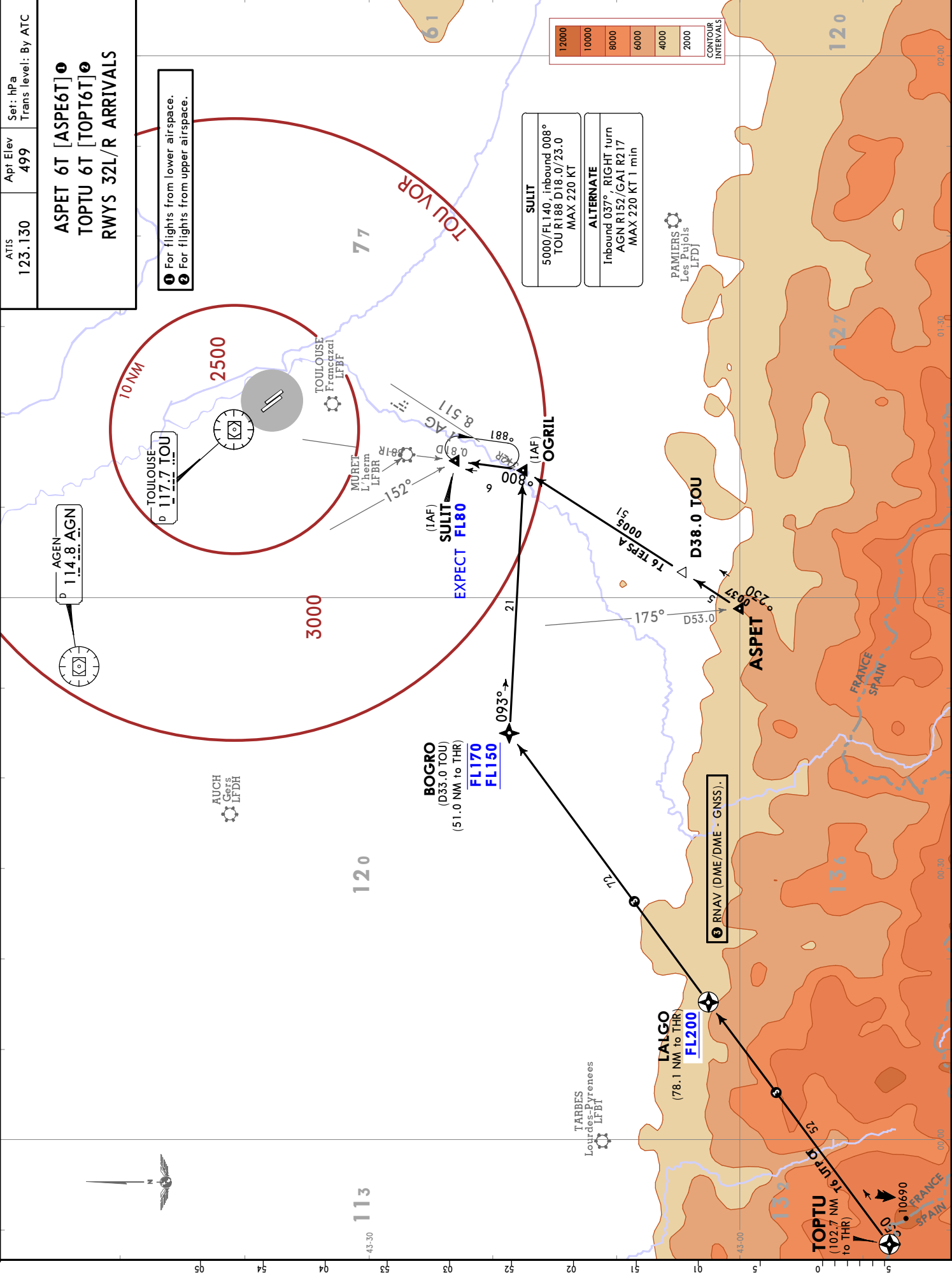
1 For flights from lower airspace.
2 For flights from upper airspace.

12000
10000
8000
6000
4000
2000
CONTOUR INTERVALS

SULIT
5000/FL140, inbound 008°
TOU R188 D18.0/23.0
MAX 220 KT

ALTERNATE
Inbound 037°, RIGHT turn
AGN R152/GAI R217
MAX 220 KT 1 min

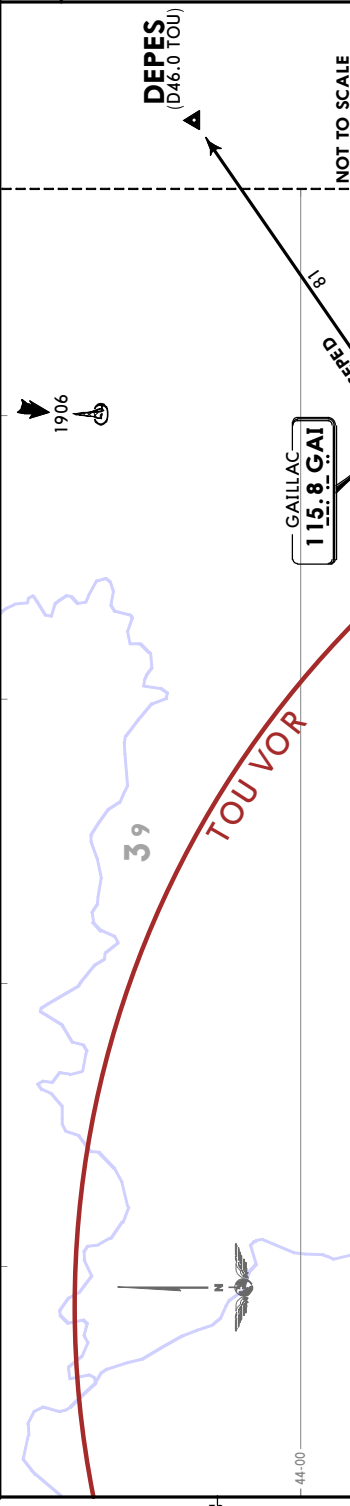
PAMBERS
Les Pujols
LFDJ



LFBO/TLS
BLAGNAC

Trans alt: 5000
Apt Elev
499
SIDs include minimum noise routings.

**DEPES 5A [DEPE5A]
DEPES 5B [DEPE5B]
DEPES 5H [DEPE5H]
GAI 5A [GAI5A]
GAI 5B [GAI5B]
GAI 5H [GAI5H]
DEPARTURES**



SID	RWY	Initial climb clearance	FL70
DEPES 5A	14L/R	Climb on runway track, at 2500 intercept TOU R143, at or above 4000, but not before D8.0 TOU turn LEFT, intercept GAI R213 inbound to GAI, turn RIGHT, GAI R055 to DEPES.	② ③
DEPES 5B	32L/R	Climb on runway track to D2.0 TOU, then direct to TOU, turn RIGHT, 084° track, intercept TOU R053 to GAI, GAI R055 to DEPES.	②
DEPES 5H	14L/R	Climb straight ahead, at 800 turn LEFT, intercept GAI R223 inbound to GAI, turn RIGHT, GAI R055 to DEPES.	② ④
GAI 5A	③ ⑤	Climb on runway track, at 2500 intercept TOU R143, at or above 4000, but not before D8.0 TOU turn LEFT, intercept GAI R213 inbound to GAI.	③ ⑤
GAI 5B	③ ⑤	Climb on runway track to D2.0 TOU, then direct to TOU, turn RIGHT, 084° track, intercept TOU R053 to GAI.	③ ⑤
GAI 5H	③ ⑤	Climb straight ahead, at 800 turn LEFT, intercept GAI R223 inbound to GAI.	③ ⑤

These SIDs require minimum climb gradients of

DEPES 5A, GAI 5A: 11.0% up to 3000, then 6.0% up to FL70 due to ATC purposes.

DEPES 5B: 6.0% up to FL140 due to ATC purposes.

DEPES 5H, GAI 5B, 5H: 6.0% up to FL70 due to ATC purposes.

If unable to comply inform ATC when starting up.

SID	RWY	Initial climb clearance	FL70
DEPES 5A	14L/R	Climb on runway track, at 2500 intercept TOU R143, at or above 4000, but not before D8.0 TOU turn LEFT, intercept GAI R213 inbound to GAI, turn RIGHT, GAI R055 to DEPES.	② ③
DEPES 5B	32L/R	Climb on runway track to D2.0 TOU, then direct to TOU, turn RIGHT, 084° track, intercept TOU R053 to GAI, GAI R055 to DEPES.	②
DEPES 5H	14L/R	Climb straight ahead, at 800 turn LEFT, intercept GAI R223 inbound to GAI, turn RIGHT, GAI R055 to DEPES.	② ④
GAI 5A	③ ⑤	Climb on runway track, at 2500 intercept TOU R143, at or above 4000, but not before D8.0 TOU turn LEFT, intercept GAI R213 inbound to GAI.	③ ⑤
GAI 5B	③ ⑤	Climb on runway track to D2.0 TOU, then direct to TOU, turn RIGHT, 084° track, intercept TOU R053 to GAI.	③ ⑤
GAI 5H	③ ⑤	Climb straight ahead, at 800 turn LEFT, intercept GAI R223 inbound to GAI.	③ ⑤

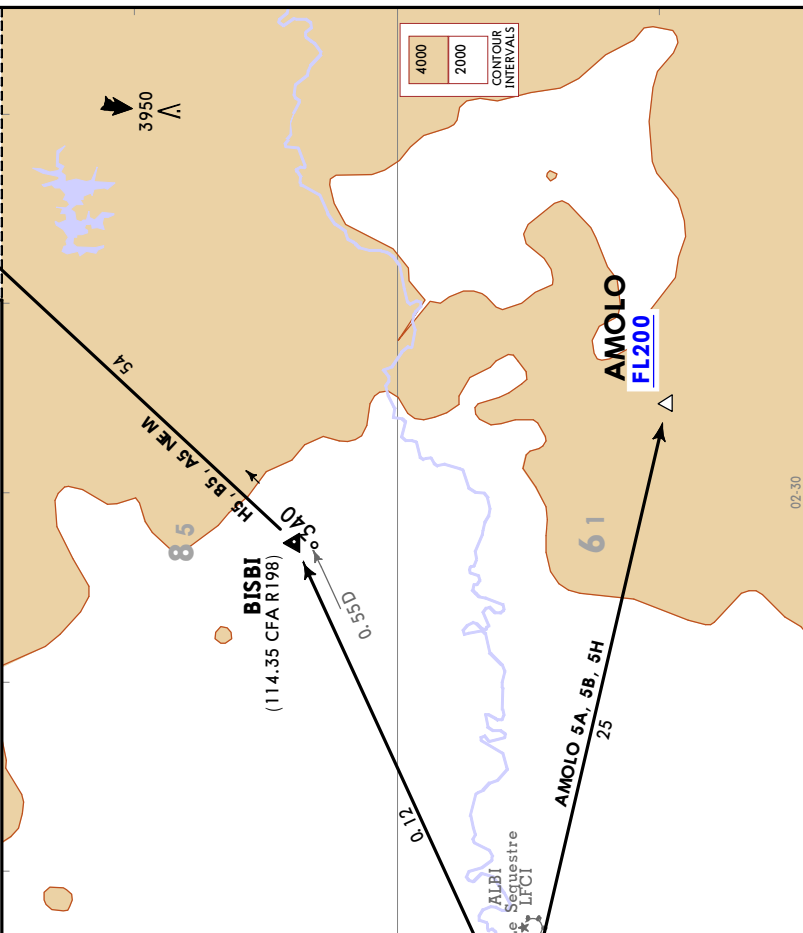
② For flights into lower airspace.
③ Not for piston acft & helicopter.
④ For piston acft & helicopter, prop acft by ATC.
⑤ For flights within FIR with destination LFCC, LFCL, LFCR, LFLC, LFLW & LFSL.

① GAI 5B:
If possible turn in order not to cross GAI R238.

Apt Elev
499

Trans alt: 5000
SIDs include minimum noise routings.

**AMOLO 5A [AMOL5A], AMOLO 5B [AMOL5B]
AMOLO 5H [AMOL5H]
MEN 5A [MEN5A], MEN 5B [MEN5B], MEN 5H [MEN5H]
DEPARTURES
FOR FLIGHTS INTO UPPER AIRSPACE**



Initial climb clearance		FL70	ROUTING
AMOLO 5A	14L/R	R	Climb on runway track, at 2500 intercept TOU R143, at or above 4000, but not before D8.0 TOU turn LEFT, intercept GAI R213 inbound, intercept TOU R065 to MEDAP, turn RIGHT, intercept GAI R103 to AMOLO.
AMOLO 5B	32L/R	R	Climb on runway track to D2.0 TOU, then direct to TOU, turn RIGHT, 095° track, intercept TOU R065 to MEDAP, turn RIGHT, intercept GAI R103 to AMOLO.
AMOLO 5H	14L/R	R	Climb straight ahead, at 800 turn LEFT, intercept GAI R223 inbound, intercept TOU R065 to MEDAP, turn RIGHT, intercept GAI R103 to AMOLO.
MEN 5A	300		Climb on runway track, at 2500 intercept TOU R143, at or above 4000, but not before D8.0 TOU turn LEFT, intercept GAI R213 inbound, intercept TOU R065 to BISBI, turn LEFT, intercept MEN R223 inbound to MEN.
MEN 5B	1823		Climb on runway track to D2.0 TOU, then direct to TOU, turn RIGHT, 095° track, intercept TOU R065 to BISBI, turn LEFT, intercept MEN R223 inbound to MEN.
MEN 5H	13342		Climb straight ahead, at 800 turn LEFT, intercept GAI R223 inbound, intercept TOU R065 to BISBI, turn LEFT, intercept MEN R223 inbound to MEN.

These SIDs require minimum climb gradients of

AMOLO 5A, MEN 5A:
11.0% up to 3000, then
6.0% up to FL140 due to ATC purposes.

AMOLO 5B, 5H, MEN 5B, 5H:
6.0% up to FL140 due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
11.0% V/V (fpm)	835	1114	1671	2228	2785	3342

If unable to comply inform ATC when starting up.

SID	RWY	Initial climb clearance	FL70	ROUTING
AMOLO 5A	14L/R	R		Climb on runway track, at 2500 intercept TOU R143, at or above 4000, but not before D8.0 TOU turn LEFT, intercept GAI R213 inbound, intercept TOU R065 to MEDAP, turn RIGHT, intercept GAI R103 to AMOLO.
AMOLO 5B	32L/R	R		Climb on runway track to D2.0 TOU, then direct to TOU, turn RIGHT, 095° track, intercept TOU R065 to MEDAP, turn RIGHT, intercept GAI R103 to AMOLO.
AMOLO 5H	14L/R	R		Climb straight ahead, at 800 turn LEFT, intercept GAI R223 inbound, intercept TOU R065 to MEDAP, turn RIGHT, intercept GAI R103 to AMOLO.
MEN 5A	300			Climb on runway track, at 2500 intercept TOU R143, at or above 4000, but not before D8.0 TOU turn LEFT, intercept GAI R213 inbound, intercept TOU R065 to BISBI, turn LEFT, intercept MEN R223 inbound to MEN.
MEN 5B	1823			Climb on runway track to D2.0 TOU, then direct to TOU, turn RIGHT, 095° track, intercept TOU R065 to BISBI, turn LEFT, intercept MEN R223 inbound to MEN.
MEN 5H	13342			Climb straight ahead, at 800 turn LEFT, intercept GAI R223 inbound, intercept TOU R065 to BISBI, turn LEFT, intercept MEN R223 inbound to MEN.

LFBO/TLS
BLAGNAC

JEPPESEN
17 MAY 19 (10-3C) Eff 23 May

TOULOUSE, FRANCE
SID

Trans alt: 5000
499
SIDs include minimum noise routings.

PPG 5A [PPG5A], PPG 5B [PPG5B]
PUMAL 5A [PUMA5A], PUMAL 5B [PUMA5B]

DEPARTURES
NOT FOR PISTON ACFT & HELICOPTER

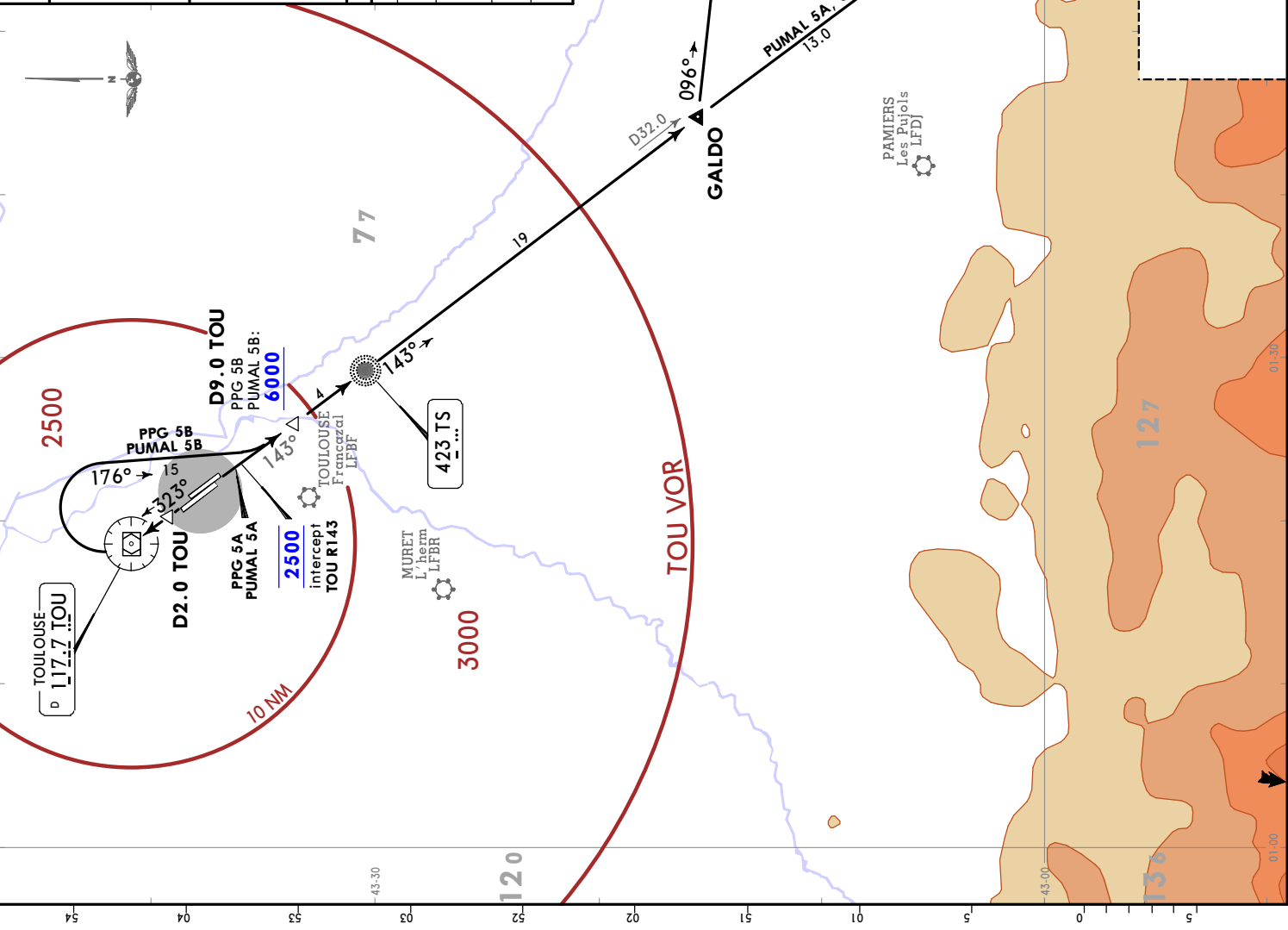
These SIDs require minimum climb gradients of

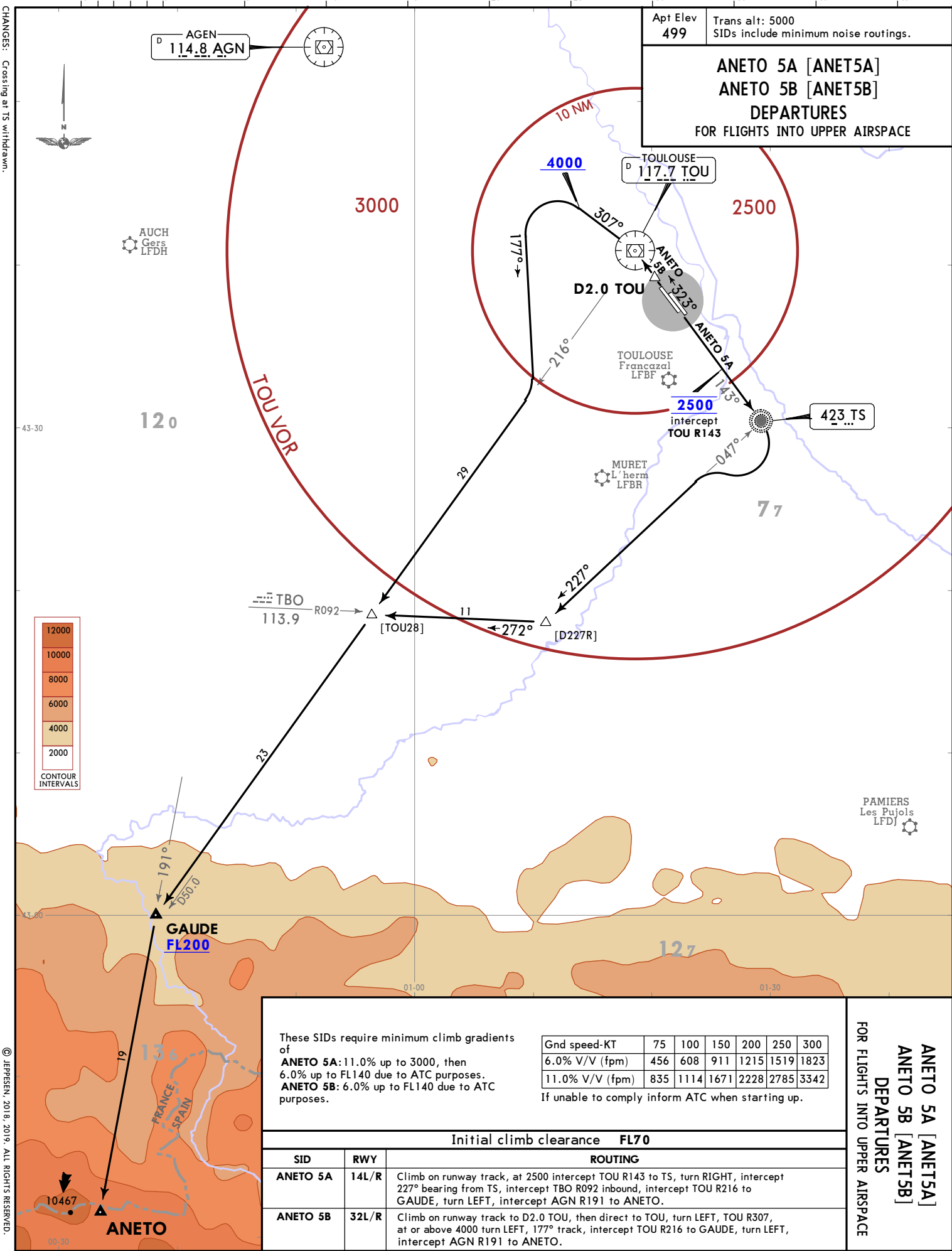
PPG 5A: 11.0% up to 3000, then 6.0% up to FL70 due to ATC purposes.	75	100	150	200	250	300
PPG 5B, PUMAL 5B: 6.0% up to FL70 due to ATC purposes.	456	608	911	1215	1519	1823
PPG 5A: 11.0% up to 3000, then 6.0% up to FL110 due to ATC purposes.	835	1114	1671	2228	2785	3342

If unable to comply inform ATC when starting up.

Initial climb clearance FL70

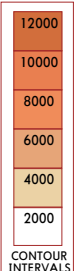
SID	RWY	ROUTING
PPG 5A	14L/R	Climb on runway track, at 2500 intercept TOU R143 to GALDO, turn LEFT, intercept 096° bearing towards CS, intercept TOU R129 to PPG.
PPG 5B	32L/R	Climb on runway track to D2.0 TOU, then direct to TOU, turn RIGHT, 176° track, intercept TOU R143 to GALDO, turn LEFT, intercept 096° bearing towards CS, intercept TOU R129 to PPG.
PUMAL 5A	14L/R	Climb on runway track, at 2500 intercept TOU R143 to RIBOU, turn RIGHT, intercept GAI R175 to PUMAL.
PUMAL 5B	32L/R	Climb on runway track to D2.0 TOU, then direct to TOU, turn RIGHT, 176° track, intercept TOU R143 to RIBOU, turn RIGHT, intercept GAI R175 to PUMAL.





Apt Elev 499 Trans alt: 5000
 SIDs include minimum noise routings.

**ANETO 5A [ANET5A]
 ANETO 5B [ANET5B]
 DEPARTURES
 FOR FLIGHTS INTO UPPER AIRSPACE**



These SIDs require minimum climb gradients of

ANETO 5A: 11.0% up to 3000, then 6.0% up to FL140 due to ATC purposes.
ANETO 5B: 6.0% up to FL140 due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
11.0% V/V (fpm)	835	1114	1671	2228	2785	3342

If unable to comply inform ATC when starting up.

Initial climb clearance FL70		
SID	RWY	ROUTING
ANETO 5A	14L/R	Climb on runway track, at 2500 intercept TOU R143 to TS, turn RIGHT, intercept 227° bearing from TS, intercept TBO R092 inbound, intercept TOU R216 to GAUDE, turn LEFT, intercept AGN R191 to ANETO.
ANETO 5B	32L/R	Climb on runway track to D2.0 TOU, then direct to TOU, turn LEFT, TOU R307, at or above 4000 turn LEFT, 177° track, intercept TOU R216 to GAUDE, turn LEFT, intercept AGN R191 to ANETO.

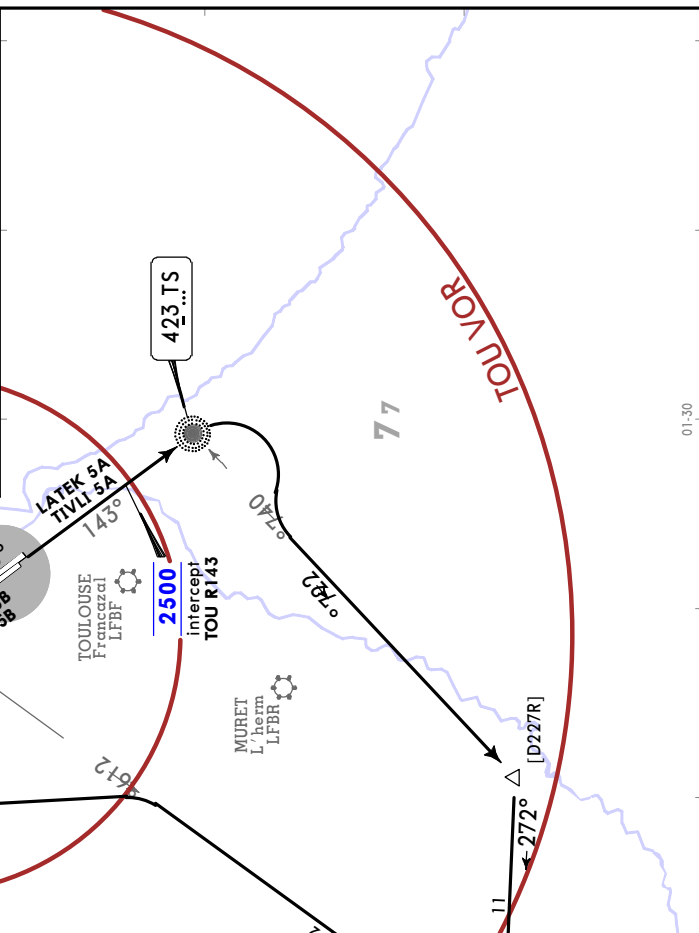
**ANETO 5A [ANET5A]
 ANETO 5B [ANET5B]
 DEPARTURES
 FOR FLIGHTS INTO UPPER AIRSPACE**

CHANGES: Crossing at TS withdrawn.

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JEPPesen
 17 MAY 19 10-3E Eff 23 May
TOULOUSE, FRANCE
LFBO/TLS
BLAGNAC

SID
 Trans alt: 5000
 SIDs include minimum noise routings.
LATEK 5A [LATE5A]
LATEK 5B [LATE5B]
TIVLI 5A [TIVL5A]
TIVLI 5B [TIVL5B]
DEPARTURES
FOR FLIGHTS INTO UPPER AIRSPACE

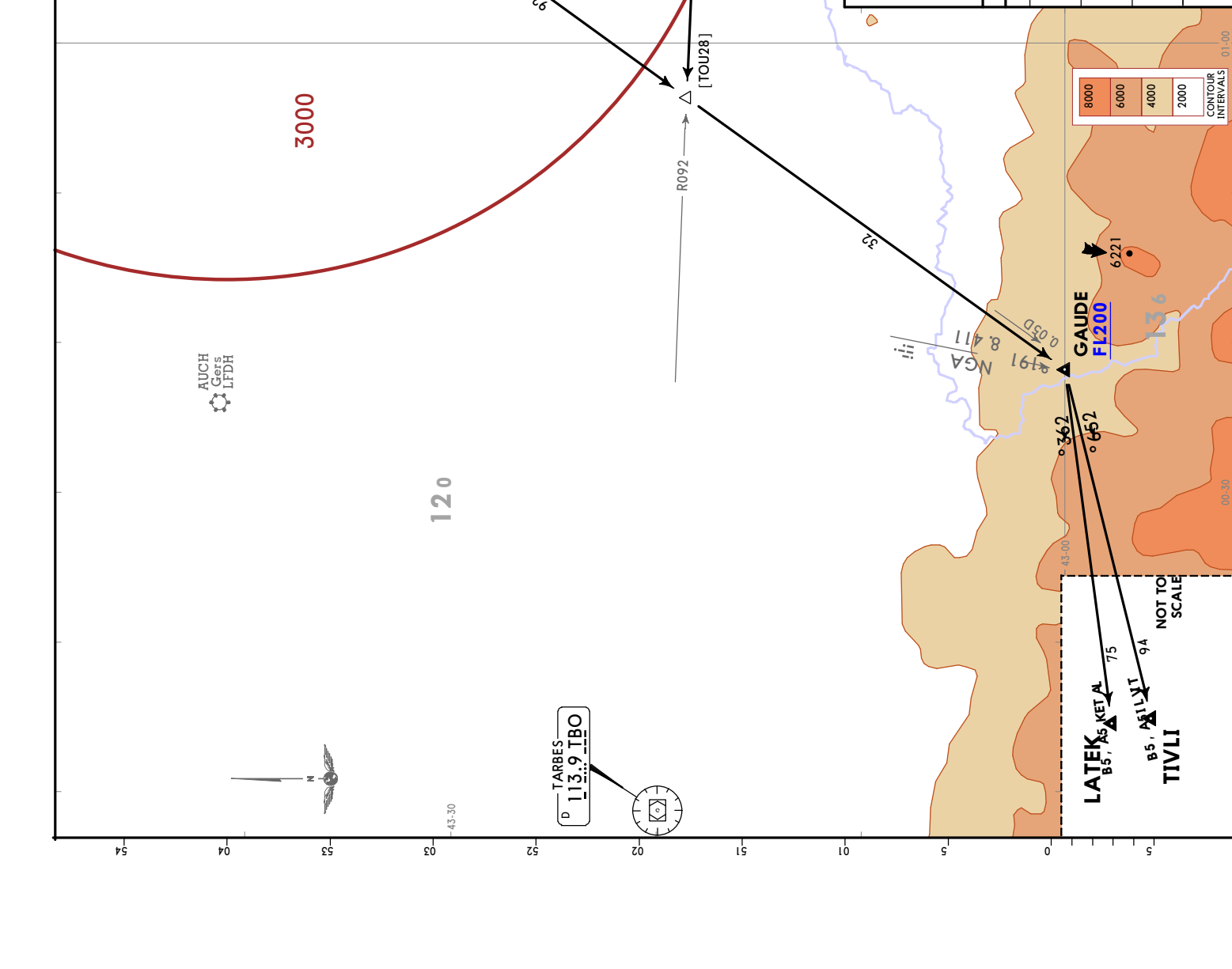


These SIDs require minimum climb gradients of

LATEK 5A, TIVLI 5A: 11.0% up to 3000, then 6.0% up to FL140 due to ATC purposes.	75	100	150	200	250	300
LATEK 5B, TIVLI 5B: 6.0% up to FL140 due to ATC purposes.	456	608	911	1215	1519	1823
	835	1114	1671	2228	2785	3342

If unable to comply inform ATC when starting up.

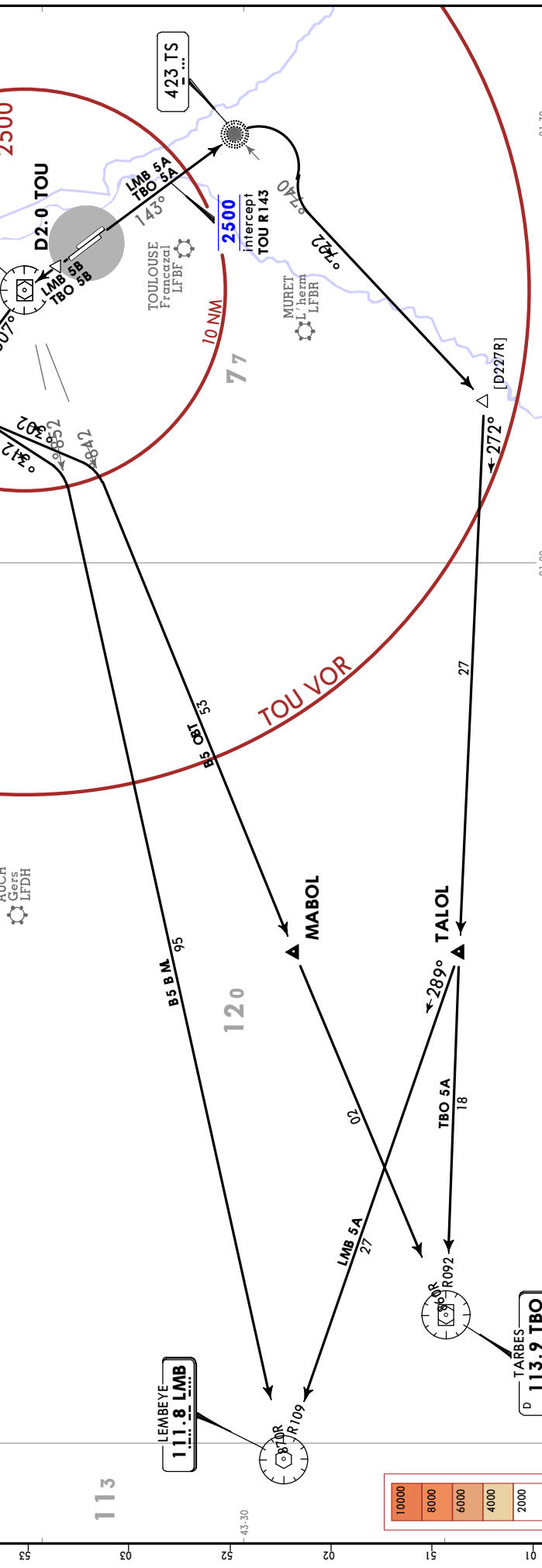
Initial climb clearance		FL70
SID	RWY	ROUTING
LATEK 5A	14L/R	Climb on runway track, at 2500 intercept TOU R143 to TS, turn RIGHT, intercept 227° bearing from TS, intercept TBO R092 inbound, intercept TOU R216 to GAUDE, turn RIGHT, 263° track to LATEK.
LATEK 5B	32L/R	Climb on runway track to D2.0 TOU, then direct to TOU, turn LEFT, TOU R307, at or above 4000 turn LEFT, 177° track, intercept TOU R216 to GAUDE, turn RIGHT, 263° track to LATEK.
TIVLI 5A	14L/R	Climb on runway track, at 2500 intercept TOU R143 to TS, turn RIGHT, intercept 227° bearing from TS, intercept TBO R092 inbound, intercept TOU R216 to GAUDE, turn RIGHT, 256° track to TIVLI.
TIVLI 5B	32L/R	Climb on runway track to D2.0 TOU, then direct to TOU, turn LEFT, TOU R307, at or above 4000 turn LEFT, 177° track, intercept TOU R216 to GAUDE, turn RIGHT, 256° track to TIVLI.



JEPPRENTOULOUSE, FRANCE
 17 MAY 19 (10-3F) Eff 23 May SID

Apt Elev
499
 Trans alt: 5000
 SIDs include minimum noise routings.

**LMB 5A, LMB 5B
 TBO 5A, TBO 5B
 DEPARTURES**



These SIDs require minimum climb gradients of

LMB 5A, TBO 5A:	11.0% up to 3000, then 6.0% up to FL70 due to ATC purposes.
LMB 5B, TBO 5B:	6.0% up to FL70 due to ATC purposes.

If unable to comply inform ATC when starting up.

Initial climb clearance		FL70
SID	RWY	ROUTING
LMB 5A ①	14L/R	Climb on runway track, at 2500 intercept TOU R143 to TS, turn RIGHT, intercept 227° bearing from TS, intercept TBO R092 inbound to TALOL, turn RIGHT, intercept LMB R109 inbound to LMB.
LMB 5B ①	32L/R	Climb on runway track to D2.0 TOU, then direct to TOU, turn LEFT, TOU R307, at or above 4000 turn LEFT, 213° track, intercept TOU R258 to LMB.
TBO 5A ②	14L/R	Climb on runway track, at 2500 intercept TOU R143 to TS, turn RIGHT, intercept 227° bearing from TS, intercept TBO R092 inbound to TBO.
TBO 5B ②	32L/R	Climb on runway track to D2.0 TOU, then direct to TOU, turn LEFT, TOU R307, at or above 4000 turn LEFT, 203° track, intercept TOU R248 to TBO.

① For flights into lower airspace.
 ② For flights to LFBB & LFBT at or below FL140.

**LFBO/TLS
 BLAGNAC**

LEMBEYE
111.8 LMB

TARBES
113.9 TBO

TARBES
 Lourdes-Pyrénées
 LFBI

TOU
 Toulouse-Montaudou
 LFBD

Apt Elev 499
 Trans alt: 5000
 SIDs include minimum noise routings.

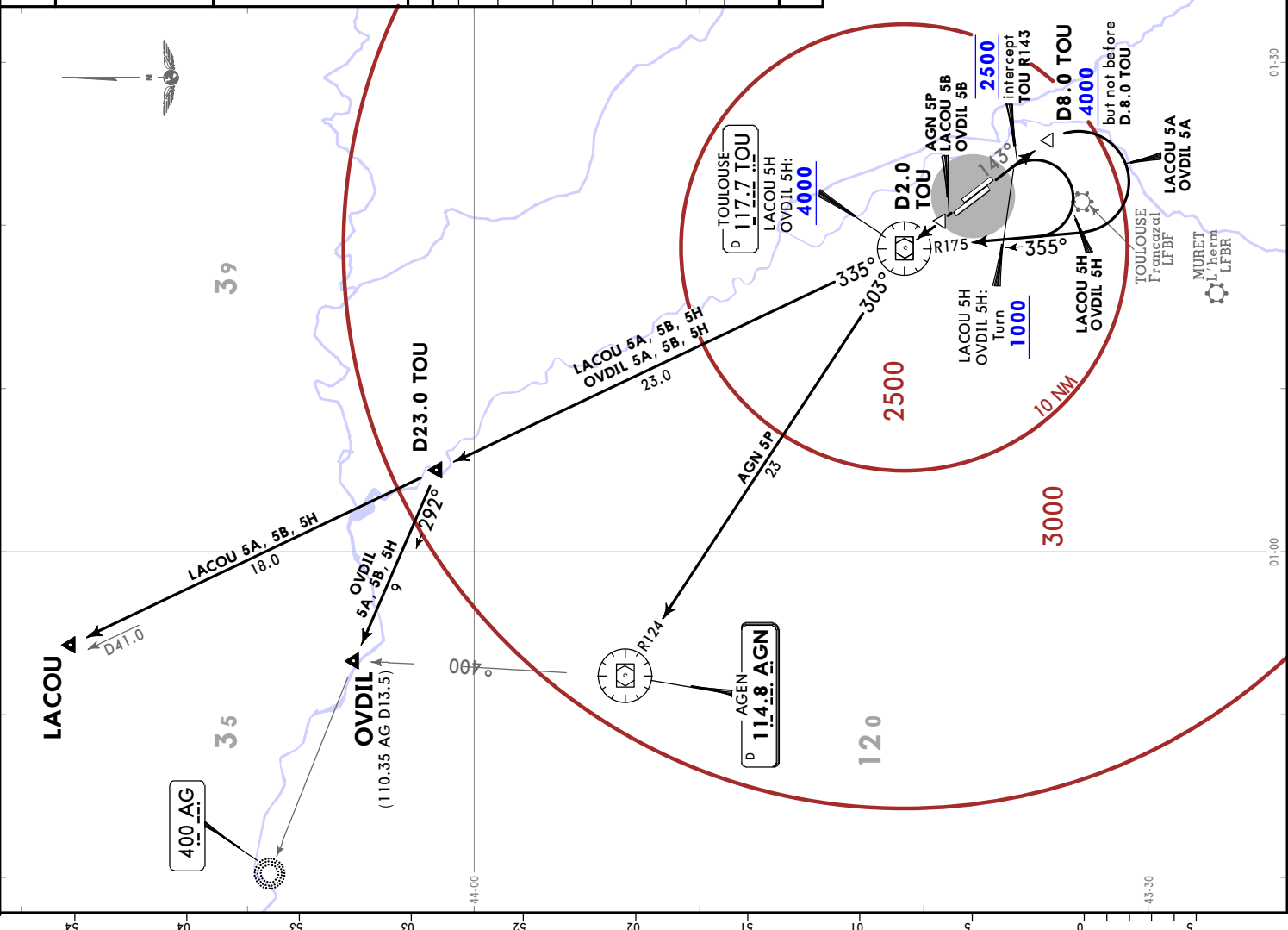
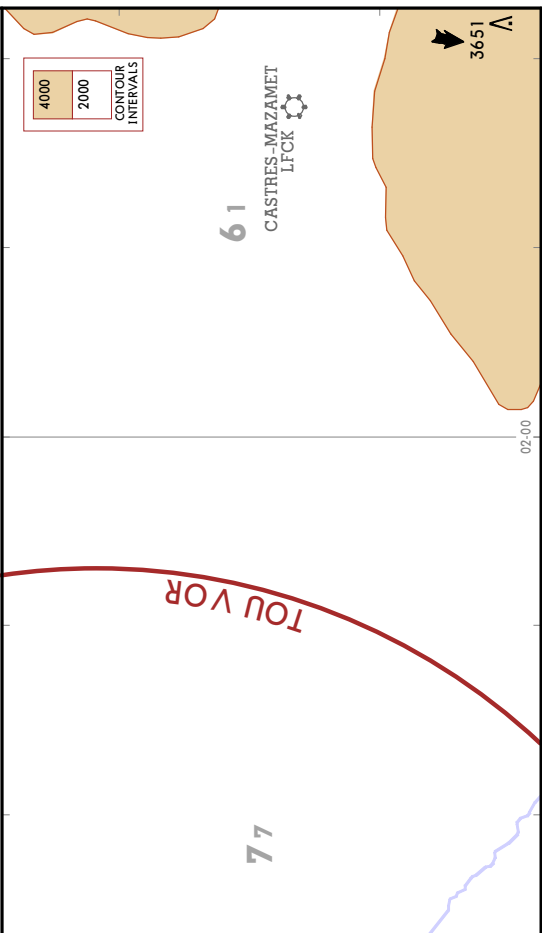
**AGN 5P [AGN5P], LACOU 5A [LAC05A], LACOU 5B [LAC05B]
 LACOU 5H [LAC05H], OVDIL 5A [OVDI5A]
 OVDIL 5B [OVDI5B], OVDIL 5H [OVDI5H]
 DEPARTURES**

These SIDs require minimum climb gradients of

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
11.0% V/V (fpm)	835	1114	1671	2228	2785	3342

If unable to comply inform ATC when starting up.

Initial climb clearance FL70		ROUTING
SID	RWY	
AGN 5P	32L/R	Climb on runway track to D2.0 TOU, then direct to TOU, turn LEFT, TOU R303 to AGN.
LACOU 5A	14L/R	Climb on runway track, at 2500 intercept TOU R143, at or above 4000, but not before D8.0 TOU turn RIGHT, intercept TOU R175 inbound to TOU, turn LEFT, TOU R335 to LACOU.
LACOU 5B	32L/R	Climb on runway track to D2.0 TOU, then direct to TOU, turn RIGHT, TOU R335 to LACOU.
LACOU 5H	14L/R	Climb straight ahead, at 1000 turn RIGHT, intercept TOU R175 inbound to TOU, turn LEFT, TOU R335 to LACOU.
OVDIL 5A	13L	Climb on runway track, at 2500 intercept TOU R143, at or above 4000, but not before D8.0 TOU turn RIGHT, intercept TOU R175 inbound to TOU, turn LEFT, TOU R335 to D23.0 TOU, turn LEFT, intercept 292° bearing towards AG to OVDIL.
OVDIL 5B	32L/R	Climb on runway track to D2.0 TOU, then direct to TOU, turn RIGHT, TOU R335 to D23.0 TOU, turn LEFT, intercept 292° bearing towards AG to OVDIL.
OVDIL 5H	14L/R	Climb straight ahead, at 1000 turn RIGHT, intercept TOU R175 inbound to TOU, turn LEFT, TOU R335 to D23.0 TOU, turn LEFT, intercept 292° bearing towards AG to OVDIL.



**LFBO/TLS
BLAGNAC**

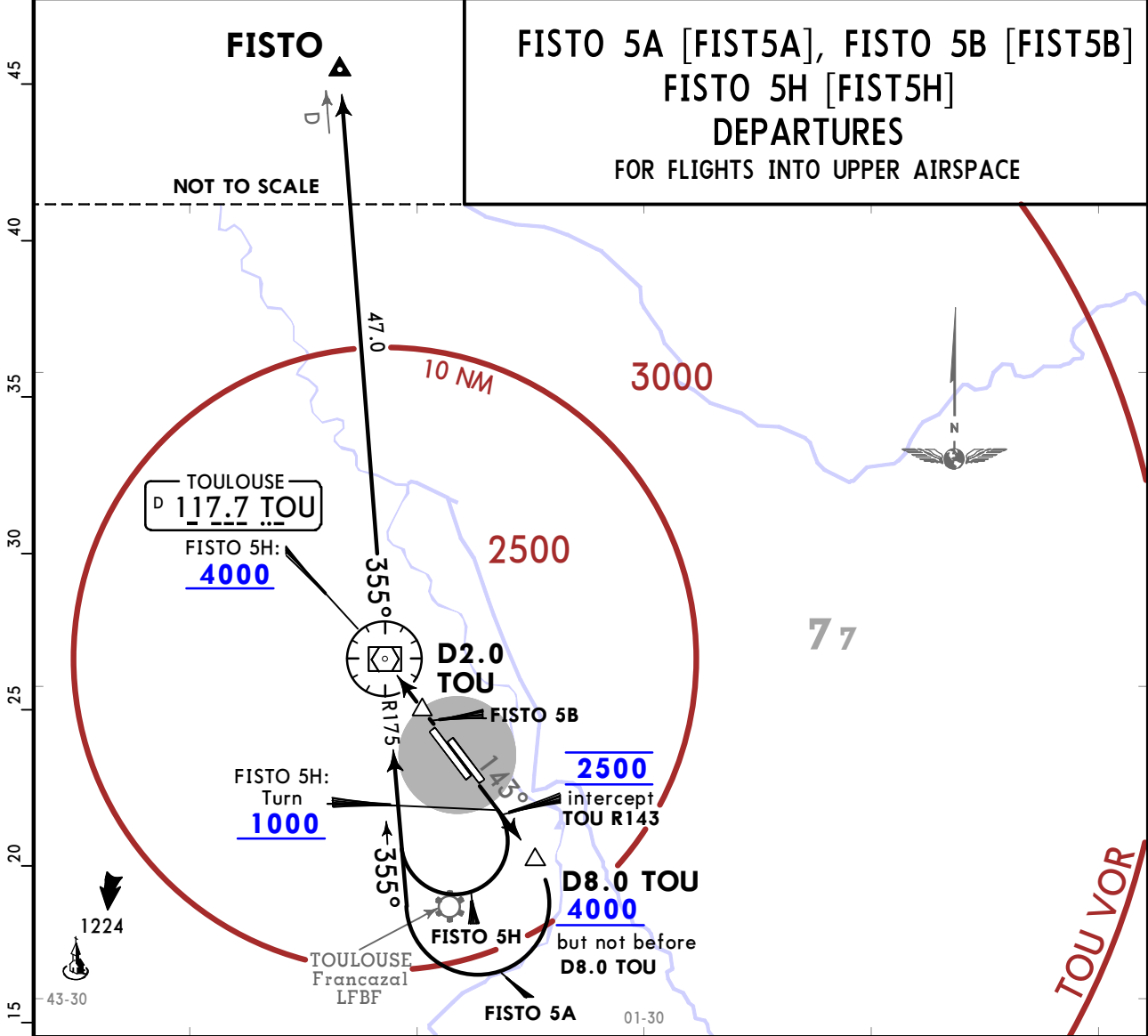
JEPPESEN
7 SEP 18 **(10-3H)** Eff 13 Sep

TOULOUSE, FRANCE

SID

Apt Elev **499** Trans alt: 5000
SIDs include minimum noise routings.

**FISTO 5A [FIST5A], FISTO 5B [FIST5B]
FISTO 5H [FIST5H]
DEPARTURES
FOR FLIGHTS INTO UPPER AIRSPACE**



These SIDs require minimum climb gradients of
FISTO 5A: 11.0% up to 3000, then 6.0% up to FL140 due to ATC purposes.
FISTO 5B: 6.0% up to FL140 due to ATC purposes.
FISTO 5H: 7.0% up to 4000 at TOU, then 6.0% up to FL70 due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
11.0% V/V (fpm)	835	1114	1671	2228	2785	3342

If unable to comply inform ATC when starting up.

Initial climb clearance FL70

SID	RWY	ROUTING
FISTO 5A ①	14L/R	Climb on runway track, at 2500 intercept TOU R143, at or above 4000, but not before D8.0 TOU turn RIGHT, intercept TOU R175 inbound to TOU, TOU R355 to FISTO.
FISTO 5B	32L/R	Climb on runway track to D2.0 TOU, then direct to TOU, turn RIGHT, TOU R355 to FISTO.
FISTO 5H ②	14L/R	Climb straight ahead, at 1000 turn RIGHT, intercept TOU R175 inbound to TOU, TOU R355 to FISTO.

① Not for piston acft & helicopter. ② For piston acft & helicopter, prop acft by ATC.

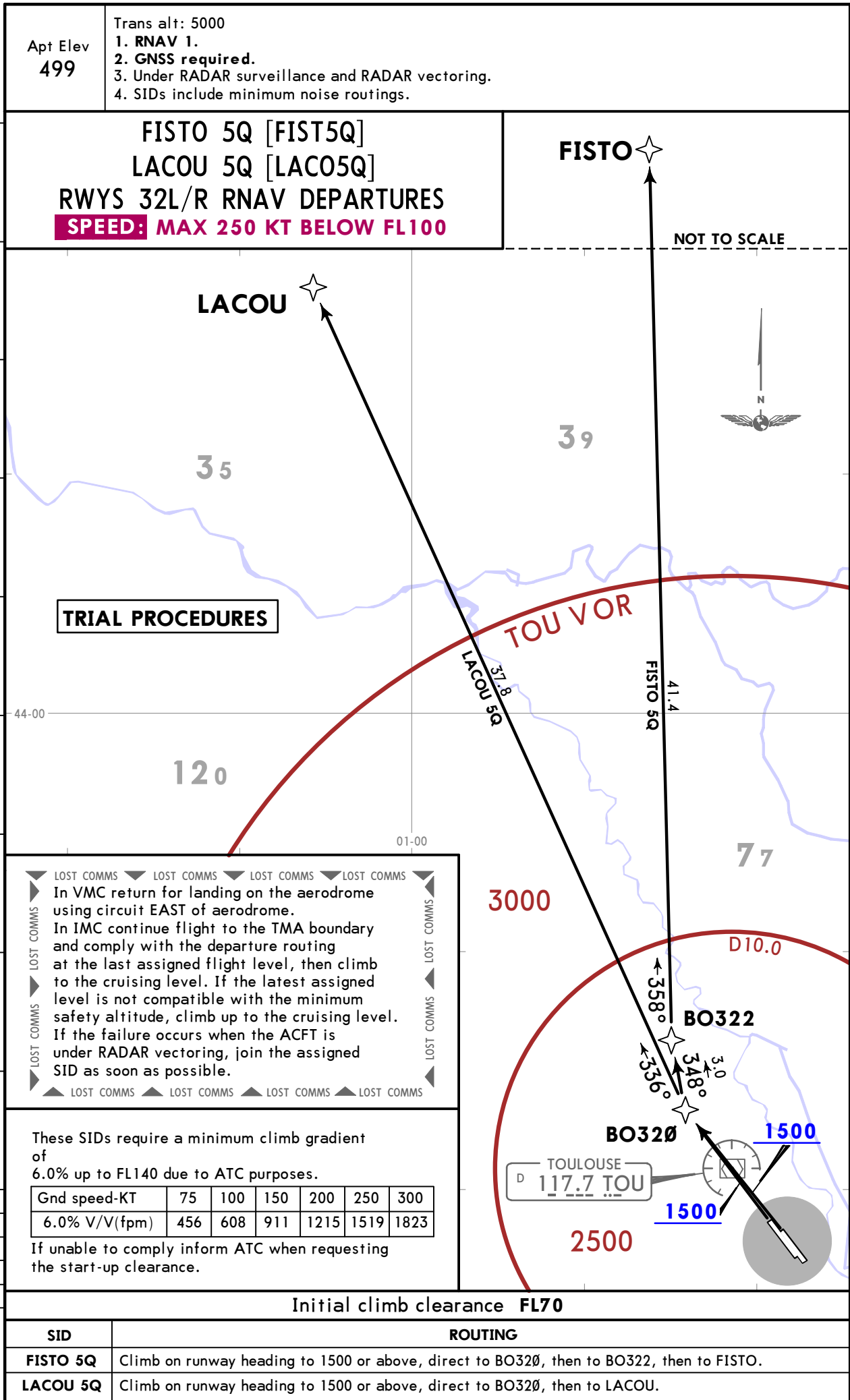
**OMNIDIRECTIONAL DEPARTURES
BY ATC**

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.

**LFBO/TLS
BLAGNAC**

JEPPESSEN
17 MAY 19 **10-3J1** Eff 23 May

TOULOUSE, FRANCE
RNAV SID



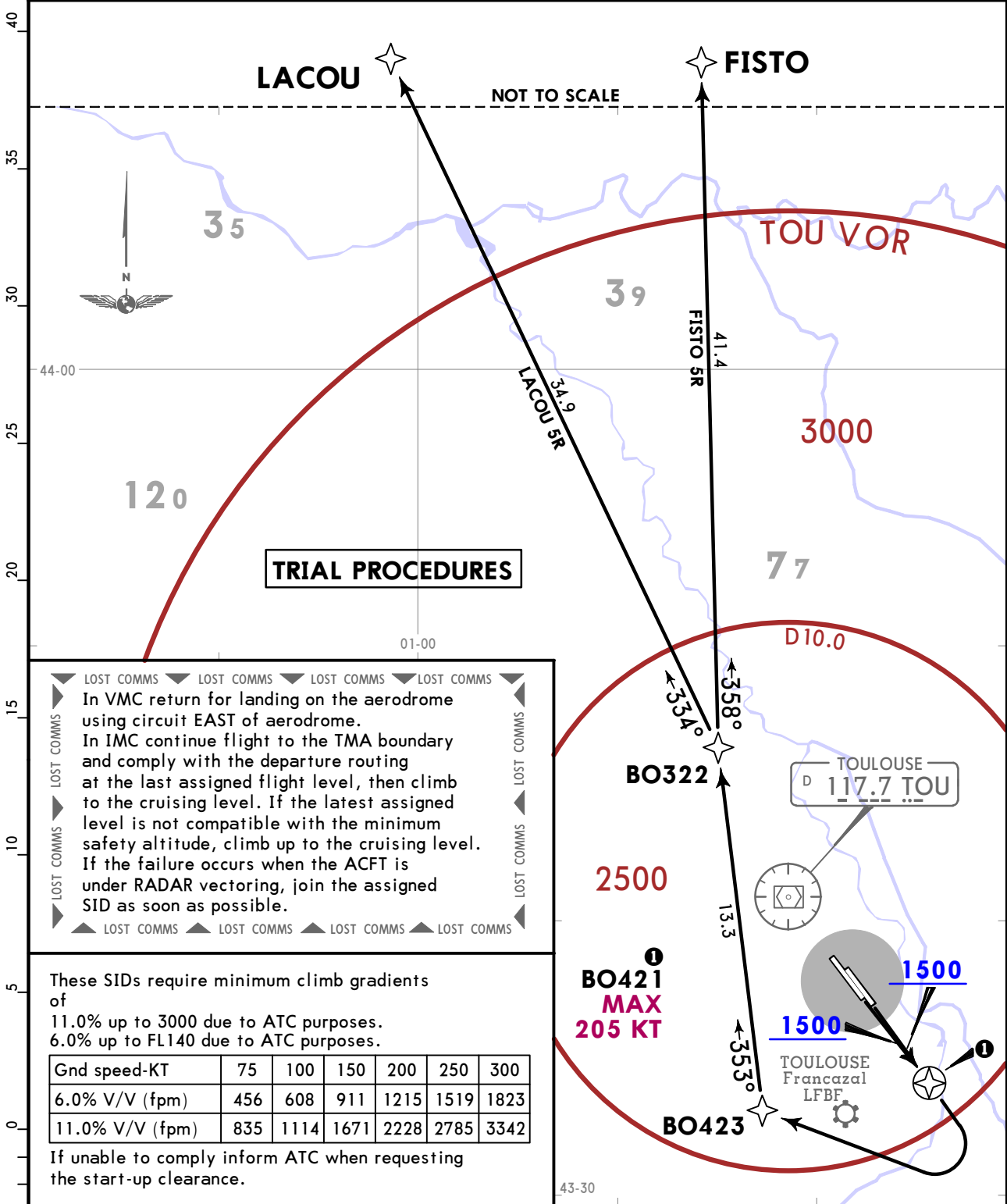
**LFBO/TLS
BLAGNAC**

JEPPESEN
17 MAY 19 **(10-3J2)** Eff 23 May

TOULOUSE, FRANCE
RNAV SID

Apt Elev **499**
Trans alt: 5000
1. RNAV 1.
2. GNSS required.
3. Under RADAR surveillance and RADAR vectoring.
4. SIDs include minimum noise routings.

FISTO 5R [FIST5R], LACOU 5R [LAC05R]
RWYS 14L/R RNAV DEPARTURES
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 and comply with the departure routing 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

These SIDs require minimum climb gradients of
11.0% up to 3000 due to ATC purposes.
6.0% up to FL140 due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
11.0% V/V (fpm)	835	1114	1671	2228	2785	3342

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

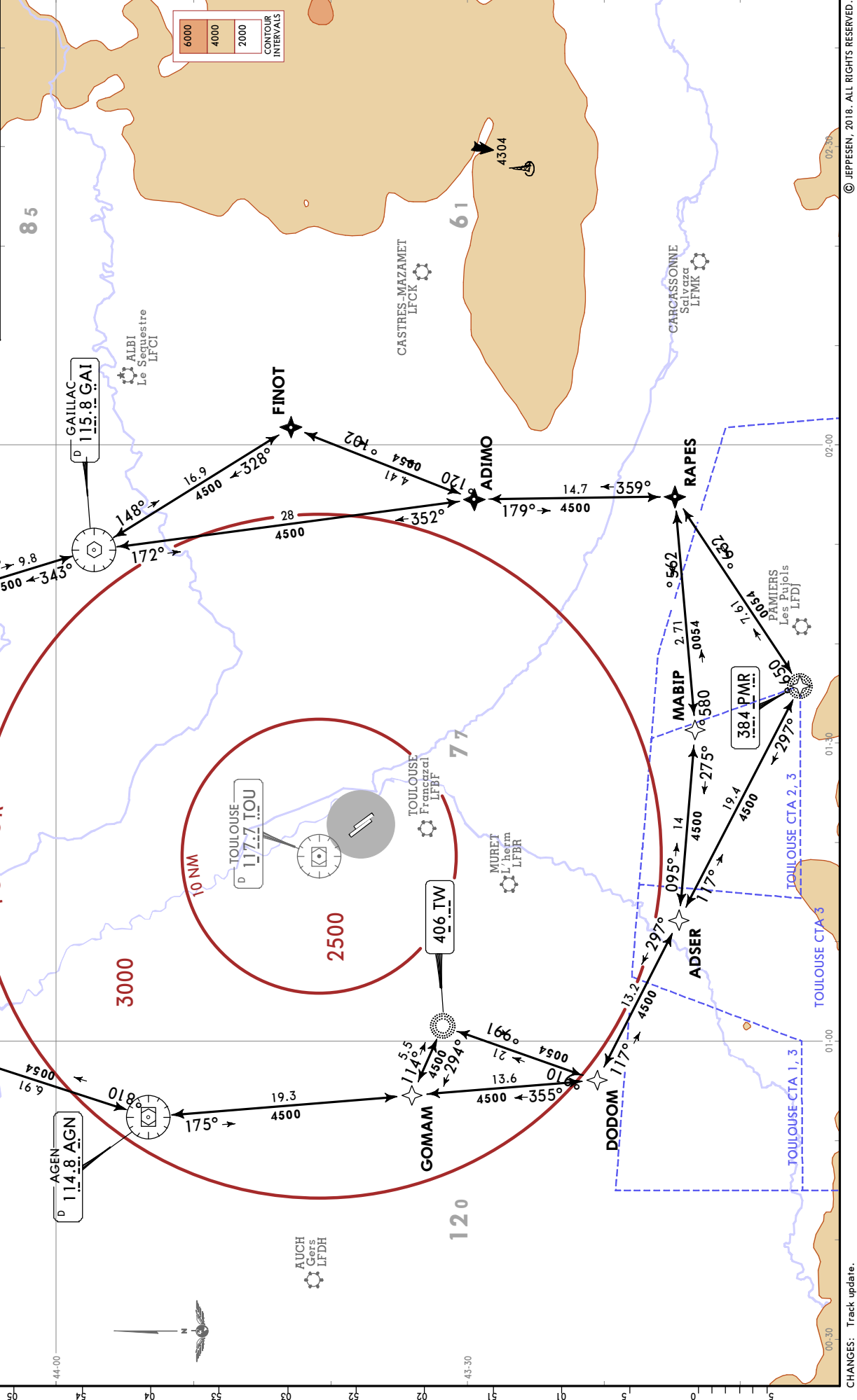
Initial climb clearance FL70

SID	ROUTING
FISTO 5R	Climb on runway heading to 1500 or above, direct to BO421, turn RIGHT direct to BO423, then to BO322, then to FISTO.
LACOU 5R	Climb on runway heading to 1500 or above, direct to BO421, turn RIGHT direct to BO423, then to BO322, then to LACOU.

JEPPESEN TOULOUSE, FRANCE
 7 SEP 18
 Eff 13 Sep
10-3K RNAV DEPARTURE POGO

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

RNAV DEPARTURES (POGO)
 CONNECTIONS BETWEEN APT AGEN - ALBI - CASTRES-MAZAMET - CARCASSONNE - PAMIRS - MURET
 WHEN CTA TOULOUSE 1, 2 AND 3 ACTIVE PREFER NORTHERNBY-PASS



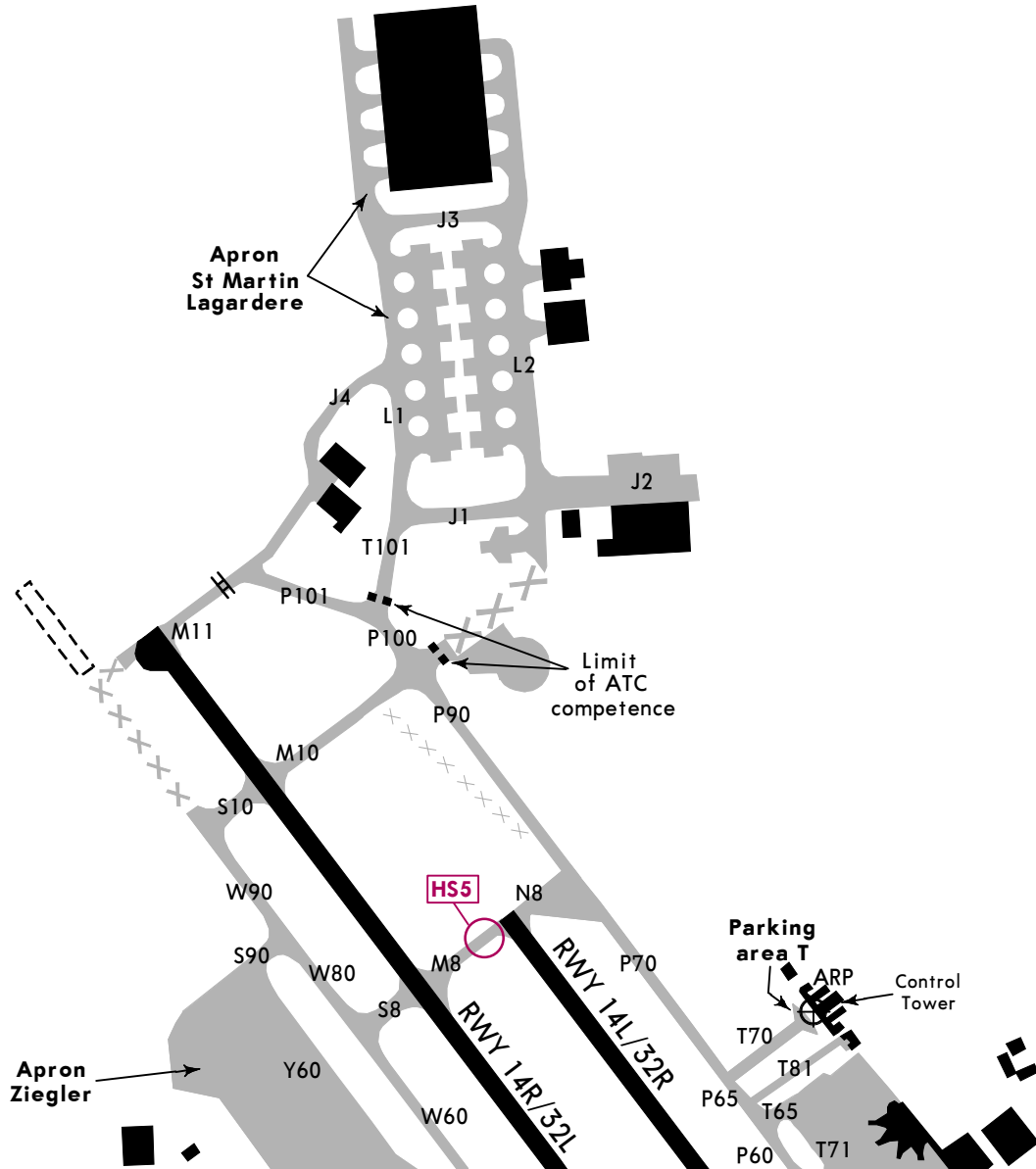
LFBO/TLS
BLAGNAC

WORKS ON TWYS
REFER ALSO TO LATEST NOTAMS

PHASE 1

Operational restrictions:

- TWY W100 and TWY S11 closed.
- LVP taxiing for RWY 14R departures via taxiways Whiskey not available from Apron St Martin and Apron Ziegler.



LEGEND

- HS5** — ○ HOT SPOT
See 10-9 for description
- L1 Taxiway
- Construction area

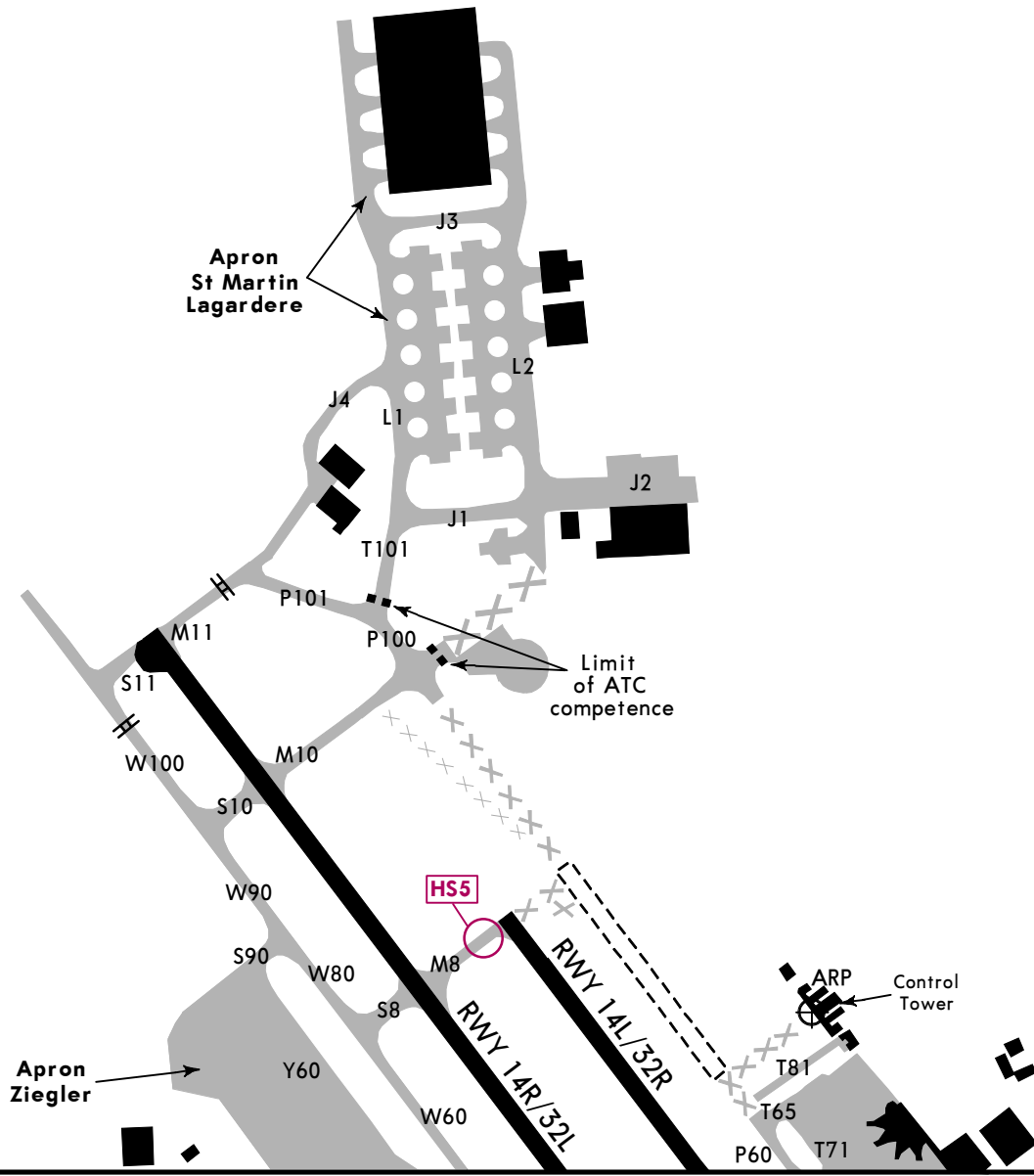
WORKS ON TWYS (Continued)

REFER ALSO TO LATEST NOTAMS




PHASE 2

Operational restrictions:

- TWY P65, P70, P90, N8 and T70 closed.
- IFR arrivals for RWY 14L/32R visual approach only.
- LVP taxiing for RWY 14R departures via taxiways Papa not available from Aprons Blagnac 1, Blagnac 2 and Parking areas CEV, DSNA.
- Turn around of ACFT with wingspan MAX 118'/36m possible at THR 14L with ATC clearance; aeronautical pavement temperature restriction. Turn direction right.



LEGEND

 HS5 HOT SPOT See 10-9 for description	 L1 Taxiway	 Construction area
---	---	---

PHASE 3

Operational restrictions:

- ILS or LOC RWY 32R (11-4) not available.
- RWY 32R/14L temporary closed due to works on RWY 32R ILS.

LFBO/TLS

Apt Elev **499'**
N43 38.1 E001 22.1

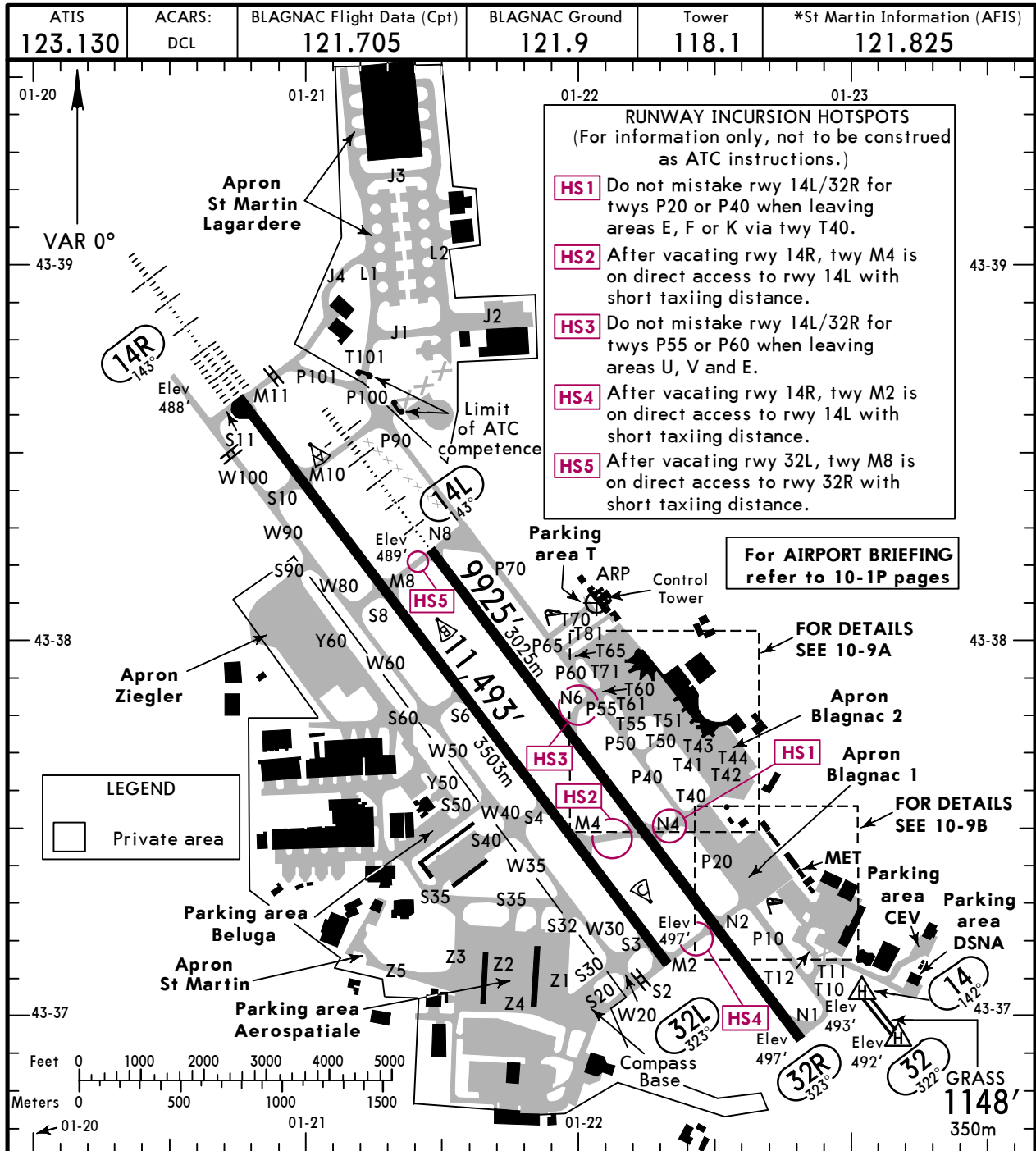
17 MAY 19

10-9

Eff 23 May

TOULOUSE, FRANCE

BLAGNAC



RUNWAY INCURSION HOTSPOTS
(For information only, not to be construed as ATC instructions.)

- HS1** Do not mistake rwy 14L/32R for twys P20 or P40 when leaving areas E, F or K via twy T40.
- HS2** After vacating rwy 14R, twy M4 is on direct access to rwy 14L with short taxiing distance.
- HS3** Do not mistake rwy 14L/32R for twys P55 or P60 when leaving areas U, V and E.
- HS4** After vacating rwy 14R, twy M2 is on direct access to rwy 14L with short taxiing distance.
- HS5** After vacating rwy 32L, twy M8 is on direct access to rwy 32R with short taxiing distance.

For AIRPORT BRIEFING refer to 10-1P pages

FOR DETAILS SEE 10-9A

FOR DETAILS SEE 10-9B

LEGEND
Private area



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS			
	Threshold	Landing Beyond Glide Slope	TAKE-OFF	WIDTH
14 32				98' 30m
14L 32R	HIRL (60m) HIALS ① RVR		9014' 2747m	148' 45m
14R 32L	HIRL (60m) CL (15m) HIALS-II SFL TDZ ① PAPIX-R ② RVR		10,399' 3170m	148' 45m
	HIRL (60m) CL (15m) ① PAPIX-L ② RVR		10,582' 3225m	

① PAPI-L (3.0°) - Calibrated for threshold overflight of type B747 acft. ② For aircraft manufacturers only.

Standard

TAKE-OFF

	Low Visibility Take-off			all Rwys		
	Rwy 14R	Rwy 14R/32L		Day: RL or RCLM Night: RL or CL		Adequate vis ref (Day only)
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL		
A						
B	TDZ, MID, RVR 125m	TDZ, MID, RVR 150m	RVR 200m	RVR 300m	400m	500m
C						
D	RVR 150m	RVR 200m	RVR 250m			

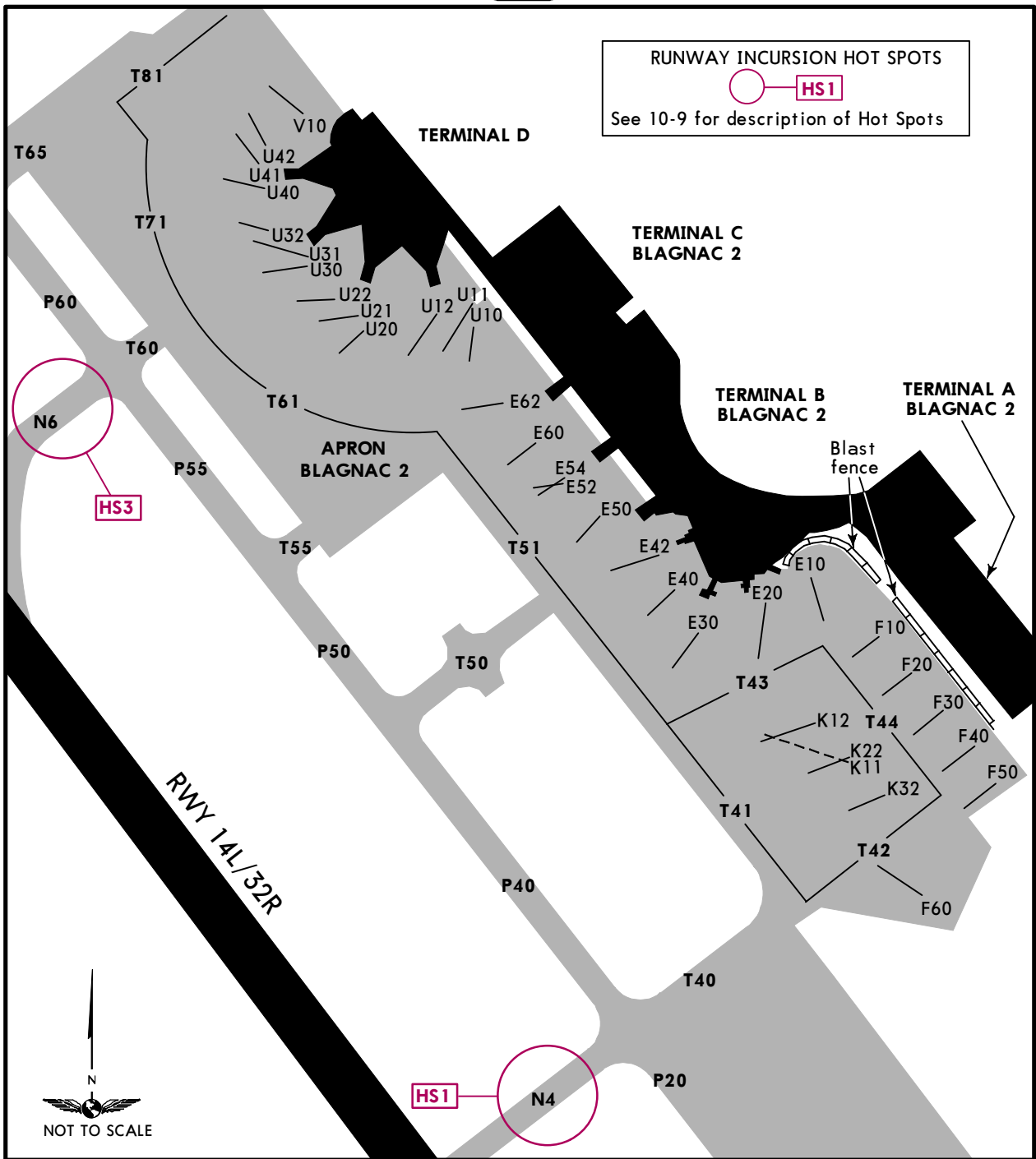
LFBO/TLS

17 MAY 19

JEPPESEN
10-9A

Eff 23 May

TOULOUSE, FRANCE
BLAGNAC



INS COORDINATES

STAND No.	COORDINATES
E10	N43 37.8 E001 22.5
E20, E30	N43 37.7 E001 22.5
E40 thru E60	N43 37.8 E001 22.4
E62	N43 37.8 E001 22.3
F10 thru F40	N43 37.7 E001 22.6
F50, F60	N43 37.6 E001 22.6
K11 thru K32	N43 37.7 E001 22.5
U10 thru U12	N43 37.9 E001 22.3
U20 thru U41	N43 37.9 E001 22.2
U42, V10	N43 38.0 E001 22.2

LFBO/TLS

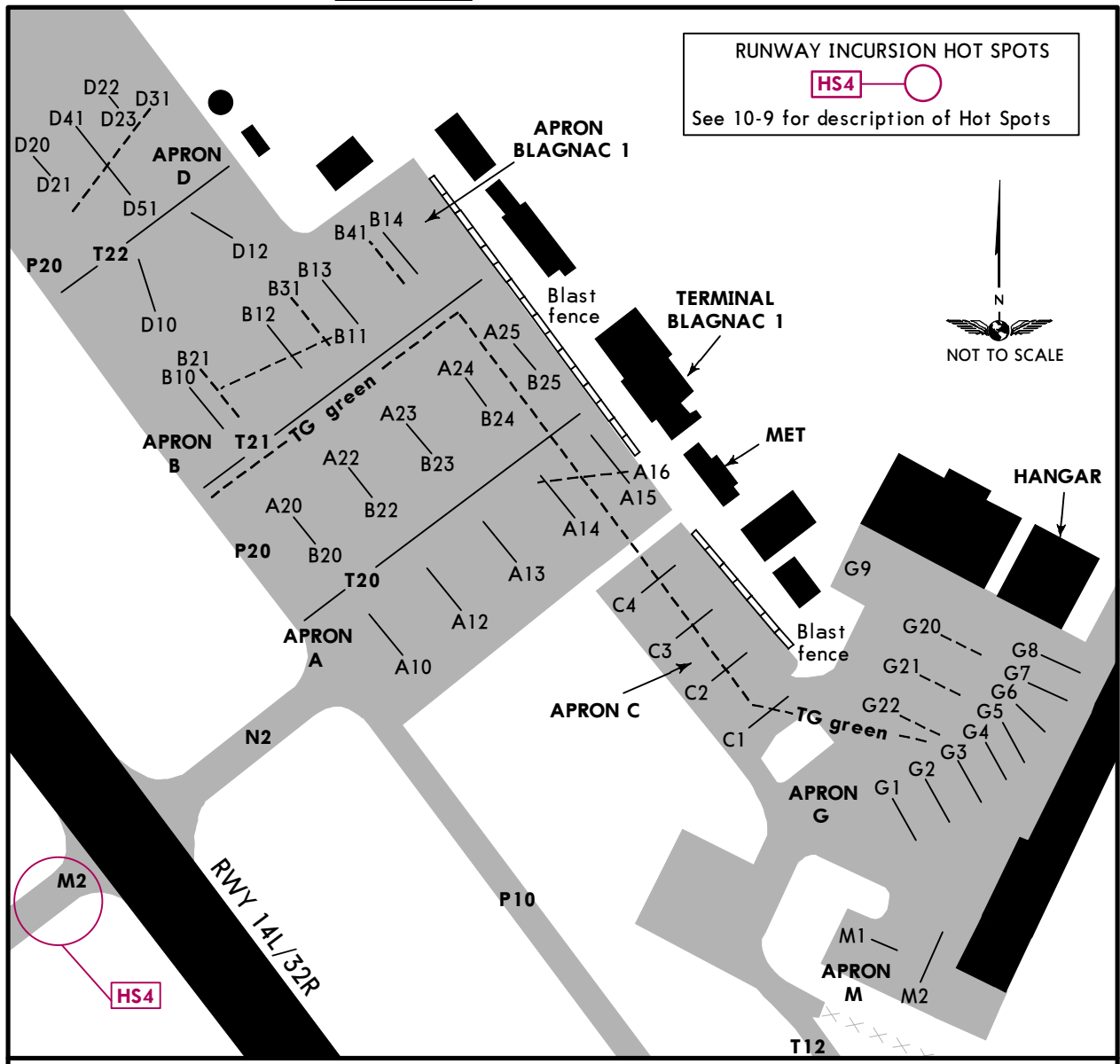
JEPPESEN

TOULOUSE, FRANCE

15 JUN 18
Eff 21 Jun

10-9B

BLAGNAC



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A10 thru A13	N43 37.3 E001 22.7	C1 thru C4	N43 37.3 E001 22.8
A14	N43 37.4 E001 22.7	D10	N43 37.5 E001 22.5
A15, A16	N43 37.4 E001 22.8	D12	N43 37.5 E001 22.6
A20, A22	N43 37.4 E001 22.6	D20 thru D51	N43 37.5 E001 22.5
A23 thru A25	N43 37.4 E001 22.7	G1, G2	N43 37.3 E001 22.9
B10 thru B12	N43 37.4 E001 22.6	G3 thru G8	N43 37.3 E001 23.0
B13, B14	N43 37.5 E001 22.6	G9	N43 37.4 E001 22.9
B20, B21	N43 37.4 E001 22.6	G20 thru G22	N43 37.3 E001 22.9
B22 thru B25	N43 37.4 E001 22.7	M1, M2	N43 37.2 E001 22.9
B31, B41	N43 37.5 E001 22.6		

LFBO/TLS
BLAGNAC
 12 OCT 18 **11-0**
TOULOUSE, FRANCE
RNAV INITIAL APPROACH RWY 14L

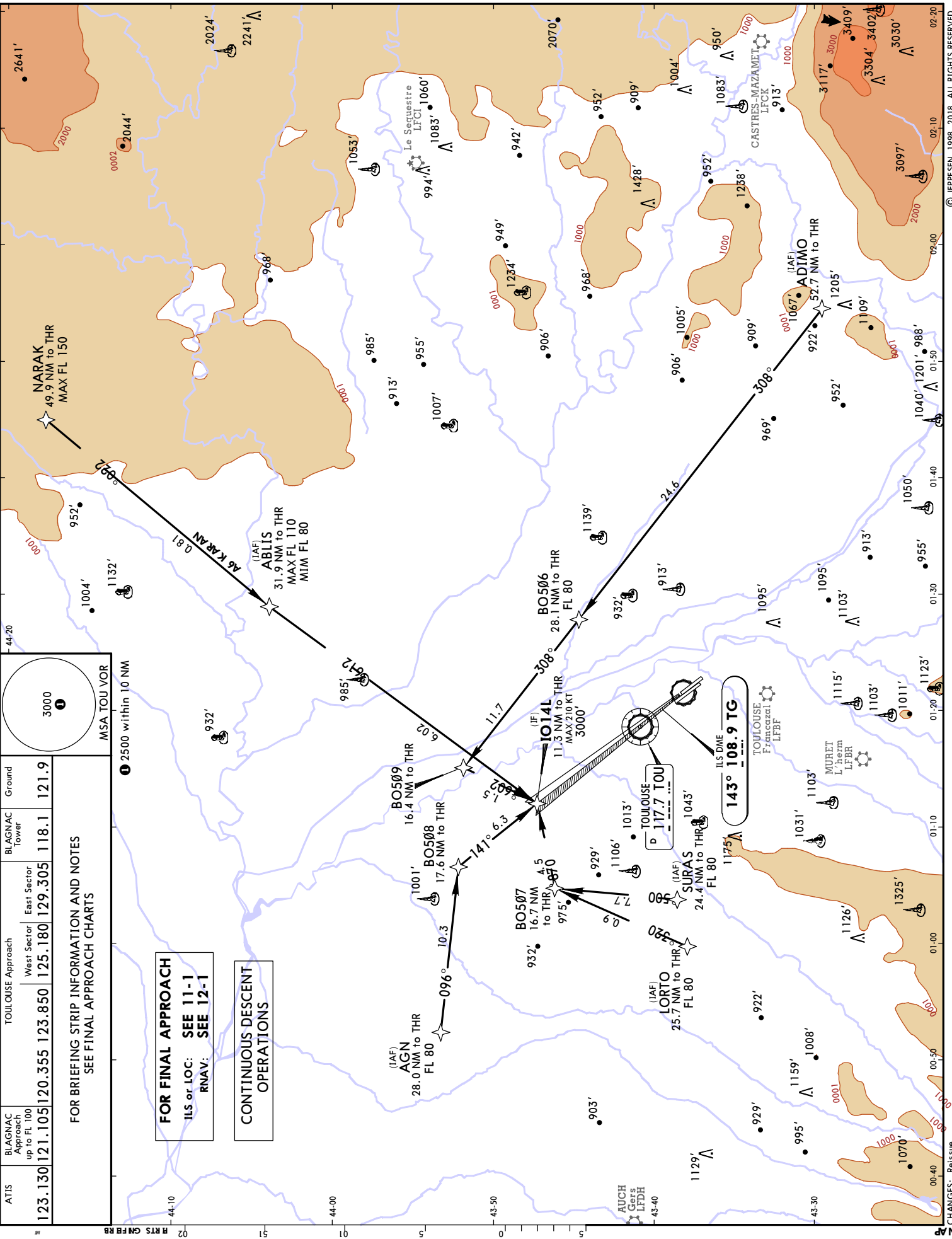
ATIS	TOULOUSE Approach		Ground
123.130	West Sector	East Sector	3000
121.105	120.355	123.850	125.180
129.305	118.1	121.9	

MSA TOU VOR
 2500 within 10 NM

FOR BRIEFING STRIP INFORMATION AND NOTES
 SEE FINAL APPROACH CHARTS

FOR FINAL APPROACH
 ILS or LOC: **SEE 11-1**
 RNAV: **SEE 12-1**

**CONTINUOUS DESCENT
 OPERATIONS**



LFBO/TLS
BLAGNAC
 12 OCT 18 (11-0B)
JEPPesen
 RNAV INITIAL APPROACH RWY 14R

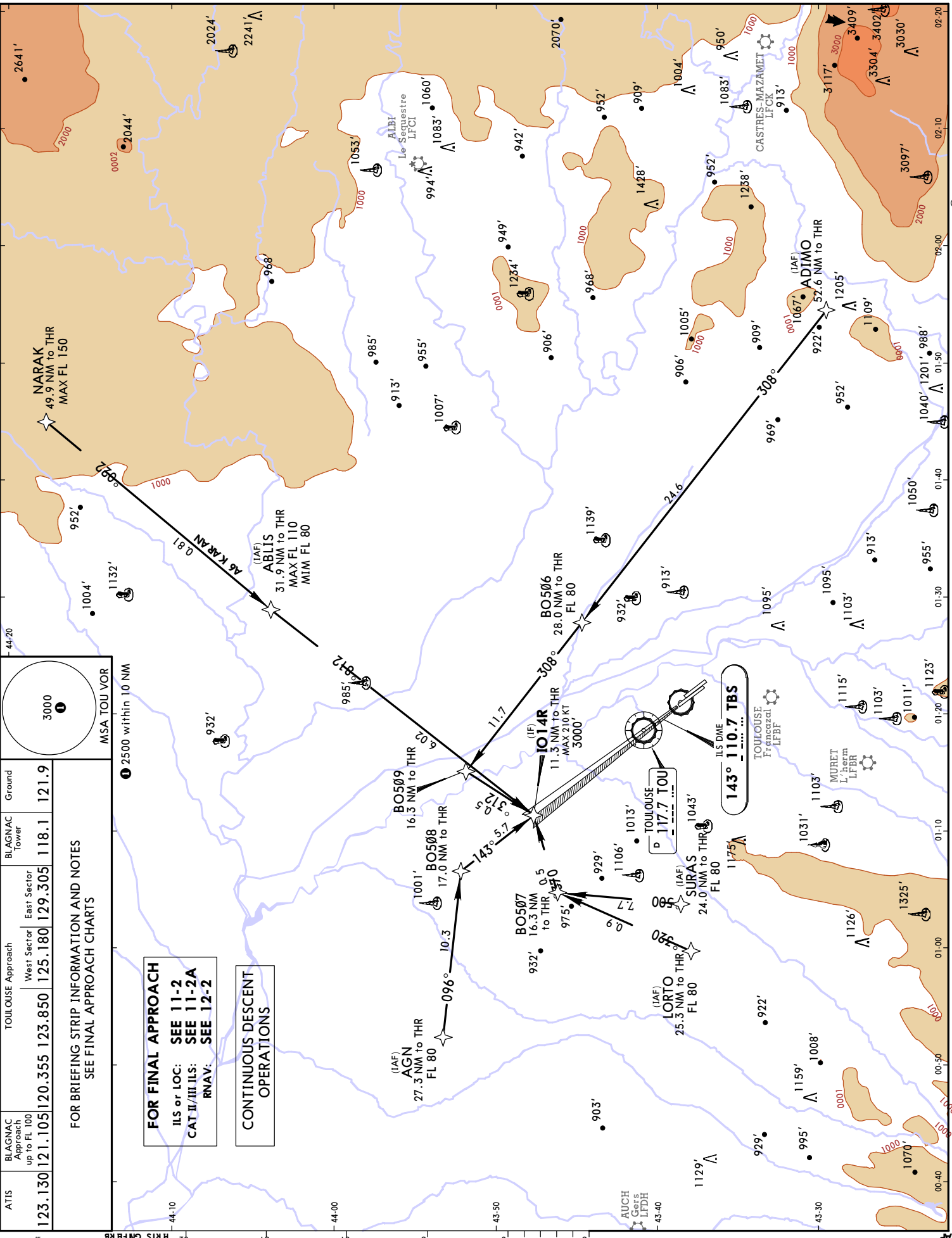
ATIS		TOULOUSE Approach		TOULOUSE Approach		TOULOUSE Approach	
123.130		121.105		120.355		123.850	
121.105		121.180		129.305		118.1	
121.105		123.850		129.305		121.9	
123.130		121.105		120.355		123.850	
121.105		121.180		129.305		118.1	
121.105		123.850		129.305		121.9	

Ground 3000
 MSA TOU VOR
 2500 within 10 NM

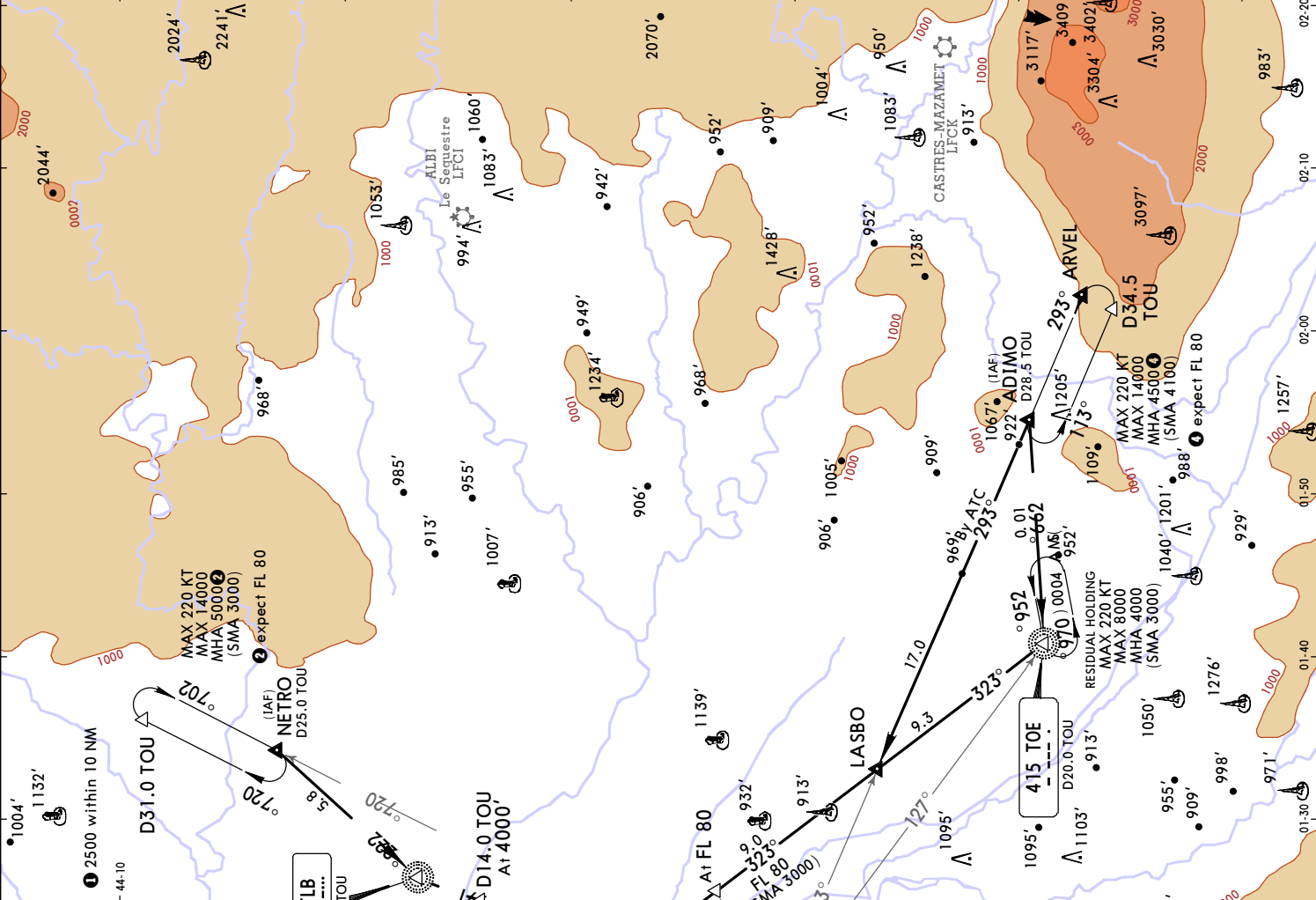
FOR BRIEFING STRIP INFORMATION AND NOTES
 SEE FINAL APPROACH CHARTS

FOR FINAL APPROACH
 ILS or LOC: SEE 11-2
 CAT II/III ILS: SEE 11-2A
 RNAV: SEE 12-2

CONTINUOUS DESCENT OPERATIONS



TOULOUSE, FRANCE
LFBO/TLS
CONVENTIONAL INITIAL APPROACH RWY 14R
 12 OCT 18 (11-0C) **JEPPesen**



ATIS	TOULOUSE Approach	West Sector	East Sector	Ground
123.130	121.105	120.355	123.850	125.180
		125.180	129.305	118.1
				121.9

MSA TOU VOR 3000

FOR BRIEFING STRIP INFORMATION AND NOTES
 SEE FINAL APPROACH CHARTS

FOR FINAL APPROACH
 ILS or LOC: SEE 11-2
 CAT II/III ILS: SEE 11-2A
 VOR: SEE 13-2

LFBO/TLS
BLAGNAC

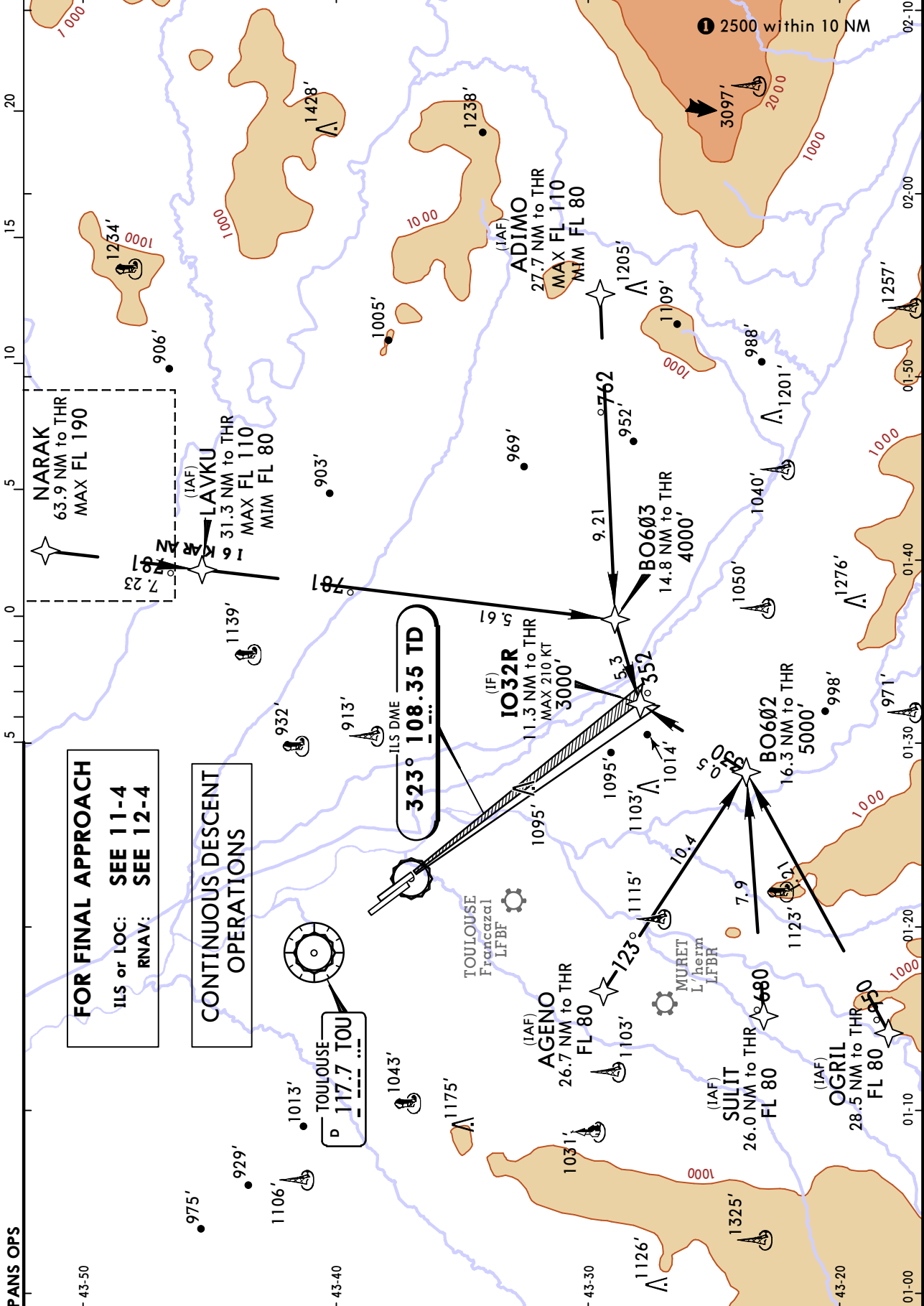
7 SEP 18
Eff 13 Sep

JEPPESEN
11-0F

TOULOUSE, FRANCE
RNAV INITIAL APPROACH Rwy 32R

ATIS	BLAGNAC Approach up to FL 100	TOULOUSE Approach			BLAGNAC Tower	Ground	
123.130	121.105	120.355	123.850	West Sector 125.180	East Sector 129.305	118.1	

FOR BRIEFING STRIP INFORMATION AND NOTES
SEE FINAL APPROACH CHARTS



FOR FINAL APPROACH
ILS or LOC: **SEE 11-4**
RNAV: **SEE 12-4**

CONTINUOUS DESCENT OPERATIONS

323° 108.35 TD

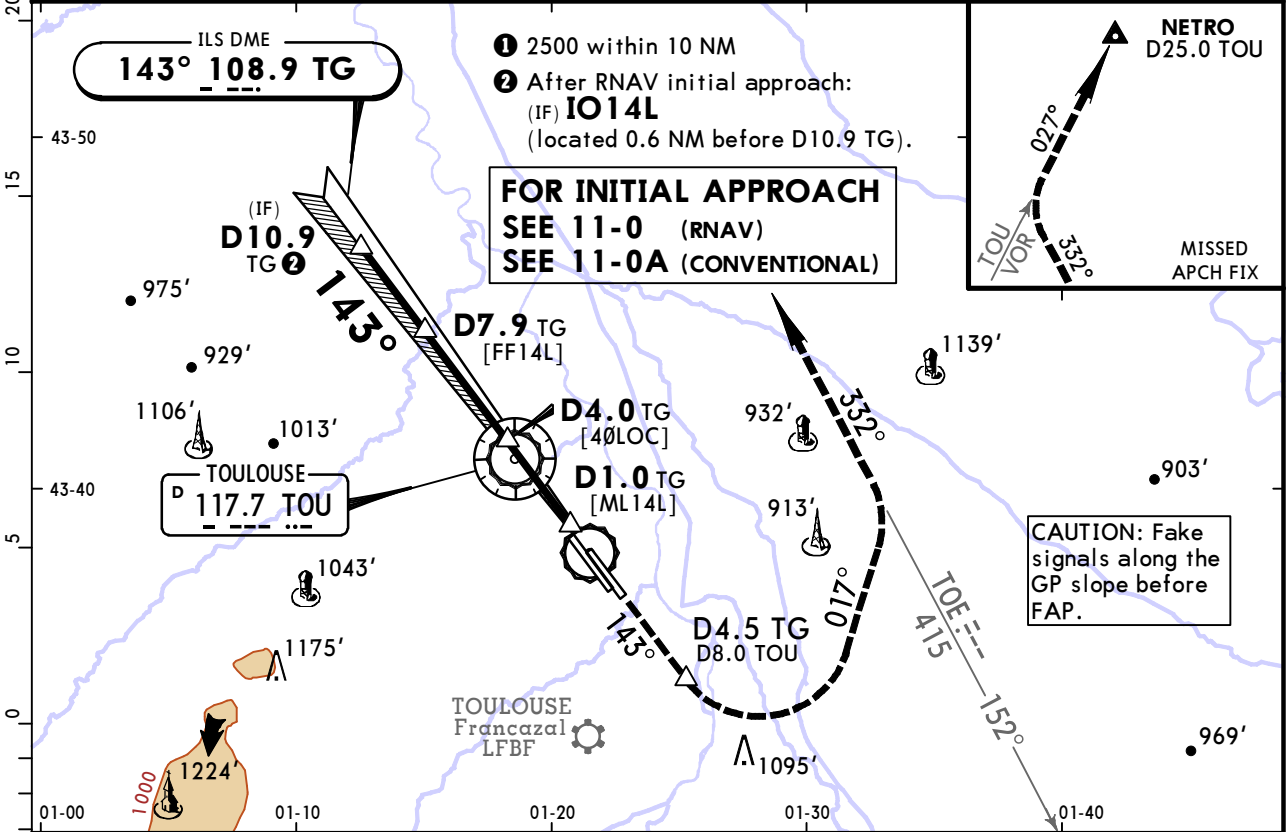
LFBO/TLS BLAGNAC



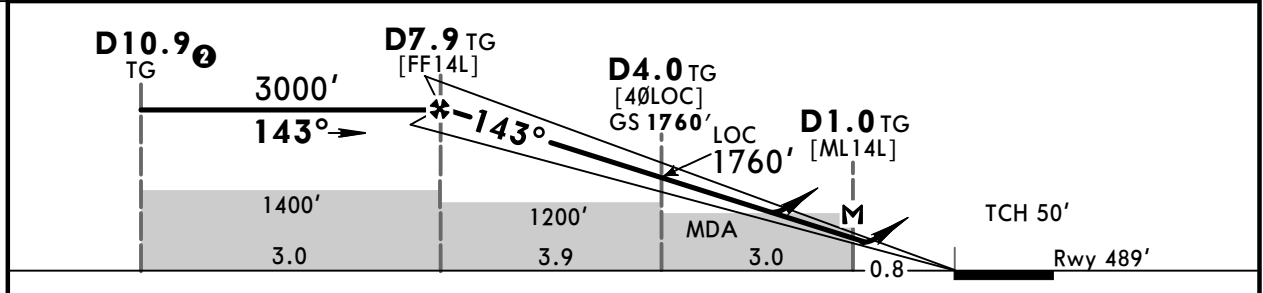
TOULOUSE, FRANCE

7 SEP 18 (11-1) Eff 13 Sep ILS or LOC Rwy 14L

BRIEFING STRIP™	ATIS	BLAGNAC Approach up to FL 100	TOULOUSE Approach			BLAGNAC Tower	Ground
	123.130	121.105	120.355	123.850	125.180	129.305	118.1
	LOC TG 108.9	Final Apch 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 TOU to D4.5 TG, then turn LEFT onto 017° climbing to 4000' to intercept and follow 332° from TOE NDB. Proceed on R-027 TOU 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.							



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	HIALS PAPI 	D4.5 TOU TG on 117.7 ↑ R-143
ILS GS or LOC Descent Angle	372	478	531	637	743	849		
MAP at D1.0 TG								

Standard				STRAIGHT-IN LANDING RWY 14L		CIRCLE-TO-LAND	
ILS 1		LOC (GS out)		Prohibited Northeast of runway			
DA(H) ABC: 689' (200') D: 699' (210')		CDFA DA/MDA(H) 870' (381')					
FULL		ALS out		ALS out		Max Kts	
A					110	1030' (541')	1500m
B	RVR 550m 2	RVR 1200m	RVR 1000m	RVR 1500m	135	1050' (561')	1600m
C				RVR 1700m	180	1320' (831')	2400m
D					205	1320' (831')	3600m

1 LACFT: DA(H) 709' (220'). **2** W/o HUD/AP/FD: RVR 750m. **3** For add-on to the MDA(H), see ATC pages FRANCE. **4** Circling height based on rwy 14L thresh elev of 489'.

**LFBO/TLS
BLAGNAC**



TOULOUSE, FRANCE

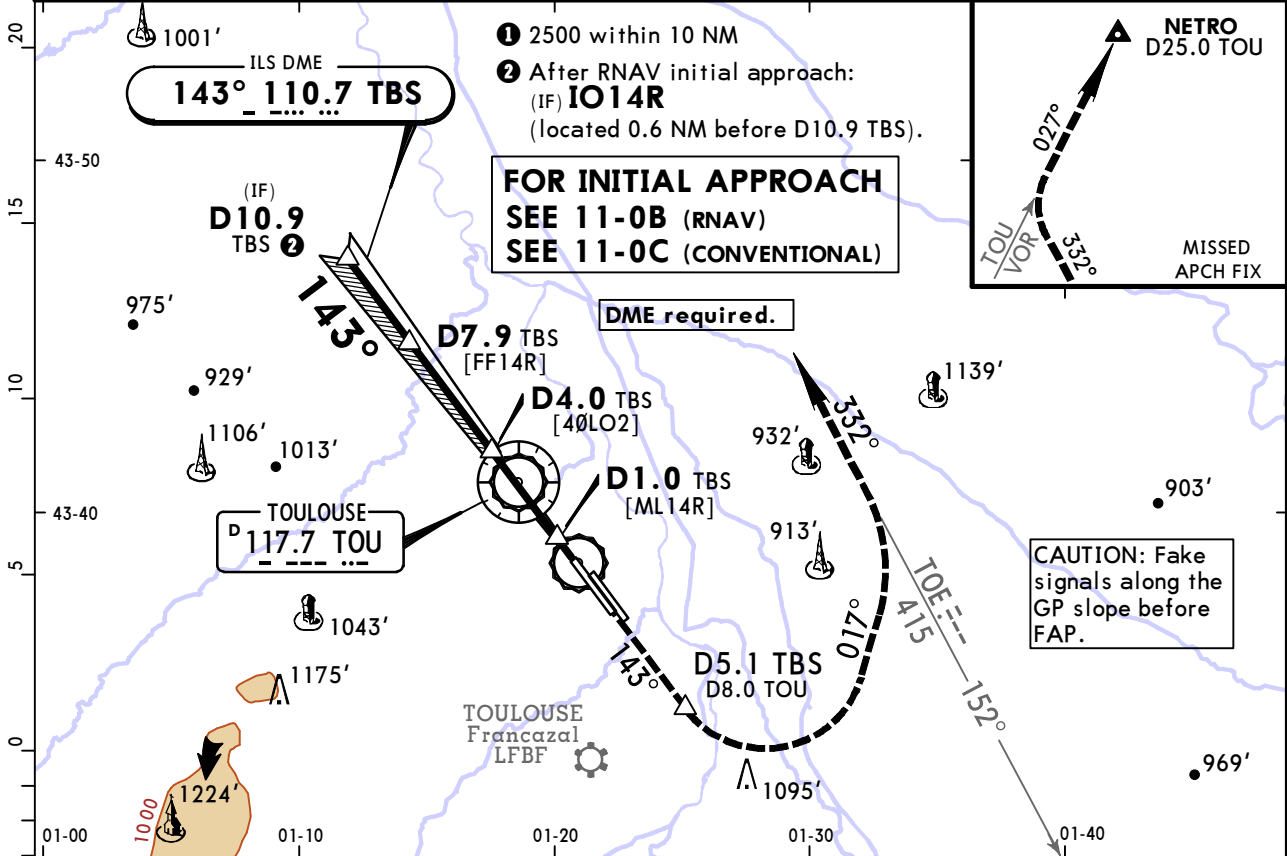
25 JAN 19

11-2

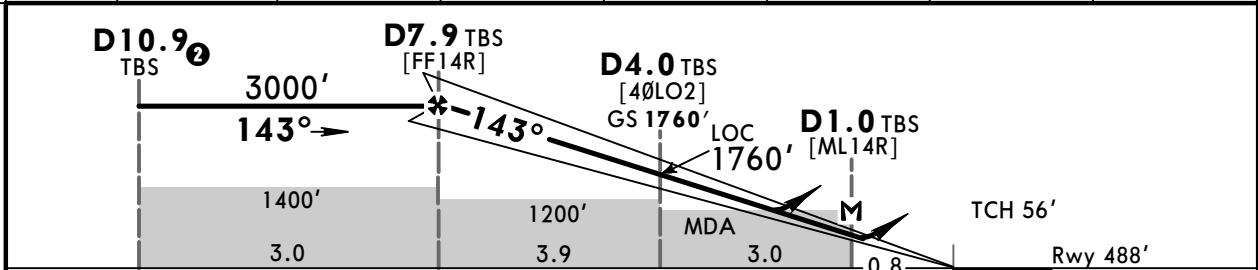
Eff 31 Jan

ILS or LOC Rwy 14R

BRIEFING STRIP™	ATIS	BLAGNAC Approach up to FL 100	TOULOUSE Approach				BLAGNAC Tower	Ground
	123.130	121.105	120.355	123.850	125.180	129.305	118.1	121.9
	LOC TBS 110.7	Final Apch Crs 143°	GS D4.0 TBS 1760' (1272')	ILS DA(H) 688' (200')	Apt Elev 499'	Rwy 488'		
MISSED APCH: Climb on R-143 TOU to D5.1 TBS, then turn LEFT onto 017° climbing to 4000' to intercept and follow 332° from TOE NDB. Proceed on R-027 TOU 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'		MSA TOU VOR	



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

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

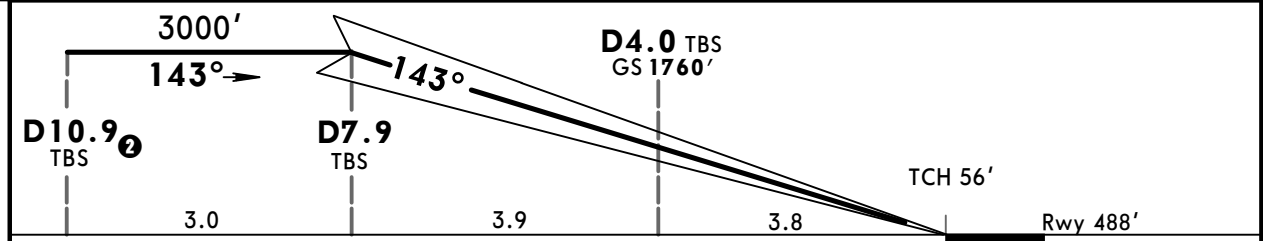
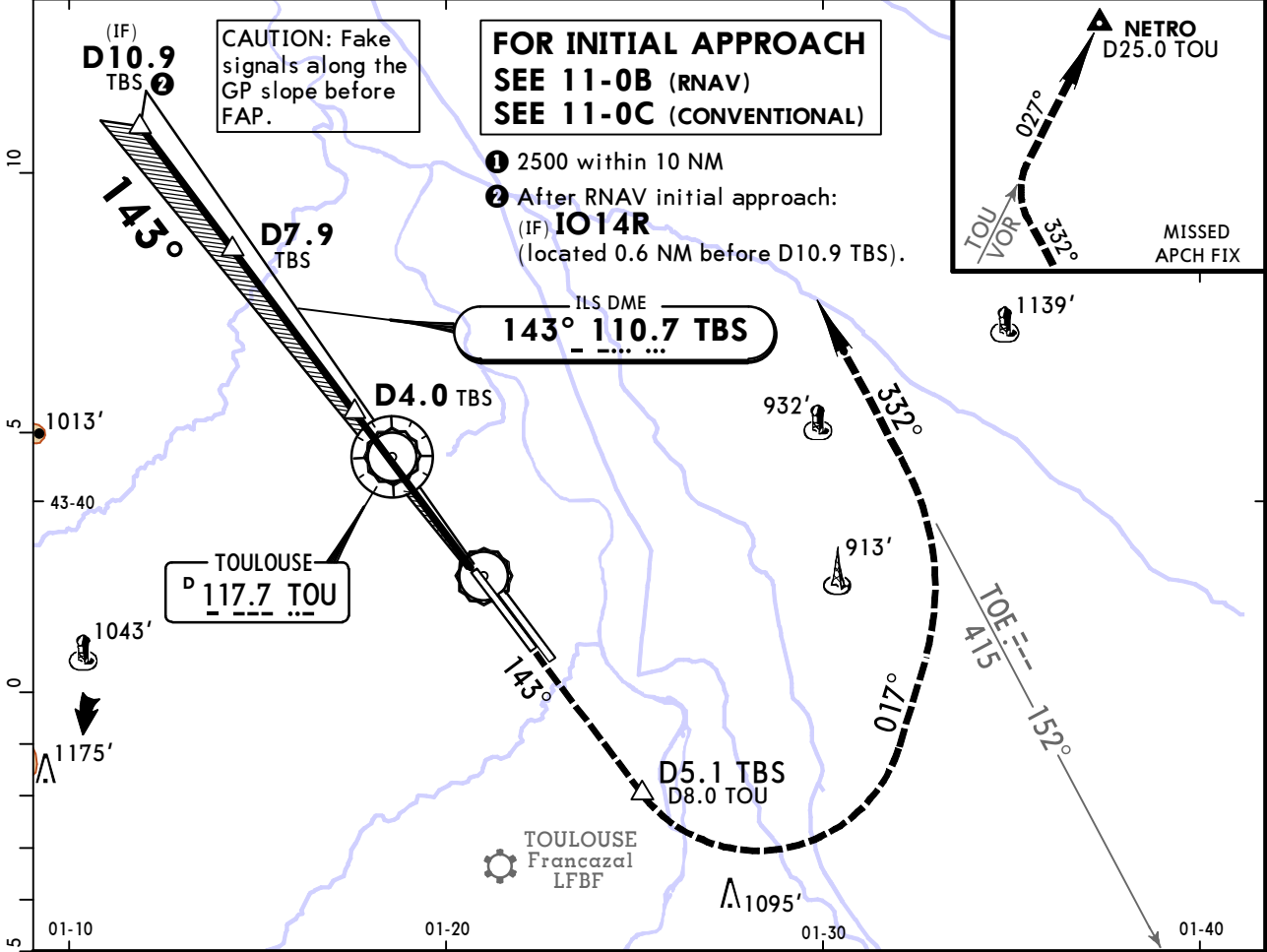
1 W/o HUD/AP/FD: RVR 750m. **2** For add-on to the MDA(H), see ATC pages FRANCE. **3** Circling height based on rwy 14R threshold elev of 488'.

**LFBO/TLS
BLAGNAC**

25 JAN 19
Eff 31 Jan **11-2A**

**TOULOUSE, FRANCE
CAT II/III ILS Rwy 14R**

ATIS 123.130	BLAGNAC Approach up to FL 100 121.105	TOULOUSE Approach West Sector 120.355 123.850		East Sector 125.180 129.305		BLAGNAC Tower 118.1	Ground 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'	<p>3000 1 MSA TOU VOR</p>	
<p>MISSED APCH: Climb on R-143 TOU to D5.1 TBS, then turn LEFT onto 017° climbing to 4000' to intercept and follow 332° from TOE NDB. Proceed on R-027 TOU to NETRO, or as directed. Climb to 1500' prior to level acceleration.</p>							
Alt Set: hPa		Rwy Elev: 18 hPa		Trans level: By ATC		Trans alt: 5000'	
1. DME required.		2. Special Aircrew & Acft Certification Required.					



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

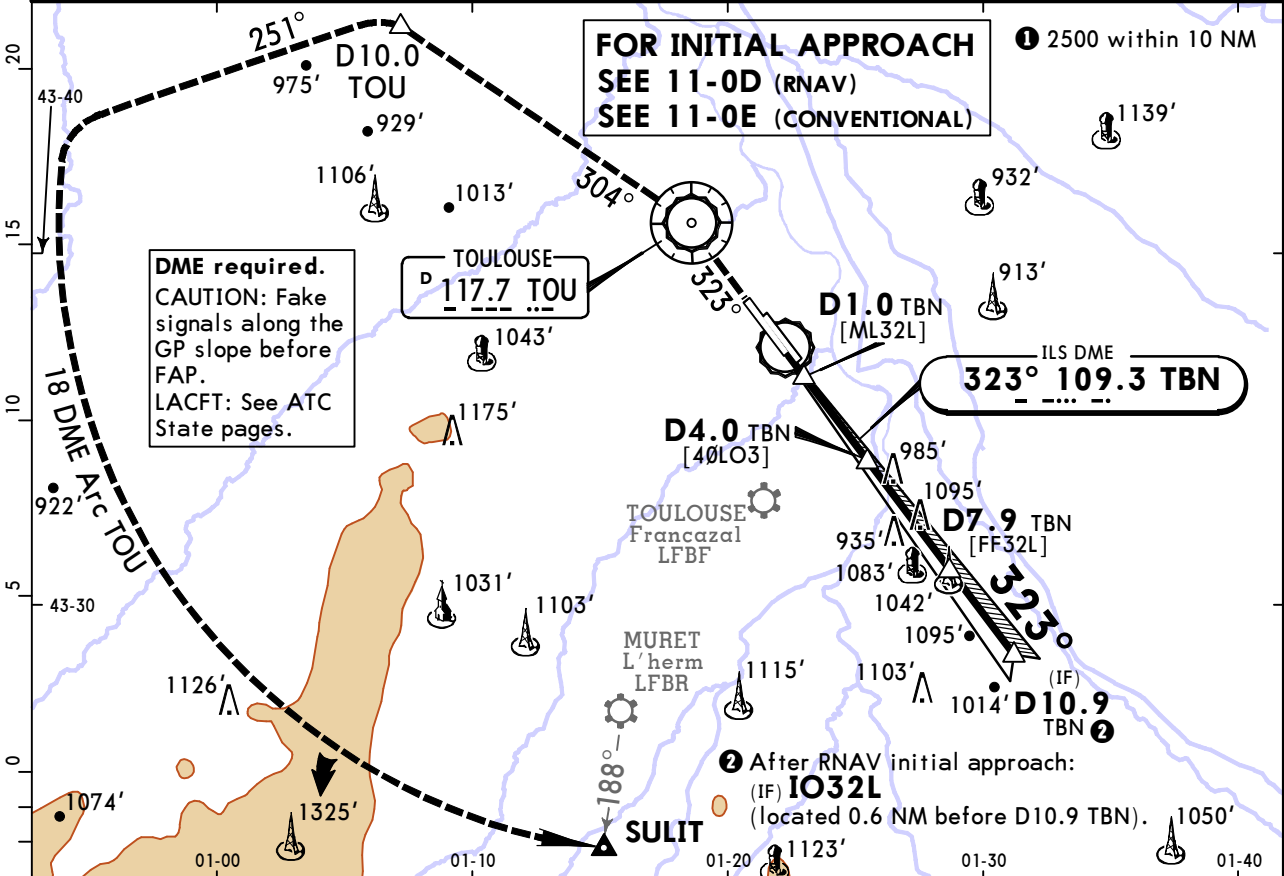
Standard		STRAIGHT-IN LANDING RWY 14R	
CAT IIIA ILS 1 DH 50'		CAT II ILS RA 100' DA(H) 588'(100')	
RVR 200m		RVR 300m	

LFBO/TLS BLAGNAC

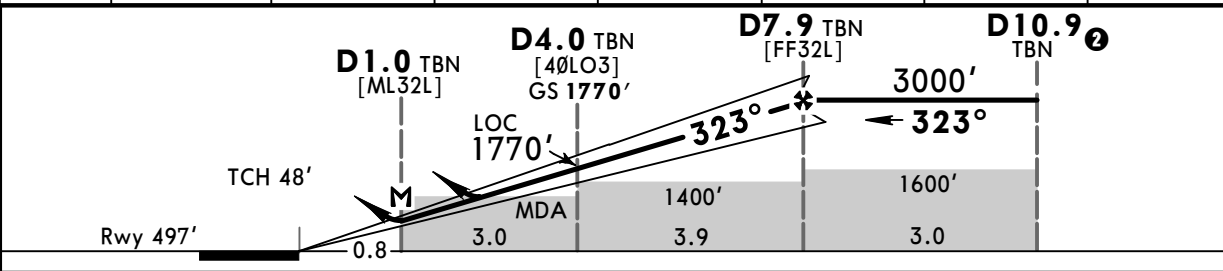
JEPPesen
7 SEP 18 **11-3** Eff 13 Sep

TOULOUSE, FRANCE ILS or LOC Rwy 32L

ATIS 123.130	BLAGNAC Approach up to FL 100 121.105	TOULOUSE Approach West Sector 120.355 123.850	TOULOUSE Approach East Sector 125.180 129.305	BLAGNAC Tower 118.1	Ground 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'	<p>3000 MSA TOU VOR</p>
<p>MISSED APCH: Climb on R-143 TOU inbound to VOR to 4000', then turn LEFT and follow R-304 TOU. At D10.0 TOU turn LEFT onto 251° climbing to 5000' to intercept and follow 18 DME Arc TOU to SULIT.</p>					
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		
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	
MAP at D1.0 TBN								
								PAPI-L PAPIX-L TOU 117.7 on 117.7 ↑ R-143

Standard		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				110	1030' (533') 1500m
B	RVR 1200m			135	1050' (553') 1600m
C				180	1220' (723') 2400m
D				205	1320' (823') 3600m

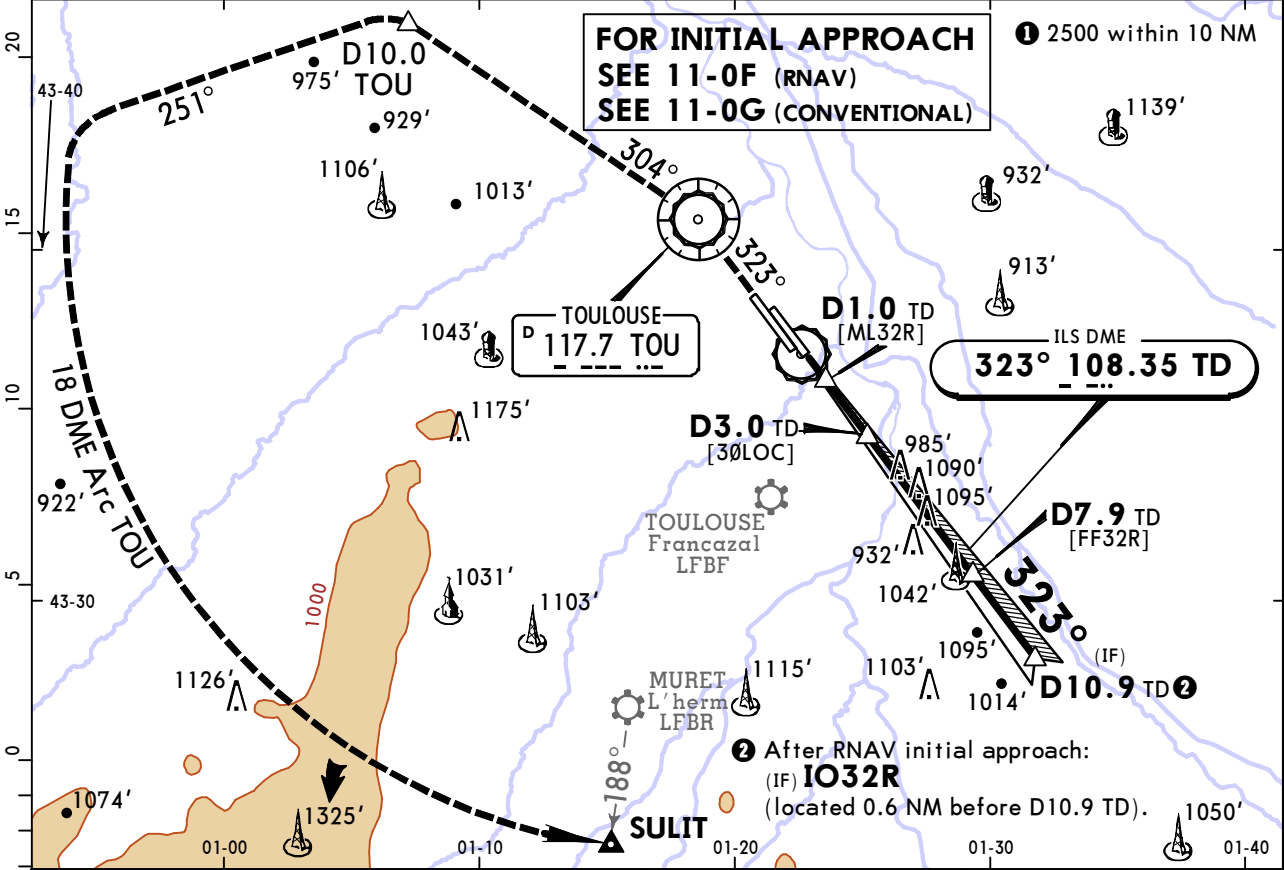
1 LACFT: DA(H) 707' (210'). **2** Circling height based on rwy 32L threshold elev of 497'.
3 For add-on to the MDA(H), see ATC pages FRANCE.

**LFBO/TLS
BLAGNAC**

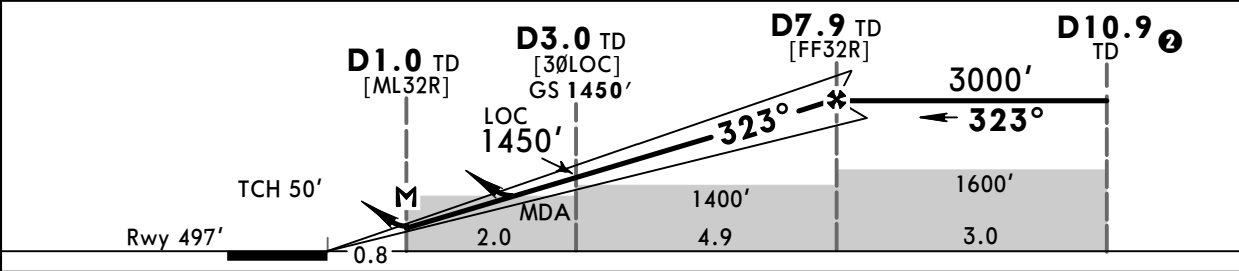
JEPPESEN
7 SEP 18 **(11-4)** Eff 13 Sep

**TOULOUSE, FRANCE
ILS or LOC Rwy 32R**

ATIS 123.130	BLAGNAC Approach up to FL 100 121.105	TOULOUSE Approach West Sector 120.355 123.850		East Sector 125.180	BLAGNAC Tower 129.305	Ground 118.1	121.9
LOC TD 108.35	Final Apch Crs 323°	GS D3.0 TD 1450' (953')	ILS DA(H) 697' (200')	Apt Elev 499' Rwy 497'			
MISSED APCH: Climb on R-143 TOU inbound to VOR to 4000', then turn LEFT and follow R-304 TOU. 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	
MAP at D1.0 TD								
								REIL PAPI-L
								TOU 117.7 on 117.7
								↑ R-143

Standard		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	
A		RVR 1500m		110	1030' (533') 1500m
B	RVR 1200m			135	1050' (553') 1600m
C		RVR 2300m		180	1320' (823') 2400m
D				205	1320' (823') 3600m

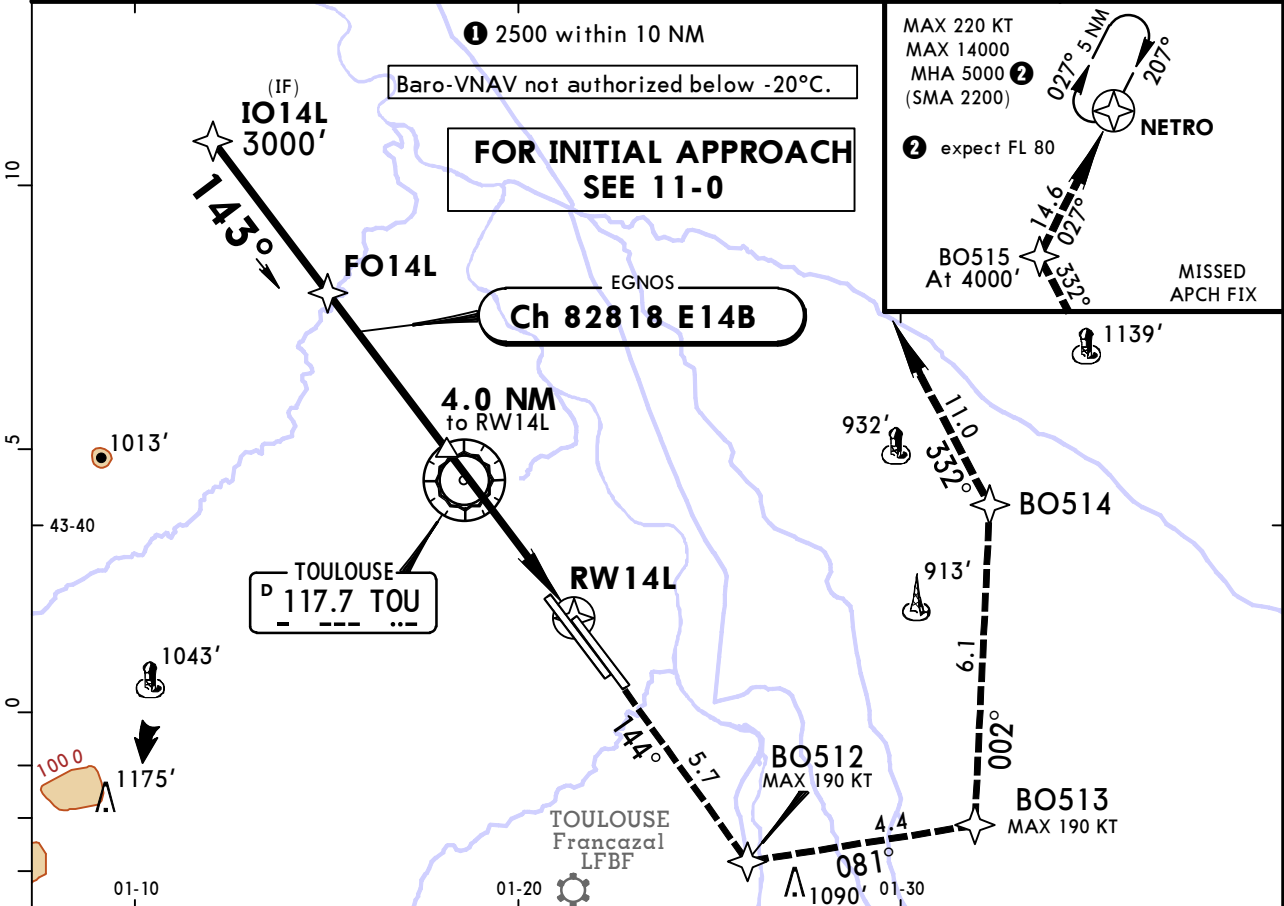
1 LACFT: DA(H) 707' (210'). 2 Circling height based on rwy 32R threshold elev of 497'. 3 For add-on to the MDA(H), see ATC pages FRANCE.

LFBO/TLS BLAGNAC

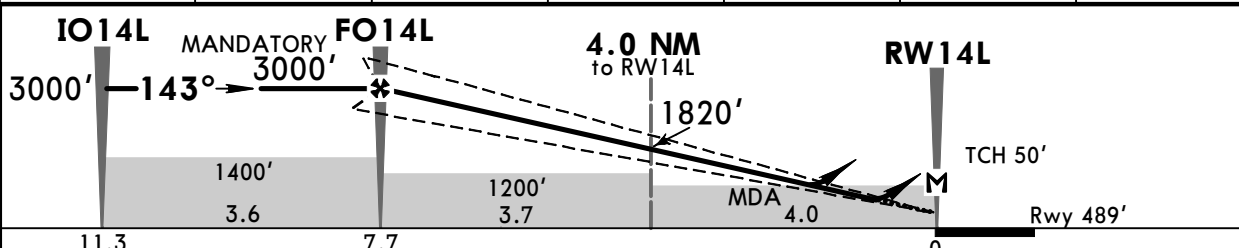
JEPPESEN
7 SEP 18 (12-1) Eff 13 Sep

TOULOUSE, FRANCE RNAV (GNSS) Rwy 14L

ATIS 123.130	BLAGNAC Approach up to FL 100 121.105	TOULOUSE Approach West Sector 120.355 123.850	TOULOUSE Approach East Sector 125.180 129.305	BLAGNAC Tower 118.1	Ground 121.9
EGNOS Ch 82818 E14B	Final Aptch Crs 143°	Mandatory Alt FO14L 3000' (2511')	LPV DA(H) Refer to Minimums	Apt Elev 499' Rwy 489'	
MISSED APCH: Climb to BO512 up to 4000', then turn LEFT to BO513. At BO513 turn LEFT to BO514 and proceed to BO515. At BO515 turn RIGHT to NETRO climbing up to FL70, or as directed.					
Alt Set: hPa		Rwy Elev: 18 hPa	Trans level: By ATC	Trans alt: 5000'	MSA TOU VOR



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	HIALS PAPI 4000' BO512
Glide Path Angle	3.00°	372	478	531	637	849	
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW14L							

Standard				STRAIGHT-IN LANDING RWY 14L		CIRCLE-TO-LAND 1	
LPV		LNAV/VNAV		LNAV CDFA		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		Max Kts	
A	RVR 750m	RVR 1400m	RVR 1200m	RVR 1500m	RVR 1400m	RVR 1500m	110 1030'(541') 1500m
B							135 1050'(561') 1600m
C			RVR 1900m				180 1320'(831') 2400m
D							205 1320'(831') 3600m

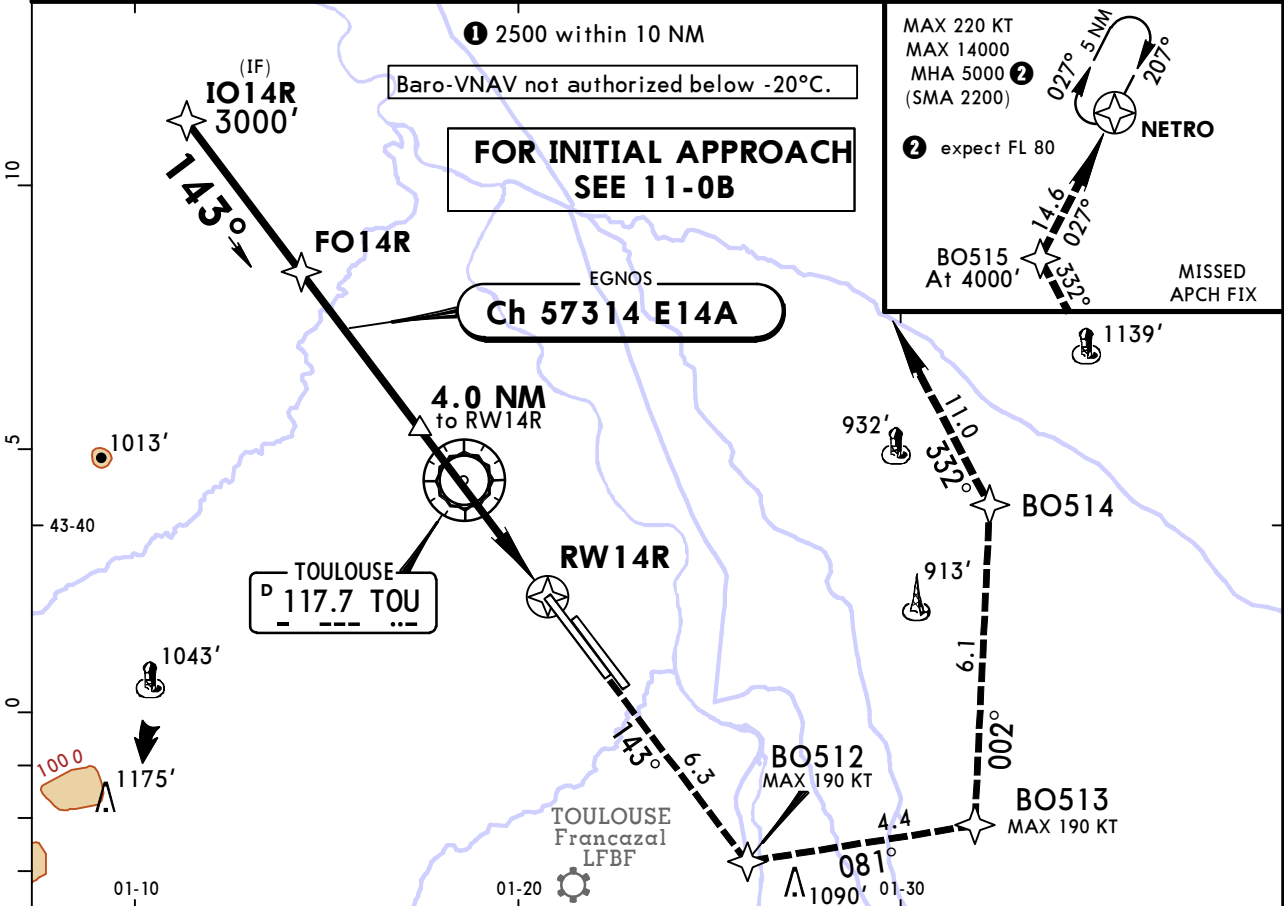
1 Circling height based on rwy 14L thresh elev of 489'.

LFBO/TLS BLAGNAC

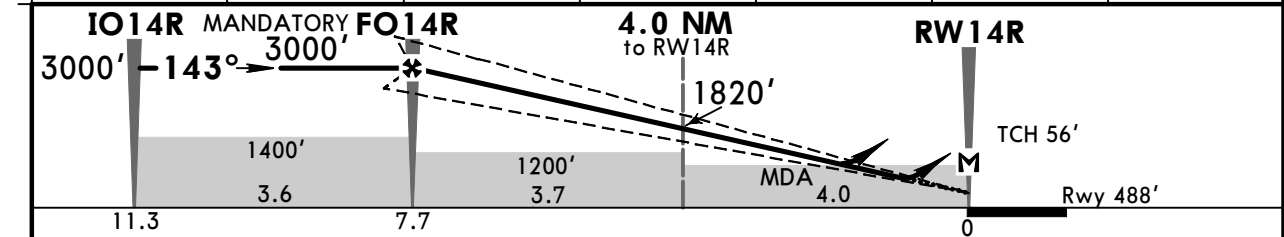
JEPPESEN
7 SEP 18 (12-2) Eff 13 Sep

TOULOUSE, FRANCE RNAV (GNSS) Rwy 14R

BRIEFING STRIP™	ATIS	BLAGNAC Approach up to FL 100	TOULOUSE Approach		BLAGNAC Tower	Ground
	123.130	121.105	120.355	123.850	118.1	121.9
	EGNOS Ch 57314 E14A	Final Apch Crs 143°	Mandatory Alt FO14R 3000' (2512')	LPV DA(H) Refer to Minimums	Apt Elev 499' Rwy 488'	
MISSED APCH: Climb to BO512 up to 4000', then turn LEFT to BO513. At BO513 turn LEFT to BO514 and proceed to BO515. At BO515 turn RIGHT to NETRO climbing up to FL70, or as directed.						
Alt Set: hPa		Rwy 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	HIALS-II PAPI PAPIX 	
Glide Path Angle	3.00°	372	478	531	637	743		849
LPV, LNAV/VNAV: MAP at DA								
LNAV: MAP at RW14R								

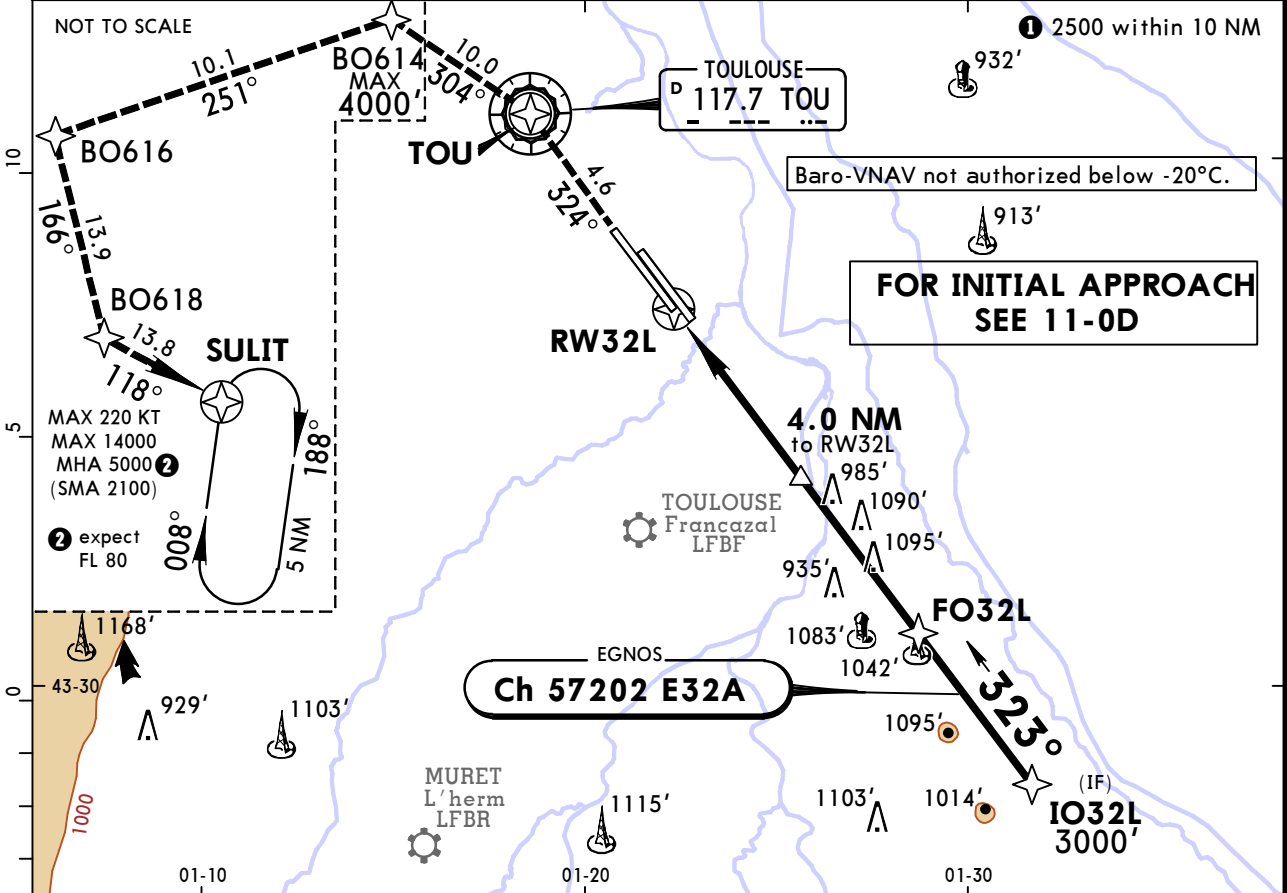
PANS OPS	Standard STRAIGHT-IN LANDING RWY 14R				CIRCLE-TO-LAND I	
	LPV		LNAV/VNAV		LNAV CDFA	
	DA(H) C: 758' (270') AB: 738' (250') D: 768' (280')		DA(H) 898' (410')		DA/MDA(H) 950' (462')	
	ALS out		ALS out		ALS out	
	A					Max Kts MDA(H) VIS
B	RVR 750m	RVR 1300m	RVR 1200m	RVR 1500m	RVR 1500m	110 1030'(542') 1500m
C				RVR 1400m	RVR 2100m	135 1050'(562') 1600m
D			RVR 1900m			180 1220'(732') 2400m
						205 1320'(832') 3600m
I Circling height based on rwy 14R thresh elev of 488'.						

LFBO/TLS BLAGNAC

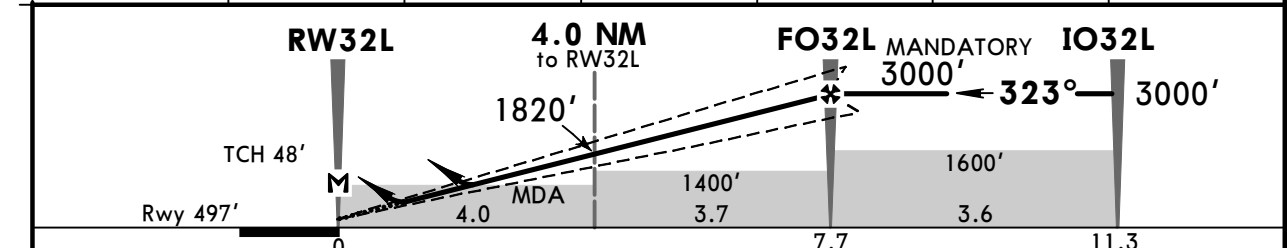
JEPPESEN
7 SEP 18 (12-3) Eff 13 Sep

TOULOUSE, FRANCE RNAV (GNSS) Rwy 32L

ATIS 123.130	BLAGNAC Approach up to FL 100 121.105	TOULOUSE Approach West Sector 120.355 123.850	TOULOUSE Approach East Sector 125.180 129.305	BLAGNAC Tower 118.1	Ground 121.9
EGNOS Ch 57202 E32A	Final Apch Crs 323°	Mandatory Alt FO32L 3000' (2503')	LPV DA(H) 747' (250')	Apt Elev 499' Rwy 497'	<p>3000 1 MSA TOU VOR</p>
<p>MISSED APCH: Climb to TOU, then turn LEFT to BO614 up to 4000'. At BO614 turn LEFT to BO616 climbing up to 5000'. At BO616 turn LEFT to BO618 and proceed to SULIT or as directed.</p>					
Alt Set: hPa		Rwy Elev: 18 hPa	Trans level: By ATC	Trans alt: 5000'	



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	PAPI-L PAPIX-L TOU ↑
Glide Path Angle 3.00°	372	478	531	637	743	849	
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW32L							

PANS OPS	Standard STRAIGHT-IN LANDING RWY32L			CIRCLE-TO-LAND 2	
	LPV 1	LNAV/VNAV	LNAV CDFA	Prohibited Northeast of runway	
	DA(H) 747' (250')	DA(H) 837' (340')	DA/MDA(H) 930' (433')	Max Kts	MDA(H) VIS
	A		RVR 1500m	110	1030' (533') 1500m
	B	RVR 1300m	RVR 1500m	135	1050' (553') 1600m
C			180	1220' (723') 2400m	
D			205	1320' (823') 3600m	

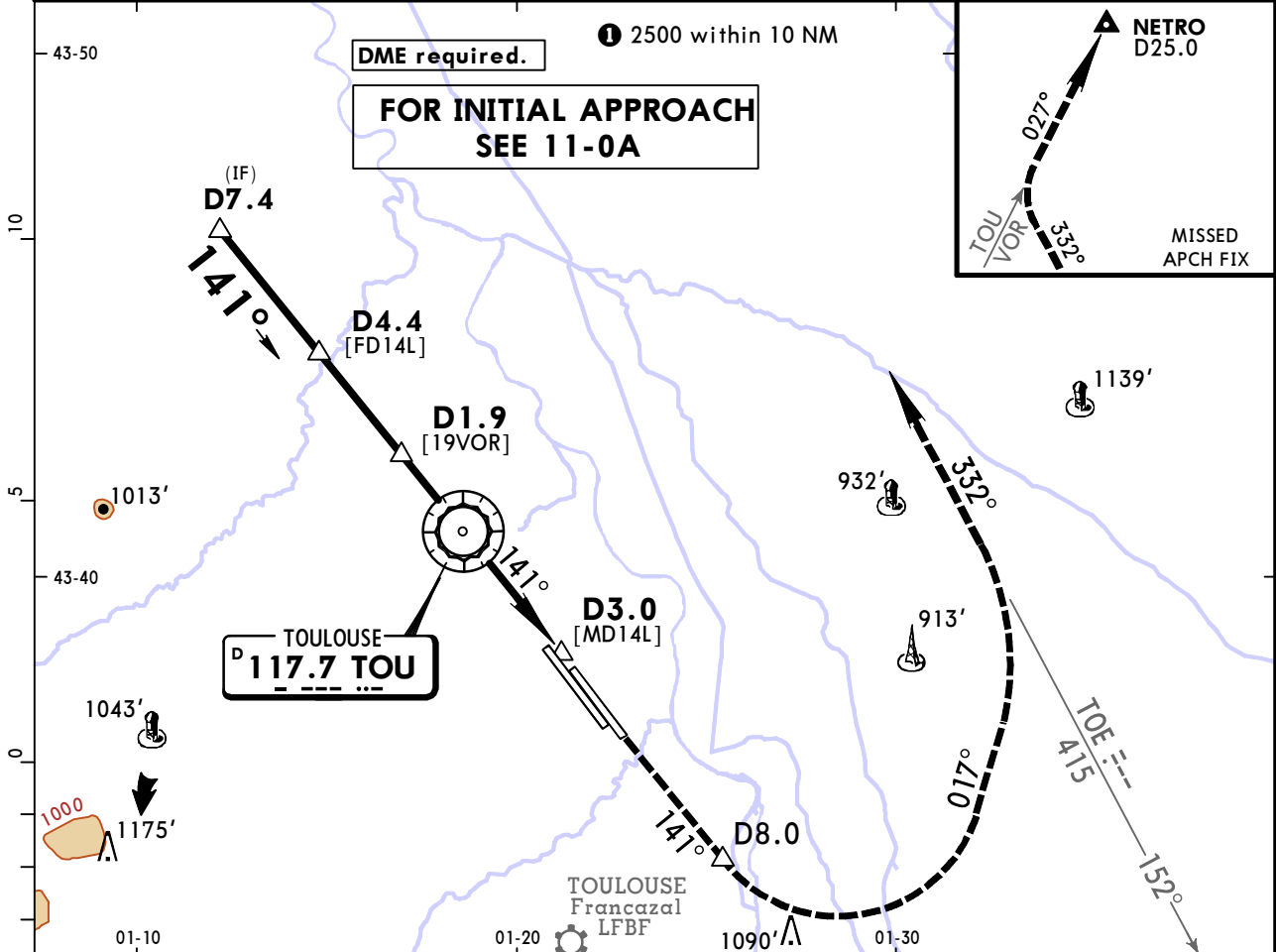
1 LACFT: DA(H) 757' (260'). 2 Circling height based on rwy 32L thresh elev of 497'.

**LFBO/TLS
BLAGNAC**

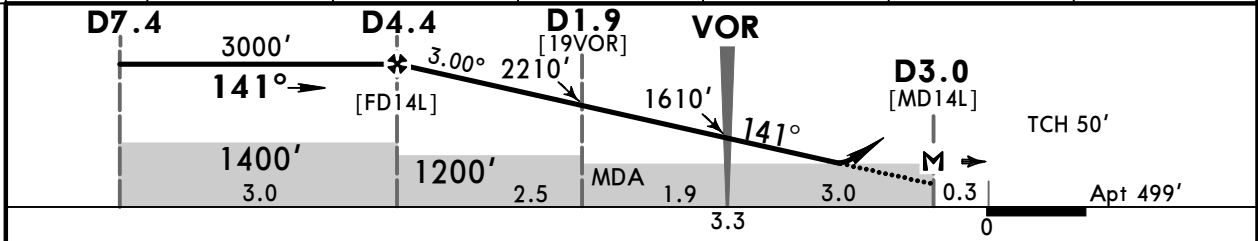
JEPPESEN
7 SEP 18 **(13-1)** **Eff 13 Sep**

**TOULOUSE, FRANCE
VOR Rwy 14L**

BRIEFING STRIP™	ATIS	BLAGNAC Approach up to FL 100	TOULOUSE Approach			BLAGNAC Tower	Ground	
	123.130	121.105	120.355	123.850	125.180	129.305	118.1	121.9
	VOR TOU 117.7	Final Apch Crs 141°	Procedure Alt D4.4 3000' (2501')	DA/MDA(H) 950' (451')	Apt Elev 499'			
MISSED APCH: Climb on R-141 to D8.0, then turn LEFT onto 017° climbing to 4000' to intercept and follow 332° from TOE NDB. Proceed on R-027 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		D8.0 on 117.7 R-141
Descent Angle	3.00°	372	478	531	637	743		
MAP at D3.0 after VOR								

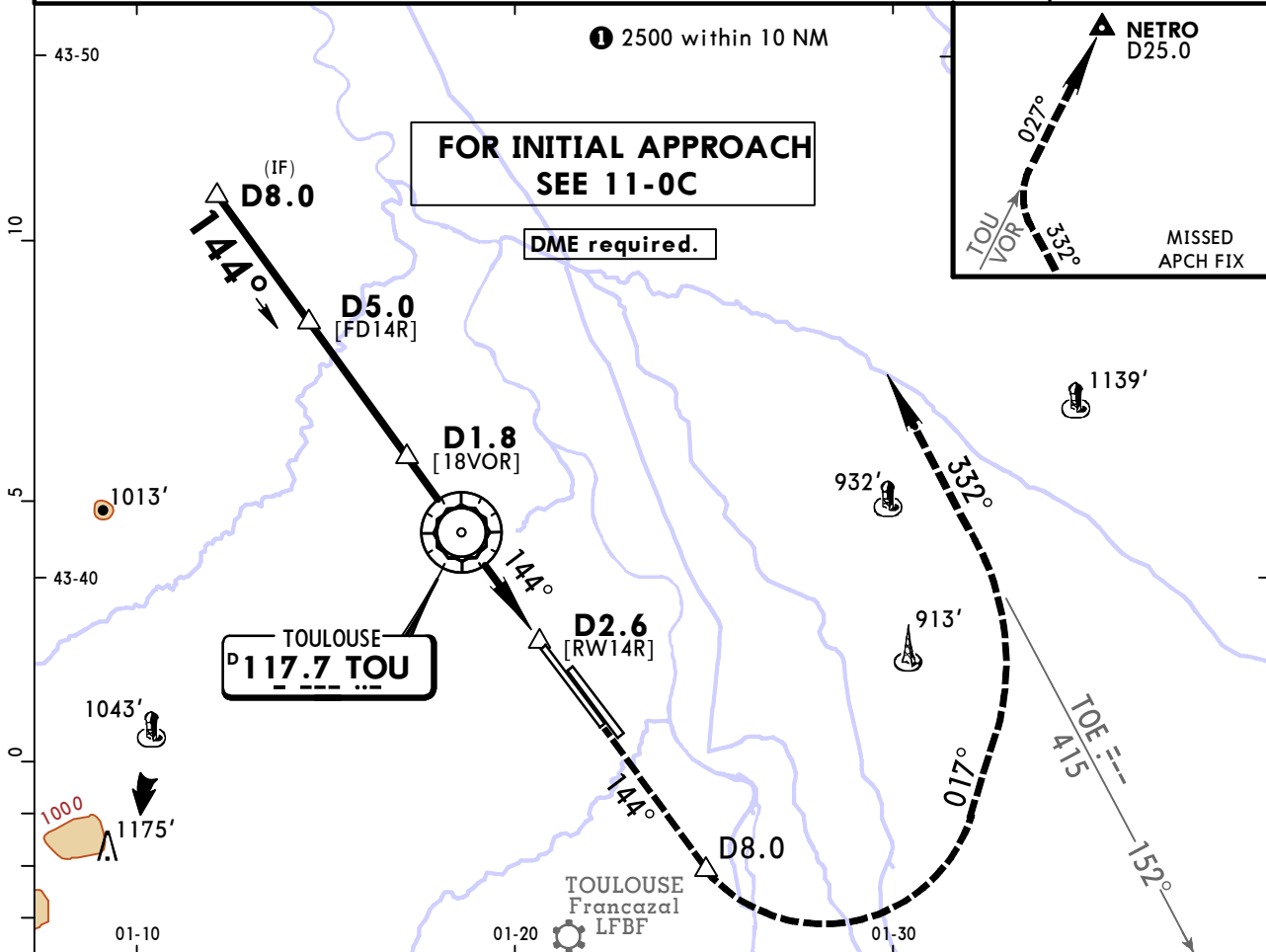
PANS OPS	Standard	STRAIGHT-IN LANDING RWY 14L		CIRCLE-TO-LAND		
		CDFA		Prohibited Northeast of runway		
		DA/MDA(H) 950' (451')				
		ALS out		Max Kts	MDA(H)	VIS
	A	RVR 1400m	RVR 1500m	110	1030' (531')	1500m
B	RVR 2100m		135	1050' (551')	1600m	
C			180	1320' (821')	2400m	
D			205	1320' (821')	3600m	

**LFBO/TLS
BLAGNAC**

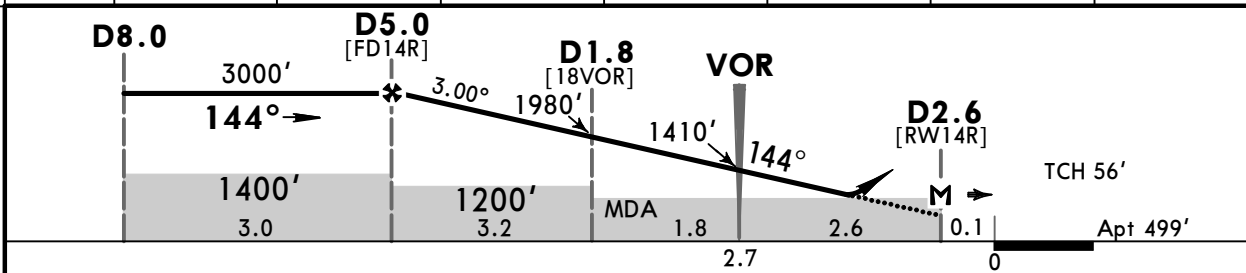
JEPPESEN
7 SEP 18 **(13-2)** **Eff 13 Sep**

**TOULOUSE, FRANCE
VOR Rwy 14R**

BRIEFING STRIP™	ATIS	BLAGNAC Approach up to FL 100	TOULOUSE Approach			BLAGNAC Tower	Ground	
	123.130	121.105	120.355	123.850	125.180	129.305	118.1	121.9
	VOR TOU 117.7	Final Apch Crs 144°	Procedure Alt D5.0 3000' (2501')	DA/MDA(H) 950' (451')	Apt Elev 499'			
MISSED APCH: Climb on R-144 to D8.0, then turn LEFT onto 017° climbing to 4000' to intercept and follow 332° from TOE NDB. Proceed on R-027 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	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 PAPI PAPIX 	D8.0 ↑ on 117.7 R-144
Descent Angle	3.00°	372	478	531	637	743		
MAP at D2.6 after VOR								

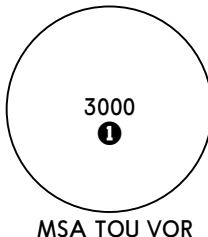
PANS OPS	Standard STRAIGHT-IN LANDING RWY 14R			CIRCLE-TO-LAND		
	CDFA			Prohibited Northeast of runway		
	DA/MDA(H) 950' (451')					
	ALS out			Max Kts	MDA(H)	VIS
	A	RVR 1500m		110	1030' (531')	1500m
B	RVR 1400m		135	1050' (551')	1600m	
C	RVR 2100m		180	1220' (721')	2400m	
D	RVR 2100m		205	1320' (821')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

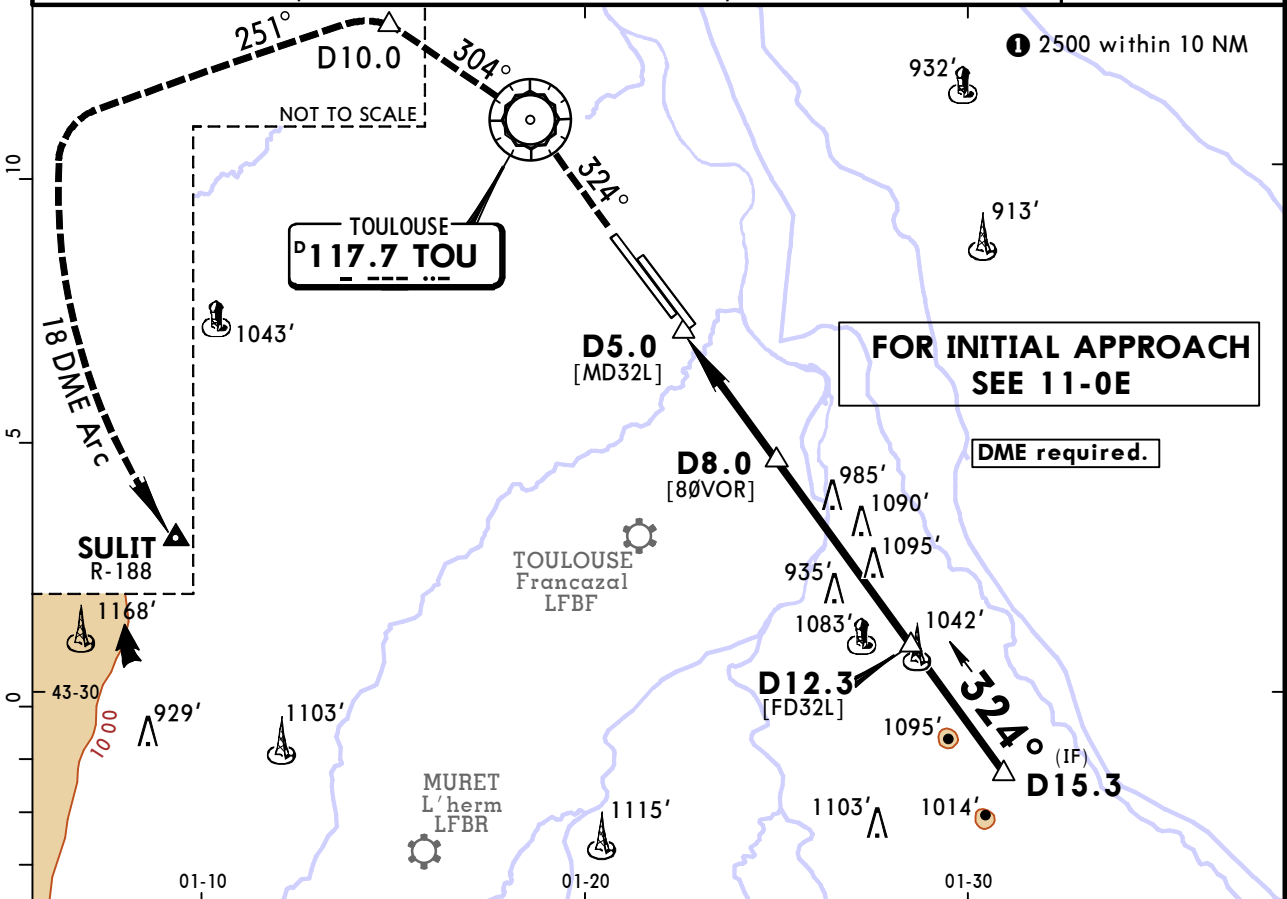
For add-on to the MDA(H), see ATC pages FRANCE.

LFBO/TLS BLAGNAC

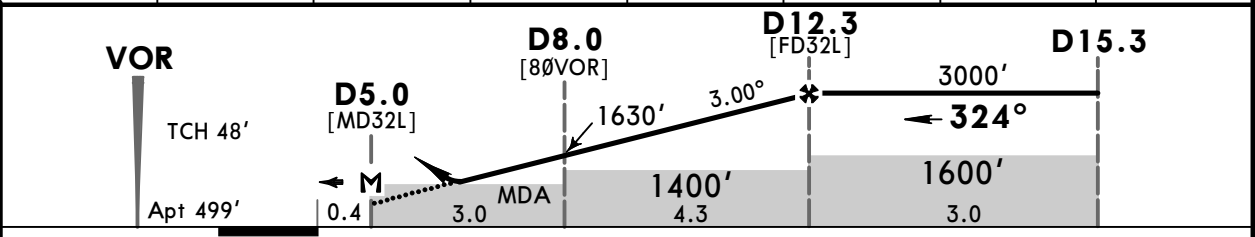
JEPPESSEN
7 SEP 18 **(13-3)** **Eff 13 Sep**

TOULOUSE, FRANCE VOR Rwy 32L

BRIEFING STRIP™	ATIS	BLAGNAC Approach up to FL 100	TOULOUSE Approach		BLAGNAC Tower	Ground
	123.130	121.105	120.355	123.850	118.1	121.9
	VOR TOU 117.7	Final Apt 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 turn LEFT onto 251° climbing to 5000' to intercept and follow 18 DME Arc to SULIT.						
Alt Set: hPa		Apt Elev: 18 hPa	Trans level: By ATC		Trans alt: 5000'	



	01-10	01-20	01-30				
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 PAPIX-L TOU 117.7 on 117.7 ↑ R-144

PANS OPS	Standard	STRAIGHT-IN LANDING RWY 32L		CIRCLE-TO-LAND		
		CDFA		Prohibited Northeast of runway		
		DA/MDA(H) 980' (481')		Max Kts	MDA(H)	VIS
	A	RVR 1500m		110	1030' (531')	1500m
	B	RVR 2200m		135	1050' (551')	1600m
C			180	1220' (721')	2400m	
D			205	1320' (821')	3600m	

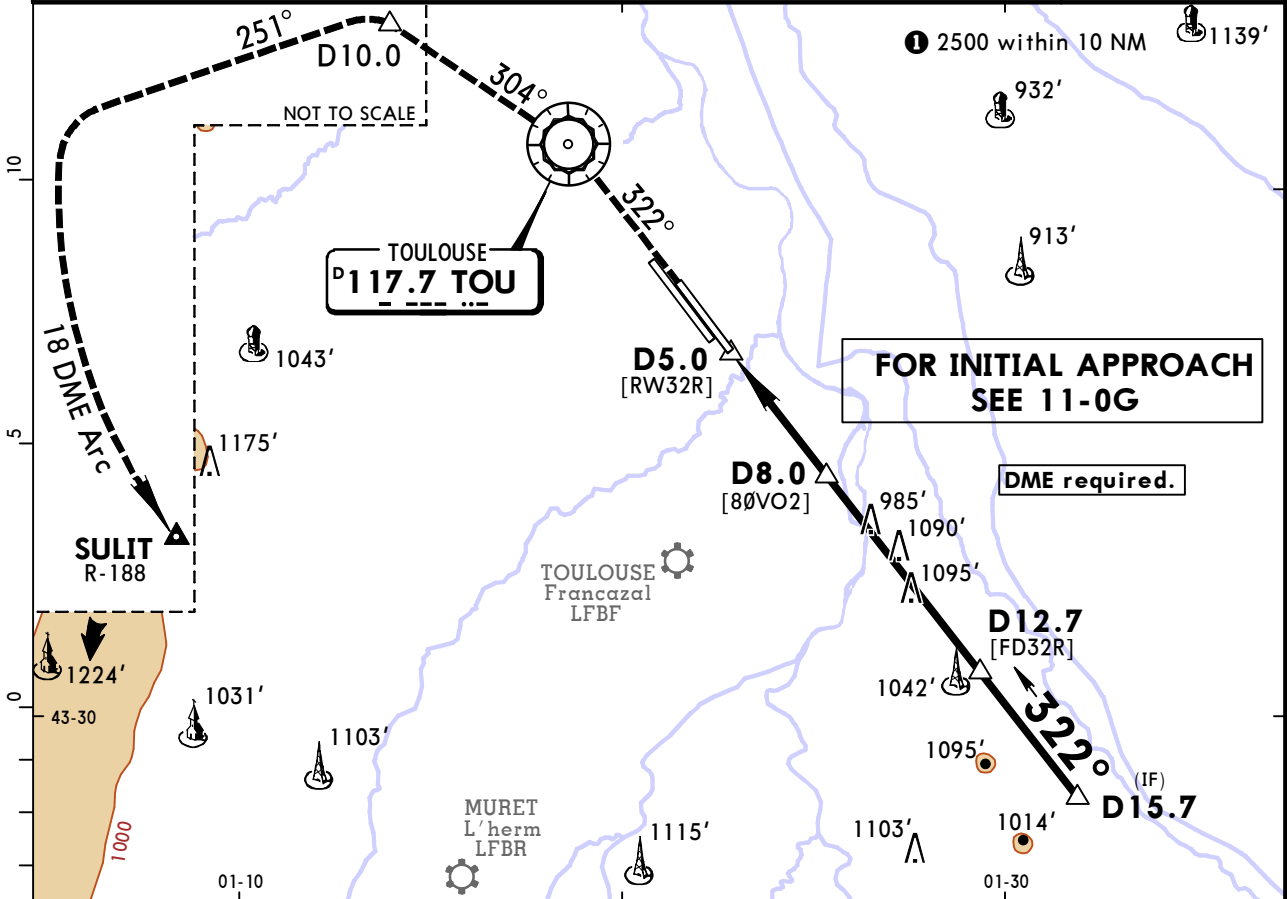
For add-on to the MDA(H), see ATC pages FRANCE.

LFBO/TLS BLAGNAC

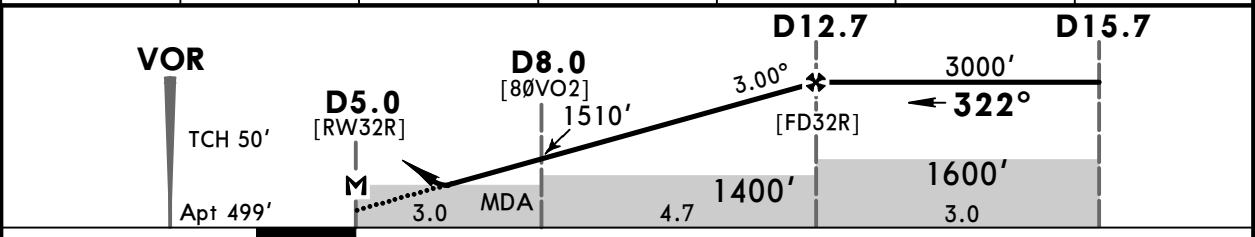
JEPPESSEN
7 SEP 18 **(13-4)** **Eff 13 Sep**

TOULOUSE, FRANCE VOR Rwy 32R

ATIS 123.130	BLAGNAC Approach up to FL 100 121.105	TOULOUSE Approach West Sector 120.355 123.850	TOULOUSE Approach East Sector 125.180 129.305	BLAGNAC Tower 118.1	Ground 121.9
VOR TOU 117.7	Final Apch Crs 322°	Procedure Alt D12.7 3000' (2501')	DA/MDA(H) 980' (481')	Apt Elev 499'	
MISSED APCH: Climb on R-142 inbound to VOR to 4000', then turn LEFT and follow R-304. At D10.0 turn LEFT onto 251° climbing to 5000' to intercept and follow 18 DME Arc to SULIT.					
Alt Set: hPa		Apt Elev: 18 hPa		Trans level: By ATC	
				Trans alt: 5000'	



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	REIL PAPI-L	TOU 117.7 on ↑ R-142	TOU 117.7
Descent Angle	3.00°	372	478	531	637	849			
MAP at D5.0									

PANS OPS	Standard	STRAIGHT-IN LANDING RWY 32R	CIRCLE-TO-LAND
		CDFA	Prohibited Northeast of runway
		DA/MDA(H) 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	RVR 2200m	205 1320' (821') 3600m	

1 For add-on to the MDA(H), see ATC pages FRANCE.
CHANGES: Chart reindexed. Communications. © JEPPESSEN, 1998, 2018. ALL RIGHTS RESERVED.

(FIS) VFR flights in Class (D) airspace; at ATC discretion.
TOULOUSE INFORMATION **123.930**

(APP)
TOULOUSE APPROACH **129.305*** (E) **125.180*** (W) *VDF
120.355*

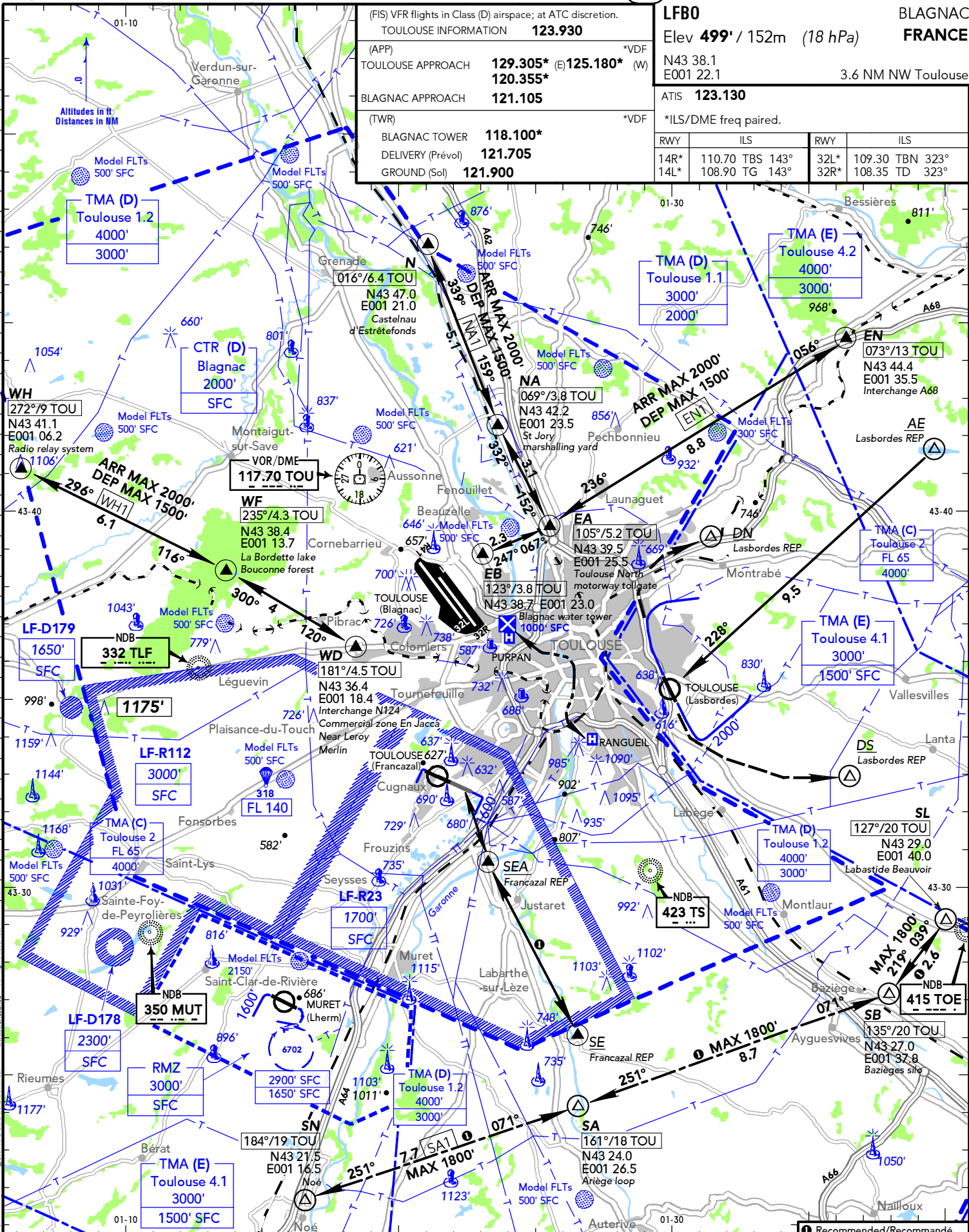
BLAGNAC APPROACH **121.105**

(TWR)
BLAGNAC TOWER **118.100*** *VDF
DELIVERY (Prévol) **121.705**
GROUND (Sol) **121.900**

LFBO
Elev **499'** / 152m (18 hPa)
N43 38.1
E001 22.1
3.6 NM NW Toulouse

ATIS **123.130**
*ILS/DME freq paired.

RWY	ILS	RWY	ILS
14R*	110.70 TBS 143°	32L*	109.30 TBN 323°
14L*	108.90 TG 143°	32R*	108.35 TD 323°

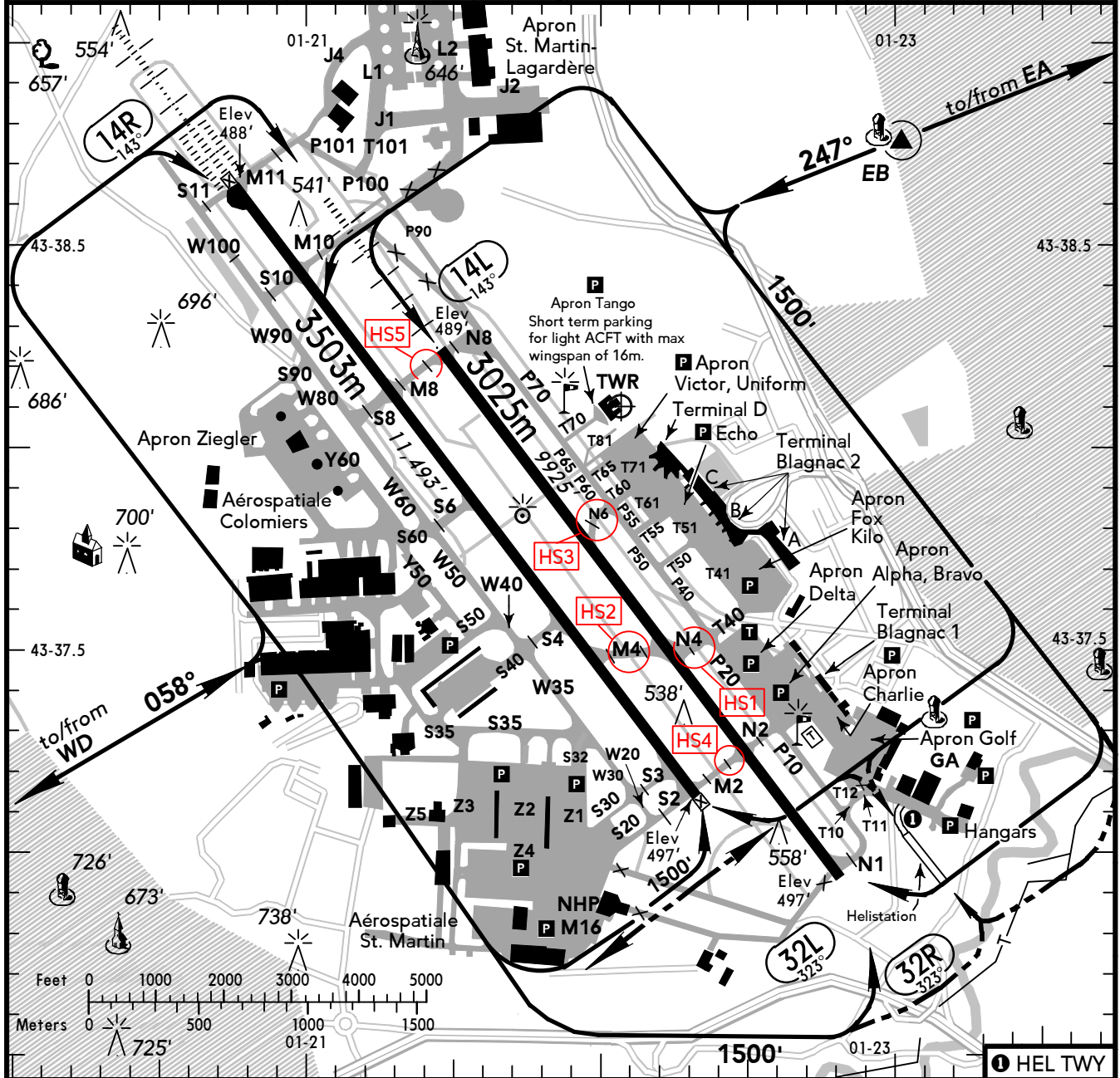


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19-1

TOULOUSE

DELIVERY (Prévol) **121.705** ATIS **123.130** (FIS) * First Contact CTR.
 BLAGNAC GROUND (Sol) **121.900** TOULOUSE INFORMATION **121.250***



✂️ 2 🍷 ✂️ 📦 🚌 TAXI 🚗

📶 ALS 14L, 14R - PAPI - THRLL - RL - RCLL 14R/32L - TWYL - APRON - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
14R 32L	3503 x 45 Bitumen/ Concrete	3503	3503	PCN 85/F/B/W/U	📶
14L 32R	3025 x 45 Bitumen/ Concrete	3025	3025	PCN 60/F/B/W/T	📶

AD prohibited to gliders.
 Unusable outside RWY and TWY.
 IFR, VFR and Night VFR training flights are under restrictions.
 AD located within a significant bird migration area.
 A high-level bird hazard alert may be established and published on the ATIS.
First Contact CTR
 - CTR Blagnac: TOULOUSE INFORMATION

AD interdit aux planeurs.
 Inutilisable hors RWY et TWY.
 Les vols entraînement IFR, VFR et VFR de nuit sont soumis à restrictions.
 Aéroport situé sur un axe migratoire important.
 Mise en place d'une alerte Risque Aviaire Très Important (RATI) sur information ATIS.
Premier Contact CTR
 - CTR Blagnac: TOULOUSE INFORMATION

TOULOUSE

BLAGNAC

FRANCE

19-2A

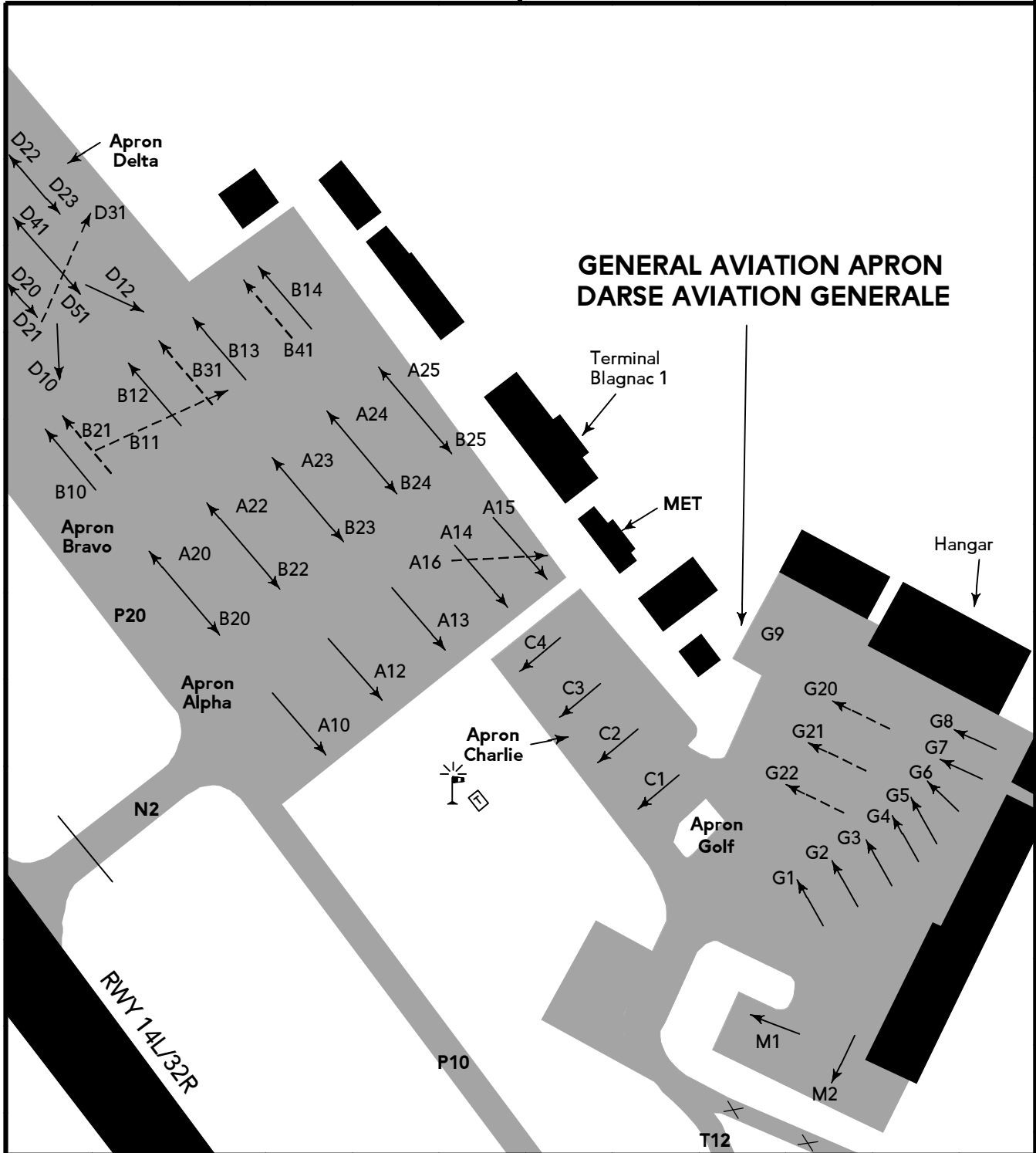
19 OCT 18



DELIVERY (Prévol) **121.705**

ATIS **123.130**

BLAGNAC GROUND (Sol) **121.900**



GENERAL AVIATION APRON DARSE AVIATION GENERALE

G1 - G7 wingspan MAX 16m.

G8 for HEL.

G1 - G7 envergure MAX 16m.

G8 pour HEL.

RWY Incursion Hot Spots

HS1: Risk of RWY incursion when DEP is from PRKG E, F & K via TWY T40 if the pilot does not identify TWY P20 or P40.

HS2: The TWY on exit RWY 14R is on direct access to RWY 14L with short taxiing distance.

HS3: Risk of RWY incursion when DEP is from PRKG U, V & E if the pilot does not identify TWY P55 or P60.

HS4: The TWY on exit RWY 14R is on direct access to RWY 14L with short taxiing distance.

HS5: The TWY on exit RWY 32L is on direct access to RWY 32R with short taxiing distance.

Procedures and Special Instructions**Specificities**

For specific needs of ACFT manufactures:

- presence of two precision approach path indicators called PAPIX established at 1000m from THR 14R and THR 32L with green and yellow colour coding;
- presence of ground day markings in blue colour on RWY 14R/32L.

Arrival Procedures

Read ATIS current information before contacting TOULOUSE INFORMATION. Radio contact 5 MIN prior to overflying of entry points, wait for clearance.

Routes

NA1, WH1 and EN1 routes at MAX 2000', if no other clearance received.

Departing Procedures

ACFT without FPL: Flight notice submission compulsory on BLAGNAC DELIVERY.

Read ATIS current information before contacting BLAGNAC DELIVERY indicating exit points.

Routes

NA1, WH1 and EN1 routes at MAX 1500', if no other clearance received.

RWY Incursions Hot Spots

HS1: Risque d'incursion de piste au départ des PRKG E, F & K via TWY T40 si le pilote n'identifie pas le TWY P20 ou P40.

HS2: TWY en sortie de piste 14R en accès direct sur la piste 14L avec une distance de roulage courte.

HS3: Risque d'incursion de piste au départ des PRKG U, V & E si le pilote n'identifie pas le TWY P55 ou P60.

HS4: TWY en sortie de piste 14R en accès direct sur la piste 14L avec une distance de roulage courte.

HS5: TWY en sortie de piste 32L en accès direct sur la piste 32R avec une distance de roulage courte.

Procédures et Consignes Particulière**Spécificités**

Pour des besoins spécifiques constructeurs présence:

- de deux indicateurs de trajectoires d'approche de précision appelés PAPIX implantés à 1000m des seuils 14R/32L avec codage couleur vert et jaune;
- d'un balisage diurne par marques au sol de couleur bleu sur la piste 14R/32L.

Procédures d'Arrivée

Prendre connaissance de l'ATIS avant de contacter TOULOUSE INFORMATION. Le premier contact doit être établi au moins 5 MIN avant le survol des points d'entrée, en attente d'une clairance.

Routes

Itinéraires NA1, WH1 et EN1 à MAX 2000', sauf clairance contraire.

Procédures de Départ

Pour les ACFT sans FPL: dépôt obligatoire d'un plan de vol réduit sur la fréquence Prévol.

Prendre connaissance de l'ATIS avant de contacter BLAGNAC Prévol et d'indiquer le point de sortie.

Routes

Itinéraires NA1, WH1 et EN1 à MAX 1500', sauf clairance contraire.

TOULOUSE

BLAGNAC

FRANCE**19-3A** 24 AUG 18**JEPPESEN****Radio Communication Failure****Arrival**

Squawk A 7600.

If failure occurs before clearance for entering CTR received, do not enter CTR.

If failure arrives inside CTR: Before having received traffic circuit integration clearance, leave CTR by the most suitable route without crossing RWY axis. After having received traffic circuit integration clearance, continue landing as cleared.

Departure

Before TKOF: do not TKOF.

After TKOF: squawk A 7600 and leave CTR according to the last clearance (route and altitude).

Transit

Before having received CTR entering clearance: do not enter CTR.

Inside CTR: Leave CTR without crossing RWY axis and land on the nearest suitable AD.

SVFR

DEP: Before TKOF: do not TKOF.

After TKOF: Squawk A 7600, and join the nearest SVFR route to land at Blagnac following arrival procedures.

ARR: Squawk A 7600. Arrival from west: land on RWY 14R or 32L. After landing, vacate RWY and wait for a Follow me car. Arrival from east: land on 14L or 32R.

Special VFR

In order to assure a separation between IFR and VFR flights, holdings may be assigned to VFR flights wishing to go inside CTR Blagnac.

Minimums with IFR activity:

Route WH1 (WH - WF - WD): MNM VIS 2300m.

Route NA1 (N - NA - EA- EB): MNM VIS 1500m, HEL 800m (follow motorway/suivre l'autoroute).

Route EN1 (EN - EA - EB): MNM VIS 3000m.

HEL Routes

Route Garonne MAX 500', reserved for EVASAN and links between PURPAN and RANGUEIL hospitals.

Panne de Radiocommunication**A l'Arrivé**

Afficher A7600.

Si la panne survient avant d'avoir reçu l'autorisation de pénétrer en CTR, ACFT ne devra pas y pénétrer.

Si la panne survient à l'intérieur des CTR: Avant d'avoir reçu la clairance d'entrée dans la circuit de piste, sortir des CTR par l'itinéraire le plus approprié sans couper les axes de piste. Après avoir reçu la clairance d'entrée dans le circuit de piste, poursuivre son atterrissage comme indiqué dans la clairance.

Au Départ

Avant décollage: ne pas décoller.

Après décollage: afficher A 7600 et quitter les CTR en respectant la dernière clairance (itinéraire et altitude).

Transit

Avant d'avoir reçu la clairance d'entrée dans la CTR: ne pas y pénétrer.

Dans la CTR: Quitter la CTR sans couper les axes de piste et atterrir sur l'AD approprié le plus proche.

SVFR

DEP: Avant le décollage: ne pas décoller.

Après décollage: Afficher A 7600 et rejoindre l'itinéraire SVFR le plus proche pour se reposer à Blagnac en suivant les procédures d'arrivée.

ARR: Afficher A 7600. Pour les arrivées de l'ouest: atterrir en 14R ou 32L. Après atterrissage, libérer la piste et attendre un véhicule Follow me. Pour l'arrivées de l'est: atterrir en 14L ou 32R.

VFR Spécial

Dans le but d'assurer une séparation avec trafic IFR, des attentes en vol pourront être demandées aux ACFT en VFR souhaitant pénétrer dans les CTR Blagnac.

Minima en présence IFR:

Cheminement HEL

Cheminement Garonne MAX 500', réservé EVASAN et liaisons entre les centres hospitaliers de PURPAN et RANGUEIL.

LFBO/TLS

JEPPESEN
20 APR 12 **19-10** Eff 3 May

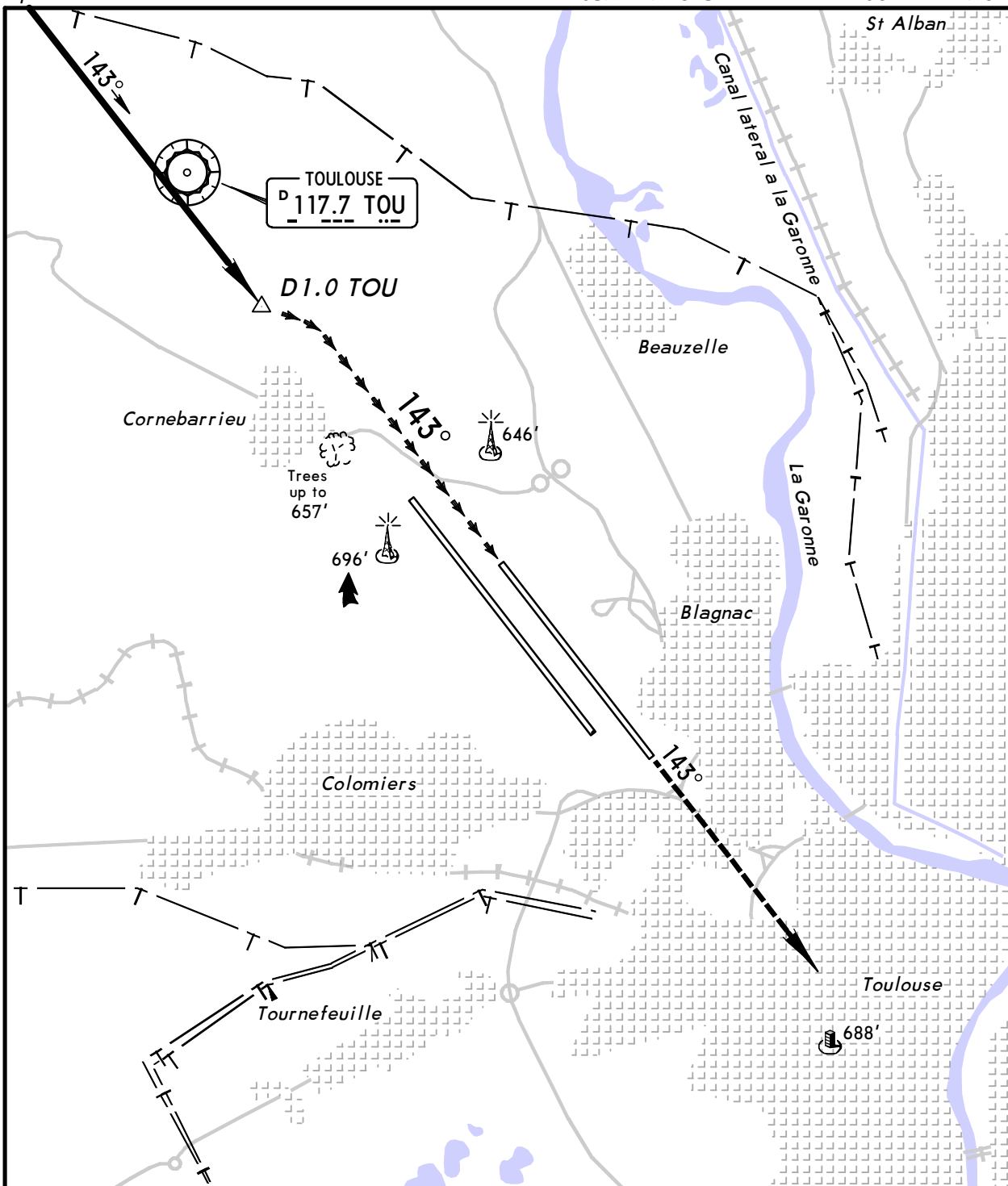
TOULOUSE, FRANCE

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

LFBO/TLS

JEPPESEN

TOULOUSE, FRANCE

20 APR 12

19-11

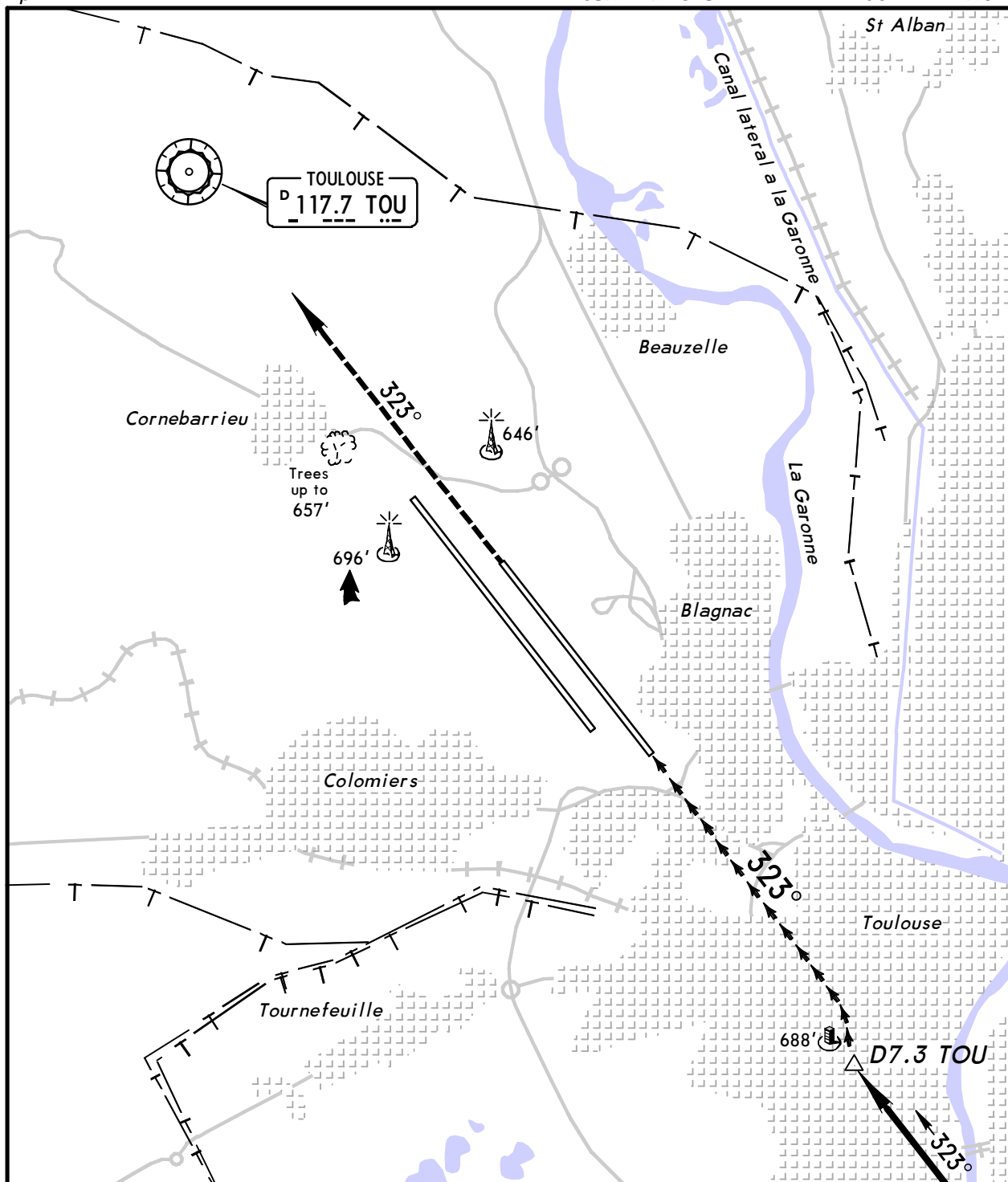
Eff 3 May

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

Chart changes since cycle 10-2019

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

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

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LFBO

Type: Terminal

Effectivity: Temporary

Begin Date: 20180913

End Date: Until Further Notice

Departing ACFT not having compatible radiocommunication equipment in 8.33 kHz spacing contact BLAGNAC Ground on 121.9 MHz. Arriving ACFT not having compatible radiocommunication equipment in 8.33 kHz spacing contact TOULOUSE Information on 121.250 MHz.

Type: Terminal

Effectivity: Temporary

Begin Date: 20190523

End Date: 20191204

(RNAV SIDs) Based on SUP 133/19, RNAV SID FISTO 5P on chart 10-3J suspended. For experimental purposes new temporary RNAV SIDs FISTO & LACOU 5Q & 5R established on trial basis. Refer to temp charts 10-3J1/J2 and latest NOTAMs.

Type: Terminal

Effectivity: Temporary

Begin Date: 20190523

End Date: 20191115

Due to works on taxiways and restrictions of use of RWY14L/32R (based on SUP110-19), during phase 3, following procedure is unavailable: (11-4) ILS OR LOC RWY 32R. Refer to temporary charts 10-8/10-8A and latest NOTAMs.

Type: Terminal (VFR)

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

EFF 23 MAY 19 until 15 NOV 19 TWYs S11, W100, P65, P70, P90, N8 & T70 closed. RWY 32R/14L remains AVBL but will sometimes be closed due to works. Please check current NOTAMs.

Chart Change Notices for Country FRA

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within France for CAT ABCD aircraft. RVR below 150m can only be used for selected runways which are already specified on current Jeppesen charts. 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL and CL: RVR 200m 3. With RL and CL and TDZ, MID and RO RVR: RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Text sections 2.1 & 2.3: EFF 08 NOV 18 JERSEY CONTROL FIS freq 125.200 chgd to 125.205.

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

FIS IROISE INFO chgd from 119.575 to 135.825.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

LF-R 205/2 (1500'/2500') established within lateral limits of TMA (A) Paris 2, LF-R 205/3 (2500'/3500') established within lateral limits of TMA (A) Paris 3, LF-R 205/4 (3500'/4500') established within lateral limits of TMA (A) Paris 4, LF-R 205/5 (4500'/FL 65) established within lateral limits of TMA (A) Paris 5, LF-R 205/7 (FL 65/FL 85) established within lateral limits of TMA (A) Paris 7 & LF-R 205/9 (FL 85/FL 115) established within lateral limits of TMA (A) Paris 9.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

TMA Lille lateral and vertical limits changed.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Information regarding aerodromes Alderney, Guernsey and Jersey to be found under country name UNITED KINGDOM.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Text section 2.3: STRASBOURG INFO freq 119.575 (East) chgd to 119.580 (East).

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Text section 2.3.3.3.: Transponder Mode S is mandatory to land on heliport MIKE, dispensions may be granted upon request to the service: temps-reel.nice@aviation-civile.gouv.fr minimum 5 days before the flight.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Text section 2.2: Temporary Prohibited Area estbld: LF-ZIT17 (GND/3300'), H24.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 10 NOV 16 TMA Chambéry 1 lateral limits changed (expanded to W), vertical limits 3400' (1000' AGL)/FL 95, airspace class changed to (D).

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Text section 2.3-2: EFF 28 MAR 19 FIS CHEVREUSE estbld APRX 30 NM SW of AD LFPG within FIS PARIS (PARIS INFO 126.100). NW part: less than 2000', SW part: less than 2500' and E part: less than 1500'. CHEVREUSE INFO freq 119.300; FIS TOULOUSE estbld APRX 30 NM NNW of AD LFMP. TOULOUSE INFO 121.250.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Callsign for all Provence FIS sectors should read 'PROVENCE INFO'.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 10 NOV 16 TMA Chambéry 2 lateral limits changed (expanded to W), airspace class changed to (D).

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 10 NOV 16 TMA Lyon 1.2 completely withdrawn. TMA (C) Lyon 1 enlarged to this area, 2500'/4500'.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 10 NOV 16 TMA Lyon sectors 2.1 - 2.5 completely withdrawn. TMA (C) Lyon 2 extended to this area, 4500'/FL 65.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 10 NOV 16 TMA Lyon sectors 4.1 - 4.4 completely withdrawn. TMA (C) Lyon 4 extended to this area, FL 65/FL 115, class (C).

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 10 NOV 16 TMA (E) Lyon 6 limit changed to 3500' (1000' AGL)/FL 115.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 10 NOV 16 TMA (D) Pyrenees 1, limits changed to 2500' (1000' AGL)/FL 145.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Text section 2.2: EFF 28 FEB 19 LF-D31D times of activity chgd: Mon 0800LT-Fri 1700LT.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 31 MAR 16 TMA (D) Montpellier 1-9 upper limit changed to FL 145.