GENERAL

Operational Hours

ATS Hours: H24

AD ADMIN Hours: MON-FRI 0700-1600‡

Airport Information

RFF: CAT 7 0500-2200‡, CAT 5 2200-0500‡.
Other times CAT 7 O/R 24HR PN, CAT 8 O/R 48HR PN
Fuel: 0345-2000‡, other times O/R 1HR PN
PCN: RWY 13/31: 52/F/C/W/T
Customs: 24HR PPR

Operation

Low Visibility Procedure
RWY 31 must be vacated via TWY N3.

RWY Restriction
No lighting on turn pad area THR 31.

TWY Dimension
TWY NW, N5 with 18m / 59ft.
TWY N width 15m / 49ft, limited up to code letter C ACFT.
TWY S, S0, S1, S2 width 15m / 49ft.

Taxi/Parking
ACFT code letter E and F, shall backtrack and taxi on N3 and C.

Warnings

Intensive helicopter and glider activity.

ARRIVAL

Speed

MAX IAS 250KT below FL100

Communication

COM Failure
- Follow or join STAR assigned or, failing that, the nominal one to according to TMA entry point.
- Proceed over IAF at last assigned acknowledged FL if this one is usable in the HLDG pattern, or for lack of this upper LVL of the HLDG stack.
- Perform HLDG until the latest of the following times:
  - EAT
  - ARR time in the pattern plus 10min
- Then descend in the HLDG stack towards the MNM altitude published.
- Leave IAF and perform APCH PROC.

Before initial APCH: Join STAR.

In case of MISAP
Apply MISAP described in IAC to perform a second attempt, If this last one is followed by a new MISAP, divert towards the ALTN AD stated in FPL up to MNM ENRT safety ALT.

DEPARTURE

Take-off Minima

RWY		31	
All ACFT	ft - m/km	0 - 75R	-
RWY		13	
All ACFT	ft - m/km	0 - 150R	-

Speed

MAX IAS 250KT below FL100

Communication

COM Failure

In VMC: Return to DEP AD or continue towards an appropriate AD.
In IMC: Continue until reaching TMA limits at last assigned FL, then climb up to the cruising FL indicated in current FPL. If last assigned FL is incompatible with MNM safe ALT, continue climb up to the cruising FL.

Departure Procedure

Omnidirectional Departure

RWY 31

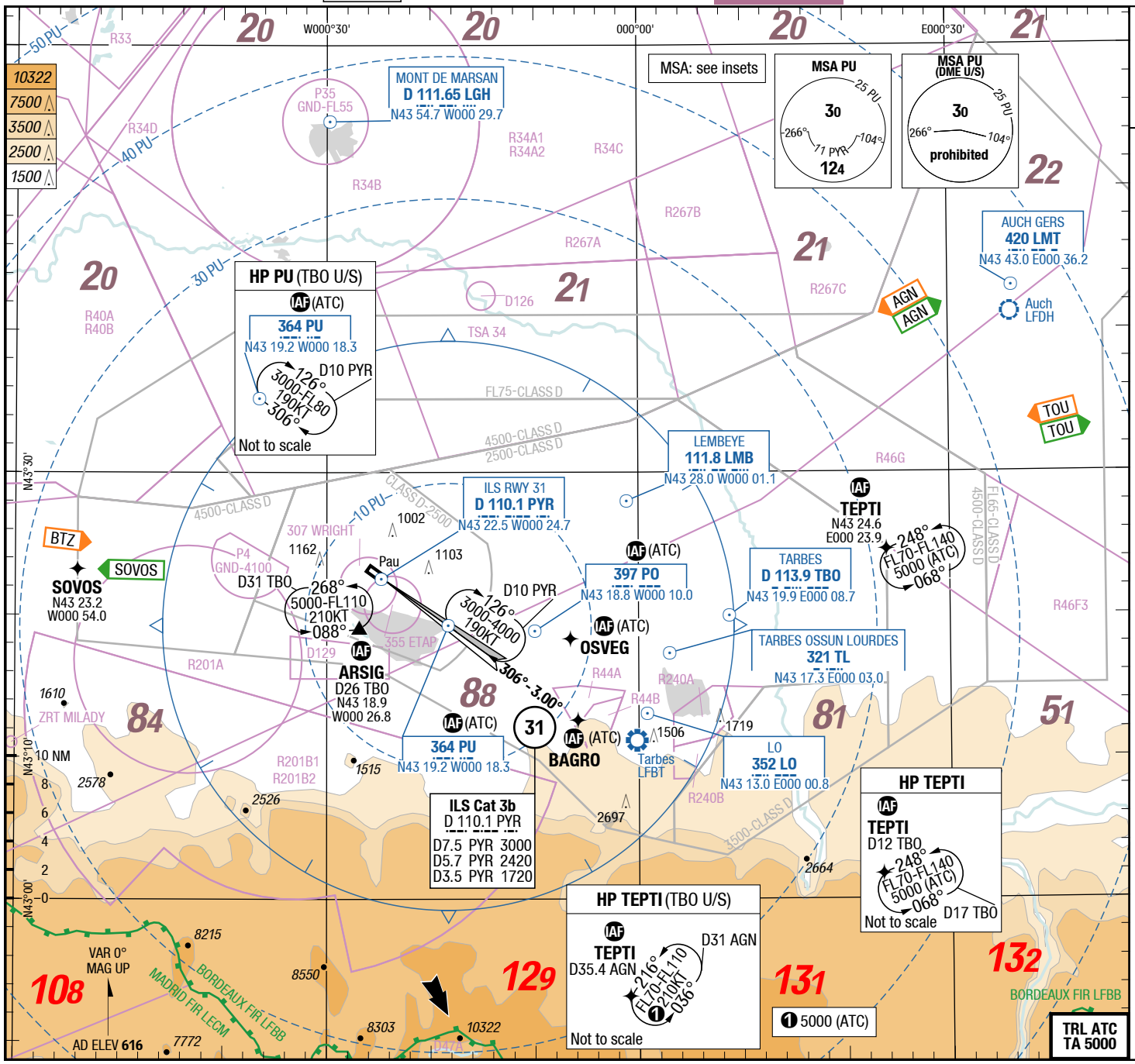
Climb straight ahead 306°. At D2.5 PYR omnidirectional DEP to the first ENRT reporting point of CLR.
Theoretical gradient of climbing slope before D2.5 PYR : 6.6% MNM (controlling obstacle: vegetation altitude 185m / 606ft, 25m / 82ft from DER and 140m / 459ft left from RWY axis).
Theoretical gradient of climbing slope after D2.5 PYR: 5.5% MNM (controlling obstacle: vegetation altitude 267m / 973ft, at 262°/1.3NM from TP, D2.5 PYR; relief altitude 2703m / 8869ft at 165°/29NM).

RWY 13

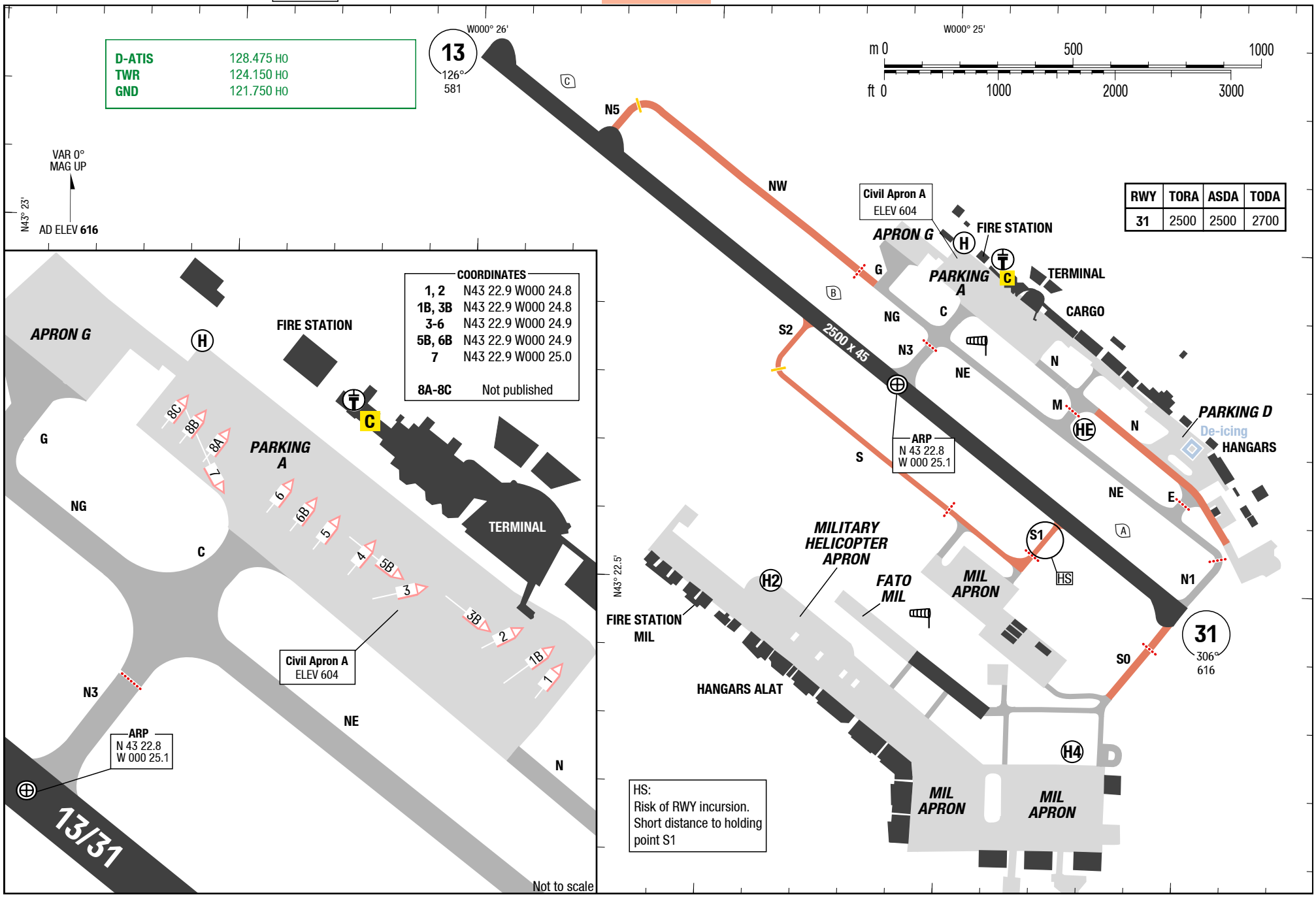
Climb straight ahead 126°. At D2 PYR turn left to the first ENRT reporting point of CLR.
Theoretical gradient of climbing slope before D2 PYR 4.7% MNM (controlling obstacle: antenna altitude 199m / 654ft at 206m / 676ft from DER at left of RWY CL).
Theoretical gradient of climbing slope after D2 PYR 4.7% MNM (controlling obstacle: relief altitude 2365m / 7760ft at 320° / D32 PYR).

De-Icing

AVBL 0430-2200‡.



Changes: Nil



Changes: Helipad, Stopbar, TWY , APN

PUF-LFBP

3-21

France **Pau** Pyrenees
NIL
Tempo AGC

AGC

AGC

Pyrenees **Pau** France
NIL
Tempo AGC

REF SUP 241/17

Phases will be activated by NOTAM

Phase 1: General aviation apron closed, TWY G closed
Phase 2: General aviation apron closed, TWY G closed, Helipad HW closed
Phase 3 (night phase): General aviation apron closed, TWYs G, N5, NW closed, Helipad HW closed, RWY 13/31 closed at night due to work beyond holding point N5 (the hours of RWY closure will be announced by NOTAM)
Phase 4 (night phase): General aviation apron closed, TWYs G, N5, NW, N3, C and NE between TWY C and TWY M closed, Helipad HW closed, RWY 13/31 will be closed for 3 nights due to work beyond holding point N3 (the hours of RWY closure will be announced by NOTAM), LVP impossible, Vacate RWY via TWY N1

VAR 0°
MAG UP

AD ELEV **616**

N43° 23'

13
126°
581

W000° 25.5'

W000° 25'

D-ATIS	128.475 HO
TWR	124.150 HO
GND	121.750 HO

m 0 500 1000
ft 0 1000 2000 3000

RWY	TORA	ASDA	TODA
31	2500	2500	2700

COORDINATES	
1, 2	N43 22.9 W000 24.8
1B, 3B	N43 22.9 W000 24.8
3-6	N43 22.9 W000 24.9
5B, 6B	N43 22.9 W000 24.9
7	N43 22.9 W000 25.0
8A-8C	Not published

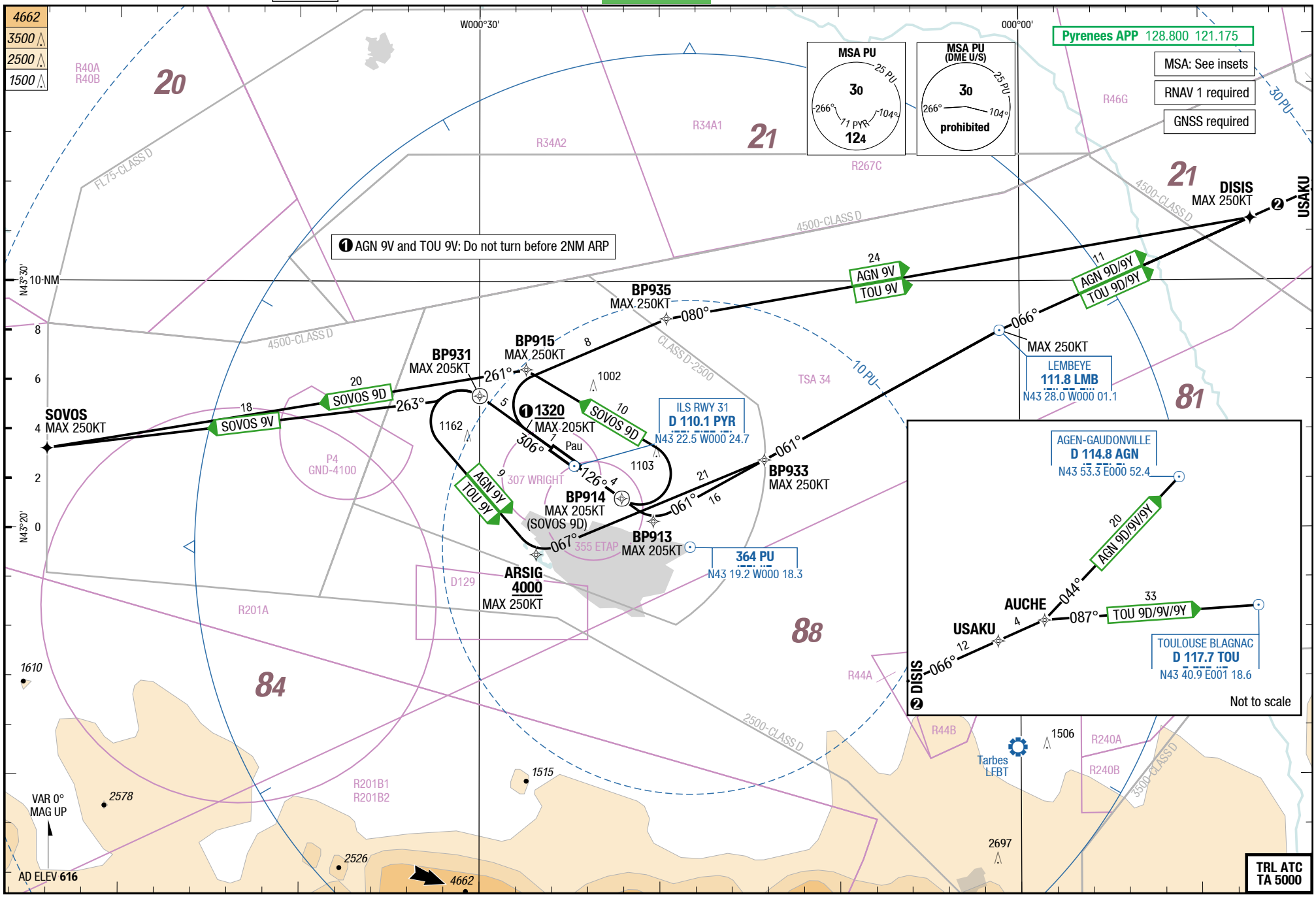
N5
WORK IN PROGRESS (PHASE 3, NIGHT PHASE)
NW
WORK IN PROGRESS (PHASE 1)
WORK IN PROGRESS (PHASE 2)
GENERAL AVIATION
Civil Apron A
ELEV 604
FIRE STATION
PARKING A
TERMINAL
CARGO
S2
2500 X 45
NG
C
N3
NE
WORK IN PROGRESS (PHASE 4, NIGHT PHASE)
N
M
HE
PARKING D
De-icing
HANGARS
ARP
N 43 22.8
W 000 25.1
S
NE
E
S1
HS
N1
MILITARY HELICOPTER APRON
FATO MIL
MIL APRON
H2
FIRE STATION MIL
HANGARS ALAT
S0
31
306°
616
H4
MIL APRON
MIL APRON
N43° 22.5'

WORK IN PROGRESS (PHASE 1)
GENERAL AVIATION
FIRE STATION
G
WORK IN PROGRESS (PHASE 2)
8C
8B
8A
7
6
6B
5
4
5B
3
3B
2
1B
1
PARKING A
TERMINAL
WORK IN PROGRESS (PHASE 3, NIGHT PHASE)
NG
C
Civil Apron A
ELEV 604
N3
WORK IN PROGRESS (PHASE 4, NIGHT PHASE)
NE
N
ARP
N 43 22.8
W 000 25.1
13/31

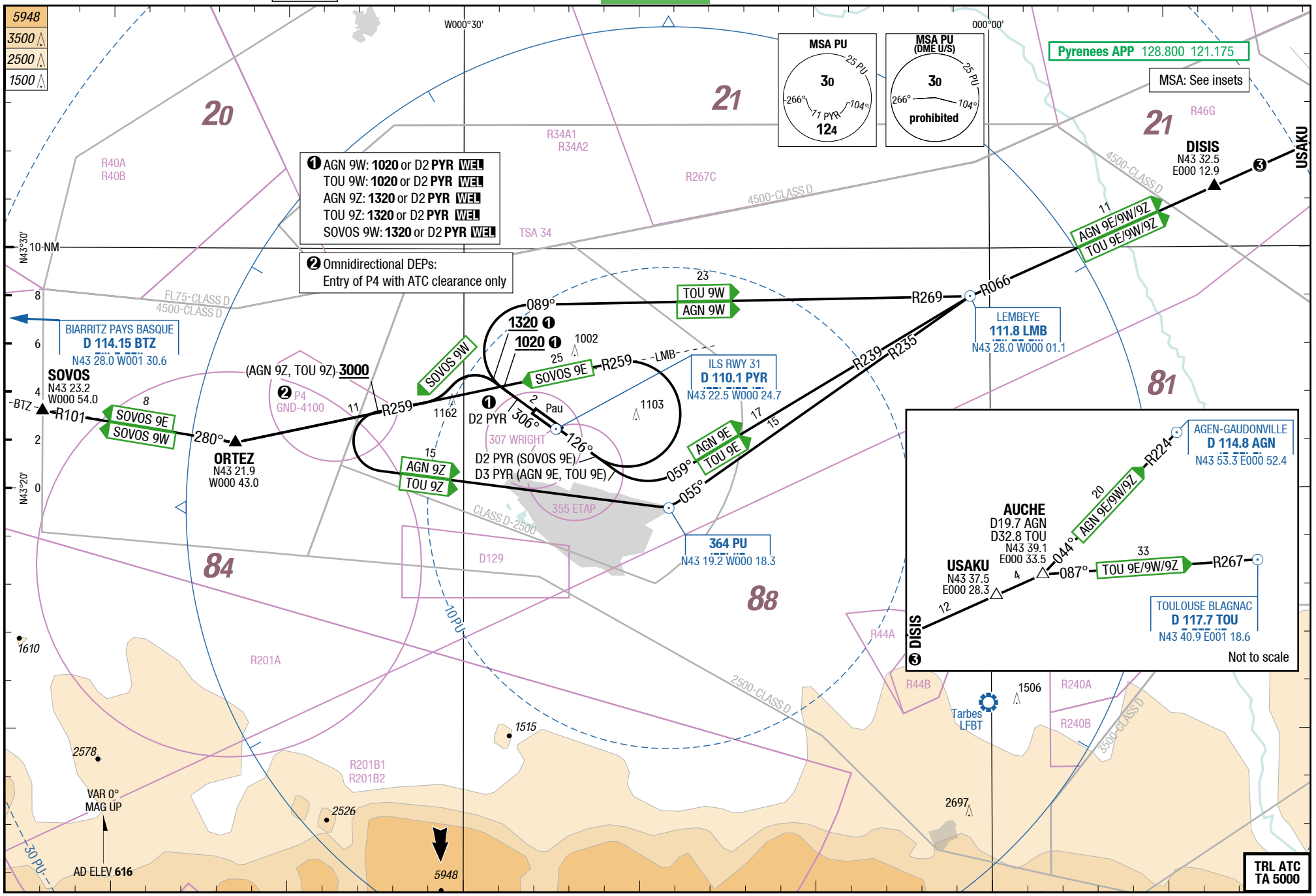
HS:
Risk of RWY incursion.
Short distance to holding point S1

Not to scale

Changes: Helipad, Stopbar, APN, TWY



Changes: Inset, PROC, PROC renamed, PROC renumbered, TOPO



Changes: PROC renamed, PROC, Inset, SUAs, TOPO, Editorial

AGEN-GAUDONVILLE 9D / SOVOS 9D / TOULOUSE BLAGNAC 9D / AGEN-GAUDONVILLE 9V / AGEN-GAUDONVILLE 9Y / SOVOS 9V

RWYs 13 (126°) / 31 (306°)

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
4.0%	ft/MIN	500	700	800	900	1000	1100
4.3%	ft/MIN	600	700	800	1000	1100	1200
4.7%	ft/MIN	600	800	900	1000	1200	1300
9.5%	ft/MIN	1200	1500	1800	2100	2400	2600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 13	
AGEN-GAUDONVILLE 9D **AGN 9D** 4.7% to BP913 **128.800**	BP913 [K205- ;L] - LMB [K250-] - DISIS [K250-] - USAKU - AUCHE - AGN	
SOVOS 9D 4.7% to BP914 **128.800**	BP914 [K205- ;L] - BP915 [K250-] - SOVOS [K250-]	
TOULOUSE BLAGNAC 9D **TOU 9D** 4.7% to BP913 **128.800**	BP913 [K205- ;L] - LMB [K250-] - DISIS [K250-] - USAKU - AUCHE - TOU	
	Runway 31	
AGEN-GAUDONVILLE 9V **AGN 9V** 4.3% to 1320 9.5% to 1320 (ATC) **128.800** ①	[A1320+ ;K205- ;R] - BP935 [K250-] - DISIS [K250-] - USAKU - AUCHE - AGN	
AGEN-GAUDONVILLE 9Y **AGN 9Y** 4.0% to BP931 **128.800**	BP931 [K205- ;L] - ARSIG [K250-] - BP933 [K250-] - LMB [K250-] - DISIS [K250-] - USAKU - AUCHE - AGN	ARSIG MNM **4000**
SOVOS 9V 3.5% to BP931 **128.800**	BP931 [K205- ;L] - SOVOS [K250-]	

① Do not turn before 2NM ARP.

Changes: PROC, PROC renamed, PROC renumbered

TOULOUSE BLAGNAC 9V / TOULOUSE BLAGNAC 9Y

RWY 31 (306°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
4.3%	ft/MIN	600	700	800	1000	1100	1200
9.5%	ft/MIN	1200	1500	1800	2100	2400	2600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 31	
TOULOUSE BLAGNAC 9V **TOU 9V** 4.3% to 1320 9.5% to 1320 (ATC) **128.800** ①	[A1320+ ;K205- ;R] - BP935 [K250-] - DISIS [K250-] - USAKU - AUCHE - TOU	
TOULOUSE BLAGNAC 9Y **TOU 9Y** 4.0% to BP931 **128.800**	BP931 [K205- ;L] - ARSIG [K250-] - BP933 [K250-] - LMB [K250-] - DISIS [K250-] - USAKU - AUCHE - TOU	ARSIG MNM **4000**

① Do not turn before 2NM ARP.

Changes: PROC, PROC renamed, PROC renumbered

AGEN-GAUDONVILLE 9E / OMNIDIRECTIONAL DEP / SOVOS 9E / TOULOUSE BLAGNAC 9E / AGEN-GAUDONVILLE 9W

RWYs 13 (126°) / 31 (306°)

	GS	120	150	180	210	240	270
4.7%	ft/MIN	600	800	900	1000	1200	1300
5.7%	ft/MIN	700	900	1100	1300	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 13	
AGEN-GAUDONVILLE 9E **AGN 9E** 4.7% to D3 PYR **128.800** ②	at D3 **PYR LT** intercept R239 **LMB** to **LMB** - R066 **LMB** to DISIS - USAKU - AUCHE - **LT** intercept R224 **AGN** to **AGN**	
OMNIDIRECTIONAL DEP 4.7% to D2 PYR 4.7% after D2 PYR **128.800** ①②③	at D2 **PYR LT** to first enroute reporting point of the clearance	
SOVOS 9E 4.7% to D2 PYR **128.800** ②	at D2 **PYR LT** intercept R259 **LMB** - at ORTEZ **RT** intercept R101 **BTZ** to SOVOS	
TOULOUSE BLAGNAC 9E **TOU 9E** 4.7% to D3 PYR **128.800** ②	at D3 **PYR LT** intercept R239 **LMB** to **LMB** - R066 **LMB** to DISIS - USAKU - AUCHE - **RT** intercept R267 **TOU** to **TOU**	
	Runway 31	
AGEN-GAUDONVILLE 9W **AGN 9W** 5.7% to 1020 (ATC) **128.800**	at MNM **1020** or D2 **PYR**, whichever is later, **RT** intercept R269 **LMB** to **LMB** - R066 **LMB** to DISIS - USAKU - AUCHE - **LT** intercept R224 **AGN** to **AGN**	

① Theoretical climb gradient before D2 PYR determinated by antenna 654ft located 206m from DER, left of RWY center line.

② Theoretical climb gradient after D2 PYR determinated by relief altitude 7760ft at 320°/D32 PYR.

③ Entry of P4 with ATC clearance only.

Changes: Climb gradient, Editorial

AGEN-GAUDONVILLE 9Z / OMNIDIRECTIONAL DEP / SOVOS 9W / TOULOUSE BLAGNAC 9W / TOULOUSE BLAGNAC 9Z

RWY 31 (306°)

	GS	120	150	180	210	240	270
4.3%	ft/MIN	600	700	800	1000	1100	1200
5.5%	ft/MIN	700	900	1100	1200	1400	1600
5.7%	ft/MIN	700	900	1100	1300	1400	1600
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

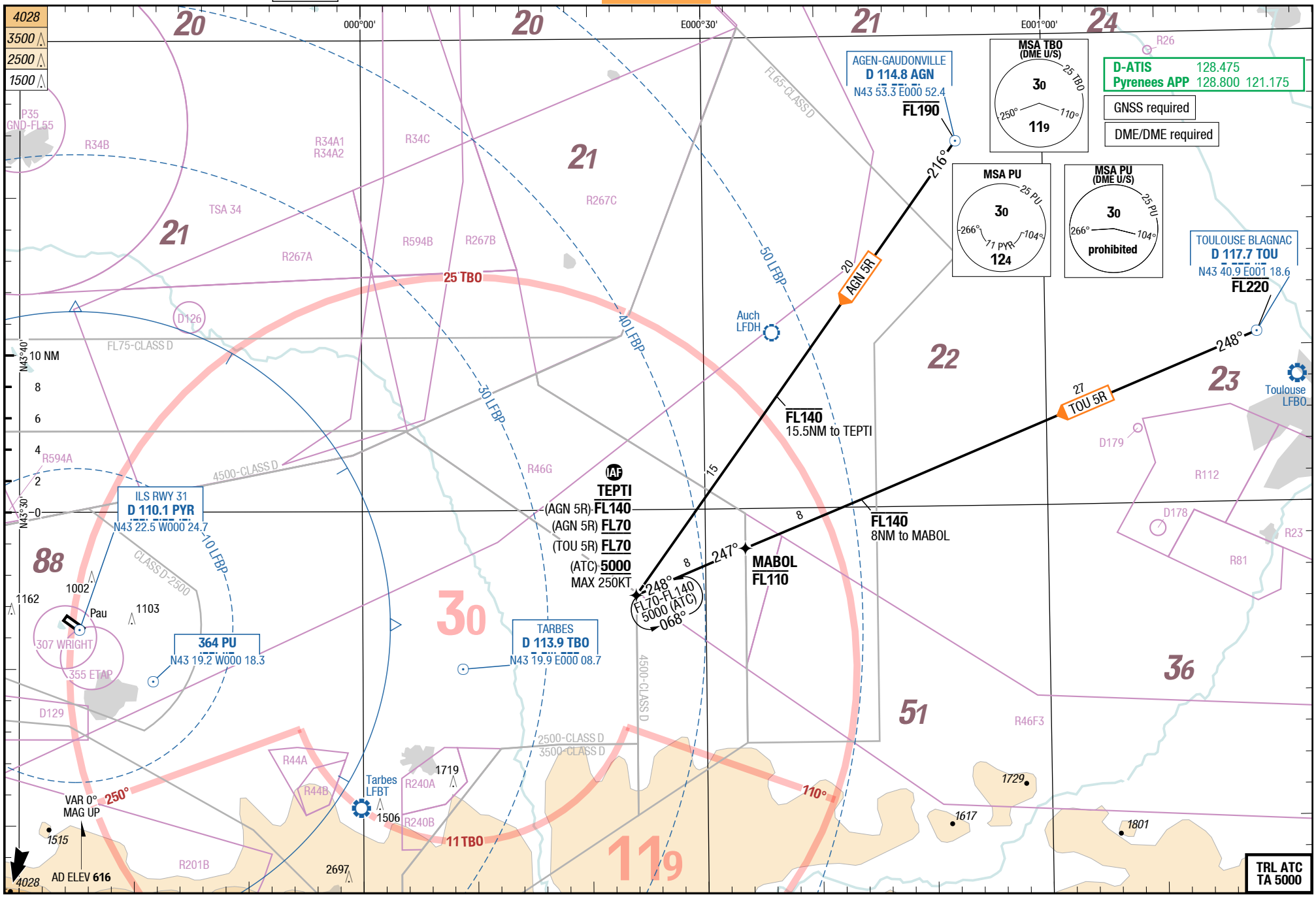
DESIGNATOR	ROUTING	ALTITUDES
	Runway 31	
AGEN-GAUDONVILLE 9Z **AGN 9Z** 6.0% to 3000 (ATC) **128.800**	at MNM **1320** or D2 **PYR**, whichever is later, **LT** intercept R259 **LMB** - at MNM **3000 LT** direct **PU** - **LT** intercept R235 **LMB** to **LMB** - R066 **LMB** to DISIS - USAKU - AUCHE - **LT** intercept R224 **AGN** to **AGN**	
OMNIDIRECTIONAL DEP 6.6% to D2.5 PYR 5.5% after D2.5 PYR **128.800** ①②③	at D2.5 **PYR** omnidirectional DEP to first enroute reporting point of the clearance	
SOVOS 9W 4.3% to 1320 **128.800**	at MNM **1320** or D2 **PYR**, whichever is later, **LT** intercept R259 **LMB** - at ORTEZ **RT** intercept R101 **BTZ** to SOVOS	
TOULOUSE BLAGNAC 9W **TOU 9W** 5.7% to 1020 (ATC) **128.800**	at MNM **1020** or D2 **PYR**, whichever is later, **RT** intercept R269 **LMB** to **LMB** - R066 **LMB** to DISIS - USAKU - AUCHE - **RT** intercept R267 **TOU** to **TOU**	
TOULOUSE BLAGNAC 9Z **TOU 9Z** 6.0% to 3000 (ATC) **128.800**	at MNM **1320** or D2 **PYR**, whichever is later, **LT** intercept R259 **LMB** - at MNM **3000 LT** direct **PU** - **LT** intercept R235 **LMB** to **LMB** - R066 **LMB** to DISIS - USAKU - AUCHE - **RT** intercept R267 **TOU** to **TOU**	

① Entry of P4 with ATC clearance only.

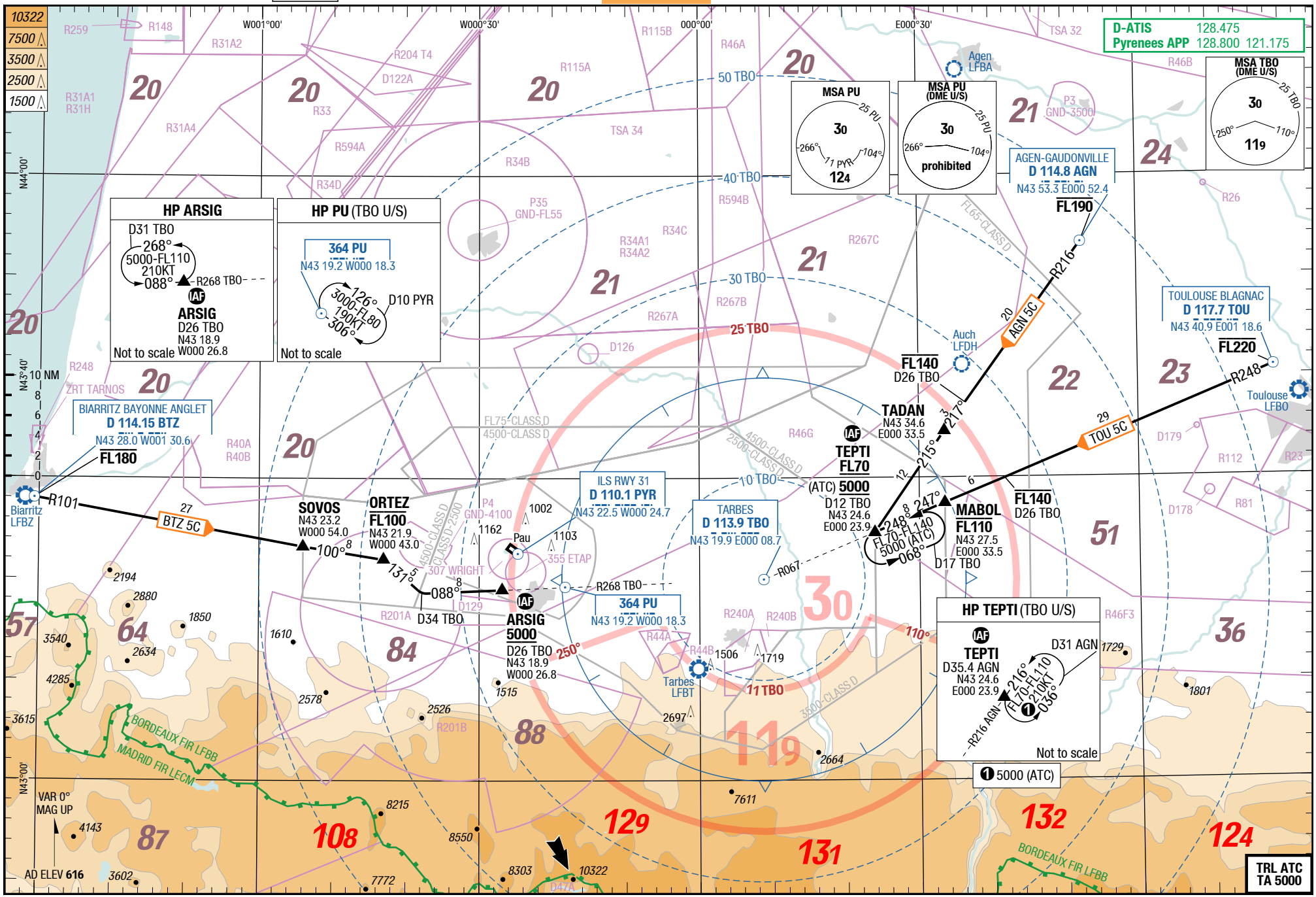
② Theoretical climb gradient before D2.5 PYR determinated by vegetation 606ft located 25m from DER, 140m left of RWY axis.

③ Theoretical climb gradient after D2.5 PYR determinated by vegetation 973ft located 262°/1.3NM from TP, 2.5NM from PYR, relief altitude 8869ft at 165°/29NM

Changes: Climb gradient, Editorial



Changes: MGA, SUAs, OBST, Editorial


D-ATIS 128.475
Pyrenees APP 128.800 121.175
HP ARSIG
D31 TBO
268°
5000-FL110
210KT
088°
R268 TBO
IAF
ARSIG
D26 TBO
N43 18.9
W000 26.8
Not to scale
HP PU (TBO U/S)
364 PU
N43 19.2 W000 18.3
126°
3000-FL80
190KT
306°
D10 PYR
Not to scale
MSA PU
MSA PU (DME U/S)
prohibited
MSA TBO (DME U/S)
AGEN-GAUDONVILLE
D 114.8 AGN
N43 53.3 E000 52.4
FL190
TOULOUSE BLAGNAC
D 117.7 TOU
N43 40.9 E001 18.6
FL220
BIARRITZ BAYONNE ANGLET
D 114.15 BTZ
N43 28.0 W001 30.6
FL180
ZRT TARNOS
SOVOS
N43 23.2
W000 54.0
FL100
ORTEZ
N43 21.9
W000 43.0
ILS RWY 31
D 110.1 PYR
N43 22.5 W000 24.7
TARBES
D 113.9 TBO
N43 19.9 E000 08.7
TEPTI
FL70
(ATC) 5000
D12 TBO
N43 24.6
E000 23.9
TADAN
N43 34.6
E000 33.5
FL140
D26 TBO
MABOL
FL110
N43 27.5
E000 33.5
D17 TBO
HP TEPTI (TBO U/S)
TEPTI
D35.4 AGN
N43 24.6
E000 23.9
D31 AGN
216°
FL70-FL110
210KT
036°
R216 AGN
Not to scale
5000 (ATC)
Biarritz LFBZ
Auch LFDH
Toulouse LFBO
Tarbes LFBT
Agen LFBA
Pau
307 WRIGHT
355 ETAP
BORDEAUX FIR LFBB
MADRID FIR LECM
VAR 0°
MAG UP
AD ELEV 616
TRL ATC
TA 5000
Changes: WPT , MGA, SUAs, OBST, Editorial
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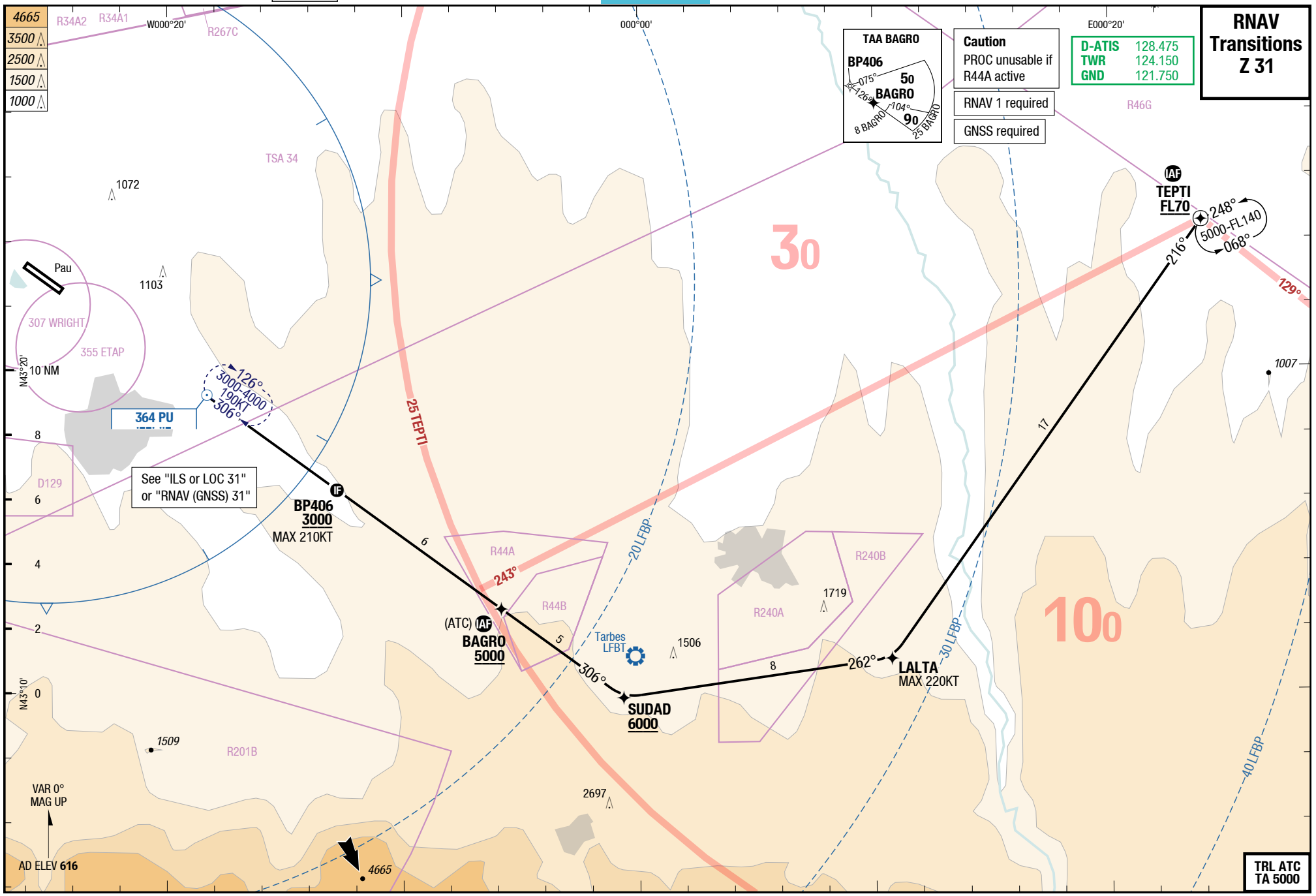
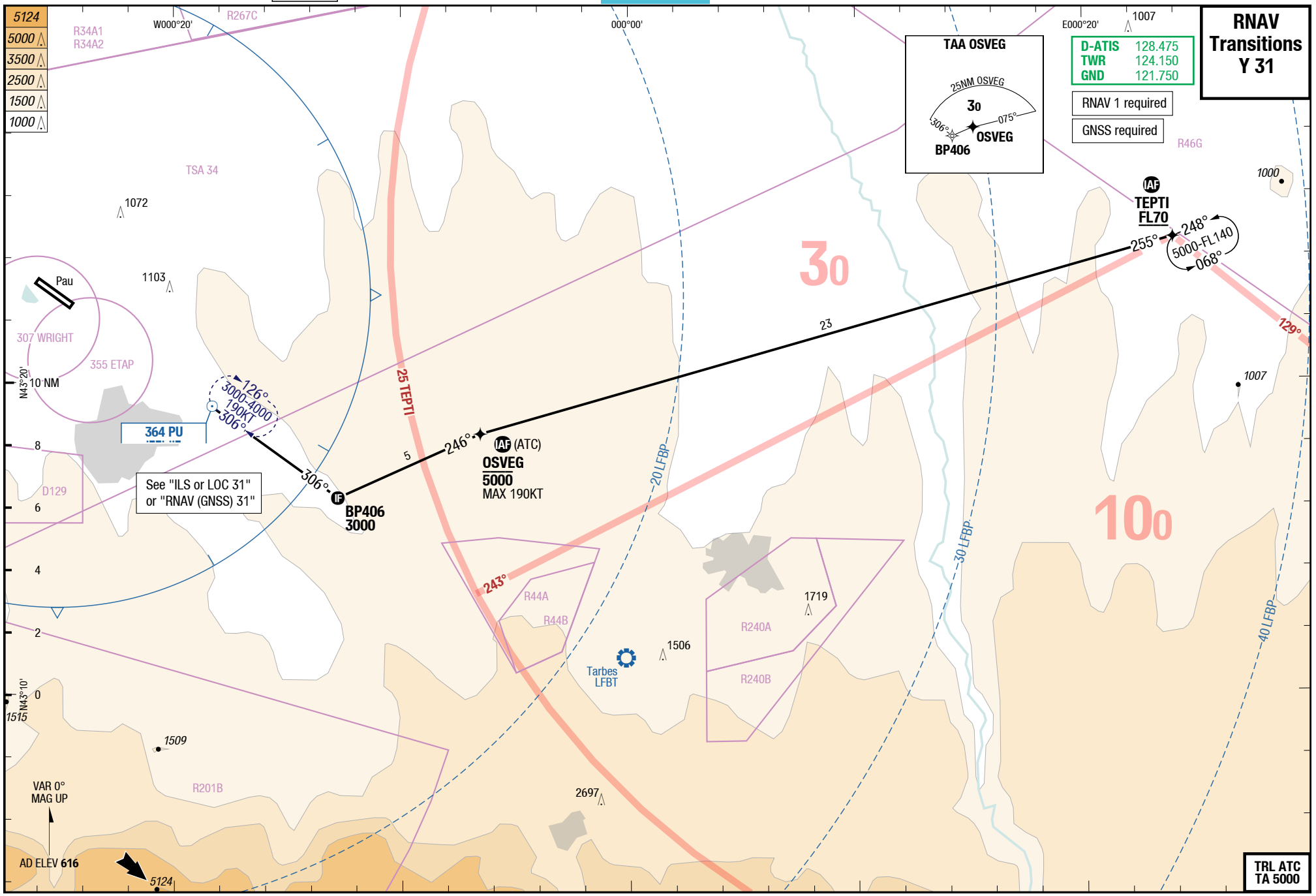
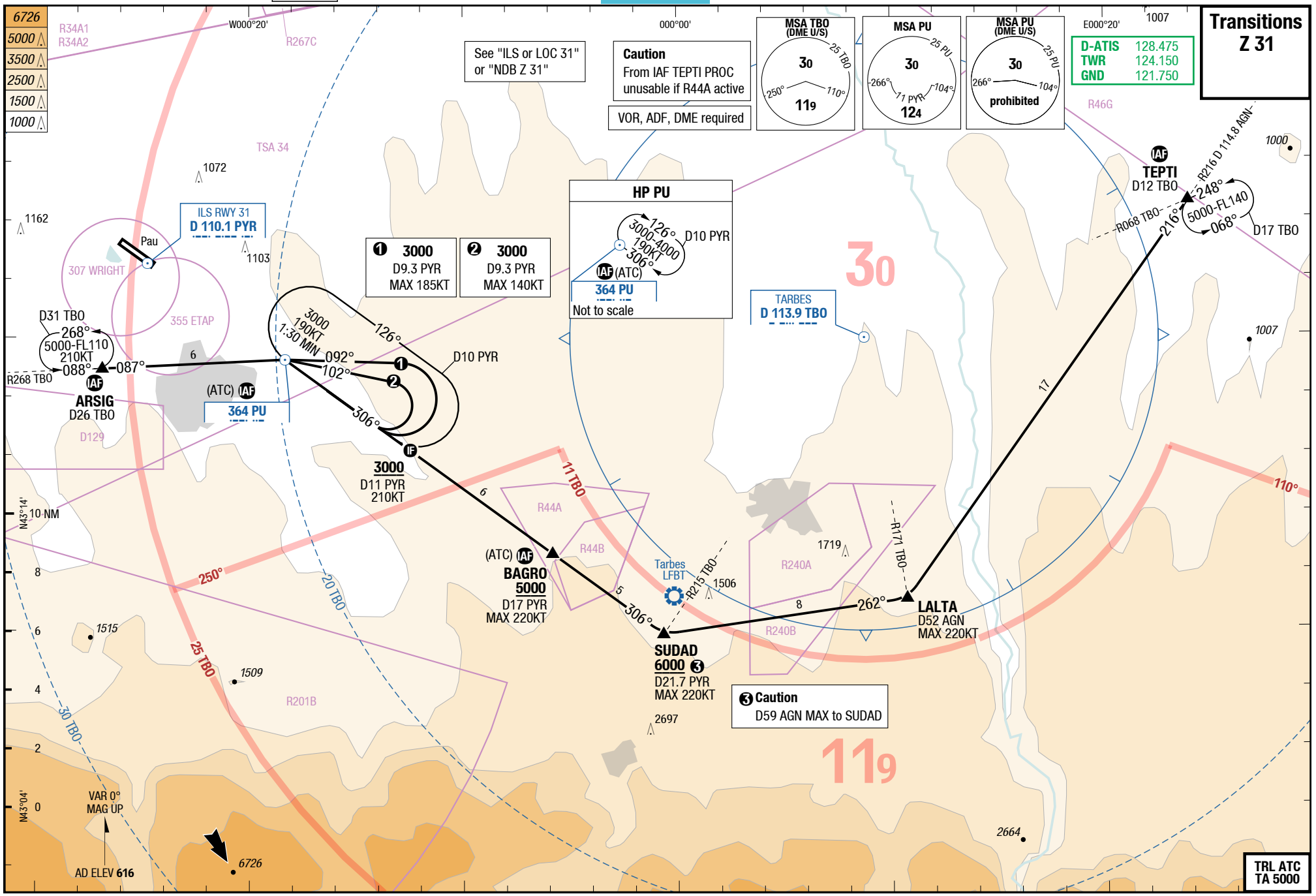


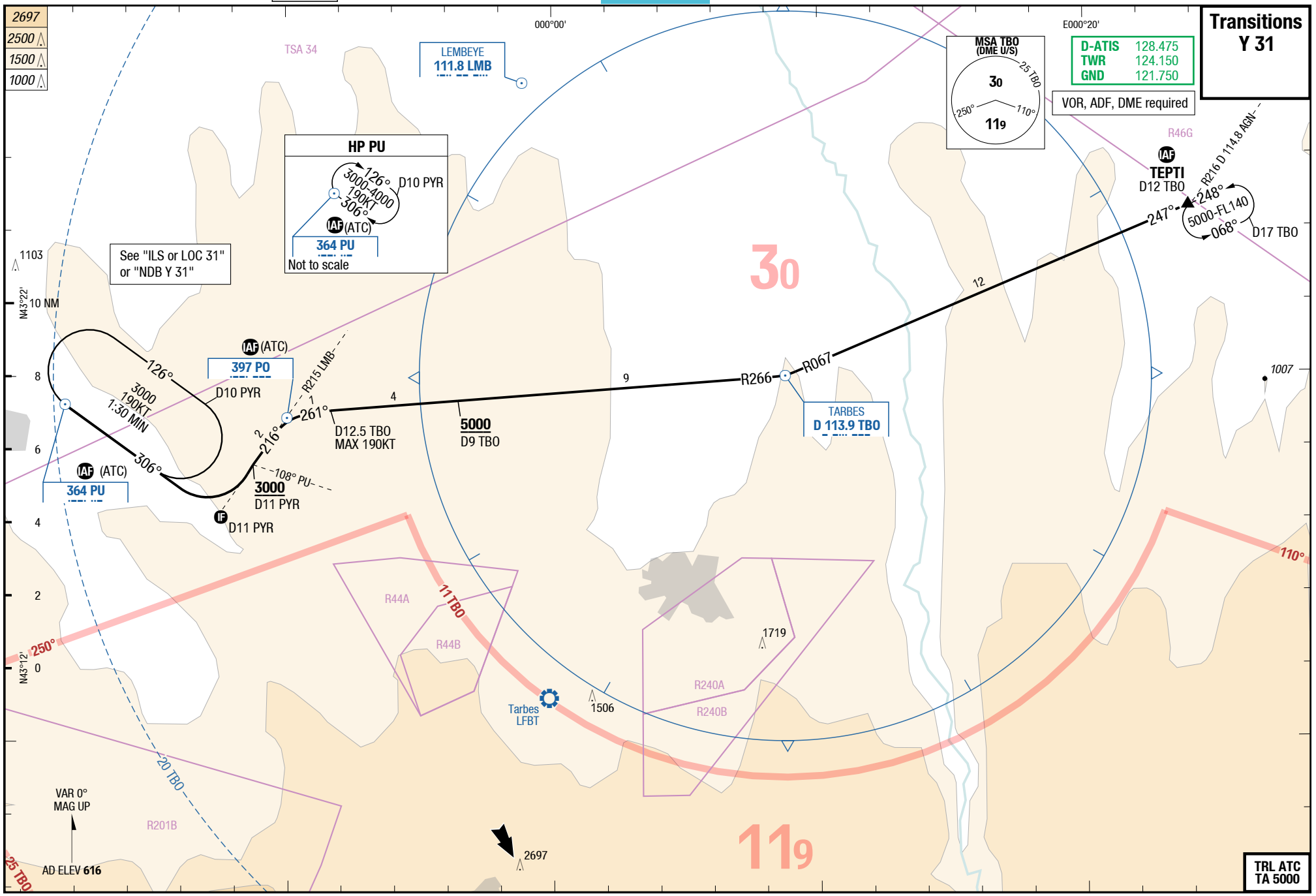
Changes: Speed RESTR, ALT, IAF



Changes: ALT, IAF



Changes: ALT, IAF

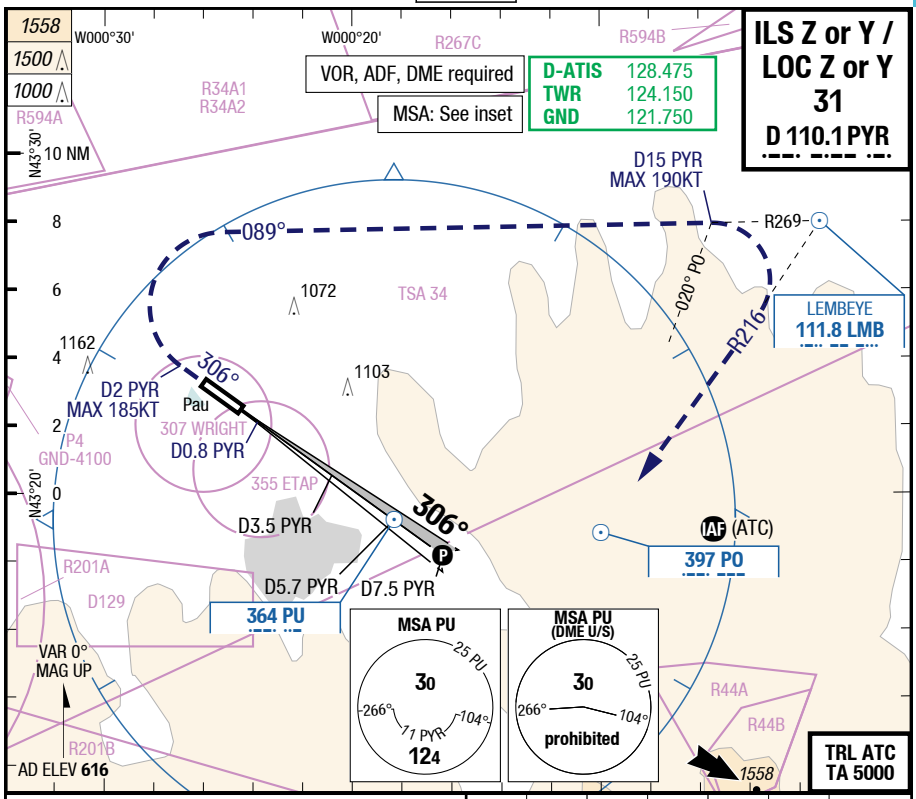


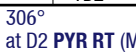
Changes: Nil

PUF-LFBP

7-50

ILS Z or Y / LOC Z or Y 31



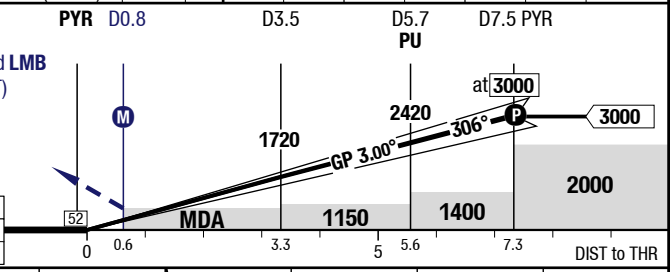


-0.4% TDZ --- (---%) / **THR 616** (22hPa) HL-P2

2	3	4	5	6	7.5	LOC 3.00° D PYR
1250	1570	1890	2210	2530	3000	

306°
at D2 **PYR RT** (MAX 185KT)
intercept R269 **LMB** inbound **LMB**
at D15 **PYR RT** (MAX 190KT)
intercept R216 **LMB** to **PO**
climb **4000**
climb **1700**
prior to level acceleration

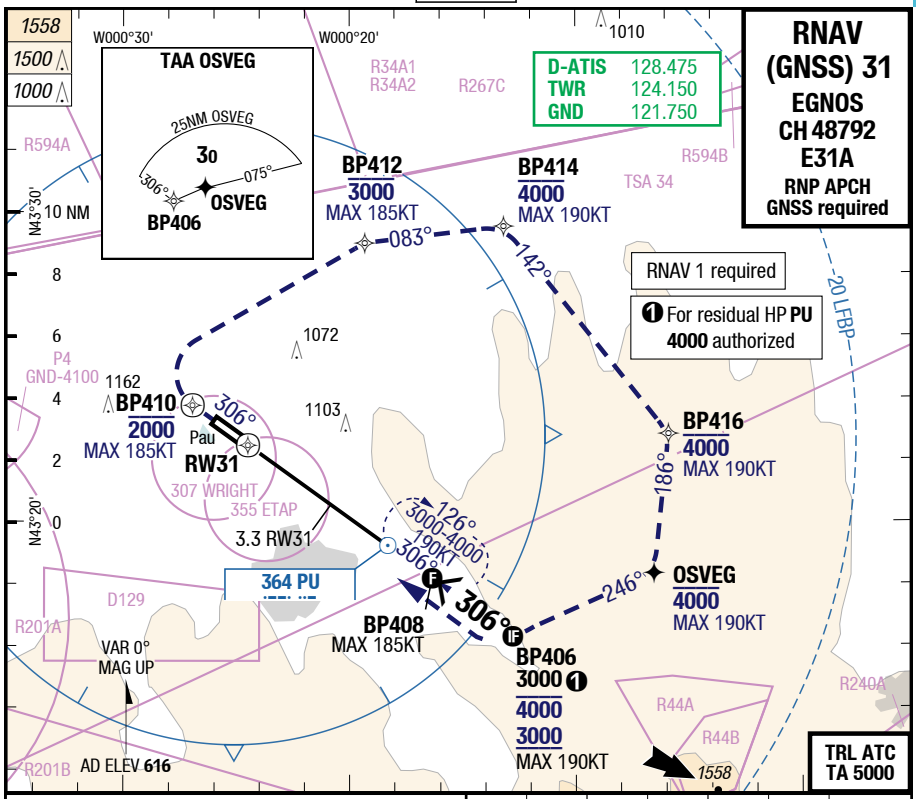
GS	120	140	160
D7.5 PYR	*640*	*740*	*850*
-MAPt	*3:22*	*2:53*	*2:31*

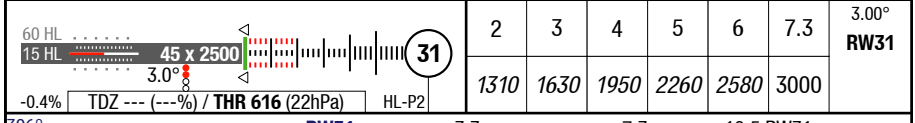


31		Cat 3b DME	Cat 2 DME	Cat 1 DME LTS 1)	Cat 1 DME 1)	LOC DME	Circling N of AD only
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **94** RA	200 - 400 **820**	200 - 550 **820**	460 - 1.4 **1070**	940 - 2.4V **1550**
D	ft - m/km ft	0 - 75R **Company**	100 - 300R **94** RA 2)	210 - 400 **830**	210 - 550 **830**	460 - 1.4 **1070**	950 - 3.6V **1560**

1) With EVS 350m
2) If not conducting autoland RVR 350m required

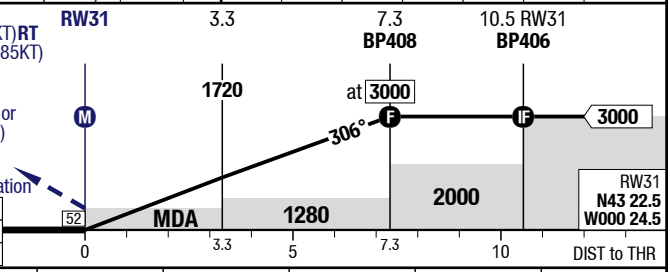
Changes: APL





306°
at BP410 (MAX **2000**, MAX 185KT)**RT**
direct BP412 (MAX **3000**, MAX 185KT)
BP414 (MAX **4000**, MAX 190KT)
BP416 (MAX **4000**, MAX 190KT)
OSVEG (MAX **4000**, MAX 190KT) or
BP406 (between **3000** and **4000**)
(MAX 190KT) - **PU**
climb **4000**
climb **1700** prior to level acceleration

GS	120	140	160
BP408	*640*	*740*	*850*
-MAPt	*3:40*	*3:09*	*2:45*



31		RNAV GNSS LPV 1)	RNAV GNSS VNAV 2)	RNAV GNSS LNAV			Circling N of AD only
C	ft - m/km ft	250 - 750 **870**	300 - 750 **920** 1)	460 - 1.4 **1070**			940 - 2.4V **1550**
D	ft - m/km ft	260 - 750 **880**	330 - 800 **950** 3)	460 - 1.4 **1070**			950 - 3.6V **1560**

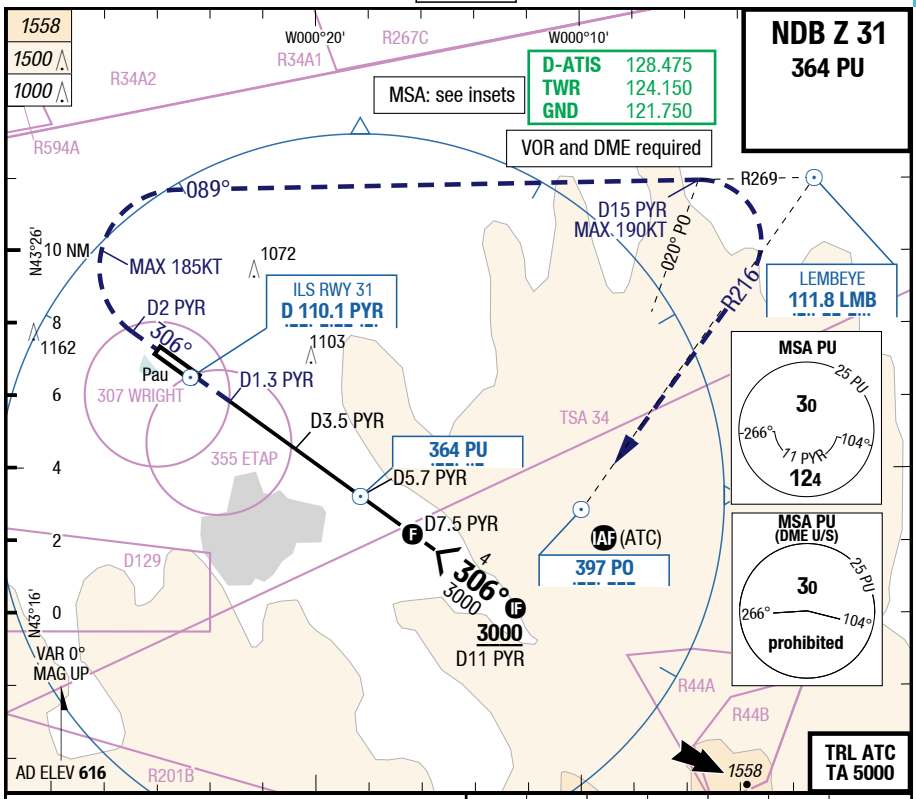
1) With EVS 500m
2) Uncompensated BARO VNAV NA below -20°C (-4°F)
3) With EVS 550m

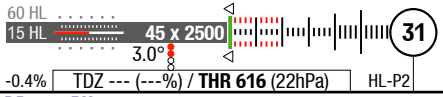
Changes: APL

PUF-LFBP

7-90

NDB Z 31



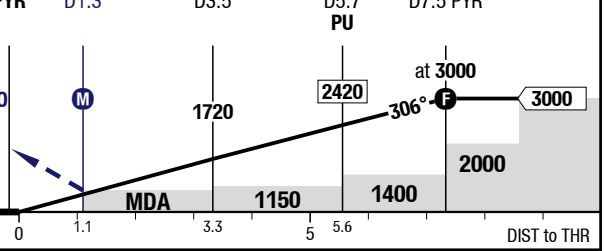


2	3	4	5	6	7.5	3.00°
1250	1570	1890	2210	2530	3000	D PYR

-0.4% TDZ --- (---%) / **THR 616** (22hPa) HL-P2

QDR 306 **PU**
at D2 **PYR RT** (MAX 185KT)
intercept R269 **LMB** inbound **LMB**
at D15 **PYR RT** (MAX 190KT)
intercept R216 **LMB**/QDM 216 **PO** to **PO**
climb **4000**
climb **1700** prior to level acceleration

GS	120	140	160
D5.7 PYR	*640*	*740*	*850*
-MAPt	NA	NA	NA



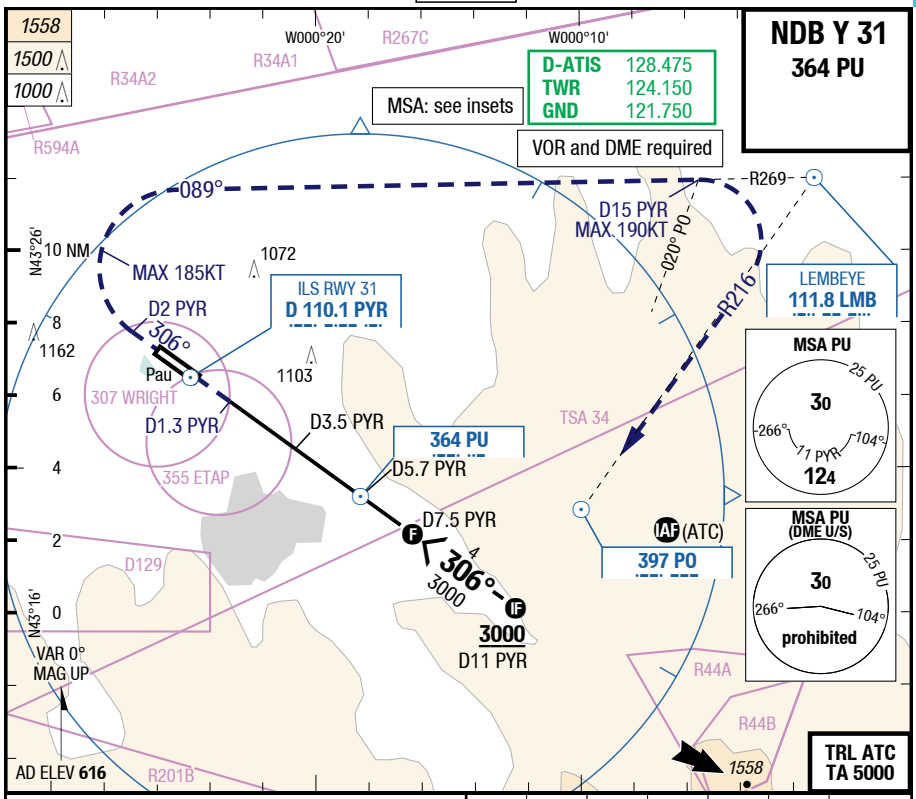
31		NDB DME PYR					Circling N of AD only
C	ft - m/km ft	460 - 1.4 **1070**					940 - 2.4V **1550**
D	ft - m/km ft	460 - 1.4 **1070**					950 - 3.6V **1560**

Changes: APL

PUF-LFBP

7-100

NDB Y 31

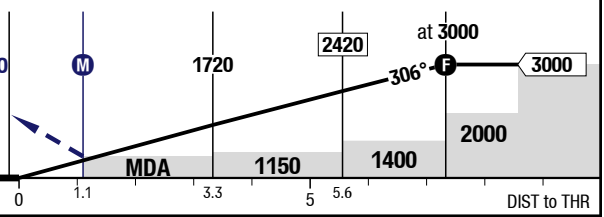


-0.4% TDZ --- (---%) / **THR 616** (22hPa) HL-P2

2	3	4	5	6	7.5	3.00°
1250	*1570*	*1890*	*2210*	*2530*	3000	**D PYR**

QDR 306 **PU**
at D2 **PYR RT** (MAX 185KT)
intercept R269 **LMB** inbound **LMB**
at D15 **PYR RT** (MAX 190KT)
intercept R216 **LMB**/QDM 216 **PO** to **PO**
climb **4000**
climb **1700** prior to level acceleration

GS	120	140	160
D5.7 PYR	*640*	*740*	*850*
-MAPt	NA	NA	NA



31		NDB DME PYR					Circling N of AD only
C	ft - m/km ft	460 - 1.4 **1070**					940 - 2.4V **1550**
D	ft - m/km ft	460 - 1.4 **1070**					950 - 3.6V **1560**

Changes: APL

PUF-LFBP

7-110

France **Pau** Pyrenees

VOR 13 + Circling A 13 with prescribed tracks

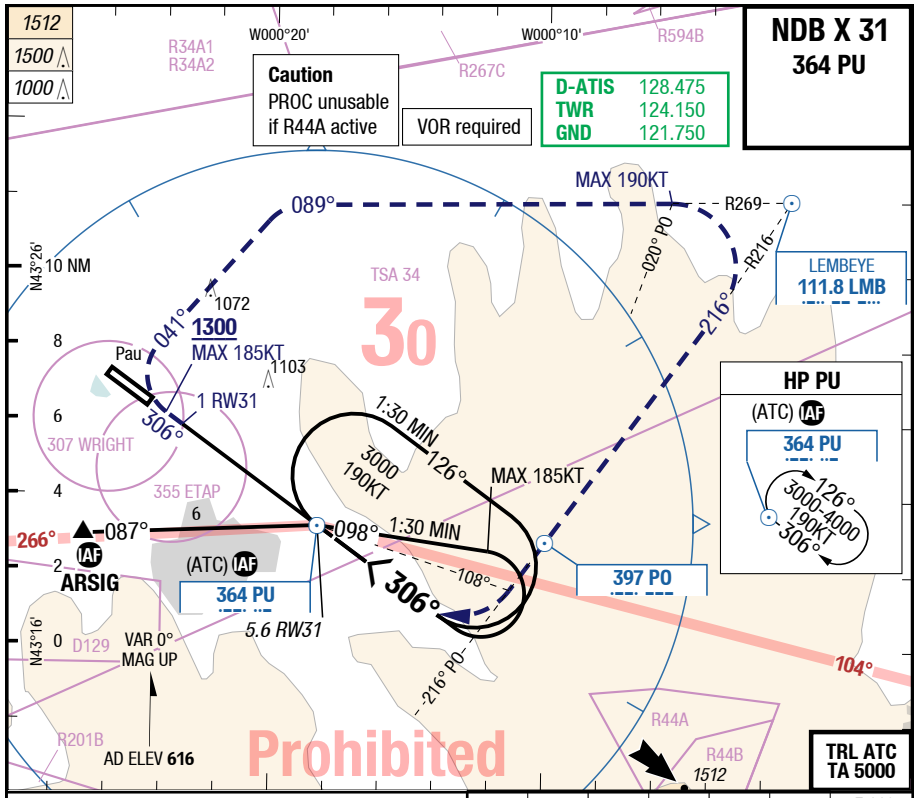
NDB X 31

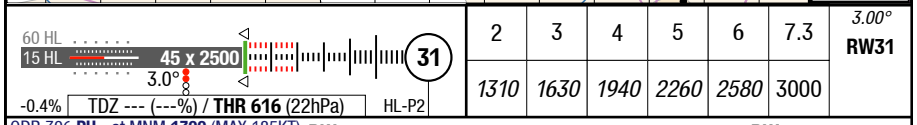
IAC IAC

Pyrenees **Pau** France

VOR 13 + Circling A 13 with prescribed tracks

NDB X 31



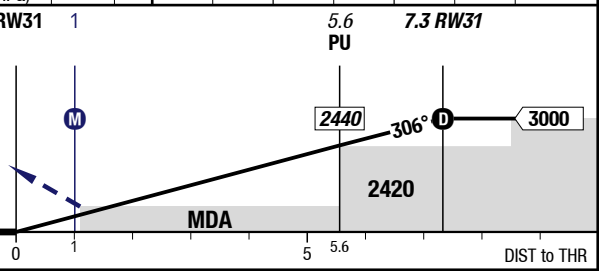


2	3	4	5	6	7.3
1310	1630	1940	2260	2580	3000

3.00°
RW31

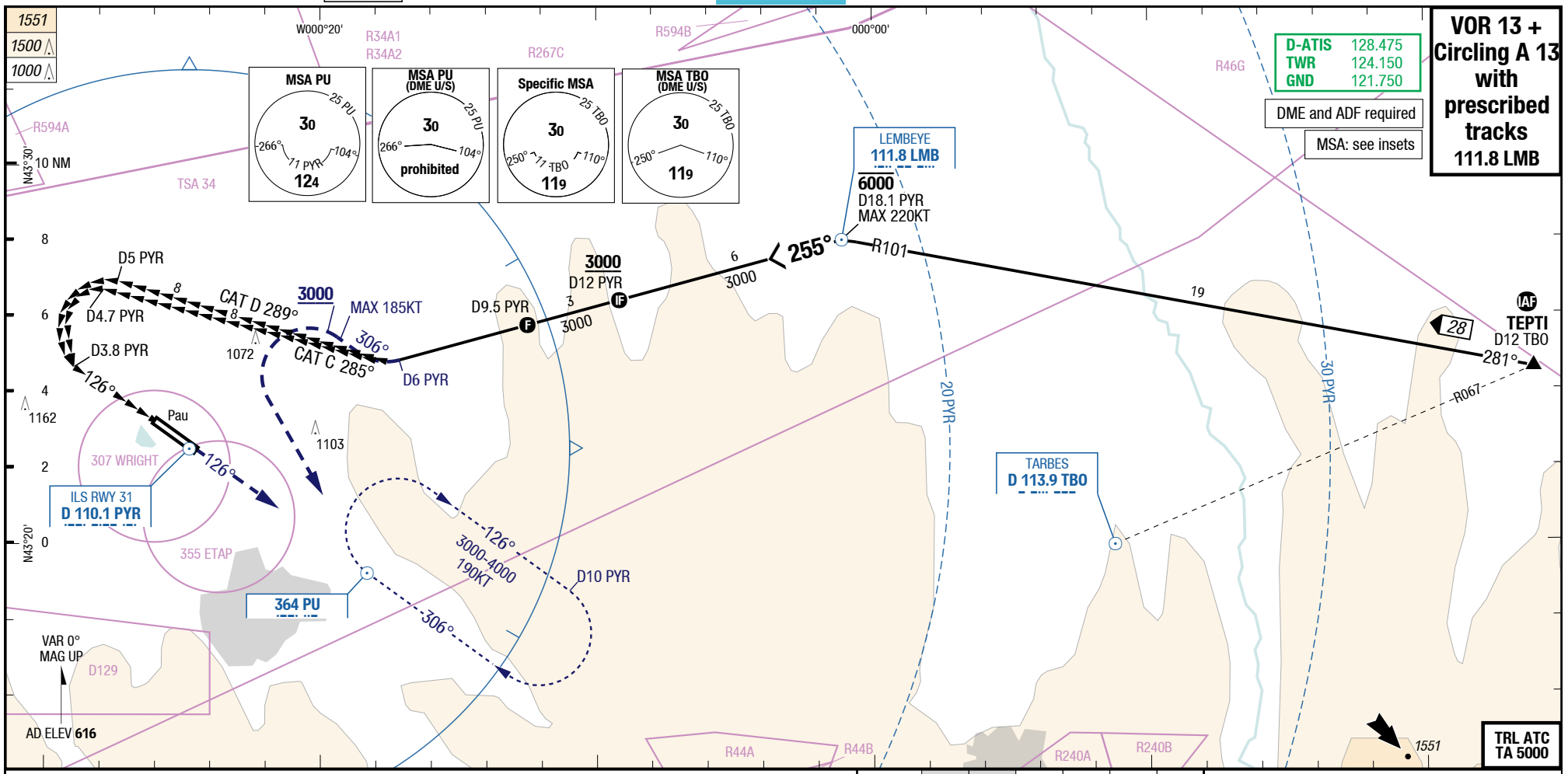
QDR 306 **PU** - at MNM **1300** (MAX 185KT)
RT (do not turn before MAPt)
041° intercept R269 **LMB**
crossing QDR 020 **PO RT** (MAX 190KT)
intercept R216 **LMB**/QDM 216 **PO** to **PO**
QDR 216 **PO** - crossing QDR 108 **PU**
RT QDM 306 **PU**
climb **4000**
climb **1900** prior to level acceleration

GS	120	140	160
5.6 RW31	640	740	850
-MAPt	2:15	1:56	1:41



31		NDB					Circling N of AD only
C	ft - m/km ft	540 - 1.7 **1150**					940 - 2.4V **1550**
D	ft - m/km ft	540 - 1.7 **1150**					950 - 3.6V **1560**

Changes: APL



13						Circling P-TRK after VOR DME 1)	Circling
C	ft - m/km ft					1390 - 10.0V **2000**	Not published
D	ft - m/km ft					1390 - 10.0V **2000**	Not published

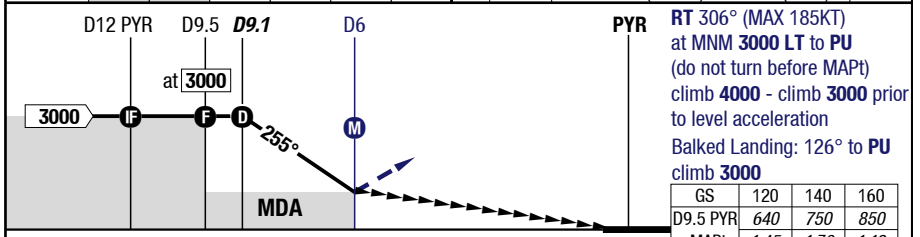
1) PROC at night only with PAPI

3.00° D PYR 255° RWY 126°			9.1	8	7	6
			3000	*2640*	*2320*	2000

13

3.0°
2500 x 45
60 HL
15 HL

THR 581 (21hPa) / TDZ --- (---%) +0.4%



RT 306° (MAX 185KT) at MNM **3000 LT** to **PU** (do not turn before MAPt) climb **4000** - climb **3000** prior to level acceleration

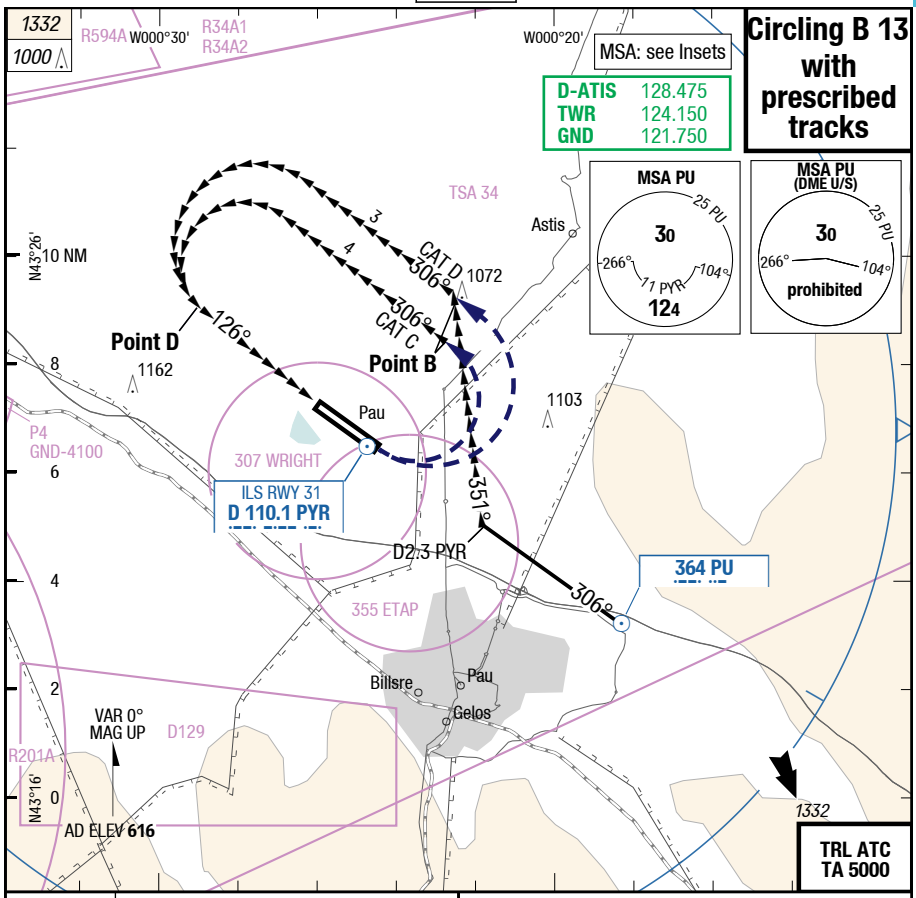
Balked Landing: 126° to **PU** climb **3000**

GS	120	140	160
D9.5 PYR	*640*	*750*	*850*
-MAPt	*1:45*	*1:30*	*1:19*

Changes: APL

PUF-LFBP

7-130 **Circling B 13 with prescribed tracks**



Missed Approach
at **PYR LT**
join traffic pattern as displayed

13						Circling P-TRK 1)	Circling
C	ft - m/km ft					860 - 2.4V **1470**	Not published
D	ft - m/km ft					890 - 3.6V **1500**	Not published

1) PROC at night only with PAPI

Changes: APL

Changes: OBST, Editorial