

GENERAL**Operational Hours**

AD OPS Hours / AD ADMIN Hours: H24

Airport Information

RFF: CAT 9:
 MON, WED: 0500-0800±, 1500-2000±; TUE: 0500-1200±, 1600-2300±
 THU: 0300-1200±, 1600-2000±; FRI: 0500-0800±, 1500-2000±; SAT: 0600-0900±,
 1100-1500±; SUN: 0500-0800±, 1500-2000±;
 CAT 7: outside above SKED, CAT 9 AVBL O/R with 48HR PN

PCN:
 RWY 14L/32R: 60/F/A/W/T
 RWY 32L/14R: 85/F/B/W/U

Operation**Operational Restrictions****Night Flights:**

All ACFT, turbojet fitted, not in accordance with the chapter 3 or chapter 4 standards are not allowed:

- to land between 2100-0500±
- to leave the parking PSN in order to TKOF between 2100-0500±

None of the ACFT turbojet fitted for which the cumulative margin, meeting the chapter 3 noise standards, is less than 10 EPNdB is allowed:

- to land between 2100-2300±
- to leave the parking PSN in order to TKOF between 2100-2300±

None of the ACFT turbojet fitted for which the cumulative margin, meeting the chapter 3 noise standards, is less than 13 EPNdB is allowed:

- to land between 2300-0500±
- to leave the parking PSN in order to TKOF between 2300-0500±

Wake Turbulence Categorization and Separation Minima (RECAT-EU)

RECAT-EU standards partially applied for some AIRBUS test flights as a following ACFT.

Low Visibility Procedures (LVP)

LVP initiation when RVR below 550m or CEIL below 200ft.

TWY M4 may only be used with specific instructions of ATC.

TWY T70, P10 and T10 are prohibited when RVR less than 150m.

TWY Restrictions

TWY M2 width 20m / 66ft.

TWY T20, T42, T43, T44 width 18m / 59ft.

TWY T70 width 10.5m / 34ft.

TWY P101 MAX wingspan 65m / 213ft due to clearstrip reduced to 84m / 276ft.

Parking

Parking stands E10, E20, E21, E40, E50, E52, E54, E60, E61 and E62 are equipped with visual docking guidance system (lining-up and stopping).

APU

Use of APU is limited to 10min before off-block and 5min after on-block.

Warnings

Flying over the hospital of Purpan located APRX 1NM SE of THR 32R prohibited.

Wildlife strike hazard.

Birds in vicinity of AD.

ARRIVAL**Speed**

Within TMA parts 2 and 3, MAX IAS 250KT below FL100 except explicit CLR initiated by ATC.
If unable to maintain 250KT for technical reason or FLT quality, higher speed is possible after ATC CLR.

Communication**COM Failure**

- Join or follow the STAR assigned or the very next one by default.
- Overfly IAF at latest FL assigned and read back, if this LVL is usable in HLDG pattern, or failing this at the highest LVL of this pattern.
- Perform this HLDG pattern till the latest time of:
 - EAT, or
 - 10min after the time entering in pattern.
- Descend within the pattern to FL80.
- Leave IAF in order to perform the APCH PROC.
- If QFU is unknown, consider RWY 14 in use (eventually followed by a circling if the wind determined by the pilot shows the RWY 32 in use).

Special Case: ARR from ASPET, TAN, TBO continue to SURAS at last assigned FL.

In case of MISAP: If it is impossible to land complying to the time limit defined in legislation, divert to ALTN field as mentioned in FPL in compliance with the suitable SID or the omnidirectional DEPs, climbing to the MSA, or to FL70 for the ADs located within lateral limits of TMA.

Arrival Procedure**ARR Notes**

All STARS: Expect FL80 at the IAF.

Non-standard GP intercept position on RWY 14R

GP intercepts RWY 14R at *326m / 1069ft* after landing threshold.

Remaining DIST beyond GP is *3177m / 10424ft*.

Noise Abatement Procedure

APCH: Do not descend below ILS GP.

Low circling prohibited.

Visual APCHs are prohibited, except:

- in the case when they are required in a purpose of flight safety,
- on proposal of ATC in order to optimize the TFC flow. In this case flying over the urban area of Toulouse has to be avoided and the RWY CL has to be intercepted at 3000ft QNH MNM.

MISAP during Visual APCH

Climb straight ahead of RWY CL up to 4000ft QNH, wait for ATC instructions. If radio failure, join the MISAP of instrument APCH initially authorized.

Reverse: Do not use more than idle if possible.

Warnings

PAPI RWY 32R calibrated for THR overflight of type B747 planes.

DEPARTURE

Take-off Minima

RWY		14R	
All ACFT	ft - m/km	0 - 75R	-
RWY		32L	
A, B, C	ft - m/km	0 - 150R	-
D		0 - 200R	-
RWY		14L/32R	
All ACFT	ft - m/km	0 - 300v	-

Speed

Within TMA parts 2 and 3, MAX IAS 250KT below FL100 except explicit CLR initiated by ATC.
If unable to maintain 250KT for technical reason or FLT quality, higher speed is possible after ATC CLR.

Communication

COM Failure

VMC: Turn back and land on AD using circuit in east of AD.

IMC: Go through with the flight until the TMA limits and comply with the DEP routing at latest assigned LVL, then climb to cruising LVL. If the latest assigned LVL is not compatible with the MSA, climb up to the cruising LVL.

If the failure occurs when the ACFT is under RAD vectoring, join the assigned SID ASAP.

Departure Procedure

DEP Note

SID GAI 5B, MEN 5B, FINOT 5B: If possible after overflying TOU VOR, turn in order not to cross R238 GAI VOR.

ATC Slot and Clearance

Data Link Departure Clearance (DCL)

- The REQ for CLR must be initiated 10min before ready to start ENG.
- The reception of CLR must be confirmed within 3min after having obtained it.
- If 3min before ready to start the CLR is not received the crew has to contact "Preflight".
- The DCL PROC shall not be initiated if the flight does not intend to use the published DEP PROC.
- The CLR obtained by DCL includes the start-up CLR.
- Push back is obtained from GND.

Push-back CLR is valid for 1min only.

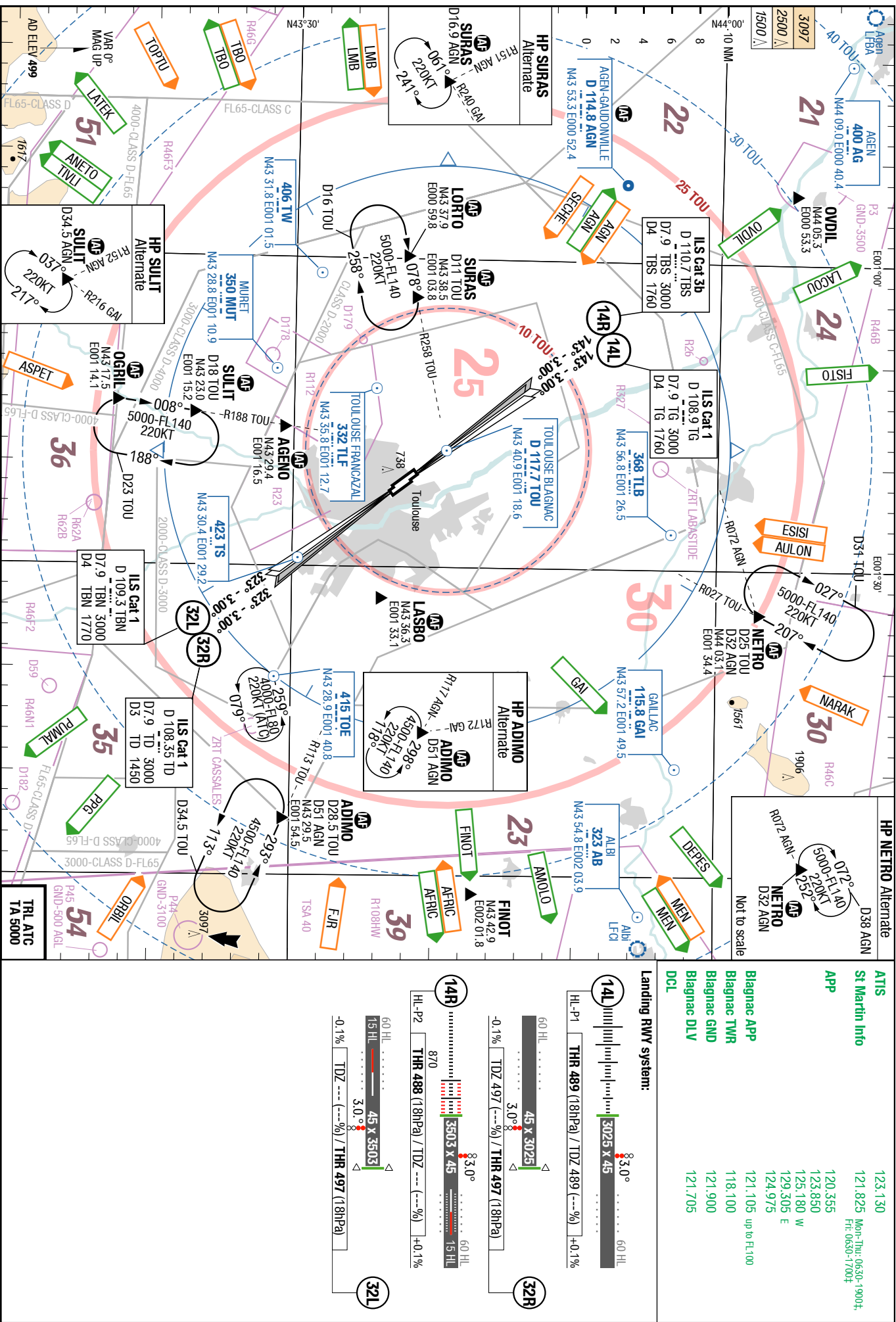
De-Icing

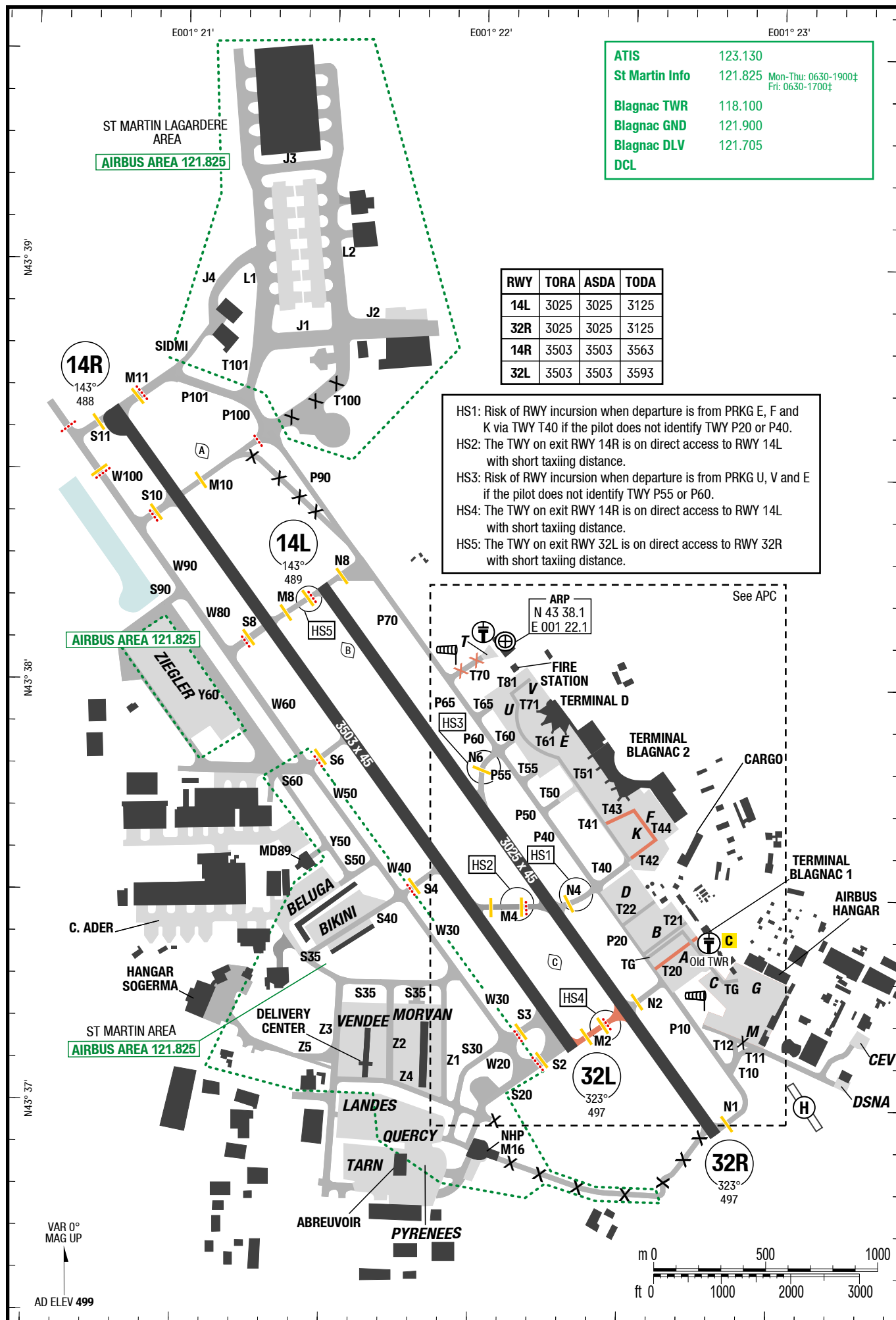
AVBL

Blagnac Toulouse France

AGC

AF-C





E001° 23'

E001° 22'

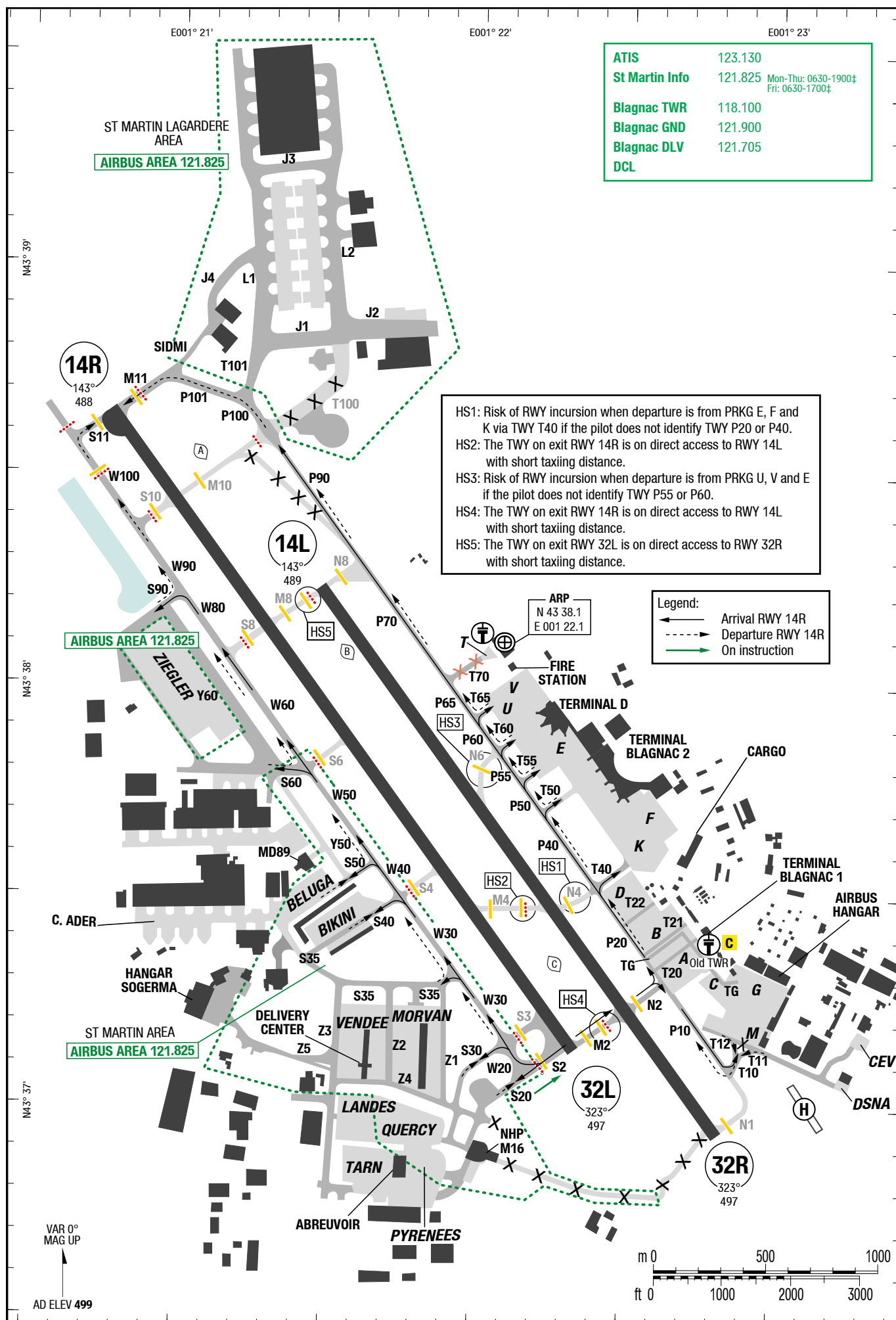
ATIS	123.130
St Martin Info	121.825 Mon-Thu: 0630-1900† Fri: 0630-1700†
Blagnac TWR	118.100
Blagnac GND	121.900
Blagnac DLV	121.705
DCL	

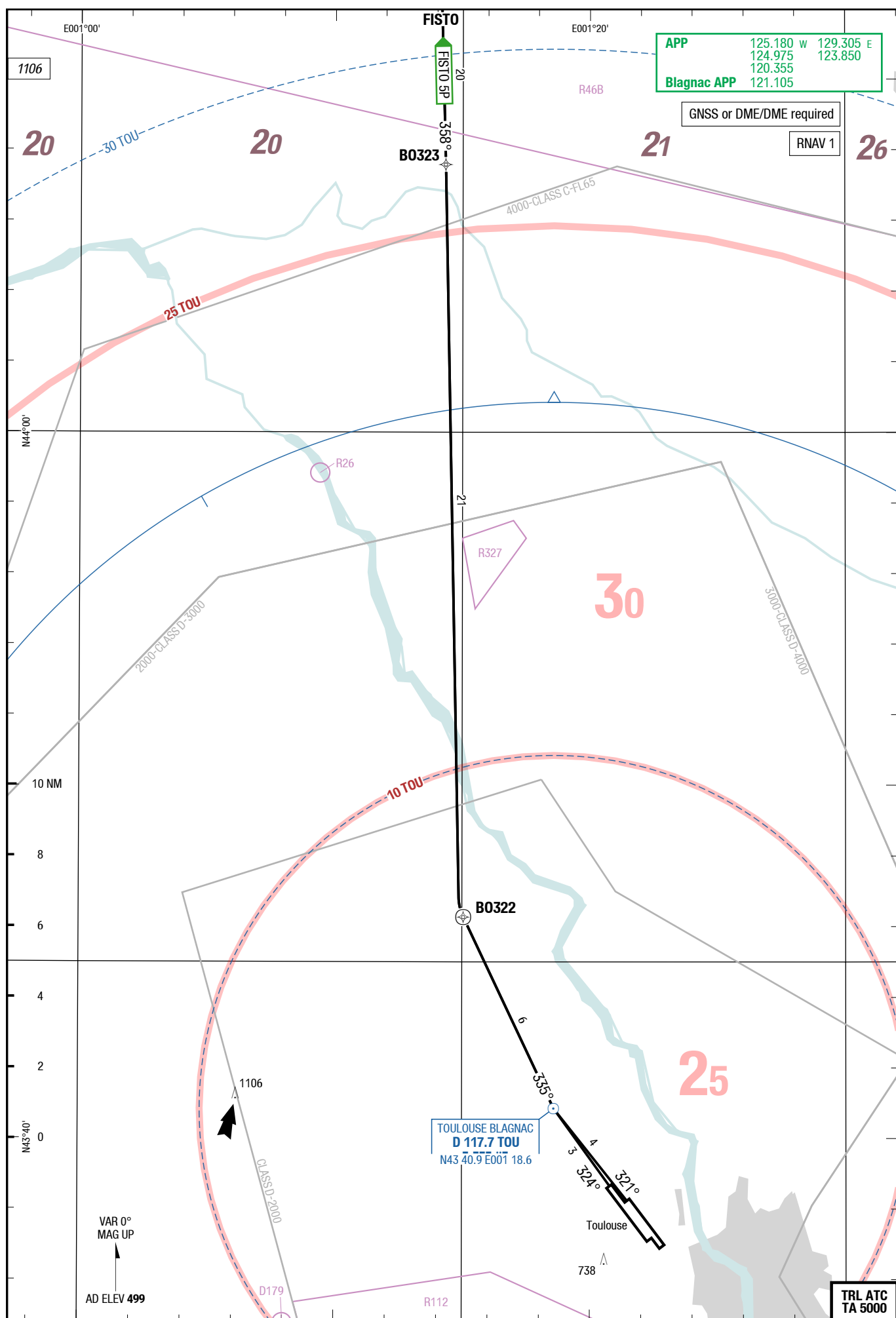
For Hot Spots description see AGC

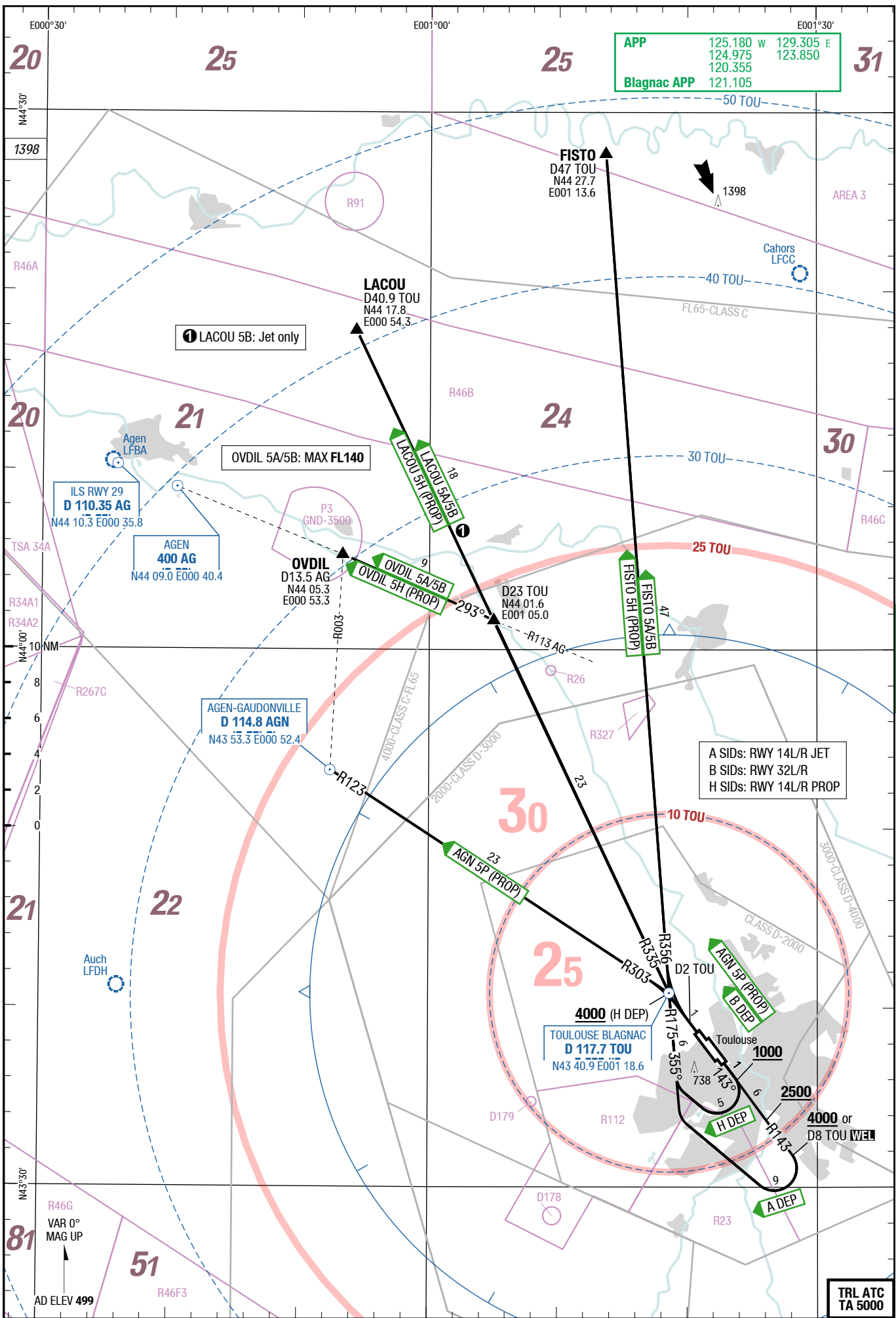
COORDINATES

A10-A13	N43 37.3 E001 22.7
A14	N43 37.4 E001 22.7
A15, A16	N43 37.4 E001 22.8
A20, A22	N43 37.4 E001 22.6
A23-A25	N43 37.4 E001 22.7
B10-B12	N43 37.4 E001 22.6
B13, B14	N43 37.5 E001 22.6
B20, B21	N43 37.4 E001 22.6
B22-B25	N43 37.4 E001 22.7
B31, B41	N43 37.5 E001 22.6
C1-C4	N43 37.3 E001 22.8
D10	N43 37.5 E001 22.5
D12	N43 37.5 E001 22.6
D20-D51	N43 37.5 E001 22.5
E10	N43 37.8 E001 22.5
E20,E30	N43 37.7 E001 22.5
E40-E60	N43 37.8 E001 22.4
E62	N43 37.8 E001 22.3
F10-F40	N43 37.7 E001 22.6
F50, F60	N43 37.6 E001 22.6
K10, K11, K20	N43 37.7 E001 22.5
K30	N43 37.6 E001 22.5
M1, M2	N43 37.2 E001 22.9
U10-U12	N43 37.9 E001 22.3
U20-U41	N43 37.9 E001 22.2
U42, V10	N43 38.0 E001 22.2
G1-G22	Not published







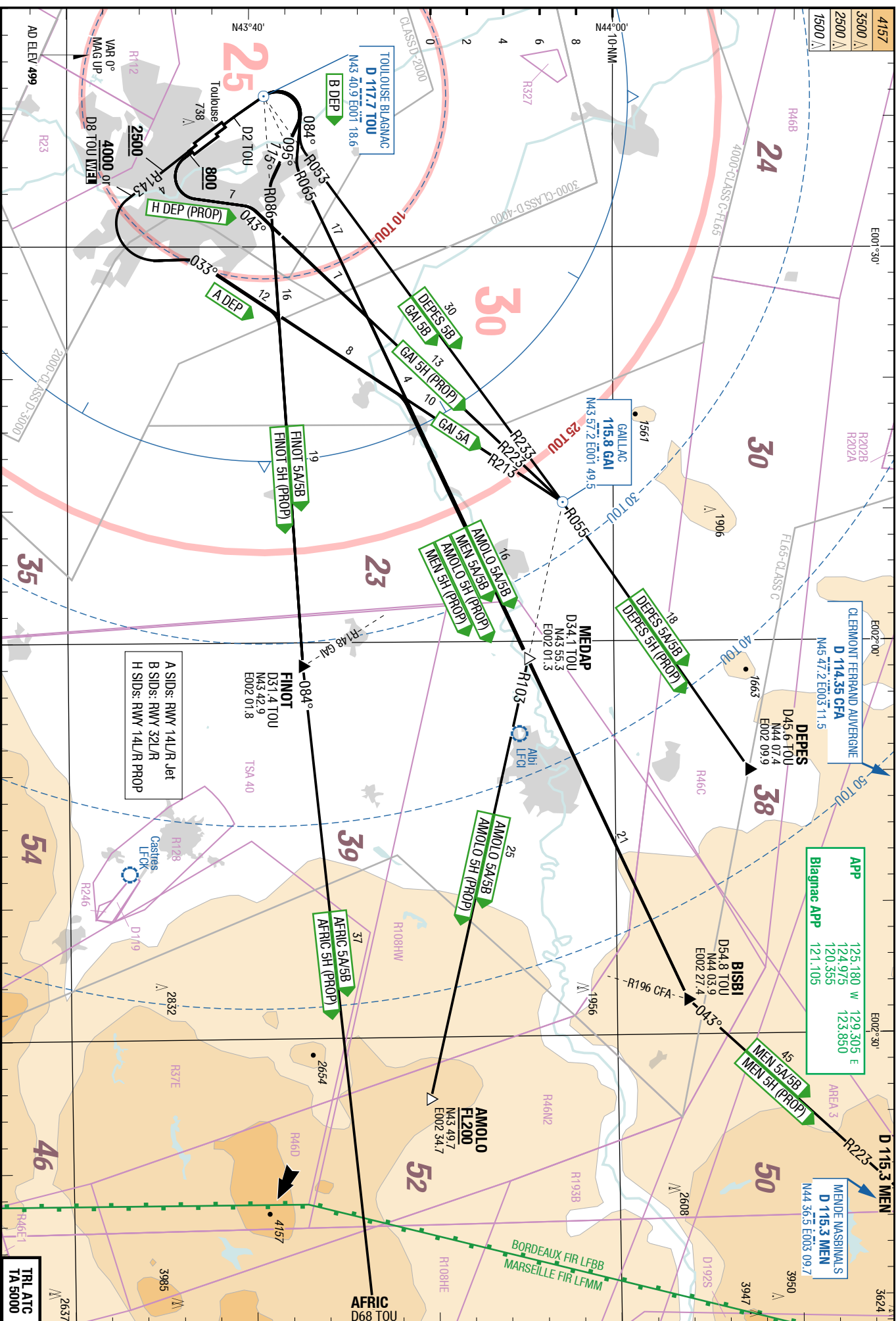


Changes: FREQ, SUAS

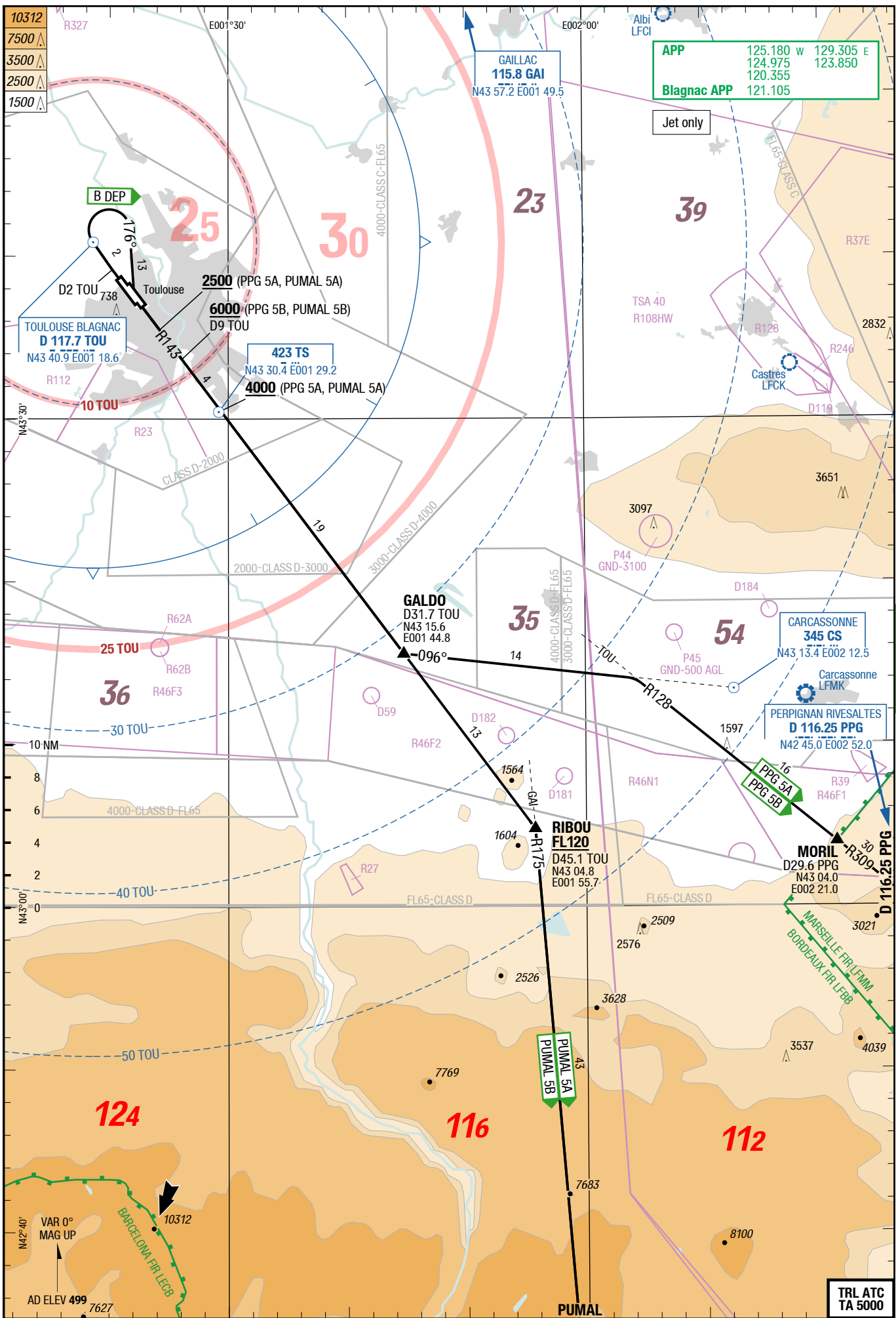
Blagnac Toulouse France

SIDS South

SIDS East



Changes: FREQ, SUAS



TLS-LFBO

NIL

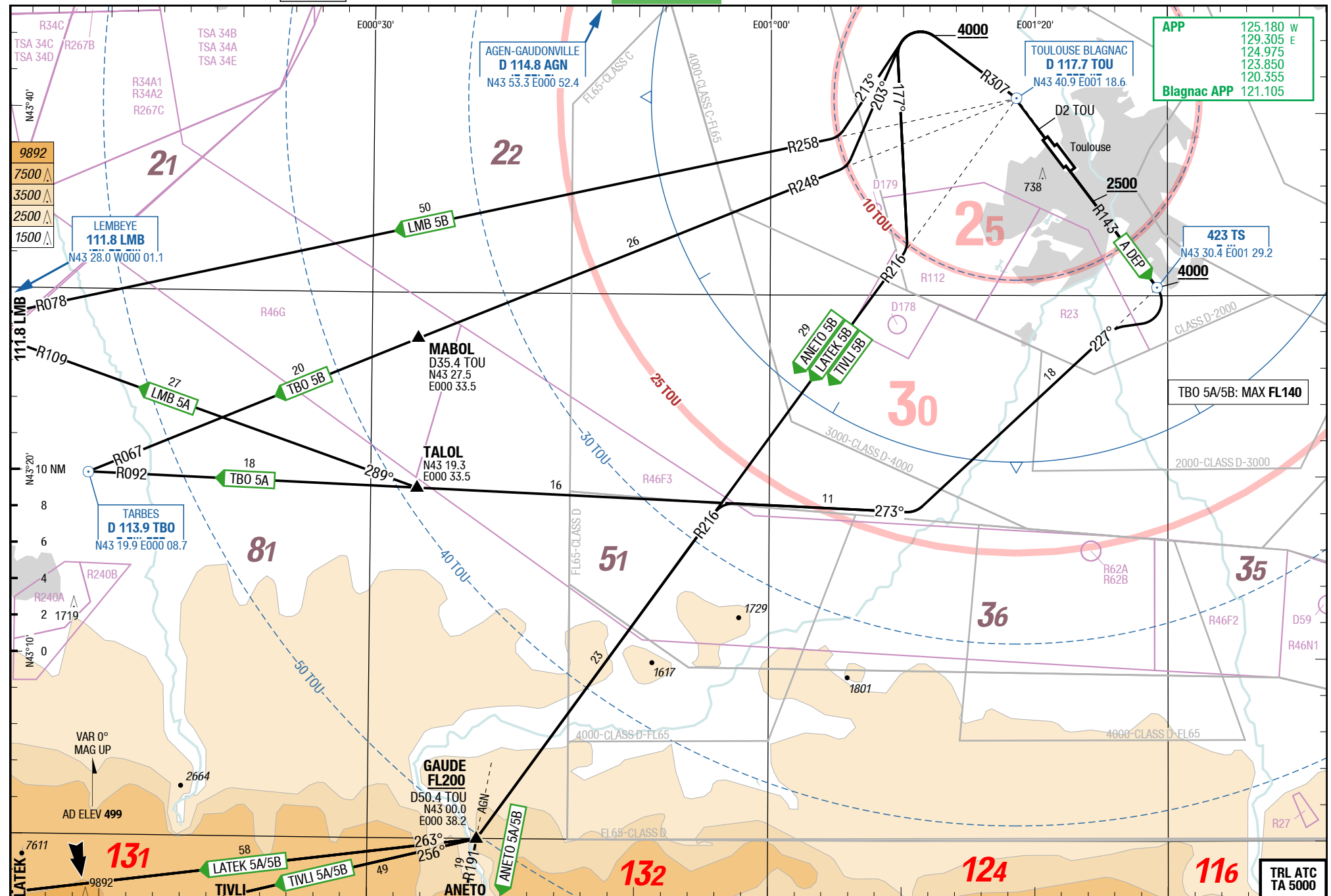
SIDs Southwest/West

SID

SID

NIL

SIDs Southwest/West



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FISTO 5P

RWYs 32L/R (323°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 32L	
FISTO 5P 6.0% to FL140 ①	324° TOU - <u>B0322</u> - DCT B0323 - FISTO	initial climb FL70
	Runway 32R	
FISTO 5P 6.0% to FL140 ①	321° TOU - <u>B0322</u> - DCT B0323 - FISTO	initial climb FL70

① Climb gradient due to ATC. If unable to comply, advise ATC prior start-up.

FISTO 5A / FISTO 5H / LACOU 5A / LACOU 5H / OMNIDIRECTIONAL DEP / OVDIL 5A
RWYs 14L/R (143°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
11.0%	ft/MIN	1400	1700	2100	2400	2700	3100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14L/14R	
FISTO 5A (Jet only) 11.0% to 3000 6.0% to FL140 125.180 ①	at MNM 2500 intercept R143 TOU - at MNM 4000 or D8 TOU , whichever is later, RT intercept R175 TOU to TOU - R356 TOU to FISTO	initial climb FL70
FISTO 5H (Prop only) 7.0% to 4000 6.0% to FL70 125.180 ①	at MNM 1000 RT intercept R175 TOU to TOU - R356 TOU to FISTO	TOU MNM 4000 initial climb FL70
LACOU 5A (Jet only) 11.0% to 3000 6.0% to FL70 125.180 ①	at MNM 2500 intercept R143 TOU - at MNM 4000 or D8 TOU , whichever is later, RT intercept R175 TOU to TOU - R335 TOU to LACOU	initial climb FL70
LACOU 5H (Prop only) 7.0% to 4000 6.0% to FL70 125.180 ①	at MNM 1000 RT intercept R175 TOU to TOU - R335 TOU to LACOU	TOU MNM 4000 initial climb FL70
OMNIDIRECTIONAL DEP	Climb on track 143° to 1000 - proceed direct route climbing to MCA/MCL.	
OVDIL 5A (Jet only) 11.0% to 3000 6.0% to FL70 125.180 ①②	at MNM 2500 intercept R143 TOU - at MNM 4000 or D8 TOU , whichever is later, RT intercept R175 TOU to TOU - R335 TOU - at D23 TOU LT - intercept QDM 293 AG to OVDIL	initial climb FL70

① Climb gradient due to ATC. If unable to comply, advise ATC prior start-up.

② MAX FL140

TLS-LFBO

5-30

SIDs North

AGEN - GAUDONVILLE 5P / FISTO 5B / LACOU 5B / OMNIDIRECTIONAL DEP / OVDIL 5B / OVDIL 5H

RWYs 14L/R (143°) / 32L/R (323°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14L/14R	
OVDIL 5H (Prop only) 7.0% to 4000 6.0% to FL70 125.180 ①	at MNM 1000 RT intercept R175 TOU to TOU - R335 TOU - at D23 TOU LT intercept QDM 293 AG to OVDIL	TOU MNM 4000 initial climb FL70
	Runway 32L/32R	
AGEN - GAUDONVILLE 5P AGN 5P (Prop only) 6.0% to FL70 125.180 ①	at D2 TOU direct TOU - R303 TOU to AGN	 initial climb FL70
FISTO 5B 6.0% to FL140 125.180 ①	at D2 TOU direct TOU - R356 TOU to FISTO	 initial climb FL70
LACOU 5B (Jet only) 6.0% to FL70 125.180 ①	at D2 TOU direct TOU - R335 TOU to LACOU	 initial climb FL70
OMNIDIRECTIONAL DEP	Climb on track 323° to 1000 - proceed direct route climbing to MCA/MCL.	
OVDIL 5B 6.0% to FL70 125.180 ①②	at D2 TOU direct TOU - R335 TOU - at D23 TOU LT intercept R113 AG to OVDIL	 initial climb FL70

① Climb gradient due to ATC. If unable to comply, advise ATC prior start-up.

② MAX FL140

TLS-LFBO

5-40

SIDs East

AFRIC 5A / AFRIC 5H / AMOLO 5A / AMOLO 5H / DEPES 5A / DEPES 5H

RWYs 14L/R (143°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
11.0%	ft/MIN	1400	1700	2100	2400	2700	3100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14L/14R	
AFRIC 5A (Jet only) 11.0% to 3000 6.0% to FL70 129.305 ①	at MNM 2500 intercept R143 TOU - at MNM 4000 or D8 TOU , whichever is later, LT intercept R213 GAI inbound - RT intercept R086 TOU to FINOT - 084° to AFRIC	initial climb FL70
AFRIC 5H (Prop only) 6.0% to FL70 129.305 ①	at MNM 800 LT intercept R223 GAI inbound - RT intercept R086 TOU to FINOT - 084° to AFRIC	initial climb FL70
AMOLO 5A (Jet only) 11.0% to 3000 6.0% to FL140 129.305 ①	at MNM 2500 intercept R143 TOU - at MNM 4000 or D8 TOU , whichever is later, LT intercept R213 GAI inbound - RT intercept R065 TOU to MEDAP - RT intercept R103 GAI to AMOLO	AMOLO MNM FL200 initial climb FL70
AMOLO 5H (Prop only) 6.0% to FL140 129.305 ①	at MNM 800 LT intercept R223 GAI inbound - RT intercept R065 TOU to MEDAP - RT intercept R103 GAI to AMOLO	AMOLO MNM FL200 initial climb FL70
DEPES 5A (Jet only) 11.0% to 3000 6.0% to FL70 129.305 ①	at MNM 2500 intercept R143 TOU - at MNM 4000 or D8 TOU , whichever is later, LT intercept R213 GAI to GAI - R055 GAI to DEPES	initial climb FL70
DEPES 5H (Prop only) 6.0% to FL70 129.305 ①	at MNM 800 LT intercept R223 GAI to GAI - R055 GAI to DEPES	initial climb FL70

① Climb gradient due to ATC. If unable to comply, advise ATC prior start-up.

TLS-LFBO

5-50

SIDs East

FINOT 5A / FINOT 5H / GAILLAC 5A / GAILLAC 5H / MENDE NASBINALS 5A

RWYs 14L/R (143°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
11.0%	ft/MIN	1400	1700	2100	2400	2700	3100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14L/14R	
FINOT 5A (Jet only) 11.0% to 3000 6.0% to FL70 129.305 ①	at MNM 2500 intercept R143 TOU - at MNM 4000 or D8 TOU , whichever is later, LT intercept R213 GAI inbound - RT intercept R086 TOU to FINOT	initial climb FL70
FINOT 5H (Prop only) 6.0% to FL70 129.305 ①	at MNM 800 LT intercept R223 GAI inbound - RT intercept R086 TOU to FINOT	initial climb FL70
GAILLAC 5A GAI 5A (Jet only) 11.0% to 3000 6.0% to FL70 129.305 ①	at MNM 2500 intercept R143 TOU - at MNM 4000 or D8 TOU , whichever is later, LT intercept R213 GAI to GAI	initial climb FL70
GAILLAC 5H GAI 5H (Prop only) 6.0% to FL70 129.305 ①	at MNM 800 LT intercept R223 GAI to GAI	initial climb FL70
MENDE NASBINALS 5A MEN 5A (Jet only) 11.0% to 3000 6.0% to FL140 129.305 ①	at MNM 2500 intercept R143 TOU - at MNM 4000 or D8 TOU , whichever is later, LT intercept R213 GAI inbound - RT intercept R065 TOU to BISBI - LT intercept R223 MEN to MEN	initial climb FL70

① Climb gradient due to ATC. If unable to comply, advise ATC prior start-up.

TLS-LFBO

5-60

SIDs East

AFRIC 5B / AMOLO 5B / DEPES 5B / FINOT 5B / GAILLAC 5B / MENDE NASBINALS 5H / OMNIDIRECTIONAL DEP

RWYs 14L/R (143°) / 32L/R (323°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14L/14R	
MENDE NASBINALS 5H MEN 5H (Prop only) 6.0% to FL140 129.305 ①	at MNM 800 LT intercept R223 GAI inbound - RT intercept R065 TOU to BISBI - LT intercept R223 MEN to MEN	initial climb FL70
OMNIDIRECTIONAL DEP	Climb on track 143° to 1000 - proceed direct climbing to MCA/MCL	
	Runway 32L/32R	
AFRIC 5B 6.0% to FL70 129.305 ①	at D2 TOU direct TOU - RT 115° intercept R086 TOU to FINOT - 084° to AFRIC	initial climb FL70
AMOLO 5B 6.0% to FL140 129.305 ①	at D2 TOU direct TOU - RT 095° intercept R065 TOU to MEDAP - RT intercept R103 GAI to AMOLO	AMOLO MNM FL200 initial climb FL70
DEPES 5B 6.0% to FL140 129.305 ①	at D2 TOU direct TOU - RT 084° intercept R053 TOU to GAI - R055 GAI to DEPES	initial climb FL70
FINOT 5B 6.0% to FL70 129.305 ①	at D2 TOU direct TOU - RT 115° intercept R086 TOU to FINOT	initial climb FL70
GAILLAC 5B GAI 5B 6.0% to FL70 129.305 ①	at D2 TOU direct TOU - RT 084° - intercept R053 TOU to GAI	initial climb FL70

① Climb gradient due to ATC. If unable to comply, advise ATC prior start-up.

MENDE NASBINALS 5B / OMNIDIRECTIONAL DEP

RWYs 32L/R (323°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 32L/32R	
MENDE NASBINALS 5B MEN 5B 6.0% to FL140 129.305 ①	at D2 TOU direct TOU - RT 095° - intercept R065 TOU to BISBI - LT intercept R223 MEN to MEN	initial climb FL70
OMNIDIRECTIONAL DEP	Climb on track 323° to 1000 - proceed direct climbing to MCA/ MCL	

① Climb gradient due to ATC. If unable to comply, advise ATC prior start-up.

TLS-LFBO

5-80

SIDs South

OMNIDIRECTIONAL DEP / PERPIGNAN RIVESALTES 5A / PERPIGNAN RIVESALTES 5B / PUMAL 5A / PUMAL 5B

RWYs 14L/R (143°) / 32L/R (323°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
11.0%	ft/MIN	1400	1700	2100	2400	2700	3100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14L/14R	
OMNIDIRECTIONAL DEP	Climb on track 143° to 1000 - proceed direct climbing to MCA/MCL.	
PERPIGNAN RIVESALTES 5A PPG 5A (Jet only) 11.0% to 3000 6.0% to FL70 129.305 ①	at MNM 2500 intercept R143 TOU to GALDO - LT intercept QDM 096 CS - RT intercept R128 TOU to PPG	TS MNM 4000 initial climb FL70
PUMAL 5A (Jet only) 11.0% to 3000 6.0% to FL110 129.305 ①	at MNM 2500 intercept R143 TOU to RIBOU - RT intercept R175 GAI to PUMAL	TS MNM 4000 RIBOU MNM FL120 initial climb FL70
	Runway 32L/32R	
OMNIDIRECTIONAL DEP	Climb on track 323° to 1000 - proceed direct climbing to MCA/MCL.	
PERPIGNAN RIVESALTES 5B PPG 5B (Jet only) 6.0% to FL70 129.305 ①	at D2 TOU direct TOU - RT 176° intercept R143 TOU to GALDO - LT intercept QDM 096 CS - RT intercept R128 TOU to PPG	D9 TOU MNM 6000 initial climb FL70
PUMAL 5B (Jet only) 6.0% to FL70 129.305 ①	at D2 TOU direct TOU - RT 176° intercept R143 TOU to RIBOU - RT intercept R175 GAI to PUMAL	D9 TOU MNM 6000 RIBOU MNM FL120 initial climb FL70

① Climb gradient due to ATC. If unable to comply, advise ATC prior start-up.

TLS-LFBO

5-90

SIDs Southwest/West

ANETO 5A / LATEK 5A / LEMBEYE 5A / OMNIDIRECTIONAL DEP / TARBES 5A / TIVLI 5A
RWYs 14L/R (143°)

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
11.0%	ft/MIN	1400	1700	2100	2400	2700	3100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14L/14R	
ANETO 5A 11.0% to 3000 6.0% to FL140 125.180 ①	at MNM 2500 intercept R143 TOU to TS - RT intercept QDR 227 TS - RT intercept R092 TBO inbound - LT intercept R216 TOU to GAUDE - LT intercept R191 AGN to ANETO	TS MNM 4000 GAUDE MNM FL200 initial climb FL70
LATEK 5A 11.0% to 3000 6.0% to FL140 3.4% 125.180 ①②	at MNM 2500 intercept R143 TOU to TS - RT intercept QDR 227 TS - RT intercept R092 TBO inbound - LT intercept R216 TOU to GAUDE - RT 263° to LATEK	TS MNM 4000 GAUDE MNM FL200 initial climb FL70
LEMBEYE 5A LMB 5A 11.0% to 3000 6.0% to FL70 125.180 ①	at MNM 2500 intercept R143 TOU to TS - RT intercept QDR 227 TS - RT intercept R092 TBO inbound to TALOL - RT intercept R109 LMB to LMB	TS MNM 4000 initial climb FL70
OMNIDIRECTIONAL DEP	Climb on track 143° to 1000 - proceed direct route climbing to MCA/MCL.	
TARBES 5A TBO 5A 11.0% to 3000 6.0% to FL70 125.180 ①③	at MNM 2500 intercept R143 TOU to TS - RT intercept QDR 227 TS - RT intercept R092 TBO via TALOL to TBO	TS MNM 4000 initial climb FL70
TIVLI 5A 11.0% to 3000 6.0% to FL140 3.4% 125.180 ①②	at MNM 2500 intercept R143 TOU to TS - RT intercept QDR 227 TS - RT intercept R092 TBO inbound - LT intercept R216 TOU to GAUDE - RT 256° to TIVLI	TS MNM 4000 GAUDE MNM FL200 initial climb FL70

① Climb gradient due to ATC. If unable to comply, advise ATC prior start-up.

② Theoretical climb gradient 3.4% is determined from obstacle of ALT 10479ft.

③ MAX FL140

TLS-LFBO

5-100

SIDs Southwest/West

ANETO 5B / LATEK 5B / LEMBEYE 5B / OMNIDIRECTIONAL DEP / TARBES 5B / TIVLI 5B
RWYs 32L/R (323°)

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 32L/32R	
ANETO 5B 6.0% to FL140 125.180 ①	at D2 TOU direct TOU - R307 TOU - at MNM 4000 LT 177° intercept R216 TOU to GAUDE - LT intercept R191 AGN to ANETO	GAUDE MNM FL200 initial climb FL70
LATEK 5B 6.0% to FL140 3.7% 125.180 ①②	at D2 TOU direct TOU - R307 TOU - at MNM 4000 LT 177° intercept R216 TOU to GAUDE - RT 263° to LATEK	GAUDE MNM FL200 initial climb FL70
LEMBEYE 5B LMB 5B 6.0% to FL70 125.180 ①	at D2 TOU direct TOU - R307 TOU - at MNM 4000 LT 213° intercept R258 TOU to LMB	initial climb FL70
OMNIDIRECTIONAL DEP	Climb on track 323° to 1000 - proceed direct route climbing to MCA/MCL.	
TARBES 5B TBO 5B 6.0% to FL70 125.180 ①③	at D2 TOU direct TOU - R307 TOU - at MNM 4000 LT 203° intercept R248 TOU to TBO	initial climb FL70
TIVLI 5B 6.0% to FL140 3.7% 125.180 ①②	at D2 TOU direct TOU - R307 TOU - at MNM 4000 LT 177° intercept R216 TOU to GAUDE - RT 256° to TIVLI	GAUDE MNM FL200 initial climb FL70

① Climb gradient due to ATC. If unable to comply, advise ATC prior start-up.

② Theoretical climb gradient 3.7% is determined from obstacle of ALT 10479ft.

③ MAX FL140

Effective 13-SEP-2018

06-SEP-2018

TLS-LFBO

France Toulouse Blagnac

STARs RWY 14L/R North/South/West

STARs North/East

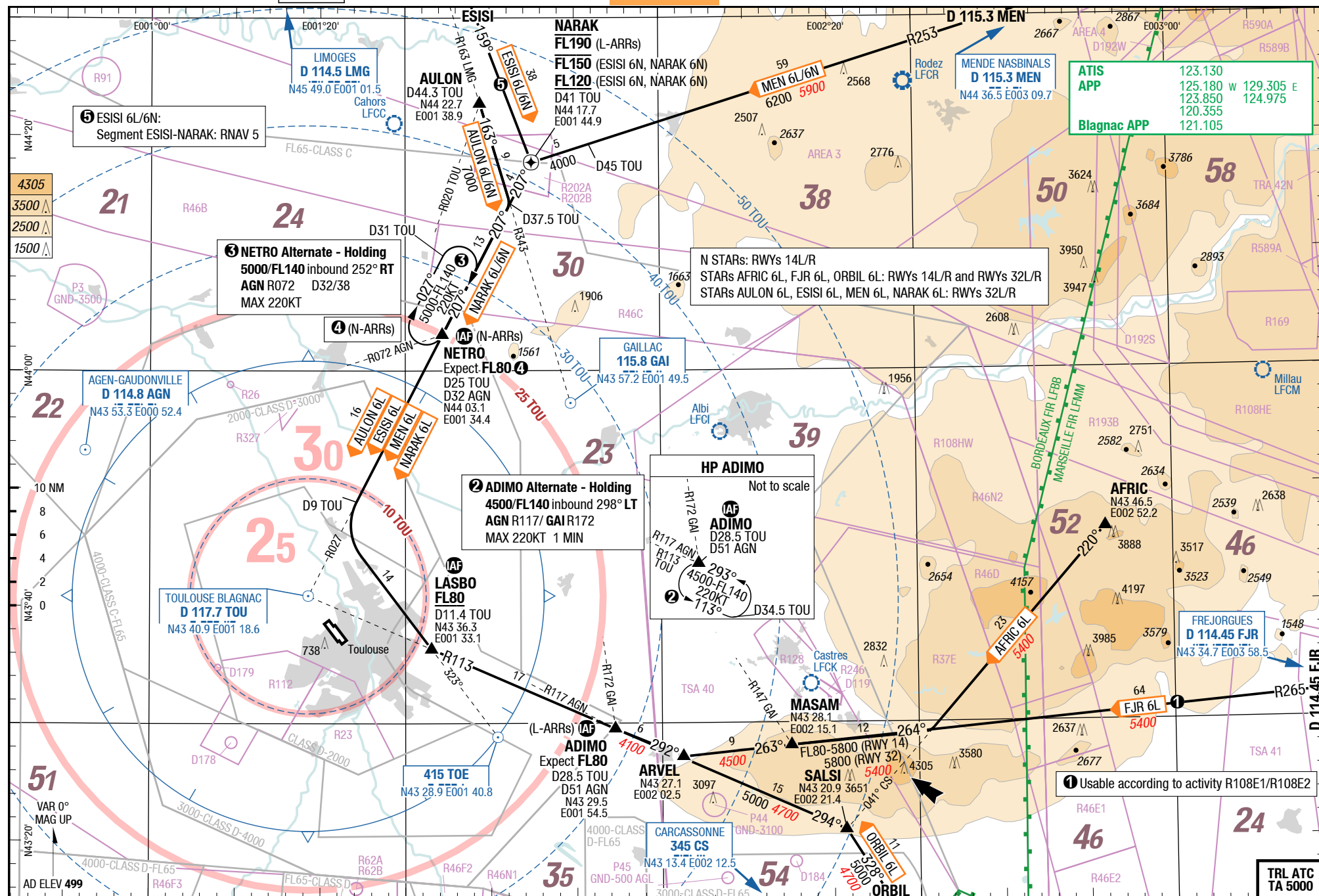
STAR

STAR

Blagnac Toulouse France

STARs RWY 14L/R North/South/West

STARs North/East



Changes: FREQ, SUAS

Effective 13-SEP-2018

06-SEP-2018

TLS-LFBO

France Toulouse Blagnac

STAR

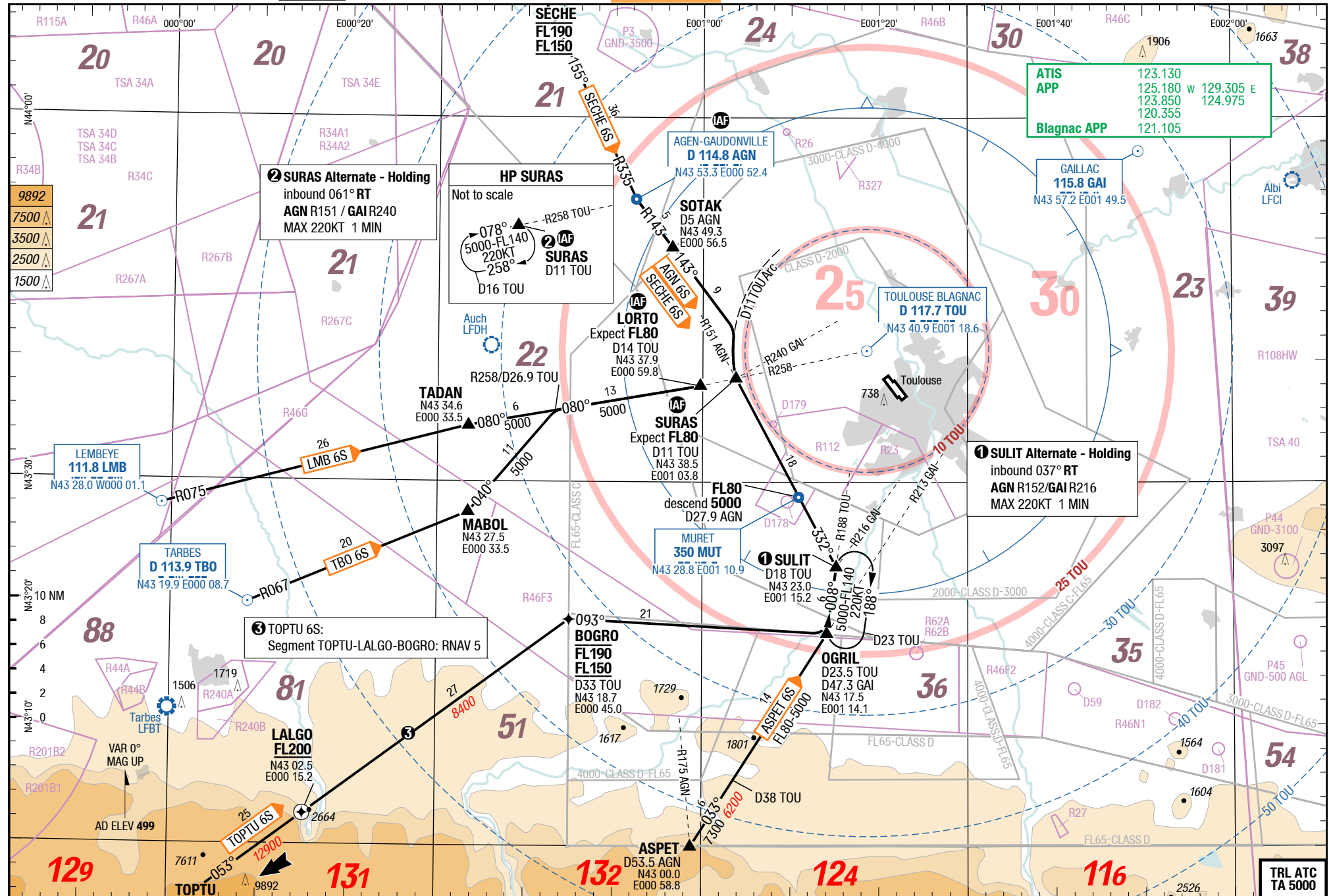
STAR

Blagnac Toulouse France

STARs RWY 14L/R North/South/West

6-20

STARs RWY 14L/R North/South/West



Changes: FREQ, SUAS

Effective 13-SEP-2018

06-SEP-2018

TLS-LFBO

France Toulouse Blagnac

(NIL)

STAR

STAR

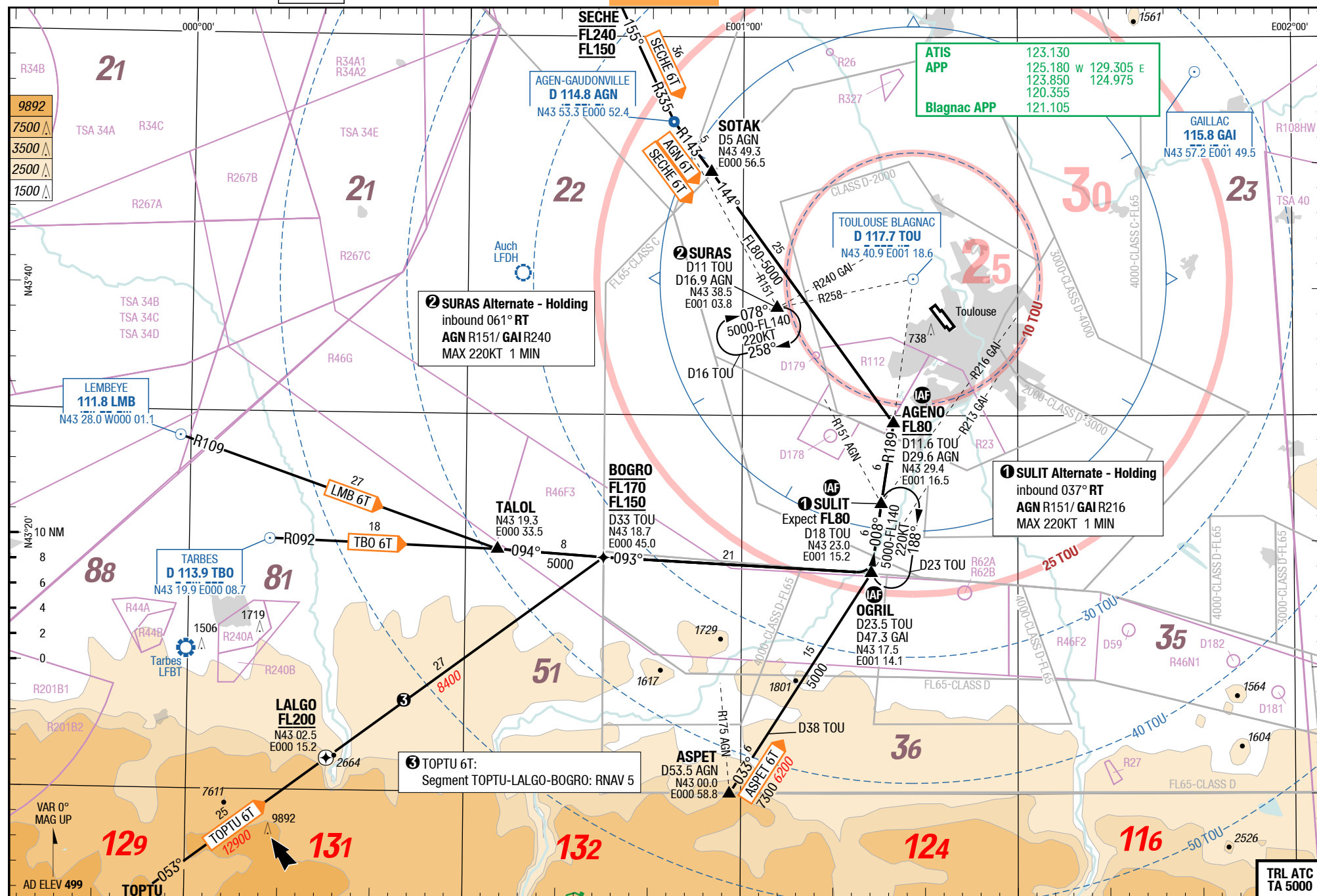
Blagnac Toulouse France

(NIL)

STARs RWYs 32L/R North/South/West

6-30

STARs RWYs 32L/R North/South/West



Changes: FREQ, SUAs

TRL ATC TA 5000

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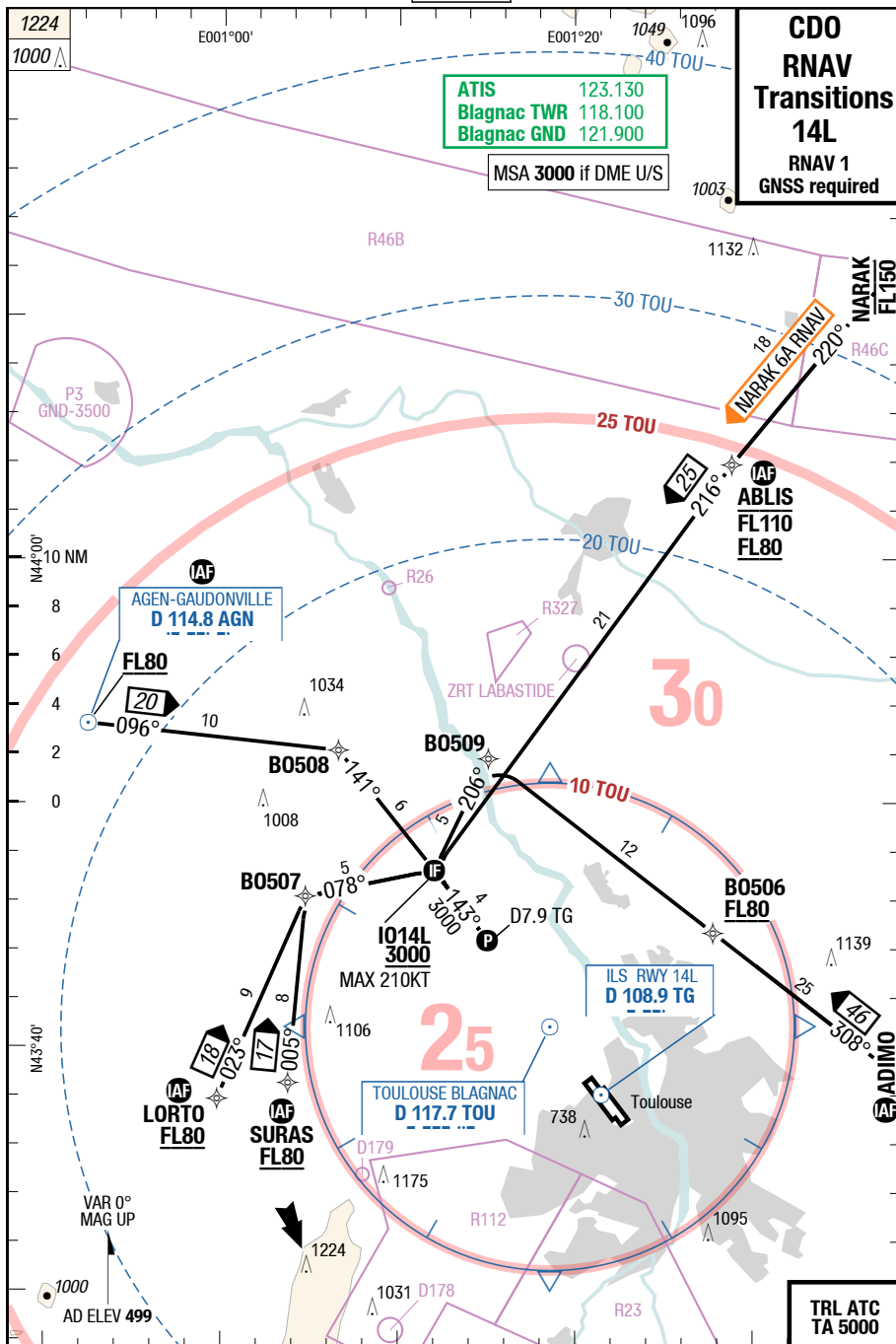
France **Toulouse** Blagnac

IAC

TLS-LFB0

7-10

CDO RNAV Transitions 14L



Changes: Track, FREQ, SUAs, OBST

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Effective 13-SEP-2018

06-SEP-2018

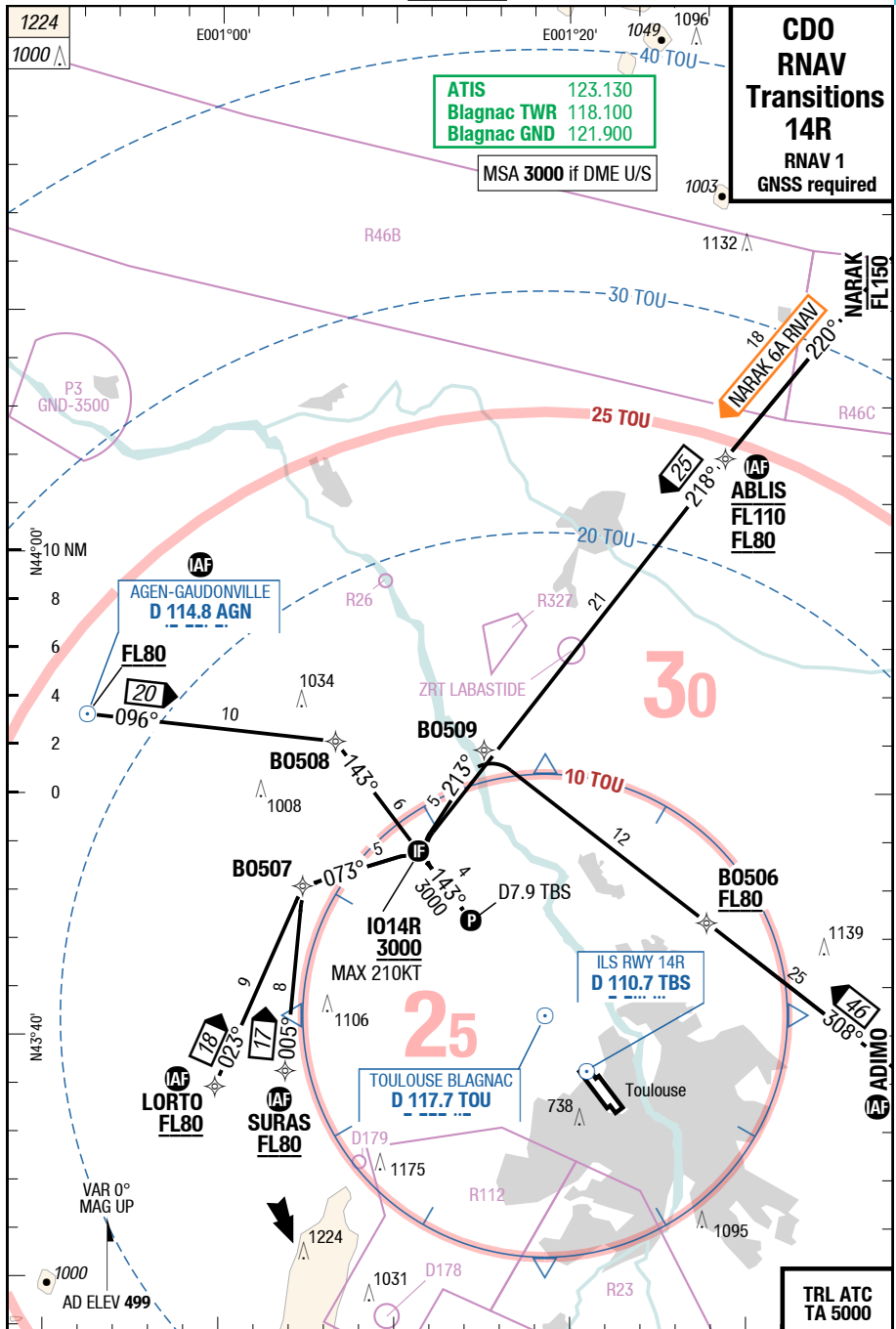
TLS-LFB0

France Toulouse Blagnac

IAC

7-20

CDO RNAV Transitions 14R



Changes: FREQ, Track, OBST, SUAS

Effective 13-SEP-2018

06-SEP-2018

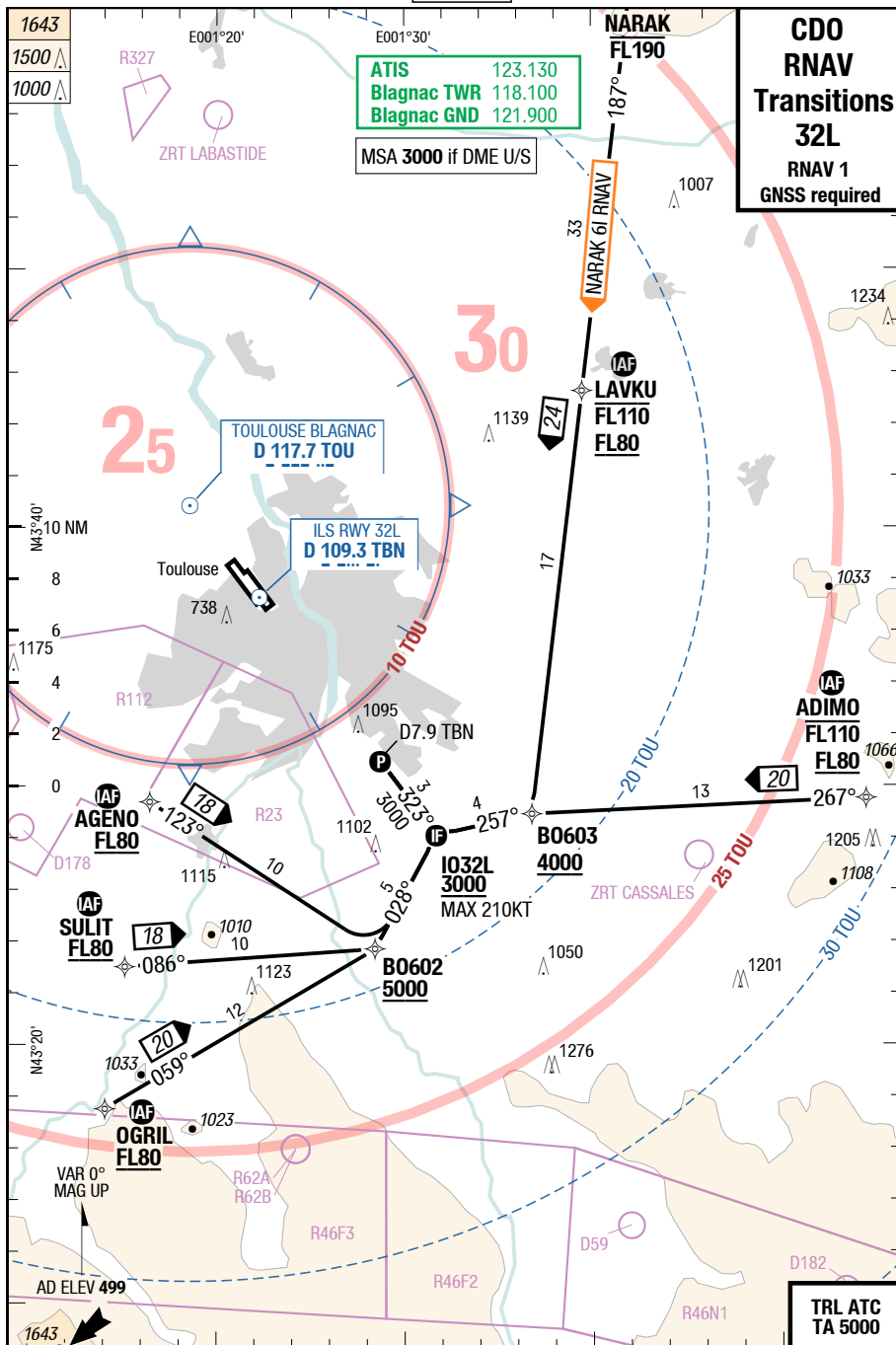
TLS-LFBO

7-30

CDO RNAV Transitions 32L

France Toulouse Blagnac

IAC



06-SEP-2018

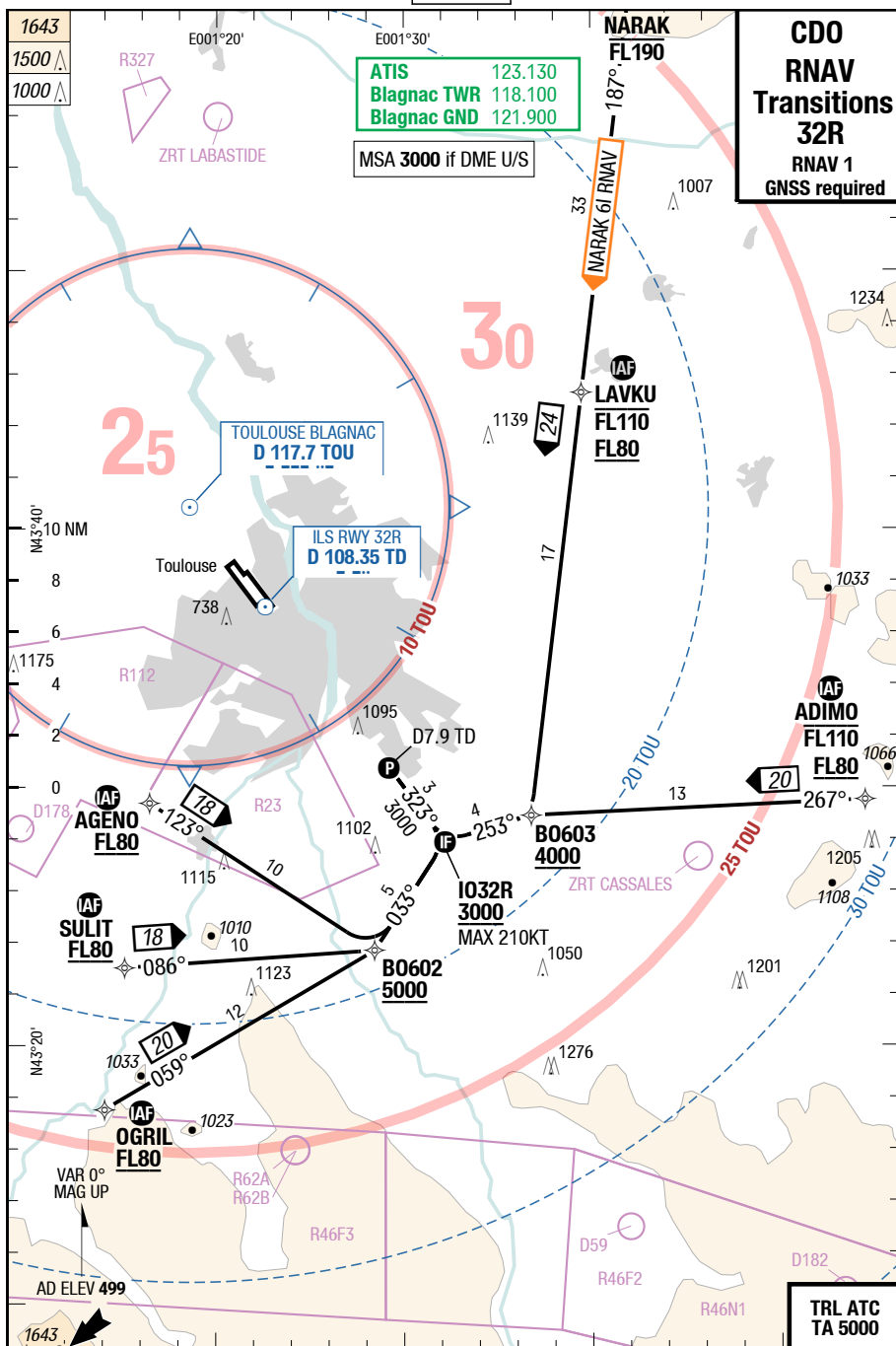
France **Toulouse** Blagnac

IAC

TLS-LFB0

7-40

CDO RNAV Transitions 32R



Changes: Track, FREQ, ALT, SUAs, OBST

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Effective 13-SEP-2018

06-SEP-2018

TLS-LFBO

France Toulouse Blagnac

ILS or LOC 14R

ILS or LOC 14L

IAC

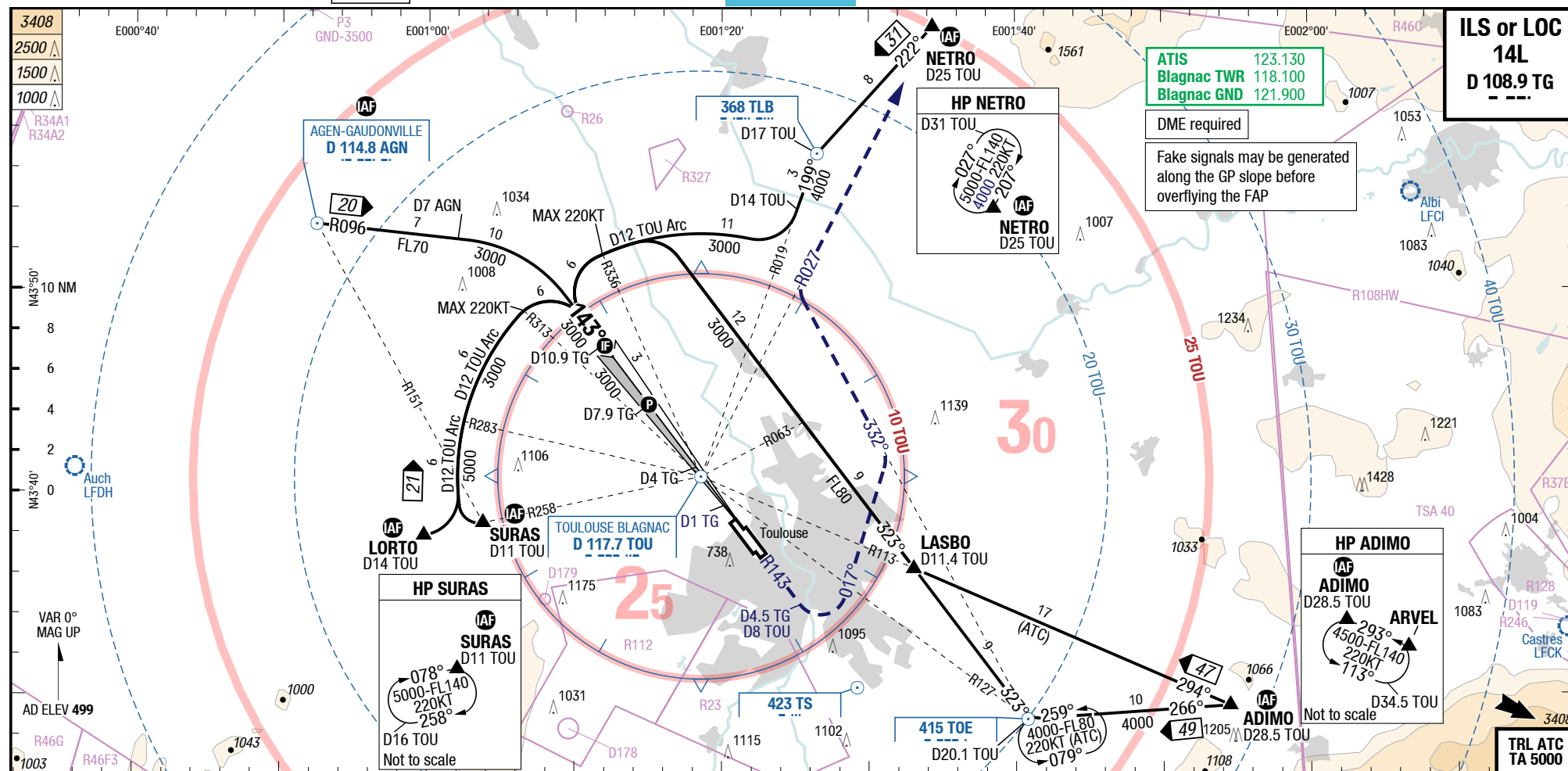
IAC

Blagnac Toulouse France

ILS or LOC 14R

ILS or LOC 14L

7-50



14L		Cat 1 DME ACFT MAX 65/7 1)	Cat 1 DME 1)	LOC DME		Circling SW of RWY only
C	ft - m/km ft	200 - 550 690	220 - 550 710	390 - 1.1 870		830 - 2.4V 1320
D	ft - m/km ft	210 - 550 700	220 - 550 710	390 - 1.1 870		830 - 3.6V 1320
1) FD, AP or HGS required, else RVR 750m						

LOC 3.00° D TG	7.9	7	6	5	3	2	<div><div>14L</div><div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div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1) FD, AP or HGS required, else RVR 750m

Changes: Track, FREQ, SUAs, HLDG, OBST

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06-SEP-2018

TLS-LFBO

France Toulouse Blagnac

ILS

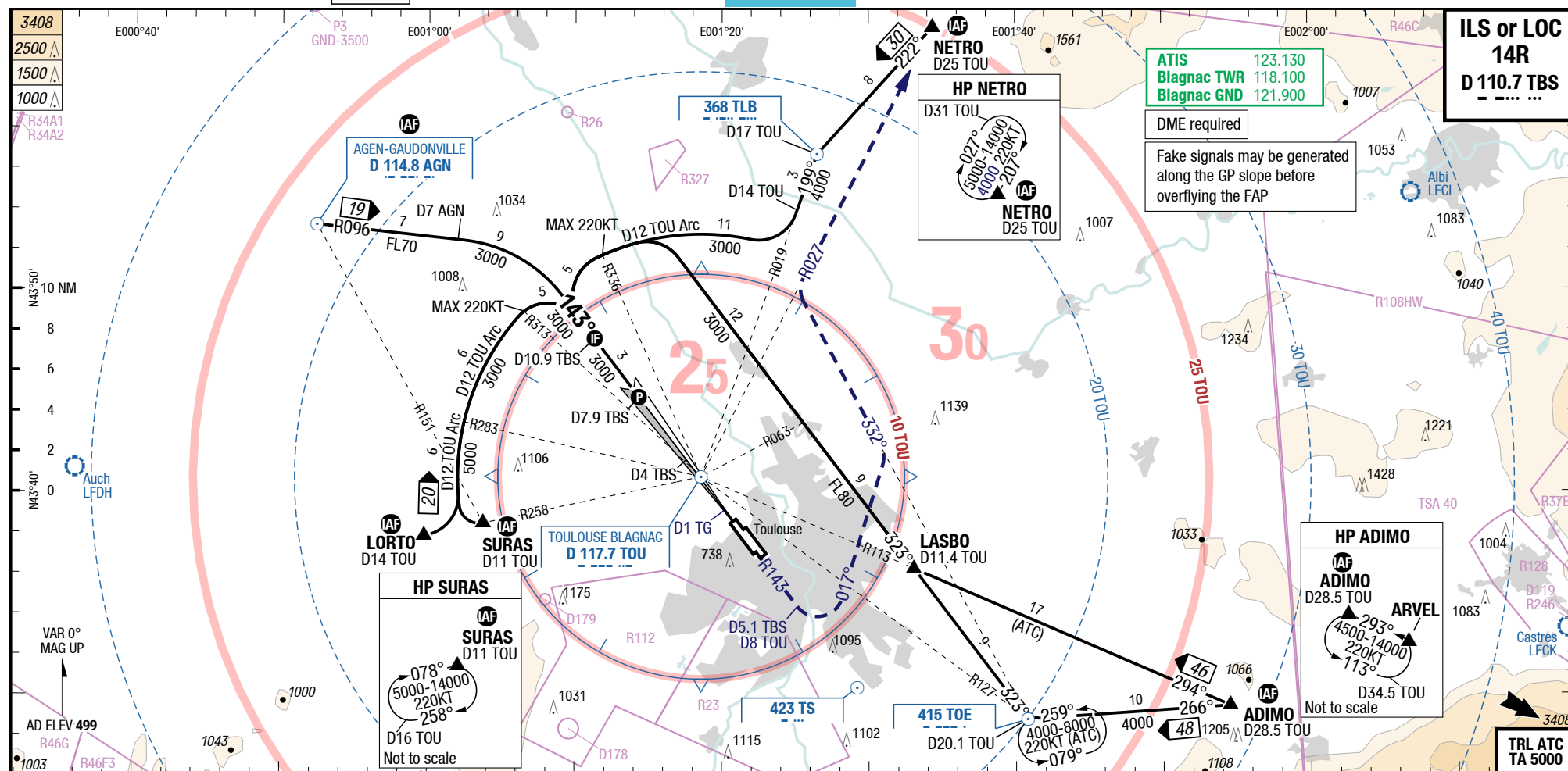
LOC

Blagnac Toulouse France

ILS or LOC 14R

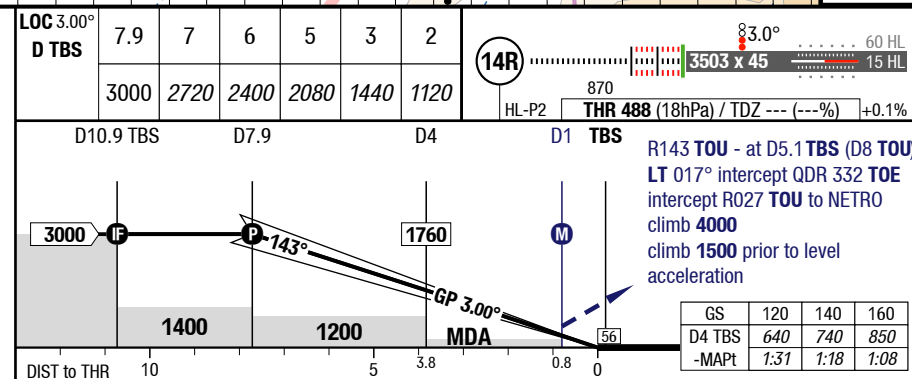
7-60

ILS or LOC 14R



14R		Cat 3b DME	Cat 2 DME	Cat 1 DME	Cat 1 DME	LOC DME	Circling
							SW of RWY only
C	ft - m/km ft	0 - 75R Company	100 - 300R 99 RA	200 - 400 690	200 - 550 690	390 - 1.1 870	730 - 2.4V 1220
D	ft - m/km ft	0 - 75R Company	100 - 300R 99 RA 2)	200 - 400 690	200 - 550 690	390 - 1.1 870	830 - 3.6V 1320

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



Changes: FREQ, Track, SUAs, HLDG, OBST

Effective 13-SEP-2018

06-SEP-2018

TLS-LFBO

France Toulouse Blagnac

ILS or LOC 32R

ILS or LOC 32L

IAC

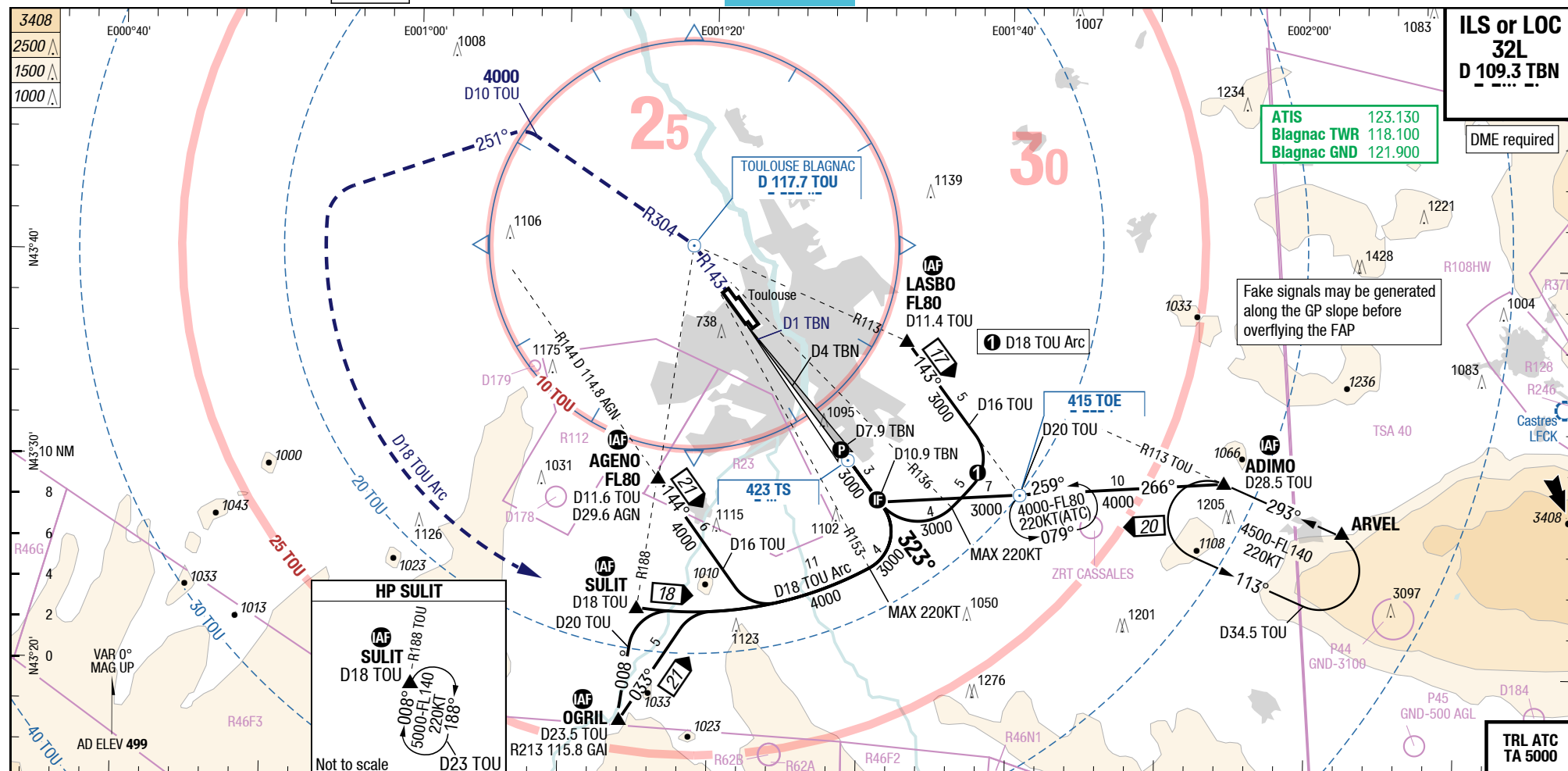
IAC

Blagnac Toulouse France

ILS or LOC 32R

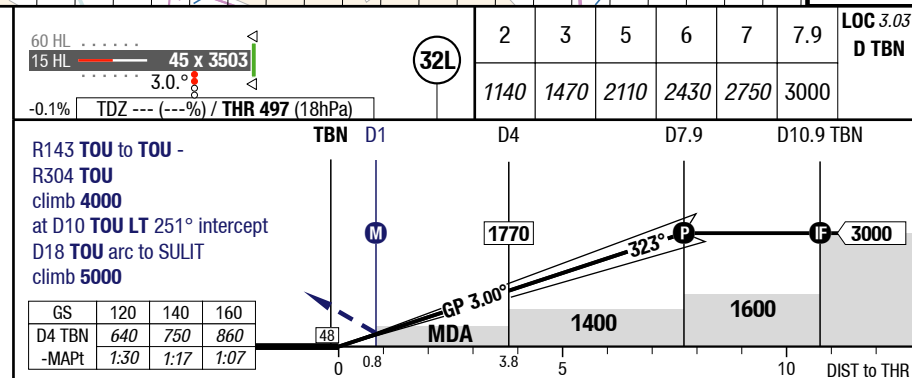
ILS or LOC 32L

7-70



32L		Cat 1 DME ACFT MAX 65/7 1)	Cat 1 DME 1)	LOC DME	Circling SW of RWY only
C	ft - m/km ft	200 - 1.2 700	210 - 1.2 710	490 - 2.3 980	
D	ft - m/km ft	210 - 1.2 710	210 - 1.2 710	490 - 2.3 980	

1) With EVS 800m



Changes: FREQ, Track, OBST, SUAs, HLDG

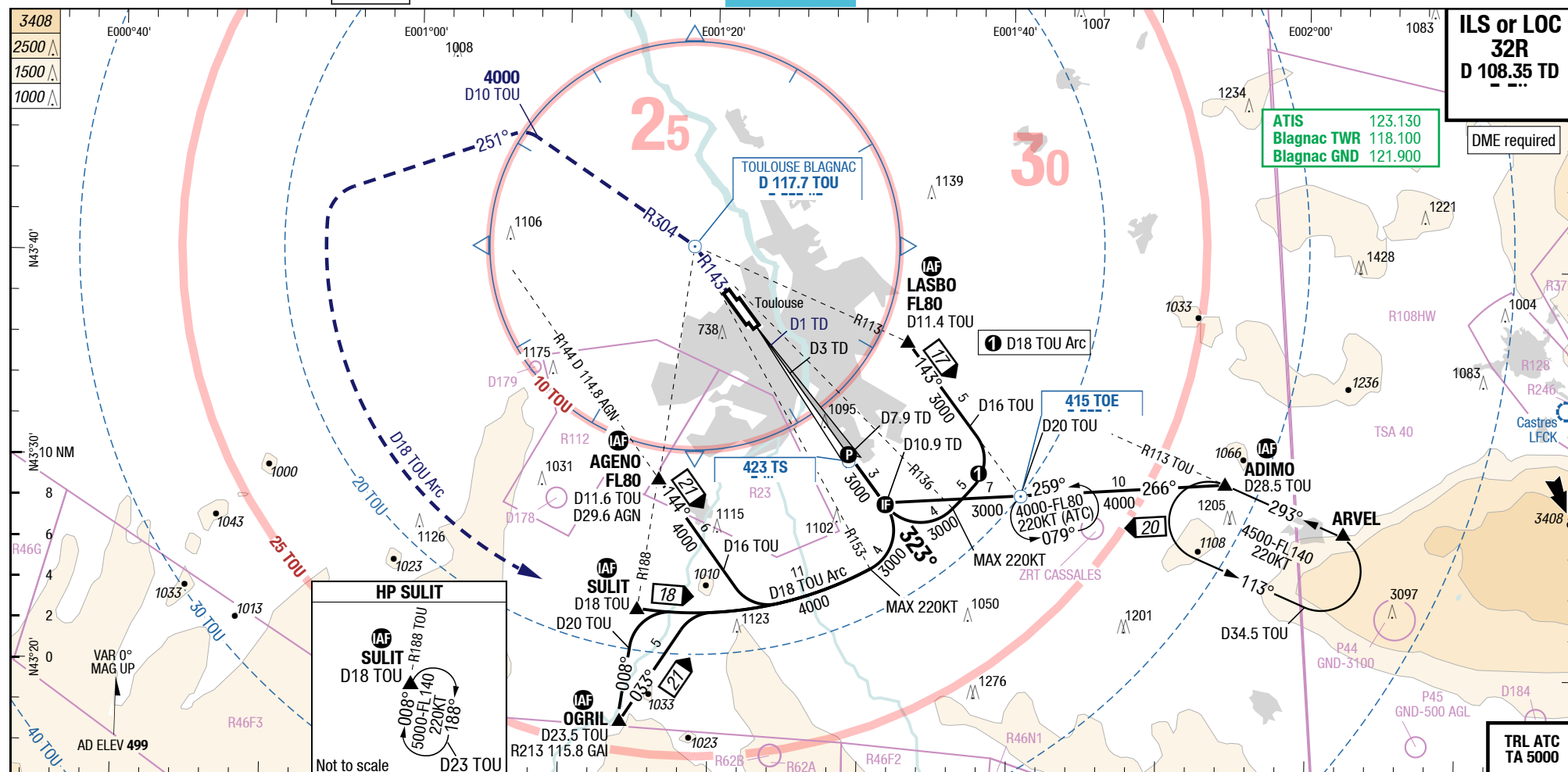
TLS-LFBO

ILS or LOC 32R

IAC

IAC

ILS or LOC 32R



32R		Cat 1 DME ACFT MAX 65/7' 1)	Cat 1 DME 1)	LOC DME		Circling SW of RWY only
C	ft - m/km ft	200 - 1.2 700	210 - 1.2 710	490 - 2.3 980		830 - 2.4V 1320
D	ft - m/km ft	200 - 1.2 700	210 - 1.2 710	490 - 2.3 980		830 - 3.6V 1320

1) With EVS 800m

60 HL 45 x 3025 3.0° 8

-0.1% TDZ 497 (---) / THR 497 (18hPa)

32R

2 4 5 6 7 7.9 LOC 3.00 D TD

1130 1770 2090 2440 2760 3000

R143 **TOU to TOU** -
R304 **TOU**
climb **4000**
at D10 **TOU LT 251°** intercept
D18 **TOU** arc to SULIT
climb **5000**

TD D1 D3 D7.9 D10.9 TD

1450

GP 3.00° 323°

1400 1600 3000

IF

GS	120	140	160
D3 TD	650	750	860
-MAPt	0:59	0:51	0:45

50 0 0.8 2.8 5 7.9 10 DIST to THR

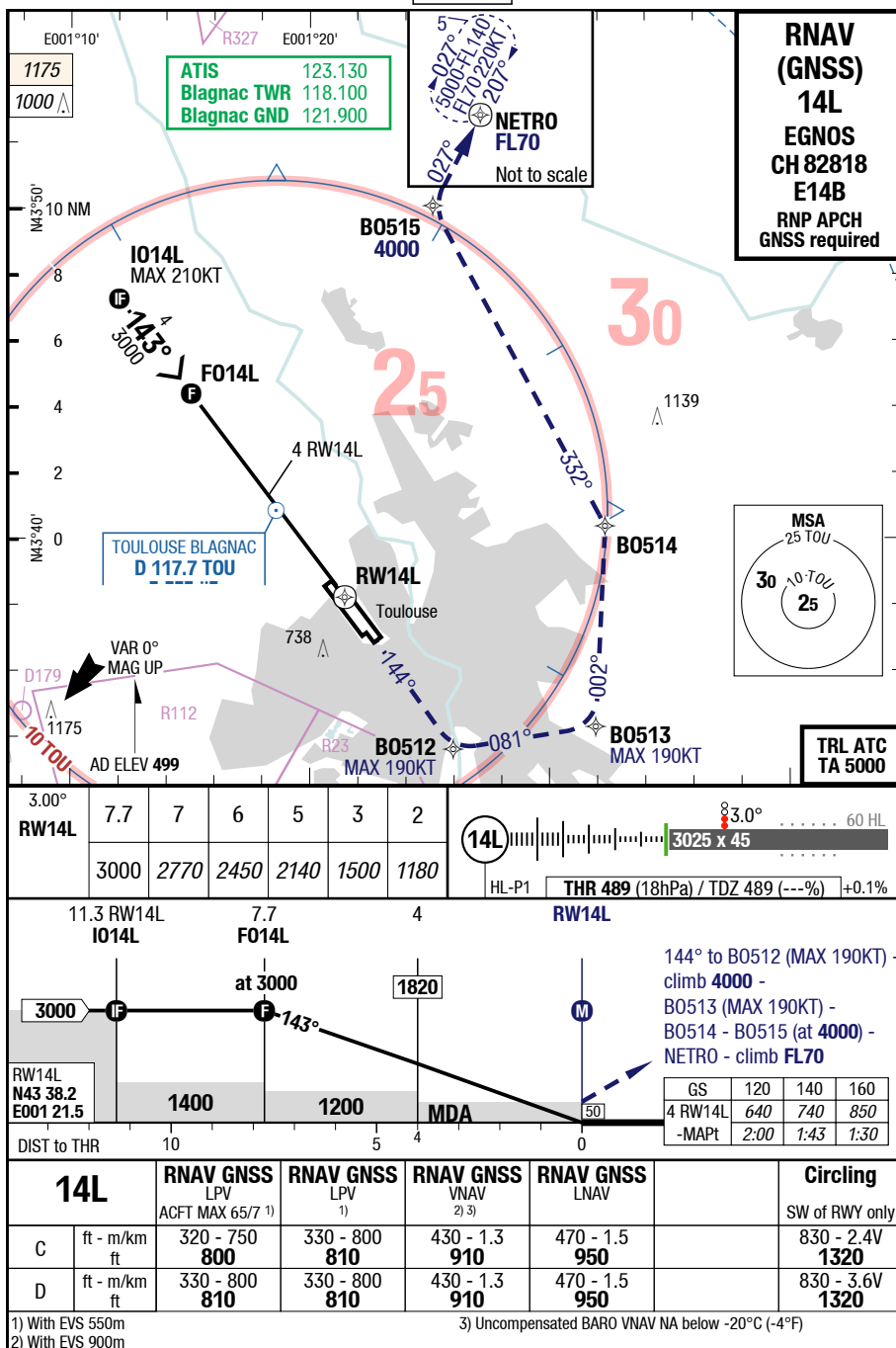
© Lido 2018

Changes: FREQ, Track, SUAs, HLDG, OBST

TLS-LFB0

7-90

RNAV (GNSS) 14L

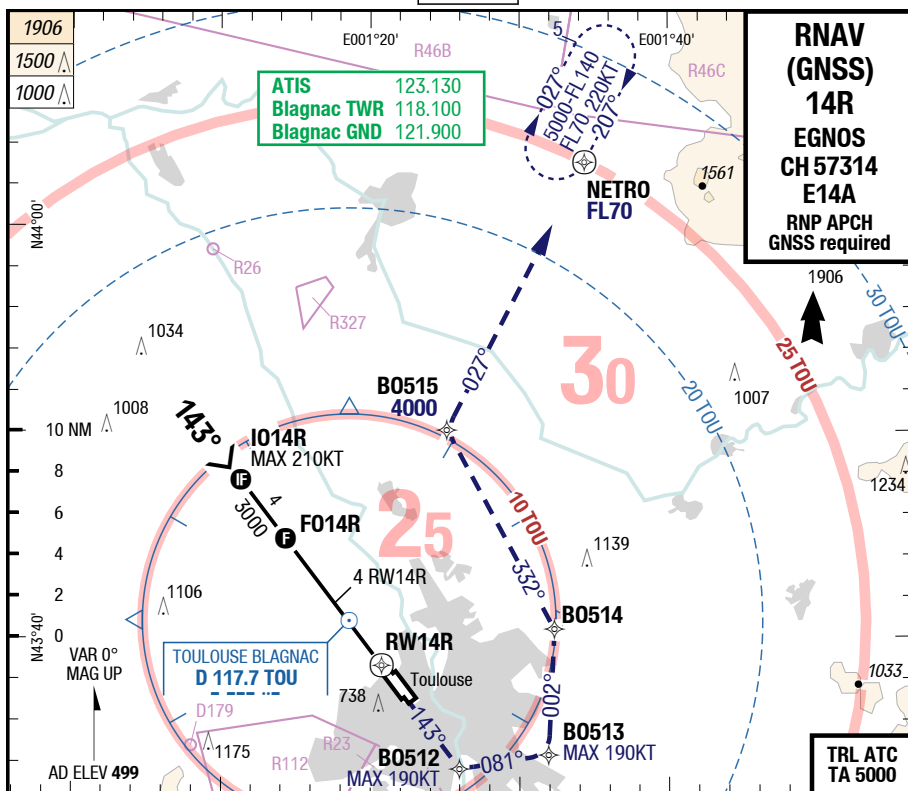


Changes: FREQ, Track, HLDG, Profile, OBST, SUAs

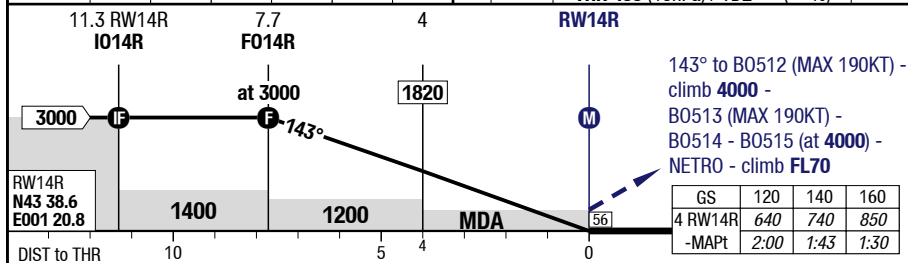
TLS-LFBO

7-100

RNAV (GNSS) 14R



3.00°	7.7	7	6	5	3	2	83.0°	60 HL
RW14R	3000	2780	2460	2140	1500	1180	3503 x 45	15 HL
							870	
							HL-P2	
							THR 488 (18hPa) / TDZ --- (---%)	+0.1%



14R	RNAV GNSS LPV ACFT MAX 65/7 1)	RNAV GNSS LPV 1)	RNAV GNSS VNAV 2) 3)	RNAV GNSS LNAV	Circling SW of RWY only
C	ft - m/km 750	270 - 750 770	420 - 1.2 900	470 - 1.5 950	730 - 2.4V 1220
D	ft - m/km 760	280 - 750 770	420 - 1.2 900	470 - 1.5 950	830 - 3.6V 1320

1) With EVS 500m

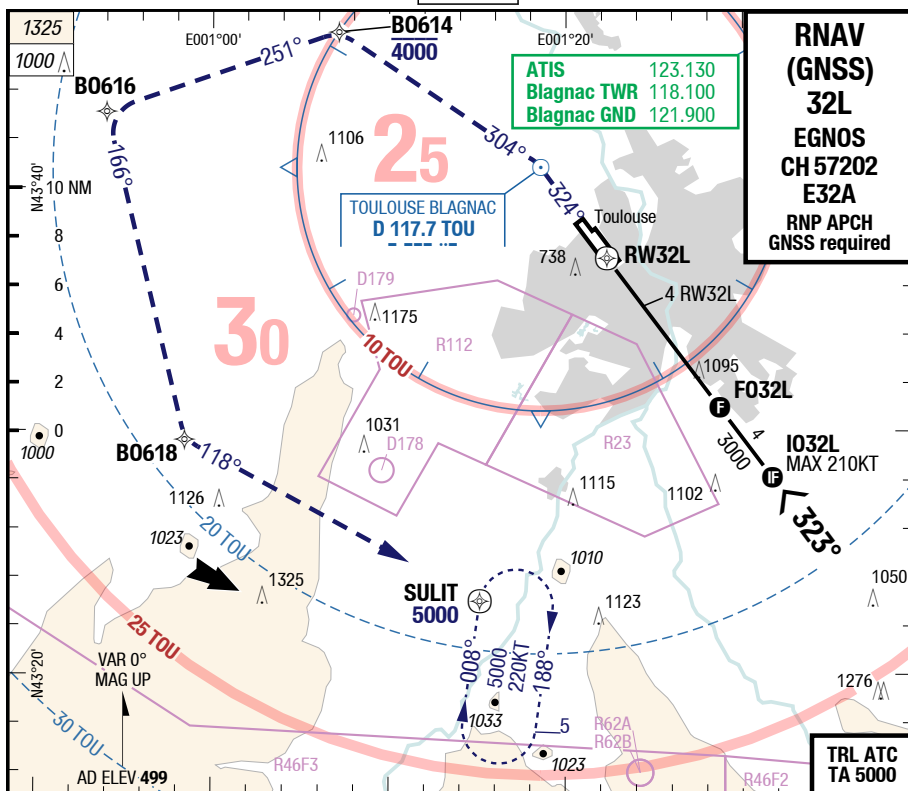
2) With EVS 800m

3) Uncompensated BARO VNAV NA below -20°C (-4°F)

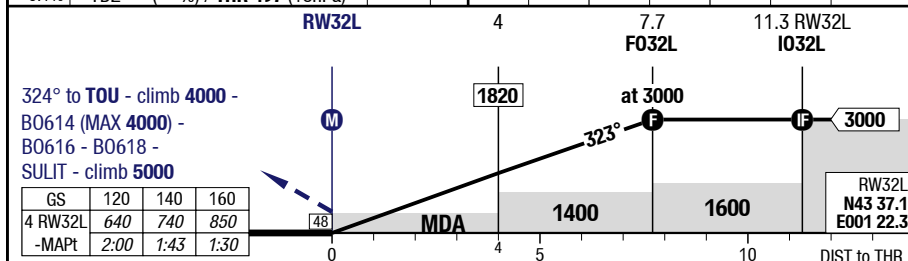
TLS-LFBO

7-110

RNAV (GNSS) 32L



2	3	5	6	7	7.7	3.00°
1190	1500	2140	2460	2780	3000	RW32L



32L	RNAV GNSS LPV ACFT MAX 65/7 1)	RNAV GNSS LPV 1)	RNAV GNSS VNAV 2) 3)	RNAV GNSS LNAV	Circling SW of RWY only
C	ft - m/km ft 260 - 1.3 750	270 - 1.3 760	350 - 1.6 840	440 - 2.0 930	730 - 2.4V 1220
D	ft - m/km ft 260 - 1.3 750	270 - 1.3 760	350 - 1.6 840	440 - 2.0 930	830 - 3.6V 1320

1) With EVS 900m

2) With EVS 1.1km

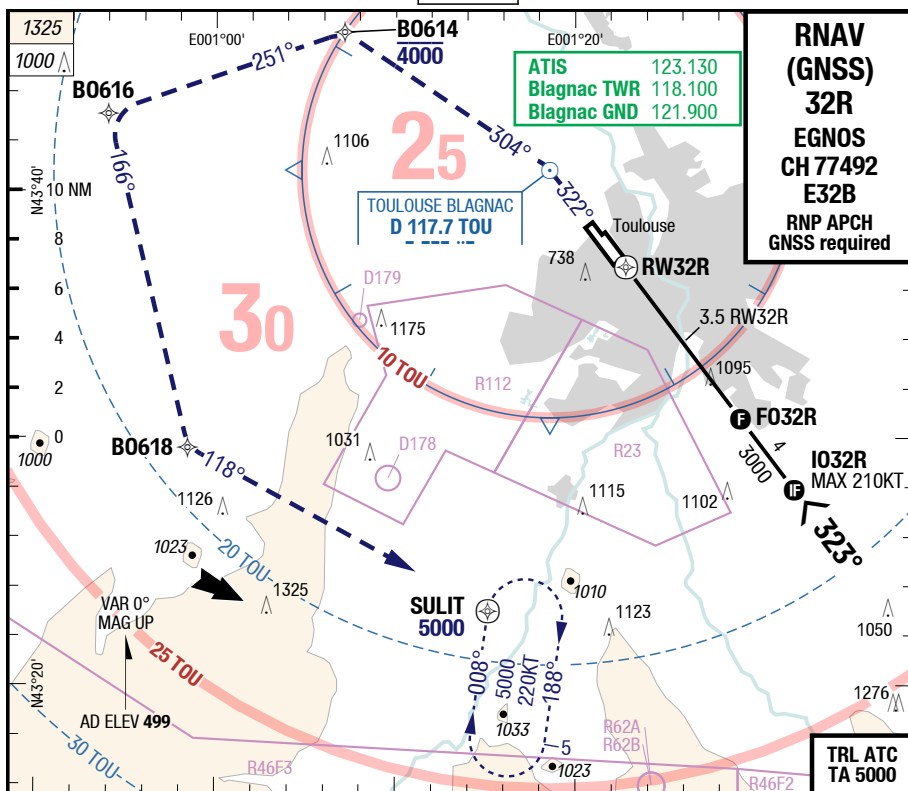
3) Uncompensated BARO VNAV NA below -20°C (-4°F)

Changes: FREQ, Track, Speed RESTR, OBST, SUAs

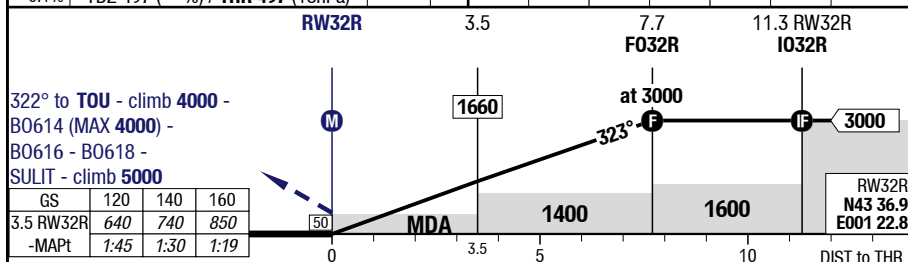
TLS-LFBO

7-120

RNAV (GNSS) 32R



32R	2	3	5	6	7	7.7	3.00° RW32R
	1190	1510	2140	2460	2780	3000	



32R	RNAV GNSS LPV 1)	RNAV GNSS VNAV 2) 3)	RNAV GNSS LNAV	Circling SW of RWY only
C	ft - m/km ft 260 - 1.3 750	370 - 1.7 860	430 - 2.0 920	830 - 2.4V 1320
D	ft - m/km ft 260 - 1.3 750	370 - 1.7 860	430 - 2.0 920	830 - 3.6V 1320

1) With EVS 900m

2) With EVS 1.1km

3) Uncompensated BARO VNAV NA below -20°C (-4°F)

Changes: FREQ, Track, Speed RESTR, OBST, SUAS

Effective 13-SEP-2018

06-SEP-2018

TLS-LFBO

France Toulouse Blagnac

VOR 14R

VOR 14L

IAC

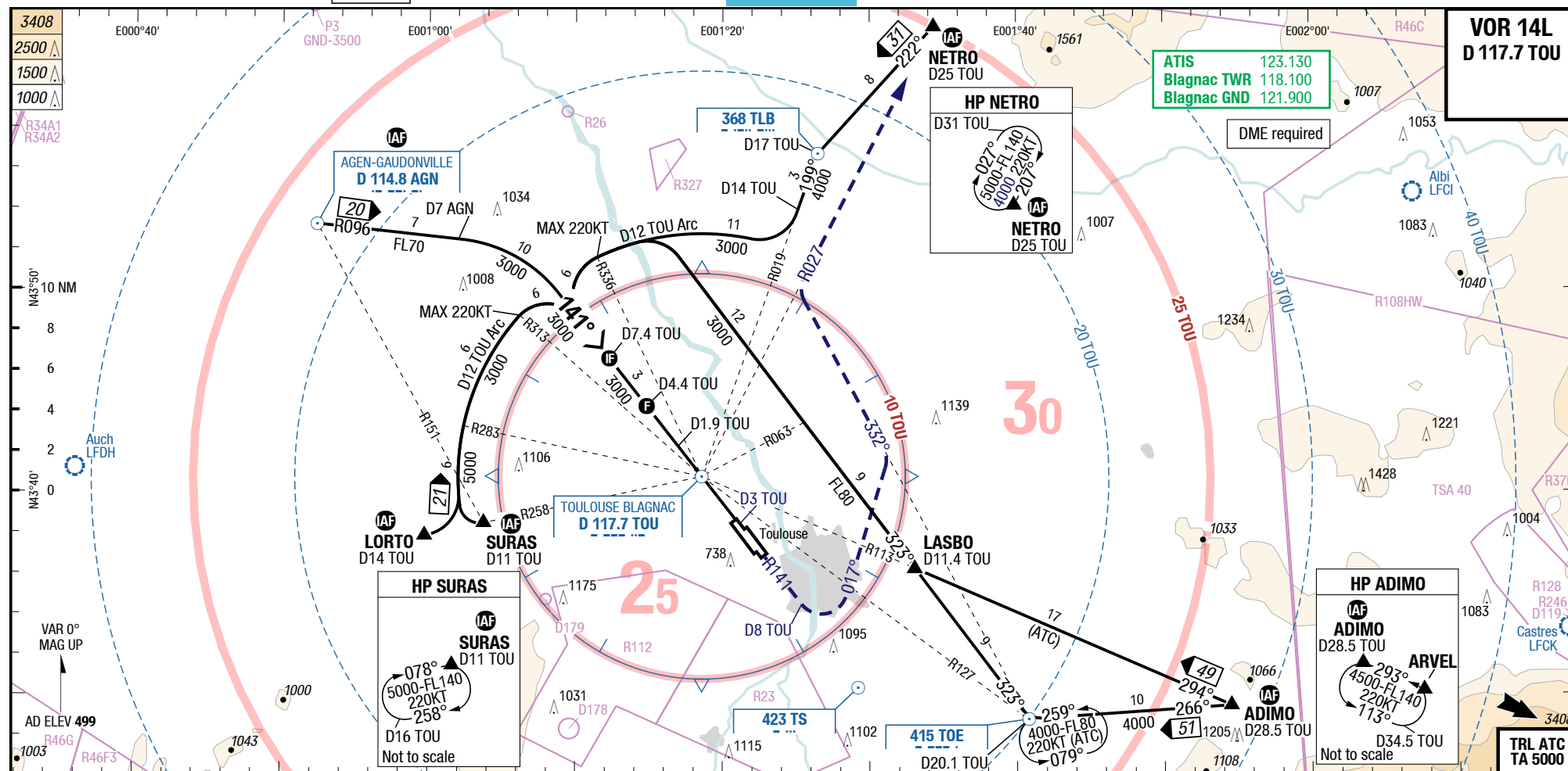
IAC

Blagnac Toulouse France

VOR 14R

VOR 14L

7-130



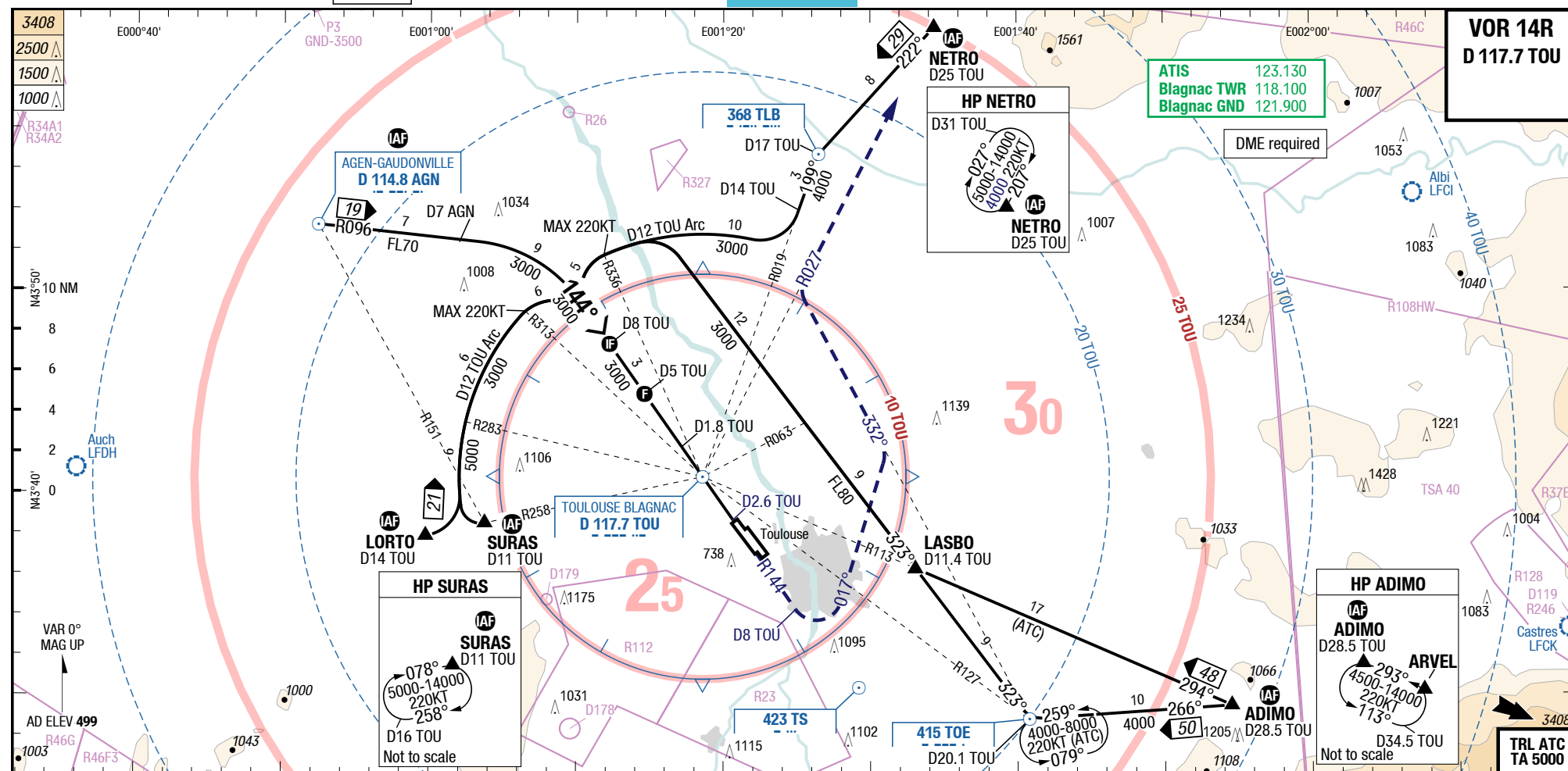
TLS-LFBO

VOR 14R

IAC

IAC

VOR 14R



14R		VOR DME					Circling 1)
C	ft - m/km ft	470 - 1.5 950					730 - 2.4V 1220
D	ft - m/km ft	470 - 1.5 950					830 - 3.6V 1320
1) SW of RWY only							

Figure 1 illustrates a typical flight profile with various parameters and a table of data. The profile shows a climb from 3000 feet to 144 degrees, followed by a descent to 1400 feet, then 1200 feet, and finally 1000 feet. The profile also shows a climb to 1400 feet, then 1200 feet, and finally 1000 feet. The profile is divided into segments: D8 TOU, D5, D1.8, TOU, and D2.6. The profile also shows a climb to 1400 feet, then 1200 feet, and finally 1000 feet. The profile is divided into segments: D8 TOU, D5, D1.8, TOU, and D2.6.

GS	120	140	160
D1.8 TOU	640	740	850
-MAPT	2:15	1:56	1:41

Changes: **FREQ**, **Track**, **FAT**, **SUAs**, **Note**, **HLDG**, **OBST**

Effective 13-SEP-2018

06-SEP-2018

TLS-LFB0

France Toulouse Blagnac

VOR 32R

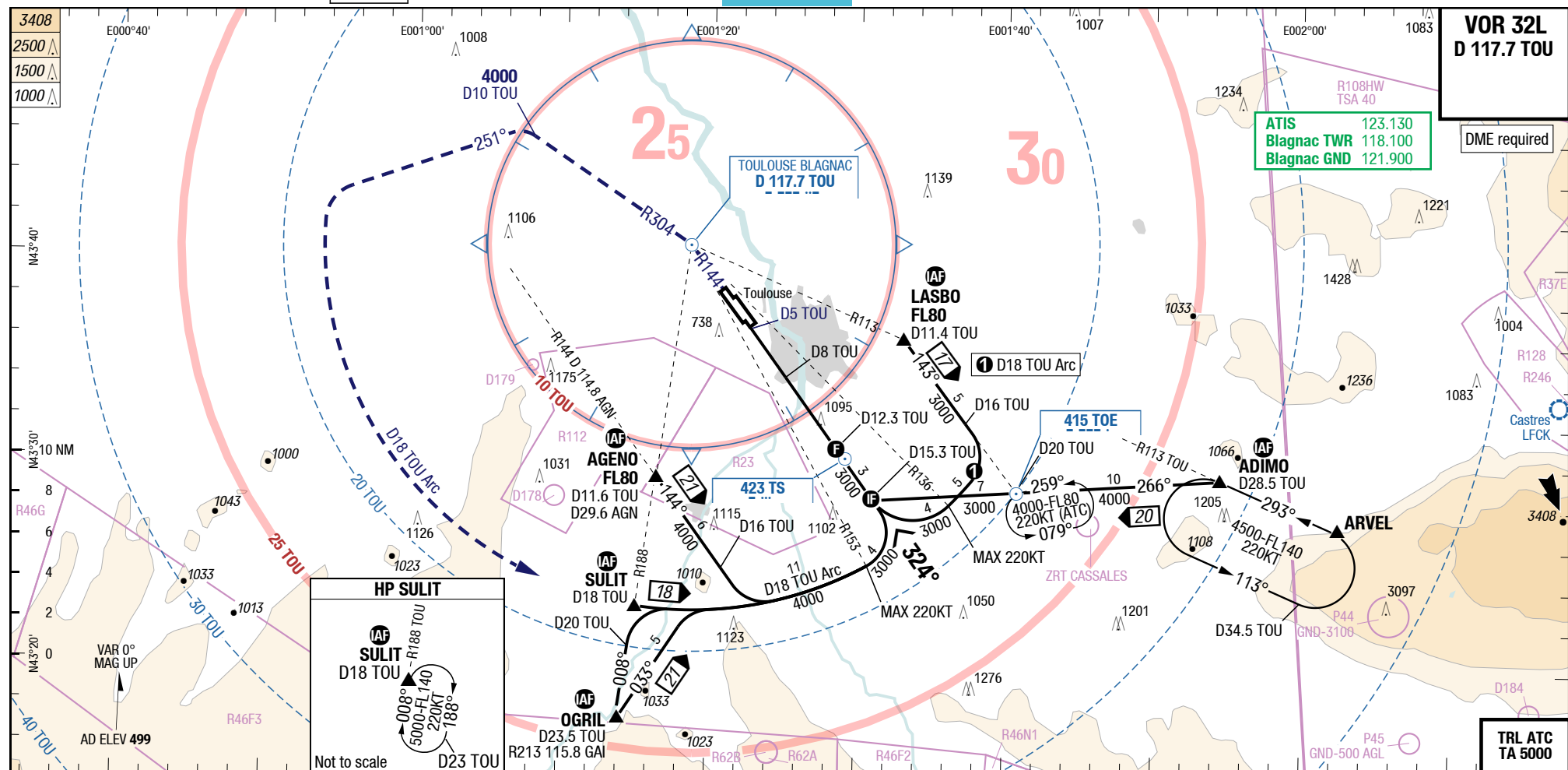
VOR 32L

Blagnac Toulouse France

VOR 32R

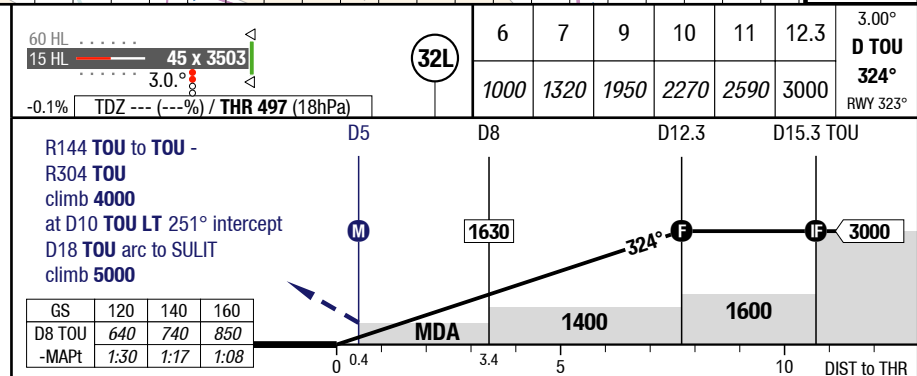
VOR 32L

7-150



32L		VOR DME	Circling ¹⁾	
C	ft - m/km ft	490 - 2.3 980		730 - 2.4V 1220
D	ft - m/km ft	490 - 2.3 980		830 - 3.6V 1320

1) SW of RWY only



Changes: FREQ, Track, SUAs, HLDG, OBST

Effective 13-SEP-2018

06-SEP-2018

TLS-LFBO

France Toulouse Blagnac

IAC

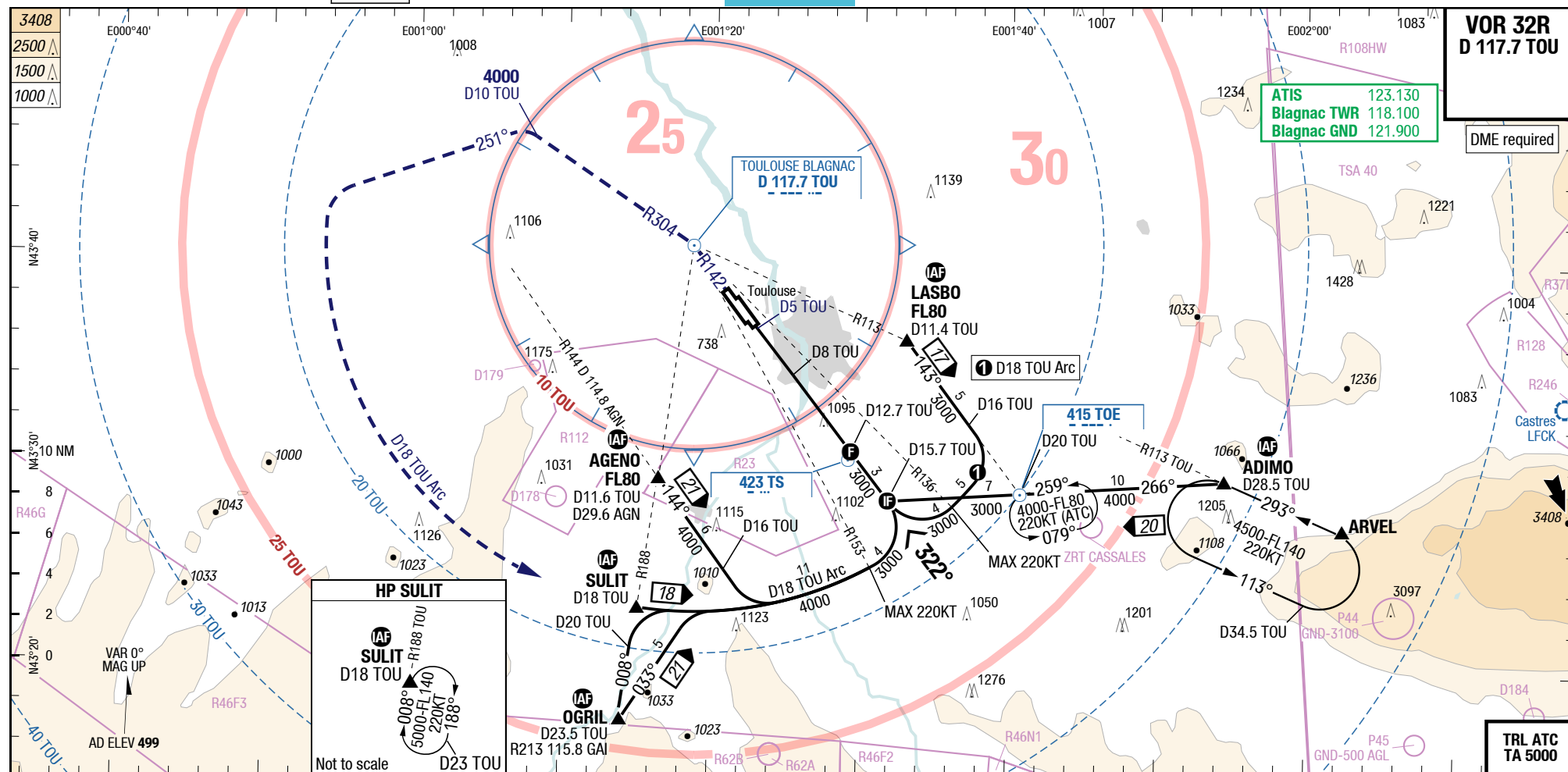
IAC

Blagnac Toulouse France

VOR 32R

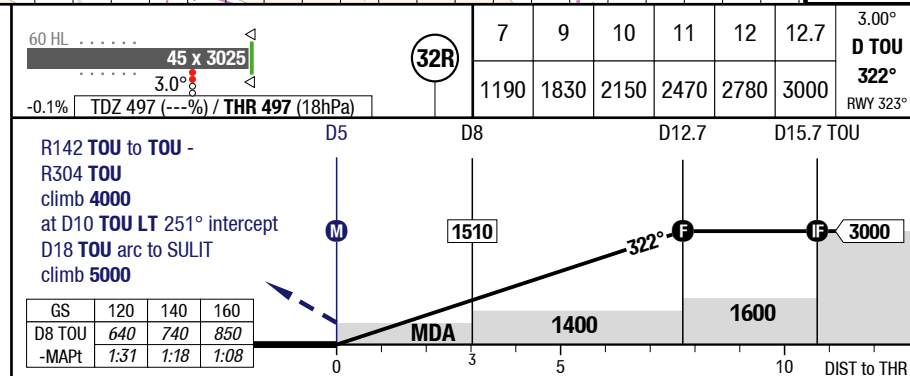
VOR 32R

7-160



32R		VOR DME				Circling ¹⁾
C	ft - m/km ft	490 - 2.3 980				830 - 2.4V 1320
D	ft - m/km ft	490 - 2.3 980				830 - 3.6V 1320

1) SW of RWY only

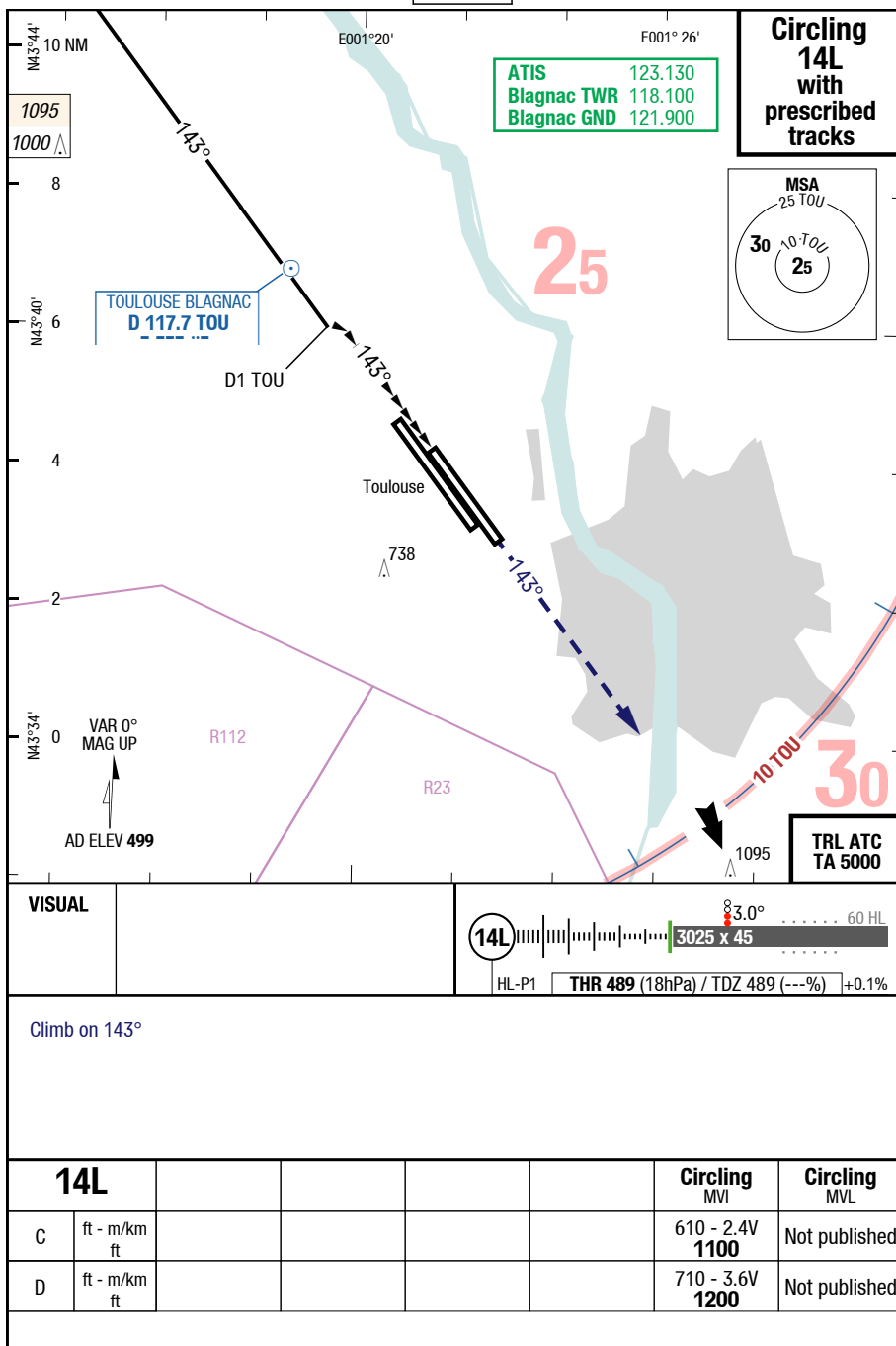


Changes: FREQ, Track, SUAs, HLDG, OBST

TLS-LFB0

7-170

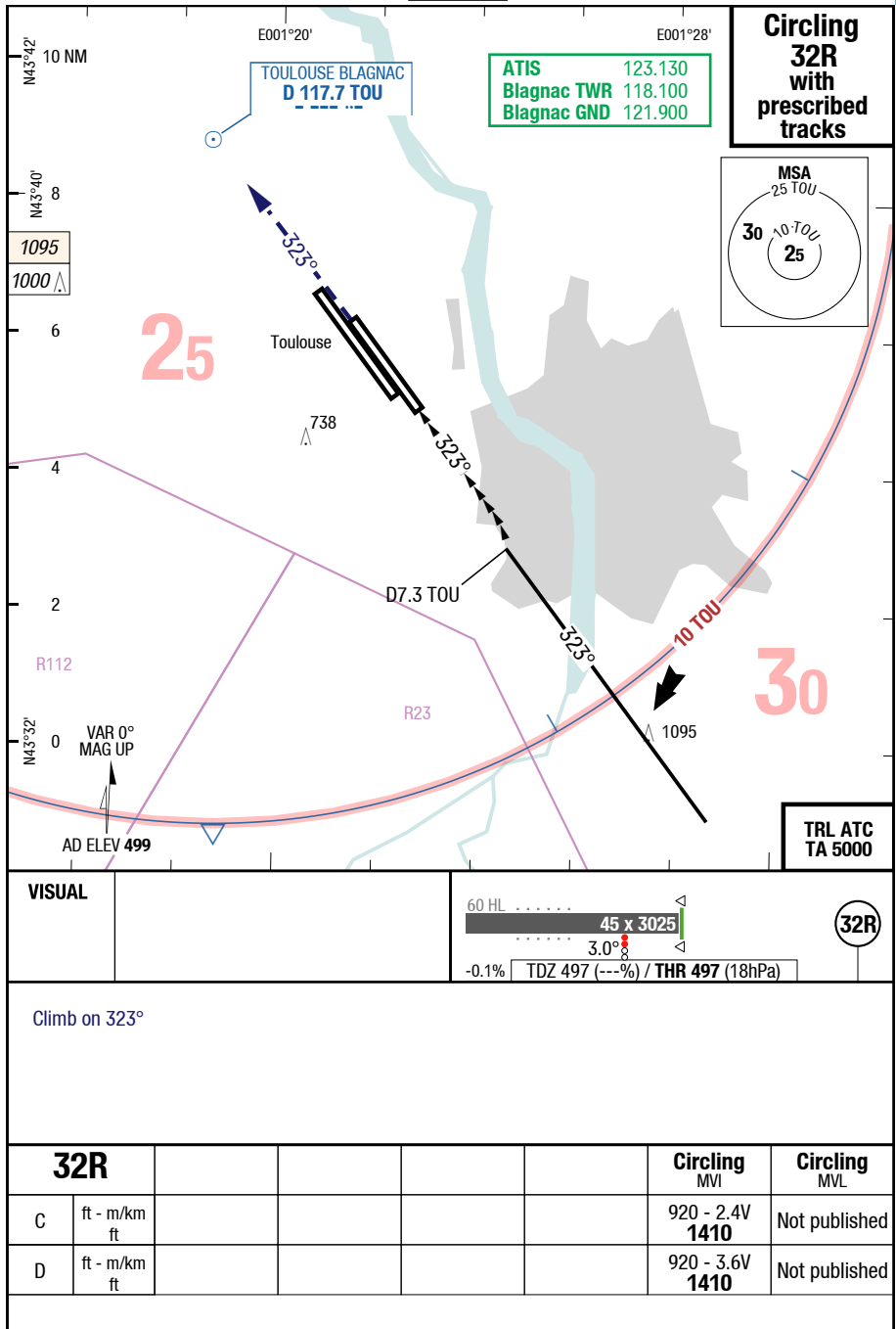
Circling 14L



TLS-LFB0

7-180

Circling 32R



TLS-LFBO

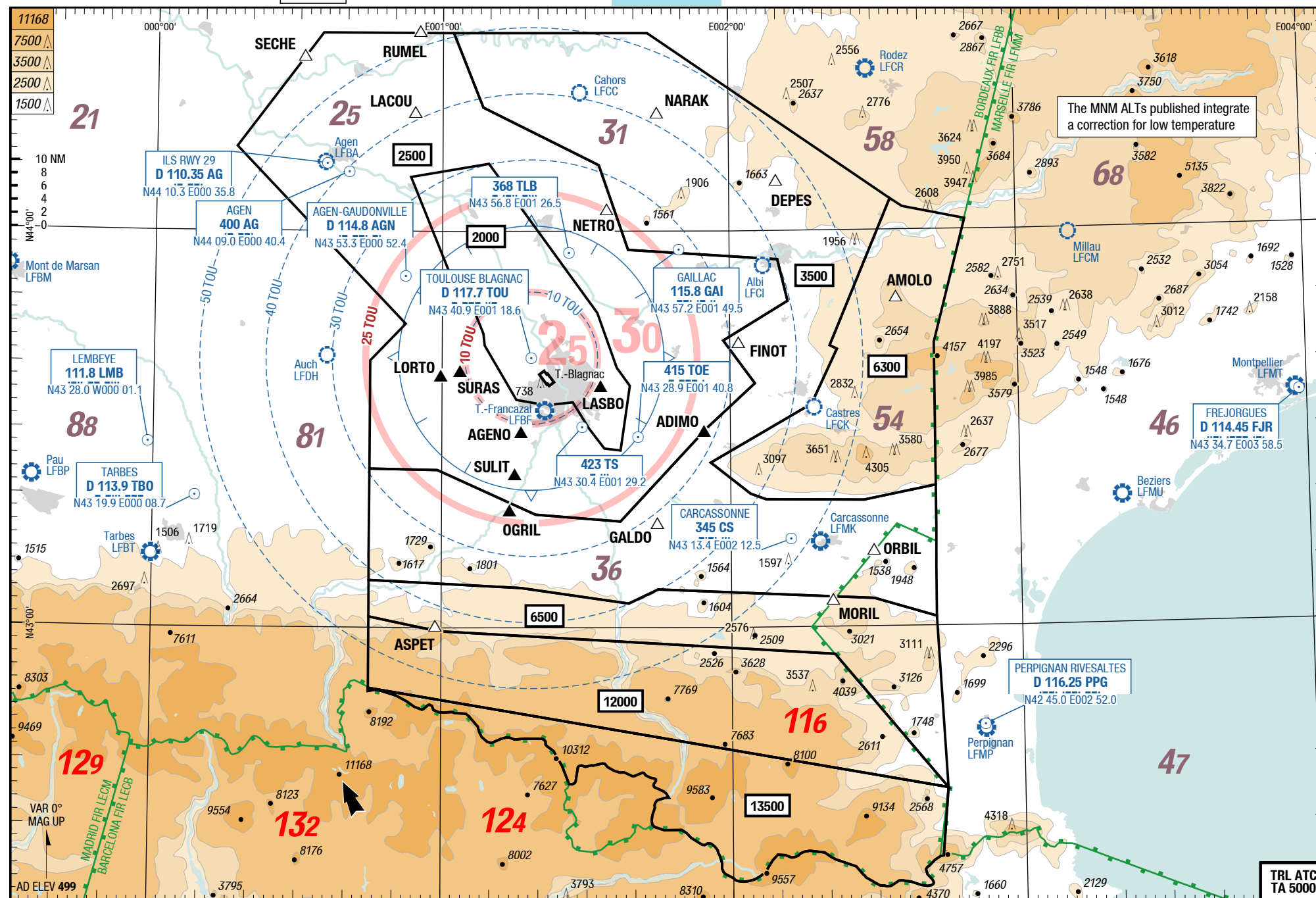
MRC

MRC

MRC

MRC

8-10



Changes: Completely revised

TRL ATC
TA 5000

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15-JUN-2017

France **Toulouse** Blagnac

MRC

MRC

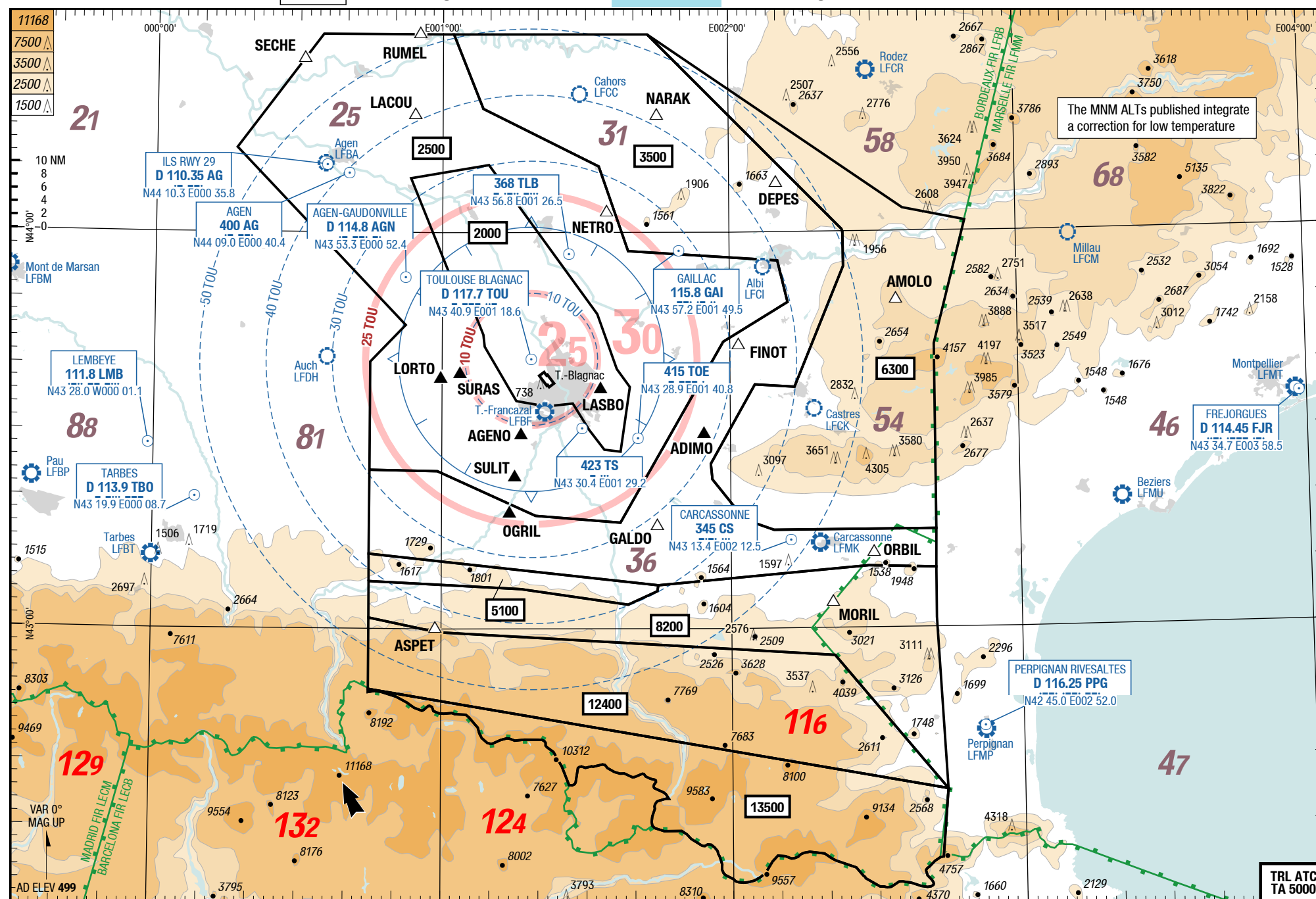
Blagnac **Toulouse** France

TLS-LFBO

8-20

MRC - Degraded Situations

MRC - Degraded Situations



Changes: new

TRL ATC
TA 5000

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