GENERAL

Operational Hours

ATS Hours: MON-FRI 0530-2200‡; SAT 0600-2000‡; SUN 0800-2200‡

Airport Information

RFF: CAT 7, CAT 5 outside ATS Hours
Fuel: 0500-2000‡, O/R previous day
PCN: RWY 05/23: 36/F/C/W/T , RWY 13/31: 27/F/C/W/T
Customs: O/R

Operation

Traffic Note
AD can be used by ACFT with weight above 5.7t / 12500lbs or by ACFT with 10 PAX seats (or others, on civilian concessionarys agreement).

Preferential RWY
RWY 05/23.

RWY Restriction
LDG RWY 13 prohibited, except with AD director exemption.

RWY 13/31 is a secondary RWY, only usable when RWY 05/23 is not AVBL or due to WX conditions.

All RWYs, MAX crosswind limitations:
- 25KT RWY dry
- 20KT RWY wet

TWY Restriction
TWY 8 width 20m / 66ft.
TWY 6, 7, C, D width 15m / 49ft.
TWY E width 14.5m / 48ft.
TWY A width 14.1m / 46ft.
TWY 2, 3 width 13.7m / 45ft.
TWY 5 width 13.3m / 44ft.
TWY B width 13.2m / 43ft.
TWY 4 width 9.6m / 31ft.

Taxi
Manoeuvring areas end of RWY 05, 23, 31 AVBL up to A321.

Noise Abatement Procedure
Overflying of AD below 1000ft prohibited.

Warnings

UAV flights in CTR and CTA.

ARRIVAL

Speed

MAX IAS 250KT below FL100.

Communication

COM Failure
Join initially towards TLN NDB and than PROC to the ALTN.

ARRIVAL

Warnings

Arresting Gear Systems
RWY 05/23: 1 Bliss arresting wire, height 7cm, 416m / 1365ft from THR 05 and 1 Bliss arresting wire, hight 7cm, 312m / 1024ft from THR 23. Implemention announced by NOTAM and ATIS.
1 arresting chain cable, height 7cm, permanently installed at each end of RWY.

RWY 13/31: Permanently installed, 2 arresting chain cables, height 7cm, 10m / 33ft within each other, 290m / 951ft from THR 13 (10m / 33ft from DTHR) and 1 arresting chain cable, height 7cm at THR 31.

DEPARTURE

Take-off Minima

RWY		05/23, 13/31	
All ACFT	ft - m/km	0 - 800v	HJ only
		0 - 1.2v	HN

Speed

MAX IAS 250KT below FL100.

Departure Procedure

Start-up
REQ start-up from TWR.

Noise Abatement Procedure
TKOF RWY 23
At the end of the strip, left turn compulsory MAG 198°, climb to transit ALT then take HDG.

TKOF RWY 05
Maintain MAG 50° until crossing north salins and climb to transit ALT then take HDG.

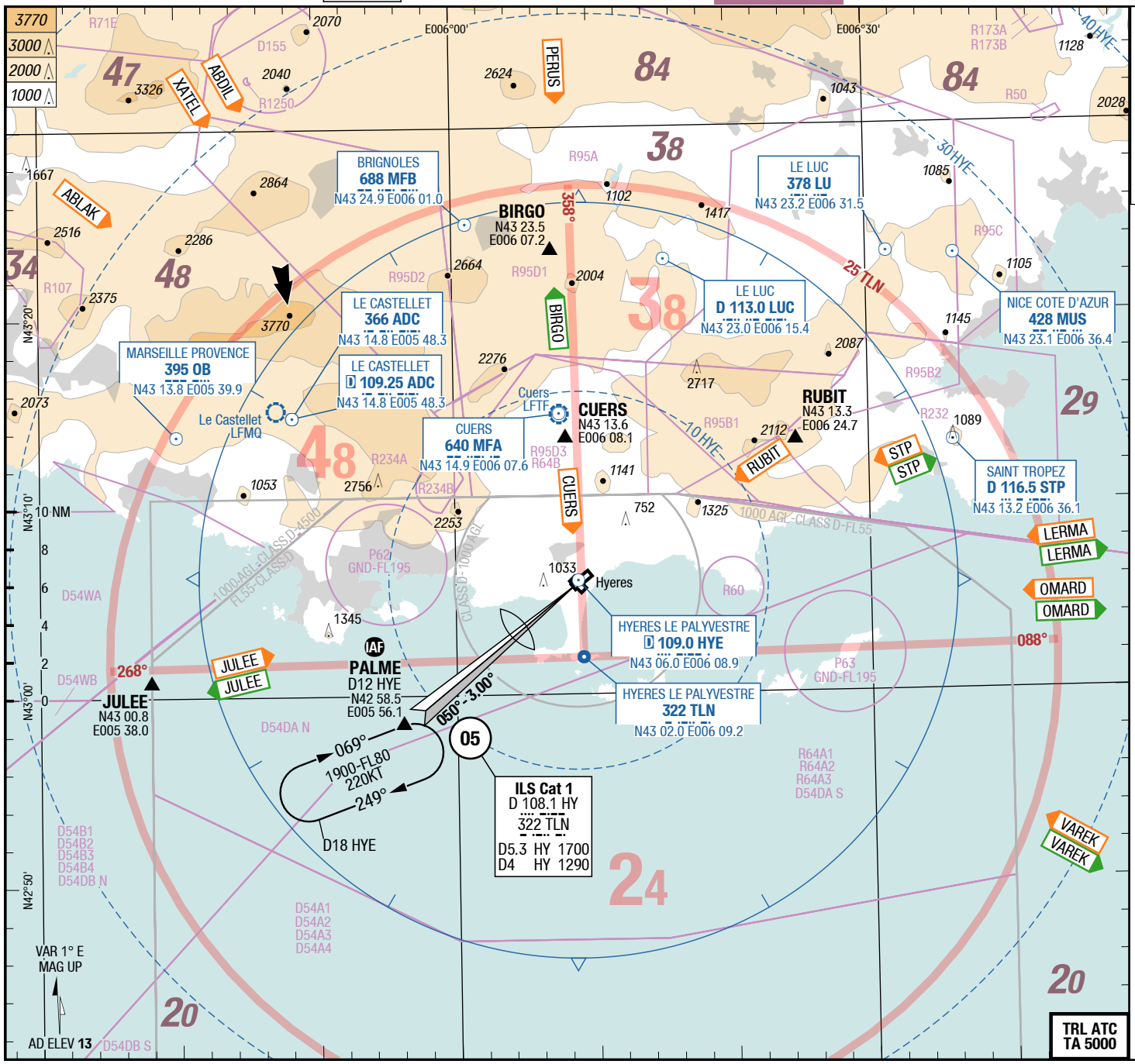
TKOF RWY 13
Maintain MAG 140° for 30sec then take HDG.

TKOF RWY 31
At the end of the strip MAG 304°, climb to transit ALT then take HDG.

Omnidirectional Departures
RWY 05/23: Climb straight ahead up to 1200 (1193), then direct route climbing up to ENRT safety ALT.

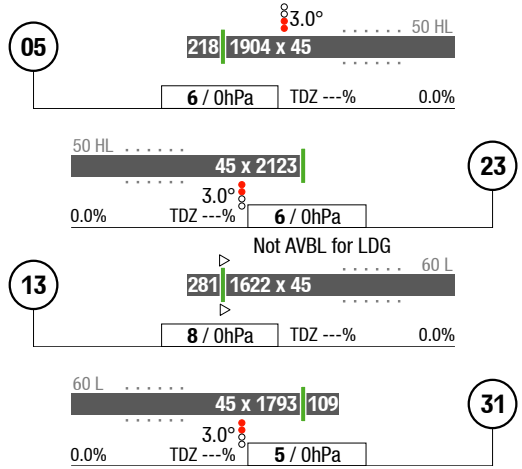
De-Icing

AVBL.

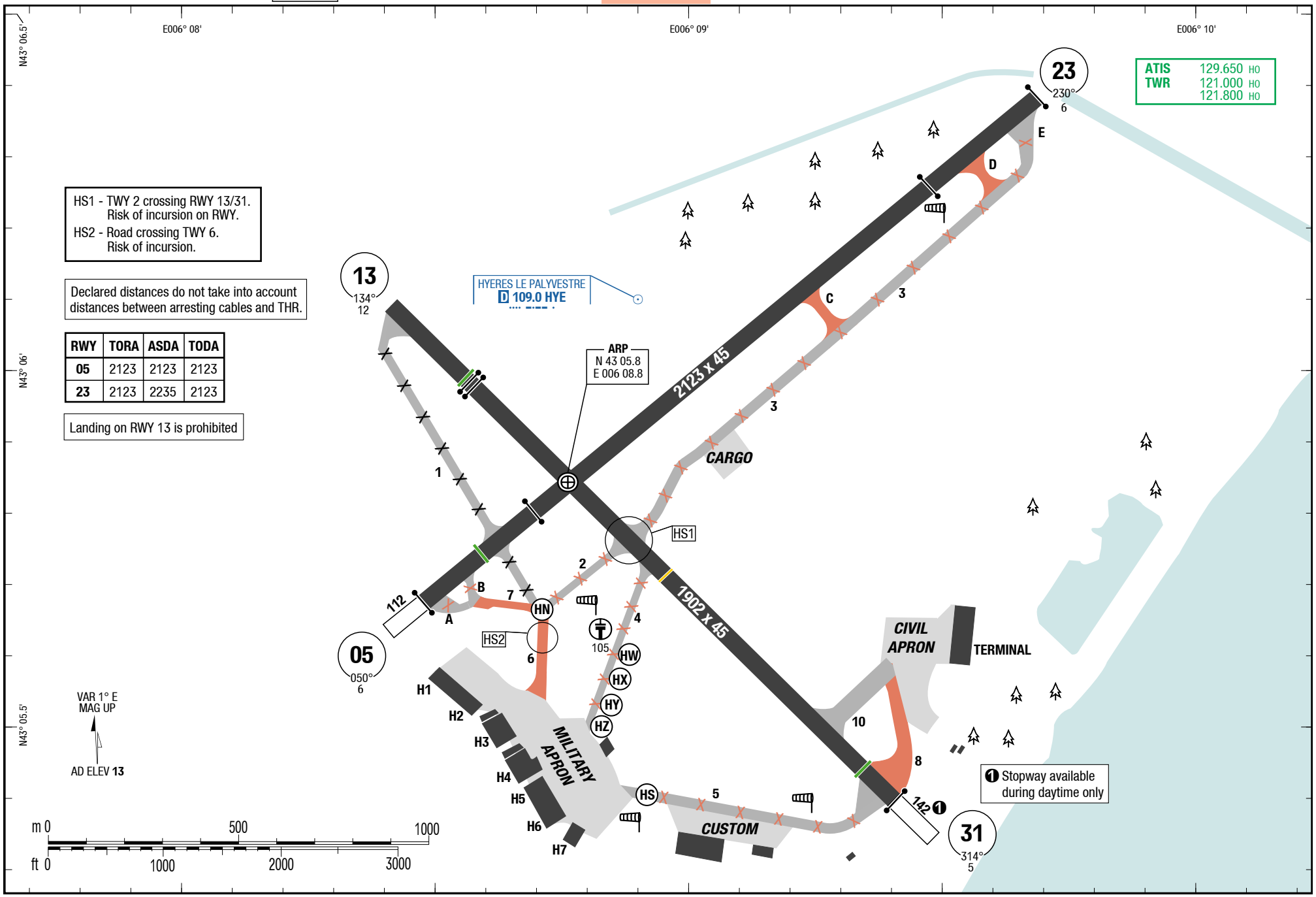


ATIS	129.650	HO
Toulon RAD	125.200	SRE
Toulon APP	126.325	HO
	122.500	HO
	118.825	HO
Final	123.300	PAR, RWY 05, HO
	125.200	PAR, RWY 05, HO
TWR	121.000	HO
	121.800	HO

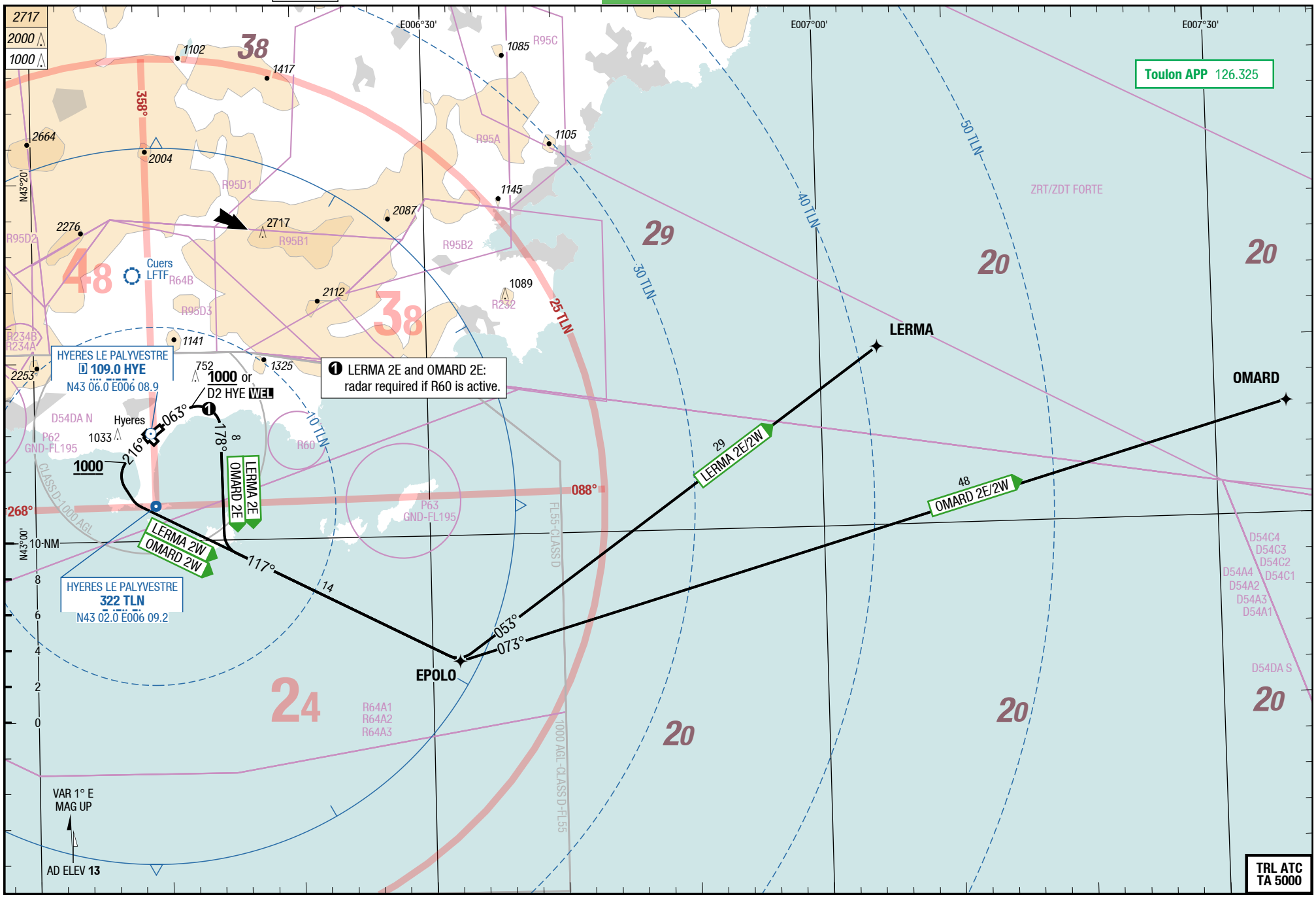
Landing RWY system:



Changes: FREQ, Navaid , SUAs, OBST, AD ELEV, Editorial

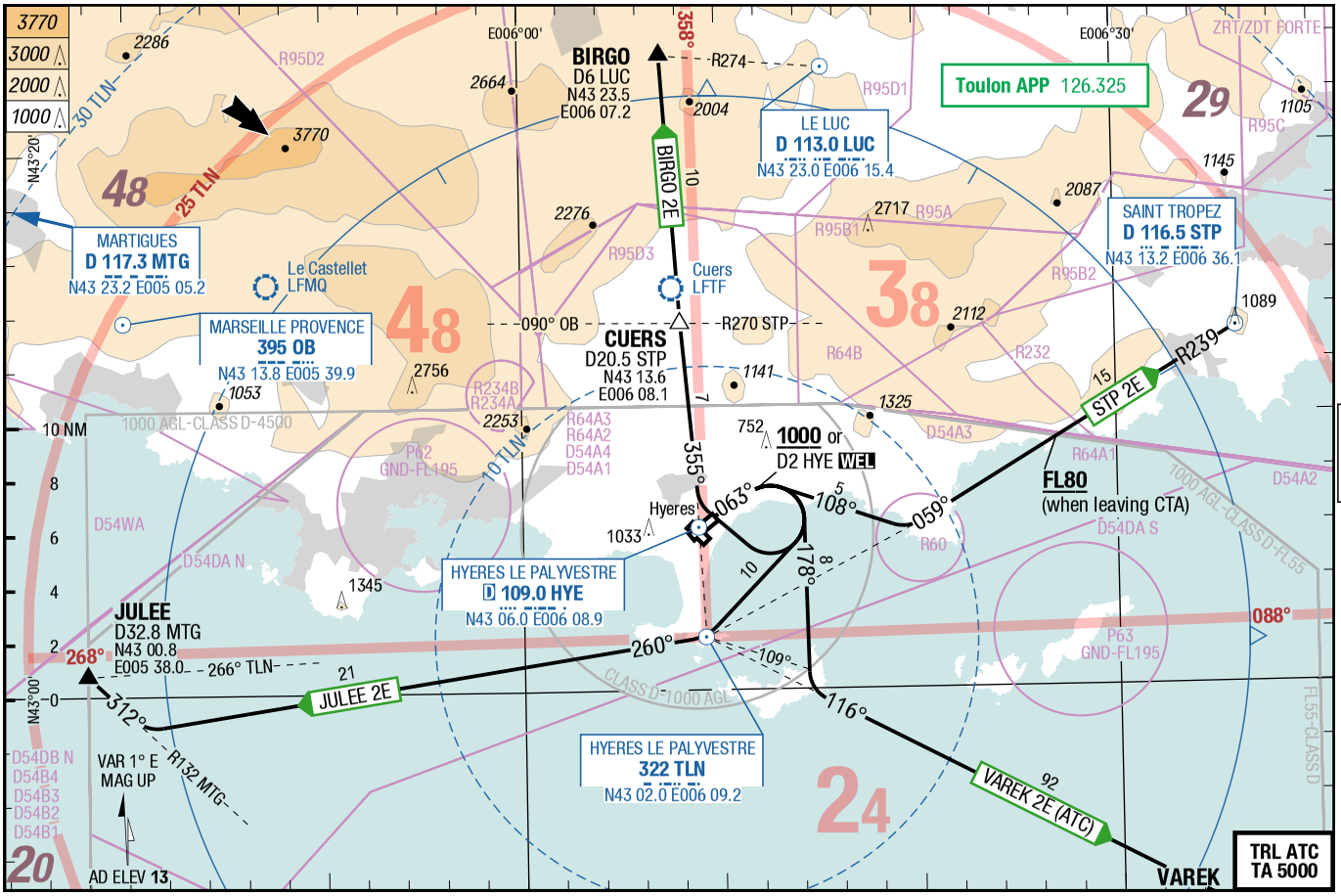


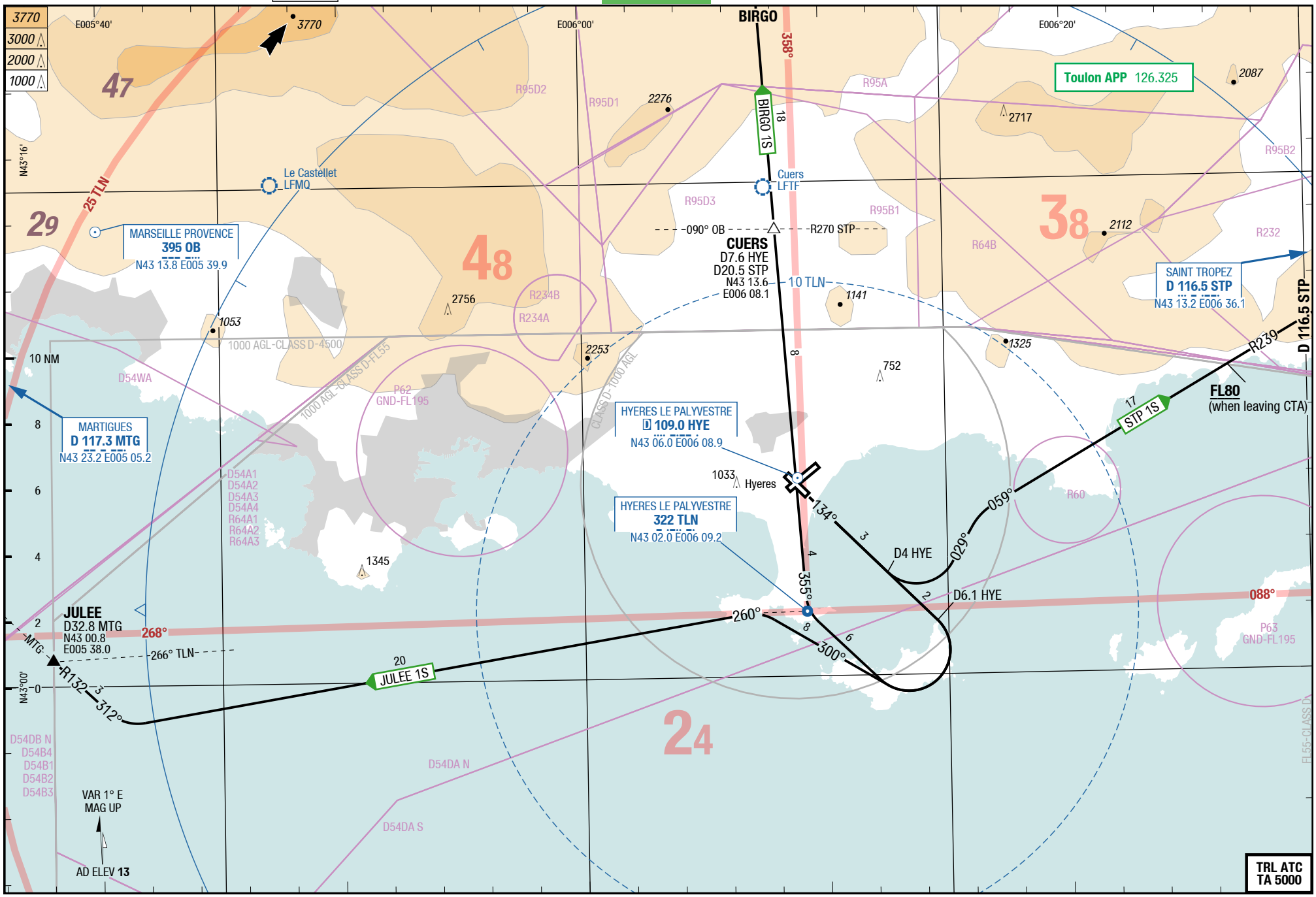
Changes: FREQ, TWY 7, Jet arresting device, AD ELEV



Changes: SUAs, Editorial

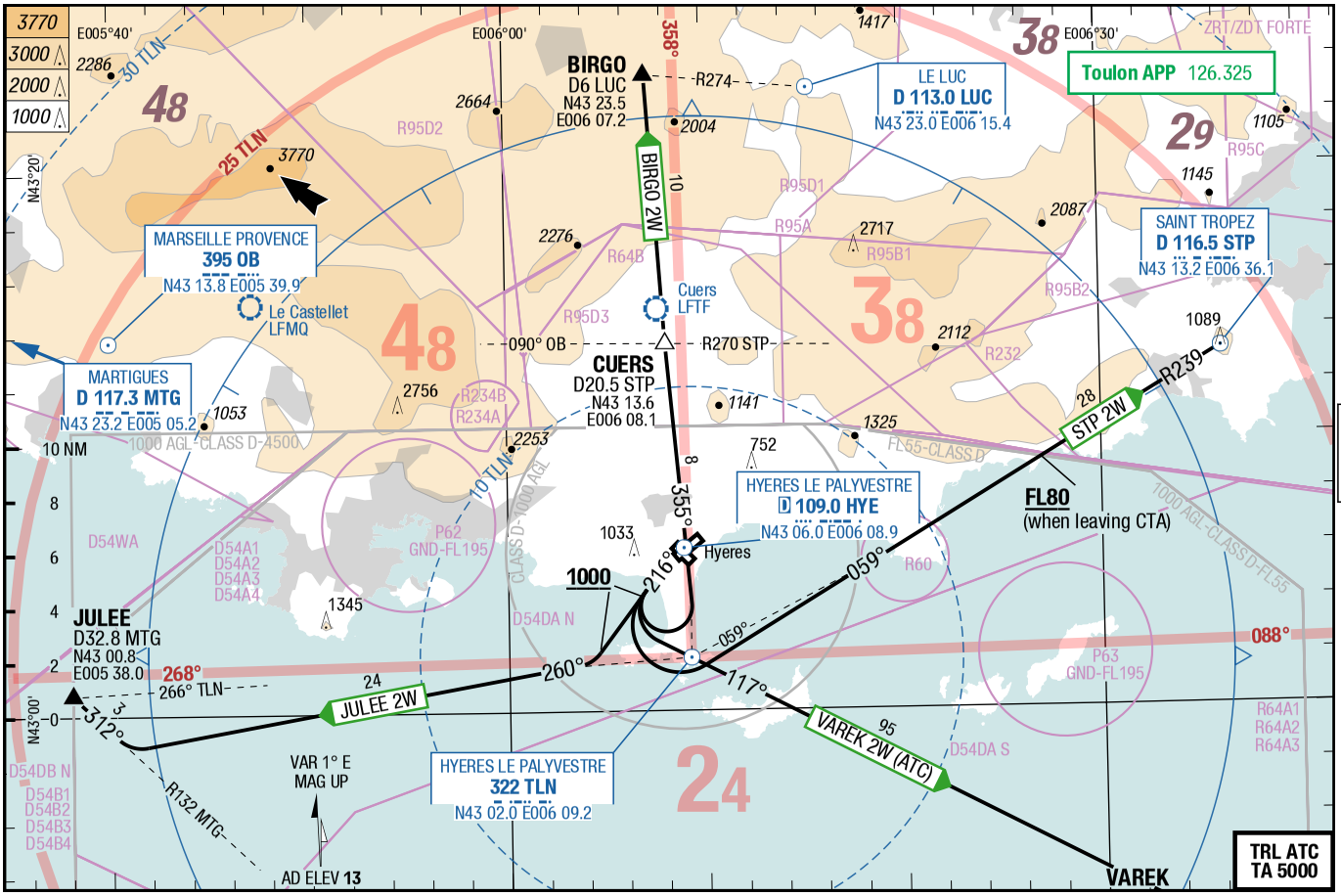
Changes: SUAs, Editorial

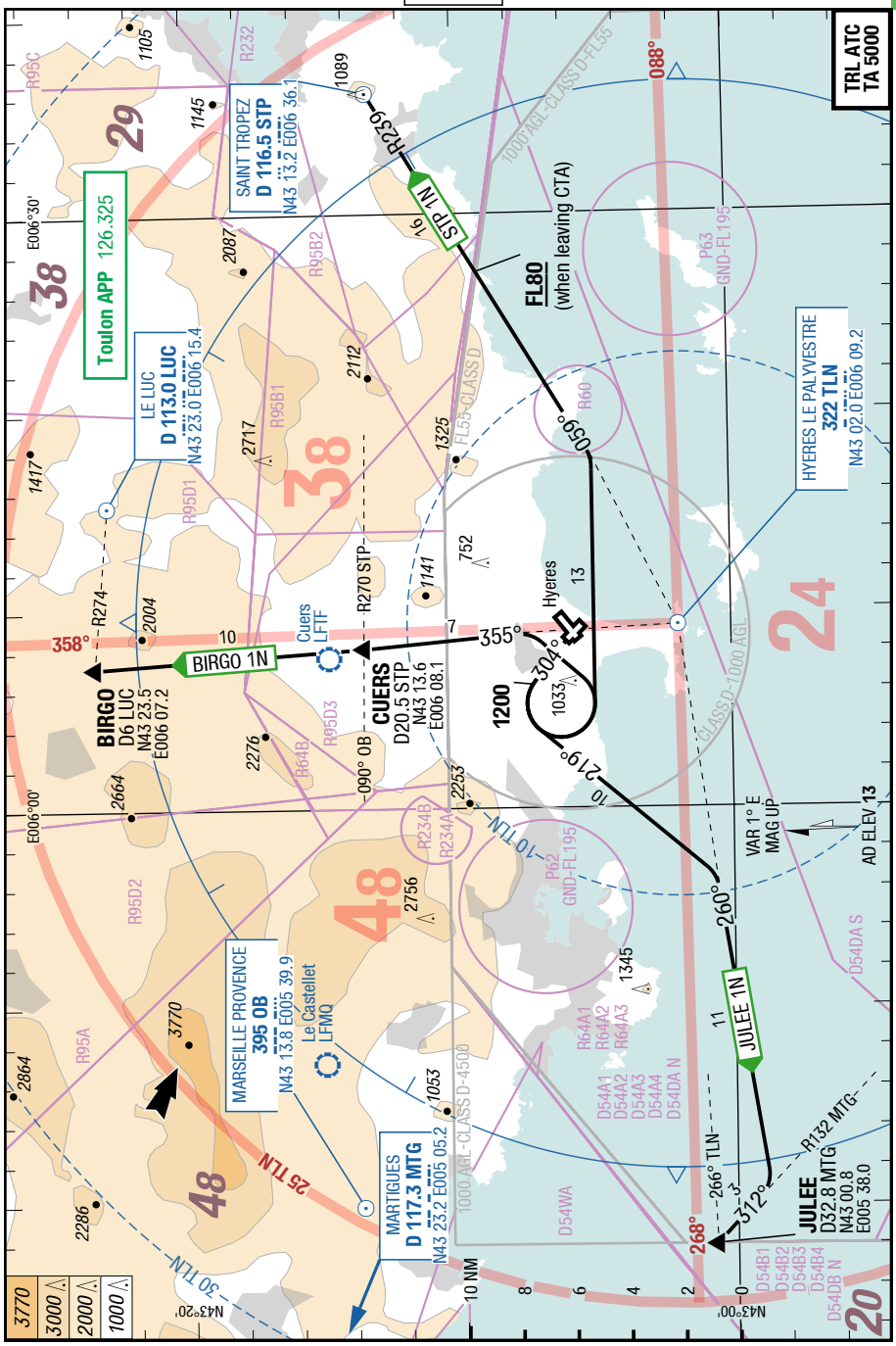




Changes: Nil

Changes: SUAs, Editorial





Changes: OBST, AD ELEV

LERMA 2E / OMARD 2E / LERMA 2W / OMARD 2W

RWYs 05 (050°) / 23 (230°)

	GS	120	150	180	210	240	270
4.7%	ft/MIN	600	800	900	1000	1200	1300
5.9%	ft/MIN	800	900	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05	
LERMA 2E 4.7% to 1000 **126.325** ①②	063° - at MNM **1000** or D2 **HYE**, whichever is later, **RT** 178° intercept QDR 117 **TLN** to EPOLO - LERMA	
OMARD 2E 4.7% to 1000 **126.325** ①②	063° - at MNM **1000** or D2 **HYE**, whichever is later, **RT** 178° intercept QDR 117 **TLN** to EPOLO - OMARD	
	Runway 23	
LERMA 2W 5.9% to 1000 **126.325** ③④	216° - at MNM **1000 LT** intercept QDR 117 **TLN** to EPOLO - LERMA	
OMARD 2W 5.9% to 1000 **126.325** ③④	216° - at MNM **1000 LT** intercept QDR 117 **TLN** to EPOLO - OMARD	

① Theoretical climb gradient: due to relief 690ft at 4780m from DER and 2200m left of centerline.
② Radar required if R60 is active.
③ Do not turn before DER.
④ Theoretical climb gradient: due to hangar 43ft at 162m right of DER.

Changes: Note, Editorial

BIRGO 2E / JULEE 2E / OMNIDIRECTIONAL DEP / SAINT TROPEZ 2E / VAREK 2E

RWY 05 (050°)

	GS	120	150	180	210	240	270
4.7%	ft/MIN	600	800	900	1000	1200	1300
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05	
BIRGO 2E 4.7% to 1000 **126.325** ①	063° - at MNM **1000** or D2 **HYE**, whichever is later, **RT** - intercept QDR 355 **TLN** to CUERS - BIRGO	Initial climb ATC
JULEE 2E 4.7% to 1000 **126.325** ①	063° - at MNM **1000** or D2 **HYE**, whichever is later, **RT** direct **TLN** - QDR 260 **TLN** - intercept R132 **MTG** inbound to JULEE	Initial climb ATC
OMNIDIRECTIONAL DEP 5.0% to 2700 ②	at MNM **1200** proceed direct routing, climbing to MEA	
SAINT TROPEZ 2E **STP 2E** 4.7% to 1000 **126.325** ①③	063° - at MNM **1000** or D2 **HYE**, whichever is later, **RT** 108° - intercept R239 **STP** to **STP**	Initial climb ATC
VAREK 2E (ATC) 4.7% to 1000 **126.325** ①	063° - at MNM **1000** or D2 **HYE**, whichever is later, **RT** 178° - intercept QDR 116 **TLN** to VAREK	Initial climb ATC

① Theoretical climb gradient: due to relief 690ft at 4780m from DER and 2200m left of centerline.
② Theoretical climb gradient: due to high terrain 781ft, 039° and 5000m from DER.
③ MNM FL80 when leaving CTA.

Changes: Note, Editorial

BIRGO 1S / JULEE 1S / OMNIDIRECTIONAL DEP / SAINT TROPEZ 1S

RWY 13 (134°)

	GS	120	150	180	210	240	270
6.3%	ft/MIN	800	1000	1200	1400	1600	1800
9.7%	ft/MIN	1200	1500	1800	2100	2400	2700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 13	
BIRGO 1S 6.3% to 70 **126.325** ①	at D6.1 **HYE RT** direct **TLN** - QDR 355 **TLN** to CUERS - BIRGO	Initial climb ATC
JULEE 1S 6.3% **126.325**	at D6.1 **HYE RT** 300° intercept QDR 260 **TLN** - intercept R132 **MTG** inbound to JULEE	Initial climb ATC
OMNIDIRECTIONAL DEP 6.3% to 70 ①	at D6.1 **HYE** proceed direct routing, climbing to MEA	
SAINT TROPEZ 1S **STP 1S** 9.7% to 4000 6.3% to 70 **126.325** ①②③④	at D4 **HYE LT** 029° intercept R239 **STP** to **STP**	Initial climb ATC

① Theoretical climb gradient: due to trees 37ft at 89m from DER and 141m right of centerline, and trees 43ft at 186m from DER and 153m left of centreline.
② Climb gradient 9.7% to 4000 only applies when R60 is active.
③ If unable to comply with climb gradient of 9.7% to 4000 use climb gradient of 6.3% to 70ft and inform ATC.
④ MNM FL80 when leaving CTA

BIRGO 2W / JULEE 2W / OMNIDIRECTIONAL DEP / SAINT TROPEZ 2W / VAREK 2W

RWY 23 (230°)

	GS	120	150	180	210	240	270
5.3%	ft/MIN	700	900	1000	1200	1300	1500
5.9%	ft/MIN	800	900	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
BIRGO 2W 5.9% to 1000 **126.325** ①②	216° - at MNM **1000 LT** intercept QDR 355 **TLN** to CUERS - BIRGO	Initial climb ATC
JULEE 2W 5.9% to 1000 **126.325** ①②	216° - at MNM **1000 RT** intercept QDR 260 **TLN** - intercept R132 **MTG** inbound to JULEE	Initial climb ATC
OMNIDIRECTIONAL DEP 5.3% to 2500 ③	at MNM **1200** proceed direct routing, climbing to MEA	
SAINT TROPEZ 2W STP 2W 5.9% to 1000 **126.325** ①②④	216° - at MNM **1000 LT** intercept R239 **STP** to **STP**	Initial climb ATC
VAREK 2W (ATC) 5.9% to 1000 **126.325** ①②	216° - at MNM **1000 LT** intercept QDR 117 **TLN** to VAREK	Initial climb ATC

① Do not turn before DER.
② Theoretical climb gradient: due to hangar 43ft at 162m right of DER.
③ Theoretical climb gradient: due to building 299ft, 244° and 1900m from DER.
④ MNM FL80 when leaving CTA.

Changes: Climb gradient, Note, Editorial

BIRGO 1N / JULEE 1N / OMNIDIRECTIONAL DEP / SAINT TROPEZ 1N

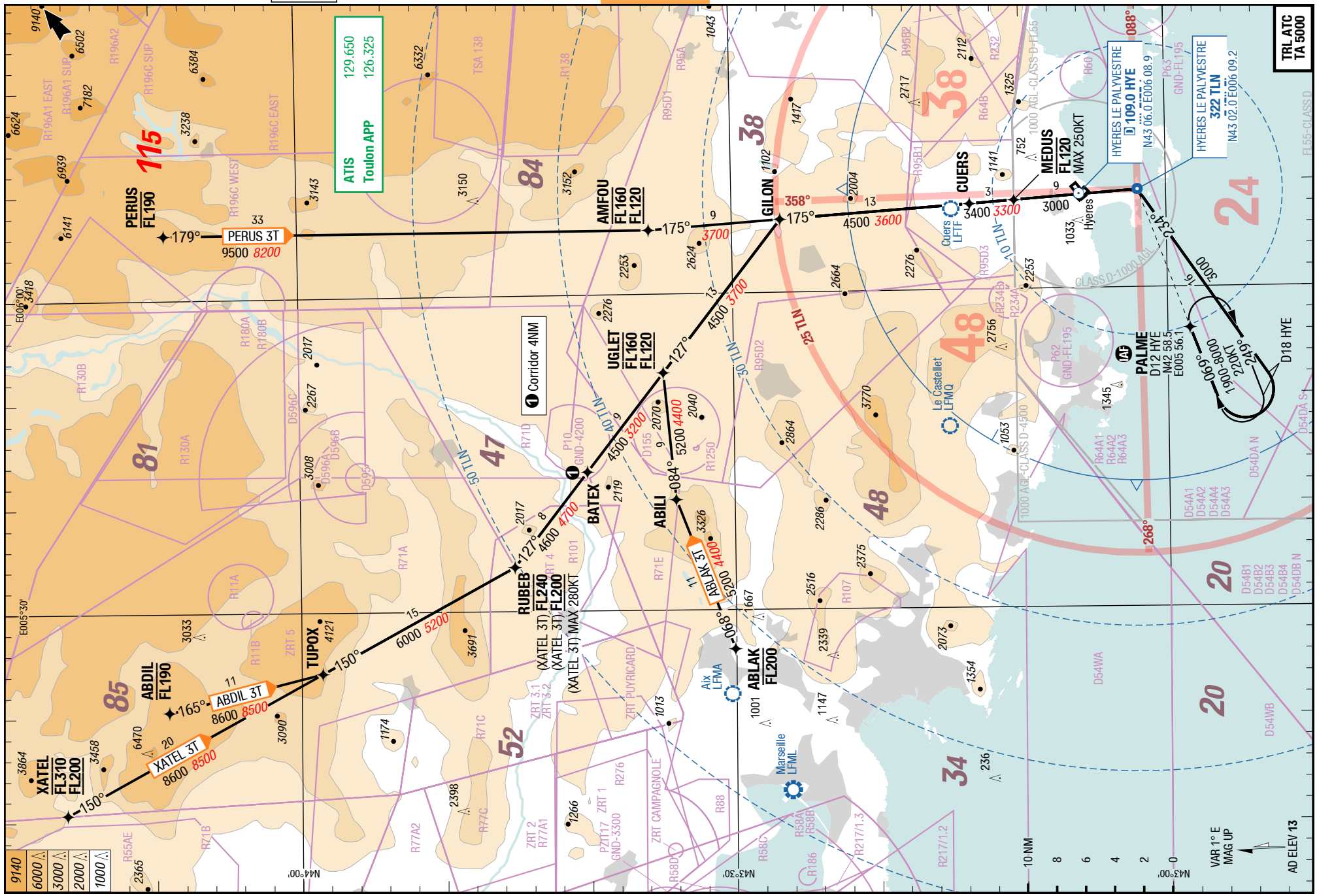
RWY 31 (314°)

	GS	120	150	180	210	240	270
9.0%	ft/MIN	1100	1400	1700	2000	2200	2500

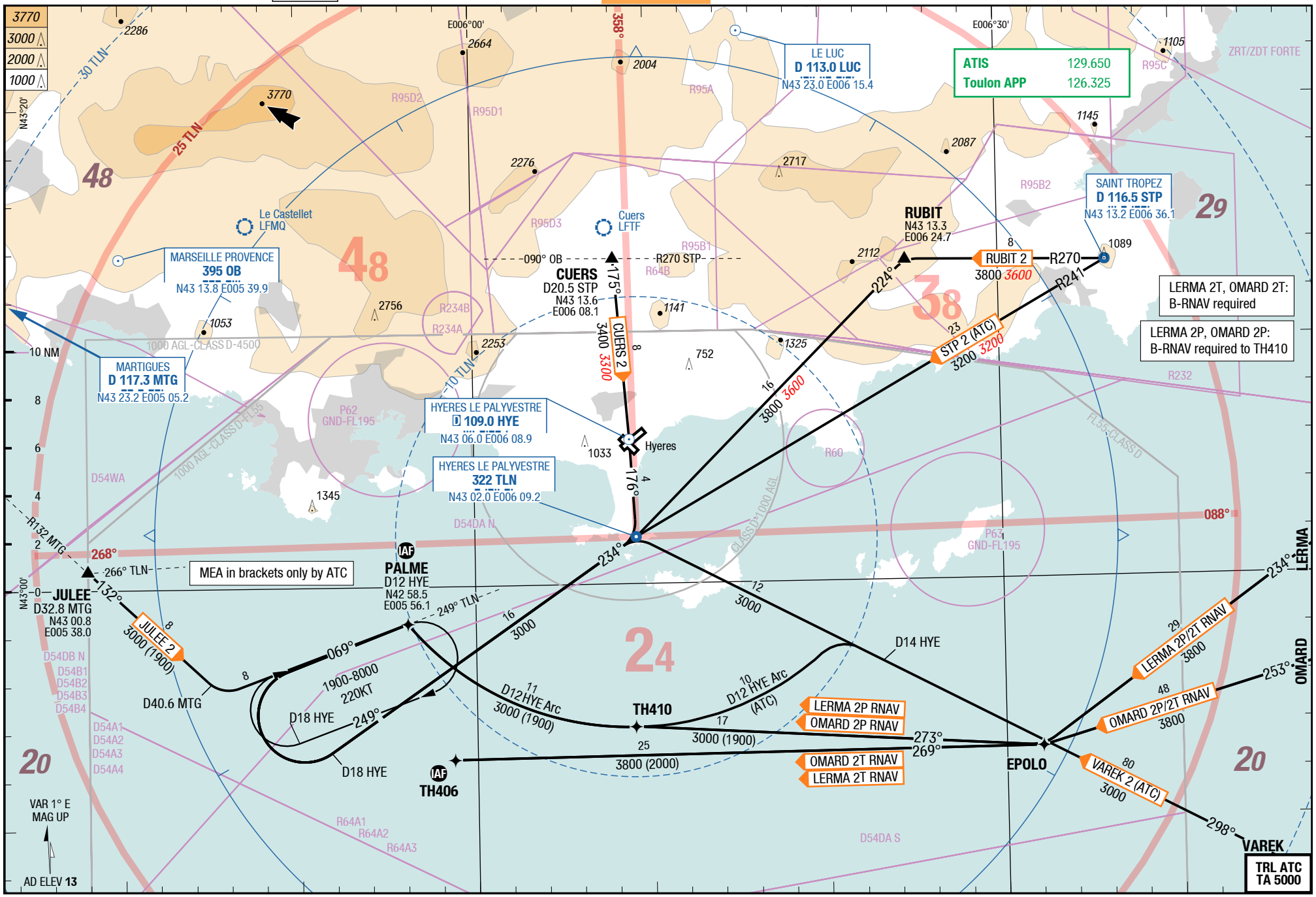
DESIGNATOR	ROUTING	ALTITUDES
	Runway 31	
BIRGO 1N 9.0% to 2700 **126.325** ①	304° - at **1200 LT** intercept QDR 355 **TLN** to CUERS - BIRGO	Initial climb ATC
JULEE 1N 9.0% to 2700 **126.325** ①	304° - at **1200 LT** 219° intercept QDR 260 **TLN** - intercept R132 **MTG** inbound to JULEE	Initial climb ATC
OMNIDIRECTIONAL DEP 9.0 % to 2500 ①	304° - at **2500** proceed direct routing, climbing to MEA	
SAINT TROPEZ 1N **STP 1N** 9.0% to 2700 **126.325** ①②	304° - at **1200 LT** intercept R239 **STP** to **STP**	Initial climb ATC

① Theoretical climb gradient: due to obstruction 653ft, 329° from DER at 2550m.
② MNM FL80 when leaving CTA

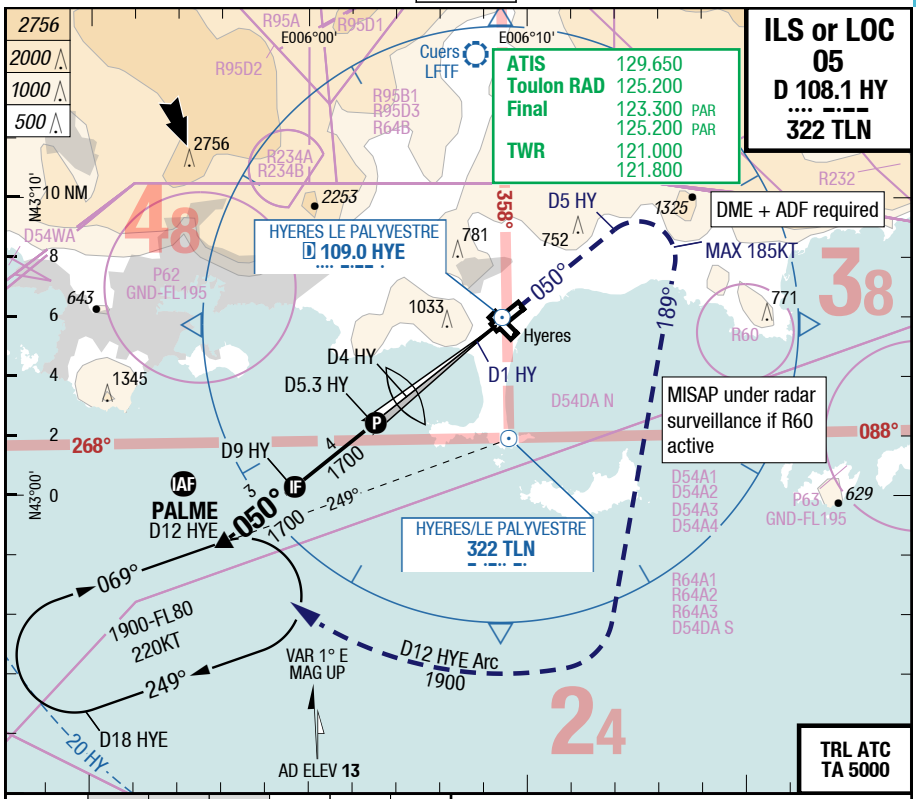
Changes: ALT, Note, Climb gradient


ATIS
Toulon APP
129.650
126.325
TRL ATC
TA 5000
PERUS
FL190
PERUS 3T
9500 8200
AMFOU
FL160
FL120
GILON
CUERS
MEDUS
FL120
MAX 250KT
HYERES LE PALYVESTRE
D 109.0 HYE
N43 06.0 E006 08.9
HYERES LE PALYVESTRE
322 TLN
N43 02.0 E006 09.2
Hyeres
Cuers
LFTF
Le Castellet
LFMQ
Aix
LFMA
Marseille
LFML
PALME
D12 HYE
N42 58.5
E005 56.1
D18 HYE
UGLET
FL160
FL120
Corridor 4NM
BATEX
ABILI
RUBEB
FL240
FL200
(XATEL 3T)
(XATEL 3T) MAX 280KT
ABLAK 3T
ABLAK
FL200
TUPOX
ABDIL
FL190
ABDIL 3T
8600 8500
XATEL
FL310
FL200
XATEL 3T
8600 8500
CLASS D-1000 AGL
1000 AGL-CLASS D-4500
D54WA
D54WB
10 NM
VAR 1° E
MAG UP
AD ELEV 13
© Lido 2016

Changes: Nil

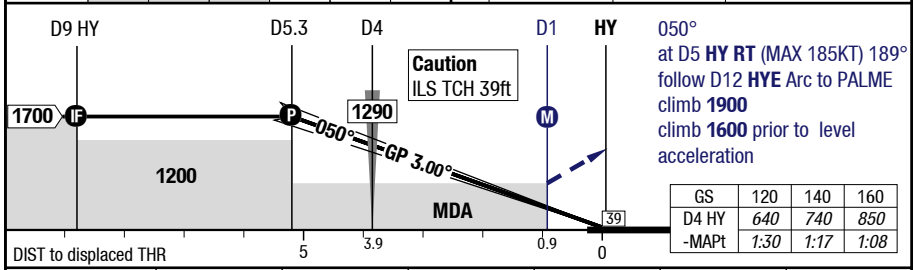


Changes: PROC, SUAs



LOC 3.00° D HY				5.3	5	3
				1700	*1620*	*980*

05 — 3.0° — 50 HL — 218 — 1904 x 45 — **6** / 0hPa — TDZ ---% — 0.0%



050°
at D5 **HY RT** (MAX 185KT) 189°
follow D12 **HYE** Arc to PALME
climb **1900**
climb **1600** prior to level acceleration

GS	120	140	160
D4 HY	*640*	*740*	*850*
-MAPt	*1:30*	*1:17*	*1:08*

05		**Cat 1 DME** GA 3.0% 1)	**Cat 1 DME** GA 2.5% 2)	**LOC DME**			**Circling** 3) 4)
C	ft - m/km ft	250 - 1.5 **260**	350 - 1.6 **360**	880 - 2.4 **880**			1240 - 2.4V **1250**
D	ft - m/km ft	250 - 1.5 **260**	360 - 1.6 **370**	880 - 2.4 **880**			1420 - 3.6V **1430**

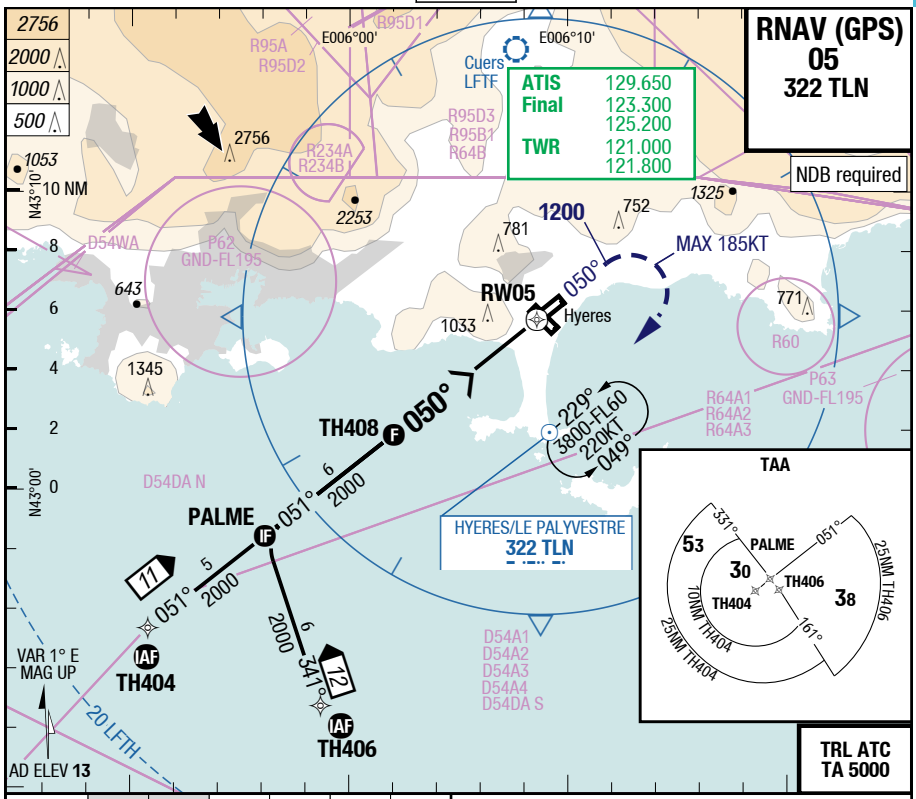
1) With EVS 1.0km
2) With EVS 1.1km
3) S of RWY 05/23 only
4) To RWY 13 prohibited

Changes: MIN

TLN-LFTH

7-30

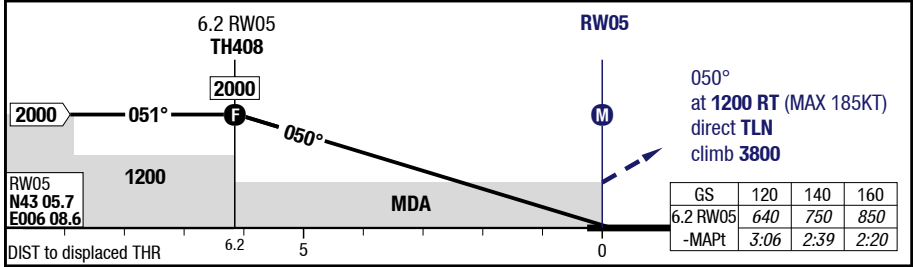
RNAV (GPS) 05



3.00° RW05			6.2	6	5	4
			2000	*1970*	*1650*	*1330*

05

3.0° 50 HL
218 1904 x 45
6 / 0hPa TDZ ---% 0.0%



GS	120	140	160
6.2 RW05	*640*	*750*	*850*
-MAPt	*3:06*	*2:39*	*2:20*

05		RNAV GNSS LNAV					Circling
C	ft - m/km ft	1080 - 2.4 **1080**					Not published
D	ft - m/km ft	1080 - 2.4 **1080**					Not published

Changes: FREQ, OBST, AD ELEV

Changes: OBST, AD ELEV