"JEPPESEN TOULOUSE, FRANCE LFBO/TLS 2 NOV 07 10-1P AIRPORT BRIEFING **BLAGNAC**

1. GENERAL

1.1. ATIS

ATIS 123.12

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

Pilots shall observe the engine operation instructions included in the operating manuals to reduce the noise impact of landing and take-off. These instructions shall comply with the ICAO PANS-OPS provisions, Volume I. ACFT operating in accordance with IFR/VFR must respect the specific noise abatement procedures that are published for the attention of users by the AIS.

Flying over the hospital of Purpan is permanently prohibited.

The ACFT captain can only waive these rules if he thinks that it is required for flight safety reasons.

1.2.2. NIGHTTIME RESTRICTIONS

All operators undertaking commercial flights departing from or arriving at Toulouse-Blagnac APT must publish, in their operating manuals, the classification of their ACFT in accordance with the following definitions:

- 'The noisiest ACFT in Chapter 3', are turbojet ACFT whose noise certification is according to ICAO Annex 16. Volume I, Part II, Chapter 3 and which have a cumulated margin of certified noise levels, with respect to permissible noise limits defined in this chapter, being less than 5 EPNdB;
- 'Noisy ACFT in Chapter 3', are turbojet ACFT whose noise certification is according to ICAO Annex 16, Volume I, Part II, Chapter 3 and which have a cumulated margin of certified noise levels, with respect to permissible noise limits defined in this chapter, being more or equal to 5 EPNdB and less than 8

None of 'The noisiest ACFT in Chapter 3' are permitted to:

- land between 2200-0600LT for in-block time;
- take-off between 2200-0600LT for off-block time.

No 'Noisy ACFT in Chapter 3' are permitted to:

- land between 2200-0600LT for in-block time;
- take-off between 2200-0600LT for off-block time

except if the ACFT operator can prove that the affected ACFT has been operated at this APT less than 5 years before March 30th, 2003 which is the date of the ministerial decree restricting the use of Toulouse-Blagnac APT.

These restrictions do not apply to humanitarian, ambulance, government flights or flights in emergency situations due to flight safety reasons, or flights of ACFT mentioned in article L. 110-2 of Civil Aviation Code.

1.2.3. REVERSE THRUST

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

1.2.4. RUN-UP TESTS

Engine run-up tests must be carried out on 'Bikini' run-up area and the protected runup 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. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

Low Visibility Procedure will be in force when RVR is 1000m or below, or ceiling is 200' or below.

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JEPPESEN

1. GENERAL

1.3.2. ARRIVAL

Vacate RWY 14R at RWY end via TWY M2. Use of TWYs M4 and M8 prohibited.

To Aprons E and F use TWYs M2, N2, P20, T40 or T50.

To stands V10 thru V12 use TWYs M2, N2, P20, P40, P50, T55.

To stands V20 thru V23 use TWYs M2, N2, P20, P40, P50, P55, T60.

To stands V30 thru V37 use TWYs M2, N2, P20, P40, P50, P55, P60, T65.

To Aprons A, B and D use TWYs M2, N2, P20.

To Aprons 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,

To Apron Ziegler via TWY \$60 use TWYs \$2, W20, W30, W40 and W50 without centerline, S60, Via TWY S90 use TWYs S2, W20, W30, W40 and W50 without centerline, W60, W80, S90,

1.3.3. DEPARTURE

From Aprons E and F use TWYs T50, P50, P55, P60, P65, P70, P90, P100, P101, M11. From stands V10 thru V12 and V20 thru V23 use TWYs T60, P60, P65, P70, P90, P100,

From stands V30 thru V37 use TWYs T65, P65, P70, P90, P100, P101, M11.

From Aprons A, B and D use TWYs P20, P40, P50, P55, P60, P65, P70, P90, P100, P101. M11.

From Aprons C, G, M, CEV and DSNA use TWYs T10 and P10 without centerline, then P20, P40, P50, P55, P60, P65, P70, P90, P100, P101, M11, Unusable with RVR 150m or

From Apron St Martin use TWYs W20, W30, W40 and W50 without centerline, then W60, W80, W90, W100, S11,

From Apron St Martin Legardere use TWYs T100, P100, P101, M11.

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

1.4. TAXI PROCEDURES

TWY P101 MAX wingspan less than 213'/65m.

1.5. PARKING INFORMATION

On stands A10 thru A15, B10, B12 thru B14, D10, D12, E10 thru E62 and V20 thru V37 push-back required.

Stand G8 available for helicopters.

1.6. OTHER INFORMATION

CHANGES: New page.

Birds in vicinity of APT. RWY 14/32 for helicopters. Licensed to Elefant air. Printed on 27 Feb 2008.

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LFBO/TLS
BLAGNAC

TOULOUSE, FRANCE
AIRPORT BRIEFING

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

Low altitude circuit patterns are prohibited.

To reduce ACFT noise nuisances, instrument approaches must respect the following criteria, unless safety considerations dictate otherwise:

- final approaches shall be performed with an angle equal to the GS defined for ILS.
- the GS shall be intercepted at or above 3000 '.
- recommended optimum initial approach GS angle is 5.2%.

Visual approaches are prohibited, except:

- for flight safety;
- by ATC instruction, in this case flying over the urban area of Toulouse shall be avoided and the RWY centerline shall be intercepted at or above 3000 '.

2.1.1. ARRIVAL RECOMMENDATIONS

It is recommended that, wherever possible, power or thrust increases are avoided when on final approach.

2.2. CAT II/III OPERATIONS

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

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

Except in special situations, or if otherwise advised by ATC, all instrument takeoffs must comply with the initial clearance issued by ATC.

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.

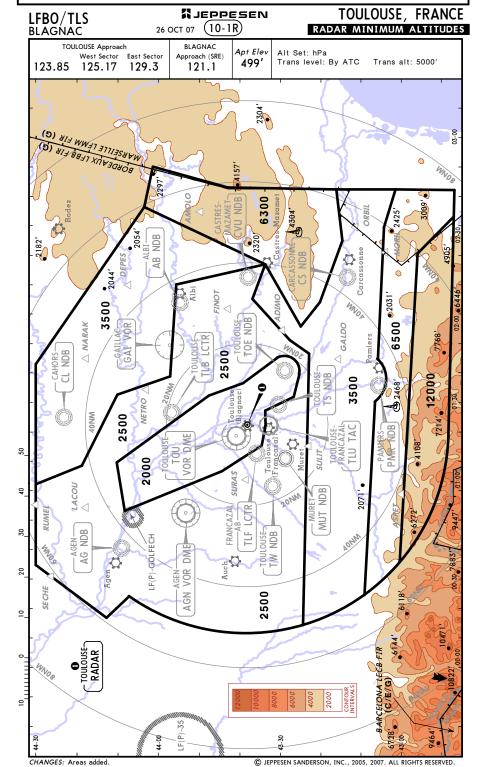
The clearance echo-back message must be received by ATC at the latest 3 min after clearance has been issued. In case of lack of response 3 min before the scheduled start-up time, the aircrew should contact the preflight frequency to obtain departure clearance. The DCL service should not be initiated 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.

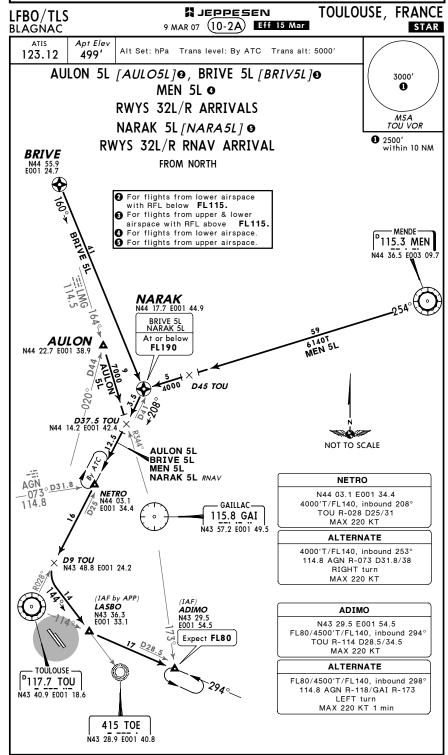
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JEPPESEN JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 23-2007 TOULOUSE, FRANCE M JEPPESEN LFBO/TLS (10-2)Eff 15 Mar 9 MAR 07 BLAGNAC Apt Elev Alt Set: hPa Trans level: By ATC Trans alt: 5000' 123.12 499' AULON 5N / AULO 5N / Q, MEN 5N 9 3000' 0 NARAK 5N [NARA5N] RWYS 14L/R ARRIVALS MSA TOU VOR BRIVE 5N [BRIV5N] 2500' RWYS 14L/R RNAV ARRIVAL within 10 NM FROM NORTH 2 For flights from lower airspace **BRIVE** with RFL below FL115. N44 55.9 E001 24.7 3 For flights from lower airspace. For flights from upper & lower airspace with RFL above FL115. - MENDE-115.3 MEN NARAK N44 36.5 E003 09.7 N44 17.7 E001 44.9 BRIVE 5N Between FL160 & FL120 NARAK 5N At or below **AULON** N44 22.7 E001 38.9 FL150 AULON 5N BRIVE 5N RNAV NARAK 5N NOT TO SCALE GAILLAC— 115.8 GAI NETRO N44 03.1 E001 34.4 N43 57.2 E001 49.5 Expect FL80 **NETRO** TOULOUSE -N44 03.1 E001 34.4 117.7 TOU FL80/4000'T/FL140, inbound 2086 TOU R-028 D25/31 N43 40.9 E001 18.6 MAX 220 KT **ALTERNATE**

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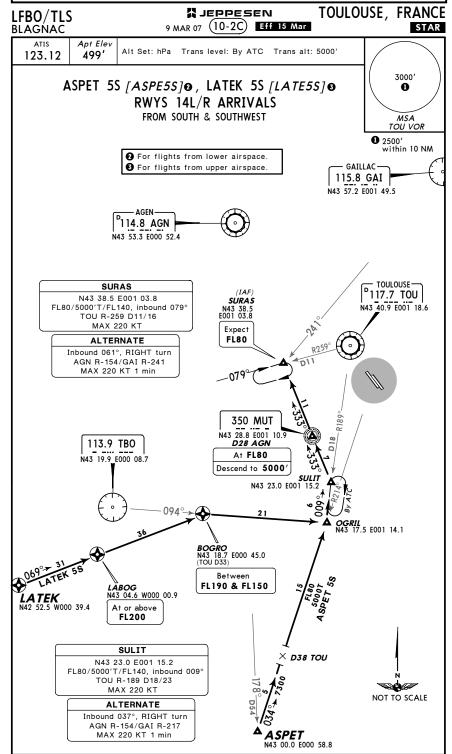
FL80/4000'T/FL140, inbound 253'

MAX 220 KT

114.8 AGN R-073 D31.8/38 RIGHT turn

TOULOUSE, FRANCE **JEPPESEN** LFBO/TLS 9 MAR 07 (10-2B) Eff 15 Mar BLAGNAC Apt Elev Alt Set: hPa Trans level: By ATC Trans alt: 5000 123.12 499' AFRIC 5L[AFRI5L], FJR 5L@ 3000' 0 ORBIL 5L [ORBI5L] RWYS 14L/R, 32L/R ARRIVALS MSATOU VOR FROM EAST FOR FLIGHTS FROM LOWER AIRSPACE **1** 2500' within 10 NM 2 Subject to LF(R)-108E1 & LF(R)-108E2 activity. 3 RWYs 14L/R: FL80/5800T RWYs 32L/R: 5800 115.8 GAI N43 57.2 E001 49.5 — TOULOUSE -117.7 TOU N43 40.9 E001 18.6 **AFRIC** ADIMO N43 29.5 E001 54.5 Expect FL80 FJR 5L 20 E002 30.7 ARVEL N43 27.1 E002 02.0 114.45 FJR N43 20.9 E002 21.4 N43 34.7 E003 58.5 345 CS N43 13.4 E002 12.5 **ORBIL** N43 11.4 E002 29.6 (116.25 PPG D31) ADIMO N43 29.5 E001 54.5 FL80/4500'T/FL140, inbound 294° TOU R-114 D28.5/34.5 MAX 220 KT **ALTERNATE** FL80/4500'T/FL140, inbound 2989 NOT TO SCALE 114.8 AGN R-118/GAI R-173 LEFT turn MAX 220 KT 1 min

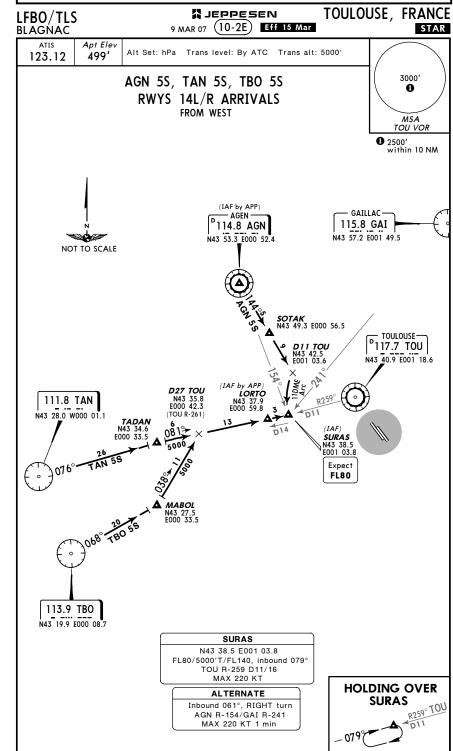
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TOULOUSE, FRANCE M JEPPESEN LFBO/TLS 9 MAR 07 (10-2D) Eff 15 Mar BLAGNAC Apt Elev Alt Set: hPa Trans level: By ATC Trans alt: 5000' 123.12 499' ASPET 5T [ASPEST] , LATEK 5T [LATEST] 3000' 0 RWYS 32L/R ARRIVALS FROM SOUTH & SOUTHWEST MSA TOU VOR **1** 2500' Por flights from lower airspace. within 10 NM 3 For flights from upper airspace. GAILLAC-115.8 GAI N43 57.2 E001 49.5 – TOULOUSE— 114.8 AGN ^b117.7 TOU N43 53.3 E000 52.4 N43 40.9 E001 18.6 SULIT N43 23.0 E001 15.2 FL80/5000'T/FL140, inbound 009° TOU R-189 D18/23 MAX 220 KT **ALTERNATE** Inbound 037°, RIGHT turn AGN R-154/GAI R-217 MAX 220 KT 1 min 113.9 TBO SULIT N43 23.0 E001 15.2 N43 19.9 E000 08.7 Expect FL80 OGRIL N43 17.5 E001 14.1 **BOGRO** N43 18.7 E000 45.0 (TOU D33) Between *LÄBOG* N43 04.6 W000 00.9 FL190 & FL150 **LATEK** N42 52.5 W000 39.4 At or above FL200 X D38 TOU NOT TO SCALE

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TOULOUSE, FRANCE M JEPPESEN LFBO/TLS 9 MAR 07 (10-2F) Eff 15 Mar BLAGNAC Apt Elev Alt Set: hPa Trans level: By ATC Trans alt: 5000' 123.12 499' AGN 5T, TAN 5T, TBO 5T 3000' 0 RWYS 32L/R ARRIVALS FROM WEST MSA TOU VOR **1** 2500' within 10 NM 114.8 AGN 115.8 GAI N43 53.3 E000 52.4 N43 57.2 E001 49.5 SURAS N43 38.5 E001 03.8 FL80/5000'T/FL140, inbound 079° TOU R-259 D11/16 MAX 220 KT **ALTERNATE** Inbound 061°, RIGHT turn AGN R-154/GAI R-241 **SOTAK** N43 49.3 E000 56.5 MAX 220 KT 1 min TOULOUSE-D11 TOU 117.7 TOU N43 40.9 E001 18.6 111.8 TAN N43 28.0 W000 01.1 (IAF by APP) AGENO N43 29.4 E001 16.5 At FL80 Descend to 4000' N43 23.0 E001 15.2 Expect FL80 TALOL N43 17.5 E001 14.1 113.9 TBO N43 19.9 E000 08.7 SULIT N43 23.0 E001 15.2 FL80/5000'T/FL140, inbound 009° TOU R-189 D18/23 MAX 220 KT ALTERNATE Inbound 037°, RIGHT turn AGN R-154/GAI R-217 MAX 220 KT 1 min NOT TO SCALE

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TOULOUSE, FRANCE M JEPPESEN LFBO/TLS 9 MAR 07 (10-3) Eff 15 Mar **BLAGNAC** Trans level: By ATC Trans alt: 5000 499' SIDs include minimum noise routings. DEPES 5A [DEPESA], DEPES 5B [DEPESB] 3000' 0 DEPES 5H [DEPE5H] GAI 5A, GAI 5B, GAI 5H MSA TOU VOR RWYS 14L/R, 32L/R DEPARTURES **1** 2500' TO NORTHEAST within 10 NM **DEPES** - GAILLAC-115.8 GAI N43 57.2 E001 49 NOT TO SCALE These SIDs require minimum climb 085°> gradients of **DEPES 5A** 668' per NM (11%) up to 3000', then 365' per NM (6%) up to FL110 due to DEPES 5H GAI 5H ATC purposes. DEPES 5B, 5H 365' per NM (6%) up to FL110 due to Turn at 800 ATC purposes. 668' per NM (11%) up to 3000', then 365' per NM (6%) up to FL70 due to TOULOUSE-100L003E— ATC purposes. GAI 5B, 5H N43 40.9 E001 18.6 365' per NM (6%) up to FL70 due to ATC purposes. D8 TOU Gnd speed-KT 75 100 150 200 250 300 At or above 668' per NM 835 1114 1671 2228 2785 3342 4000' 365' per NM 456 608 911 1215 1519 1823 but not before D8 TOU If unable to comply inform ATC when requesting enroute clearance Initial climb clearance FL70 ROUTING SID RWY **DEPES 5A** 14L/R Intercept TOU R-144 climbing to assigned altitude, at or above 60 not before D8 TOU, turn LEFT, intercept GAI R-214 inbound to GAI, turn RIGHT, GAI R-057 to DEPES. DEPES 5B 32L/R Intercept TOU R-144 inbound to TOU, turn RIGHT, 085° track, intercept TOU R-055 to GAI, GAI R-057 to DEPES. Intercept TOU R-144, at 800' turn LEFT, intercept GAI R-225 inbound to DEPES 5H | 14L/R **60** GAI, turn RIGHT, GAI R-057 to DEPES. Intercept TOU R-144 climbing to assigned altitude, at or above 4000', but GAI 5A not before D8 TOU, turn LEFT, intercept GAI R-214 inbound to GAI. GAI 5B Intercept TOU R-144 inbound to TOU, turn RIGHT, 085° track, intercept Θ TOU R-055 to GAI. GAI 5H 14L/R Intercept TOU R-144, at 800' turn LEFT, intercept GAI R-225 inbound to § For flights into lower airspace. 4 Not for piston acft & helicopter Only for flights to LFCI & LFCR, at or below FL110.

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

TOULOUSE, FRANCE I JEPPESEN LFBO/TLS 9 MAR 07 (10-3A) Eff 15 Mar BLAGNAC Trans level: By ATC Trans alt: 5000' 499' SIDs include minimum noise routings **1** 2500 ° 3000' AMOLO 5A [AMOL5A] within 0 10 NM AMOLO 5B [AMOL5B], AMOLO 5H [AMOL5H] MEN 5A, MEN 5B, MEN 5H MSATOU VOR RWYS 14L/R, 32L/R DEPARTURES TO NORTHEAST & EAST - MENDE -FOR FLIGHTS INTO UPPER AIRSPACE 115.3 MEN N44 36.5 E003 09.7 - GAILLAC -BISBI 115.8 GAI E002 27.4 (114.35 CFA R-199) N43 57.2 E001 49.5 NOT TO SCALE MEDAP **AMOLO** N43 49.7 E002 34.7 At or above 096♀ FL200 AMOLO 5H MEN 5H Turn at These SIDs require minimum climb gradients 800 AMOLO 5A, MEN 5A 668' per NM (11%) up to 3000', then 365' per NM (6%) up to FL110 due to ATC 117.7 TOU AMOLO 5B, 5H, MEN 5B, 5H N43 40.9 E001 18.0 365' per NM (6%) up to FL110 due to ATC purposes. D8 TOU 75 | 100 | 150 | 200 | 250 | 300 Gnd speed-KT At or above 835 | 1114 | 1671 | 2228 | 2785 | 3342 668' per NM 4000' 456 608 911 1215 1519 1823 365' per NM but not before D8 TOU If unable to comply inform ATC when requesting enroute clearance Initial climb clearance FL70 SID RWY AMOLO 5A 14L/R Intercept TOU R-144 climbing to assigned altitude, at or above but not before D8 TOU, turn LEFT, intercept GAI R-214 inbound, inter-0 cept TOU R-066 to MEDAP, turn RIGHT, intercept GAI R-104 to AMOLO. AMOLO 5B Intercept TOU R-144 inbound to TOU, turn RIGHT, 096° track, intercept TOU R-066 to MEDAP, turn RIGHT, intercept GAI R-104 to AMOLO AMOLO 5H 14L/R Intercept TOU R-144, at 800' turn LEFT, intercept GAI R-225 inbound, intercept TOU R-066 to MEDAP, turn RIGHT, intercept GAI R-104 to 0 MEN 5A Intercept TOU R-144 climbing to assigned altitude, at or above but not before D8 TOU, turn LEFT, intercept GAI R-214 inbound, intercept TOU R-066 to BISBI, turn LEFT, intercept MEN R-224 inbound to MEN 5B 32L/R Intercept TOU R-144 inbound to TOU, turn RIGHT, 096° track, intercept TOU R-066 to BISBI, turn LEFT, intercept MEN R-224 inbound to MEN. MEN 5H Intercept TOU R-144, at 800' turn LEFT, intercept GAI R-225 inbound, 0 intercept TOU R-066 to BISBI, turn LEFT, intercept MEN R-224 inbound to MEN. 3 Not for piston acft & helicopter 4 For piston acft & helicopter, prop acft by ATC.

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CHANGES: SID MEN 5B turn restriction withdrawn.

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TOULOUSE, FRANCE I JEPPESEN LFBO/TLS 9 MAR 07 (10-3B) Eff 15 Mar **BLAGNAC** Trans level: By ATC Trans alt: 5000 499' SIDs include minimum noise routings. AFRIC 5A [AFRI5A], AFRIC 5B [AFRI5B] 3000' AFRIC 5H [AFRI5H], FINOT 5A [FINO5A] FINOT 5B [FINO5B], FINOT 5H [FINO5H] MSARWYS 14L/R, 32L/R DEPARTURES TOU VOR **1** 2500' TO EAST within 10 NM FOR FLIGHTS INTO LOWER AIRSPACE - GAILLAC -115.8 GAI N43 57.2 E001 49.5 NOT TO SCALE TOULOUSE -□117.7 TOU N43 40.9 E001 18. N43 41.3 E001 28.3 № A These SIDs require minimum climb gradients AFRIC 5A, FINOT 5A 668' per NM (11%) up to 3000', then 365' per NM (6%) up to FL70 due to ATC AFRIC 5H FINOT 5H AFRIC 5B, 5H, FINOT 5B, 5H 365' per NM (6%) up to FL70 due to ATC 800' purposes D8 TOU 100 150 200 250 300 Gnd speed-KT At or above 668' per NM 835 1114 1671 2228 2785 3342 4000 but not before 365' per NM 456 608 911 1215 1519 1823 D8 TOU If unable to comply inform ATC when requesting enroute clearance Initial climb clearance FL70 RWY ROUTING SID AFRIC 5A 14L/R Intercept TOU R-144 climbing to assigned altitude, at or above but not before D8 TOU, turn LEFT, intercept GAI R-214 inbound, inter-0 cept TOU R-087 to FINOT, turn LEFT, intercept TOU R-085 to AFRIC. AFRIC 5B Intercept TOU R-144 inbound to TOU, turn RIGHT, 117° track, intercept TOU R-087 to FINOT, turn LEFT, intercept TOU R-085 to AFRIC. AFRIC 5H Intercept TOU R-144, at 800' turn LEFT, intercept GAI R-225 inbound, Ø intercept TOU R-087 to FINOT, turn LEFT, intercept TOU R-085 to FINOT 5A Intercept TOU R-144 climbing to assigned altitude, at or above 4000', but not before D8 TOU, turn LEFT, intercept GAI R-214 inbound, inter-**60** cept TOU R-087 to FINOT FINOT 5B Intercept TOU R-144 inbound to TOU, turn RIGHT, 117° track, intercept TOU R-087 to FINOT. FINOT 5H Intercept TOU R-144, at 800' turn LEFT, intercept GAI R-225 inbound,

Not for piston acft & helicopter

For flights with destination LFCI, LFCK, LFMK, LFMP & Spain.

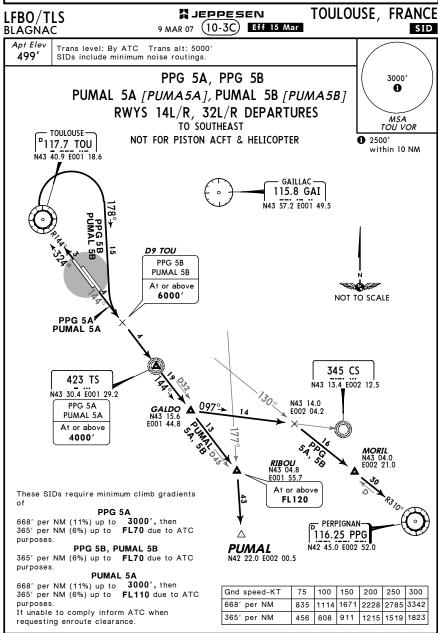
intercept TOU R-087 to FINOT.

For piston acft & helicopter, prop acft by ATC.

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Initial climb clearance FL70					
SID	RWY	ROUTING			
PPG 5A	14L/R	Intercept TOU R-144 to GALDO, turn LEFT, intercept 097° bearing towards CS, intercept TOU R-130 to PPG.			
PPG 5B	32L/R	ntercept TOU R-144 inbound to TOU, turn RIGHT, 178° track, intercept TOU R-144 to GALDO, turn LEFT, intercept 097° bearing towards CS, ntercept TOU R-130 to PPG.			
PUMAL 5A	14L/R	Intercept TOU R-144 to RIBOU, turn RIGHT, intercept GAI R-177 to PUMAL.			
PUMAL 5B	32L/R	Intercept TOU R-144 inbound to TOU, turn RIGHT, 178° track, intercept TOU R-144 to RIBOU, turn RIGHT, intercept GAI R-177 to PUMAL.			

CHANGES: SIDs PPG 5B, PUMAL 5B crossing at D9 TOU.

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TOULOUSE, FRANCE ↓ JEPPESEN LFBO/TLS 9 MAR 07 (10-3D) Eff 15 Mar BLAGNAC Trans level: By ATC Trans alt: 5000 499' SIDs include minimum noise routings. ANETO 5A [ANET5A], ANETO 5B [ANET5B] 3000' 0 RWYS 14L/R, 32L/R DEPARTURES TO SOUTH MSA TOU VOR FOR FLIGHTS INTO UPPER AIRSPACE **1** 2500' within 10 NM D 114.8 AGN N43 53.3 E000 52.4 TOULOUSE— ^D117.7 TOU N43 40.9 E001 18.6 At or above 4000' NOT TO SCALE 423 TS N43 30.4 E001 29.2 At or above 4000' 113.9 TBO N43 19.9 E000 08.7 N43 18.5 **←274**° E000 56.3 E001 10.9 These SIDs require minimum climb gradients **GAUDE** N43 00.0 E000 38.2 ANETO 5A At or above 668' per NM (11%) up to 3000', then FL130 365' per NM (6%) up to FL110 due to ATC **ANETO 5B ANETO** 365' per NM (6%) up to FL110 due to ATC purposes. Gnd speed-KT 75 100 150 200 250 300 835 1114 1671 2228 2785 3342 668' per NM 456 608 911 1215 1519 1823 If unable to comply inform ATC when requesting enroute clearance Initial climb clearance FL70 ROUTING SID RWY ANETO 5A 14L/R Intercept TOU R-144 to TS, turn RIGHT, intercept 228° bearing, intercept TBO R-094 inbound, intercept TOU R-217 to GAUDE, turn LEFT, intercept AGN R-192 to ANETO. ANETO 5B 32L/R Intercept TOU R-144 inbound to TOU, turn LEFT, TOU R-309, at or above 4000' turn LEFT, 178° track, intercept TOU R-217 to GAUDE, turn LEFT, intercept AGN R-192 to ANETO.

TOULOUSE, FRANCE JEPPESEN LFBO/TLS 9 MAR 07 (10-3E) Eff 15 Mar BLAGNAC Trans level: By ATC Trans alt: 5000' 499' SIDs include minimum noise routings 3000' LURAN 5A [LURA5A], LURAN 5B [LURA5B] 0 SOVAR 5A [SOVA5A], SOVAR 5B [SOVA5B] RWYS 14L/R, 32L/R DEPARTURES MSATOU VOR TO SOUTH **1** 2500 FOR FLIGHTS INTO UPPER AIRSPACE within 10 NM - AGEN -D114.8 AGN TOULOUSE— N43 53.3 E000 52.4 ^D117.7 TOU N43 40.9 E001 18.6 At or above 4000' 423 TS NOT TO SCALE N43 30.4 E001 29. At or above 4000 113.9 TBO N43 19.9 E000 08.7 11 N43 18.5 E000 56.3 -274LURAN N42 58.4 W000 58.8 These SIDs require minimum climb gradients of 668' per NM (11%) up to 3000', then 425' per NM (7%) up to FL200 due to ATC purposes N43 00.0 E000 38.2 Gnd speed-KT 75 100 150 200 250 300 At or above 668' per NM 835 1114 1671 2228 2785 3342 FL200 425' per NM 532 709 1063 1418 1772 2117 If unable to comply inform ATC when requesting enroute clearance Initial climb clearance FL70 RWY ROUTING SID Intercept TOU R-144 to TS, turn RIGHT, intercept 228° bearing, intercept LURAN 5A 14L/R TBO R-094 inbound, intercept TOU R-217 to GAUDE, turn RIGHT, 270° track LURAN 5B 32L/R Intercept TOU R-144 inbound to TOU, turn LEFT, TOU R-309, at or above 4000' turn LEFT, 178° track, intercept TOU R-217 to GAUDE, turn RIGHT, 270° track to LURAN. SOVAR 5A 14L/R Intercept TOU R-144 to TS, turn RIGHT, intercept 228° bearing, intercept TBO R-094 inbound, intercept TOU R-217 to GAUDE, turn RIGHT, 253° track SOVAR 5B 32L/R Intercept TOU R-144 inbound to TOU, turn LEFT, TOU R-309, at or above 4000' turn LEFT, 178° track, intercept TOU R-217 to GAUDE, turn RIGHT, 253° track to SOVAR.

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CHANGES: TAN & TBO SIDs transf; LURAN & SOVAR SIDs estbld.

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TOULOUSE, FRANCE JEPPESEN LFBO/TLS 9 MAR 07 (10-3F) Eff 15 Mar BLAGNAC Trans level: By ATC Trans alt: 5000 499' SIDs include minimum noise routings. 3000' TAN 5A, TAN 5B, TBO 5A, TBO 5B 0 RWYS 14L/R, 32L/R DEPARTURES MSA TOU VOR **1** 2500' within 10 NM TOULOUSE-D117.7 TOU N43 40.9 E001 18.6 At or above 4000' NOT TO SCALE TAN 5B 111.8 TAN 423 TS N43 28.0 W000 01. N43 30.4 E001 29.2 At or above 4000' 27 **TALOL** N43 19.3 **~**274° These SIDs require minimum climb gradients TAN 5A, TBO 5A 113.9 TBO 668' per NM (11%) up to 3000', then 365' per NM (6%) up to FL70 due to ATC N43 19.9 E000 08.7 TAN 5B. TBO 5B 365' per NM (6%) up to FL70 due to ATC purposes. Gnd speed-KT 75 100 150 200 250 300 835 1114 1671 2228 2785 3342 668' per NM 456 608 911 1215 1519 1823 365' per NM If unable to comply inform ATC when requesting enroute clearance Initial climb clearance FL70 ROUTING SID RWY TAN 5A 14L/R Intercept TOU R-144 to TS, turn RIGHT, intercept 228° bearing, intercept TBO R-094 inbound to TALOL, turn RIGHT, intercept TAN R-110 inbound TAN 5B Intercept TOU R-144 inbound to TOU, turn LEFT, TOU R-309, at or above 4000' turn LEFT, 214° track, intercept TOU R-259 to TAN. TBO 5A Intercept TOU R-144 to TS, turn RIGHT, intercept 228° bearing, intercept TBO R-094 inbound to TBO. TBO 5B 32L/R Intercept TOU R-144 inbound to TOU, turn LEFT, TOU R-309, at or above 4000' turn LEFT, 204° track, intercept TOU R-249 to TBO 2 For flights into lower airspace.

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§ For flights to LFBP & LFBT at or below FL110 CHANGES: SIDs TAN 5A, TBO 5A initial turn; chart reindexed.

TOULOUSE, FRANCE JEPPESEN LFBO/TLS 9 MAR 07 (10-3G) Eff 15 Mar BLAGNAC Trans level: By ATC Trans alt: 5000' 499' SIDs include minimum noise routings AGN 5P, LACOU 5A [LACO5A], LACOU 5B [LACO5B] 3000' LACOU 5H [LACO5H], OVDIL 5A [OVDI5A] 0 OVDIL 5B [OVDI5B], OVDIL 5H [OVDI5H] MSA RWYS 32L/R, 14L/R DEPARTURES TOU VOR TO NORTHWEST ♠ 2500′ LACOU ▲ within 10 NM 400 AG N44 09.0 E000 40.4 **OVDIL** N44 05.3 E000 53.3 D23 TOU N44 02.1 E001 04.6 (110.35 AG D13.5) NOT TO SCALE TOULOUSE — AGEN -D117.7 TOU D114.8 AGN N43 40.9 E001 18.6 N43 53.3 E000 52.4 LACOU 5H OVDIL 5H At or above 4000' These SIDs require minimum climb gradients of AGN 5P LACOU 5A, OVDIL 5A LACOU 5B 668' per NM (11%) up to 3000', then OVDIL 5B 365' per NM (6%) up to FL70 due to D8 TOU ATC nurnoses LACOU 5H AGN 5P, LACOU 5B, OVDIL 5B OVDIL 5H At or above 365' per NM (6%) up to FL70 due to 4000' Turn at 1000' ATC purposes. but not before LACOU 5H, OVDIL 5H D8 TOU 425' per NM (7%) up to 4000' at TOU, then 365' per NM (6%) up to FL70 due to ATC purposes 75 100 150 200 250 300 Gnd speed-KT 835 1114 1671 2228 2785 3342 668' per NM LACOU 5H 425' per NM 532 709 1063 1418 1772 2127 OVDIL 5H LACOU 5A 456 608 911 1215 1519 1823 365' per NM OVDIL 5A If unable to comply inform ATC when requesting enroute clearance. Initial climb clearance FL70 RWY ROUTING AGN 5P 6 32L/R Intercept TOU R-144 inbound to TOU, turn LEFT, TOU R-304 to AGN LACOU 5A 14L/R Intercept TOU R-144 climbing to assigned altitude, at or above not before D8 TOU, turn RIGHT, intercept TOU R-176 inbound to TOU, turn LEFT, TOU R-336 to LACOU. LACOU 5B 32L/R Intercept TOU R-144 inbound to TOU, turn RIGHT, TOU R-336 to LACOU. Intercept TOU R-144, at 1000' turn RIGHT, intercept TOU R-176 inbound to LACOU 5H 14L/R TOU, turn LEFT, TOU R-336 to LACOU. OVDIL 5A Intercept TOU R-144 climbing to assigned altitude, at or above but not before D8 TOU, turn RIGHT, intercept TOU R-176 inbound to TOU, turn LEFT, TOU R-336, intercept 293° bearing towards AG to OVDIL. OVDIL 5B 32L/R Intercept TOU R-144 inbound to TOU, turn RIGHT, TOU R-336 to D23 TOU, **00** turn LEFT, intercept 293° bearing towards AG to OVDIL OVDIL 5H 14L/R Intercept TOU R-144, at 1000' turn RIGHT, intercept TOU R-176 inbound to to TOU, turn LEFT, TOU R-336 to D23 TOU, turn LEFT, intercept 2939 bearing towards AG to OVDIL 2 Not for piston acft & helicopter. For piston acft & helicopter, prop acft by ATC. Only for flights to LFBA, at or below FL110.

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TOULOUSE, FRANCE M JEPPESEN LFBO/TLS 9 MAR 07 (10-3H) Eff 15 Mar **BLAGNAC** Trans level: By ATC Trans alt: 5000 499' SIDs include minimum noise routings. FISTO 5A [FIST5A], FISTO 5B [FIST5B] 3000' 0 FISTO 5H [FIST5H] RWYS 14L/R, 32L/R DEPARTURES MSATO NORTH TOU VOR FOR FLIGHTS INTO UPPER AIRSPACE **1** 2500' **▲** FISTO within 10 NM N44 27.7 E001 13.6 NOT TO SCALE TOULOUSE ^D117.7 TOU N43 40.9 E001 18 FISTO 5H At or above 4000' FISTO 5B D8 TOU At or above These SIDs require minimum climb 4000' gradients of FISTO 5H but not before FISTO 5A D8 TOU Turn at 668' per NM (11%) up to 3000', then 1000' 365' per NM (6%) up to FL110 due to ATC purposes. FISTO 5B 365' per NM (6%) up to FL110 due to ATC purposes. FISTO 5H FISTO 5H 425' per NM (7%) up to 4000' at TOU, then 365' per NM (6%) up to FL110 due to ♥FISTO 5A ATC purposes. Gnd speed-KT 75 | 100 | 150 | 200 | 250 | 300 835 1114 1671 2228 2785 3342 668' per NM 532 709 1063 1418 1772 2127 425' per NM 456 608 911 1215 1519 1823 365' per NM If unable to comply inform ATC when requesting enroute clearance Initial climb clearance FL70 SID RWY ROUTING FISTO 5A 14L/R Intercept TOU R-144 climbing to assigned altitude, at or above Ø not before D8 TOU, turn RIGHT, intercept TOU R-176 inbound to TOU, TOU R-356 to FISTO. FISTO 5B 32L/R Intercept TOU R-144 inbound to TOU, turn RIGHT, TOU R-356 to FISTO. Intercept TOU R-144, at 1000' turn RIGHT, intercept TOU R-176 inbound FISTO 5H to TOU, TOU R-356 to FISTO. 2 Not for piston acft & helicopter. 3 For piston acft & helicopter, prop acft by ATC. RWYS 14L/R, 32L/R OMNIDIRECTIONAL DEPARTURES BY ATC RWY ROUTING 14L/R Climb on 144° track to 1000', then depart omnidirectional and climb to enroute safe

Climb on 324° track to 1000', then depart omnidirectional and climb to enroute safe

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32L/R

JEPPESEN Licensed to Elefant air. Printed on 27 Feb 2008. JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 23-2007 TOULOUSE, FRANCE X JEPPESEN LFBO/TLS Apt Elev 499 2 NOV 07 (10-9) **BLAGNAC** N43 38.1 E001 22.1 BLAGNAC Flight Data (Cpt) BLAGNAC Ground ATIS ACARS: 123.12 121.7 DCL 121.9 118.1 01-21 01-22 01-23 Meters Apron St Martin Lagardere 43-39 For AIRPORT BRIEFING refer to 10-1P pages FOR PARKING ARP New Control POSITIONS SEE 10-9A Apron V 43-38 Aprons F & FOR PARKING Ziegler Blagnac 2 POSITIONS SEE 10-9 B Blagnac 1 I Aprons G & M DSNA Beluga Apron /43-37~A St Martin Apron 🖿 Aerospatiale 1148 01-21 350m ADDITIONAL RUNWAY INFORMATION USABLE LENGTHS
- LANDING BEYOND — Threshold Glide Slope TAKE-OFF RWY 14 98' 30m 32 HIRL (60m) HIALS SFL RVR 9088' 2770m 148' 8911'2716m 45m 32R HIRL (60m) REIL RVR RVR HIRL (60m) CL (15m) HIALS-II SFL TDZ 10,335' *3150m* 148' 10,564' 3220m 32L HIRL (60m) CL (15m) REIL RVR 45m JAR-OPS TAKE-OFF 1 Rwy 14R/32L Rwy 14R All Rwys LVP must be LVP must be in Force LVP must be in Force in Force Approved Operator RCLM (DAY only) RCLM (DAY only) HIRL, CL (DAY only) & mult. RVR req & mult. RVR req or RL or RL 150m 200m 250m 125m 400m 500m 250m 300m 150m 200m

■ Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required

below 150m.

CHANGES: Notes transferred to 10-1P pages.

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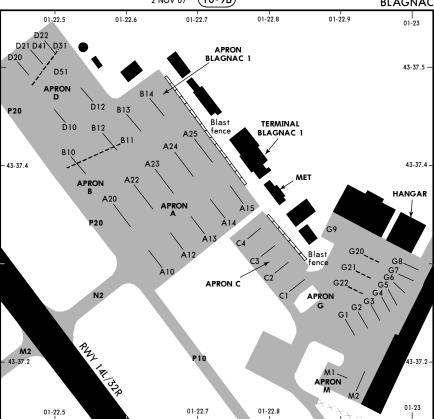
TOULOUSE, FRANCE M JEPPESEN LFBO/TLS 2 NOV 07 (10-9A)**BLAGNAC** 01-22.1 01-22.2 01-22.3 01-22.4 01-22.6 01-22.5 01-22 - 43-38 **APRON** 43-38 V32 V33 V23 V30 V31 V21 V22 43-37.9 43-37.9 T60 **TERMINAL BLAGNAC 2** 43-37.8 43-37.8 Blast APRON fence **APRON** BLAGNAC 2 E40 E20 E21 E30 Blast F10 fence T50 T41 43-37.6 APRON 43-37.5 43-37.5 01-22.5 01-22.1 01-22.2 01-22.4 01-22.6 **INS COORDINATES** STAND No. **COORDINATES** STAND No. **COORDINATES** N43 37.8 E001 22.5 N43 37.7 E001 22.5 N43 37.9 E001 22.1 N43 38.0 E001 22.1 V20 thru V32 E10 E20, E21, E30 V33 thru V36 N43 37.8 E001 22.4 N43 38.0 E001 22.2 E40 thru E61 N43 37.8 E001 22.3 E62 F10 thru F12 N43 37.7 E001 22.6 N43 37.7 E001 22.5 F21 thru F32 F40, F42 N43 37.6 E001 22.6 N43 37.8 E001 22.2 V10 V11 N43 37.9 E001 22.2 V12 N43 37.8 E001 22.2

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TOULOUSE, FRANCE M JEPPESEN LFBO/TLS 2 NOV 07 (10-9B) **BLAGNAC**



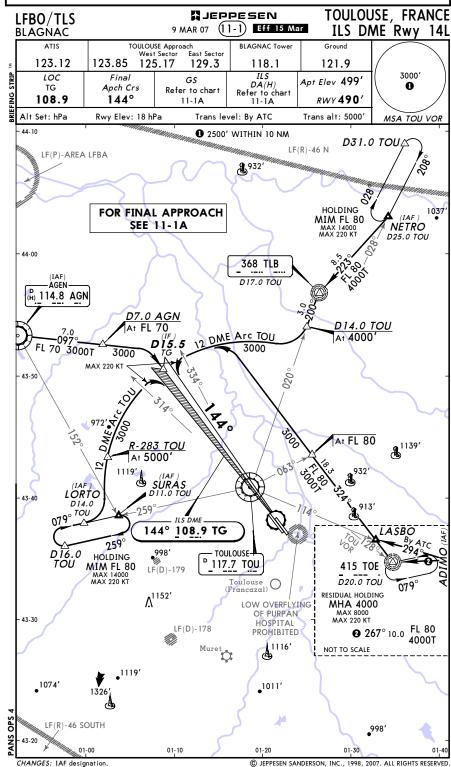
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	INS COORDINATES							
STAND No.	COORDINATES	STAND No.	COORDINATES					
A10 thru A14 A15 A20, A22 A23 thru A25 B10 thru B12	N43 37.3 E001 22.7 N43 37.4 E001 22.8 N43 37.4 E001 22.6 N43 37.4 E001 22.7 N43 37.4 E001 22.6	D20 D21, D22, D31 D41, D51 G1 G2, G3	N43 37.5 E001 22.4 N43 37.5 E001 22.5 N43 37.5 E001 22.5 N43 37.2 E001 22.9 N43 37.3 E001 22.9					
B13 B14 C1 thru C4 D10 D12	N43 37.5 E001 22.6 N43 37.5 E001 22.7 N43 37.3 E001 22.8 N43 37.5 E001 22.5 N43 37.5 E001 22.6	G4 thru G8 G9 G20 thru G22 M1, M2	N43 37.3 E001 23.0 N43 37.3 E001 22.9 N43 37.3 E001 22.9 N43 37.2 E001 22.9					

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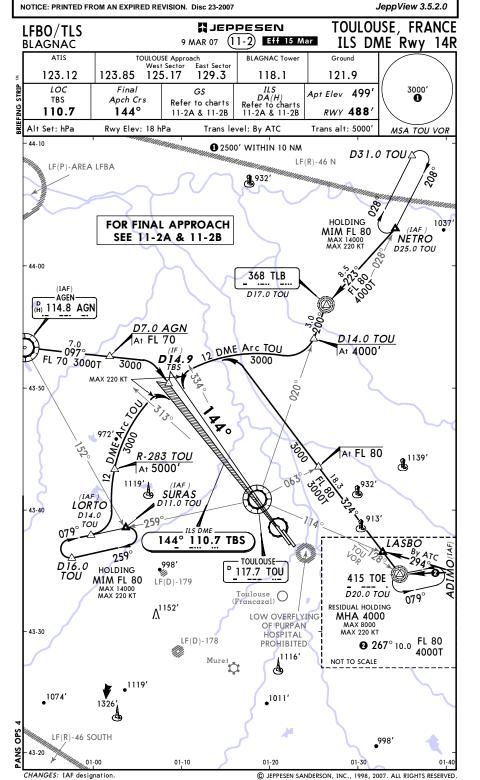


TOULOUSE, FRANCE JEPPESEN LFBO/TLS 9 MAR 07 (11-1A) Eff 15 Mar ILS DME Rwy 14L BLAGNAC BLAGNAC Tower TOULOUSE Approach West Sector East Sector 123.12 123.85 125.17 129.3 118.1 121.9 ILS LOC Final GS Apt Elev 499 DA(H) 3000' TG Apch Crs D4.0 TG 0 Refer to 108.9 144° 1750′ (1260′) RWY 490' Minimums MISSED APCH: Climb on R-144 TOU to D4.5 TG/D8.0 TOU, then turn LEFT onto 018° climbing to 4000' to intercept and follow 333° from MSATOE NDB. Then proceed on R-028 TOU to NETRO, or as directed. TOU VOR Climb to 1500' prior to level acceleration. **1** 2500' WITHIN Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 5000' 10 NM LACFT: See ATC State pages. D31.0 TOUA D15.5 FOR INITIAL APPROACH TGN SEE 11-1 MHA 4000 NETRO 43-50 MAX 14000 D25.0 TOU **MAX 220 KT** • 972′ D7.91G MISSED ILS DME -APCH FIX 144° 108.9 TG 932′ **D4.0**TG 1119 43-40 D1.01G - TOULOUSE [₽] 117.7 TOU LOW OVERFLYING OF PURPAN 998' D8.0 TOU ₩ LF(D)-179 HOSPITAL PROHIBITED 969' $\Lambda^{1152'}$ 1083 Toulouse (Francazal) 01-20 4 01-00 01-10 01-30 LOC TG DME 4.0 3.0 2.0 1.0 (GS out) ALTITUDE 1750 1430 1110 800 D7.9 D15.5 **D4.0**TG *-144° 3000' GS 1750' D1.0 144°-1400' 1200 MDA RWY 14L 490' Gnd speed-Kts 70 90 100 120 140 160 **D4.5** i tou ILS GS 3.00° or 753 538 646 on 117.7 377 484 LOC Descent Gradient 5.2% | R-144 MAP at D1.0 TG JAR-OPS STRAIGHT-IN LANDING RWY 14L CIRCLE-TO-LAND 2 ILS 🛛 LOC (GS out) with TG DME Prohibited Northeast DA(H) ABC: 690'(200') D: 700'(210') MDA(H) 870' (380' of runway ALS out RVR 900m 1030' (540') 1500m RVR 1500m RVR 550m 1030' (540') 1600m RVR 1000m RVR 1000m 1230' (740') 2400m RVR 1800m 1340' (850') 3600m RVR 1400m RVR 2000m RVR 600m LACFT: DA(H) 710' (220'), FULL: RVR 600m, ALS out: RVR 1000m.
Circling height based on rwy 14L thresh elev of 490'.

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CHANGES: None.

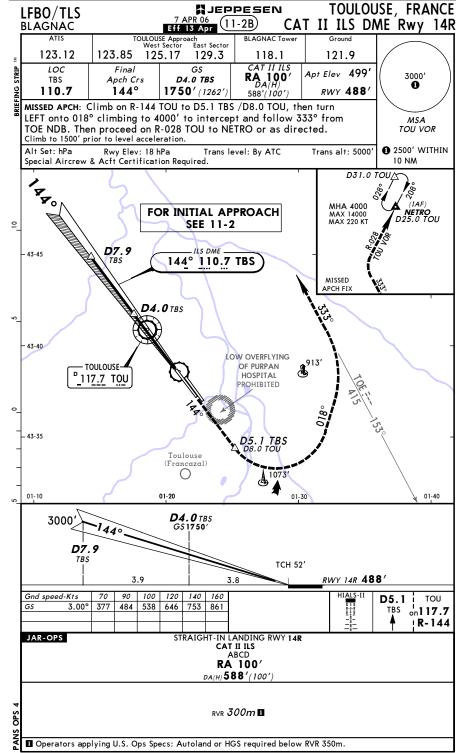
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TOULOUSE, FRANCE JEPPESEN LFBO/TLS 9 MAR 07 (11-2A) Eff 15 Mar ILS DME Rwy 14R **BLAGNAC** BLAGNAC Tower TOULOUSE Approach 123.12 123.85 125.17 129.3 118.1 121.9 LOC Final GS ILS Apt Elev 499' 3000' TBS Apch Crs D4.0 TBS DA(H) 0 110.7 144° 1750′ (1262′) 688'(200') RWY 488 MISSED APCH: Climb on R-144 TOU to D5.1 TBS /D8.0 TOU, then turn LEFT onto 018° climbing to 4000′ to intercept and follow 333° from MSATOE NDB. Then proceed on R-028 TOU to NETRO, or as directed. TOU VOR Climb to 1500' prior to level acceleration. ♠ 2500' WITHIN Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 5000' 10 NM D31.0 TOU/X FOR INITIAL APPROACH D14.9 **SEE 11-2** MHA 4000 NETRO MAX 14000 MAX 220 KT ILS DME -43-50 144° 110.7 TBS 972 D7.9 TBS MISSED APCH FIX 932′ **D4.0** TBS 1119′ 43-40 TOULOUSE-^D 117.7 TOU 998' LOW OVERFLYING OF PURPAN D8.0 TOU ₩ LF(D)-179 HOSPITAL PROHIBITED .969' $\Lambda^{1152'}$ Toulouse 1083 (Francazal) 01-30 01-00 01-10 01-20 TBS DME 4.0 3.0 2.0 (GS out) ALTITUDE 1750 1430 1110 **D7.9** TBS D14.9 **D4.0**TBS *-144° 3000 D1.0 144°-1400 1200 MDA 7.0 RWY 14R 488' Gnd speed-Kts 70 90 100 120 140 160 **D5.1** | TOU ILS GS 3.00° or 753 484 538 646 TBS on 117.7 377 LOC Descent Gradient 5.2% ! R-144 MAP at D1.0 TB\$ JAR-OPS CIRCLE-TO-LAND I STRAIGHT-IN LANDING RWY 14R LOC (GS out) with TBS DME Prohibited Northeast DA(H) 688' (200') MDA(H) 870'(382') of runway ALS out ALS out RVR 900m 1030' (542') 1500m RVR 1500m 1030' (542') 1600m RVR 550m RVR 1000m RVR 1000m RVR 1800m 1230′ (742′) 2400m RVR 2000m 1340' (852') ■ Circling height based on rwy 14R threshold elev of 488'

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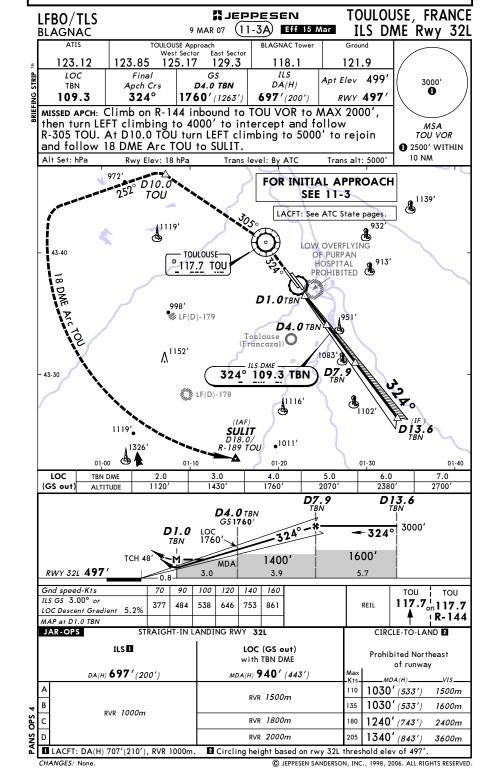
TOULOUSE, FRANCE **MUSEN** LFBO/TLS (11-3) Eff 15 Mar ILS DME Rwy 32L 9 MAR 07 **BLAGNAC** BLAGNAC Tower TOULOUSE Approach Ground West Sector East Sector 125.17 123.12 123.85 129.3 118.1 121.9 LOC Final ILS 3000' GS Apt Elev 499' DA(H) Refer to chart TBN Apch Crs 0 Refer to chart 324° 11-3A 109.3 RWY 497 11-3A Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 5000' MSA TOU VOR **●** 2500' WITHIN 10 NM 3¹⁰⁰⁷ 43-50 1234' FOR FINAL APPROACH SEE 11-3A - TOULOUSE-1139′ ₽ 117.7 TOU ILS DME 932 324° 109.3 TBN 9 43-40 / 913' LASBO LOW OVERFLYING 1005 OF PURPAN At FL 80 HOSPITAL TRO III PROHIBITED 218 DME Arc TOU 415 TOE D16.0 D20.0/R-128 TOU 0 TOU • 969' Toulouse 1083′ At 4000 (IAF) (Francazal) ADIMO AGENO 4 43-30 4000 1116' D16.0 LF(D)- (IAF) TOU 1102' 3 SULIT C 1070 178 D18.0/ RESIDUAL HOLDING D 13.6 MAX 200 KT 189° R-189 TOU MHA 4000 1011 HOLDING MAX 8000 MAX 220 KT MIM FL 80 988 Λ_{1119′} R-163 TOU MAX 220 KT D20.0 At 4000 1040' TOU OGRIL 1227 D23.0 TOU 1106 LF(D)-59 1208 LF(R)-46 SOUTH 1339 1375 LF(R)-46 N 1 1566 43-10 1592 965'€ 2471 1602 01-20 01-30 01-50

CHANGES: Procedure.

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TOULOUSE, FRANCE JEPPESEN LFBO/TLS 11-4) Eff 15 Mar ILS DME Rwy 32R 9 MAR 07 **BLAGNAC** ATIS TOULOUSE Approach **BLAGNAC** Tower West Sector East Sector 123.12 123.85 125.17 129.3 118.1 121.9 ILS DA(H) Refer to chart LOC Final GS 3000' Apt Elev 499' TD Apch Crs 0 Refer to chart 324° 108.35 RWY 497 11-4A 11-4A Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 5000 MSA TOU VOR 1 2500' WITHIN 10 NM 1007′ 20 43-50 1234 FOR FINAL APPROACH **SEE 11-4A** — TOULOUSE— 1139′ 117.7 TOU ILS DME -932 324° 108.35 TD 9 43-40 913' LASBO LOW OVERFLYING OF PURPAN
HOSPITAL
PROHIBITED 1005′ At FL 80 218 DME Arc TOU D16.0 415 TOE D20.0/R-128 TOU 0 • 969' Toulouse 1083' (Francazal) At 4000' (IAF) ADIMO 1116' D16.0 TOU 1102' 43-30 AGENO 4 4000 4 267° MAX 3000 (IF) LF(D)- (IAF) Muret
178 SULIT
D18.0/
R-189 TQU & RESIDUAL HOLDING MHA 4000 079° D 13.2 8 1011 HOLDING MIM FL 80 MAX 220 KT UOI Λ_{1119′} MAX 14000 MAX 220 KT R-163 TOU D20.0 At 4000 1040' TOU OGRILO 023.0 TOU 1227 D23.0 TOU 1106' LF(D)-59 1208 LF(R)-46 SOUTH LF(R)-46 N 1 1339′ 1375' 1566' 43-10 1592 965'● 2471 1602 01-50 01-20 01-30

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CHANGES: None.

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LFBO/TLS			PESEN	TOULOU	JSE, FRANCE
BLAGNAC			1-4A) Eff 15 I		ME Rwy 32R
ATIS		E Approach Sector East Sector	BLAGNAC Tower	Ground	
	123.85 125		118.1	121.9	/ \
LOC TD	Final Apch Crs	GS D3.0 TD	ILS DA(H)	Apt Elev 499'	3000′
DE LOC TD 108.35 MISSED APCH: Cli	324°	1450′ (953′)	697′(200′)	RWY 497 ′]\ • /
MISSED APCH: Cli					
D10.0 TOU turn I	LEFT climbing	to 5000' to rej	join and follow	18 DME Arc	MSA TOU VOR
TOU to SULIT. Alt Set: hPa	Rwy Elev: 18 h	Pa Trans	level: By ATC	Trans alt: 5000'	1 2500' WITHIN
LACFT: See ATC Sta	ite pages.	1	10.0	1	10 NM
99	72' D10.0	· .	FOR INIT	IAL APPROAC	н
	121 TOU	<i>,</i> , , , , , , , , , , , , , , , , , ,	\SE	E 11-4	1139'
Jan 1			in.	7	&
b r	A 1119	,		932'	
- 43-40	G			OVERFLYING OF PURPAN	
			1 1 2 0 0	HOSPITAL 913	
8 D		□ TOULOU □ 117.7	35E) (\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\		ILS DME
8 DINE Arc	5	<u> </u>		324°	10 <u>8</u> .35 TD
IZ.	998′	LF(D)-179	D1.0	1951'	-
10			D3 .	0	
	Λ^{11}	52'	Toulouse		
X	ν	ام ٥٠	(Francazal)	1083'	
- 43-30			• • • • • • • • • • • • • • • • • • • •	D7.9	- حن
	\ .	LF(D)-178	1116'	8	12
		(IA	F)	1102'	
1074'	1119'	SUL D18.	.IT) 1	D13.2
•	1326′	R-189	TOU •1011		TD
01-00 LOC TD DA	ME 2.0	01-10 3.0	01-20	5.0 6.0	01-40
(GS out) ALTITU		1450'	1770'	2090' 2410	
				07.9	D13.2 TD
		D3.0 GS145		TD	7000/
		1.0 LOC	324°	*	324° 3000′
	TOU FOL	1450		1600′	
RWY 32R 497 ′		2.0 MDA	1400' 4.9	5.3	
Gnd speed-Kts	0.8		140 160		TOU : TOU
ILS GS 3.00° or	377		753 861	REIL	117.7 n 117.7
LOC Descent Gradient MAP at D1.0 TD	5.2%			"===	↑ R-144
JAR-OPS		IN LANDING RWY	32R	CIRC	LE-TO-LAND 2
	STRAIGHT-				
	STRAIGHT-	1	OC (GS out)	Prohib	oited Northeast
	ILS 🗖	,	with TD DME		oited Northeast of runway
DA(H) 6		,	with TD DME (H) 920' (423')	Max KtsMD	of runway PA(H)VIS
DA(H) 6	ILS □ 97′(200′)	,	with TD DME	Max MD MD 110 1030	of runway VA(H)VIS (533') 1500m
DA(H) 6	ILS 🗖	,	with TD DME (H) 920' (423')	Max Kts 10 1030 135 1030 1	of runway VIS
DA(H) 6 A B RVR	ILS □ 97′(200′)	,	with TD DME H) 920' (423') RVR 1500m	Max Kts MD 110 1030 135 1030 180 1230	of runway VA(H)VIS (533') 1500m

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TOULOUSE, FRANCE **JEPPESEN** LFBO/TLS (13-1) Eff 15 Mar VOR DME Rwy 14L 9 MAR 07 **BLAGNAC** TOULOUSE Approach **BLAGNAC Towe** West Sector East Sector 123.12 123.85 125.17 129.3 118.1 121.9 VOR Final Minimum Alt MDA(H) 3000' 0 TOU Apch Crs Refer to chart Refer to chart Apt Elev 499 13-1A 13-1A 142° 117.7 Alt Set: hPa Apt Elev: 18 hPa Trans level: By ATC Trans alt: 5000 MSA TOU VOR 44-10 1 2500' WITHIN 10 NM D31.0 TOU∆ LF(R)-46 N LF(P)-AREA LFBA 932' 950 HOLDING FOR FINAL APPROACH 1037 MIM FL 80 SEE 13-1A MAX 14000 MAX 220 KT NETRO D25.0 TOU 44-00 368 TLB (IAF) D17.0 TOU -AGEN-(H) 114.8 AGN **D7.0 AGN** At FL 70 D14.0 TOU 12 DME Arc TOU At 4000' D12.0 FL 70 3000T 3000 3000 43-50 972' R-283 TOU At FL 80 At 5000' SURÁS D11.0 TOU LORTO D14.0 079° TOU TOULOUSE 117.7 TOU 998′ D16.0 HOLDING TOU MIM FL 80 415 TOE LF(D)-179 MAX 220 KT Toulouse (Francazal) D20.0 TOU RESIDUAL HOLDING **∆**^{1152′} LOW OVERFLYING MHA 4000 OF PURPAN 43-30 MAX 220 KT HOSPITAL LF(D)-178 267° 10.0 FL 80 4000T PROHIBITED 11116 NOT TO SCALE 4 •1074′ •1011′ LF(R)-46 SOUTH 998 43-20 01-20

CHANGES: IAF designation

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TOULOUSE, FRANCE **JEPPESEN** LFBO/TLS 9 MAR 07 (13-1A) Eff 15 Mar VOR DME Rwy 14L **BLAGNAC** BLAGNAC Tower TOULOUSE Approach 123.12 123.85 125.17 129.3 118.1 121.9 Procedure Alt **VOR** Final MDA(H)3000' TOU Apch Crs D4.5 Apt Elev 499 0 950' (451') 142° 3000′ (2501′) 117.7 MISSED APCH: Climb on R-142 to D8.0, then turn LEFT onto 018° climbing to 4000′ to intercept and follow 333° from TOE NDB. MSA TOU VOR Then proceed on R-028 to NETRO, or as directed. Climb to 1500' prior to level acceleration. **●** 2500' WITHIN Alt Set: hPa Apt Elev: 18 hPa Trans level: By ATC Trans alt: 5000' 10 NM D31.0 TOUA D12.0 FOR INITIAL APPROACH MHA 4000 **%**。 NETRO MAX 14000 SEE 13-1 D25.0 TOU MAX 220 KT MISSED D4.5 APCH FIX D1.9 932′ - 43-40 LOW OVERFLYING TOULOUSE-OF PURPAN D3.0 117.7 TOU HOSPITAL PROHIBITED 998 LF(D)-179 № D8.0 (Francazal) 01-10 01-20 01-30 1.0 before TOU 0.0 1.0 after TOU TOU DME ALTITUDE 1920' 1600 1280' D12.0 D4.5 **VOR** D1.9 3000' -142°-2210' D3.0 1600 1400 1200 MDA APT **499** 0.3 3.0 Gnd speed-Kts 70 90 100 120 140 160 TOU D8.0 369 474 527 632 738 843 Descent Gradient 5.2% on 117.7 MAP at D3.0 after VOR R-142 STRAIGHT-IN LANDING RWY 14L CIRCLE-TO-LAND Prohibited Northeast of runway MDA(H) 950' (451') ALS out 1040' (541') RVR 1000m 110 1500m RVR 1500m 135 1040' (541') 1600m RVR 1200m 180 1340' (841') 2400m RVR 2000m 1470′ (971′ RVR 1600m 3600m CHANGES: None. © JEPPESEN SANDERSON, INC., 1998, 2006. ALL RIGHTS RESERVED

TOULOUSE, FRANCE JEPPESEN LFBO/TLS 9 MAR 07 (13-2) Eff 15 Mar VOR DME Rwy 14R BLAGNAC TOULOUSE Approach BLAGNAC Towe West Sector East Sector 123.12 123.85 125.17 129.3 118.1 121.9 VOR Final Minimum Alt MDA(H)3000′ TOU Apch Crs Refer to chart Refer to chart Apt Elev 499 13-2A 13-2A 145° 117.7 Alt Set: hPa Apt Elev: 18 hPa Trans level: By ATC Trans alt: 5000' MSA TOU VOR 44-10 **●** 2500' WITHIN 10 NM D31.0 TOUA LF(R)-46 N LF(P)-AREA LFBA 932 HOLDING 1037 FOR FINAL APPROACH MIM FL 80 SEE 13-2A MAX 14000 MAX 220 KT NETRO D25.0 TOU 44-00 368 TLB (IAF) D17.0 TOU - AGEN (H) 114.8 AGN D7.0 AGN At FL 70 D14.0 TOU DME Arc TOU D12.0 At 4000 FL 70 3000T 3000 3000 43-50 972'🔻 R-283 TOU At 5000' SÜRÁS D11.0 TOU LORTO D14.0 TOULOUSE [□]117.7 TOU 998′ D16.0 HOLDING TOU MIM FL 80 LF(D)-179 MAX 220 KT Toulouse (Francazal) D20.0 TOU RESIDUAL HOLDING ۸¹¹⁵²′ LOW OVERFLYING OF PURPAN MHA 4000 43-30 MAX 220 KT HOSPITAL LF(D)-178 267° 10.0 FL 80 4000T PROHIBITED 1116 NOT TO SCALE ♨ 1074 1011 1326 LF(R)-46 SOUTH 43-20 01-10 01-20 © JEPPESEN SANDERSON, INC., 1998, 2007. ALL RIGHTS RESERVED.

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TOULOUSE, FRANCE JEPPESEN LFBO/TLS 9 MAR 07 (13-2A) Eff 15 Mar VOR DME RWY 14R **BLAGNAC** BLAGNAC Towe TOULOUSE Approach West Sector East Sector 125.17 129.3 123.12 123.85 118.1 121.9 **VOR** Final Procedure Alt 3000' MDA(H)TOU Apch Crs D5.1 0 Apt Elev 499 950' (451') 145° 3000' (2501') 117.7 MISSED APCH: Climb on R-145 to D8.0, then turn LEFT onto 018° climbing MSA to 4000' to intercept and follow 333° from TOE NDB. Then proceed on TOU VOR R-028 to NETRO, or as directed. Climb to 1500' prior to level acceleration. **1** 2500′ WITHIN Alt Set: hPa Apt Elev: 18 hPa Trans level: By ATC Trans alt: 5000' 10 NM D31.0 TOU/ **△** D12.0 FOR INITIAL APPROACH 8 (IAF) MHA 4000 SEE 13-2 MAX 14000 MAX 220 KT D5.1 MISSED APCH FIX D1.8 8 932 43-40 D2.6 LOW OVERFLYING \$913' TOULOUSE-^D117.7 TOU OF PURPAN HOSPITAL **PROHIBITED** 998 D8.0 Toulouse (Francazal) 01-10 01-20 TOU DME 1.0 before TOU 0.0 1.0 after TOU ALTITUDE 1720 1400 1080' D5.1 D12.0 **VOR** 1980', **D1.8** 3000' **├-145°** → D2.6 1400 1400 MDA <u>1.8</u> 1200' APT 499' 2.6 0.1 3.3 2.7 Gnd speed-Kts 70 90 100 120 140 160 D8.0 369 474 527 632 738 843 Descent Gradient 5.2% on 117.7 MAP at D2.6 after VOR R-145 JAR-OPS STRAIGHT-IN LANDING RWY 14R CIRCLE-TO-LAND Prohibited Northeast of runway MDA(H) 950' (451') ALS out 1030' (531') RVR 1000m 110 1500m RVR 1500m 135 1030' (531') 1600m RVR 1200m 180 1270' (771') 2400m RVR 2000m RVR 1600m 1340′ (841′ 3600m

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TOULOUSE, FRANCE **MJEPPESEN** LFBO/TLS 9 MAR 07 (13-3) Eff 15 Mar VOR DME Rwy 32L BLAGNAC ATIS TOULOUSE Approach BLAGNAC Tower West Sector East Sector 123.12 123.85 125.17 129.3 118.1 121.9 **VOR** Final Minimum Alt MDA(H) 3000' TOU Apch Crs 0 Refer to chart Refer to chart Apt Elev **499** 117.7 325° 13-3A 13-3A Alt Set: hPa Apt Elev: 18 hPa Trans level: By ATC Trans alt: 5000' MSA TOU VOR 1 2500' WITHIN 10 NM **3**1007′ 20 43-50 1234 FOR FINAL APPROACH **SEE 13-3A** - TOULOUSE -⁰117.7 TOU **4**1139′ 932 4 9 LASBO **3**913′ 43-40 At FL 80 LOW OVERFLYING OF PURPAN HOSPITAL 1005′ THE WILL 2 18 DME Arc TOU PROHIBITED 415 TOE D20.0/R-128 Toulouse (Francazal) At 4000' (IAF) 1083 ADIMO 43-30 AGENO 4 4000 1116'D16.0 178 SULIT D18.0/ TOU 079° 1070 RESIDUAL HOLDING R-189 TOU 189° MHA 4000 MAX 8000 1011′ HOLDING 1 VOT MIM FL 80 MAX 200 KT MAX 220 KT 988′ 18 DME Arc Λ_{1119′} MAX 220 KT D18.0 1040′ TOU D20.0 R-163 TOU TOU At 4000' OGRILO D23.0 TOU 1227 D23.0 Δ ΤΟÙ • 1106' LF(D)-59 1208 LF(R)-46 SOUTH 1375' LF(R)-46 N 1 1339' LF(R)-46 N 1 1566' - 43-10 _•1592′ 965'® 2471' 1602 01-50 01-20 01-30

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CHANGES: None.

LFBO/TLS BLAGNAC		9 MA		PESE 3-3A) I	ENI Eff 15	Mar	TOULC	USE OME	, FRA Rwy	NCE 321
ATIS		OUSE Approac		BLAGNA	AC Tower		Fround			
_{\$} 123.12		25.17	East Sector 129.3	11	8.1	1	21.9	_] /		
VOR TOU	Final Apch Crs 325 °	D	dure Alt 12.5	MDA 980 ′		Apt E	lev 499	, (3000'	
₽			(2501')		' '	00001		-		
MISSED APCH: (turn LEFT cli D10.0 turn L Arc to SULII	mbing to 40 EFT climbin	000' to i	ntercep	t and f	ollow	R-305.	At		MSA TOU VC 2500' WI 10 NM	
Alt Set: hPa	Apt Elev: 1	8 hPa	Trans	level: By A	ATC	Trans	alt: 5000		O IVW	
-3	NOT TO SCAL	OUSE	O LES		OW OVE OF PU HOSP PROHI	RPAN ITAL	932'			-
DNE Pro			D5. [MD32	D8.0		FOR	INITIA SEE	L AP 13-3	_	СН
(IAF) SULIT D18.0/R-189		كرم		[8ØVOR		<u>.</u>	210 5			
- 43-30	J 170		*		1083		D12.5	\		-
	0)-178		11	16'			01-30 01-30			
01-10			01-20		<i>\</i>		01-30	^	D18.0	
TOU DME	6.0 990'	7.0 1300'		8.0 1610'	9.		10.0 2230	-	11.0 2540	
ALTITUDE	770	1300				2.5	2230			,
VOR			D8.0 [8ØVOR	7	[FD	32L]		_	18.0	
[тс	CH 48'] [MD	5.0 32L] 		610′ [2	.92°]_			325°-	3000	,
APT 49 9	0.4	3.0	MDA	1400 4.5			1600' 5.5			
Gnd speed-Kts		90 100	120 140	160				TOI	J į	TOU
Descent Gradient : Descent angle	5.1% <i>or</i> [2.92°] 373 4	79 532	639 745	852			REIL	117	.7 on 1	17.7
MAP at D5.0								Ī	į R	145
			Y 32L				CIRCLE-1	TO-LAN	D	
	STRAIGHT-IN LA	NDING RW								
					441	Р	rohibited of ru		ast	
		80' (481'			Max Kts	/	of ru	nway	VIS	
JAR-OPS	MDA(H) 9				110	103	of ru MDA(H) O' (531')	nway)	vis 1500n	
JAR-OPS A B	MDA(H) 9	80' (481'			110 135	103 103	of ru MDA(H) O' (531') O' (531')	nway	vis 1500n 1600n	1
JAR-OPS A B	MDA(H) 9	80' (481'			110	103 103 127	of ru MDA(H) O' (531', O' (531', O' (771')	nway	vis 1500n	1
JAR-OPS A B	MDA(H) 9	80' (481' 1500m			110 135	103 103 127	of ru MDA(H) O' (531') O' (531')	nway	vis 1500n 1600n	1

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ш						.,,
	LFBO/TLS			PESEN 3-4) Eff 15 Ma	TOULOU	JSE, FRANCE
	BLAGNAC		9 MAR 07 (13	5-4) 51-10 Ma	VUR DI	ME Rwy 32R
	ATIS		SE Approach Sector East Sector	BLAGNAC Tower	Ground	
TM	123.12		5.17 129.3	118.1	121.9	/ \
STRIP	VOR	Final	Minimum Alt	MDA(H)		3000′
S ST	TOU	Apch Crs	Refer to chart	Refer to chart	Apt Elev 499'	\ • /
IEFING	117.7	323°	13-4A	13-4A	r	
BRIE	Alt Set: hPa	Apt Elev: 18 h	nPa Trans le	vel: By ATC	Trans alt: 5000'	MSA TOU VOR
	1	,			Δ 25	00' WITHIN 10 NM
	l (\			1007'	WITHIN TO IVW
					3 . ***	Δ
20		\				
-2	·	\ ,			^~	
	- 43-50		FOR FINAL 7	APPROACH		
	1	つ \	SEE 13	-4A		1234
		1. 13			\checkmark	ا
15	l — т	OULOUSE				7.00
	° 1 <u>.</u> 17	.7 TOU				
	ب - ا			4 1139′	7	
)		932	<u> </u>		
10			\ & ⁷³			\bigcirc
		(\bullet)	1	(IAF)		
	LOW OVER	ELVING	913	LASBO	_	
	OF PURP	'AN M	1140	At FL 80		1005′
	HOSPIT PROHIBI			. /	218 [ME Arc TOU
-2	TO PROHIBI	TED TO		*	415 705	ا ا
			,951'	4	415 TOE	
	10	°	A	D 16.	.0 D20.0/R-128 TOU	
	Es.	Toulouse	1/1/	S TOL		*
_	7	(Francazal)		\. \T	At 4000	r (IAF)
0_	(IAF)	X	1083′ 🐷 📞	134° 0	259°	ADIMO
_	-43-30 AGENO	Ze*	1083' (B) (J)	36.8	257	$7^{\circ} \frac{10.0}{4000}$
	Mu	ret 5 1116'D	16.0 1102	267°		4000
_	178 SULIT	A J	OU S	3000	079°	•1070'
2	D 10.0/	/ \ /		MAX 200 K	`	LDING
	R-189 TOU HOLDING	8 1011'	3000	—	MHA 40	00
	l MIM FL 80 🔽	5/1000	A OU)	D 18.0	MAX 800 MAX 220	
	MAX 14000 MAX 220 KT	18 DMI	EARG	ΤΟ	Δ. Λ.	1119'
	D20.0	Y 🐣	R-163 TOU		1040	
	10U T	<u>.</u> 1	At 4000'	998'		-
	OGRILS O	D23.0				1227'
	D23.0 TOUA	<i>Δ</i> του	•1106′	the		a
					LF(D)-59	
	8/2;	1319'		uning pangananan	<u> </u>	
	2/2					
	NA.				1208′	William
	12 / 2/4 / 2	1770'		LF(R)-46 SOUT 1375'	LF(R)-46 N 1	
		1339′		• 50/5	LF(R)-4	
	- 43-10 1566'		****	(/	-
				uuunin maana		_• 1592′
_		1		>		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
PS 4		2471'		7	΄	965'
ANS OPS		2471′ ●		4	1	
Ä	01-10	01-20	01-30	01	-40	1602' 01-50
-		1		1 -	1	1 1

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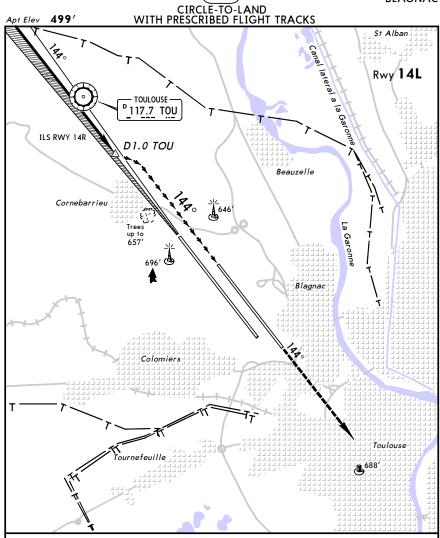
CHANGES: Procedure.

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LFBO/TLS			PESEN	TOULOU	JSE, FRANC
BLAGNAC		9 MAR 07 (1	3-4A) Eff 15	Mar VOR DI	ME Rwy 32
ATIS	TOUTO	USE Approach	BLAGNAC Tower	Ground	1.2 1.41 02
	We	st Sector East Sector	BLAGNAC TOWER	Ground	
123.12		5.17 129.3	118.1	121.9	<i> </i>
	Final	Procedure Alt			1/
VOR TOU	Apch Crs	D12.5	MDA(H)	Apt Elev 499'	3000'
117.7	323°	3000′ (2501′)	980' (481')	Apr Elev 477	\
				2000/ 1	\ /
MISSED APCH:	Climb on R-1	43 inbound to	VOR to MAX	2000', then	
Iturn LEFT cl	mbing to 400	00' to intercep	t and follow	R-305. At	MSA
D10.0 turn L	EFT climbing	to 5000' to re	ejoin and foll	ow 18 DME	TOU VOR
Arc to SULI			•		1 2500' WITHIN
Alt Set: hPa	Apt Elev: 18	3 hPa Trans	level: By ATC	Trans alt: 5000'	10 NM
	-0°^	1	<u> </u>		
	254	L	(_ \		
	D10.0	₹	\neg	932'	
	NOT TO SCALE	3050	} \	ر الم	
	NOT TO SCALE			(a)	
!		TU7			
- 4:	5-40	ن کار	· LOW	OVERFLYING	
i j		/ 1		PLIDDANI	
	TOL	JLOUSE—		OSPITAL OPI	3'
i	P117.	7 TOU		OHIBITED (S)	
1_		<u> :</u>		'	
0			Walley .	<u> </u>	
i g		D	5.0 💢 🦯	FOR INITIAL	APPROACH
清				SEE	13-4
Z			-		
, c				$\theta \setminus$	
1			D0.04	951	
(IAF)				A	
SULIT A			\bigcirc		
D18.0/R-189		Т	Coulouse	/ \	
i			Coulouse rancazal)		
D18.0/R-189			Coulouse rancazal)	083'	
i	/	(F:	rancazal)	083'4 2012	?.5
Λ ¹¹⁵² ′	<i>f</i>	(F:	Coulouse rancazal)	083' 012	2.5
↑1152' ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	J (D) 178	(F)	rancazal)	083' & D12	2.5
↑1152' ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	LF(D)-178	(F)	rancazal)	D12	2.5
↑1152' ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	.F(D)-178	(F)	rancazal)	083'9	2.5
↑1152' ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	.F(D)-178	(F)	rancazal)	¹⁰⁸³ D12	2.5
↑1152′ - 43-30		(F)	(1116'		
↑1152′ - 43-30	.F(D)-178	(F)	(1116'	0130 01-30	
↑1152′ - 43-30		(F)	(1116'		
↑1152′ - 43-30	1-10	(F)	[1116'	01-30	D18.
- 43-30 TOU DME	7.0	(F)	9.0 1850'	01-30 10.0 2180'	11.0 2510'
- 43-30 TOU DME ALTITUDE	7.0	(F)	9.0 1850'	01,30 10.0 2180'	11.0 2510' D18.0
- 43-30 TOU DME	7.0	8.0 1520'	9.0 1850'	01,30 10.0 2180'	11.0 2510'
- 43-30 TOU DME ALTITUDE	7.0 1200'	8.0 1520′	9.0 1850'	01,30 10.0 2180'	11.0 2510' D18.0
- 43-30 TOU DME ALTITUDE	7.0	8.0 1520′	9.0 1850'	01,30 10.0 2180'	11.0 2510' D18.0
- 43-30 TOU DME ALTITUDE	7.0 1200'	8.0 1520′	9.0 1850'	01,30 10.0 2180'	11.0 2510' D18.0
- 43-30 TOU DME ALTITUDE	7.0 1200'	8.0 1520'	9.0 1850'	01-30 10.0 2180' 12.5 1600'	11.0 2510' D18.0
- 43-30 TOU DME ALTITUDE	7.0 1200'	8.0 1520′	9.0 1850'	10.0 2180′ 12.5 32	11.0 2510' D18.0
- 43-30 TOU DME ALTITUDE	7.0 1200'	8.0 1520' D8.0 152	9.0 1850'	01-30 10.0 2180' 12.5 1600'	11.0 2510' D18.0
TOU DME ALTITUDE	7.0 1200' R D5.0 99'	8.0 1520' D8.0 152 3.0 MDA	9.0 1850' 0' 4.5 1400'	10.0 2180' 12.5 32 1600' 5.5	D18.0 D18.0 3° 3000′
TOU DME ALTITUDE VO Gnd speed-Kts	7.0 1200' R D5.0 99'	8.0 1520' D8.0 152 3.0 MDA	9.0 1850' 0' 4.5 1400'	01-30 10.0 2180' 12.5 1600'	D18.0 2510' D18.0 3° 3000' TOU TOU 117.7 on 117.
TOU DME ALTITUDE VOI Gnd speed-Kts Descent Gradient MAP at D5.0	7.0 1200' R D5.0 99'	8.0 1520' D8.0 1520' 100 120 140 547 657 766	9.0 1850' 0' 4.5 1400'	10.0 2180' 12.5 32 1600' 5.5	D18.0 2510' D18.0 3° 3000' TOU TOU 117.7 on 117.
TOU DME ALTITUDE VOI Gnd speed-Kts Descent Gradient MAP at D5.0	7.0 1200' R D5.0 99'	8.0 1520' D8.0 1520' 100 120 140 547 657 766	9.0 1850' 0' 4.5 1400'	10.0 2180' 12.5 32 1600' 5.5	D18.0 3°— 3000′ TOU TOU 117.7 on 117.4 R-14
TOU DME ALTITUDE VOI Gnd speed-Kts Descent Gradient MAP at D5.0	7.0 1200' R D5.0 99'	8.0 1520' D8.0 1520' 100 120 140 547 657 766	9.0 1850' 0' 4.5 1400'	10.0 2180' 12.5 * - 32 1600' 5.5	D18.0 3°—3000′ TOU TOU 117.7 on 117.4 R-14
TOU DME ALTITUDE VOI Gnd speed-Kts Descent Gradient MAP at D5.0	7.0 1200' R D5.0 99'	8.0 1520' D8.0 1520' 100 120 140 547 657 766	9.0 1850' D 0' 4.5 1400'	10.0 2180' 12.5 32 1600' 5.5	D18.0 3°— 3000′ TOU TOU 117.7 on 117.4 R-14
TOU DME ALTITUDE VOI Gnd speed-Kts Descent Gradient MAP at D5.0	7.0 1200' R D5.1 99' 70 90 5.4% 383 492 STRAIGHT-IN LAN	8.0 1520' D8.0 0 1520' 100 120 140 547 657 766 NDING RWY 32R	9.0 1850' 0' 1850' 1860 180'	10.0 2180' 12.5 * - 32 1600' 5.5	11.0 2510' D18.0 3°—3000' TOU TOU 117.7 on 117.4 R-14
TOU DME ALTITUDE VOI Gnd speed-Kts Descent Gradient MAP at D5.0	7.0 1200' R D5.0 99'	8.0 1520' D8.0 0 1520' 100 120 140 547 657 766 NDING RWY 32R	9.0 1850' D 0' 1400'	10.0 2180' 12.5 * - 32 1600' 5.5 REIL CIRCLE-TO	11.0 2510' D18.0 3° 3000' TOU TOU 117.7 on 117.4 R-14 P-LAND lor theast way
TOU DME ALTITUDE VO APT A Gnd speed-Kts Descent Gradient MAP at D5.0 JAR-OPS	7.0 1200' R D5.1 99' 70 90 5.4% 383 492 STRAIGHT-IN LAN	8.0 1520' D8.0 0 1520' 100 120 140 547 657 766 NDING RWY 32R	9.0 1850' D 0' 4.5 1400'	10.0 2180' 12.5 32 1600' 5.5 REIL CIRCLE-TC Prohibited Nof runv	D18.0 2510' D18.0 3°—3000' TOU TOU 117.7 on 117.4 R-14 D-LAND lor theast way
TOU DME ALTITUDE VOI Gnd speed-Kts Descent Gradient MAP at D5.0	7.0 1200' R D5.0 99' 70 90 5.4% 383 492 STRAIGHT-IN LAN	8.0 1520' D8.0 0 1520' 152 100 120 140 547 657 766 NDING RWY 32R	9.0 1850' D 0' 1400'	10.0 2180' 12.5 1600' 5.5 REIL CIRCLE-TC Prohibited Nof runv	11.0 2510' D18.0 3° 3000' TOU TOU 117.7 on 117.4 R-14 P-LAND lor theast way
TOU DME ALTITUDE VOI Gnd speed-Kts Descent Gradient MAP at D5.0 JAR-OPS	7.0 1200' R D5.1 99' 70 90 5.4% 383 492 STRAIGHT-IN LAN	8.0 1520' D8.0 0 1520' 152 100 120 140 547 657 766 NDING RWY 32R	9.0 1850' D 0' 4.5 1400'	10.0 2180' 12.5 32 1600' 5.5 REIL CIRCLE-TC Prohibited Nof runv	D18.0 2510' D18.0 3°—3000' TOU TOU TOU 117.7 on 117.4 R-14 D-LAND lortheast way
TOU DME ALTITUDE VOI Gnd speed-Kts Descent Gradient MAP at D5.0 JAR-OPS	7.0 1200' R D5.0 99' 70 90 5.4% 383 492 STRAIGHT-IN LAN	8.0 1520' D8.0 0 1520' 152 100 120 140 547 657 766 NDING RWY 32R	9.0 1850' D 0' 1400' 4.5 1400'	01-30 10.0 2180' 12.5 1600' 5.5 REIL CIRCLE-TO Prohibited N of runv 1030' (531') 1030' (531')	11.0 2510' D18.0 3° 3000' TOU TOU 117.7 on 117.4 R-14 0-LAND lor theast way 1500m 1600m
TOU DME ALTITUDE VOI Gnd speed-Kts Descent Gradient MAP at D5.0 JAR-OPS	7.0 1200' R D5.0 99' 70 90 5.4% 383 492 STRAIGHT-IN LAN	8.0 1520' D8.0 1520' D8.0 1520 152 3.0 MDA 100 120 140 547 657 766 NDING RWY 32R O' (481')	9.0 1850' D 0' 4.5 1400'	10.0 2180' 12.5 * - 32 1600' 5.5 REIL CIRCLE-TO Prohibited Nof runs 1030' (531') 1030' (531') 1340' (841')	D18.0 2510' D18.0 3°—3000' TOU TOU 117.7 on 117. R-14 D-LAND Jortheast way VIS 1500m
TOU DME ALTITUDE VOI Gnd speed-Kts Descent Gradient MAP at D5.0 JAR-OPS	7.0 1200' R 99' 5.4% 383 492 STRAIGHT-IN LAN	8.0 1520' D8.0 1520' D8.0 1520 152 3.0 MDA 100 120 140 547 657 766 NDING RWY 32R O' (481')	9.0 1850' D 0' 1400' 4.5 1400'	01-30 10.0 2180' 12.5 1600' 5.5 REIL CIRCLE-TO Prohibited N of runv 1030' (531') 1030' (531')	11.0 2510' D18.0 3° 3000' TOU TOU 117.7 on 117.4 R-14 0-LAND lor theast way 1500m 1600m
TOU DME ALTITUDE VO Gnd speed-Kts Descent Gradient MAP at DS.0 JAR-OPS A B C	7.0 1200' R 99' 5.4% 383 492 STRAIGHT-IN LAN	8.0 1520' D8.0 1520' D8.0 1520 152 3.0 MDA 100 120 140 547 657 766 NDING RWY 32R O' (481')	9.0 1850' D 0' 1400' 4.5 1400'	10.0 2180' 12.5 * - 32 1600' 5.5 REIL CIRCLE-TO Prohibited Nof runs 1030' (531') 1030' (531') 1340' (841')	TOU TOU TOU 117.7 on 117.4 R-14 P-LAND lor theast way 1500m 1600m 2400m

TOULOUSE, FRANCE LFBO/TLS M JEPPESEN 17 MAR 06 (19-10) **BLAGNAC**



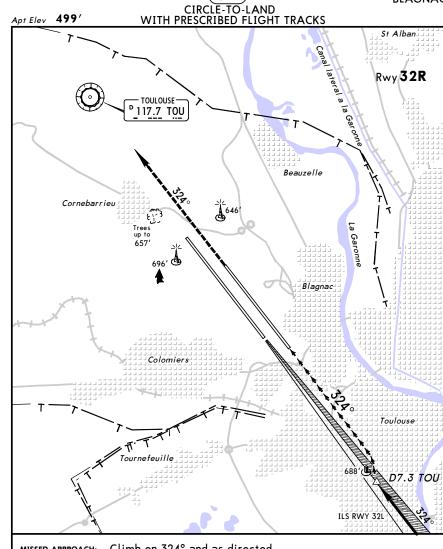
MISSED APPROACH: Climb on 144° and as directed.

	After ILS ap	och rwy 14R	
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	

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TOULOUSE, FRANCE M JEPPESEN LFBO/TLS 17 MAR 06 (19-11) **BLAGNAC**



MISSED APPROACH: Climb on 324° and as directed.

JAR-OPS After ILS apch rwy 32L MDA(H) _ 1410' (911') 1500m 1410' (911' 1600m 1410′ (911′) 2400m 1410′ (911′) 3600m