

LFBO/TLS  
BLAGNAC

JEPPESEN  
2 NOV 07 10-1P

TOULOUSE, FRANCE  
AIRPORT BRIEFING

## 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 EPNdB;

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 run-up area located on St Martin Lagardere site.

Between 2200-0600LT run-ups are prohibited.

These restrictions do not apply to short tests less than 5 minutes and performed at idling power not exceeding that power used for starting and taxiing sequences.

### 1.3. 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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TOULOUSE, FRANCE  
AIRPORT BRIEFING

## 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, P90, T100.

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

### 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, P101, M11.

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 less.

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

From Apron St Martin Lagardere use TWYs 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

Birds in vicinity of APT.

RWY 14/32 for helicopters.

## 2.1. NOISE ABATEMENT PROCEDURES

- 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 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 take-offs must comply with the initial clearance issued by ATC.

### 3.2. OTHER INFORMATION

### 3.2.1. DATALINK DEPARTURE CLEARANCE (DCL)

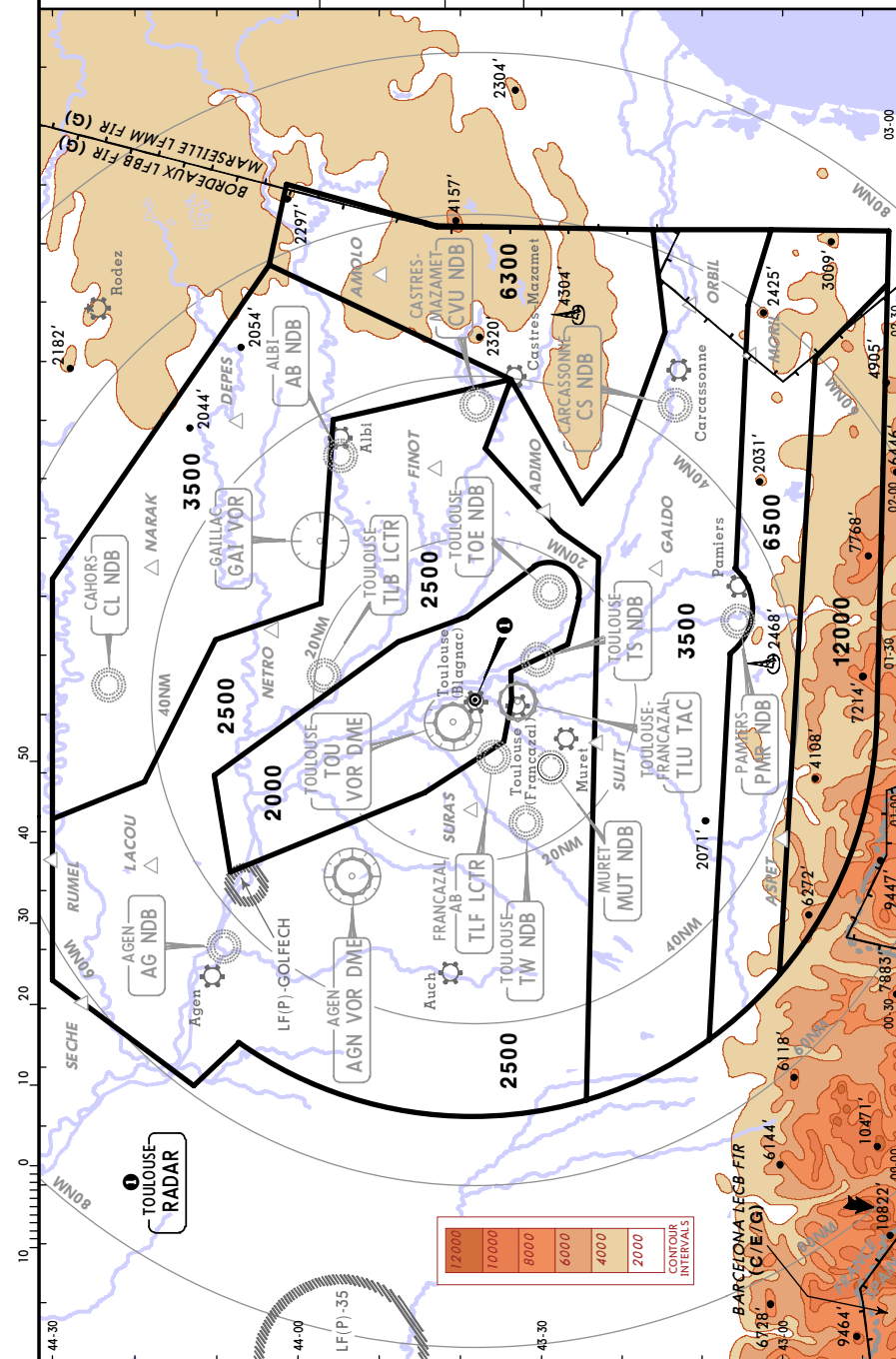
The DCL request must be initiated by aircrews 10 min before scheduled start-up time.

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.

$t_1$ : 3 min

In case of CTOT, the pilot gets the value CTOT -3 min to CTOT +3 min with the clearance.

TOULOUSE Approach			BLAGNAC	Apt Elev 499'	Alt Set: hPa	
West Sector	East Sector	Approach (SRE)	Trans level: By ATC		Trans alt: 5000'	
123.85	125.17	129.3	121.1			






**STAR**

3000'  
①  
MSA  
TOU VOR

① 2500'  
within 10 NM



GAILLAC  
115.8 GAI  
N43 57.2 E001 49.5

TOULOUSE  
D 1 17.7 TOU  
N43 40.9 E001 18.6

(IAF)  
**ADIMO**  
N43 29.5  
E001 54.5  
Expect FL8

345 CS  
N43 13.4 E002 12.5

**AFRIC**  
N43 46.5  
E002 52.2

FREJORGUES  
 114.45 FJR  
 N43 34.7 E003 58.5


**ORBIL**  
N43 11.4 E002 29.6  
(116.25 PPG D31)

N43 29.5 E001 54.5  
FL80/4500'T/FL140, inbound 294°  
TOU R-114 D28.5/34.5  
MAX 220 KT

FL80/4500'T/FL140, inbound 298°  
114.8 AGN R-118/GAI R-173  
LEFT turn  
MAX 220 KT 1 min



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**STAR**

3000'  
**1**  
MSA  
TOU VOR

① 2500' within 10 NM

GAILLAC  
115.8 GAI  
N43 57.2 E001 49.5

AGEN  
D 114.8 AGN  
N43 53.3 E000 52.4

**SURAS**  
38.5 E001 03.8  
'T/FL140, inbound 079  
J R-259 D11/16  
MAX 220 KT

**ALTERNATE**  
bound 061°, RIGHT turn  
GN R-154/GAI R-241  
MAX 220 KT 1 min

113.9 TBO  
- ... -

(IAF)  
**SURAS**  
N43 38.5  
E001 03.8  
Expect

350 MUT  
N43 28.8 E001 10.9  
**D28 AGN**  
At **FL80**  
Descend to **5000**

N43 23.0

TOULOUSE  
D 117.7 TOU  
N43 40.9 E001 18.6

**BOGRO**  
N43 18.7 E000 45.0  
(TOU D33)

**LABOG**  
N43 04.6 W000 00.9  
At or above  
**FL200**

**SULIT**  
23.0 E001 15.2  
T/FL140, inbound 009°  
R-189 D18/23  
MAX 220 KT

**ALTERNATE**  
Inbound 037°, RIGHT turn  
AGN R-154/GAI R-217  
MAX 220 KT 1 min

**LATEK**  
N42 52.5 W000 39.4

**ASPET**  
N43 00.0 E000 58.8



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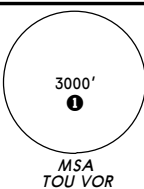
LFBO/TLS  
BLAGNAC

JEPPESEN  
9 MAR 07 (10-2D) Eff 15 Mar

TOULOUSE, FRANCE  
STAR

ATIS 123.12  
Apt Elev 499'  
Alt Set: hPa Trans level: By ATC Trans alt: 5000'

ASPET 5T [ASPE5T]①, LATEK 5T [LATE5T]②  
RWYS 32L/R ARRIVALS  
FROM SOUTH & SOUTHWEST



① 2500' within 10 NM

- ② For flights from lower airspace.
- ③ For flights from upper airspace.

GAILLAC  
115.8 GAI  
N43 57.2 E001 49.5

AGEN  
114.8 AGN  
N43 53.3 E000 52.4

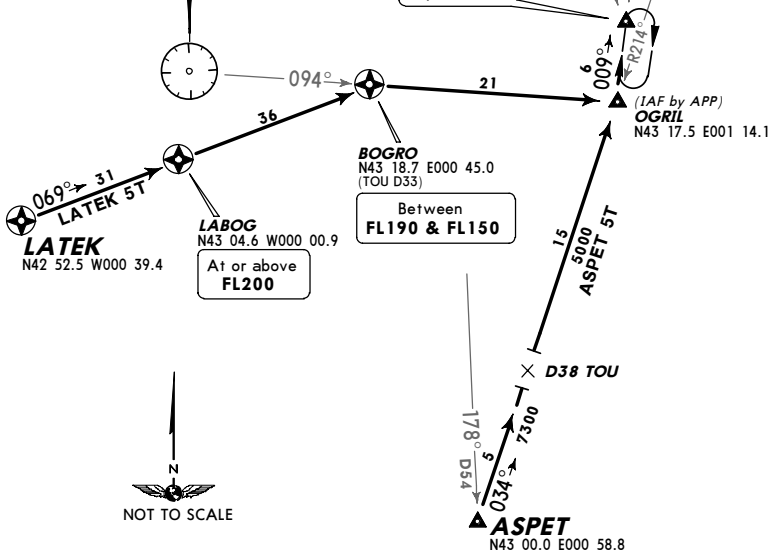
TOULOUSE  
117.7 TOU  
N43 40.9 E001 18.6

**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  
N43 19.9 E000 08.7

(IAF) **SULIT**  
N43 23.0 E001 15.2  
Expect FL80



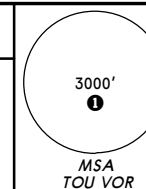
LFBO/TLS  
BLAGNAC

JEPPESEN  
9 MAR 07 (10-2E) Eff 15 Mar

TOULOUSE, FRANCE  
STAR

ATIS 123.12  
Apt Elev 499'  
Alt Set: hPa Trans level: By ATC Trans alt: 5000'

AGN 5S, TAN 5S, TBO 5S  
RWYS 14L/R ARRIVALS  
FROM WEST



① 2500' within 10 NM



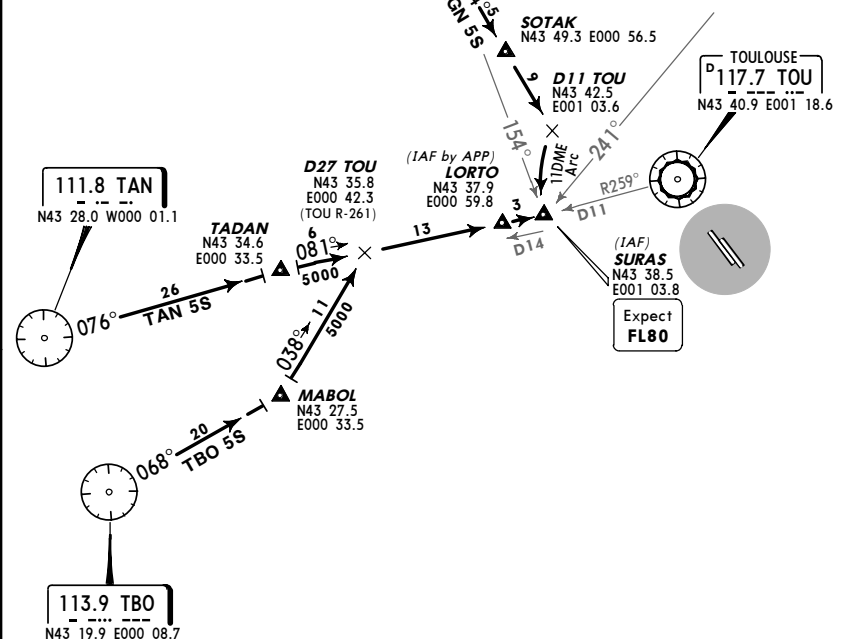
GAILLAC  
115.8 GAI  
N43 57.2 E001 49.5

(IAF by APP)  
AGEN  
114.8 AGN  
N43 53.3 E000 52.4

111.8 TAN  
N43 28.0 W000 01.1

(IAF by APP)  
LORTO  
N43 37.9 E000 59.8

TOULOUSE  
117.7 TOU  
N43 40.9 E001 18.6



**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  
MAX 220 KT 1 min



**STAR**

SID

3000'

**1**

MSA  
TOU VOR

**1** 2500'  
within 10 NM

1 2500'  
within 10 NM

N43 38.5 E001 03.8  
FL80/5000'T/FL140, inbound 079°  
TOU R-259 D11/16  
MAX 220 KT

Inbound 061°, RIGHT turn  
AGN R-154/GAI R-241  
MAX 220 KT 1 min

111.8 TAN  
- . - .  
N43 28.0 W000 01.1

AGEN  
D 114.8 AGN  
N43 53.3 E000 52.4

GAILLAC  
115.8 GAI  
N43 57.2 E001 49.5

**SOTAK**  
N43 49.3 E000 56.5

**D11 TOU**  
N43 42.5  
E001 03.6

511  
FL80  
5000T  
241°

TOULOUSE  
D 117.7 TOU  
N43 40.9 E001 18.6

**SURA**  
N43 38.5 E001 03.


079°

(IA  
SUI  
N43 23 0 F001 15

Expect **FL80**

(IAF by APP)  
**AGENO**  
N43 29.4 E001 16.5  
At **FL80**  
Descend to **4000'**

AGENO  
N43 29.4 E001 16.5  
At FL80  
Descend to 4000'

5000 →  (IAF by APP)  
**OGRIL**  
 N43 17.5 E001 14.1

N43 23.0 E001 15.2  
FL80/5000'T/FL140, inbound 009°  
TOU R-189 D18/23  
MAX 220 KT

Inbound 037°, RIGHT turn  
AGN R-154/GAI R-217  
MAX 220 KT 1 min



NOT TO SCALE

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3000'  
①  
MSA  
TOU VOR

① 2500'  
within 10 NM

DEPES 5A [DEPE5A], DEPES 5B [DEPE5B]  
DEPES 5H [DEPE5H]  
GAI 5A, GAI 5B, GAI 5H  
RWYS 14L/R, 32L/R DEPARTURES  
TO NORTHEAST

① 2500'  
within 10 NM

GAILLAC  
115.8 GAI  
N43 57.2 E001 49.5

**DEPES**  
N44 07.4 E002 09.9  
(TOU D46)

TOULOUSE  
D1 17.7 TOU  
N43 40.9 E001 18.6

These SIDs require minimum climb gradients of

<b>DEPES 5A</b>	
668' per NM (11%) up to	<b>3000'</b> , then
365' per NM (6%) up to	<b>FL110</b> due to
ATC purposes.	

**DEPES 5B, 5H**  
365' per NM (6%) up to **FL110** due to  
ATC purposes.

**GAI 5A**  
668' per NM (11%) up to **3000'**, then  
365' per NM (6%) up to **FL70** due to  
ATC purposes.

**GAI 5B, 5H**  
365' per NM (6%) up to **FL70** due to  
ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
668' per NM	835	1114	1671	2228	2785	3342
365' per NM	456	608	911	1215	1519	1823

If unable to comply inform ATC  
when requesting enroute clearance.

Initial climb clearance **FL70**

SID	RWY	ROUTING
DEPES 5A 5A	14L/R	Intercept TOU R-144 climbing to assigned altitude, at or above <b>4000'</b> , but not before D8 TOU, turn LEFT, intercept GAI R-214 inbound to GAI, turn RIGHT, GAI R-057 to DEPES.
DEPES 5B 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.
DEPES 5H 5H	14L/R	Intercept TOU R-144, at <b>800'</b> turn LEFT, intercept GAI R-225 inbound to GAI, turn RIGHT, GAI R-057 to DEPES.
GAI 5A 5A		Intercept TOU R-144 climbing to assigned altitude, at or above <b>4000'</b> , but not before D8 TOU, turn LEFT, intercept GAI R-214 inbound to GAI.
GAI 5B 5B	32L/R	Intercept TOU R-144 inbound to TOU, turn RIGHT, 085° track, intercept TOU R-055 to GAI.
GAI 5H 5H	14L/R	Intercept TOU R-144, at <b>800'</b> turn LEFT, intercept GAI R-225 inbound to GAI.

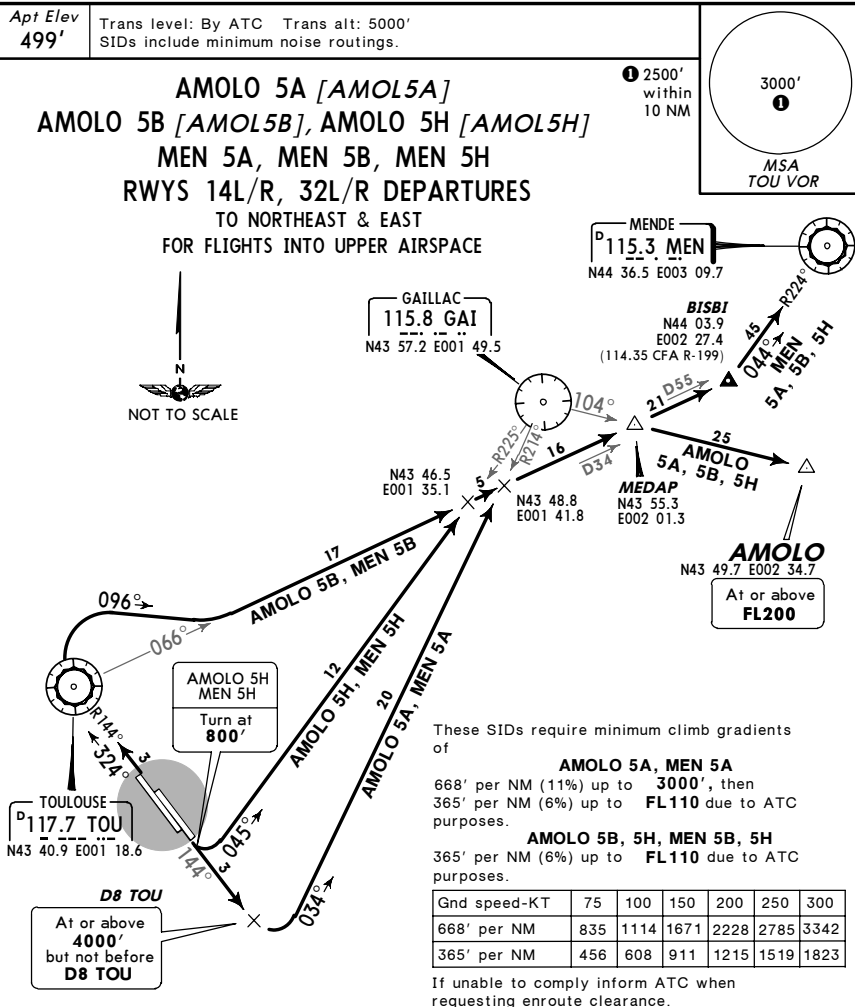
3 For flights into lower airspace.      4 Not for piston acft & helicopter.  
 5 Only for flights to LFCI & LFCR, at or below FL110.  
 6 For piston acft & helicopter, prop acft by ATC.

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LFBO/TLS  
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JEPPesen  
9 MAR 07 (10-3A) Eff 15 Mar

TOULOUSE, FRANCE  
SID

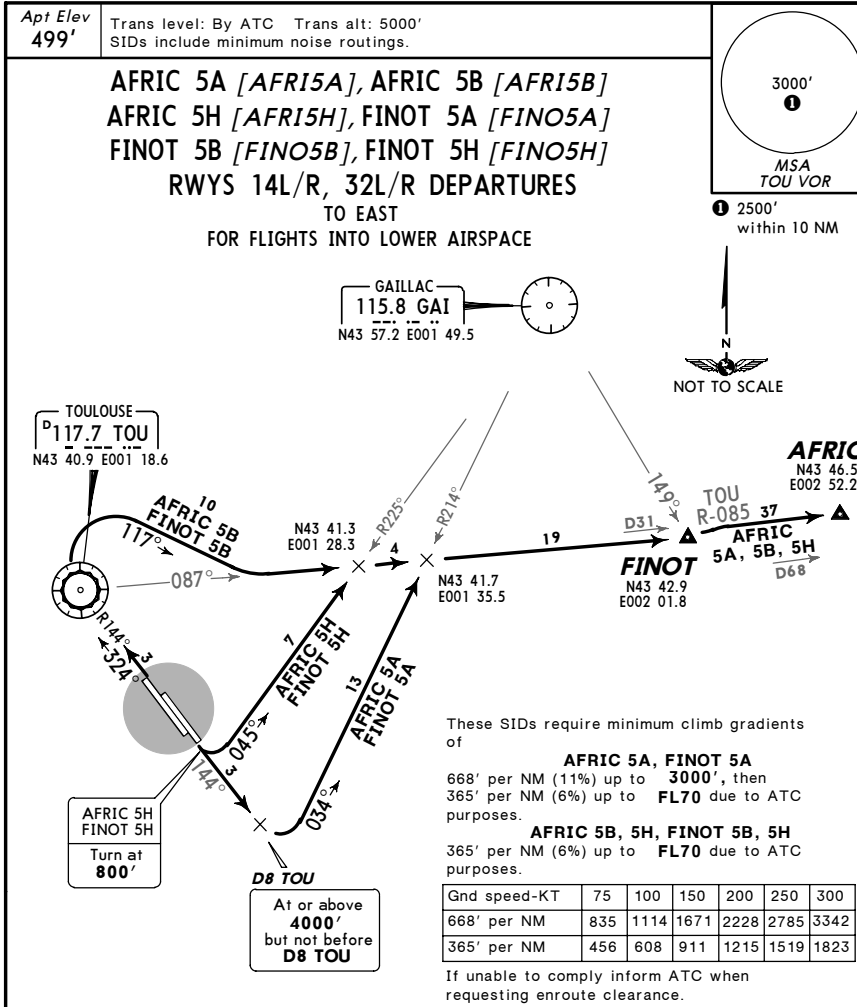


Initial climb clearance FL70		
SID	RWY	ROUTING
AMOLO 5A ③	14L/R	Intercept TOU R-144 climbing to assigned altitude, at or above 4000', but not before D8 TOU, turn LEFT, intercept GAI R-214 inbound, intercept TOU R-066 to MEDAP, turn RIGHT, intercept GAI R-104 to AMOLO.
AMOLO 5B	32L/R	Intercept TOU R-144 inbound to TOU, turn RIGHT, 096° track, intercept TOU R-066 to MEDAP, turn RIGHT, intercept GAI R-104 to AMOLO.
AMOLO 5H ①	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 AMOLO.
MEN 5A ③		Intercept TOU R-144 climbing to assigned altitude, at or above 4000', 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.
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 ①	14L/R	Intercept TOU R-144, at 800' turn LEFT, intercept GAI R-225 inbound, intercept TOU R-066 to BISBI, turn LEFT, intercept MEN R-224 inbound to MEN.
③ Not for piston acft & helicopter. ① For piston acft & helicopter, prop acft by ATC.		

LFBO/TLS  
BLAGNAC

JEPPesen  
9 MAR 07 (10-3B) Eff 15 Mar

TOULOUSE, FRANCE  
SID



Initial climb clearance FL70		
SID	RWY	ROUTING
AFRIC 5A ③	14L/R	Intercept TOU R-144 climbing to assigned altitude, at or above 4000', but not before D8 TOU, turn LEFT, intercept GAI R-214 inbound, intercept TOU R-087 to FINOT, turn LEFT, intercept TOU R-085 to AFRIC.
AFRIC 5B	32L/R	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 ③	14L/R	Intercept TOU R-144, at 800' turn LEFT, intercept GAI R-225 inbound, intercept TOU R-087 to FINOT, turn LEFT, intercept TOU R-085 to AFRIC.
FINOT 5A ③①		Intercept TOU R-144 climbing to assigned altitude, at or above 4000', but not before D8 TOU, turn LEFT, intercept GAI R-214 inbound, intercept TOU R-087 to FINOT.
FINOT 5B ①	32L/R	Intercept TOU R-144 inbound to TOU, turn RIGHT, 117° track, intercept TOU R-087 to FINOT.
FINOT 5H ①③	14L/R	Intercept TOU R-144, at 800' turn LEFT, intercept GAI R-225 inbound, intercept TOU R-087 to FINOT.
③ Not for piston acft & helicopter. ① For flights with destination LFCI, LFCK, LFMK, LFMP & Spain. ① For piston acft & helicopter, prop acft by ATC.		

9 MAR 07 (10-3C) Eff 15 Mar

**TOULOUSE, FRANCE**

SID

<b>Apt Elev</b> <b>499'</b>	Trans level: By ATC    Trans alt: 5000' SIDs include minimum noise routings.
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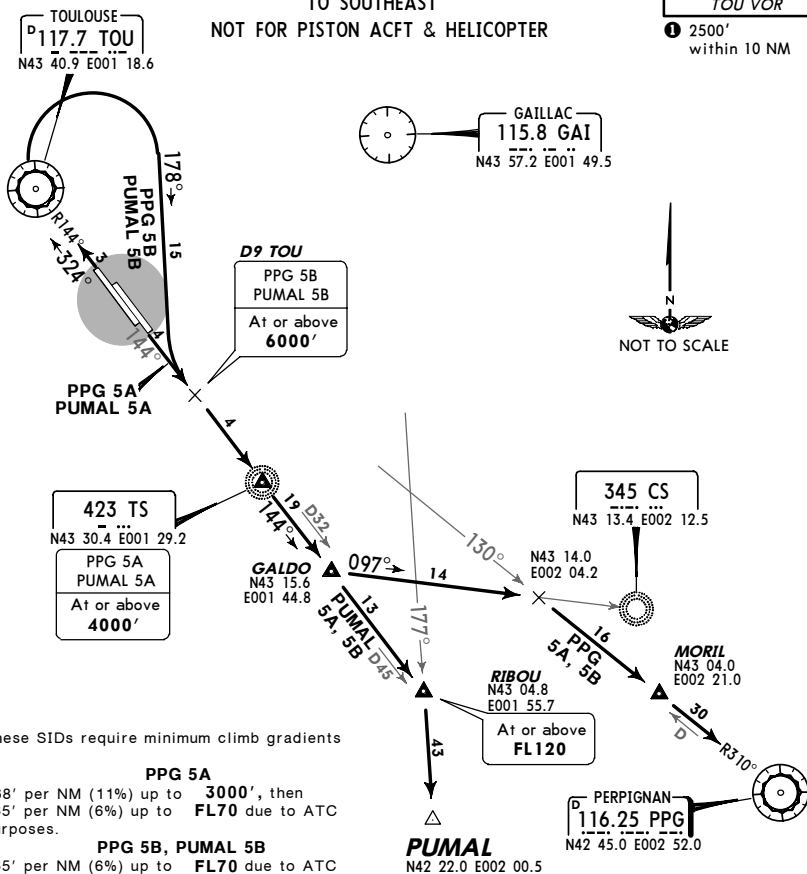
PPG 5A, PPG 5B  
PUMAL 5A [PUMA5A], PUMAL 5B [PUMA5B]  
RWYS 14L/R, 32L/R DEPARTURES  
TO SOUTHEAST  
NOT FOR PISTON ACFT & HELICOPTER

3000'

①

MSA  
TOU VOR

① 2500'  
within 10 NM



These SIDs require minimum climb gradients of

**PPG 5A**  
668' per NM (11%) up to **3000'**, then  
365' per NM (6%) up to **FL70** due to ATC  
purposes.

**PPG 5B, PUMAL 5B**  
365' per NM (6%) up to **FL70** due to ATC  
purposes.

**PUMAL 5A**  
668' per NM (11%) up to **3000'**, then  
365' per NM (6%) up to **FL110** due to ATC  
purposes.  
If unable to comply inform ATC when  
requesting enroute clearance.

Gnd speed-KT	75	100	150	200	250	300
668' per NM	835	1114	1671	2228	2785	3342
365' per NM	456	608	911	1215	1519	1823

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	Intercept TOU R-144 inbound to TOU, turn RIGHT, 178° track, intercept TOU R-144 to GALDO, turn LEFT, intercept 097° bearing towards CS, intercept 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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9 MAR 07 (10-3D) Eff 15 Mar

TOULOUSE, FRANCE

SID

<b>Apt Elev</b> <b>499'</b>	Trans level: By ATC    Trans alt: 5000' SIDs include minimum noise routings.
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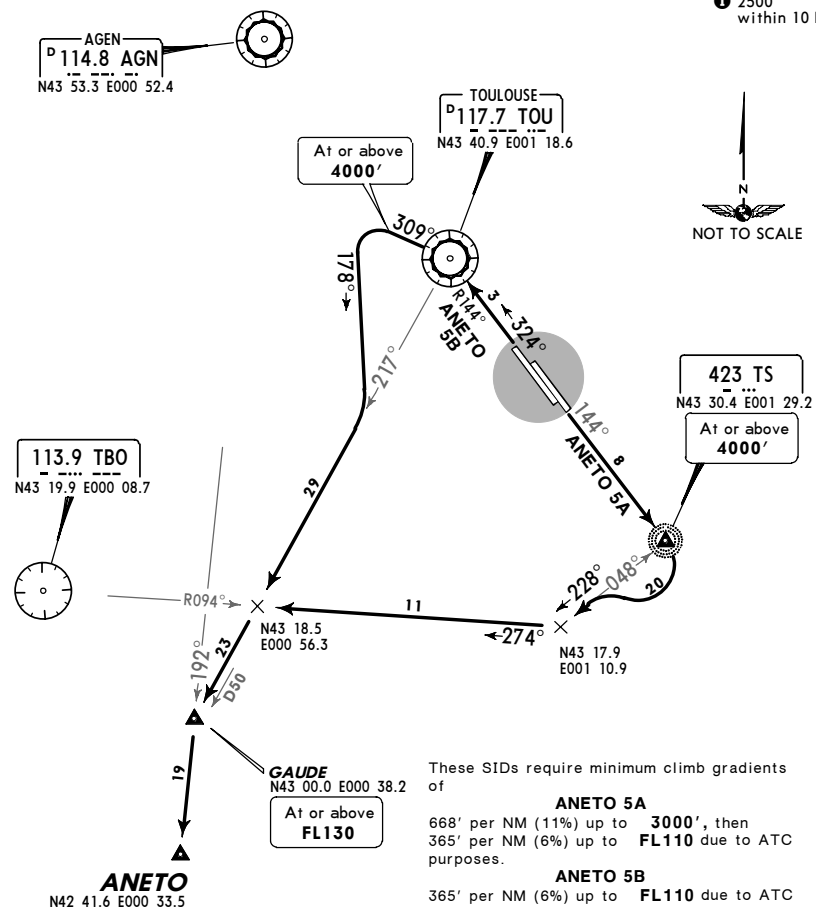
**ANETO 5A [ANET5A], ANETO 5B [ANET5B]  
RWYS 14L/R, 32L/R DEPARTURES  
TO SOUTH  
FOR FLIGHTS INTO UPPER AIRSPACE**

3000'

①

MSA  
TOU VOR

① 2500'  
within 10 NM



These SIDs require minimum climb gradients of

**ANETO 5A**  
668' per NM (11%) up to **3000'**, then  
365' per NM (6%) up to **FL110** due to ATC  
purposes.

**ANETO 5B**  
365' per NM (6%) up to **FL110** due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
668' per NM	835	1114	1671	2228	2785	3342
365' per NM	456	608	911	1215	1519	1823

If unable to comply inform ATC  
when requesting enroute clearance.

Initial climb clearance **FL70**

SID	RWY	ROUTING
<b>ANETO 5A</b>	<b>14L/R</b>	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.
<b>ANETO 5B</b>	<b>32L/R</b>	Intercept TOU R-144 inbound to TOU, turn LEFT, TOU R-309, at or above <b>4000'</b> turn LEFT, 178° track, intercept TOU R-217 to GAUDE, turn LEFT, intercept AGN R-192 to ANETO.

CHANGES: SID ANETO 5A initial turn; INS coordinates

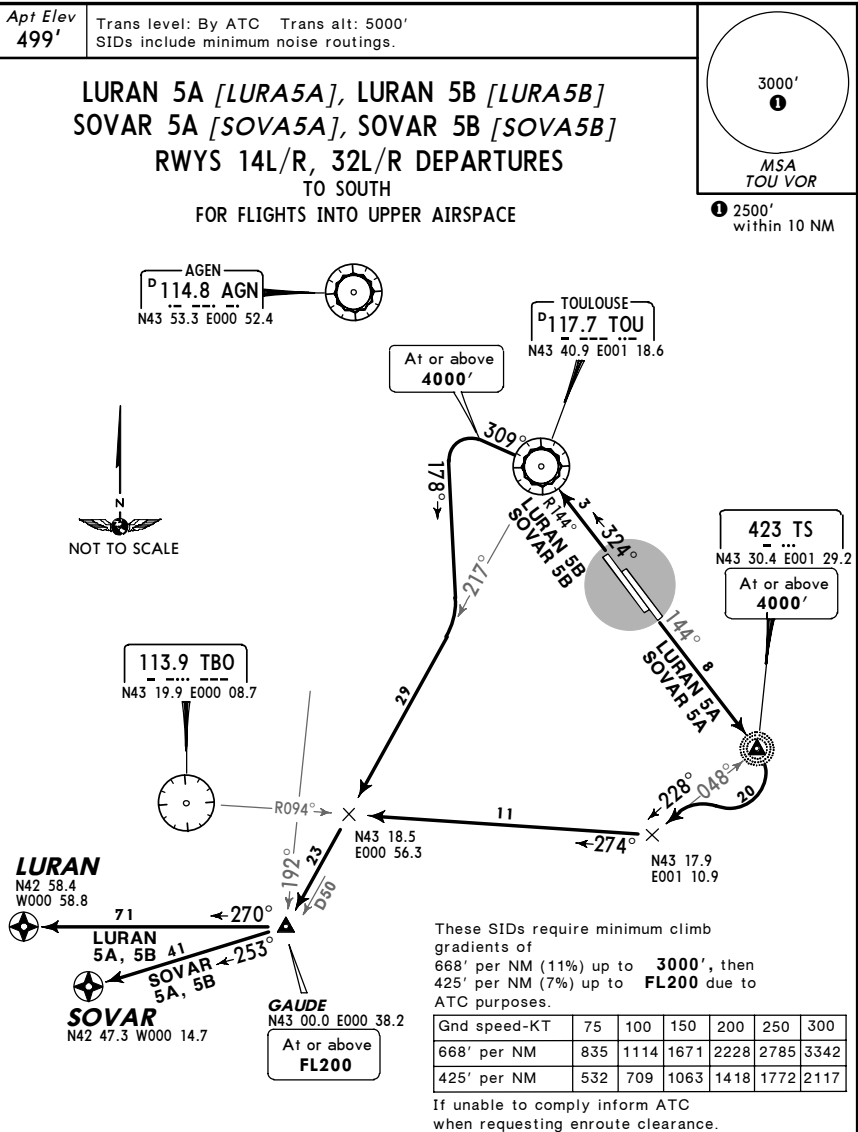
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JEPPESEN  
9 MAR 07 10-3E Eff 15 Mar

TOULOUSE, FRANCE  
SID



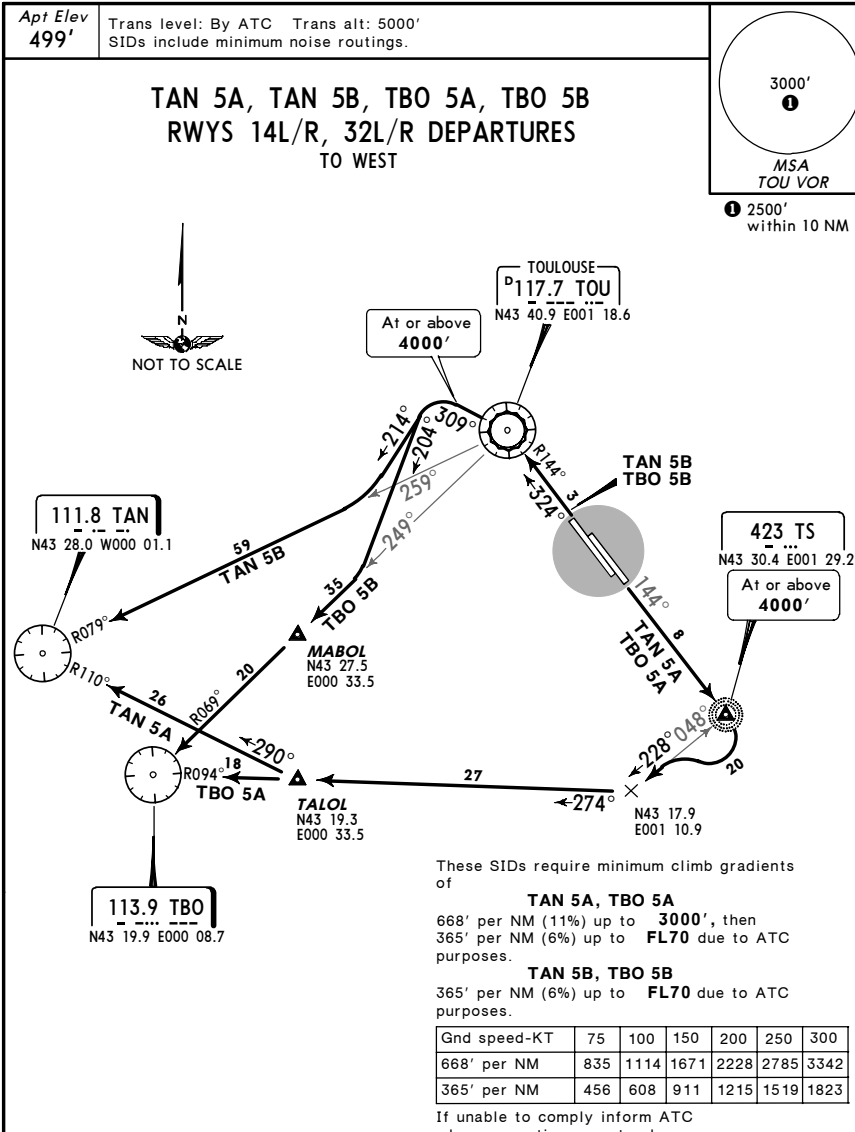
Initial climb clearance FL70		
SID	RWY	ROUTING
LURAN 5A	14L/R	Intercept TOU R-144 to TS, turn RIGHT, intercept 228° bearing, intercept TBO R-094 inbound, intercept TOU R-217 to GAUDE, turn RIGHT, 270° track to LURAN.
LURAN 5B	32L/R	Intercept TOU R-144 inbound to TOU, turn LEFT, TOU R-309, at or above 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 to SOVAR.
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.

CHANGES: TAN & TBO SIDs transf; LURAN & SOVAR SIDs estbld. © JEPPESEN SANDERSON, INC., 2002, 2007. ALL RIGHTS RESERVED.

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9 MAR 07 10-3F Eff 15 Mar

TOULOUSE, FRANCE  
SID



Initial climb clearance FL70		
SID	RWY	ROUTING
TAN 5A ②	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 to TAN.
TAN 5B ②	32L/R	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 ③	14L/R	Intercept TOU R-144 to TS, turn RIGHT, intercept 228° bearing, intercept TBO R-094 inbound to TBO.
TBO 5B ③	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.

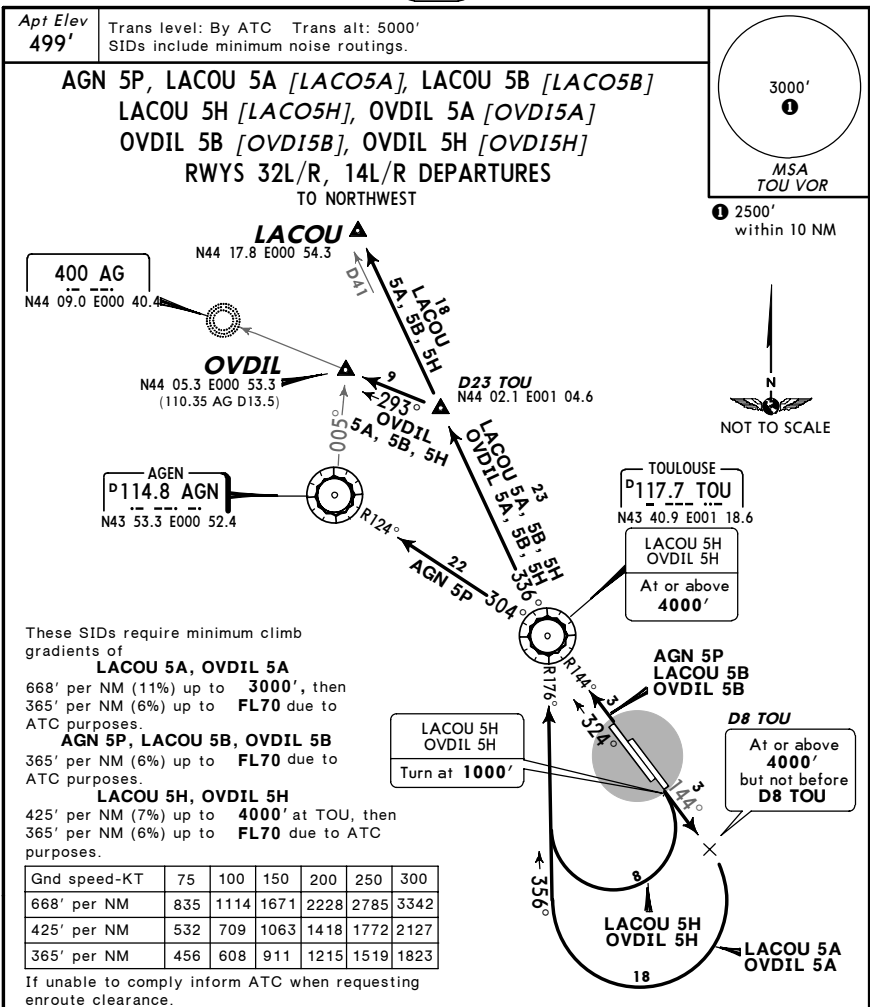
② For flights into lower airspace.  
③ For flights to LFBP & LFBT at or below FL110.

CHANGES: SIDs TAN 5A, TBO 5A initial turn; chart reindexed. © JEPPESEN SANDERSON, INC., 2002, 2007. ALL RIGHTS RESERVED.

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JEPPESEN  
9 MAR 07 (10-3G) Eff 15 Mar

TOULOUSE, FRANCE  
SID

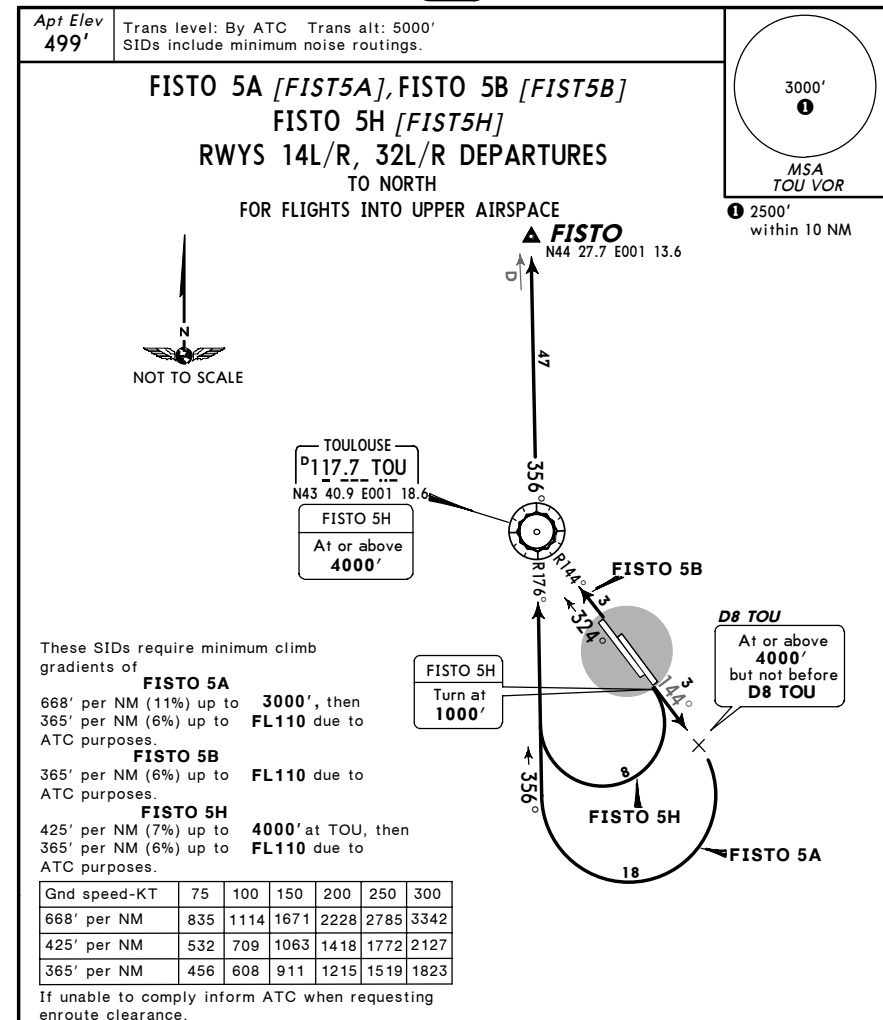


Initial climb clearance FL70		
SID	RWY	ROUTING
AGN 5P ②	32L/R	Intercept TOU R-144 inbound to TOU, turn LEFT, TOU R-304 to AGN.
LACOU 5A ②	14L/R	Intercept TOU R-144 climbing to assigned altitude, at or above 4000', but not before D8 TOU, turn RIGHT, intercept TOU R-176 inbound to TOU, turn LEFT, TOU R-336 to LACOU.
LACOU 5B ②	32L/R	Intercept TOU R-144 inbound to TOU, turn RIGHT, TOU R-336 to LACOU.
LACOU 5H ②	14L/R	Intercept TOU R-144, at 1000' turn RIGHT, intercept TOU R-176 inbound to TOU, turn LEFT, TOU R-336 to LACOU.
OVDIL 5A ②③		Intercept TOU R-144 climbing to assigned altitude, at or above 4000', 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 ②③	32L/R	Intercept TOU R-144 inbound to TOU, turn RIGHT, TOU R-336 to D23 TOU, turn LEFT, intercept 293° bearing towards AG to OVDIL.
OVDIL 5H ②③	14L/R	Intercept TOU R-144, at 1000' turn RIGHT, intercept TOU R-176 inbound to TOU, turn LEFT, TOU R-336 to D23 TOU, turn LEFT, intercept 293° bearing towards AG to OVDIL.
② Not for piston acft & helicopter. ③ For piston acft & helicopter, prop acft by ATC. ④ Only for flights to LFBA, at or below FL110.		

LFBO/TLS  
BLAGNAC

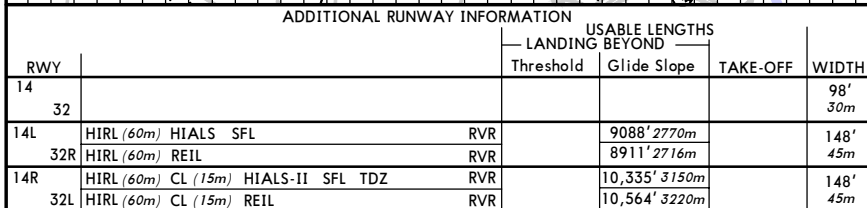
JEPPESEN  
9 MAR 07 (10-3H) Eff 15 Mar

TOULOUSE, FRANCE  
SID



Initial climb clearance FL70		
SID	RWY	ROUTING
FISTO 5A ②	14L/R	Intercept TOU R-144 climbing to assigned altitude, at or above 4000', but not before D8 TOU, turn RIGHT, intercept TOU R-176 inbound to TOU, TOU R-356 to FISTO.
FISTO 5B ②	32L/R	Intercept TOU R-144 inbound to TOU, turn RIGHT, TOU R-356 to FISTO.
FISTO 5H ②	14L/R	Intercept TOU R-144, at 1000' turn RIGHT, intercept TOU R-176 inbound 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 altitude.	
32L/R	Climb on 324° track to 1000', then depart omnidirectional and climb to enroute safe altitude.	

TOULOUSE, FRANCE  
BLAGNAC



JAR-OPS		TAKE-OFF 1				
	Rwy 14R LVP must be in Force Approved Operators H1RL, CL & mult. RVR req	Rwy 14R/32L LVP must be in Force RL, CL & mult. RVR req		Rwy 32L LVP must be in Force RCLM (DAY only) or RL	All Rwys RCLM (DAY only) or RL NIL (DAY only)	
A						
B	125m	150m	200m	250m	400m	500m
C	150m	200m	250m	300m		

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TOULOUSE, FRANCE  
BLAGNAC



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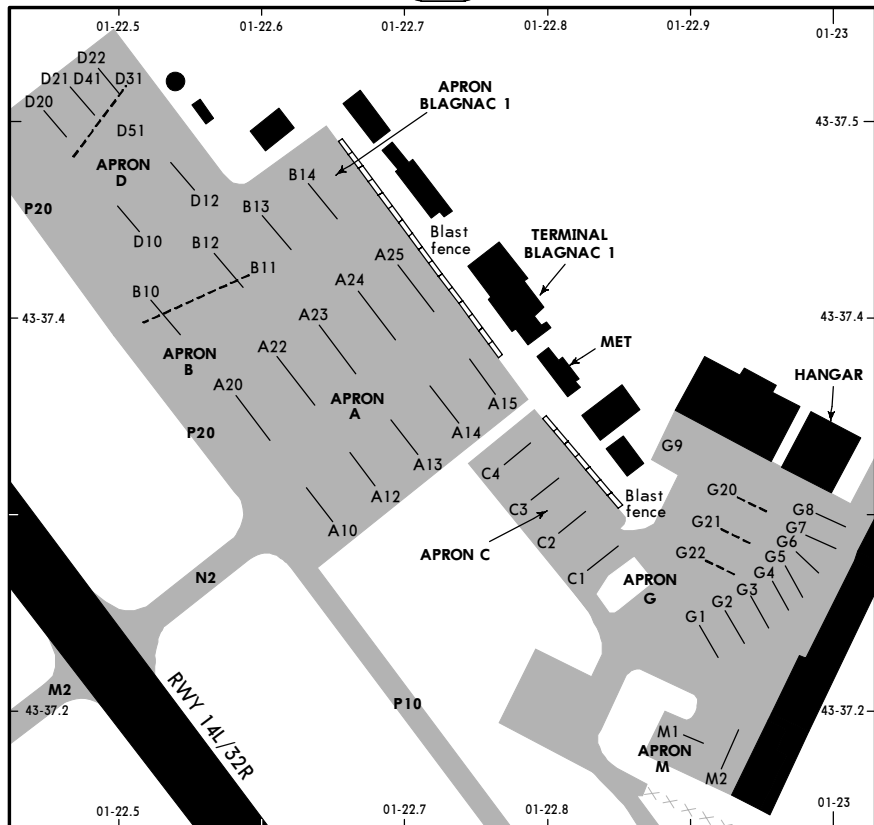
## LFBO/TLS

**JEPPESEN**

2 NOV 07 (10-9B)

**TOULOUSE, FRANCE**

BLAGNAC



INS COORDINATES

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

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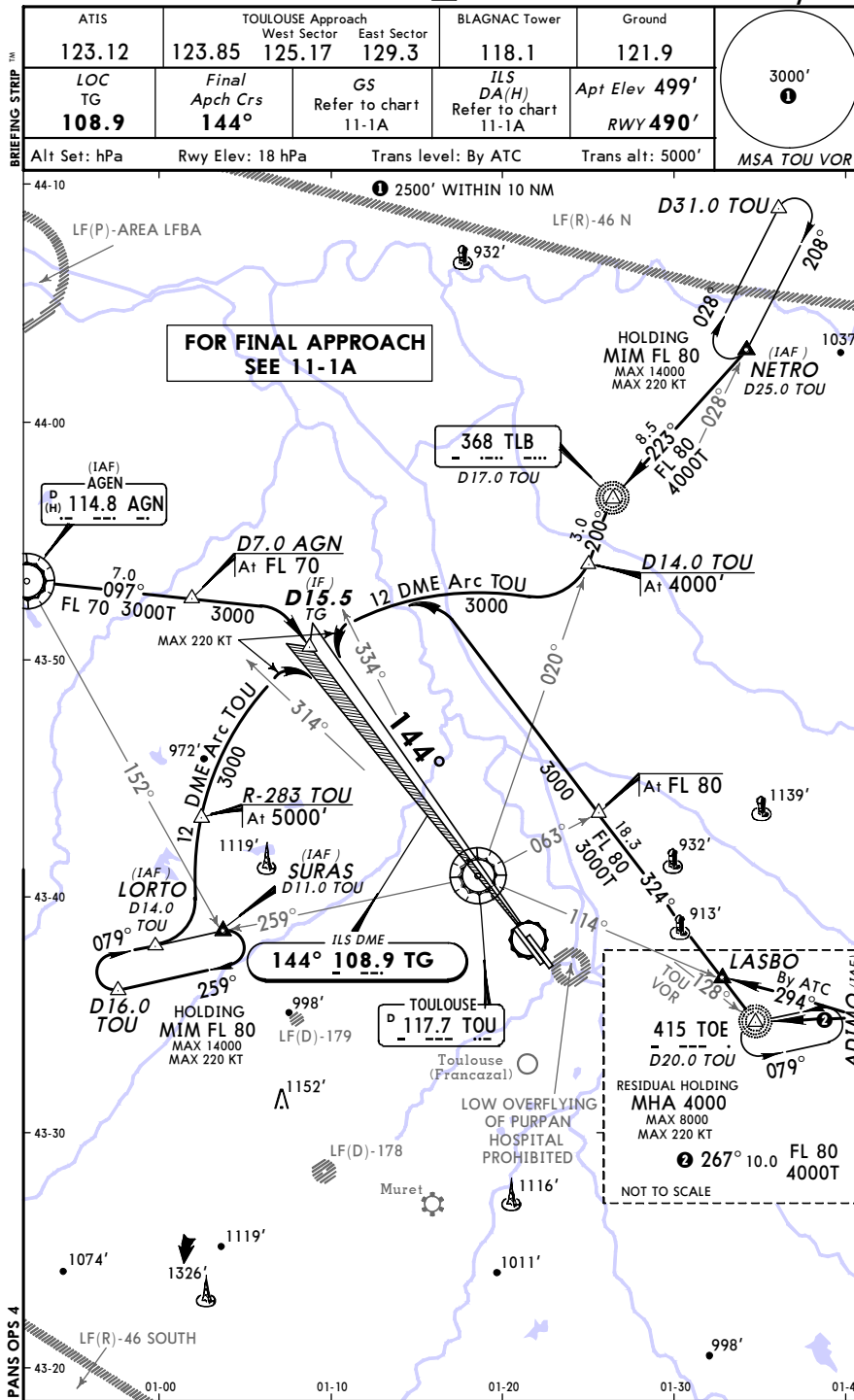
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**BLAGNAC**



9 MAR 07 (11-1)

TOULOUSE, FRANCE

ILS DME Rwy 14L



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JEPPESEN

9 MAR 07

11-1A

Eff 15 Mar

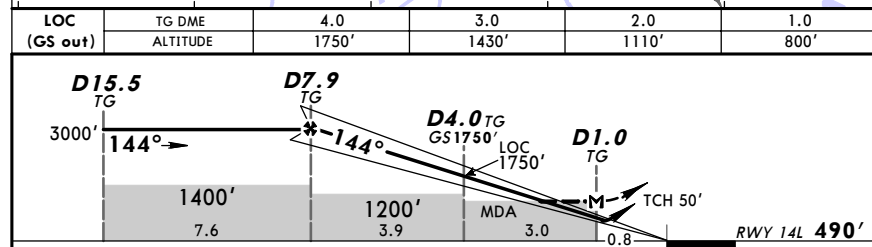
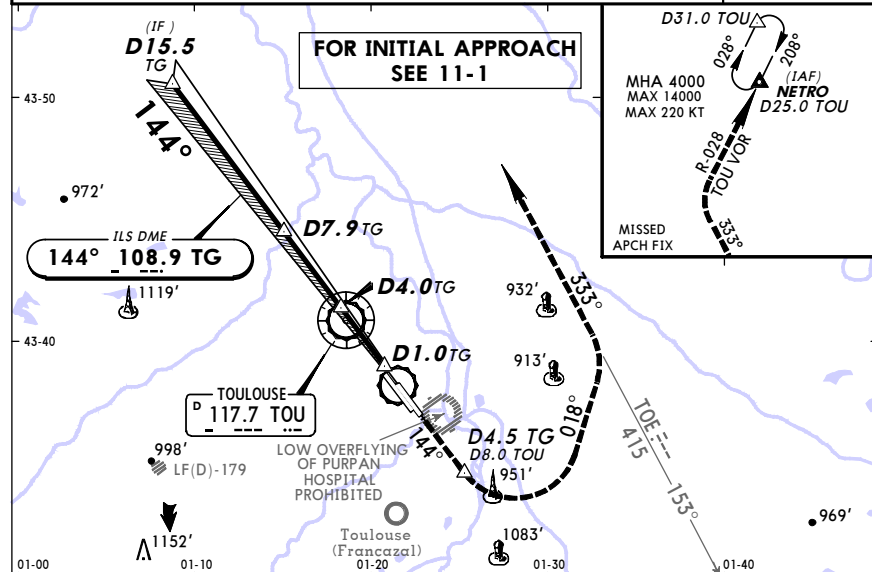
TOULOUSE, FRANCE  
ILS DME Rwy 14L

ATIS	TOULOUSE Approach			BLAGNAC Tower	Ground
123.12	West Sector	123.85	East Sector 125.17	118.1	121.9
LOC TG	Final	GS	ILS	Apt Elev	
108.9	Apch Crs 144°	D4.0 TG 1750' (1260')	DA(H) Refer to Minimums	499'	RWY 490'

**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 TOE NDB. Then proceed on R-028 TOU to NETRO, or as directed. Climb to 1500' prior to level acceleration.

Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 5000'

LACFT: See ATC State pages.



Gnd speed-Kts						HIALS	D4.5 TG on 117.7 R-144
70	90	100	120	140	160		
ILS GS 3.00° or	377	484	538	646	753	861	
LOC Descent Gradient 5.2%							
MAP at D1.0 TG							

**JAR-OPS**

STRAIGHT-IN LANDING RWY 14L				CIRCLE-TO-LAND			
ILS		LOC (GS out) with TG DME		Prohibited Northeast of runway		Max Kts	
DA(H) ABC: 690' (200')		MDA(H) 870' (380')					
FULL		ALS out					
RVR 550m		RVR 1000m		RVR 900m		110 1030' (540') 1500m	
				RVR 1500m		135 1030' (540') 1600m	
				RVR 1000m		180 1230' (740') 2400m	
				RVR 1800m		205 1340' (850') 3600m	
RVR 600m		RVR 1400m		RVR 2000m			

1 LACFT: DA(H) 710' (220'), FULL: RVR 600m, ALS out: RVR 1000m.  
2 Circling height based on rwy 14L thresh elev of 490'.

LFBO/TLS  
BLAGNAC

JEPPESEN

9 MAR 07

11-2

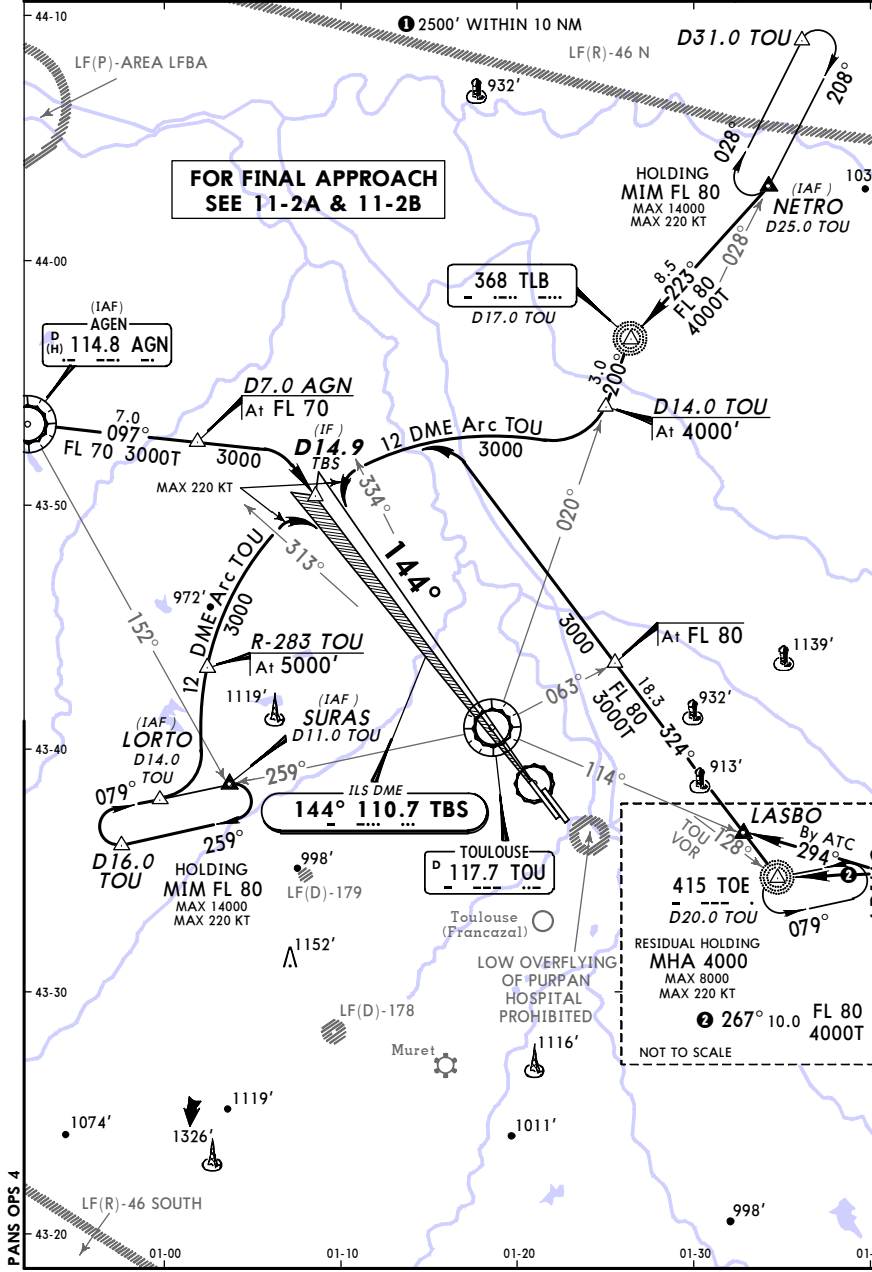
Eff 15 Mar

TOULOUSE, FRANCE  
ILS DME Rwy 14R

ATIS	TOULOUSE Approach			BLAGNAC Tower	Ground
123.12	West Sector	123.85	East Sector 125.17	118.1	121.9
LOC TBS	Final	GS	ILS	Apt Elev	
110.7	Apch Crs 144°	Refer to charts 11-2A & 11-2B	DA(H) Refer to charts 11-2A & 11-2B	499'	RWY 488'

Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 5000'

MSA TOU VOR





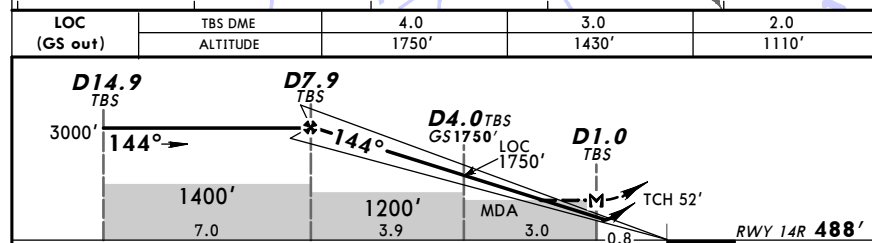
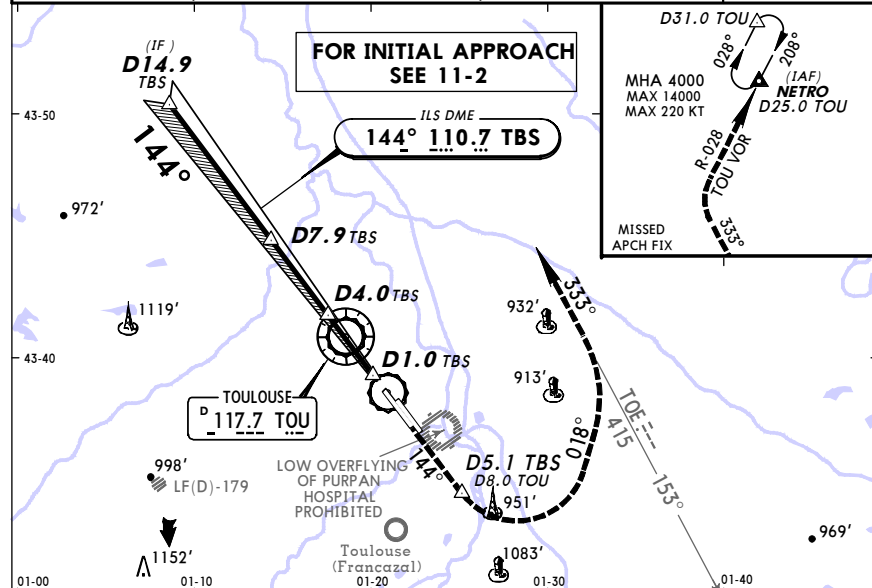
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BLAGNAC

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TOULOUSE, FRANCE  
ILS DME Rwy 14R

9 MAR 07 (11-2A) Eff 15 Mar

ATIS	TOULOUSE Approach		BLAGNAC Tower	Ground	3000' 1
123.12	West Sector	East Sector	118.1	121.9	
LOC TBS 110.7	Final Apch Crs 144°	GS D4.0 TBS 1750' (1262')	ILS DA(H) 688' (200')	Apt Elev 499' 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 TOE NDB. Then proceed on R-028 TOU to NETRO, or as directed. Climb to 1500' prior to level acceleration.					MSA TOU VOR 1 2500' WITHIN 10 NM
Alt Set: hPa	Rwy Elev: 18 hPa	Trans level: By ATC	Trans alt: 5000'		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		D5.1 TBS on 117.7 R-144
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861			
MAP at D1.0 TBS									

JAR-OPS				STRAIGHT-IN LANDING RWY 14R				CIRCLE-TO-LAND			
ILS		LOC (GS out) with TBS DME		DA(H) 688' (200')		MDA(H) 870' (382')		Prohibited Northeast of runway		Max Kts	
FULL		ALS out		ALS out							
A				RVR 900m		RVR 1500m		110	1030' (542')	1500m	
B				RVR 1000m		RVR 1800m		135	1030' (542')	1600m	
C				RVR 1400m		RVR 2000m		180	1230' (742')	2400m	
D								205	1340' (852')	3600m	

1 Circling height based on rwy 14R threshold elev of 488'.  
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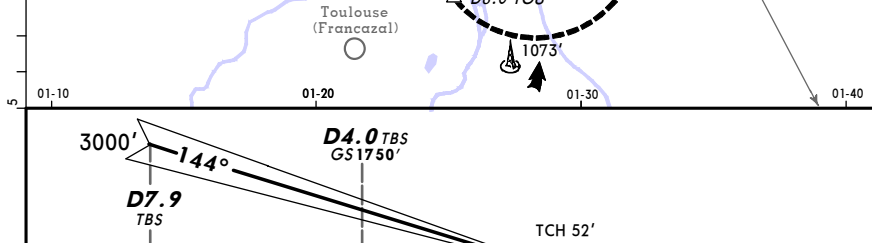
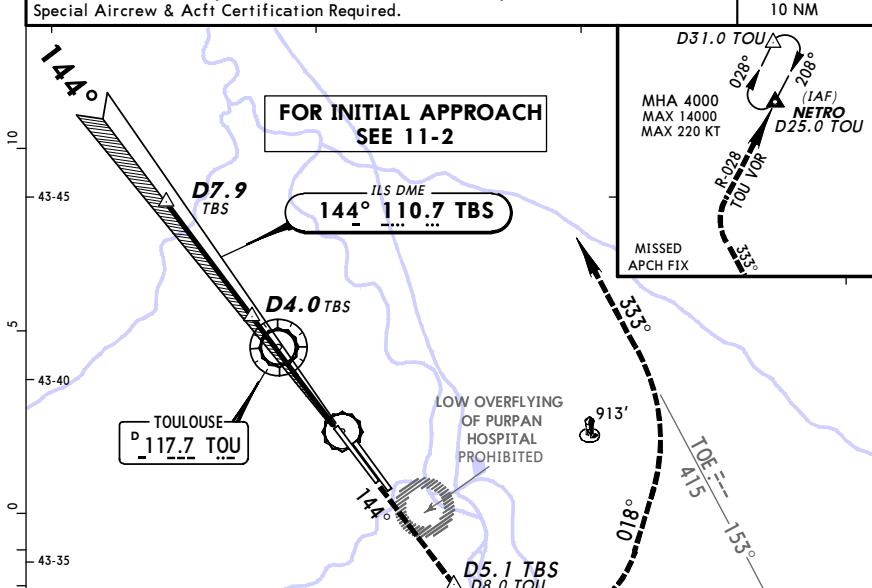
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TOULOUSE, FRANCE  
CAT II ILS DME Rwy 14R

7 APR 06 (11-2B) Eff 13 Apr

ATIS	TOULOUSE Approach		BLAGNAC Tower	Ground	3000' 1
123.12	West Sector	East Sector	118.1	121.9	
LOC TBS 110.7	Final Apch Crs 144°	GS D4.0 TBS 1750' (1262')	CAT II ILS RA 100' DA(H) 588' (100')	Apt Elev 499' 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 TOE NDB. Then proceed on R-028 TOU to NETRO or as directed. Climb to 1500' prior to level acceleration.					MSA TOU VOR 1 2500' WITHIN 10 NM
Alt Set: hPa	Rwy Elev: 18 hPa	Trans level: By ATC	Trans alt: 5000'		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		D5.1 TBS on 117.7 R-144
GS 3.00°	377	484	538	646	753	861			

JAR-OPS				STRAIGHT-IN LANDING RWY 14R				CIRCLE-TO-LAND			
CAT II ILS		LOC (GS out) with TBS DME		DA(H) 588' (100')		MDA(H) 870' (382')		Prohibited Northeast of runway		Max Kts	
FULL		ALS out		ALS out							
A				RVR 900m		RVR 1500m		110	1030' (542')	1500m	
B				RVR 1000m		RVR 1800m		135	1030' (542')	1600m	
C				RVR 1400m		RVR 2000m		180	1230' (742')	2400m	
D								205	1340' (852')	3600m	

1 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.  
CHANGES: Communications. TCH. Minimums. © JEPPesen SANDERSON, INC., 1998, 2006. ALL RIGHTS RESERVED.

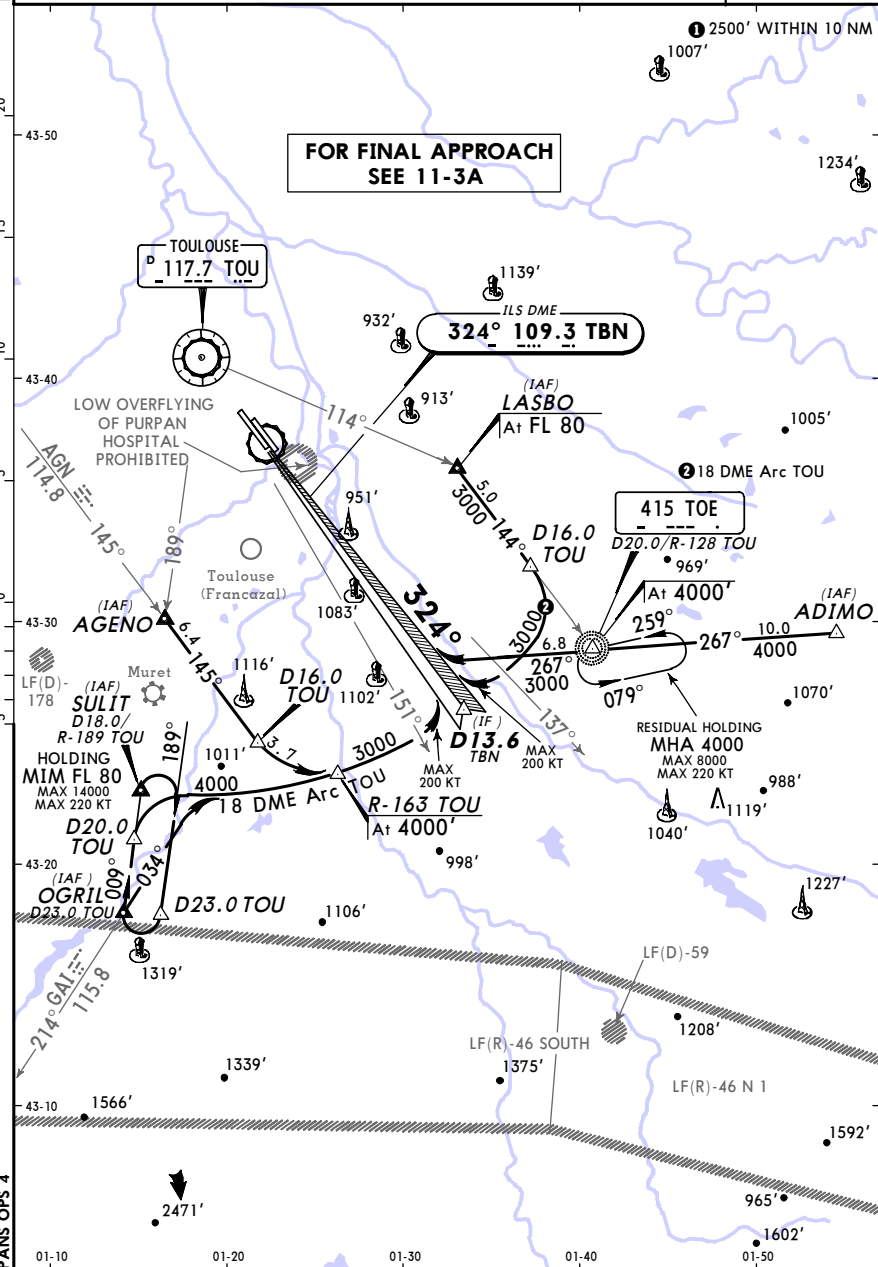
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BLAGNAC

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9 MAR 07 (11-3) Eff 15 Mar

TOULOUSE, FRANCE  
ILS DME Rwy 32L

ATIS	TOULOUSE Approach		BLAGNAC Tower	Ground	3000'
123.12	West Sector	East Sector	118.1	121.9	
LOC TBN	Final Apch Crs	GS Refer to chart 11-3A	ILS DA(H) Refer to chart 11-3A	Apt Elev 499'	
109.3	324°			RWY 497'	
Alt Set: hPa		Rwy Elev: 18 hPa	Trans level: By ATC	Trans alt: 5000'	MSA TOU VOR



CHANGES: Procedure.

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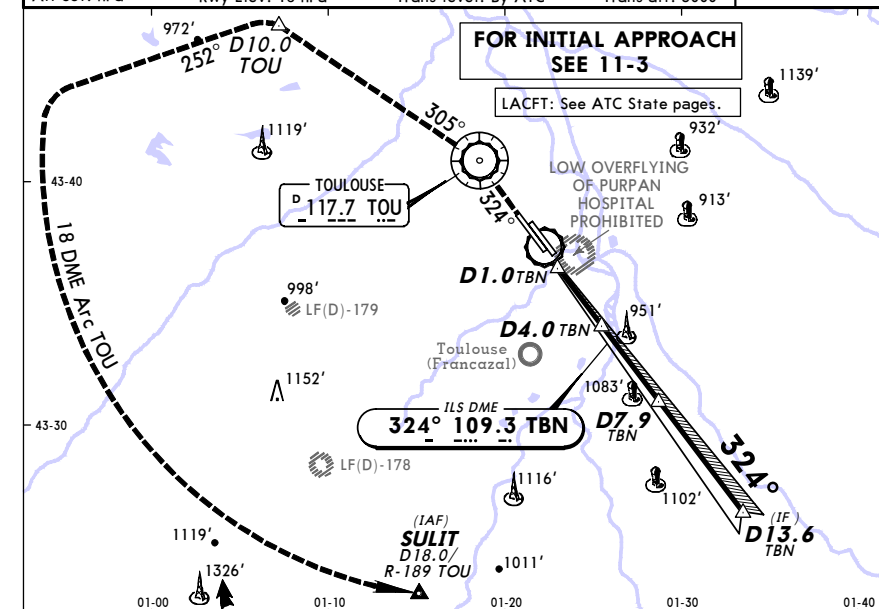
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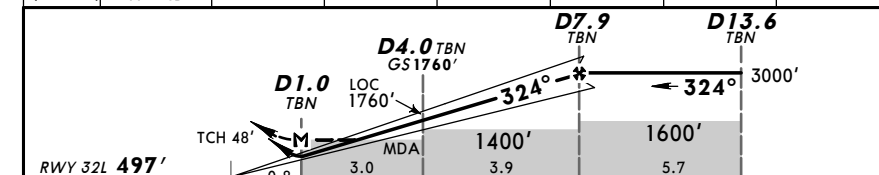
TOULOUSE, FRANCE  
ILS DME Rwy 32L

ATIS	TOULOUSE Approach		BLAGNAC Tower	Ground	3000'
123.12	West Sector	East Sector	118.1	121.9	
LOC TBN	Final Apch Crs	GS	ILS DA(H)	Apt Elev 499'	
109.3	324°	D4.0 TBN 1760' (1263')	697' (200')	RWY 497'	
Alt Set: hPa		Rwy Elev: 18 hPa	Trans level: By ATC	Trans alt: 5000'	MSA TOU VOR

MISSED APCH: Climb on R-144 inbound to TOU VOR to MAX 2000', then turn LEFT climbing to 4000' to intercept and follow R-305 TOU. At D10.0 TOU turn LEFT climbing to 5000' to rejoin and follow 18 DME Arc TOU to SULIT.



LOC (GS out)	TBN DME	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE		1120'	1430'	1760'	2070'	2380'	2700'



Gnd speed-Kts	70	90	100	120	140	160	REIL	TOU 117.7 on R-144
ILS GS 3.00° or	377	484	538	646	753	861		
LOC Descent Gradient 5.2%								

MAP at D1.0 TBN

JAR-OPS STRAIGHT-IN LANDING RWY 32L

CIRCLE-TO-LAND 2

ILS 1		LOC (GS out) with TBN DME		Prohibited Northeast of runway	
DA(H) 697' (200')		MDA(H) 940' (443')		Max Kts MDA(H) VIS	
A	RVR 1000m	RVR 1500m		110	1030' (533') 1500m
B		RVR 1800m		135	1030' (533') 1600m
C		RVR 2000m		180	1240' (743') 2400m
D		RVR 2000m		205	1340' (843') 3600m

1 LACFT: DA(H) 707' (210'), RVR 1000m. 2 Circling height based on rwy 32L threshold elev of 497'.

CHANGES: None.

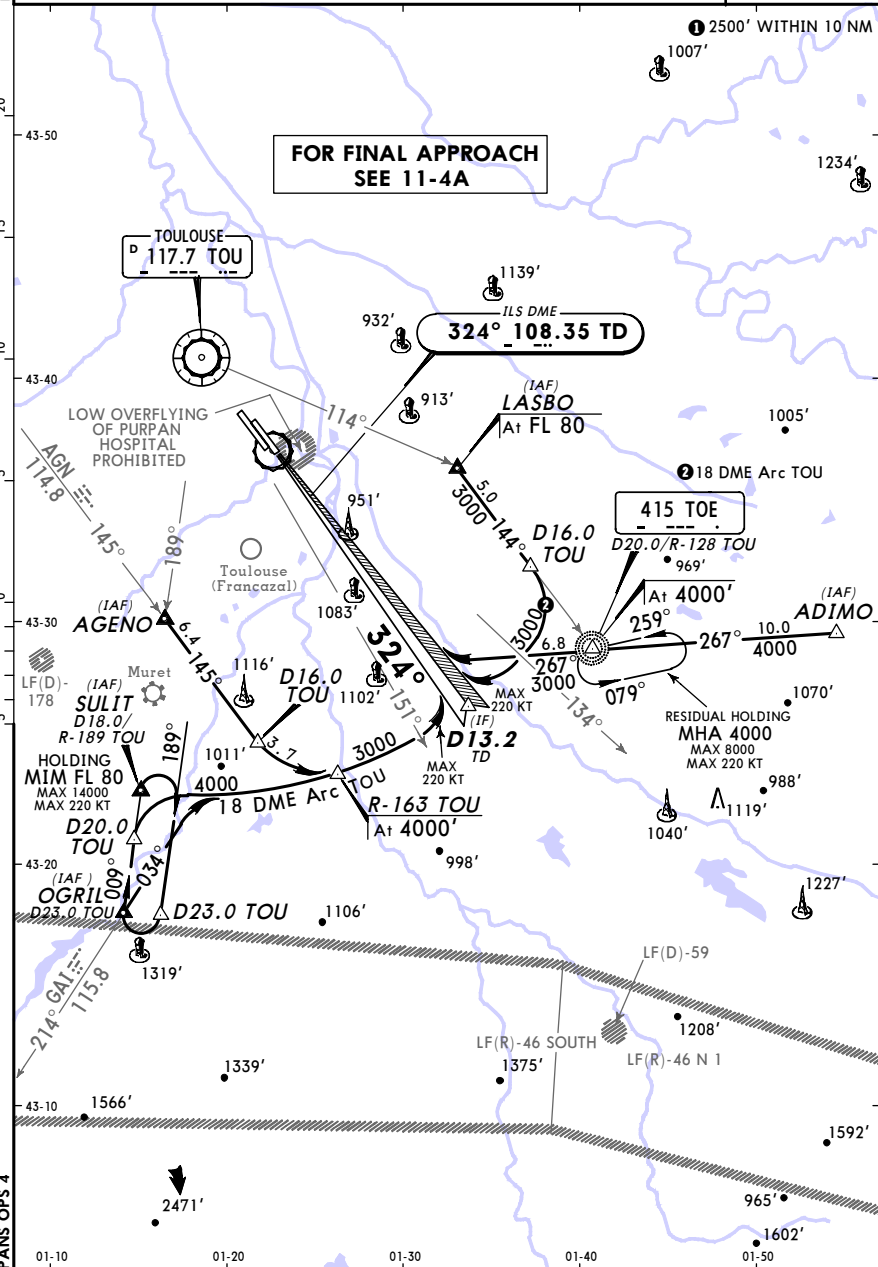
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LFBO/TLS  
BLAGNAC

JEPPesen  
9 MAR 07 11-4 Eff 15 Mar

TOULOUSE, FRANCE  
ILS DME Rwy 32R

ATIS	TOULOUSE Approach		BLAGNAC Tower	Ground	3000' ①
123.12	West Sector	East Sector	118.1	121.9	
LOC TD 108.35	Final Apch Crs 324°	GS Refer to chart 11-4A	ILS DA(H) Refer to chart 11-4A	Apt Elev 499' RWY 497'	
Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 5000'					MSA TOU VOR



CHANGES: Procedure.

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9 MAR 07 11-4A Eff 15 Mar

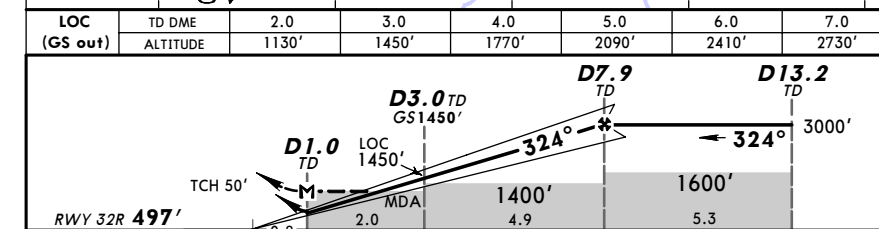
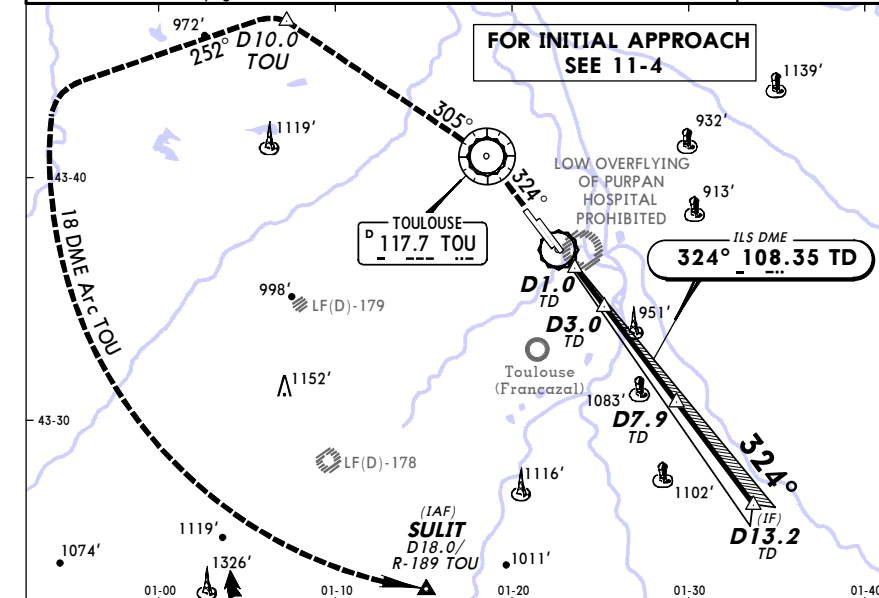
TOULOUSE, FRANCE  
ILS DME Rwy 32R

ATIS	TOULOUSE Approach		BLAGNAC Tower	Ground	3000' ①
123.12	West Sector	East Sector	118.1	121.9	
LOC TD 108.35	Final Apch Crs 324°	GS Refer to chart 11-4A	ILS DA(H) Refer to chart 11-4A	Apt Elev 499' RWY 497'	
Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 5000'					MSA TOU VOR

MISSED APCH: Climb on R-144 inbound to TOU VOR to MAX 2000', then turn LEFT climbing to 4000' to intercept and follow R-305 TOU. At D10.0 TOU turn LEFT climbing to 5000' to rejoin and follow 18 DME Arc TOU to SULIT.

Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 5000'

LACFT: See ATC State pages.



0.8

Gnd speed-Kts		70	90	100	120	140	160	REIL	TOU 117.7 ↑ on 117.7 R-14	
ILS GS 3.00° or		377	484	538	646	753	861			
LOC Descent Gradient 5.2%										
MAP at D1.0 TD										
JAR-OPS		STRAIGHT-IN LANDING RWY 32R							CIRCLE-TO-LAND 2	
ILS 1		LOC (GS out) with TD DME							Prohibited Northeast of runway	
DA(H) 697' (200')		MDA(H) 920' (423')							Max Kts	MDA(H) _____ VIS _____
A	RVR 1000m	RVR 1500m							110	1030' (533') 1500m
B		RVR 1800m							135	1030' (533') 1600m
C		RVR 2000m							180	1230' (733') 2400m
D		RVR 2000m							205	1340' (843') 3600m
1 LACFT: DA(H) 707' (210'), RVR 1000m.		2 Circling height based on rwy 32R threshold elev of 497'.								

CHANGES: None.

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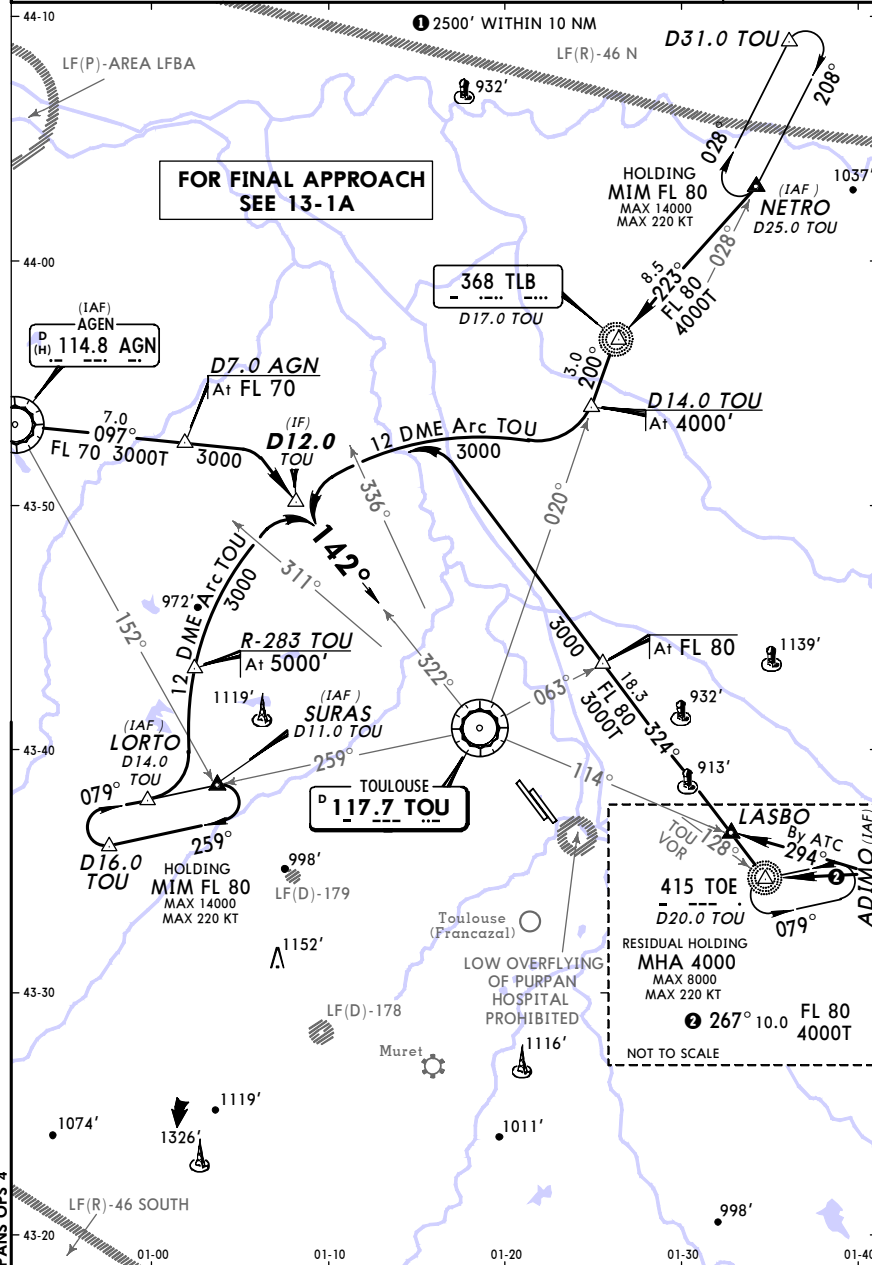
LFBO/TLS  
BLAGNAC

JEPPESEN

9 MAR 07 (13-1) Eff 15 Mar

TOULOUSE, FRANCE  
VOR DME Rwy 14L

BRIEFING STRIP	ATIS	TOULOUSE Approach		BLAGNAC Tower	Ground	<div><div>3000'</div><div><b>1</b></div></div> <div>MSA TOU VOR</div>	
	123.12	123.85	West Sector 125.17	East Sector 129.3	118.1		121.9
	VOR	Final		Minimum Alt	MDA(H)		Apt Elev <b>499'</b>
	TOU	Aptch Crs		Refer to chart	Refer to chart		
	117.7	142°		13-1A	13-1A		
Alt Set: hPa		Apt Elev: 18 hPa		Trans level: By ATC		Trans alt: 5000'	



CHANGES: IAF designation.


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LFBO/TLS  
BLAGNAC

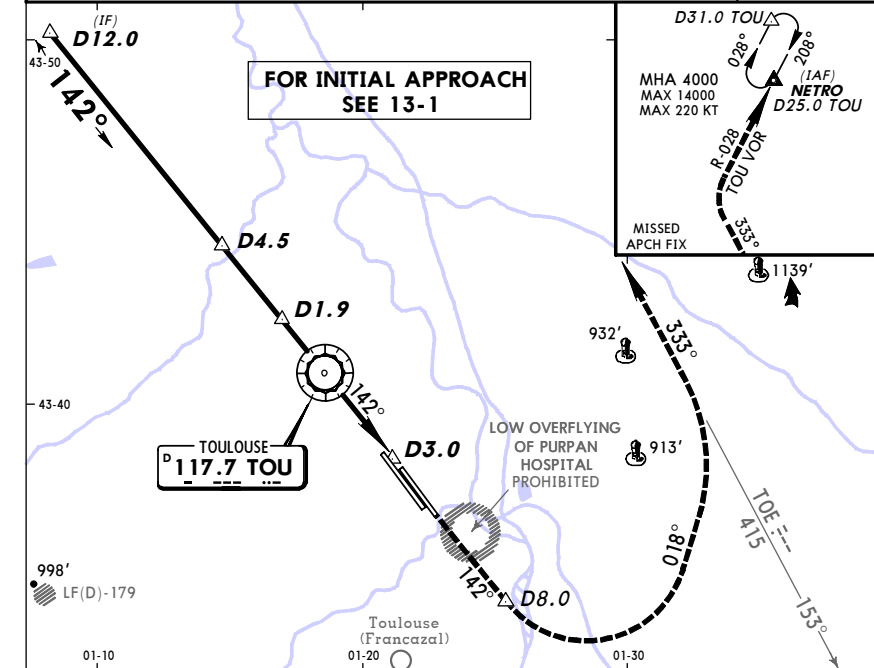
JEPPESEN

9 MAR 07 (13-1A) Eff 15 Mar

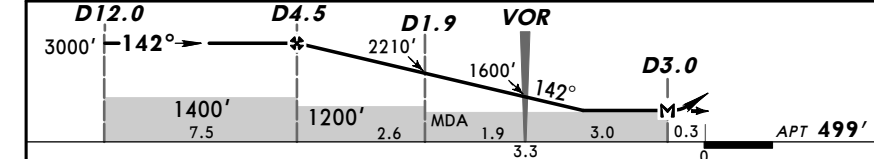
TOULOUSE, FRANCE  
VOR DME Rwy 14L

BRIEFING STRIP™	ATIS	TOULOUSE Approach		BLAGNAC Tower	Ground	
	123.12	West Sector	East Sector	118.1	121.9	
	VOR TOU 117.7	Final Aptch Crs 142°	Procedure Alt D4.5 3000' (2501')	MDA(H) 950' (451')	Apt Elev 499'	
	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					

**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. Then proceed on R-028 to NETRO, or as directed. Climb to 1500' prior to level acceleration.



TOU DME	1.0 before TOU	0.0	1.0 after TOU
ALTITUDE	1920'	1600'	1280'



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	738	843
MAP at D3.0 after VOR						

JAR-OPS STRAIGHT-IN LANDING RWY 14L			CIRCLE-TO-LAND		
MDA(H) 950' (451')			Prohibited Northeast of runway		
ALS out			Max Kts	MDA(H)	VIS
A	RVR 1000m	RVR 1500m	110	1040' (541')	1500m
B	RVR 1200m		135	1040' (541')	1600m
C		RVR 2000m	180	1340' (841')	2400m
D	RVR 1600m		205	1470' (971')	3600m

CHANGES: None.

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**JEPPESEN**  
9 MAR 07 **(13-2)** **Eff 15 Mar**

TOULOUSE, FRANCE  
VOR DME Rwy 14R

**FOR FINAL APPROACH SEE 13-2A**

**114.8 AGN**  
(IAF)  
D (H) 114.8 AGN

**7.0**  
FL 70 3000T

**D7.0 AGN**  
At FL 70

**D12.0 TOU**  
(IF)

**12 DME Arc TOU**  
3000

**368 TLB**  
D17.0 TOU

**3.0**  
200'

**D14.0 TOU**  
At 4000'

**HOLDING**  
MIM FL 80  
MAX 14000  
MAX 220 KT

**NETRO**  
(IAF)  
D25.0 TOU

**208°**

**028°**

**8.5**  
223'  
FL 80  
4000T

**028°**

**132°**

**12 DME Arc TOU**  
3000

**R-283 TOU**  
At 5000'

**314°**

**145°**

**336°**

**3000**

**020°**

**3.0**  
200'

**D14.0 TOU**  
At 4000'

**18.3**  
FL 80  
3000T

**At FL 80**

**063°**

**1139'**

**932'**

**913'**

**324°**

**114°**

**117.7 TOU**  
(D)

**TOULOUSE**

**259°**

**079°**

**D16.0 TOU**

**HOLDING**  
MIM FL 80  
MAX 14000  
MAX 220 KT

**1119'**

**998'**

**LF(D)-179**

**1152'**

**LF(D)-178**

**Muret**

**1116'**

**1011'**

**1074'**

**1326'**

**1119'**

**LF(R)-46 SOUTH**

**LOW OVERFLYING OF PURPAN HOSPITAL PROHIBITED**

**Toulouse (Francazal)**

**LASBO**  
(IAF)  
D29.0 TOU

**415 TOE**  
D20.0 TOU

**RESIDUAL HOLDING**  
MHA 4000  
MAX 8000  
MAX 220 KT

**267° 10.0**  
FL 80  
4000T

**NOT TO SCALE**

**ADIMO**  
(IAF)  
D29.0 TOU

**079°**

**294°**

**By ATC**

**JEPPESEN**  
9 MAR 07 (13-2A) Eff 15 Mar

TOULOUSE, FRANCE  
VOR DME Rwy 14R

TO 4000' to intercept and follow 353° from TOE NDB. Then proceed on R-028 to NETRO, or as directed. Climb to 1500' prior to level acceleration.

Alt Set: hPa Apt Elev: 18 hPa Trans level: By ATC Trans alt: 5000'

**1 2500' WITHIN 10 NM**

**FOR INITIAL APPROACH SEE 13-2**

**TOULOUSE**  
D 117.7 TOU

**TOU VOR**  
D 31.0 TOU  
MHA 4000  
MAX 14000  
MAX 220 KT  
(IAF) NETRO  
D 25.0 TOU  
R 028 TOU VOR  
MISSED APCH FIX  
1139'

**LOW OVERFLYING OF PURPAN HOSPITAL PROHIBITED**

**TOULOUSE (Francazal)**

**TOE**  
D 415  
153°

TOU DME	1.0 before TOU	0.0	1.0 after TOU
ALTITUDE	1720'	1400'	1080'

**D 12.0 D 5.1 D 1.8 D 2.6 D 8.0**

**VOR**

**APT 499'**

<b>Gnd speed-Kts</b>	70	90	100	120	140	160
<b>Descent Gradient 5.2%</b>	369	474	527	632	738	843
<b>MAP at D2.6 after VOR</b>						

**HIALS-II**

**D 8.0 on 117.7 R-145**

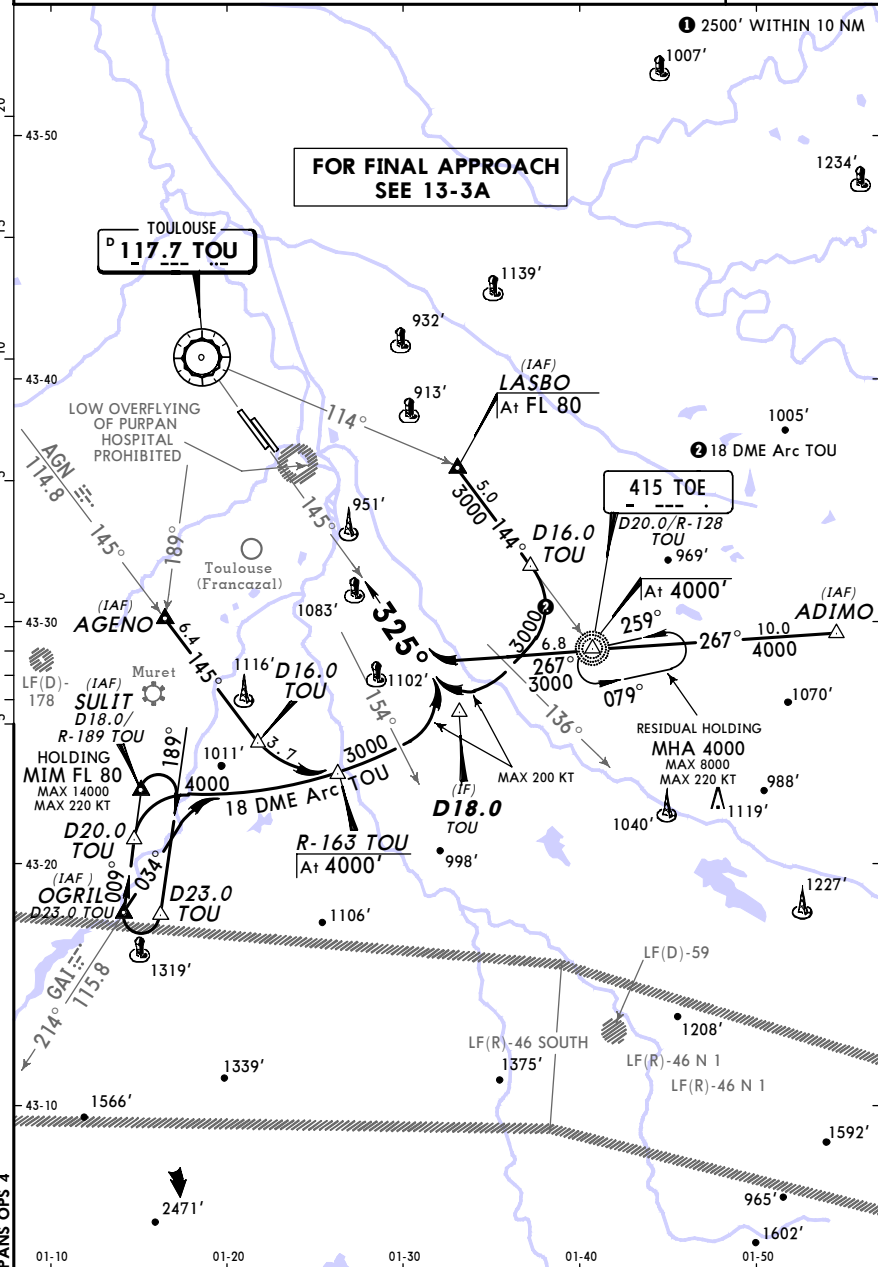
JAR-OPS		STRAIGHT-IN LANDING RWY 14R		CIRCLE-TO-LAND	
MDA(H) 950' (451')		ALS out		Prohibited Northeast of runway	
				Max Kts	MDA(H) VIS
A	RVR 1000m	RVR 1500m		110	1030' (531') 1500m
B	RVR 1200m			135	1030' (531') 1600m
C	RVR 1600m	RVR 2000m		180	1270' (771') 2400m
D	RVR 1600m			205	1340' (841') 3600m

LFBO/TLS  
BLAGNAC

JEPPesen  
9 MAR 07 (13-3) Eff 15 Mar

TOULOUSE, FRANCE  
VOR DME Rwy 32L

ATIS	TOULOUSE Approach		BLAGNAC Tower	Ground	3000' ①
123.12	West Sector	East Sector	118.1	121.9	
VOR TOU 117.7	Final Apch Crs 325°	Minimum Alt Refer to chart 13-3A	MDA(H) Refer to chart 13-3A	Apt Elev 499'	
Alt Set: hPa		Apt Elev: 18 hPa	Trans level: By ATC	Trans alt: 5000'	MSA TOU VOR

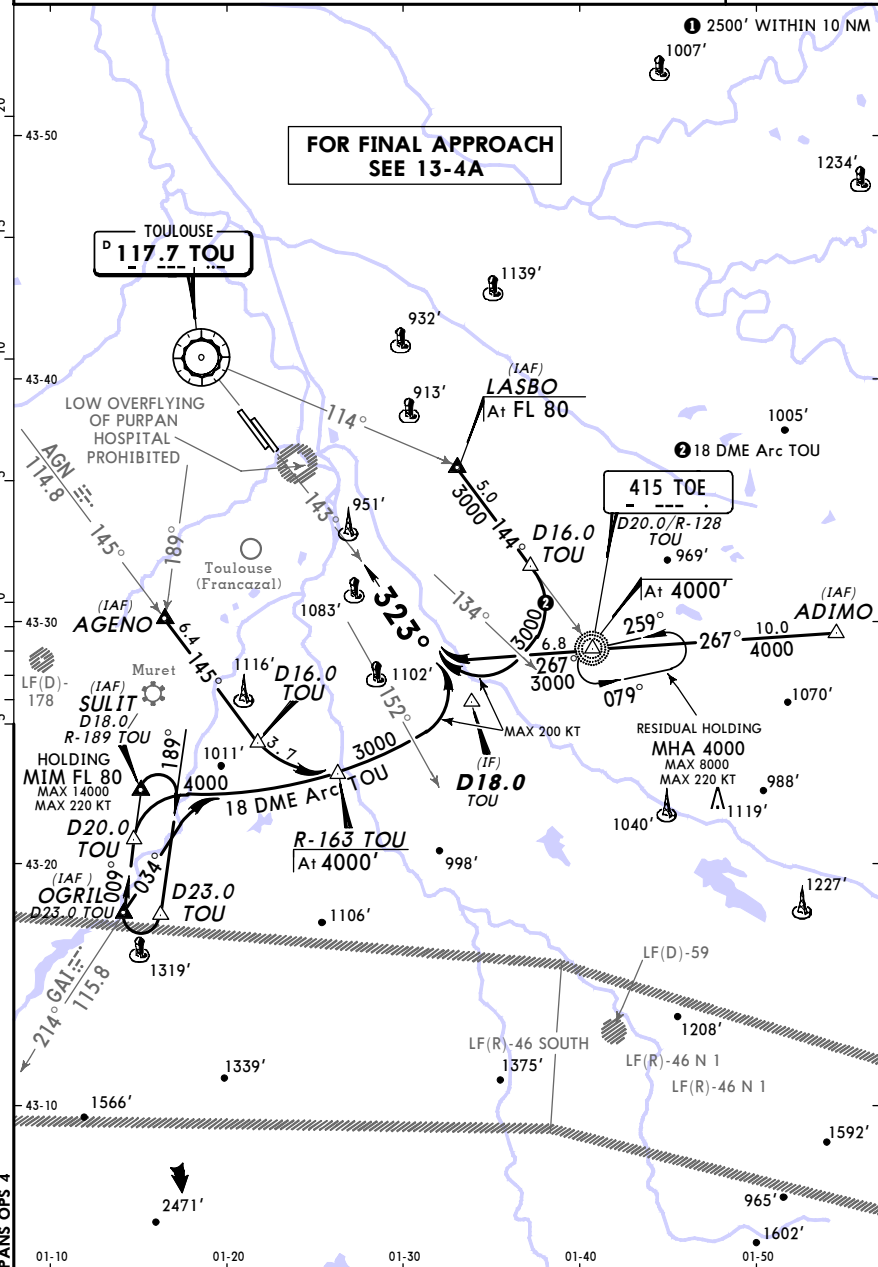


LFBO/TLS  
BLAGNAC

JEPPESEN  
9 MAR 07 (13-4) Eff 15 Mar

TOULOUSE, FRANCE  
VOR DME Rwy 32R

ATIS	TOULOUSE Approach		BLAGNAC Tower	Ground	3000' ①
123.12	West Sector	East Sector	118.1	121.9	
VOR TOU 117.7	Final Apch Crs 323°	Minimum Alt Refer to chart 13-4A	MDA(H) Refer to chart 13-4A	Apt Elev 499'	
Alt Set: hPa Apt Elev: 18 hPa Trans level: By ATC Trans alt: 5000'					MSA TOU VOR



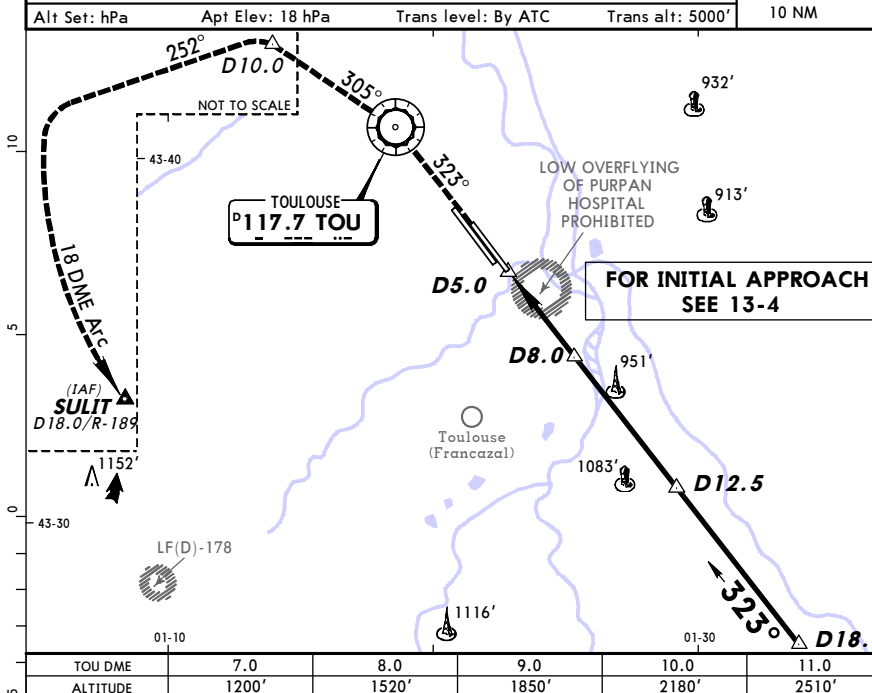
LFBO/TLS  
BLAGNAC

JEPPESEN  
9 MAR 07 (13-4A) Eff 15 Mar

TOULOUSE, FRANCE  
VOR DME Rwy 32R

ATIS	TOULOUSE Approach		BLAGNAC Tower	Ground	3000' ①
123.12	West Sector	East Sector	118.1	121.9	
VOR TOU 117.7	Final Apch Crs 323°	Procedure Alt D12.5 3000' (2501')	MDA(H) 980' (481')	Apt Elev 499'	
Alt Set: hPa Apt Elev: 18 hPa Trans level: By ATC Trans alt: 5000'					MSA TOU VOR

MISSED APCH: Climb on R-143 inbound to VOR to MAX 2000', then turn LEFT climbing to 4000' to intercept and follow R-305. At D10.0 turn LEFT climbing to 5000' to rejoin and follow 18 DME Arc to SULIT.



TOU DME		7.0	8.0	9.0	10.0	11.0
ALTITUDE		1200'	1520'	1850'	2180'	2510'
VOR		D12.5				
APT 499'		D18.0				
Descent Gradient 5.4%		70	90	100	120	140
MAP at D5.0		383	492	547	657	766
JAR-OPS		STRAIGHT-IN LANDING RWY 32R				
JAR-OPS		CIRCLE-TO-LAND				
JAR-OPS		Prohibited Northeast of runway				
JAR-OPS		MDA(H) 980' (481')				
JAR-OPS		Max Kts				
JAR-OPS		110				
JAR-OPS		1030' (531')				
JAR-OPS		1500m				
JAR-OPS		135				
JAR-OPS		1030' (531')				
JAR-OPS		1600m				
JAR-OPS		180				
JAR-OPS		1340' (841')				
JAR-OPS		2400m				
JAR-OPS		205				
JAR-OPS		1470' (971')				
JAR-OPS		3600m				



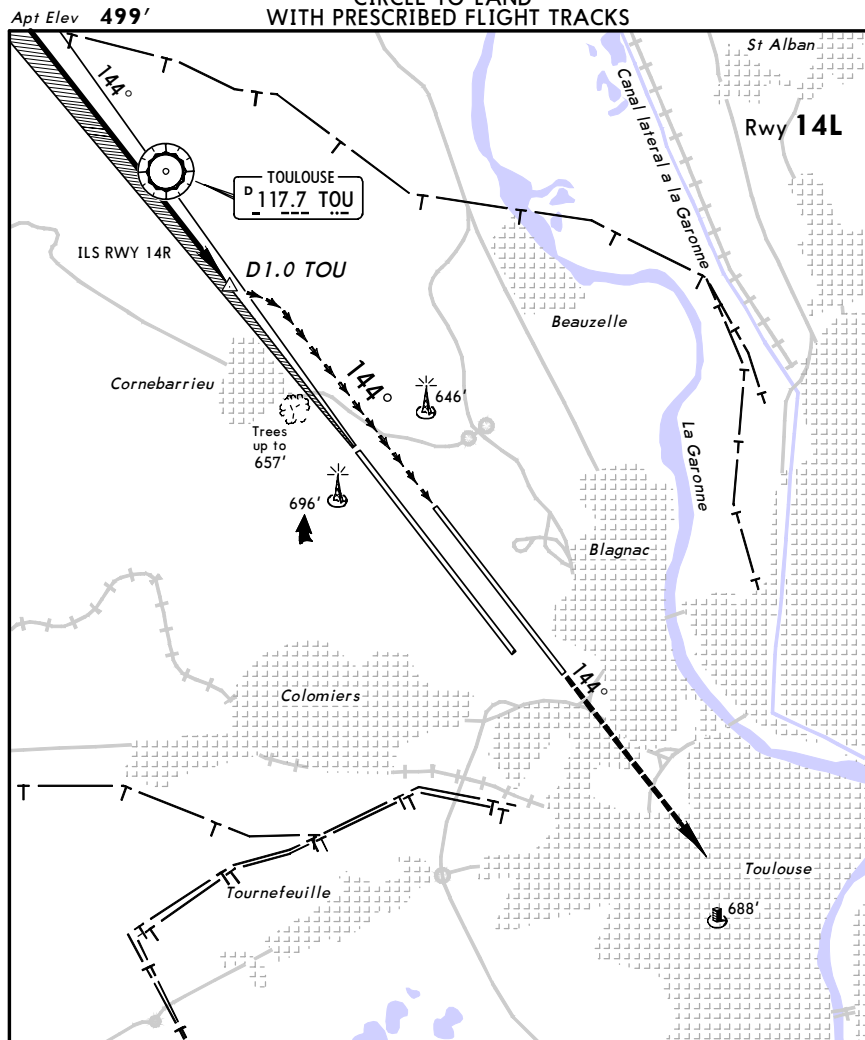
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JEPPESEN

TOULOUSE, FRANCE  
BLAGNAC

17 MAR 06 (19-10)

CIRCLE-TO-LAND  
WITH PRESCRIBED FLIGHT TRACKS



MISSED APPROACH: Climb on 144° and as directed.

JAR-OPS

After ILS apch 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

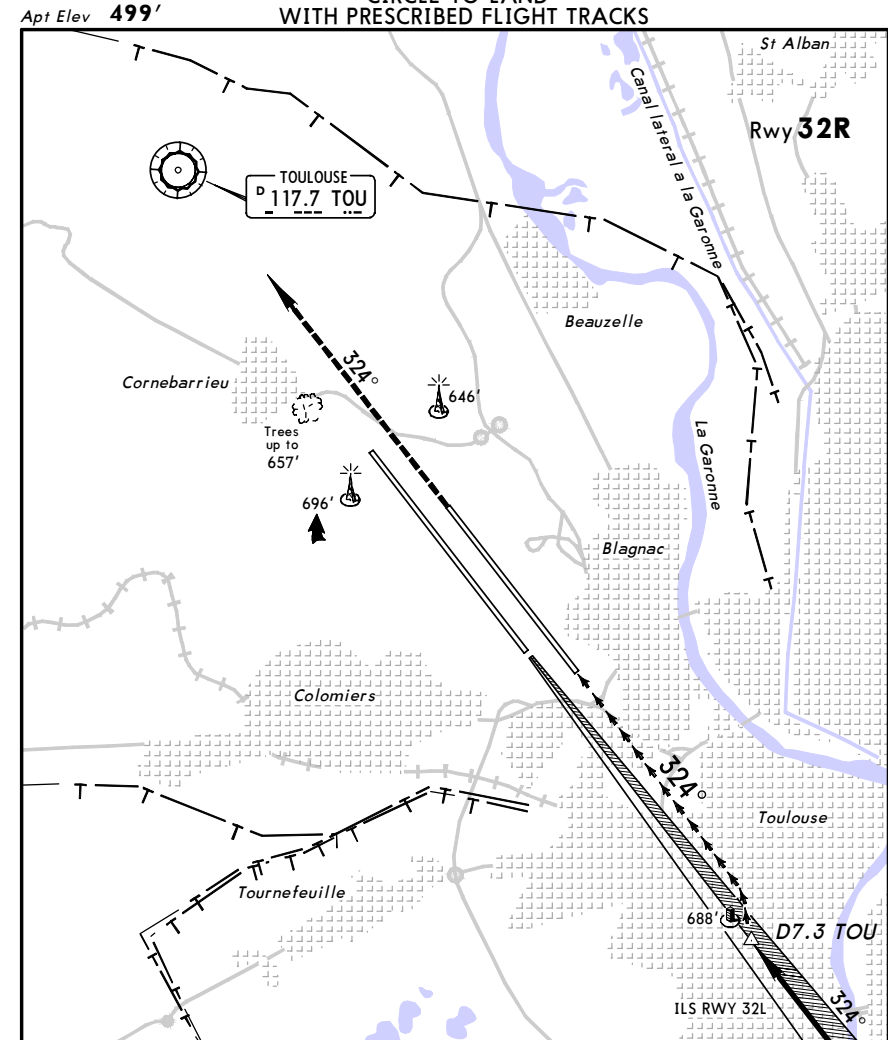
LFBO/TLS

JEPPESEN

TOULOUSE, FRANCE  
BLAGNAC

17 MAR 06 (19-11)

CIRCLE-TO-LAND  
WITH PRESCRIBED FLIGHT TRACKS



MISSED APPROACH: Climb on 324° and as directed.

JAR-OPS

After ILS apch rwy 32L

	Max Kts	MDA(H)	VIS
A	110	1410' (911')	1500m
B	135	1410' (911')	1600m
C	180	1410' (911')	2400m
D	205	1410' (911')	3600m