

LFBO/TLS
BLAGNAC

JEPPESSEN

20 DEC 24

10-1P

Eff 26 Dec

TOULOUSE, FRANCE
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 123.130

1.2. SPEED RESTRICTIONS

Within TOULOUSE TMA part 2 and 3, the speed is limited to MAX 250 KT below FL100 except with explicit clearance by ATC.

For ACFT which cannot maintain MAX 250 KT for technical reasons or for flight quality, a higher speed is possible after clearance.

1.3. NOISE ABATEMENT PROCEDURES

1.3.1. GENERAL

Pilots shall observe the engine operation instructions included in the operating manuals to reduce the noise impact of landing and take-off. ACFT operating in IFR/VFR must comply with noise abatement procedures published in the AIP.

Flying over the hospital of Purpan is permanently prohibited.

For all flights to and from Blagnac APT operators have to publish the classification and cumulative margin of their ACFT in their operating manuals.

No ACFT fitted with turbojet engines which do not comply with the standards set out in Chapters 3, 4 or 14, with MTOW equal or higher than 34t or with MAX certified passenger configuration higher than 19, may be operated on the APT.

Four-engine ACFT shall idle or switch their outer engines off to move along TWYs or service roads.

1.3.2. NIGHTTIME RESTRICTIONS

No ACFT fitted with turbojet engines which do not comply with the standards set out in Chapters 3, 4 or 14 may:

- land between 2200-0600LT;
- leave its stand in order to take off between 2200-0600LT.

Under the same restrictions, no ACFT fitted with turbojet engines which comply with the standards of Chapter 3 with a cumulative margin of less than 10 EPNdB may:

- land between 2200-0000LT;
- leave its stand in order to take off between 2200-0000LT.

Under the same restrictions, no ACFT fitted with turbojet engines which comply with the standards of Chapter 3 with a cumulative margin of less than 13 EPNdB may:

- land between 0000-0600LT;
- leave its stand in order to take off between 0000-0600LT.

For any ACFT no stand leave in order to take off allowed before 0600LT for flights scheduled from 0600LT.

For environmental reasons, and:

- except for safety obligations identified by the pilot-in-command or the ATC;
- except for emergency situations;
- except for high-priority flights;
- when radio navigation devices and RWYs are in a proper state;
- except VFR flights;

any flight at NIGHT, between 2200- 0600LT, must comply with the following conditions:

RWY 14:

- Take-offs shall be performed RWY 14R from TWYs M10 and S10 or THR between 2200-0000LT and from THR between 0000-0600LT;
- Landings shall be performed RWY 14R only.

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1. GENERAL

RWY 32:

- Take-offs shall be performed RWY 32L/R from THR only;
- Landings shall be performed RWY 32L only.

In light wind configuration (below 5 KT), RWY 14 will be set as preferred RWY between 2200-0600LT. If weather conditions permit, RWY 32 will be re-established shortly before 0600LT.

1.3.3. REVERSE THRUST

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

1.3.4. 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 engine power not exceeding the power used for starting and taxiing sequences.

1.3.5. AUXILIARY POWER UNIT (APU) USAGE RESTRICTION

Except in case of system failure or technical incompatibility, the use of alternative devices provided to the operator is mandatory.

1.3.6. EXCEPTIONS

The restrictions from chapter 1.3. do not apply to:

- ambulance or humanitarian flights;
- ACFT in emergency due to flight safety;
- ACFT mentioned in L6100-2 of the French Transport Code;
- ACFT operating government missions.

1.4. LOW VISIBILITY PROCEDURES (LVP)

1.4.1. GENERAL

LVP phase starts when RVR is 550m or below, or ceiling is 200' or below.

LVP phase ends when RVR is greater than 800m and ceiling is greater than 200' and improvement of these conditions is expected.

1.4.2. ARRIVAL

Vacate RWY 14R at RWY end via TWY M2. Use of TWY M4 only on specific control clearances.

To parking areas F and K as well as to stands E10 thru E40 use TWYs M2, N2, P20, then T40.

To stands E42, E50 use TWYs M2, N2, P20 then T40, or P40, T50.

To stands E52 thru E60 use TWYs M2, N2, P20 then T40, or P40, T50.

To stands E62, U10 use TWYs M2, N2, P20, P40 then T50 or P50, T55.

To stands U11 thru U22 use TWYs M2, N2, P20, P40, P50, T55.

To stands U30 thru U40 use TWYs M2, N2, P20, P40, P50, P55, T60.

To stands U41, U42, V10, V12 use TWYs M2, N2, P20, P40, P50, P55 then T60 or P60, T65.

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

To parking areas 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, P100, T101 up to RVR 350m or TWY T100 beyond RVR 350m.

To apron Ziegler via TWY S60 use TWYs S2, W20, W30, W35, W40 and W50 without centerline, S60. Via TWY S90 use TWYs S2, W20, W30, W35, W40 and W50 without centerline, W60, W80, S90.

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AIRPORT BRIEFING

1. GENERAL

1.4.3. DEPARTURE

- | From parking areas F and K as well as from stands E10 thru E52 use TWYs T50, P50, P55, P60, P65, P70, P90, P100, P101, M11.
- | From stands E60, E62 use TWYs T50, P50 or T55 then P55, P60, P65, P70, P90, P100, P101, M11.
- | From stands U10 thru U12, U21 use TWYs T55, P55, P60, P65, P70, P90, P100, P101, M11.
- | From stands U20, U22 use TWYs T55, P55 or T60 then P60, P70, P90, P100, P101, M11.
- | From stands U30, U31 use TWYs T60, P60, P65, P70, P90, P100, P101, M11.
- | From stands U32, U40 use TWYs T60, P60 or T65 then P65, P70, P90, P100, P101, M11.
- | From stands U41, U42, V10, V12 use TWYs T65, P65, P70, P90, P100, P101, M11.
- | From parking areas A, B and D use TWYs P20, P40, P50, P55, P60, P65, P70, P90, P100, P101, M11.
- | From parking areas C, G, M, CEV and DSNA use TWYs T10 and P10 without center-line (unusable with RVR 150m or below), P20, P40, P50, P55, P60, P65, P70, P90, P100, P101, M11.
- | From apron St Martin use TWYs W20, W30, W35, W40 and W50 without center-line, then W60, W80, W90, W100, S11.
- | From apron St Martin Lagardere use TWY T101 up to RVR 350m, or TWY 100 beyond RVR 350m, then TWYs P100, P101, M11.
- | From apron Ziegler use TWYs S60, W60, W80, W90, W100, S11, or, S90, W90, W100, S11.

1.5. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.5.1. USE OF MODE S TRANSPONDER ON THE GROUND

1.5.1.1. GENERAL

This system using Mode S transponder improves the accuracy and the reliability of the ground movement monitoring system.

1.5.1.2. ACFT EQUIPPED WITH MODE S TRANSPONDER

ACFT operators shall ensure that Mode S transponders is operational.

Outbound ACFT

Before any movement (push-back or taxiing):

- Enter, using either FMS mode or transponder control unit, the flight identification as specified in item 7 of the ICAO flight plan (ex.: BAW362, DLH04T, AF651PQ) or enter in the absence of flight identification, the ACFT registration (ex.: FHJCR).
- Select XPNDR or its equivalent (depending on the model installed).
- Select AUTO mode if the function is available (do not select the OFF or STDBY functions).
- Display Mode A code assigned by ATC.

Inbound ACFT

After landing and until stopping at parking stand:

- Maintain the last Mode A code assigned by ATC.
- Select XPNDR or its equivalent (depending on the model installed).
- Select AUTO mode if the function is available (do not select the OFF or STDBY functions).

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1. GENERAL

Moving ACFT

During towing, autonomous change of parking stand, manufacturer flights:

- Select XPNDR or its equivalent (depending on the model installed).
- Select AUTO mode if function is available (do not select the OFF or STDBY functions).
- Display Mode A code 0000.

ACFT at parking stand:

- Select OFF or STBY.

1.5.1.3. ACFT NOT EQUIPPED WITH MODE S TRANSPONDER OR WITH AN UNSERVICEABLE MODE S TRANSPONDER

The pilot of an ACFT not equipped with a Mode S transponder, or equipped with an unserviceable Mode S transponder, moving on the movement area, shall display the Mode A code assigned by the ATC unit, or by default the code 0000, stopping the Mode C broadcasting as long as the ACFT is not on the RWY (landing or taking off) by setting the mode selector on the appropriate position.

1.6. TAXI PROCEDURES

Half-turn prohibited on platform (TWYs and RWYs) for all turbojet ACFT with wingspan more than 79'/24m and all propeller ACFT with wingspan more than 118'/36m, half-turn under responsibility of the pilot-in-command if no marking on the platform.

TWY P101 MAX wingspan less than 213'/65m, except manufacturer activity.

TWY M4 can be used only upon specific instructions from ATC.

TWYs P10, T10 and T70 are prohibited if RVR is less than 150m.

1.6.1. PUSH-BACK AREA ROMEO

Area for push-back from stands U42, V10 and V12. This area is prohibited for ACFT with wingspan more than 118'/36m.

1.6.2. BUSINESS AVIATION DOCK CHARLIE, GOLF PARKING AREA

Apron G: Self guidance if no marshaller assistance.

Access via TWY T10.

Stand C: respect roundabout.

Constructor hangar access: Taxiing for ACFT with wingspan of more than 118'/36m forbidden in autonomous. Risk of jet blast and security margins reduced.

1.6.3. SAINT-MARTIN, ZIEGLER AND SAINT-MARTIN LAGARDERE APRONS

The movements of ACFT and vehicles take place under the responsibility of the Airbus Watch Office (call sign St Martin Information), during its working hours. When the Airbus Watch Office is closed, instructions are issued by responder.

AFIS not provided under LVP.

For ACFT taxiing on the maneuvering area, the Vigie Airbus AFIS (St Martin Information) is contacted only under ATC instructions. For ACFT coming out of Airbus private areas, the Vigie Airbus AFIS is contacted in accordance with current procedures.

Vigie Airbus AFIS provides flight information and alerting services for TWY W20 thru W50, during its working hours.

1.7. PARKING INFORMATION

On stands A10 thru A14, A23, B10 thru B14, B21, B31, B41, D10, D12, E10thruE62, F10 thru F50, G10, G12, G40, K11, U10 thru U42, V10 and V12 push-back required.

Warning: Push-back clearance is valid for 1 minute only.

Stands G10, G12 and G27 available for helicopters. Marshaller mandatory on all parking stands.

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TOULOUSE, FRANCE
AIRPORT BRIEFING

1. GENERAL

1.8. RNAV EQUIPMENT

STARs require RNAV equipment approved for terminal areas and based on VOR/DME, DME/DME, automatically reset inertia DME and GPS. For the use of GPS, the predicted availability of the RAIM function must be confirmed for the departure envisaged (flight path and duration) before take-off.

The pilot must report 'non RNAV' immediately when losing RNAV capability in flight. APP will provide radar surveillance and radar vectoring if necessary.

1.9. OTHER INFORMATION

RWY 14/32 for helicopters.

Bird Strike Hazard

A high-level bird hazard alert may be established and published on the ATIS. Opposite QFU and side-steps procedures suspended when this alert is activated.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

2.1.1. REFERENCE POINT

In IMC, the point to refer to is the IAF instead of the designated navigational aid, as this fix is the published approach procedure reference point to be notified in the flight plan.

2.1.2. ON STARS

Join or follow the assigned STAR or the very next one by default.

Cross the IAF at last assigned and acknowledged FL if this level is available in holding pattern, otherwise at the highest holding level.

Hold until the later of the following:

- EAT;
- 10 minutes after entering holding.

Descend in holding to FL 80, leave IAF and perform IAP.

If active RWY is unknown consider that RWYs 14L/R are active (eventually followed by a circling if the wind indicates RWYs 32L/R are active).

2.1.3. COMMUNICATION FAILURE FOLLOWED BY MISSED APPROACH

If it is impossible to land complying with the time limit defined in legislation, divert to the alternate field as mentioned in the flight plan complying with the suitable SID or the omnidirectional departures, climbing to the minimal enroute safety altitude, or to FL070 for the APTs located within TMA boundaries.

2.2. NOISE ABATEMENT PROCEDURES

To reduce ACFT noise nuisances and as long as the flight safety is not jeopardized, instrument approaches must respect the following criteria:

- Final approaches shall be performed with an angle equal to the GS defined for ILS.
- The GS must be intercepted at or above 3000'.
- Recommended optimum initial approach descent gradient 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'.

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TOULOUSE, FRANCE
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2. ARRIVAL

For a missed approach during visual approach:

- Climb STRAIGHT AHEAD to 4000'.
- Wait for ATC instructions.
- In case of COMM failure, execute the missed approach of the IAP initially cleared for.

When on final approach it is recommended to avoid power or thrust increases whenever possible.

These restrictions do not apply to:

- ambulance or humanitarian flights;
- ACFT in emergency due to flight safety;
- ACFT mentioned in L6100-2 of the French Transport Code;
- ACFT operating government missions.

2.2.1. AUXILIARY POWER UNIT (APU) USAGE RESTRICTION

APU use is limited to:

- 10 minutes after arrival at the parking stand, when the stand is not equipped with alternative devices supplying power or air conditioning;
- 20 minutes after arrival at the parking stand, when the stand is not equipped with alternative devices supplying power or air conditioning, for ACFT with a MTOW less than 140t;
- 30 minutes after arrival at the parking stand, when the stand is not equipped with alternative devices supplying power or air conditioning, for ACFT with a MTOW equal or greater than 140t.

2.2.2. EXCEPTIONS

The restrictions from chapter 2.2.1. do not apply to:

- ambulance or humanitarian flights;
- ACFT in emergency due to flight safety;
- military ACFT and State ACFT assigned exclusively to a public service;
- ACFT carrying animals, plants, perishable goods, medical or cosmetic goods requiring a strict control over the temperature and the air flow of the cabin or of the cargo compartment.

2.3. CAT II/III OPERATIONS

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

2.4. OTHER INFORMATION

2.4.1. CONTINUOUS DESCENT OPERATIONS (CDO) INTERCEPTION AFTER IAF

A published CDO may be intercepted after IAF with a radar guidance or a direct routing to an intermediate point of the CDO.

In both cases, level and speed constraints related to the intercepted CDO apply to DTGs related to published restriction points. Advise ATC if unable to comply.

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3. DEPARTURE

3.1. PUSH AND HOLD PROCEDURE

The Push and Hold Procedure authorizes the use of remote parking area while waiting for the departure slot (CTOT). Before first operation, the company contacts the operator at

superviseur-APOC@toulouse.aeroport.fr

72 hours prior notice to obtain permission.

The Push and Hold Procedure is:

- not applicable in NIGHT conditions (SS+30 to SR-30), except with the assistance of a marshaller, due to the absence of a stop bar equipped with lighting;
- not applicable in LVP conditions (RVR less than 550m and/or cloud base ceiling less than 200');
- not applicable in situations requiring the availability of parking lots (roadworks, saturation, etc.).

The ACFT positions allocated for Push and Hold are A20/B20, A22/B22 or ROMEO. The operator may also allocate other ACFT positions. Parking is self-guided in the absence of an assistance service.

All final taxiing and parking authorizations under the Push and Hold procedure will be requested by the crew from the controller on the BLA GNAC Delivery frequency.

3.2. NOISE ABATEMENT PROCEDURES

Flights must be operated with noise abatement climbing procedure at departure. All instrument take-offs must comply with the initial clearance issued by ATC, except in specific cases or by ATC clearance.

Except in specific situations or by ATC clearance, take-offs by turbojet engines weighting more than 7t are forbidden:

- on RWY 14L from N6;
- on RWY 32R from N4;
- on RWY 32L from M4.

Turbojet engines must apply NADP 1 on RWY 32L/R.

Unless otherwise cleared by ATC or in case of emergency, the following applies for turbojet engines:

- overfly of the first turn point of SID is mandatory;
- RWY 14 - compliance with any specified minimum altitudes before first turn point of SID is mandatory.

These restrictions do not apply to:

- ambulance or humanitarian flights;
- ACFT in emergency due to flight safety;
- ACFT mentioned in L6100-2 of the French Transport Code;
- ACFT operating government missions.

3.2.1. AUXILIARY POWER UNIT (APU) USAGE RESTRICTION

APU use is limited to:

- 10 minutes prior planned departure from parking stand, when the stand is equipped with alternative devices supplying power or air conditioning;
- 30 minutes prior planned departure from parking stand, when the stand is not equipped with alternative devices supplying power or air conditioning, for ACFT with a MTOW less than 140t;
- 60 minutes prior planned departure from parking stand, when the stand is not equipped with alternative devices supplying power or air conditioning, for ACFT with a MTOW equal or greater than 140t.

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TOULOUSE, FRANCE
AIRPORT BRIEFING

3. DEPARTURE

3.2.2. EXCEPTIONS

The restrictions from chapter 3.2.1. do not apply to:

- ambulance or humanitarian flights;
- ACFT in emergency due to flight safety;
- military ACFT and State ACFT assigned exclusively to a public service;
- ACFT carrying animals, plants, perishable goods, medical or cosmetic goods requiring a strict control over the temperature and the air flow of the cabin or of the cargo compartment.

3.3. COMMUNICATION FAILURE PROCEDURES

3.3.1. IN VMC

Turn back and land via circuit east of AD.

3.3.2. IN IMC

Continue to TMA boundary along departure route at last assigned FL, then climb to cruising level. If last assigned FL is incompatible with minimum safety altitude, climb to cruising level.

DURING RADAR GUIDANCE

Join assigned SID as soon as possible.

3.4. OTHER INFORMATION

3.4.1. DATALINK DEPARTURE CLEARANCE (DCL)

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

The clearance echo-back message must be received by ATC at the latest 3 minutes after clearance has been issued. In case of lack of response 3 minutes before the scheduled start-up time, the aircrew should contact the Delivery 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.

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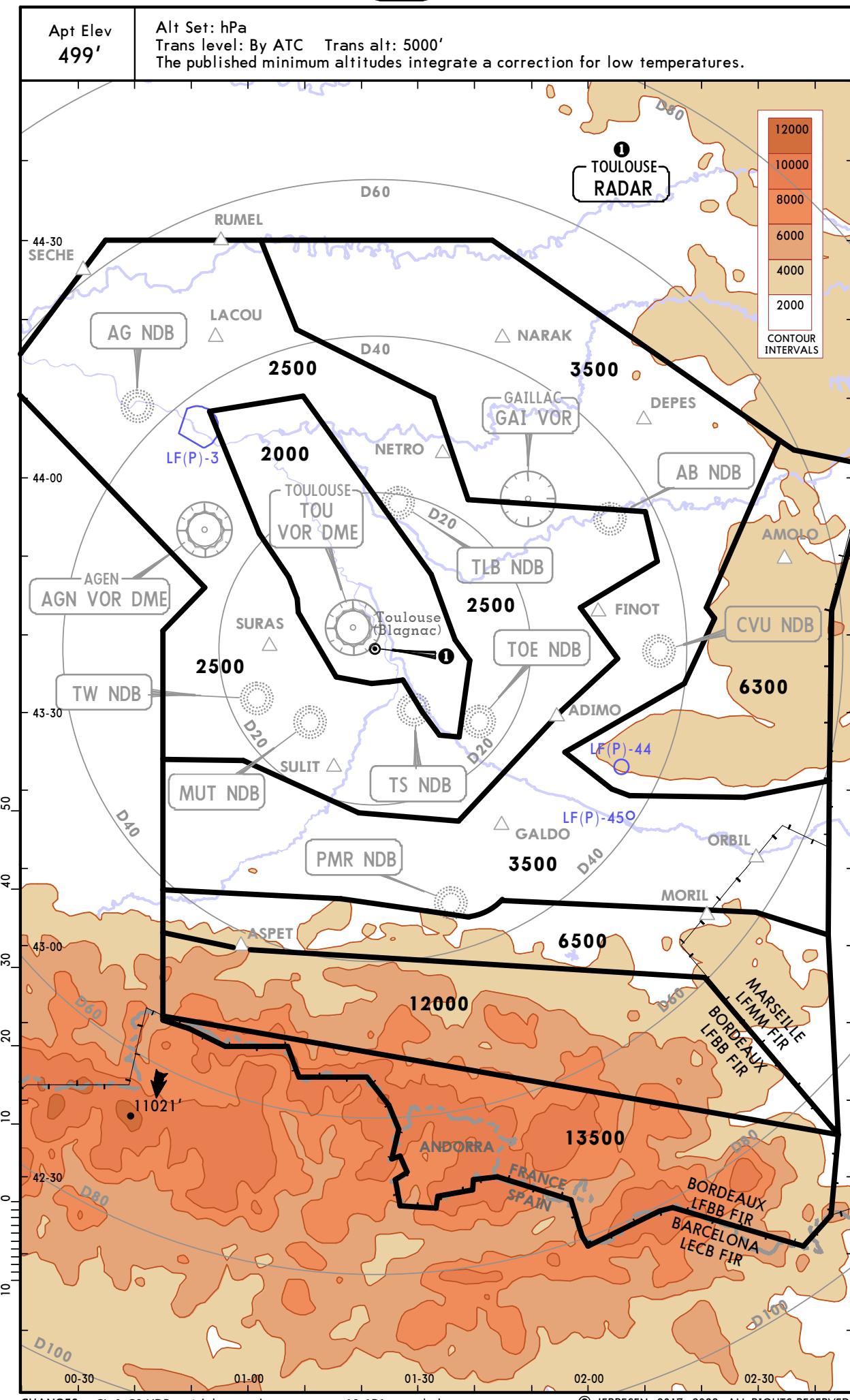
JEPPESEN

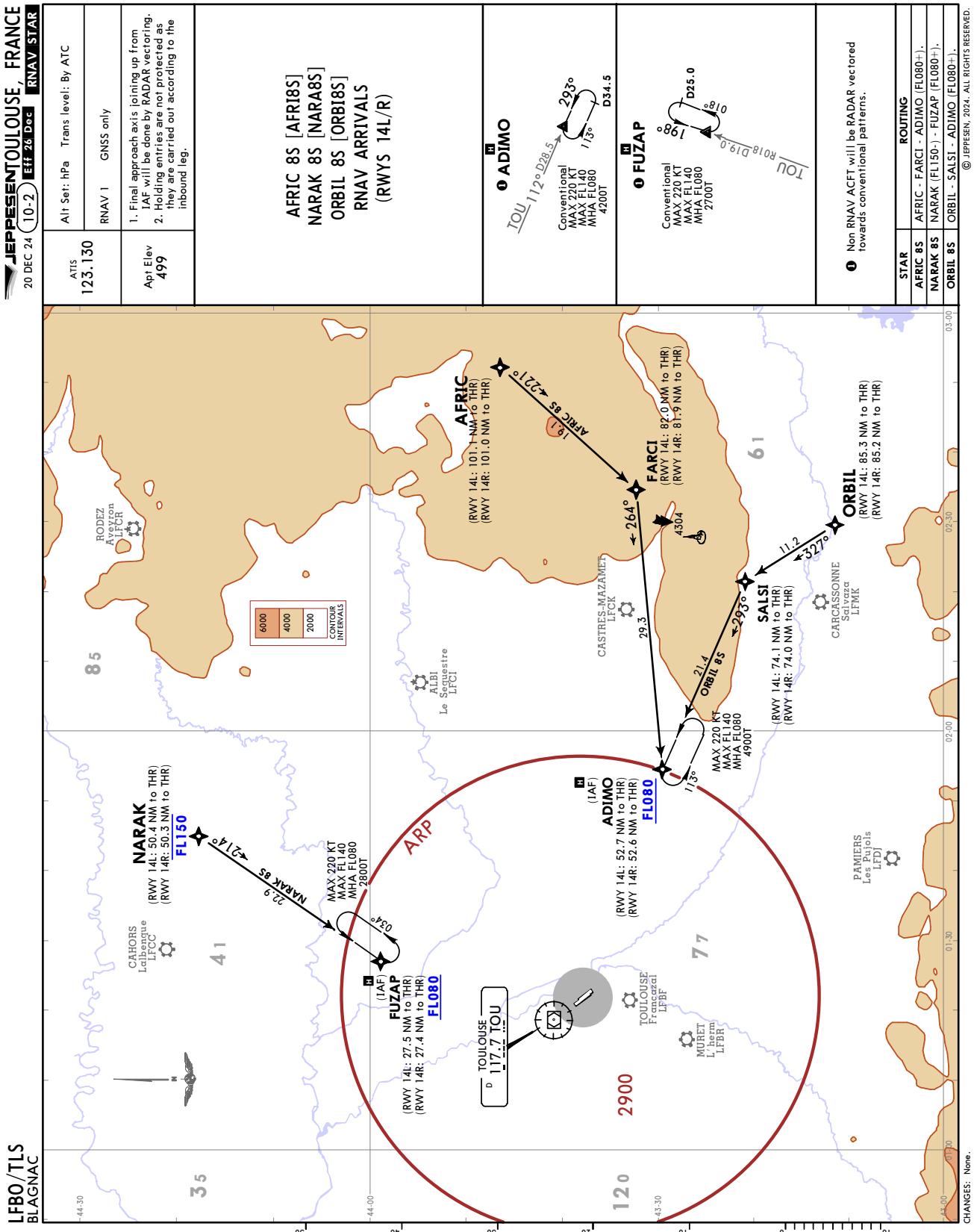
25 NOV 22

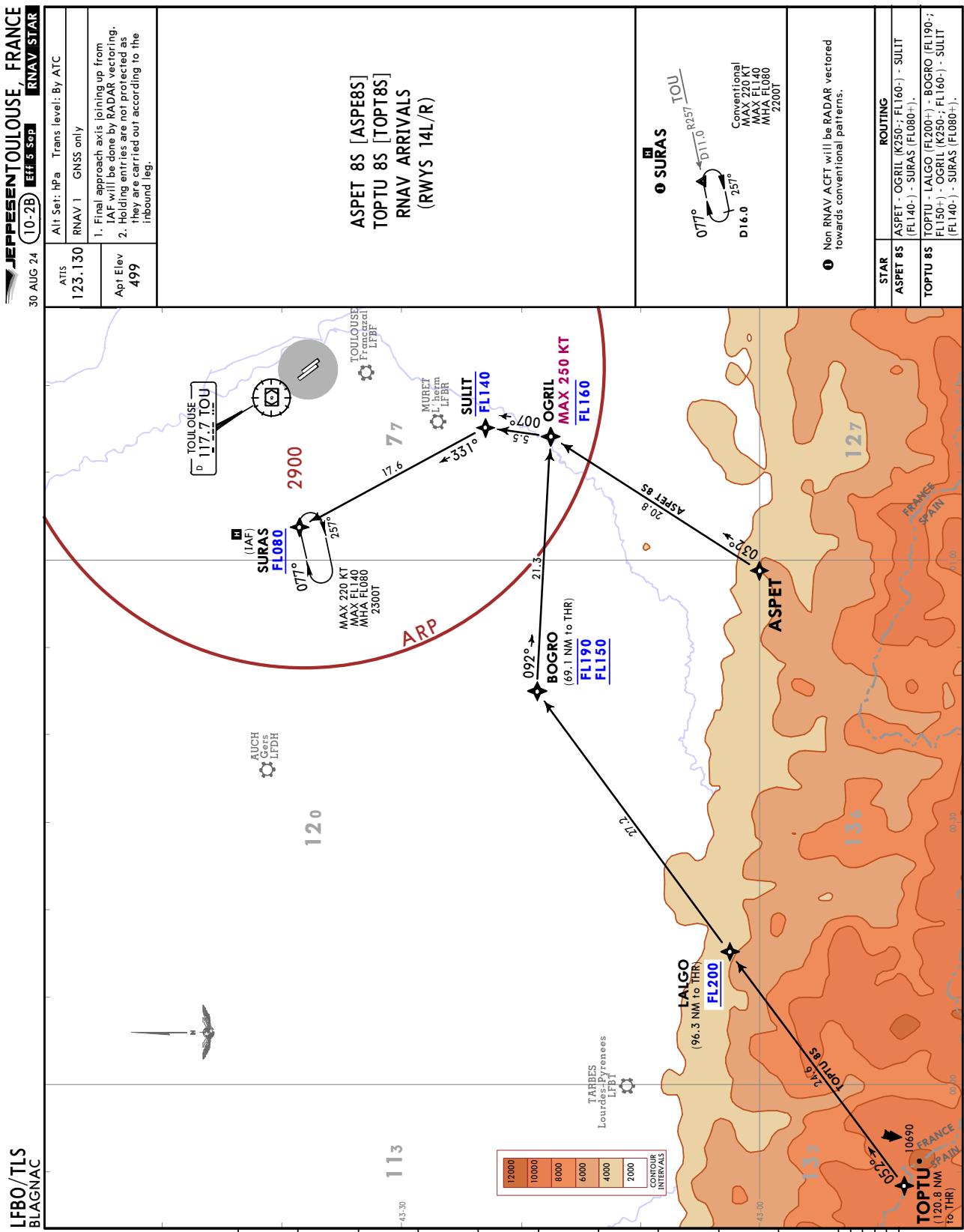
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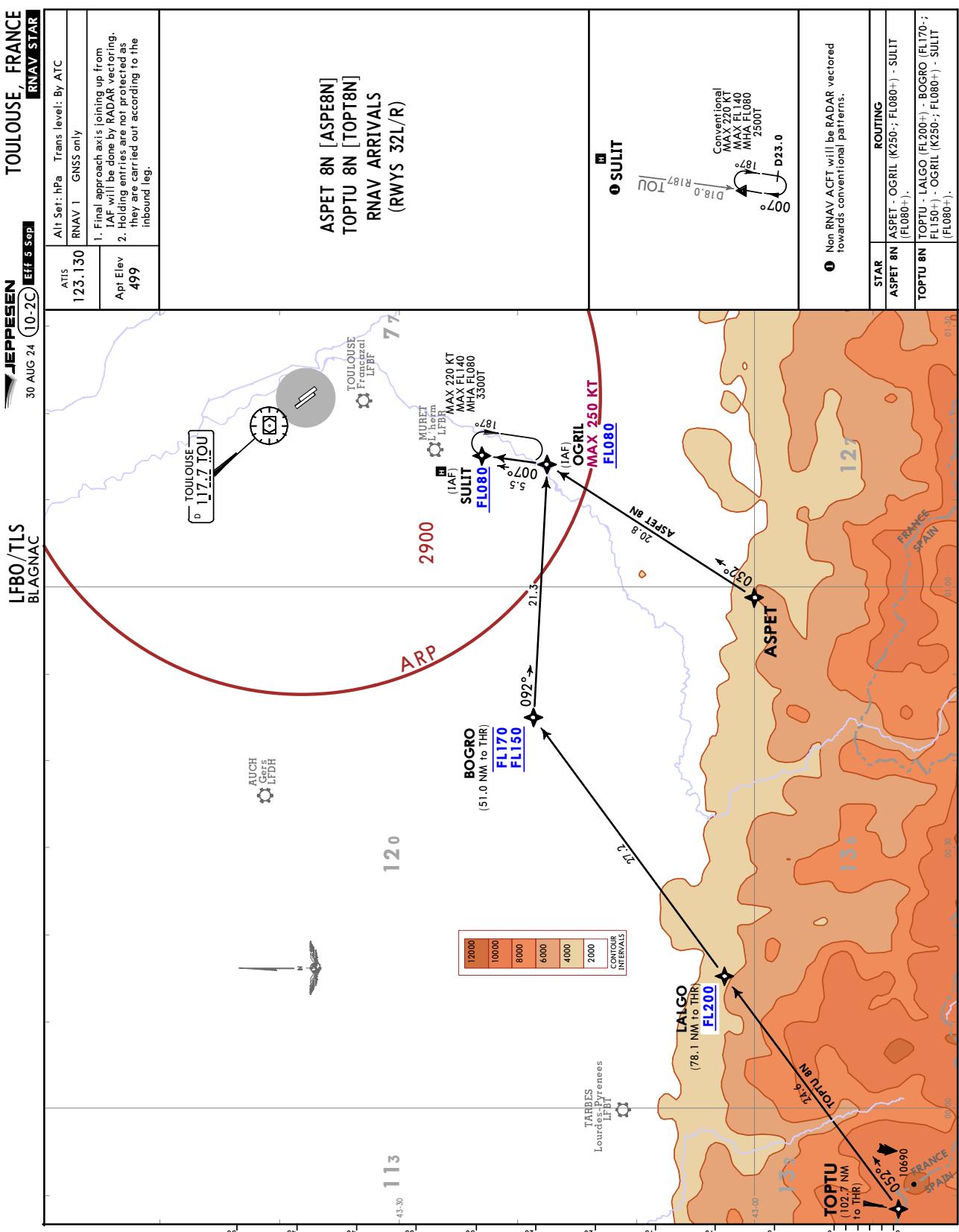
Eff 1 Dec

TOULOUSE, FRANCE
RADAR MINIMUM ALTITUDES









CHANGES: Chart redrawn, procedures completely revised.

JEPPESEN TOULOUSE, FRANCE
150 AUG 24 10-2D Eff 5 Sep RNAV STAR

50

8

2

A
Z

		Alt Set: RA Trans level: By ATC
123.130	RNAV 1	GNSS only
Apt Elev 499	1. Final approach axis joining up from IAW will be done by RADAR vectoring. 2. Holding entries are not protected as they are carried out according to the inbound leg.	

LMB 8S [LMB8S]
SECHE 8S [SECH8S]
RNAV ARRIVALS
(RWYS 14L/R)

D_{16.0}

25°

0.77°

1.0

D_{11.0} R257

TOU

Conventional
MAX 220 KT
MAX FL 40
MHA FL00T
2200T

- ② Non RNAV ACFT will be RADAR vectored towards conventional patterns.

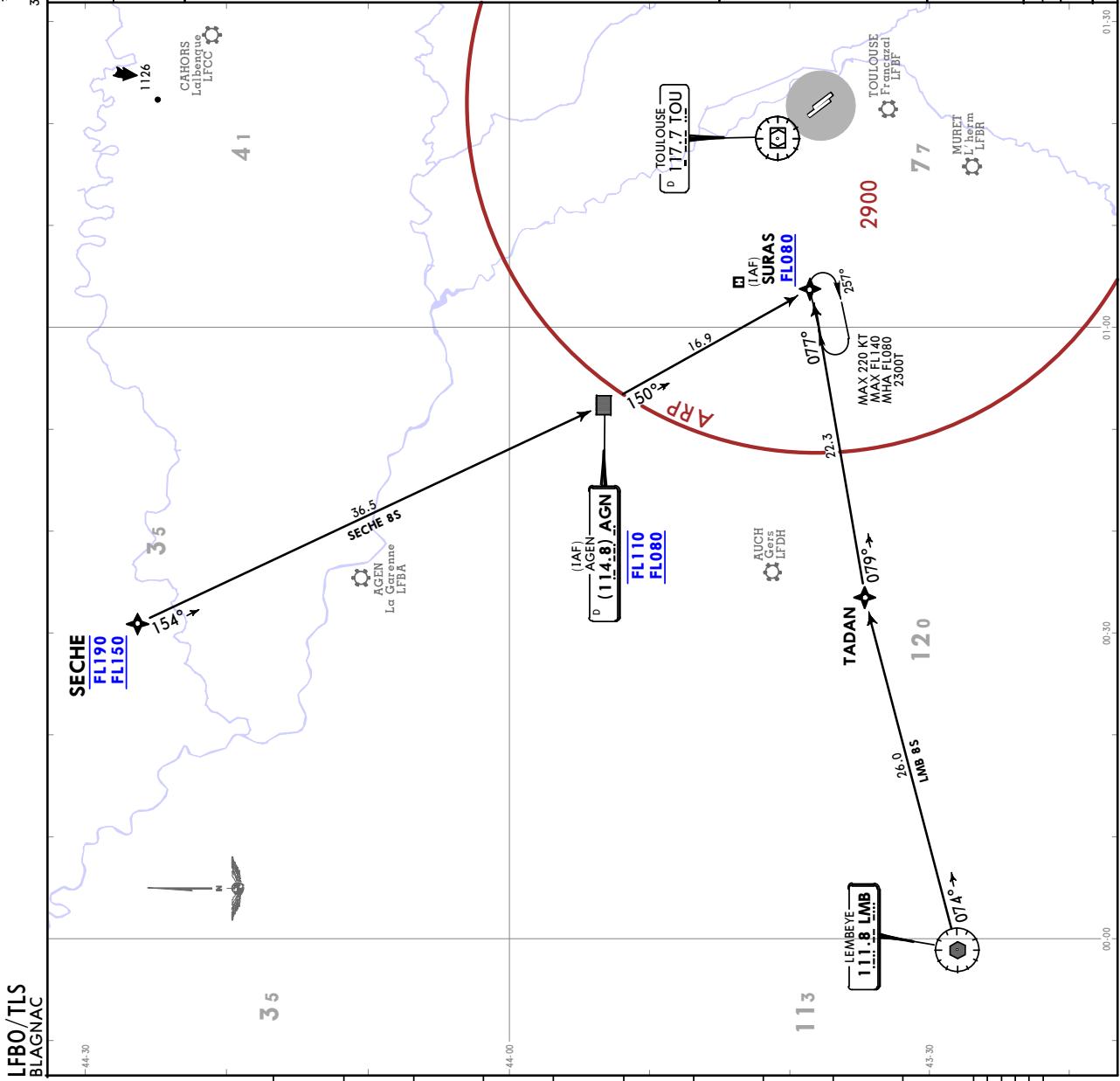
STAR **ROUTING**

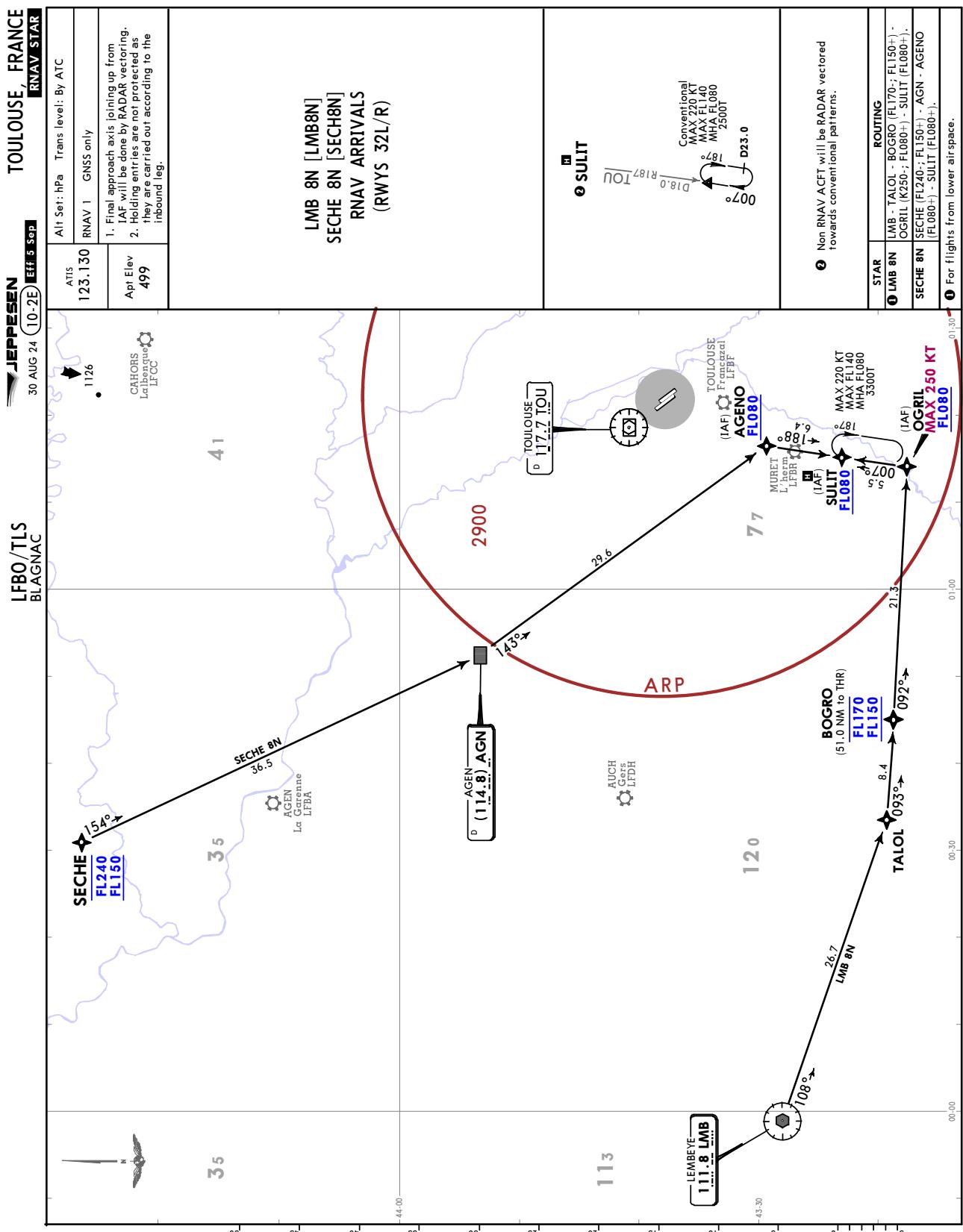
- ① **LMB 8S** LMB - TADAN - SURAS (FL080+).
- ② **SECHE 8S** SECHE (FL190-; FL150+)- AGN (FL110-; FL080-)- SURAS (FL080+).

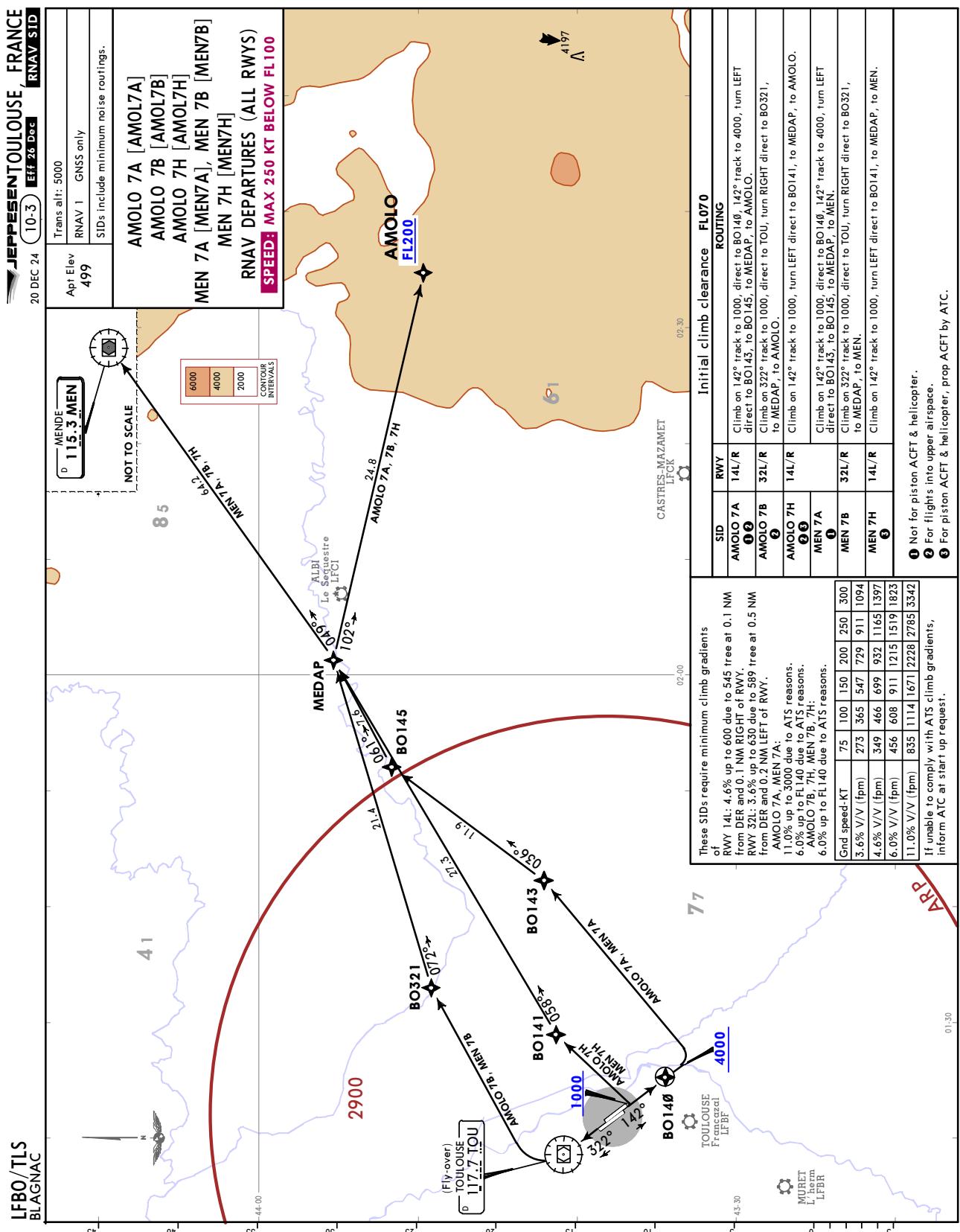
③ For flights from lower air space.

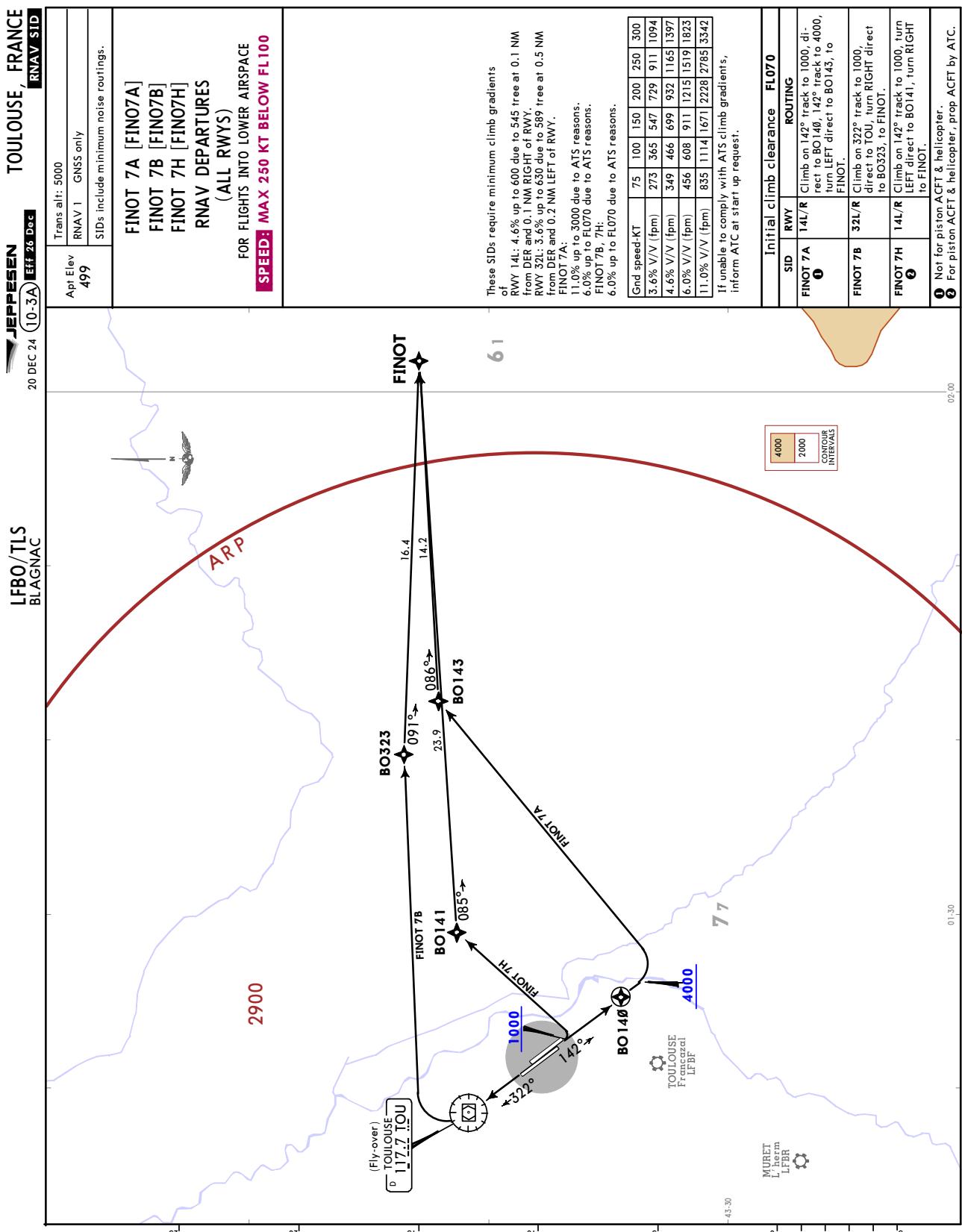
01-30

in our airspace.









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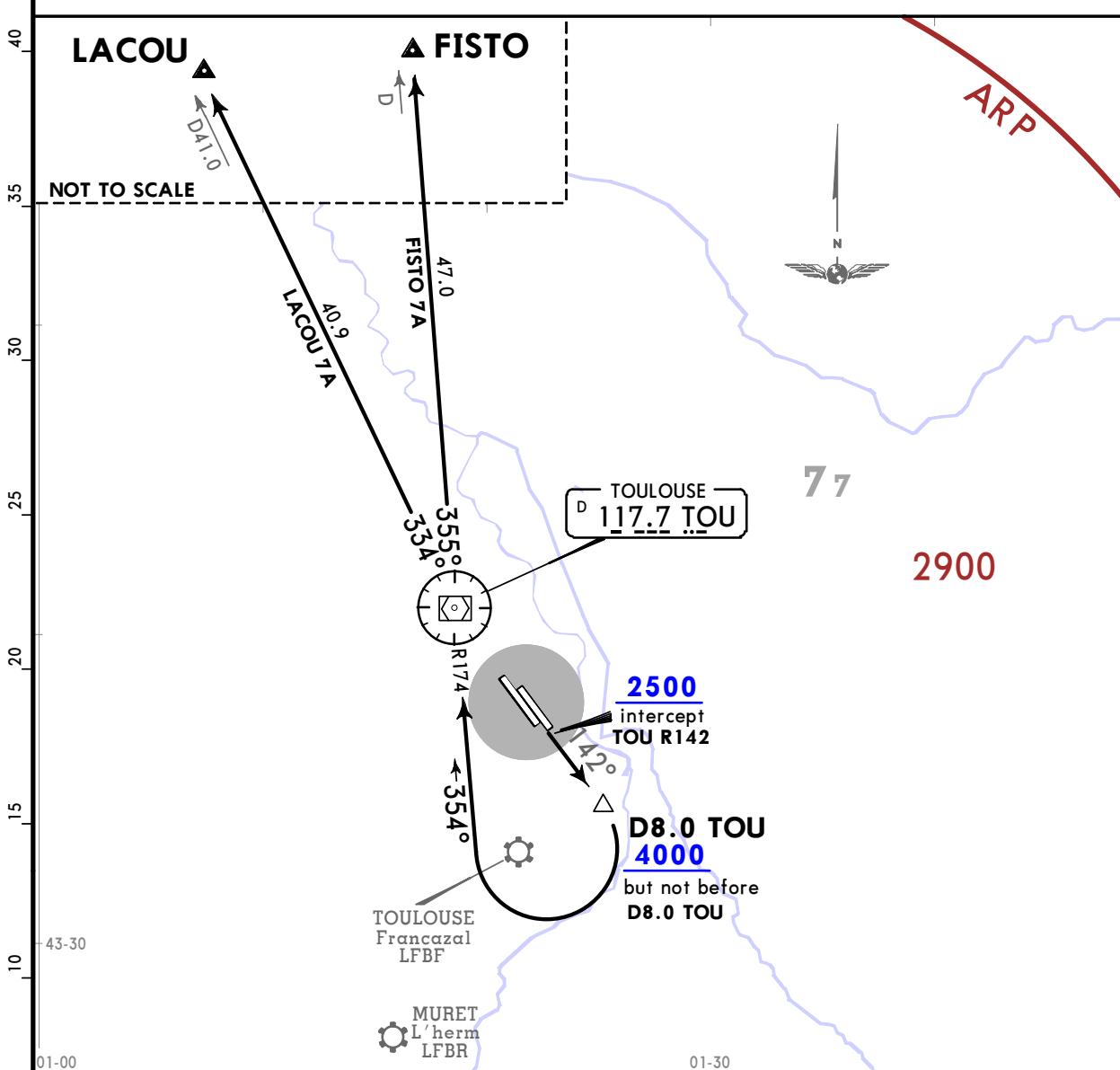
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CHANGES: SID LMB 7A availability.

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20 DEC 24 10-3E Eff 26 Dec

TOULOUSE, FRANCE

SID

Apt Elev
499Trans alt: 5000
SDs include minimum noise routings.**FISTO 7A [FIST7A], LACOU 7A [LAC07A]
DEPARTURES (RWYS 14L/R)****SPEED: MAX 250 KT BELOW FL100**

These SDs require minimum climb gradients of
4.6% up to 600 due to 545 tree at 0.1 NM from DER and 0.1 NM RIGHT of RWY.
FISTO 7A: 11.0% up to 3000 due to ATS reasons.
6.0% up to FL140 due to ATS reasons.
LACOU 7A: 11.0% up to 3000 due to ATS reasons.
6.0% up to FL070 due to ATS reasons.

Gnd speed-KT	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1397
6.0% V/V (fpm)	456	608	911	1215	1519	1823
11.0% V/V (fpm)	835	1114	1671	2228	2785	3342

If unable to comply with ATS climb gradients, inform ATC at start up request.

Initial climb clearance FL070

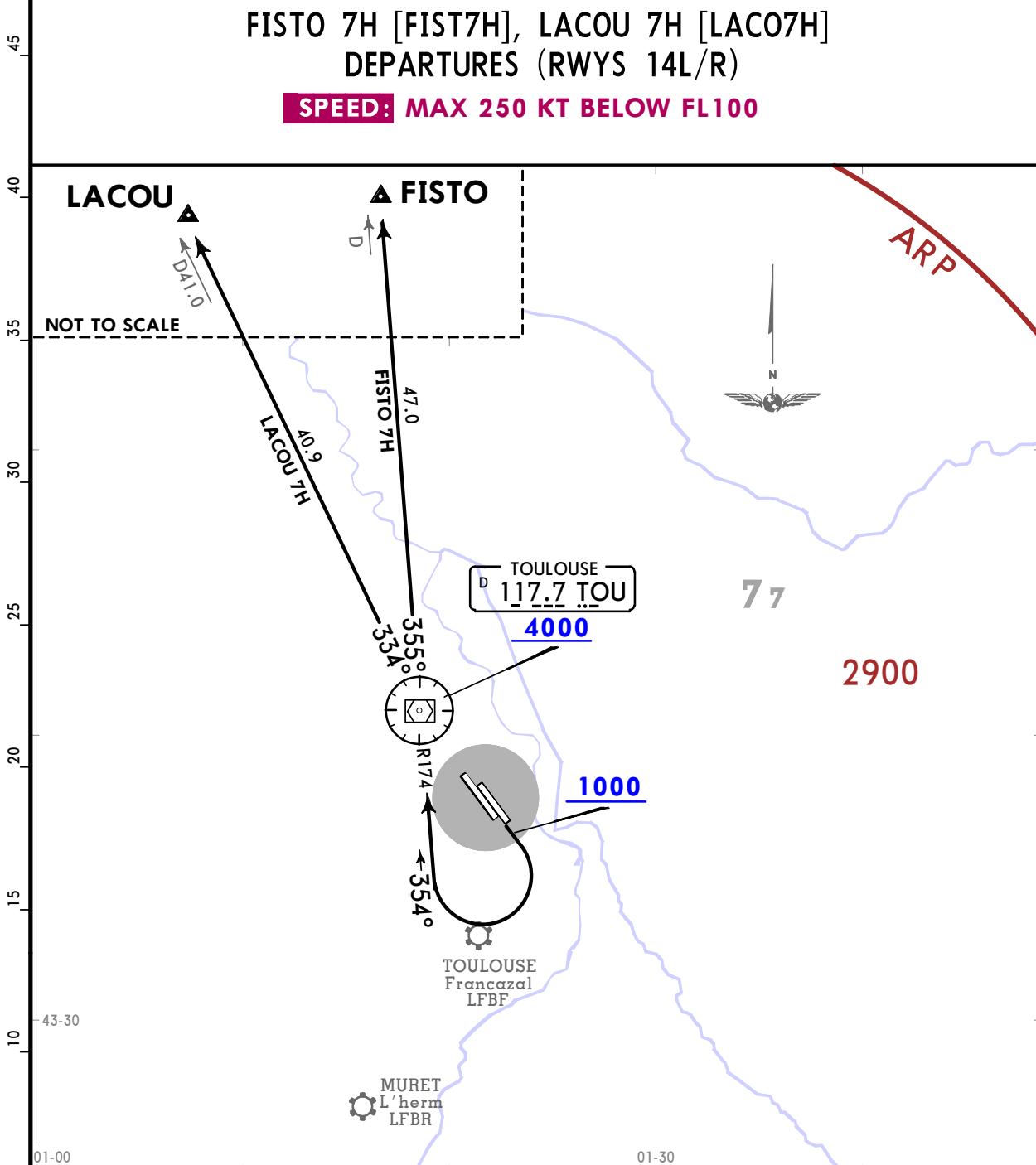
SID	ROUTING
FISTO 7A ①②	Climb on runway track, at 2500 intercept TOU R142, at or above 4000, but not before D8.0 TOU turn RIGHT, intercept TOU R174 inbound to TOU, TOU R355 to FISTO.
LACOU 7A ①	Climb on runway track, at 2500 intercept TOU R142, at or above 4000, but not before D8.0 TOU turn RIGHT, intercept TOU R174 inbound to TOU, turn LEFT, TOU R334 to LACOU.

- ① Not for piston ACFT & helicopter.
② For flights into upper airspace.

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SID

Apt Elev
499Trans alt: 5000
SDs include minimum noise routings.

These SDs require minimum climb gradients of
4.6% up to 600 due to 545 tree at 0.1 NM
from DER and 0.1 NM RIGHT of RWY.
7.0% up to 4000 at TOU due to ATS reasons.
6.0% up to FL070 due to ATS reasons.

Gnd speed-KT	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1397
6.0% V/V (fpm)	456	608	911	1215	1519	1823
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply with ATS climb gradients,
inform ATC at start up request.

Initial climb clearance FL070

SID	ROUTING
FISTO 7H ① ②	Climb straight ahead, at 1000 turn RIGHT, intercept TOU R174 inbound to TOU, TOU R355 to FISTO.
LACOU 7H ①	Climb straight ahead, at 1000 turn RIGHT, intercept TOU R174 inbound to TOU, TOU R334 to LACOU.

① For piston ACFT & helicopter, prop ACFT by ATC.
② For flights into upper airspace.

LFBO/TLS
BLAGNAC**JEPPESEN**

20 DEC 24

10-3G**Eff 26 Dec****TOULOUSE, FRANCE**
DEPARTUREApt Elev
499Trans alt: 5000
These SIDs include minimum noise routings.

OMNIDIRECTIONAL DEPARTURES

(ALL RWYS)

JET AIRCRAFT

These departures require minimum climb gradients of

RWY 14L: 4.6% up to 600 due to 545 tree at 0.1 NM from DER and 0.1 NM RIGHT of RWY.

RWY 32L: 3.6% up to 630 due to 589 tree at 0.5 NM from DER and 0.2 NM LEFT of RWY.

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
4.6% V/V (fpm)	349	466	699	932	1165	1397

RWY**ROUTING****14L/R**

Climb on runway track to 4000, then depart omnidirectional and climb to enroute safe altitude.

32L/R

Climb on runway track to 1000 or above, direct to TOU, then depart omnidirectional and climb to enroute safe altitude.

OMNIDIRECTIONAL DEPARTURES

(ALL RWYS)

ONLY FOR PROPELLER OR PISTON AIRCRAFT, OR FOR SAFETY REASONS FOR JET AIRCRAFT

These departures require minimum climb gradients of

RWY 14L: 4.6% up to 600 due to 545 tree at 0.1 NM from DER and 0.1 NM RIGHT of RWY.

RWY 32L: 3.6% up to 630 due to 589 tree at 0.5 NM from DER and 0.2 NM LEFT of RWY.

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
4.6% V/V (fpm)	349	466	699	932	1165	1397

RWY**ROUTING****14L/R**

Climb on runway track to 1000, then depart omnidirectional and climb to enroute safe altitude.

32L/R

Climb on runway track to 1000, then depart omnidirectional and climb to enroute safe altitude.

LFBO/TLS
Apt Elev **499'**
N43 38.1 E001 22.1

20 DEC 24
Eff. 26 Dec

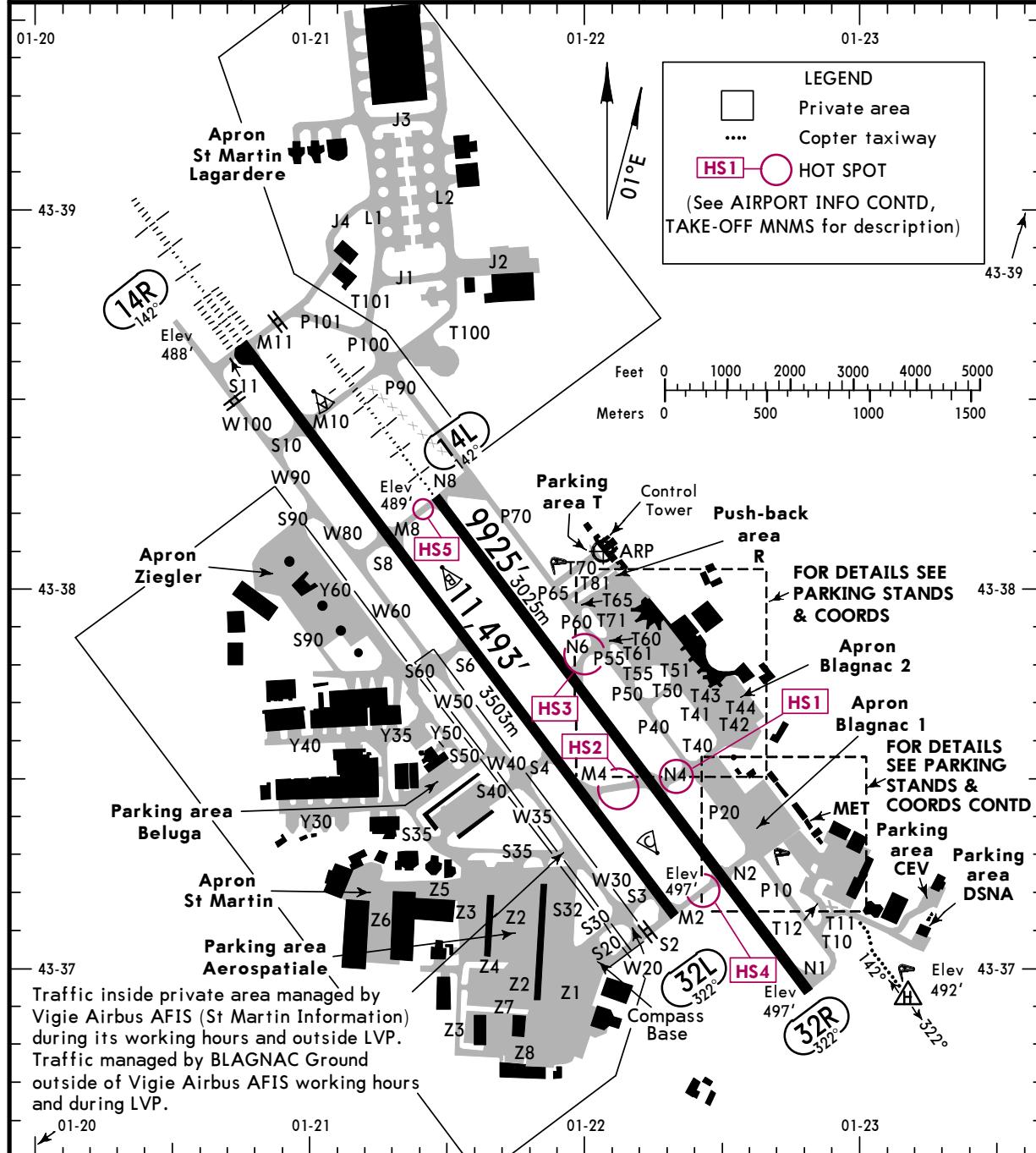
Eff 26 Dec

10-9

TOULOUSE, FRANCE

BLAGNAC

ATIS 123.130	ACARS: DCL	BLAGNAC Delivery 121.705	BLAGNAC Ground 121.9	Tower 118.1	*St Martin Information (AFIS) 121.830
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ADDITIONAL RUNWAY INFORMATION

RWY			ADDITIONAL RUNWAY INFORMATION		TAKE-OFF	WIDTH
			LANDING BEYOND Threshold	USABLE LENGTHS Glide Slope		
14L	HIRL (60m)	① HIALS ②	RVR	9014' 2747m		148'
32R	HIRL (60m)	REIL ②	RVR		7	45m
14R	③ HIRL (60m)	③ CL (15m) ④ HIALS-II	SFL TDZ ② ⑤ RVR	10,399' 3170m	8	148'
32L	③ HIRL (60m)	③ CL (15m) ② ⑥	RVR	10,582' 3225m	9	45m

1 length 900m **2** PAPI-L (3.0°, MEHT 75') - Calibrated for threshold overflight of type B747 acft.

③ LED lights **④** length 870m **⑤** PAPIX-R (MEHT 68'). For aircraft manufacturers only.

6 PAPIX-L (MEHT 68'). For aircraft manufacturers only.

⑨ TORA RWY 32L: From rwy head 11,493' (3503m)
 twy M4 int 9202' (2805m)
 twy S4 int 8284' (2525m)

LFBO/TLS

 JEPPESEN

20 DEC 24

10-9A

Eff 26 Dec

TOULOUSE, FRANCE

BLAGNAC

HOT SPOTS

For information only, not to be construed as ATC instructions.

- [HS1]** Do not mistake rwy 14L/32R for twys P20 or P40 when leaving areas E, F or K via twy T40.
- [HS2]** After vacating rwy 14R, twy M4 is on direct access to rwy 14L with short taxiing distance.
- [HS3]** Do not mistake rwy 14L/32R for twys P55 or P60 when leaving areas U, V and E.
- [HS4]** After vacating rwy 14R, twy M2 is on direct access to rwy 14L with short taxiing distance.
- [HS5]** After vacating rwy 32L, twy M8 is on direct access to rwy 32R with short taxiing distance.

Std/State		TAKE-OFF								
		Low Visibility Take-off				RL or RCLM	RL or CL	Adequate Vis Ref		
RWY 14R		RWY 14R/32L		RL & CL	RL & RCLM	RL or CL	DAY	NIGHT	DAY	NIGHT
HIRL & CL (spacing 15m or less) & relevant RVR		RL & CL & relevant RVR								
A	TDZ R125m	TDZ R150m	R200m	R300m	R/V400m	R/V500m	NA	DAY	NIGHT	
B	Mid R125m	Mid R150m								
C	Rollout R125m	Rollout R150m								
D	TDZ, Mid, Rollout R150m	TDZ, Mid, Rollout R200m	R250m							

LFBO/TLS

JEPPESEN

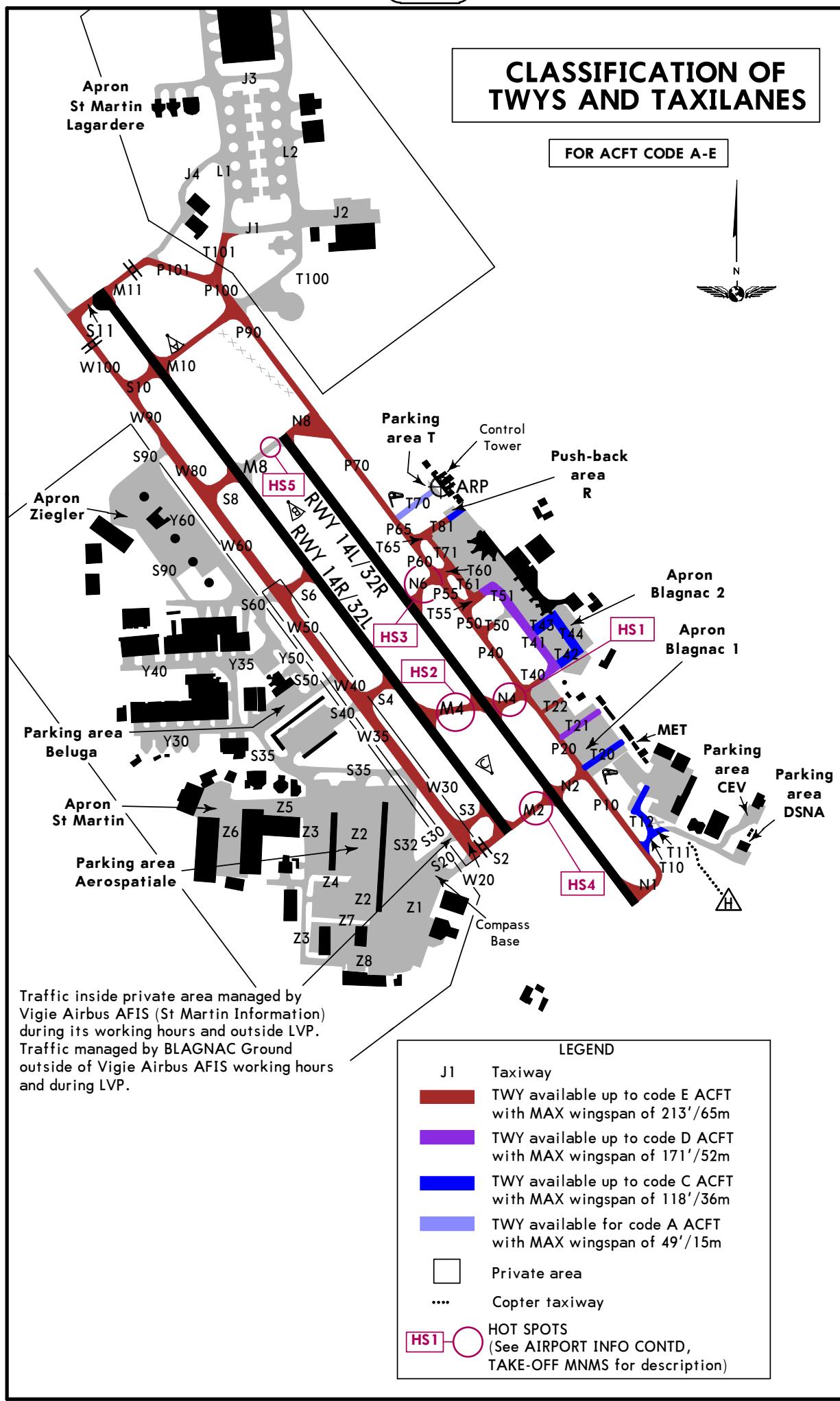
20 DEC 24

10-9A1

Eff 26 Dec

TOULOUSE, FRANCE

BLAGNAC



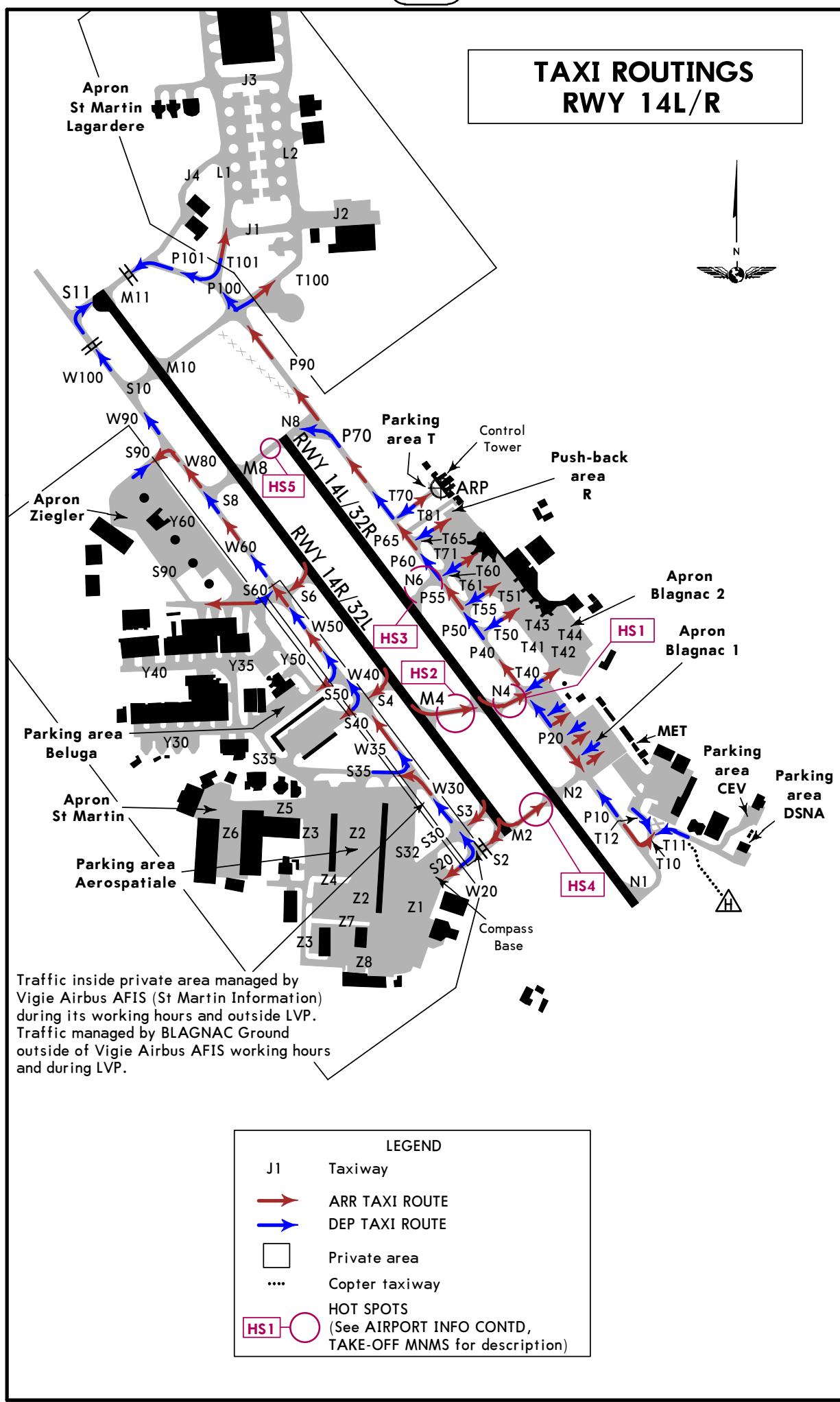
LFBO/TLS

JEPPESEN

30 AUG 24 10-9B Eff 5 Sep

TOULOUSE, FRANCE

BLAGNAC



LFBO/TLS

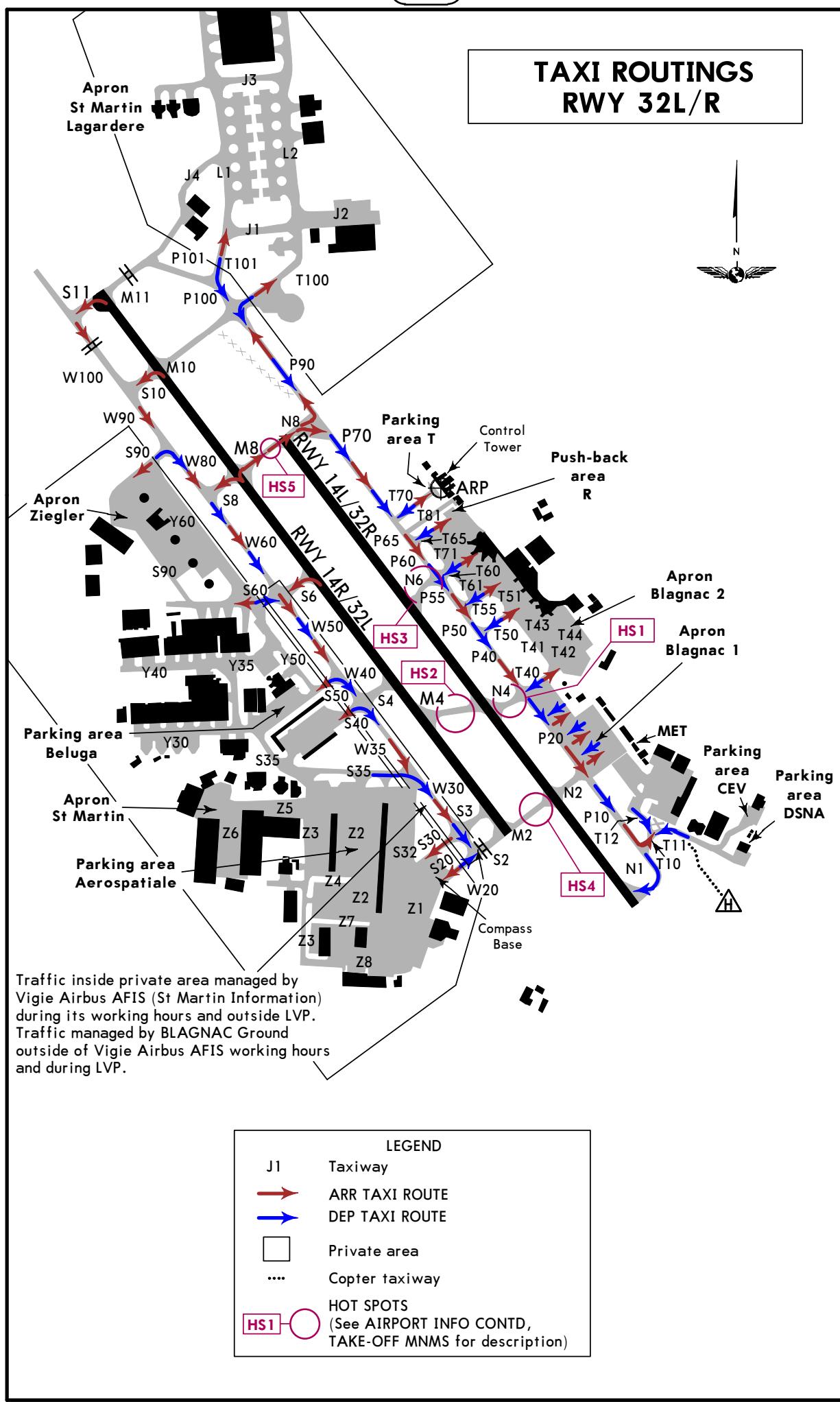
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30 AUG 24

10-9C Eff 5 Sep

TOULOUSE, FRANCE

BLAGNAC



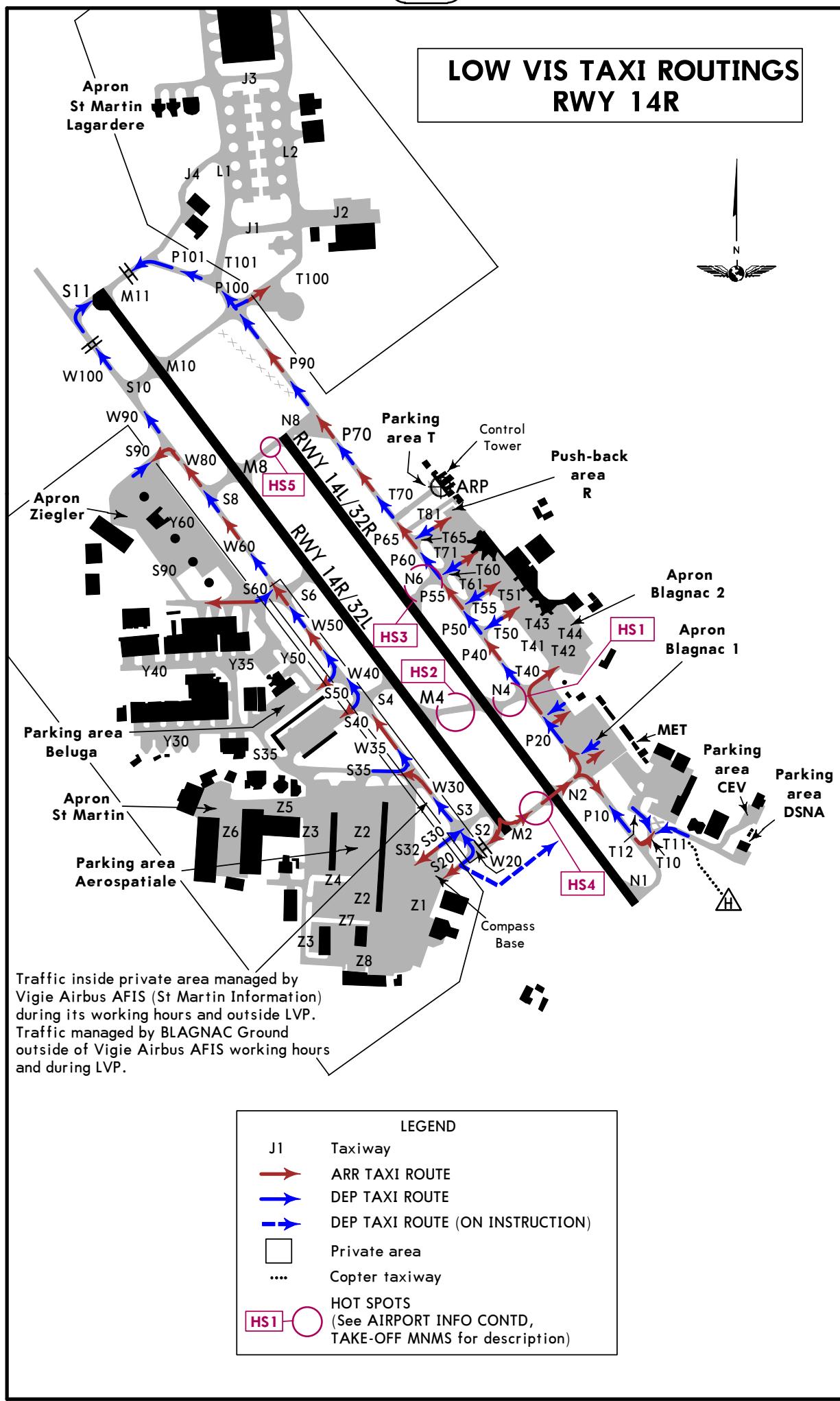
LFBO/TLS

JEPPESEN

30 AUG 24 10-9D Eff 5 Sep

TOULOUSE, FRANCE

BLAGNAC



LFBO/TLS

JEPPESEN
20 DEC 24 (10-9E) Eff

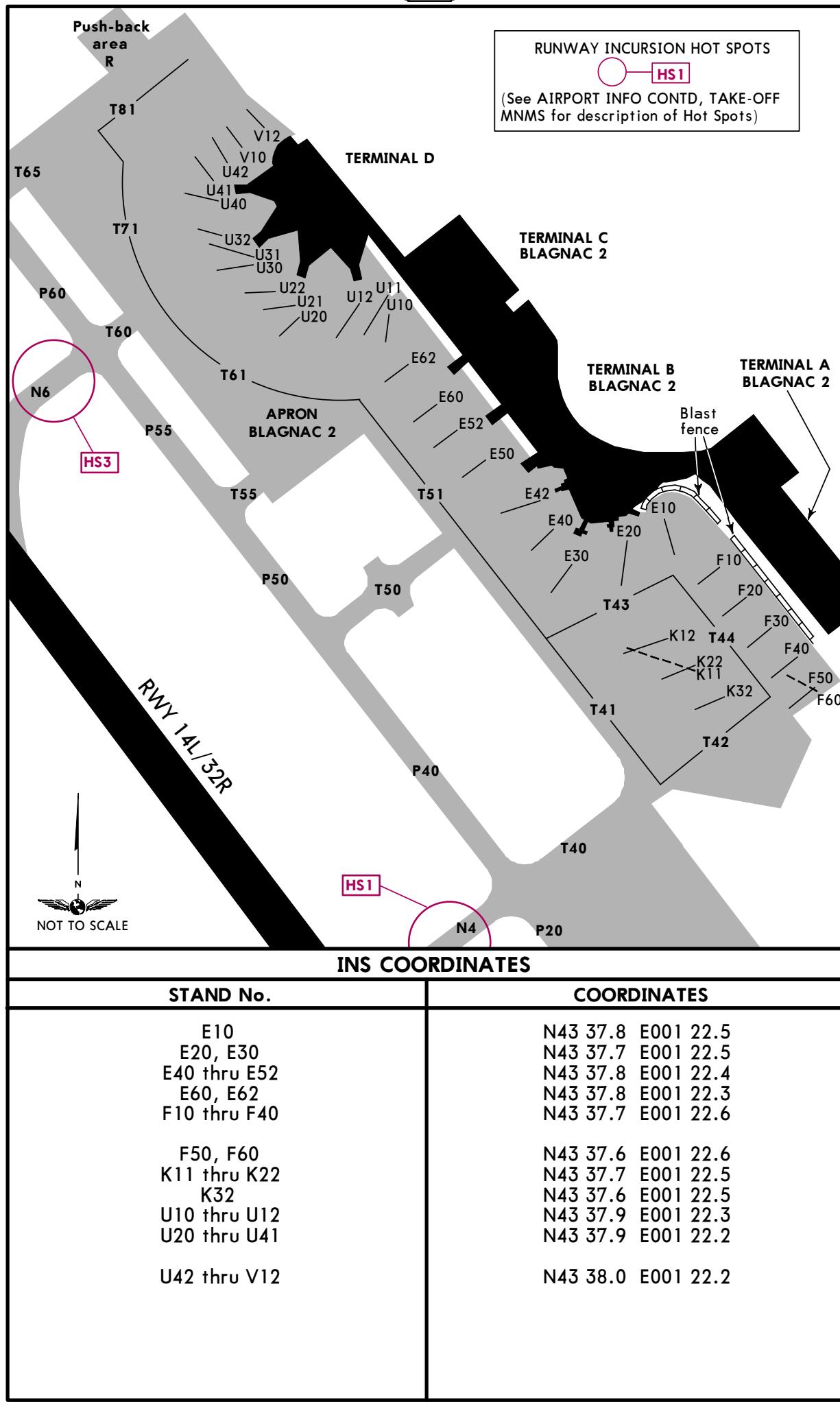
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10-9E

Eff 26 Dec

TOULOUSE, FRANCE

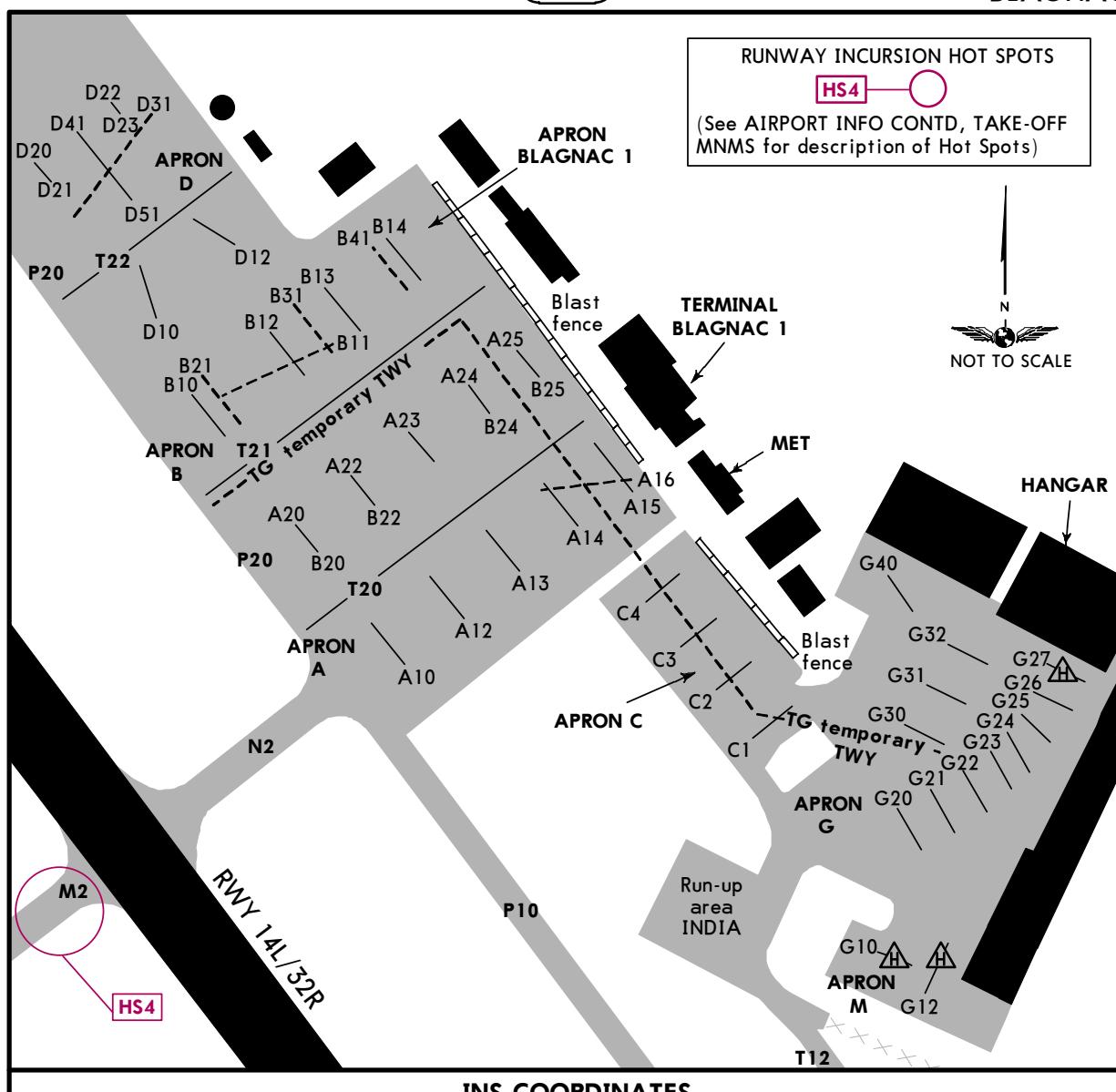
BLAGNAC



CHANGES: Stand E54 withdrawn, stand E60 coordinates, stand F60 added.

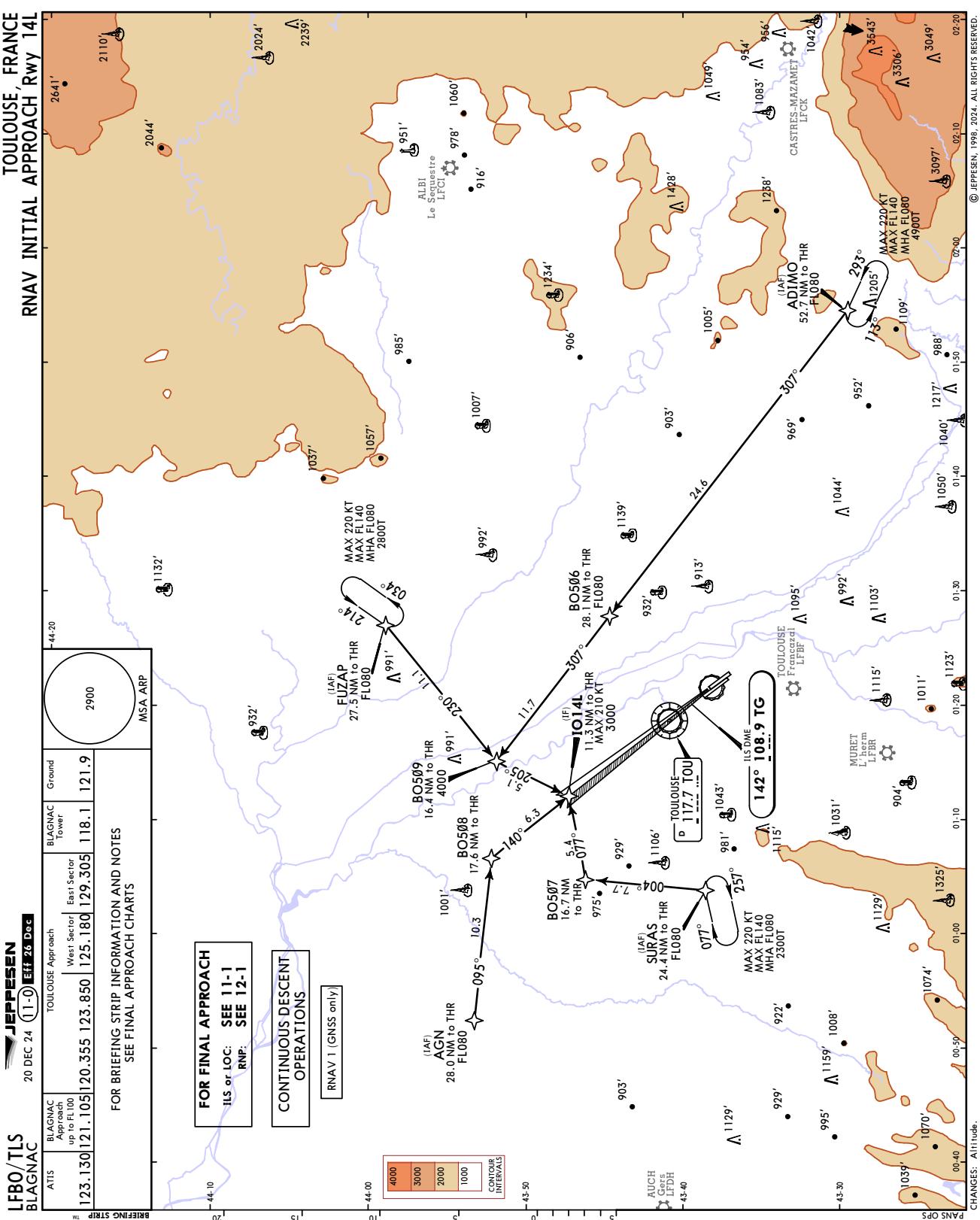
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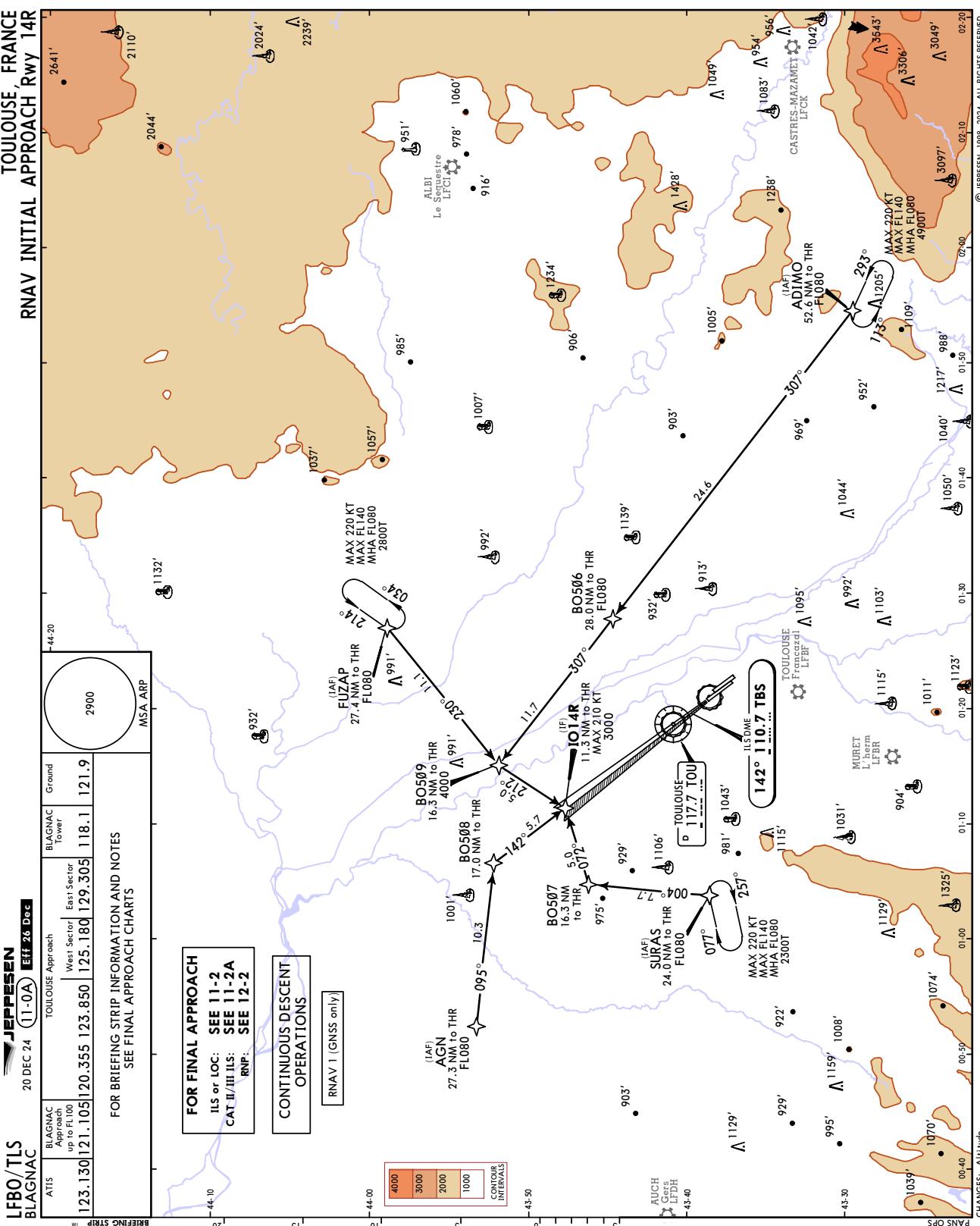
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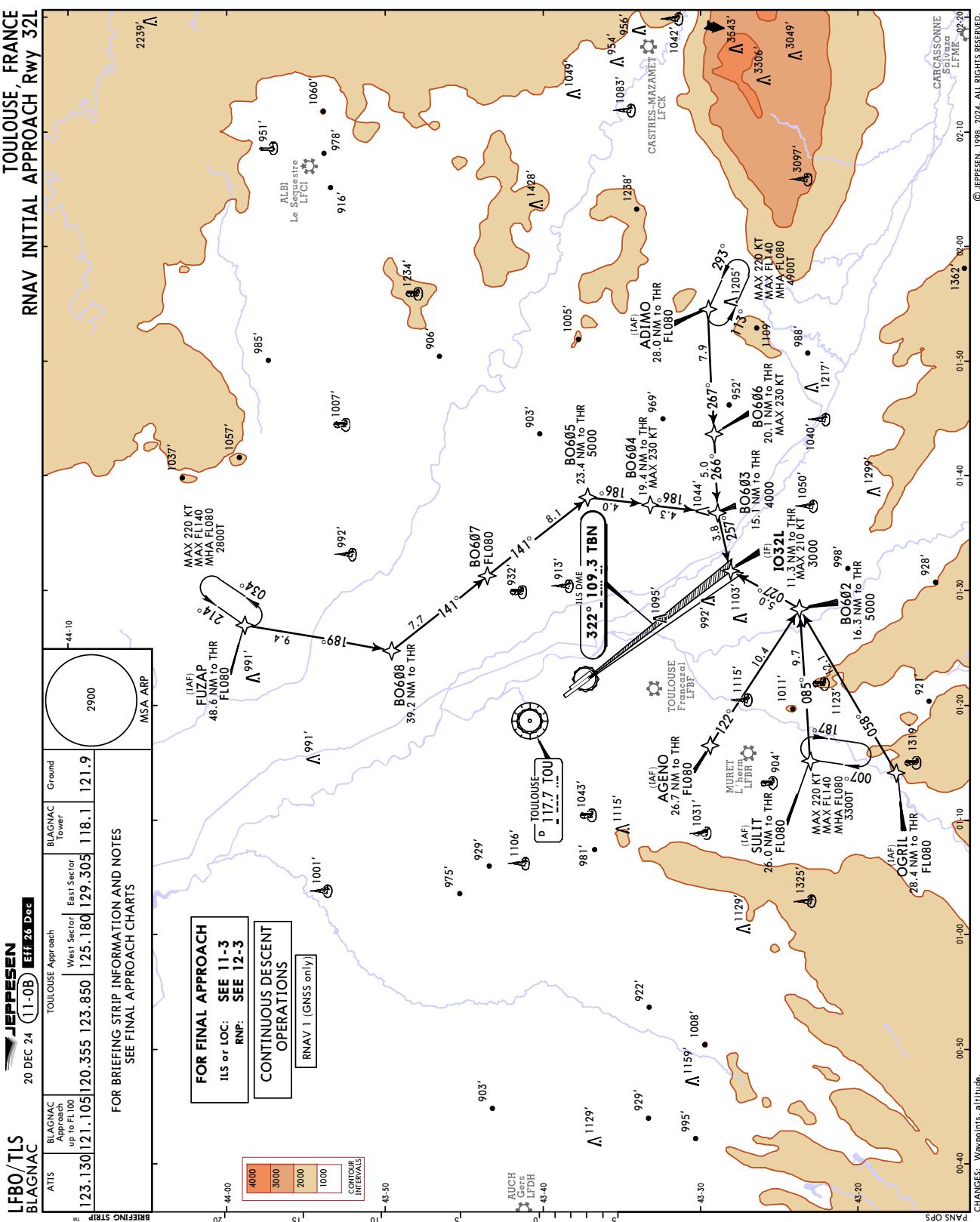
JEPPESEN
20 DEC 24 10-9FTOULOUSE, FRANCE
BLAGNAC

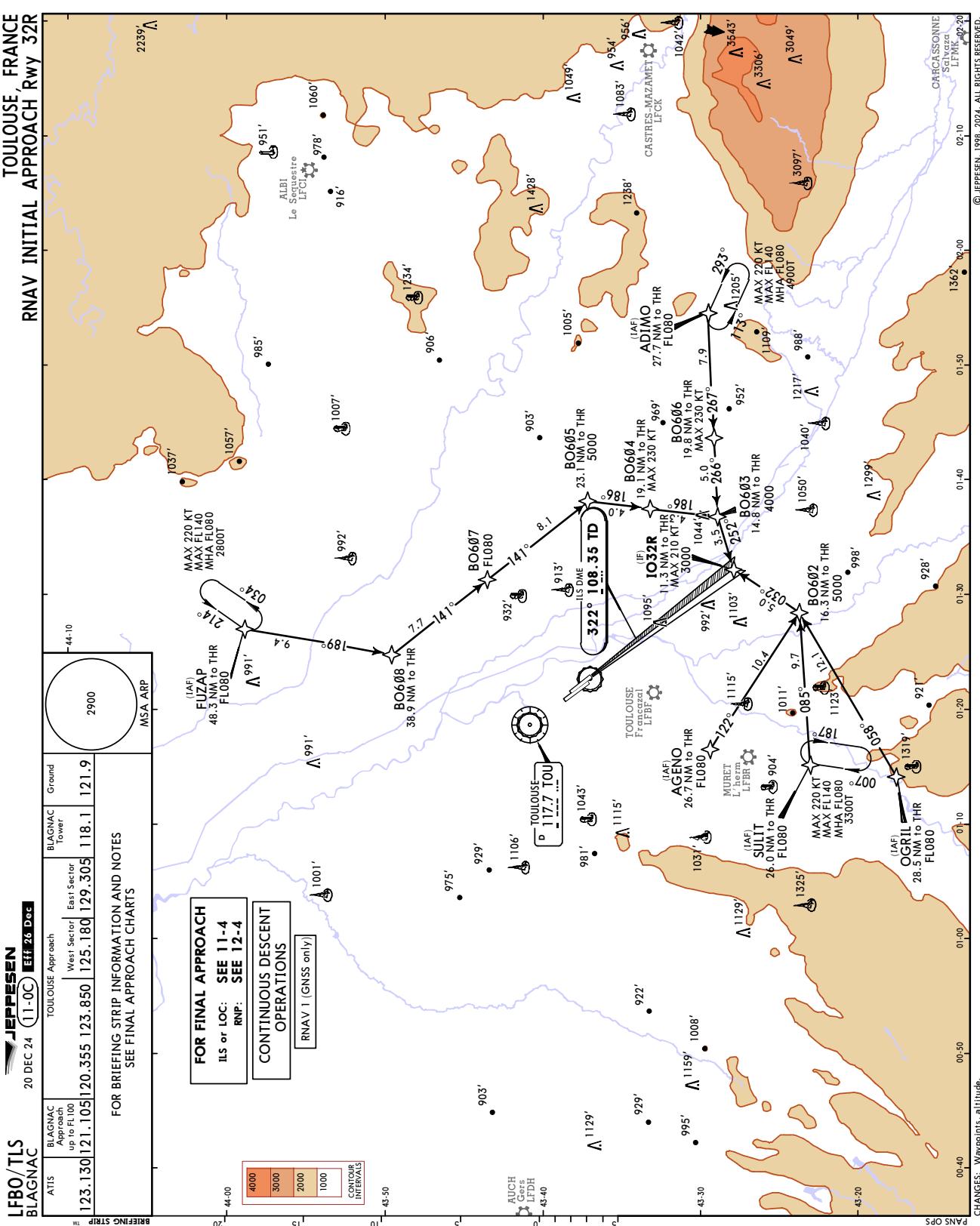
INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A10 thru A13	N43 37.3 E001 22.7	C1 thru C4	N43 37.3 E001 22.8
A14	N43 37.4 E001 22.7	D10	N43 37.5 E001 22.5
A15, A16	N43 37.4 E001 22.8	D12	N43 37.5 E001 22.6
A20, A22	N43 37.4 E001 22.6	D20 thru D51	N43 37.5 E001 22.5
A23 thru A25	N43 37.4 E001 22.7	G10, G12	N43 37.2 E001 22.9
B10 thru B12	N43 37.4 E001 22.6	G20, G21	N43 37.3 E001 22.9
B13, B14	N43 37.5 E001 22.6	G22 thru G27	N43 37.3 E001 23.0
B20, B21	N43 37.4 E001 22.6	G30 thru G32	N43 37.3 E001 22.9
B22 thru B25	N43 37.4 E001 22.7	G40	N43 37.4 E001 22.9
B31, B41	N43 37.5 E001 22.6		





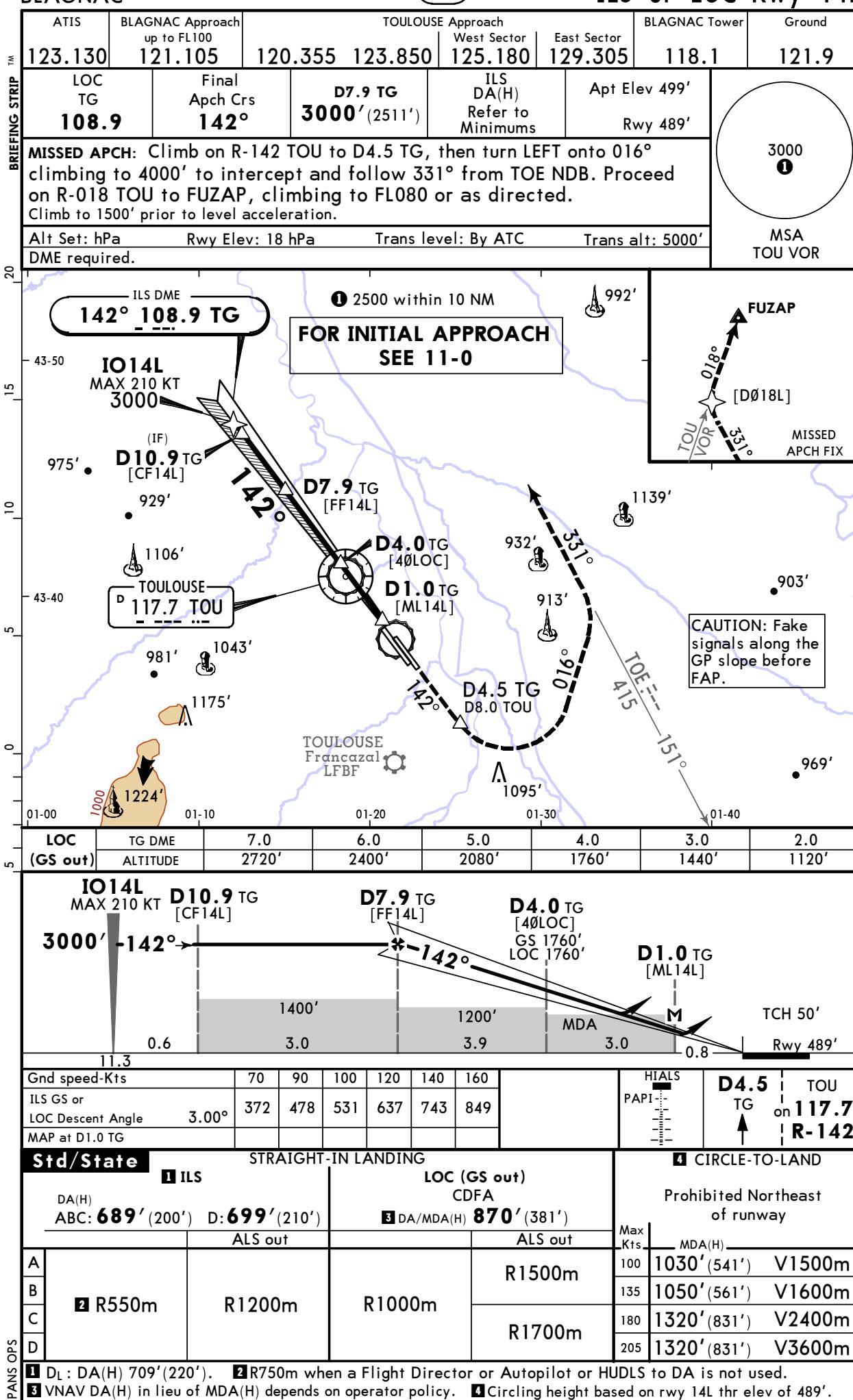




LFBO/TLS
BLAGNAC

JEPPESEN

30 AUG 24 (11-1) Eff 5 Sep

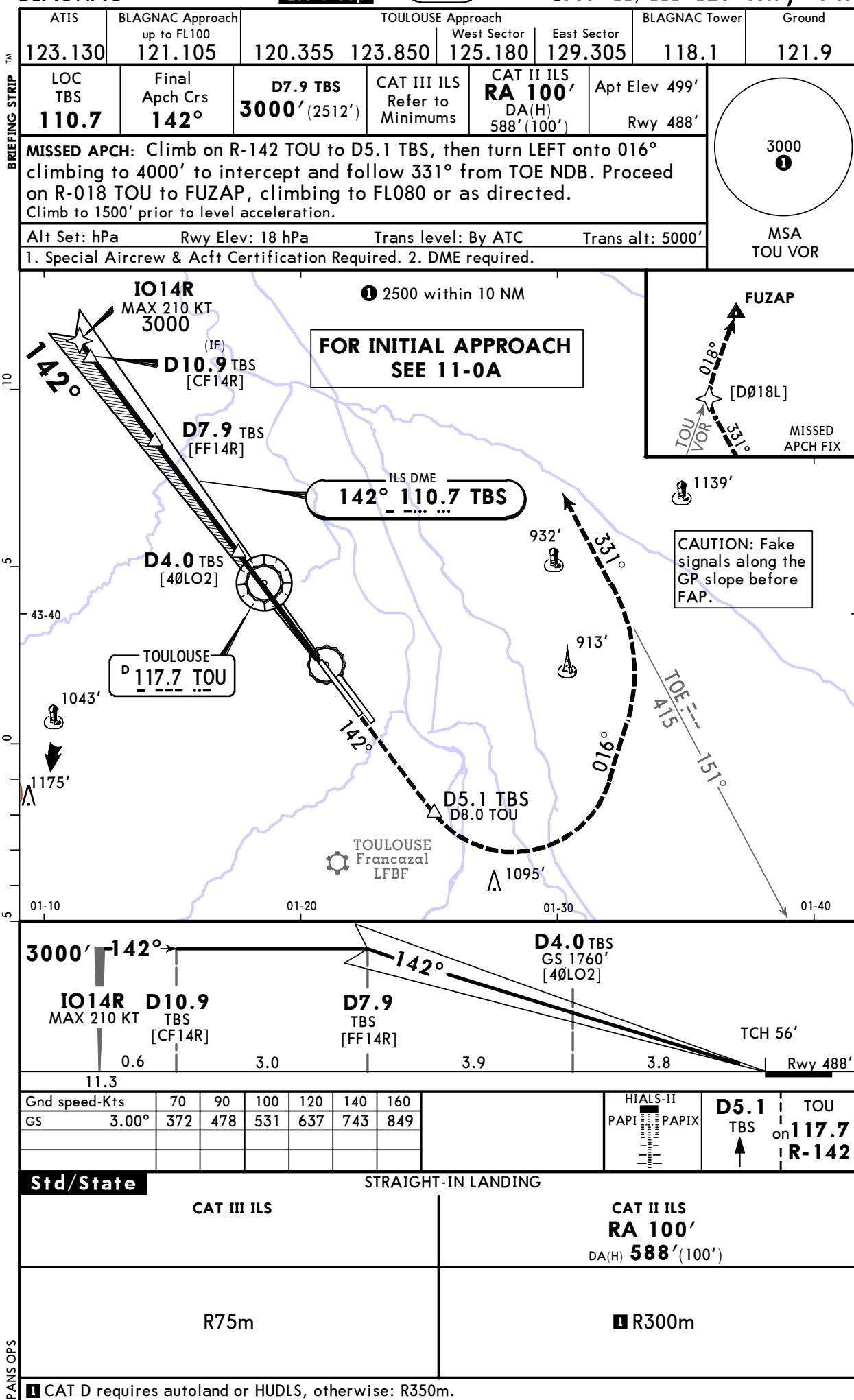
TOULOUSE, FRANCE
ILS or LOC Rwy 14L

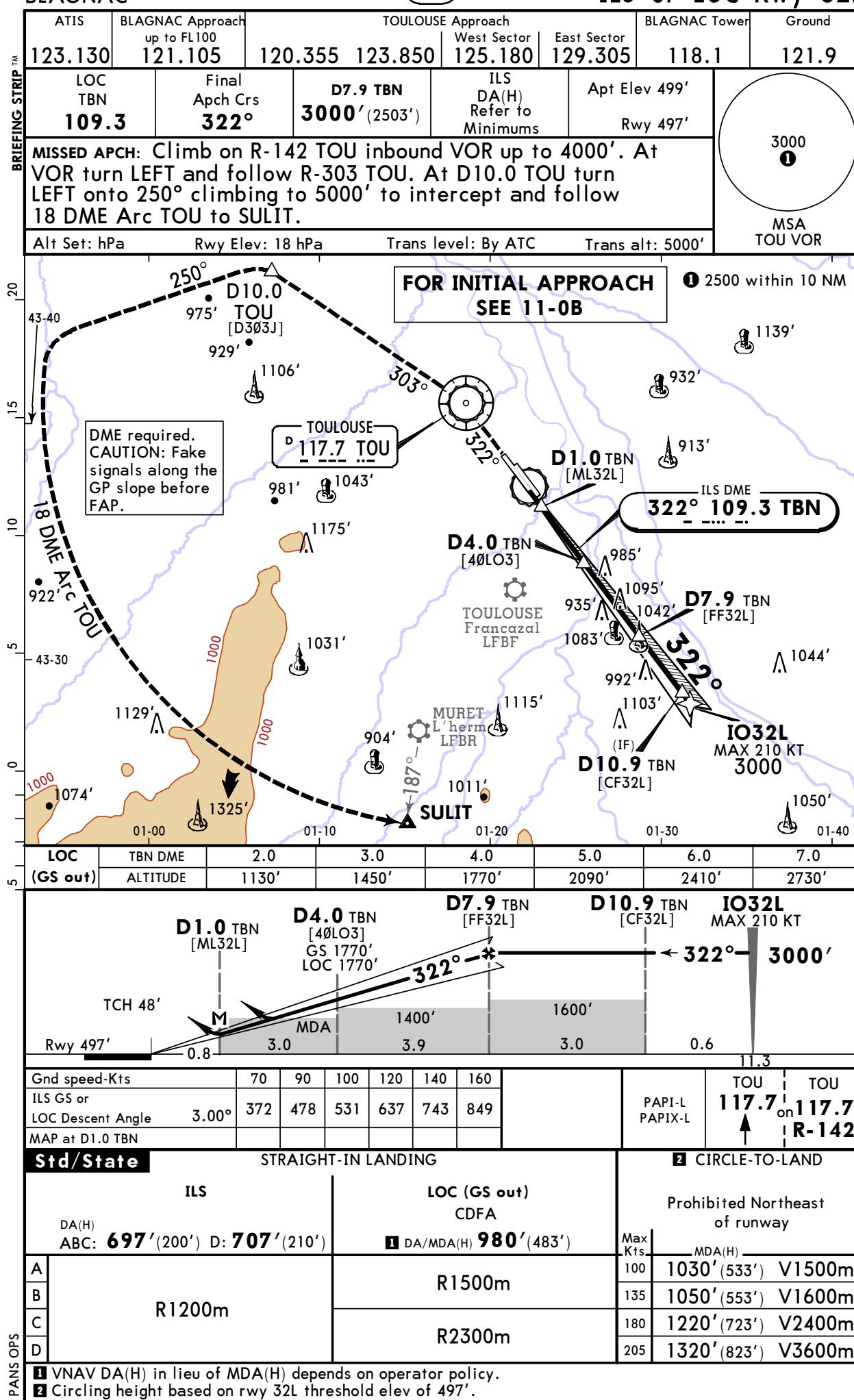
**LFBO/TLS
BLAGNAC**

JEPPESEN

30 AUG 24 (11-2) Eff 5 Sep

**TOULOUSE, FRANCE
ILS or LOC Rwy 14R**

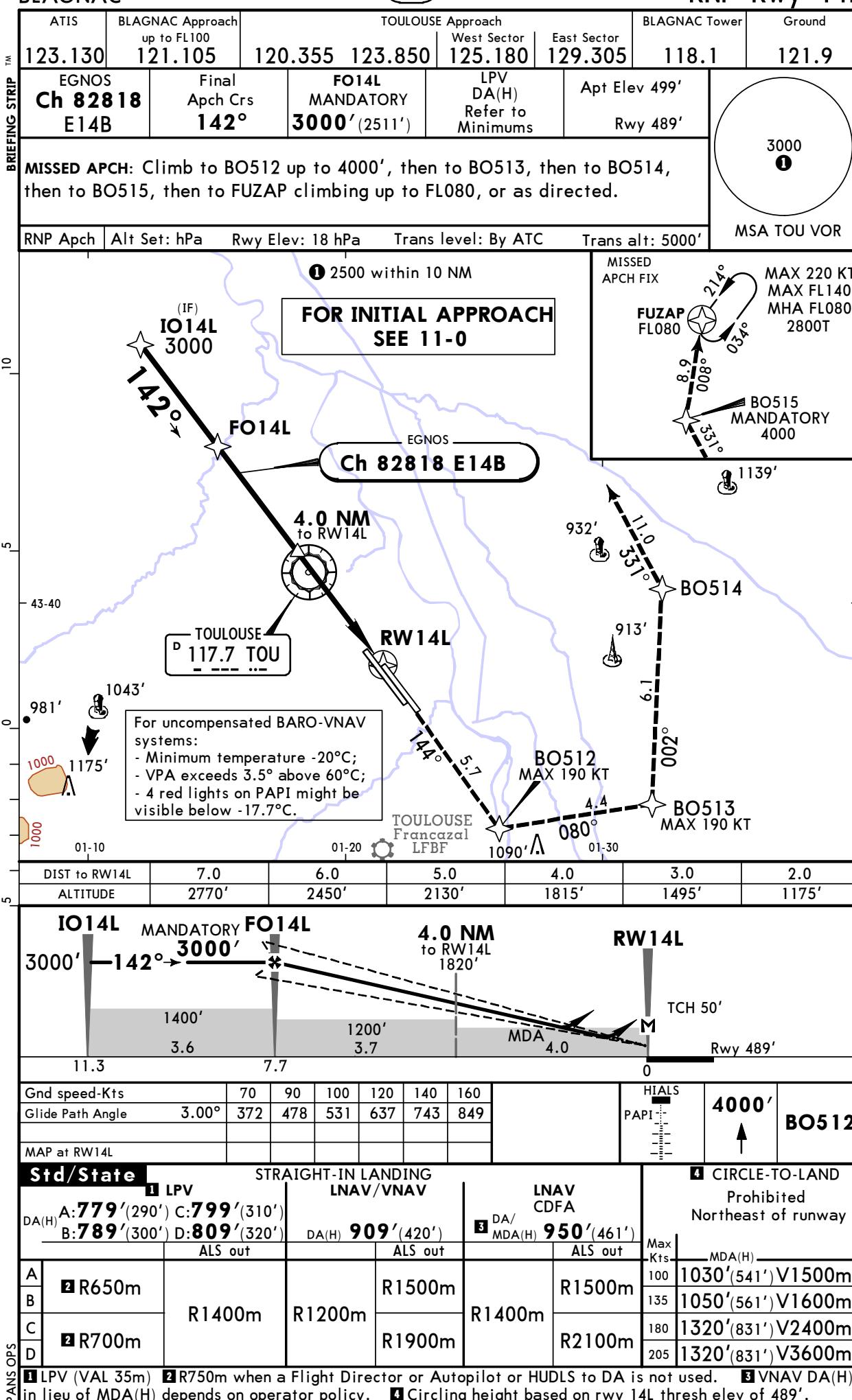
LFBO/TLS
BLAGNAC30 AUG 24
Eff 5 Sep
11-2ATOULOUSE, FRANCE
CAT II/III ILS Rwy 14R

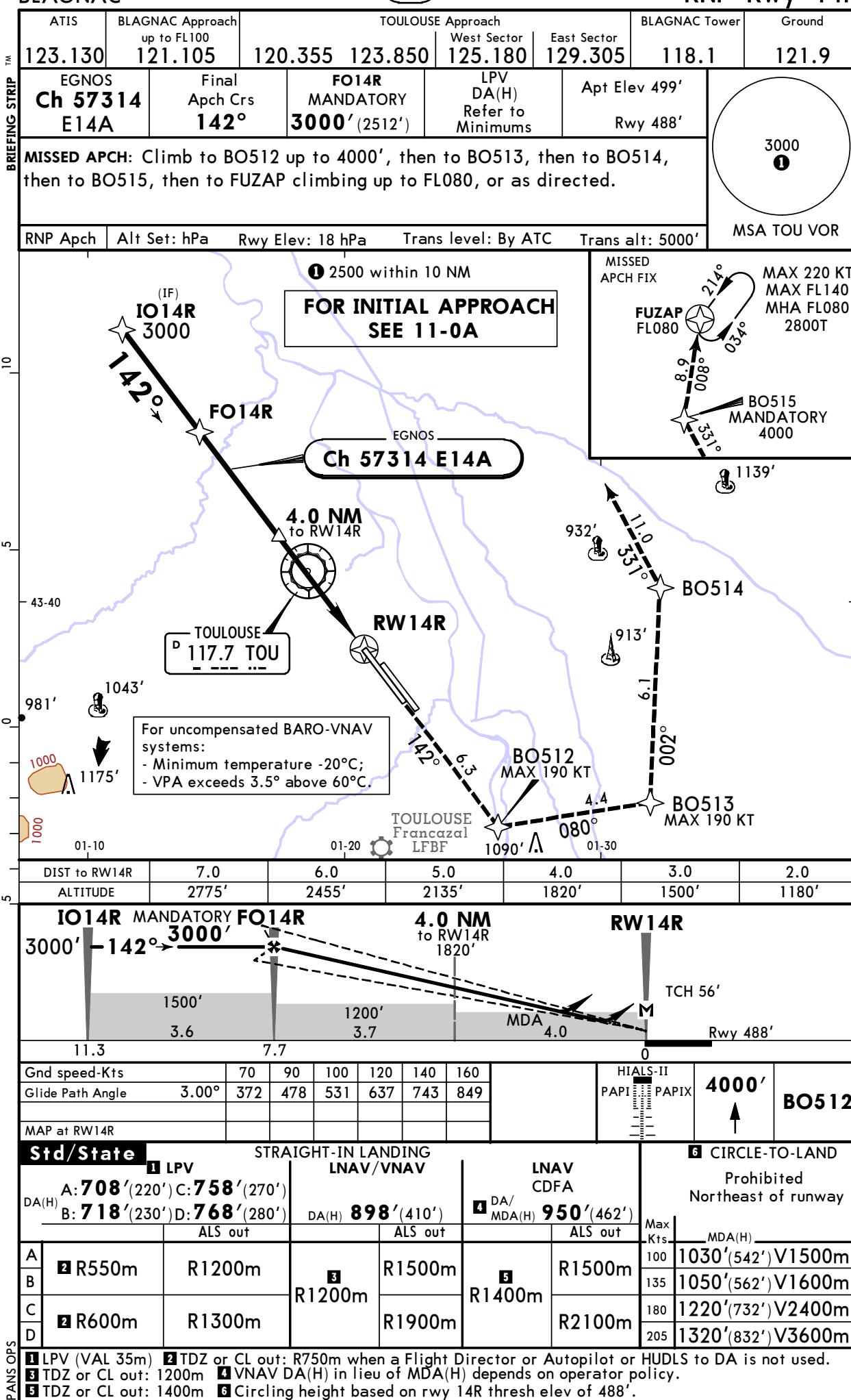
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BLAGNACJEPPESEN
30 AUG 24 11-3 Eff 5 SepTOULOUSE, FRANCE
ILS or LOC Rwy 32L

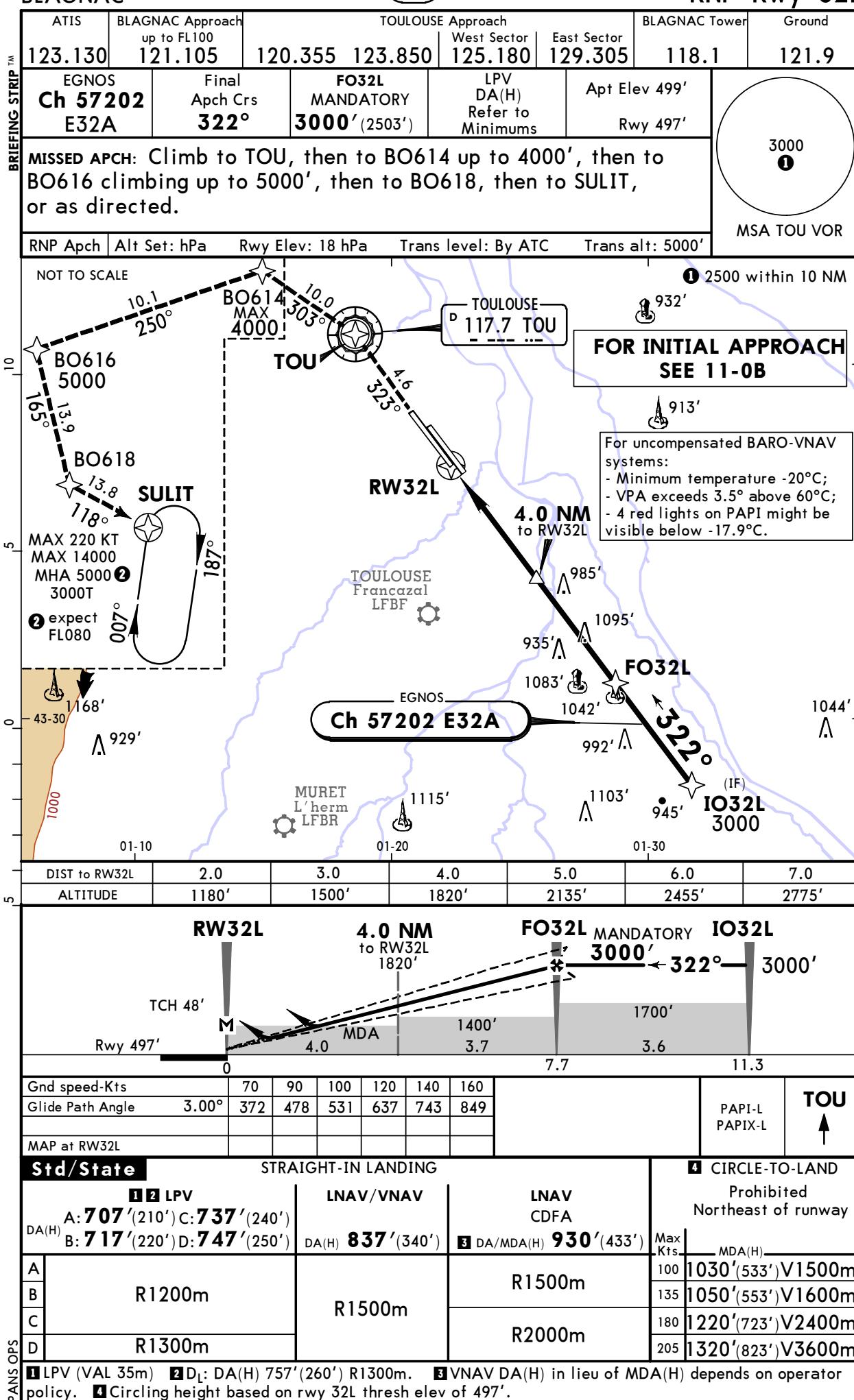
**LFBO/TLS
BLAGNAC**

JEPPESEN
30 AUG 24 11-4 Eff 5 Sep

**TOULOUSE, FRANCE
ILS or LOC Rwy 32R**

LFBO/TLS
BLAGNACJEPPESEN
30 AUG 24 (12-1) Eff 5 SepTOULOUSE, FRANCE
RNP Rwy 14L

LFBO/TLS
BLAGNACJEPPESEN
30 AUG 24 (12-2) Eff 5 SepTOULOUSE, FRANCE
RNP Rwy 14R

LFBO/TLS
BLAGNACJEPPESEN
30 AUG 24 (12-3) Eff 5 SepTOULOUSE, FRANCE
RNP Rwy 32L

**LFBO/TLS
BLAGNAC**

JEPPESEN
30 AUG 24 (12-4) Eff 5 Sep

TOULOUSE, FRANCE
RNP Rwy 32R

**LFBO/TLS
BLAGNAC**

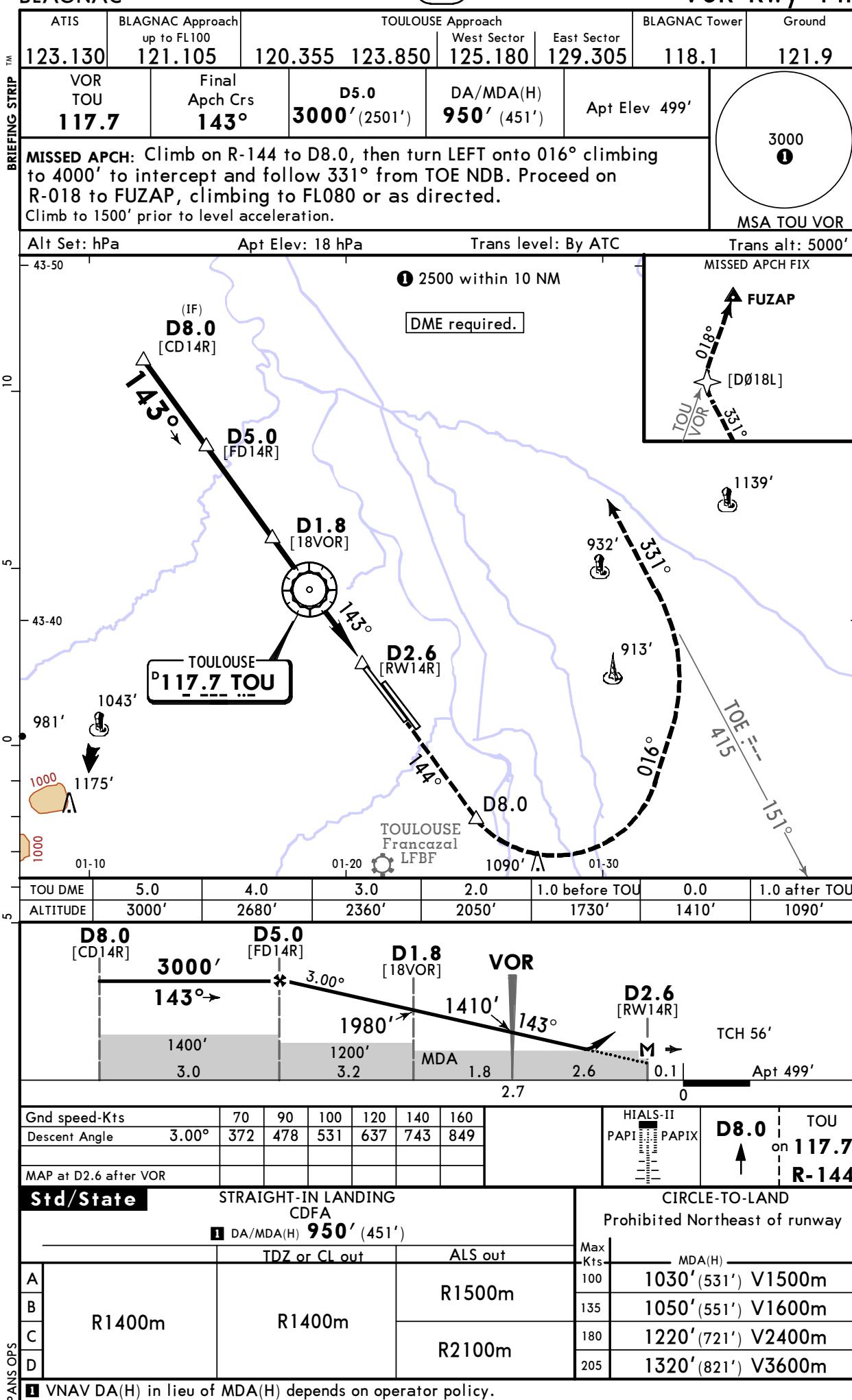
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TOULOUSE, FRANCE
VOR Rwy 14L

LFBO/TLS
BLAGNAC

JEPPESEN

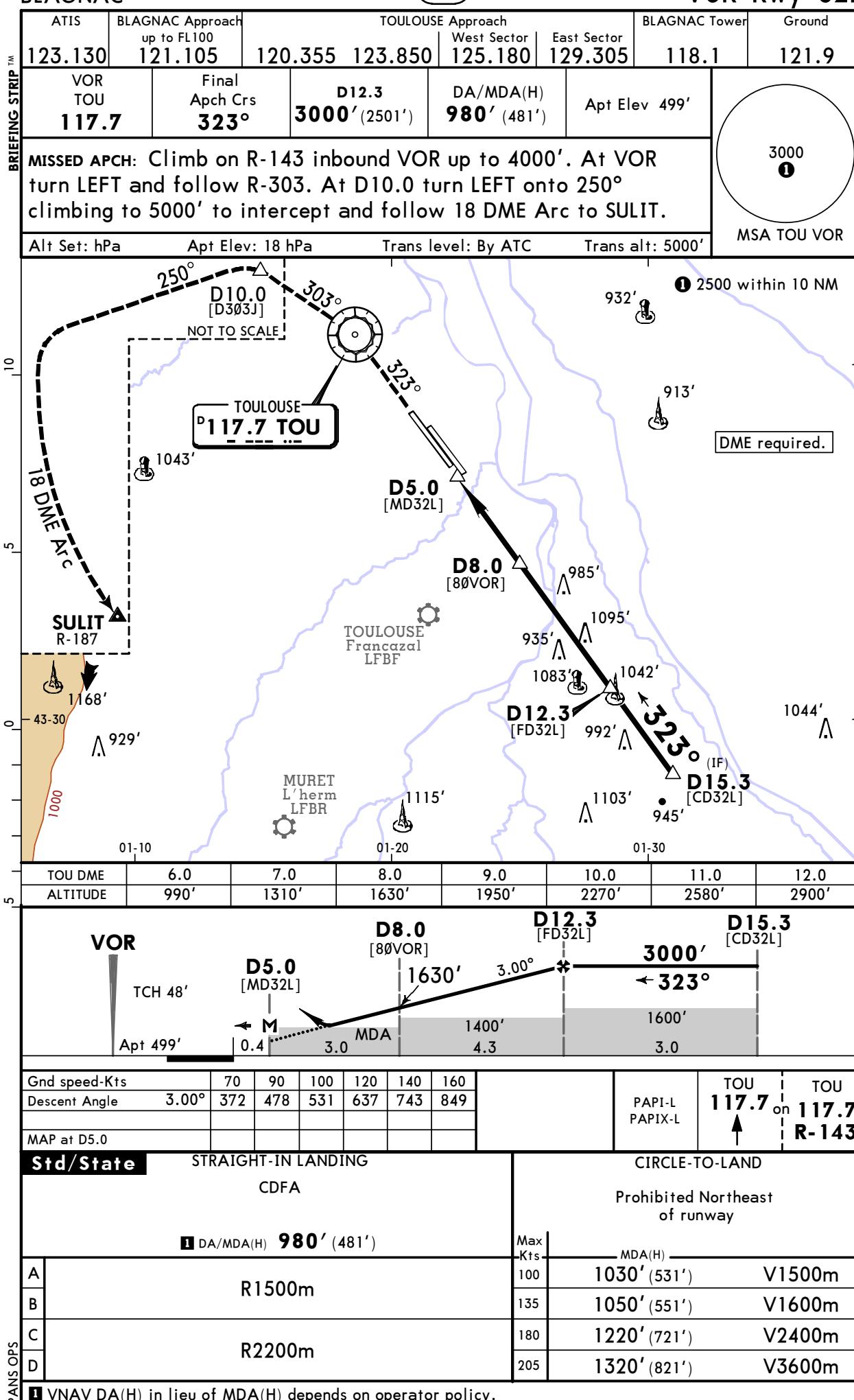
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TOULOUSE, FRANCE
VOR Rwy 14R

LFBO/TLS
BLAGNAC

JEPPESEN

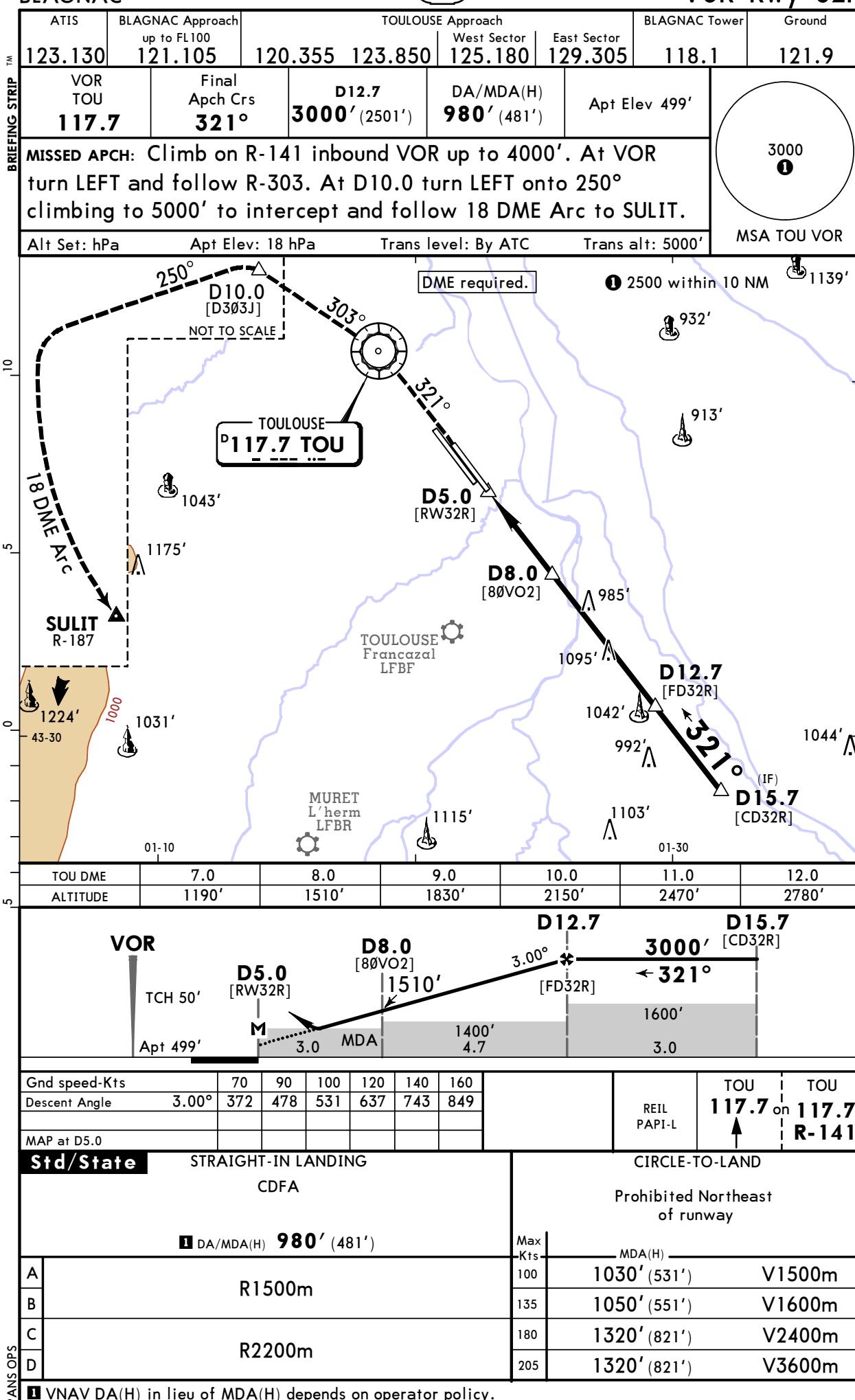
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TOULOUSE, FRANCE
VOR Rwy 32L

LFBO/TLS
BLAGNAC

JEPPESEN

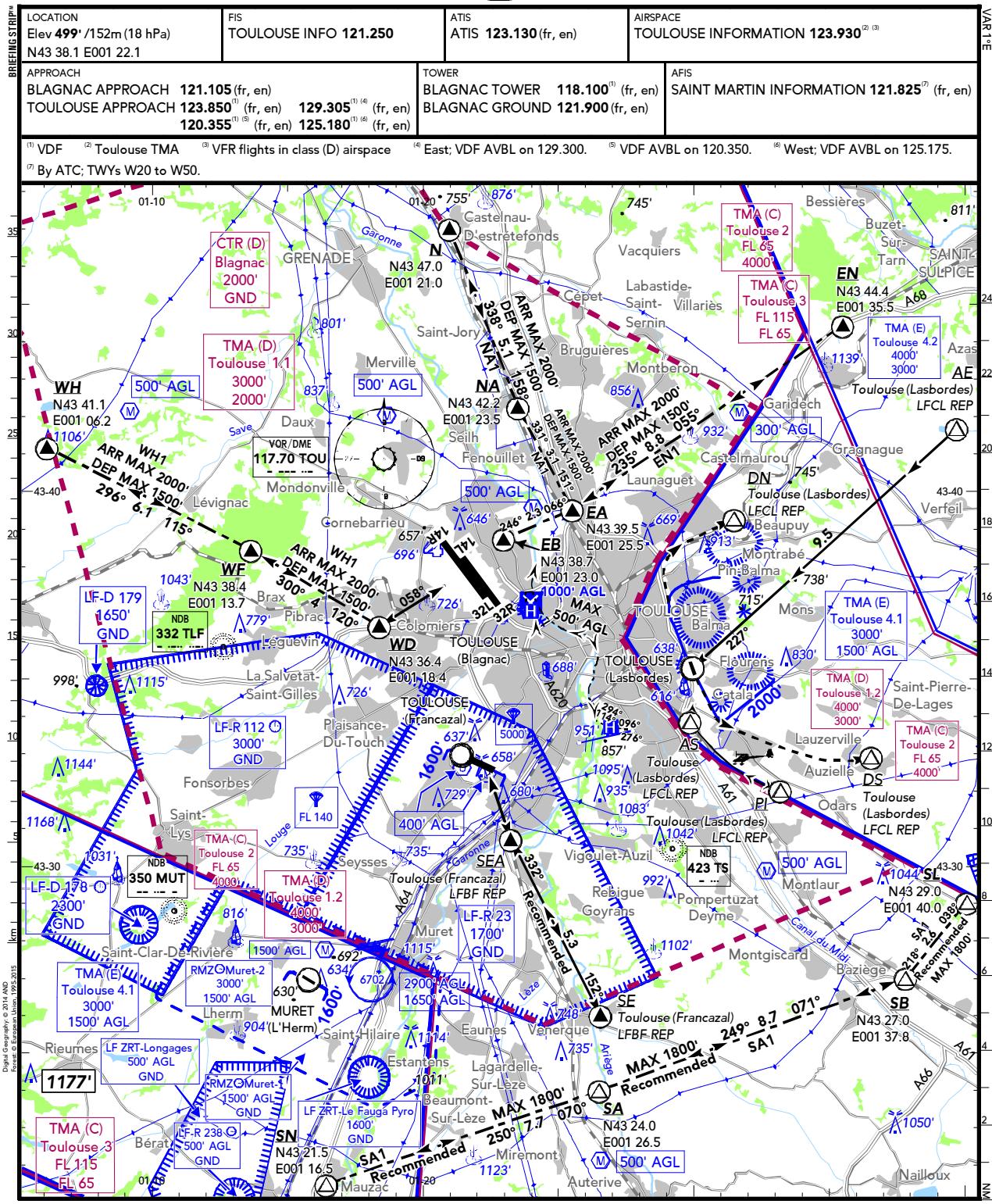
30 AUG 24 13-4 Eff 5 Sep

TOULOUSE, FRANCE
VOR Rwy 32R

LFB0

BLAGNAC

08 NOV 24 [19-1]

TOULOUSE
FRANCE

CHANGES: Airspace - REPs.

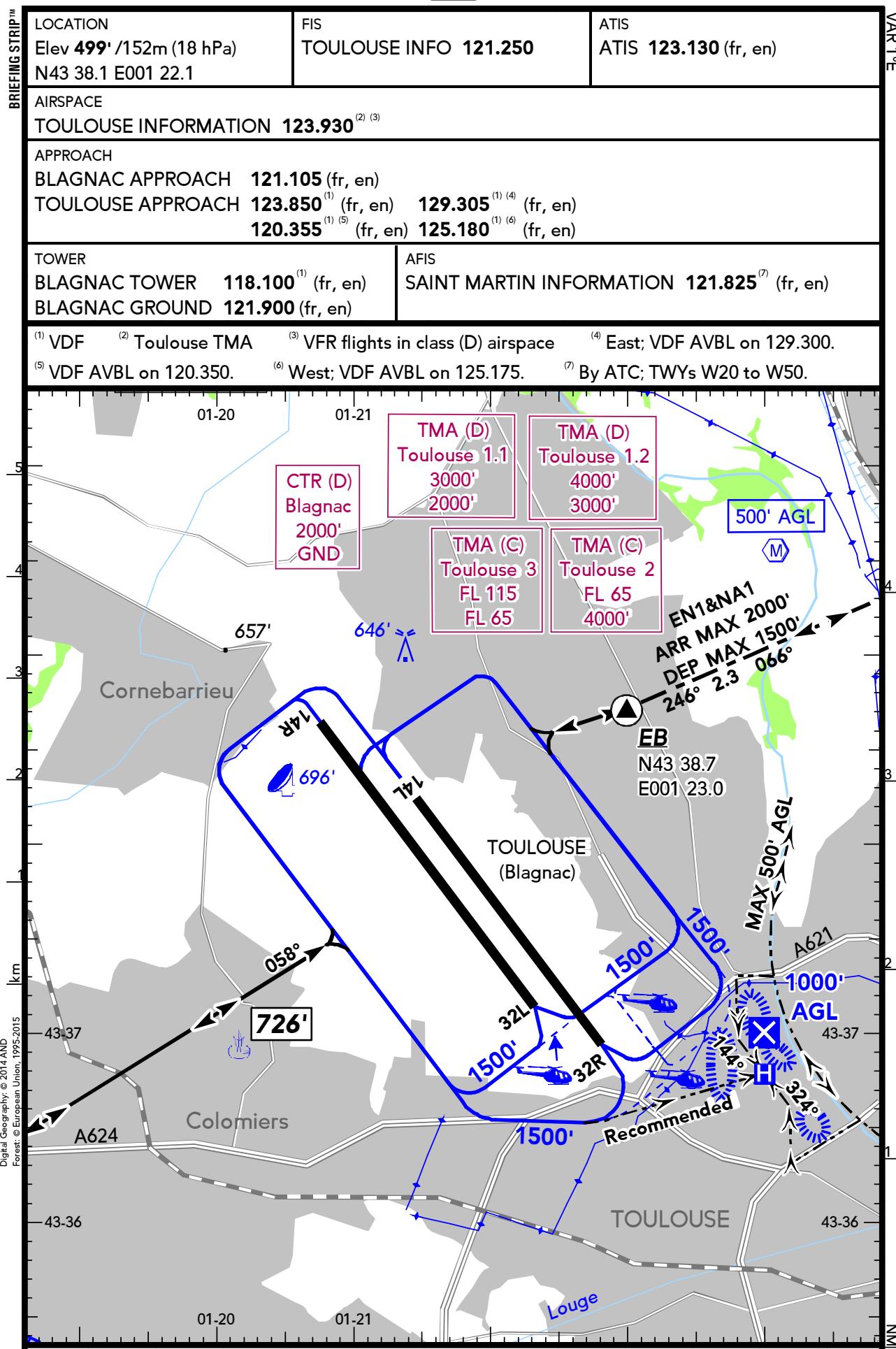
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LFB0 TRAFFIC CIRCUIT

BLAGNAC

08 NOV 24

19-1A

**TOULOUSE
FRANCE**

CHANGES: None.

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JEPPESEN

**TOULOUSE
FRANCE**

LFBO

BLAGNAC

11 OCT 24

19-2

BRIEFING STRIP

LOCATION Elev 499' /152m (18 hPa) N43 38.1 E001 22.1	ATIS ATIS 123.130 (fr, en)	TOWER BLAGNAC DELIVERY 121.705 BLAGNAC GROUND 121.900 (fr, en) BLAGNAC TOWER 118.100⁽¹⁾ (fr, en)	AFIS SAIN MARTIN INFORMATION 121.825⁽²⁾ (fr, en)
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ADMITTED AIRCRAFT

(⁽¹⁾) VDF (⁽²⁾) By ATC; TWYs W20 to W50.

01-20 01-21

01-21

Apron J5 J3

L1 St. Martin Lagardere L2

J4 J1 J2

ATE S11

VFR Elev 488' M11

P101 T101 T100

M10 M10

P100 P90

W100 S10

14L Elev 489' M8 N8

H55

W90 S90 S80

S90 Ziegler

W80 Y60 W60

W60 S60

W50 Y50 S50

Y40 Y35 S40

Y35 Beluga

C. Ader

W40 S4

W35 RUN UP BIKINI

HS2 M4

HS1

HS4 M2

N2 P10

T20 Alpha, Bravo

T22 Alpha

Alpha, Bravo

Charlie

Hangar Airbus

Darse Golf

CEV

Apron Blagnac 1

TMNL Blagnac 1

TMNL Blagnac 2

Apron Blagnac 2

TMNL Blagnac 2B

TMNL Blagnac 2A

Rox

Kilo P44

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CHANGES: TWY - HEL Alighting Area - WDI - Text

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LFBO

BLAGNAC

11 OCT 24

19-2A

**TOULOUSE
FRANCE**

הוּא כָּל הַיּוֹם

LOCATION Elev 499' /152m (18 hPa) N43 38.1 E001 22.1	ATIS ATIS 123.130 (fr, en)	TOWER BLAGNAC DELIVERY 121.705 BLAGNAC GROUND 121.900 (fr, en) BLAGNAC TOWER 118.100⁽¹⁾ (fr, en)
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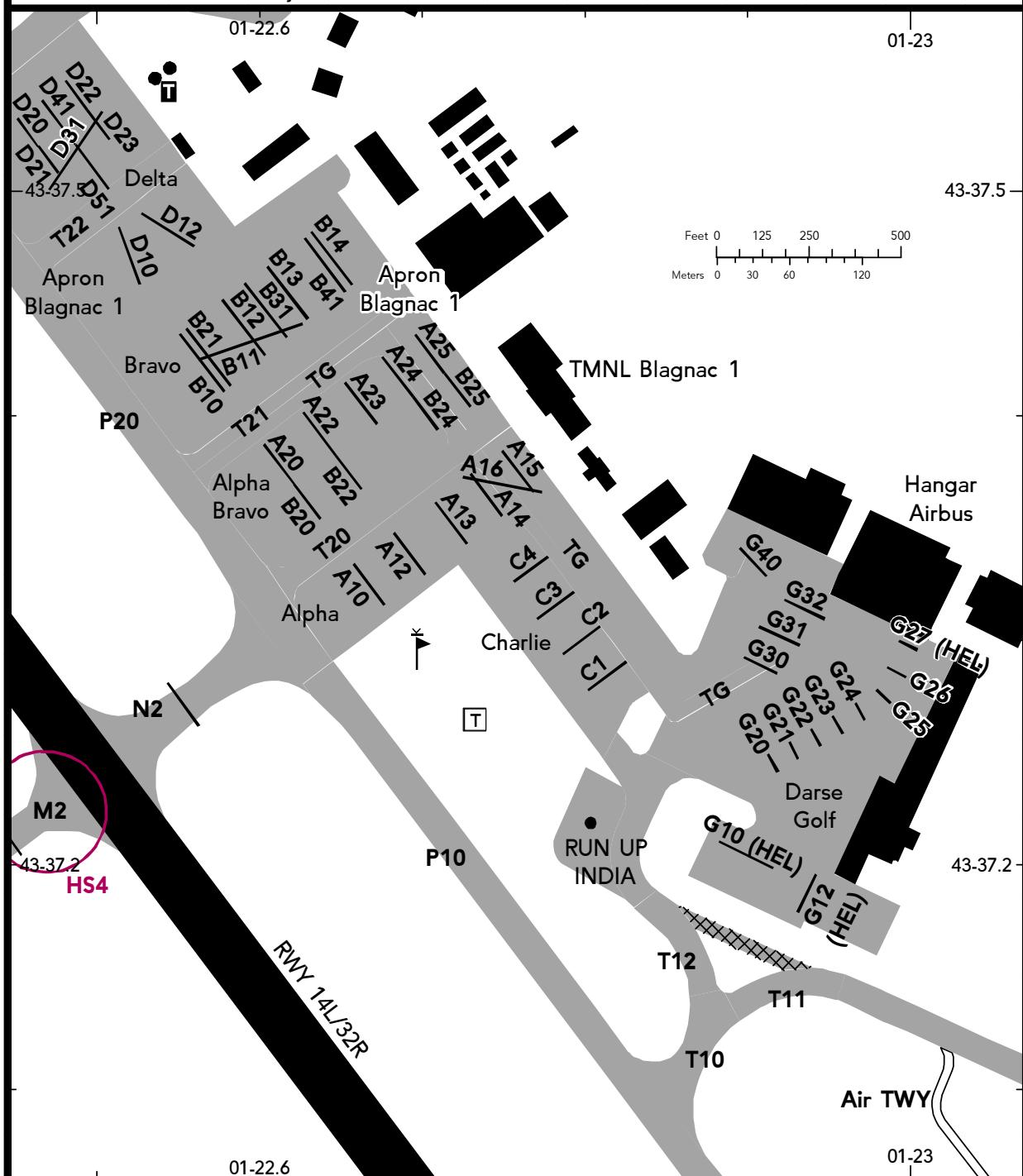
AFIS

SAINT MARTIN INFORMATION 121.825⁽²⁾ (fr, en)

ADMITTED AIRCRAFT

(1) VDE

⁽²⁾ By ATC: TWYs W20 to W50





LFBO

BLAGNAC

11 OCT 24

19-3

TOULOUSE
FRANCE**Intersection TKOF**

RWY	TWY	TORA (m)
32R	N2	2300
14R	M10	3011
	S10	3018
	M8	2333
	S8	2341
	S6	1694
32L	S4	2525
	M4	2805

AD prohibited to GLDs.

Taxiing prohibited EXC on RWY and TWY.

Temporary TWY TG activated by AD OPR.

Any movement on the apron (push back, towing, taxiing with engine turned on) is subject to mandatory prior request on the BLAGNAC GROUND FREQ. No movement can be allowed without prior contact.

IFR, VFR and Night VFR training flights are under restrictions.

AD located within a significant bird migration area. A high-level bird hazard alert may be established and published on the ATIS.

Flying over Purpan hospital is prohibited at any time.

RWY Incursion Hot Spots

HS1 - Risk of RWY incursion when DEP is from PRKG E, F and K via TWY T40 if the pilot does not identify TWY P20 or P40.

HS2 - The TWY on exit RWY 14R is on direct access to RWY 14L with short taxiing distance.

HS3 - Risk of RWY incursion when DEP is from PRKG U, V and E if the pilot does not identify TWY P55 or P60.

HS4 - The TWY on exit RWY 14R is on direct access to RWY 14L with short taxiing distance.

HS5 - The TWY on exit RWY 32L is on direct access to RWY 32R with short taxiing distance.

General Aviation Apron Golf

Self guidance if no marshaller assistance.

G20-G26 wingspan MAX 16m.

G10, G12 and G27 for HEL.

RUN UP INDIA: Caution in case of BELUGA, A350, A320, A321, A319, A318 towed on T12, the area must be vacated.

First Contact CTR

Blagnac CTR: TOULOUSE INFORMATION

Procedures and Special Instructions**Specificities**

For specific needs of ACFT manufacturers:

- apron Tango (short term parking for light ACFT) MAX wingspan 16m and with CAA (DGAC) access.
- presence of two precision APCH path indicators called PAPIX estbld at 1000m from THR 14R and THR 32L with green and yellow colour coding;

- presence of ground day markings in blue colour on RWY 14R/32L.

Arrival Procedures

Read ATIS current information before contacting TOULOUSE INFORMATION. First RDO contact 5 MIN prior to overflying of entry points, waiting for clearance.

Routes

NA1, WH1 and EN1 routes at MAX 2000', if no other clearance received.

Departing Procedures

ACFT without FPL: Flight notice submission compulsory on BLAGNAC DELIVERY.

Read ATIS current information before contacting BLAGNAC DELIVERY indicating exit points.

Routes

NA1, WH1 and EN1 routes at MAX 1500', if no other clearance received.

Radio Communication Failure**Arrival**

Squawk A 7600.

If failure occurs before clearance for entering CTR received, do not enter CTR.

If failure arrives inside CTR:

- Before having received TFC circuit integration clearance, leave CTR by the most suitable route without crossing RWY axis.
- After having received TFC circuit integration clearance, continue LDG as cleared.

Departure

Before TKOF: do not TKOF.

After TKOF: squawk A 7600 and leave CTR according to the last clearance (route and altitude).

Transit

Before having received CTR entering clearance: do not enter CTR.

Inside CTR: Leave CTR without crossing RWY axis and land on the nearest suitable AD.

SVFR

DEP:

- Before TKOF: do not TKOF.
- After TKOF: Squawk A 7600, and join the nearest SVFR route to land at Blagnac following ARR procedures.

ARR:

- Squawk A 7600.
- Arrival from W: land on RWY 14R or 32L. After LDG, vacate RWY and wait for a Follow me car.
- Arrival from E: land on 14L or 32R.

Special VFR

In order to assure a separation BTN IFR and VFR FLTs, holdings may be assigned to VFR FLTs wishing to go



LFBO

BLAGNAC

11 OCT 24

19-3A

TOULOUSE

FRANCE

inside Blagnac CTR.

Minimums with IFR activity:

Route WH1 (WH - WF - WD): MNM VIS 2300m.

Route NA1 (N - NA - EA- EB): MNM VIS 1500m, HEL 800m
(follow motorway).

Route EN1 (EN - EA - EB): MNM VIS 3000m.

HEL

TLOF is usable by day only with PPR PN 48 hr for any large-scale event justifying its reopening. Requests should be sent to: cep@toulouse.aeroport.fr and superviseur-APOC@toulouse.aeroport.fr.

HEL land and take off from RWY in use during the day and at night when TLOF is closed.

GND effect TWY enables to link TLOF to PRKG GOLF, MIKE, CHARLIE. Translation clearance is obtained from BLAGNAC GROUND.

HEL Routes

Route Garonne MAX 500', reserved for EVASAN and links between PURPAN and RANGUEIL hospitals.

LFBO/TLS

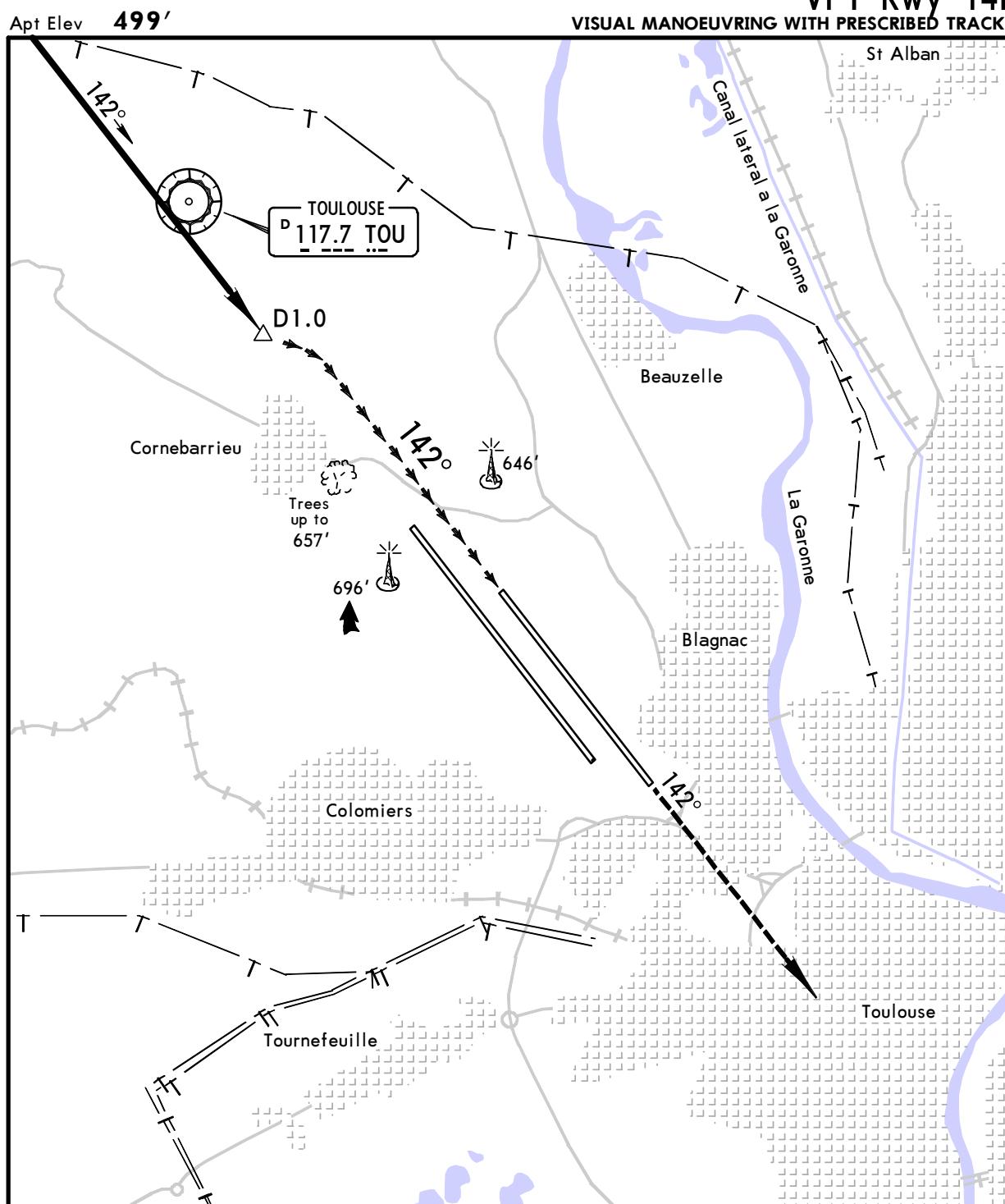
JEPPESEN
11 JUN 21 19-10 Eff 17 Jun

TOULOUSE, FRANCE

BLAGNAC

VPT Rwy 14L

VISUAL MANOEUVRING WITH PRESCRIBED TRACKS



Std/State

	Max Kts	MDA(H)	
A	110	1080' (581')	V1500m
B	135	1080' (581')	V1600m
C	180	1100' (601')	V2400m
D	205	1200' (701')	V3600m

LFBO/TLS

JEPPESEN
11 JUN 21 19-11 Eff 17 Jun

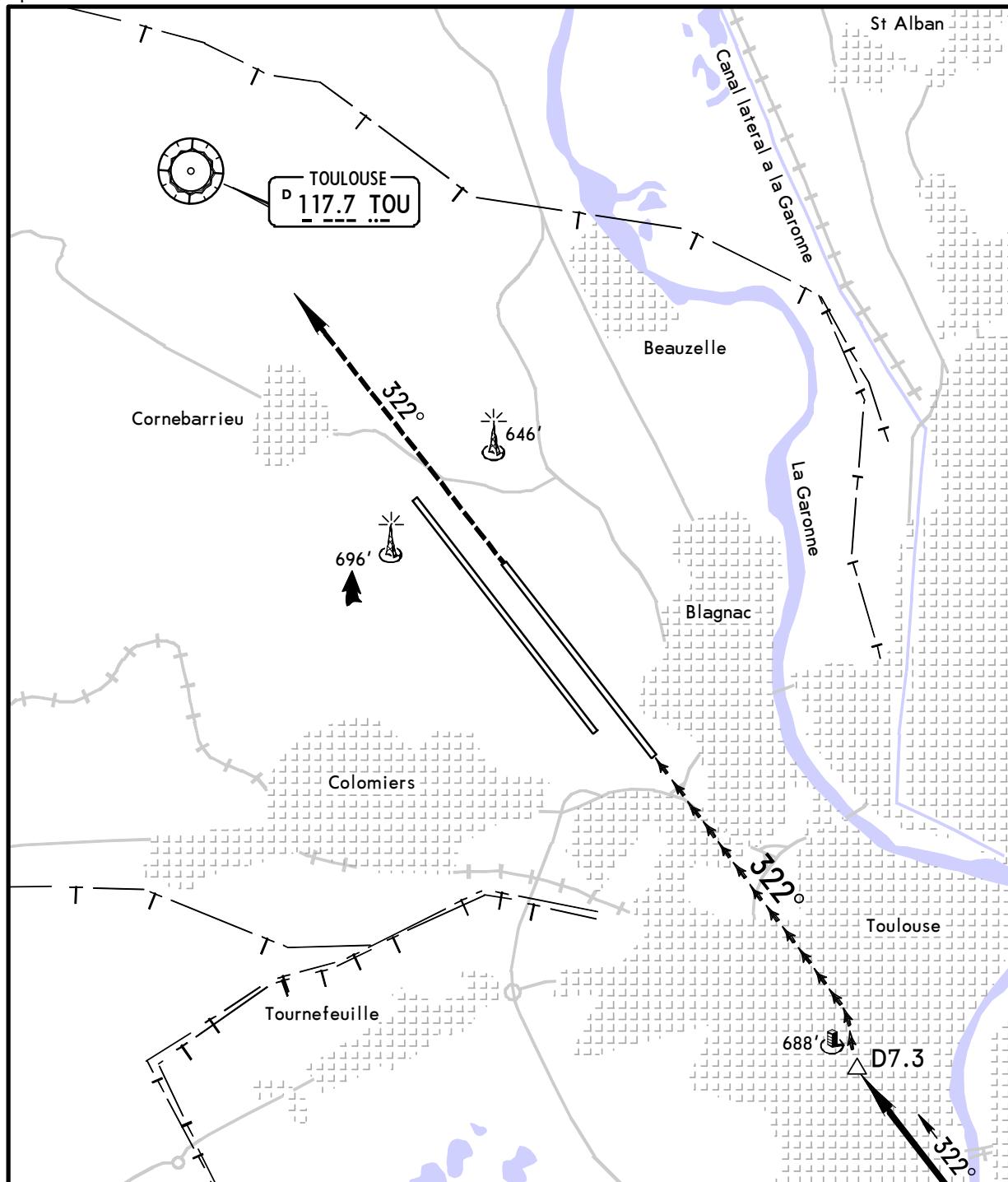
TOULOUSE, FRANCE

BLAGNAC

VPT Rwy 32R

Apt Elev 499'

VISUAL MANOEUVRING WITH PRESCRIBED TRACKS



MISSED APPROACH: Climb on 322° and as directed.

Std/State

	Max Kts.	MDA(H)	
A	110	1410'(911')	V1500m
B	135	1410'(911')	V1600m
C	180	1410'(911')	V2400m
D	205	1410'(911')	V3600m