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 taxing 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.

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, P55, T50.
To stands V20 thru V30 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.

To Apron St Martin use 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 V30 use TWYs T60, P60, P65, P70, P90, P100, P101, M11.
From stands V30 thru V37 use TWYs T65, P60, 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. 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 ft.
- 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 ft.

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.

Changes: Areas added.
AGN 5T, TAN 5T, TBO 5T
RWYS 32L/R ARRIVALS
FROM WEST

AGN 5T
TALOL
N43 28.0 E001 01.1
094°

TAN 5T
N43 19.3 E001 33.5
113°

TBO 5T
N43 19.9 E000 08.7
111°

111.8 AGN
N43 28.0 E001 01.1

GAILLAC
115.8 GAI
N43 57.2 E001 49.5

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

SURAS
N43 38.5 E001 03.8
FL80/5000' T/FL140, inbound 079°
TOU R-144/D11/16
MAX 220 KT

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

GAILLAC
117.7 TOU
N43 43.3 E001 18.6

N43 23.0 E001 15.2
Expect FL80

Initial climb clearance FL70

For flights to lower airspace.

TAKE-OFFS

DEPES 5A [DEPESA], DEPES 5B [DEPESB]
DEPES 5H [DEPESH]
GAI 5A, GAI 5B, GAI 5H
RWYS 14L/R, 32L/R DEPARTURES
TO NORTHEAST

Gnd speed-KT
75 100 150 200 250 300

668' per NM 835 1114 1671 2228 2785 3342

668' per NM 456 608 911 1215 1519 1823

Expect FL80

If unable to comply inform ATC when requesting enroute clearance.

CHANGES:
New chart.
SID GAI 5B turn restriction withdrawn.
AMOLO 5A [AMOLSA]
AMOLO 5B [AMOLSB], AMOLO 5H [AMOLSH]
MEN 5A, MEN 5B, MEN 5H

RWYS 14L/R, 32L/R DEPARTURES

TO NORTHEAST & EAST
FOR FLIGHTS INTO UPPER AIRSPACE

These SIDs include minimum noise routings.

AMOLO 5A, MEN 5A
668' per NM (11%) up to 3000', then 365' per NM (6%) up to FL110 due to ATC purposes.
AMOLO 5B, 5H, MEN 5B, 5H
365' per NM (6%) up to FL110 due to ATC purposes.

Initial climb clearance FL70

AFRIC 5A [AFR15A], AFRIC 5B [AFR15B]
AFRIC 5H [AFR15H], FINOT 5A [FINO5A]
FINOT 5B [FINO5B], FINOT 5H [FINO5H]

RWYS 14L/R, 32L/R DEPARTURES

TO EAST
FOR FLIGHTS INTO LOWER AIRSPACE

These SIDs require minimum climb gradients of

AFRIC 5A, FINOT 5A
668' per NM (11%) up to 3000', then 365' per NM (6%) up to FL70 due to ATC purposes.
AFRIC 5B, 5H, FINOT 5B, 5H
365' per NM (6%) up to FL70 due to ATC purposes.

Initial climb clearance FL70
PPG 5A, PPG 5B

PUMAL 5A [PUMA5A], PUMAL 5B [PUMA5B]

RWYS 14L/R, 32L/R DEPARTURES

TO SOUTHEAST

NOT FOR PISTON ACFT & HELICOPTER

These SIDs require minimum climb gradients of

PPG 5A

668' per NM (11%) up to 3000', then
363' per NM (6%) up to FL70 due to ATC purposes.

PPG 5B, PUMAL 5B

363' per NM (6%) up to FL70 due to ATC purposes.

PUMAL 5A

668' per NM (11%) up to 3000', then
363' per NM (6%) up to FL110 due to ATC purposes.

If unable to comply with ATC when requesting enroute clearance.

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.

These SIDs require minimum climb gradients of

ANETO 5A

668' per NM (11%) up to 3000', then
363' per NM (6%) up to FL110 due to ATC purposes.

ANETO 5B

363' per NM (6%) up to FL110 due to ATC purposes.

Initial climb clearance FL70

SID RWY ROUTING

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 GAUME, turn LEFT, intercept ANETO R-192 to TOU.

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 GAUME, turn LEFT, intercept AGN R-192 to ANETO.

NOT TO SCALE
SIDs include minimum noise routings.

**LURAN 5A (LUR5A), LURAN 5B (LUR5B)**

- **SOVAR 5A (SOV5A), SOVAR 5B (SOV5B)**

**RWYS 14L/R, 32L/R DEPARTURES**

**TO SOUTH**

**FOR FLIGHTS INTO UPPER AIRSPACE**

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.

**Initial climb clearance FL70**

- **LURAN 5A (LUR5A)**
  - Intersect TOU R-144 to TS, turn RIGHT, intercept 228° bearing.
  - Intercept TOU R-094 inbound to GAUDE, turn RIGHT to LURAN.

- **LURAN 5B (LUR5B)**
  - Intersect TOU R-144 inbound to TOU, turn LEFT.
  - Intersect TOU R-217 to GAUDE, turn RIGHT, 270° track to LURAN.

- **SOVAR 5A (SOV5A)**
  - Intersect TOU R-144 to TS, turn RIGHT, intercept 228° bearing.
  - Intercept TOU R-094 inbound to GAUDE, turn RIGHT to SOVAR.

- **SOVAR 5B (SOV5B)**
  - Intersect TOU R-144 inbound to TOU, turn LEFT.
  - Intersect TOU R-217 to GAUDE, turn RIGHT, 253° track to GAUDE.

**GAUDE**

- M305.0 E000 38.8
- 3000’

- **R055.0 E001 48.2**
- 425’ per NM

**TAN 5A, TAN 5B, TBO 5A, TBO 5B**

- **RWYS 14L/R, 32L/R DEPARTURES TO WEST**

**Initial climb clearance FL70**

- **TAN 5A (TAN5A)**
  - Intersect TOU R-144 to TS, turn RIGHT, intercept 228° bearing.
  - Intercept TOU R-094 inbound to TAN.

- **TAN 5B (TAN5B)**
  - Intersect TOU R-144 inbound to TOU, turn LEFT.
  - Intersect TOU R-309, at or above 4000’, turn LEFT, 178° track.

- **TBO 5A (TBO5A)**
  - Intersect TOU R-144 to TS, turn RIGHT, intercept 228° bearing.
  - Intercept TOU R-094 inbound to TBO.

- **TBO 5B (TBO5B)**
  - Intersect TOU R-144 inbound to TOU, turn LEFT.
  - Intersect TOU R-249 to TBO.

These SIDs require minimum climb gradients of:

- **TAN 5A, TAN 5B**
  - 668’ per NM (11%) up to 3000’, then 365’ per NM (6%) up to FL70 due to ATC purposes.

- **TBO 5A, TBO 5B**
  - 365’ per NM (6%) up to FL70 due to ATC purposes.

If unable to comply inform ATC when requesting enroute clearance.

**Grid speed-KT**

- **35 100 150 200 250 300**
- **868’ per NM 835 1114 1671 2228 2785 3342**
- **425’ per NM 532 709 1063 1418 1772 2137**

For flights into lower airspace.

**For flights to LFBB & LEBT at or below FL110.**

**NOT TO SCALE**

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These SIDs require minimum climb gradients of:

- LACOU 5A, OVDIL 5A
  - 668' per NM (11%) up to 3000', then 365' per NM (6%) up to FL70 due to ATC purposes.
- AGN 5P, LACOU 5B, OVDIL 5B
  - 365' per NM (6%) up to FL70 due to ATC purposes.
- LACOU 5H, OVDIL 5H
  - 425' per NM (7%) up to 4000' ATU, then 365' per NM (6%) up to FL70 due to ATC purposes.

If unable to comply inform ATC when requesting enroute clearance.

**Initial climb clearance FL70**

**AGN 5P, LACOU 5B, OVDIL 5B**

Intercept TOU R-144 climbing to assigned altitude, at or above but not before D8 TOU, turn RIGHT, intercept TOU R-336 to D23 TOU.

**LACOU 5A, OVDIL 5H**

Intercept TOU R-144 climbing to assigned altitude, at or above 4000', but not before D8 TOU, turn LEFT, TOU R-336 to D23 TOU, turn LEFT, intercept 293° bearing towards AG to OVDIL.

**Not for piston acct & helicopter. For piston acct & helicopter, prop acct 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.

**FL70**

At or above 4000', but not before D8 TOU.
**TOULOUSE, FRANCE**

**VOR DME Rwy 14R**

**ATIS**

- **TOULOUSE Approach**
- West Sector: 123.85
- East Sector: 125.17
- BLAGNAC Tower: 118.1
- **Ground**: 121.9

**Minimum Alt**: Refer to chart 13-2A

**Apt Elev**: 499' MSL TOU VOR

**D12.0**

- **FOR INITIAL APPROACH**
- **SEE 13-2**

**MISSED APCH**

- Climb on R-145 to D8.0, then turn **LEFT** onto 018° climbing to 4000'.
- Continue to intercept and follow 333° from TOU NDB. Then proceed on R-028 to NETRO, or as directed. Climb to 1500' prior to level acceleration.

**D1.8**

- **LOW OVERFLYING OF PURPAN HOSPITAL, PROHIBITED**

**D2.6**

- **NETRO**
- **D8.0 TOU**

**NOT TO SCALE**

**CIRCUIT-TO-LAND**

- **Prohibited Northeast of runway**
- **MDA (H)**: 950' (451')

**JAR-OPS**

- **STRAIGHT-IN LANDING Rwy 14R**

**CHANGE**: None.

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**NOTICE**: PRINTED FROM AN EXPIRED REVISING. Disc 23-2007

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FOR FINAL APPROACH SEE 13-4A

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.

GND SPEED - KTS

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<th>70</th>
<th>80</th>
<th>100</th>
<th>120</th>
<th>140</th>
<th>160</th>
<th>180</th>
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<td>Wind direction</td>
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<td>030</td>
<td>050</td>
<td>070</td>
<td>090</td>
<td>110</td>
<td>130</td>
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MINIMUM ATC ALT: Refer to chart
MISSED APPROACH: Climb on 144° and as directed.

MISSED APPROACH: Climb on 324° and as directed.

<table>
<thead>
<tr>
<th>Max</th>
<th>MDA(H)</th>
<th>VIF</th>
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<tbody>
<tr>
<td>A 110</td>
<td>1080'</td>
<td></td>
</tr>
<tr>
<td>B 135</td>
<td>1080'</td>
<td></td>
</tr>
<tr>
<td>C 180</td>
<td>1100'</td>
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<tr>
<td>D 205</td>
<td>1200'</td>
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CHANGES: Chart reindexed.