



**Subject** : Evaluation of RNAV (GNSS) departure procedures towards FISTO and LACOU, from RWY 32L/32R at Toulouse Blagnac AD LFBO (phase 5)

**With effect** : From 22 April 2021 to 06 October 2021

This AIP SUP supersedes AIRAC AIP SUP 202/20  
(CHG : effective dates)

Starting from 23 May 2019, « SNA Sud » (Toulouse area Civil Aviation authorities) have been trying RNAV (GNSS) departure procedures from Toulouse Blagnac towards waypoints FISTO and LACOU.

Phase 1 : from 23 MAY 2019 to 11 SEP 2019

Phase 2 : from 12 SEP 2019 to 04 DEC 2019, extended until 01 JAN 2020

Phase 3 : from 02 JAN 2020 to 26 FEB 2020

Phase 4 : from 27 FEB 2020 to 20 MAY 2020

Phase 5 : from 21 MAY 2020 to 04 NOV 2020 extended until 06 OCT 2021

## 1. DESCRIPTION OF THE EVALUATION :

### RWY 32L/32R

- SID FISTO 5P removed
- SID FISTO 5Q, LACOU 5Q created

## 2. EVALUATION CONDITIONS :

These experimental procedures will be flown under radar surveillance and radar vectoring.  
ICAO NADP 1 Noise abatement departure procedure required.

## 3. CONDITIONS TO TAKE PART IN THE EVALUATION :

These procedures will now be the departures to be used by all crews with RNAV equipment.

Any difficulty encountered when flying this procedure must be reported to Air Traffic Services (Air Safety Report - ASR) with a copy of the ASR sent to the "SNA Sud" ATC office at : [sna-s-blagnac.controle@aviation-civile.gouv.fr](mailto:sna-s-blagnac.controle@aviation-civile.gouv.fr)

In order to establish a conclusion, feedback may be requested from airliners who used these SID procedures.

## 4. SID CHARTS, PROPOSED CODING AND INSTRUCTIONS :

see APPENDIXES

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LFBO SID RNAV DATA

DATA

TOULOUSE BLAGNAC

**POINTS / REPERES ESSENTIELS DES PROCEDURES***Waypoints / Procedures main fixes*

Identification	Coordonnées <i>Coordinates</i>		RNAV	CONV	SID STAR	IAC
FISTO	REF ENR 4.3		X	X	X	
LACOU	REF ENR 4.3		X	X	X	
BO320	43°43'07,2" N	001°16'05,4" E	X		X	
BO322	43°46'16,5" N	001°15'03,1" E	X		X	

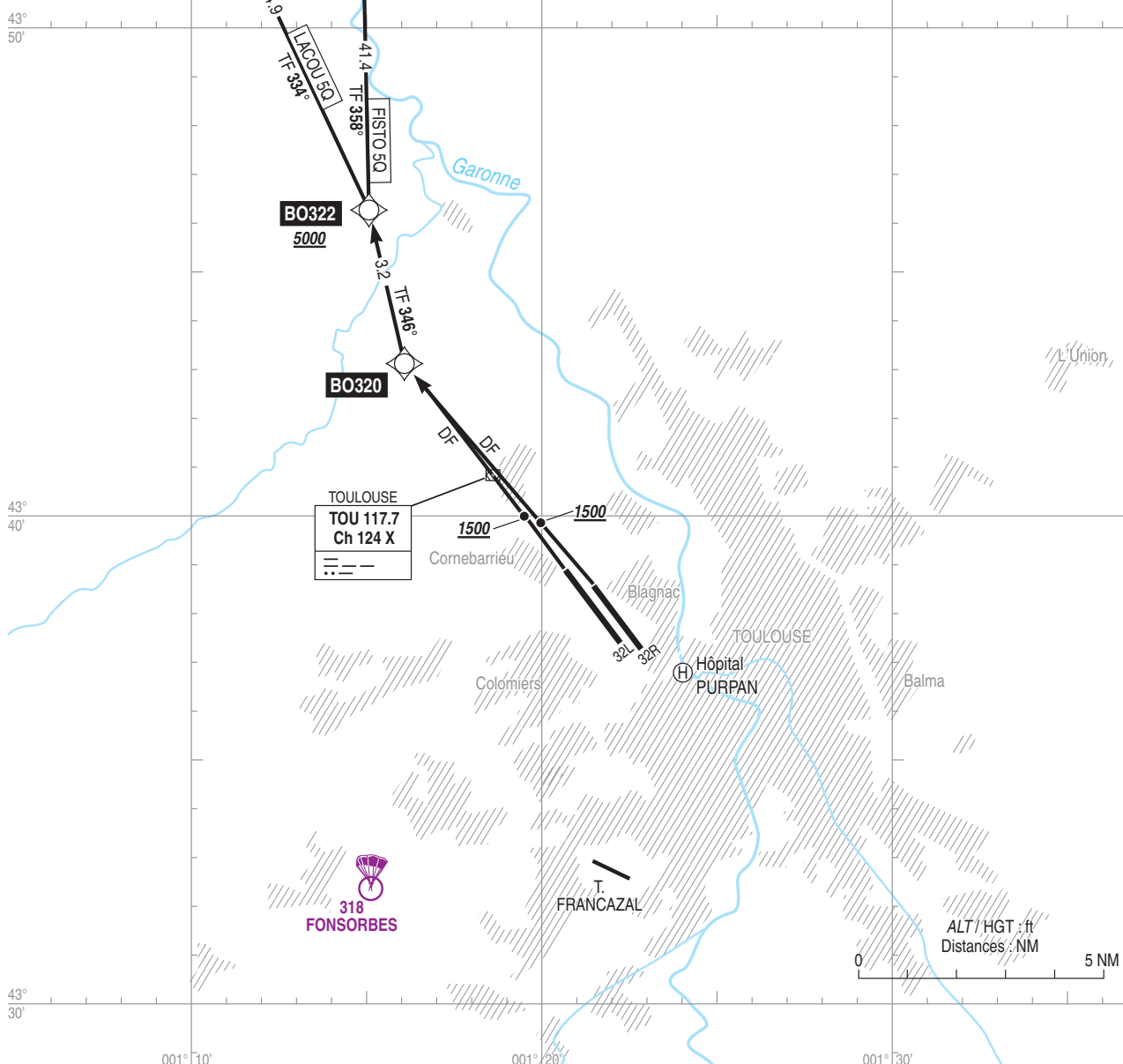
**TOULOUSE BLAGNAC**  
**INI SID RNAV RWY 32L / 32R**  
**Départ initial / Initial departure RNAV RWY 32L / 32R**  
 (Protégés pour / Protected for CAT A, B, C, D)

TWR : BLAGNAC Prévot/Delivery 121.705

Senseur GNSS requis.  
GNSS sensor required.

VAR 1°E (20)

TA 5000

**PANNE DE RADIOCOMMUNICATION**

En VMC, faire demi-tour pour atterrir sur l'aérodrome par circuit à l'Est des installations.

En IMC, poursuivre le vol jusqu'aux limites de la TMA en respectant la trajectoire de départ au dernier FL assigné et ensuite entreprendre la montée jusqu'au niveau de croisière. Si le dernier FL assigné est incompatible avec l'altitude minimale de sécurité, poursuivre la montée vers le FL de croisière.

Si la panne survient au cours d'un départ guidé radar, rejoindre au plus tôt le SID assigné.

**RADIOCOMMUNICATION FAILURE**

*In VMC, turn back and land on AD using circuit in East of AD.*

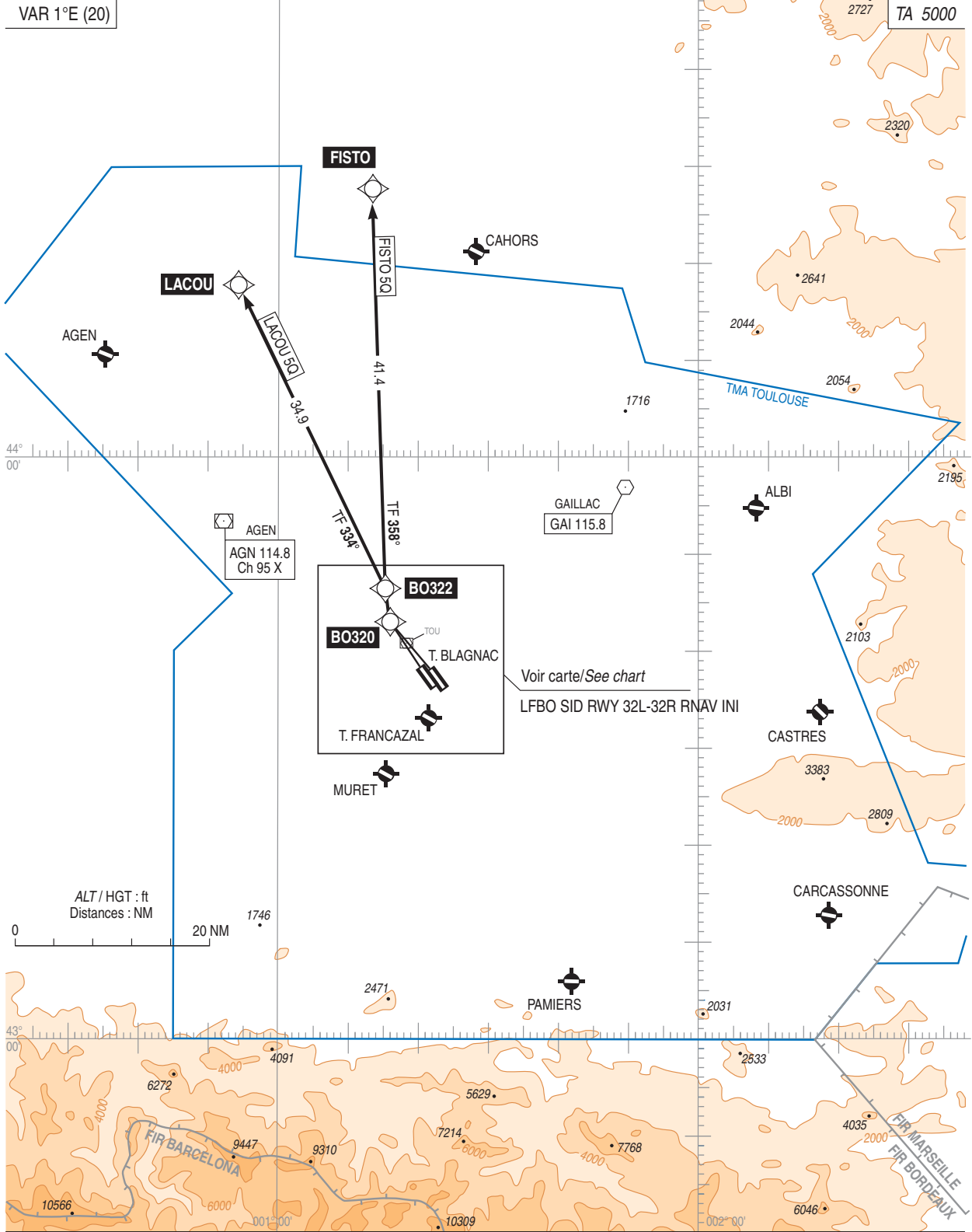
*In IMC, go through with the flight until the TMA limits and comply with the departure routing at the latest assigned level, then climb to the cruising level. If the latest assigned level is not compatible with the minimal safety altitude, climb up to the cruising level.*

*If the failure occurs when the ACFT is under radar vectoring, join the assigned SID as soon as possible.*

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**TOULOUSE BLAGNAC**  
**SID RNAV RWY 32L / 32R**  
(Protégés pour/Protected for CAT A, B, C, D)

ATIS : BLAGNAC	123.130	TWR : BLAGNAC Tour/Tower	118.100	(1) Assistance VFR
FIS : TOULOUSE	121.250 (1)	BLAGNAC Sol/Ground	121.900	(1) VFR assistance
APP : TOULOUSE Approche/Approach	125.180 - 129.305 - 124.975 (s)	BLAGNAC Prévol/Delivery	121.705	
APP : BLAGNAC Approche/Approach	121.105			



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LFBO DATA SID RWY 32L-32R RNAV CODE

**TOULOUSE BLAGNAC**  
**SID RNAV RWY 32L / 32R**  
*(Codage proposé / Proposed coding)*

SID RNAV RWY 32L/32R											
RMK	Senseur GNSS requis / GNSS Sensor required						MAG VAR 2020 1.0°E			REF NAVAID :	
Procedure Identification	Path Terminator	Waypoint Identification	Fly Over	Direction MAG (°)	Direction True (°)	Distance (NM)	Turn direction	MNM Altitude (FL or AMSL ft)	MAX Altitude (FL or AMSL ft)	MAX IAS (kt)	NAV Spec
<b>FISTO 5Q</b>											
RWY32R	CA	-	-	322	322,9	-	-	1500	-	-	RNAV 1
RWY32L				322	322,9						
-	DF	BO320	-	-	-	-	-	-	-	-	RNAV 1
-	TF	BO322	-	346	346,6	3,2	-	5000	-	-	RNAV 1
-	TF	FISTO	-	358	358,6	41,4	-	-	-	-	RNAV 1
<b>LACOU 5Q</b>											
RWY32R	CA	-	-	322	322,9	-	-	1500	-	-	RNAV 1
RWY32L				322	322,9						
-	DF	BO320	-	-	-	-	-	-	-	-	RNAV 1
-	TF	BO322	-	346	346,6	3,2	-	5000	-	-	RNAV 1
-	TF	LACOU	-	334	334,7	34,9	-	-	-	-	RNAV 1

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LFBO SID RWY 32L-32R RNAV INSTR

**TOULOUSE BLAGNAC**  
**SID RNAV RWY 32L/32R**  
 (Protégés pour / Protected for CAT A, B, C, D)

SID RNAV RWY 32L/32R

SID RNAV RWY 32L/32R			
CAT	A B C D		
PBN Box	RNAV 1 – Senseur GNSS requis / <i>GNSS Sensor required</i>		
Climb gradient	Pente ATS : 8% MNM jusqu'à BO322  <i>ATS slope :</i> <i>8% MNM until BO322</i>		
General RMK	Les waypoints soulignés sont des WP "à survoler" / <i>Underlined waypoints are "flyover" WP</i>		
	Vitesse : FL < 100 IAS MAX 250 kt <i>Speed : FL &lt; 100 IAS MAX 250 kt</i>		
	Pentés dues aux contraintes ATS : En cas d'impossibilité de respecter la pente ATS prescrite, en se conformant aux procédures moindre bruit, le pilote doit en aviser le contrôle lors de la mise en route.  <i>Slopes due to ATS restrictions :</i> <i>If unable to comply with required ATS gradient, following noise abatement procedures, pilot must advise ATC when starting up.</i>		
SID	Itinéraires / Routes	Clr Initiale <i>Initial clearance</i>	RMK
FISTO 5Q	Monter RM 322° A 1500ft AMSL ou au-dessus direct vers BO320, puis BO322 à 5000 ft MNM, puis FISTO  <i>Climb MAG 322°.</i> <i>At 1500ft AMSL or above direct to BO320, then BO322 at 5000 ft MNM, then FISTO</i>	FL 070	Départ OACI moindre bruit <b>NADP1 / NADP1</b> noise abatement OACI departure
LACOU 5Q	Monter RM 322° A 1500ft AMSL ou au-dessus direct vers BO320, puis BO322 à 5000ft MNM, puis LACOU  <i>Climb MAG 322°.</i> <i>At 1500ft AMSL or above direct to BO320, then BO322 at 5000 ft MNM, then LACOU</i>	FL070	Départ OACI moindre bruit <b>NADP1 / NADP1</b> noise abatement OACI departure