

# LFBO / Toulouse-Blagnac / TLS

*This page is intended to draw commercial and private pilots' attention to the aeronautical context and main threats related to an aerodrome. They have been identified in a collaborative way by the main organisations operating, to, on the platform (airlines, airport operator, air navigation service provider, aero clubs, Meteo-France...) by comparing items from their respective safety management systems (SMS). Such information has been validated by the members of the Local Safety Teams (LST) of the aerodromes.*

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► **Approved by LRST of march 2024**

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## DISCLAIMER

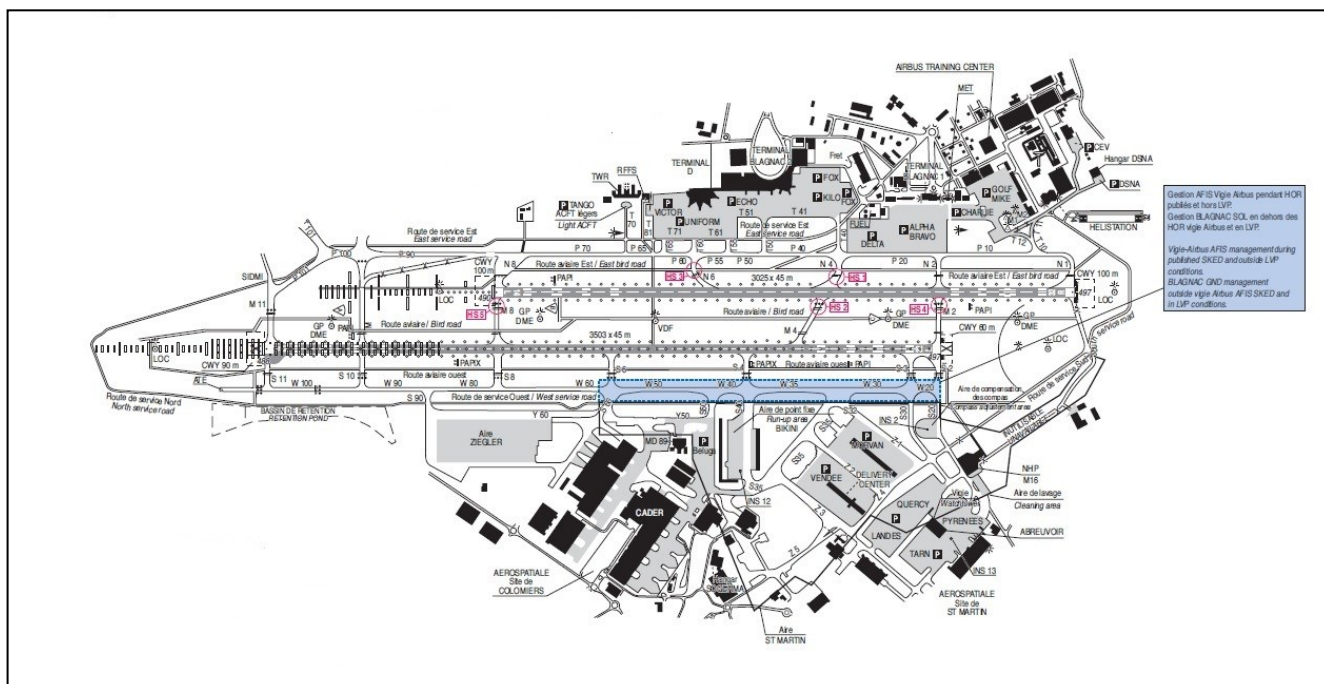
The pieces of information provided are published only for indication, information and are not exhaustive. We make our best to keep them updated. They are a valuable complement for flight preparation but they cannot and should not replace the reference aeronautical information contained in the AIP France (Aeronautical Information Publication), AIP sup, AIC (Aeronautical Information Circular) and NOTAM.

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## ► ONE airport & TWO Air Navigation Services Providers

Two Air Navigation Services Providers coexist at the airport:

- The Toulouse-Blagnac Control Center provides control, information and alert services on the manoeuvring area of the Toulouse aerodrome, excluding the part of taxiway W between S2 and S6 during the opening hours of the Airbus AFIS and outside the LVO.
- Airbus AFIS provides flight information and alert services on taxiway W between S2 and S6. When Airbus AFIS is closed, a message is broadcast on Saint-Martin Info 121.825 MHz frequency informs users of taxiing instructions in the Saint-Martin and Ziegler private areas.



## ► Night time constraints

Departures and arrivals are subject to specific noise reduction measures in the middle of the night (00h-06h local time). Failure to comply with these procedures may result in a statement of non-compliance and lead ACNUSA (Autorité de Contrôle des Nuisances Aéroporutaires) to impose a penalty in the form of an administrative fine.

For all aircraft: no push-back authorised before 06:00 for flights scheduled from 06:00 local time.

In calm wind configuration, dry runway and out of LVO conditions: QFU 14 is proposed for arrivals, QFU 32 for departures.

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## Use of taxiways on the Airbus side

After landing on runway 14R/32L, taxiways S4, S6 and S8 located on the Airbus side can be used by commercial air traffic and general/business aviation. The controller may ask to exit to the right when on runway 14R or left when on runway 32L in order to clear the runway for the next aircraft as soon as possible.

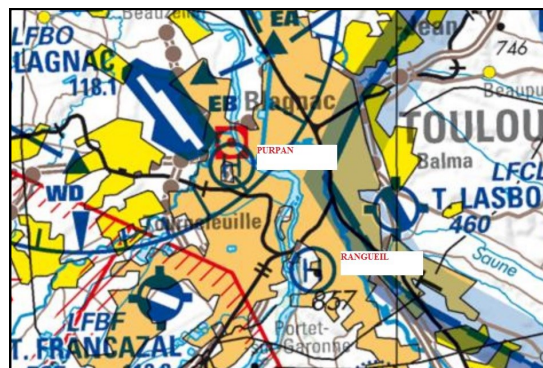
Taxiways S have only CAT3 runway holding position marking (150 meters).

## Aircraft manufacturers circuits (very special VFR traffic...)

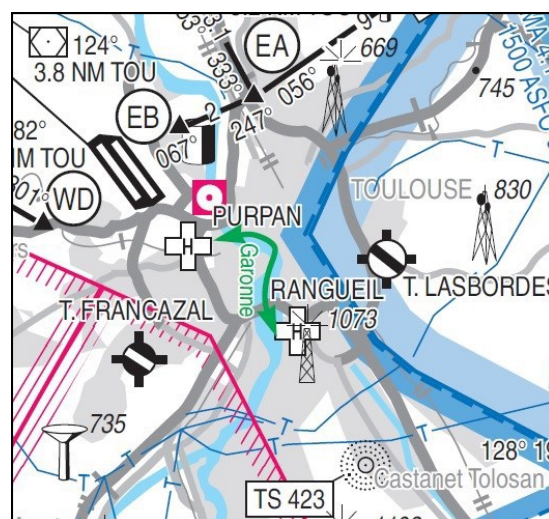
The manufacturers carry out circuits for aircraft under tests and crew training. The medium and large aircraft (A380, A350 ...A320 or ATR) can be seen circuiting the runway under VFR at 2000 ft, west of the runways. They are included in the approach sequence in relation to the traffic information given by the TWR controller.

## Crossing of runway axes by SAMU helicopters

The runways of Toulouse-Blagnac are located near two hospitals (Purpan and Rangueil).



The SAMU helicopters (air ambulance) fly close to aircraft on final approach. The controllers try to minimise the impact of these priority missions on commercial air traffic.



The concerned airspace being the class-D CTR, the management of separation distances is done by traffic information and visual reference between aircraft .

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## ► UAV activities

Be aware that there's a significant drone activity in the private AIRBUS and Jean-Luc Lagardère areas for inspections and photography of their planes.



Vue générale

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## Prevention of unstabilised approaches and respect of the radar interception chevrons

When an aircraft on arrival is radar vectored, the regulation requires that the last heading given or the last clearance of direct route, allows the aircraft to intercept the final approach axis at an angle inferior to 45°.

Additionally, DSN rules governing the implementation of conventional procedures provide for an intermediate approach segment designed to allow a 30 second level-off phase before the interception the nominal glide slope.

The implementation of satellite procedures with vertical guidance which rely on EGNOS requires to be aligned on the final axis at least 2 NM before intercepting the nominal glide path.

The interception chevrons are displayed on the radar screens so the controllers may see the limit of the interception of axis and the cone in which the aircraft must be flown to.

The respect of the interception chevrons is a corporate regulatory safety requirement as late interceptions are known contributing factors to unstabilised approaches and could lead to runway overrun.

### ► Flight Sequencing

If both parallel runways are in use, the separation distance between two arriving aircraft is 6 NM, traffic speed reduced to 180 kts, except if constraints arise due to wake turbulences.

In case of single-runway operations, the separation distance between two arriving aircraft on the axis will be 9 NM with traffic speed reduced to 180 kts.

The landing rate at Toulouse-Blagnac is 2 minutes. This requires a 6 NM separation distance on final approach between two successive arrivals considering that aircraft have a ground speed of 180 kts.

When the Tower controller decides to insert a departure between two arrivals, the controller in charge of the radar vector is requested to space out the two arrivals to ensure a separation of 3 minutes between both. The separation distance between two arrivals is therefore 9 NM considering that the aircraft have a ground speed of 180 kts.

More constraining separation distances may be necessary due to wake turbulences for example or relatively slow arrivals at LFBF (Francazal).

In LVO conditions, to ensure the critical and sensitive areas of ILS 14R are free of all traffic, a spacing of 4 mins 30 seconds is provided between two successive arrivals. This spacing is increased to 6 minutes when a departure must be inserted between two arrivals. The respective separation distances are therefore of 14 NM and 18 NM.

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## Turbulence due to the presence of an Airbus hangar

The westerly winds added to the proximity of a hangar may cause turbulence on short final when landing on runway 32L, increasing the probability of a go-around.



## PAPI settings

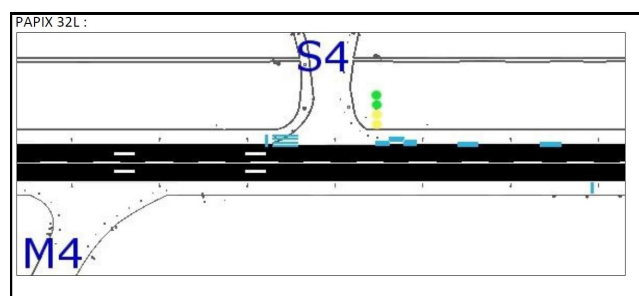
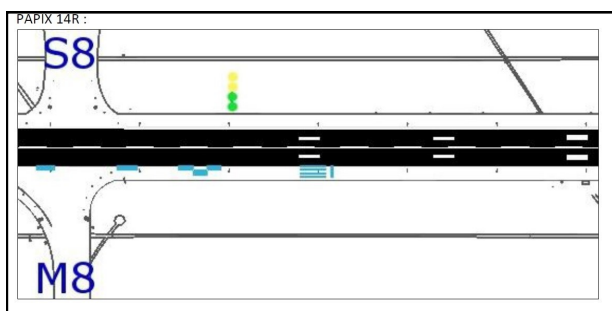
The PAPI are set for threshold overflight by B747 aircraft type (MEHT = 75 ft).

PAPI 14L/32R visual range is 12,000 m.

PAPI 14R/32L visual range is 12,000m.

## PAPIX

A PAPIX is a type of PAPI, implemented for the specific needs of aircraft manufacturers, useable under certain weather conditions. The runway 14R/32L is equipped with two PAPIX, each of them located 1000 m from the thresholds with blue markings on the runway shoulder. The ATIS specifies when they are in use. To avoid any confusion with PAPI, the color code of PAPIX is green and yellow.



### ► Use of M4 during LVO

As a general rule, under LVO conditions, inbound aircraft landing on runway 14R exit via taxiway M2. One exception to the rule: When the aircraft is going to the AIRBUS apron (Airbus AFIS), the exit is via S2.

However, when permitted by the weather conditions, the controller may authorise a pilot to exit via taxiways M4/N4 (warning: no center line lights). The controller must ensure that he can maintain the visual cues.

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## QFU 32 visual approach and confusion with LFBF

Use caution when performing a right hand arrival to runway 32L or 32R, the intercept heading may divert to the axis of LFBF runway 29, increasing the risk of runway confusion during visual approach.

### ► Interference with ILS signals

#### Critical areas et impacts on the choice of IFR procedures and taxiing

Toulouse-Blagnac airport infrastructure (runways, taxiways and positioning of the Localizer and Glide antennas of the various ILS) sometimes imposes taxiing constraints, increased arrival spacings, longer holdings on departure, or the use of all procedures but the ILS (RNP or VOR/DME).

Arriving QFU	Portion of runway with impact on the Localizer	TWY with impact on the Glide	
14R		M11	
14L		M8	
32R	End of runway 32R between N6 - N8 for Heavy aircraft		
32L		M2	



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To guarantee the crews operating these ILS some signals without disturbance, Toulouse-Blagnac controllers ensure that the critical areas of an ILS are clear of mobiles when this ILS is in use.

QFU	IFR Procedure	Departures	Constraints
14R	ILS	Departures from terminal side or JLL from M10	
	RNP	Departures from terminal side or JLL from M11 available	
	ILS	Departures from terminal side or JLL from M11	Mandatory configuration when LVP in force. <ul style="list-style-type: none"> <li>• Minimum interval of 6 minutes between 2 arrivals</li> <li>• Line-up from M11 for category L/M aircraft only if next arrival is further than 12,4NM from the threshold</li> <li>• No final cleared ILS if the departing aircraft in an H code</li> </ul>
14L	RNP	Departures from St-Martin/Ziegler area possible from M8	
	ILS	Departures from St-Martin/Ziegler area via M4-N4 (or M10 or M11) to reach N8	Departures via M8 prohibited except if no ILS final in progress
32L	ILS	<u>Single runway operations :</u> Departures from terminal side/JLL from M4 <u>Both runways operations :</u> Departures from St-Martin side wishing to depart runway 32R : taxiing via M4 to reach N1/N2.	
	RNP	<u>Single runway operations :</u> from terminal/JLL side possible from M2 <u>Both runways operations :</u> Departures from St-Martin side wishing to depart runway 32R : possible taxiing via M2	
32R	RNP		No constraint
	ILS		In case of successive arrivals with a H code as n°1 : <ul style="list-style-type: none"> <li>• LOC interception by n°2 only after n°1 Heavy has vacated runway 32R</li> <li>• A minimum interval of 7 minutes between 2 arrivals is needed</li> </ul>

To overcome these constraints about the critical areas , several configurations are possible and chosen according to parameters such as weather conditions, work in progress on the platform, and the amount of traffic expected.

For these reasons, if the approach announced on the ATIS is an RNP, it is important to comply with it and to limit requests to carry out an ILS approach only if unable to perform the RNP procedure. In this case, the reason may be requested by ATC

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## 32L Glide disturbances

Some disturbances to glide 32L have been reported by crews, mainly flying B737s, even though there are no obstacles in the critical area. These disturbances remain within acceptable standard, but sometimes lead to autopilot disconnections.

## False localizer interception

False localizers may be intercepted when the aircraft passes through an angle of 42° to the final approach axis.

Particular vigilance is required if ILS approach clearance is given before this radial.

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## ► Apron Management—Responsibility for ground collision avoidance

The limit between manoeuvring area and apron is materialized by a continuous white line painted on the ground. The Ground controller manages the taxilanes on the apron.

The manoeuvres on the apron are made under the responsibility of the Captain and according to the procedures established by the operator (cf. AIP AD 2 LFBO MIA\_TEXT 02—Use of parking areas) and in conformity with the information given by the Ground controller. Therefore, the aprons are not a controlled area. The pilot is responsible for avoiding collisions.

The push back clearances are valid for 1 minute.

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## Environment constraints

Aircrews are requested to pay special attention so as to stick to initial departure clearances designed to meet environmental constraints. Non compliance with these constraints may lead to a procedure breach report and to a fine by the ACNUSA (French Airport Noise Control Authority).

For propeller aircraft except:

- QFU 14 departures: No turn before 8 NM from TOU and 4000 ft.
- QFU 32 departures: No turn before TOU. TOU must be flown over, even when direct routes after TOU are given by the ATC.

Furthermore, in order to better respect the environmental constraints for departures with FISTO exit:

- The controller does not authorise left turn on runway 14 departures without SID except in case of safety constraints (weather, necessity, ...)
- If exceptionally a left turn on a runway 14 departure is granted, the controller ensures that the aircraft avoids the overflight of Toulouse below FL65 during the left-hand turn .

## SID/LFBF : constraints

Runway 14 departures have to respect the 11% slope up to 3000 ft in order to ensure separation with LFBF run-way 11 departures. If impossible to do so, inform ATC.