

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 June 2022**

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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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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...)

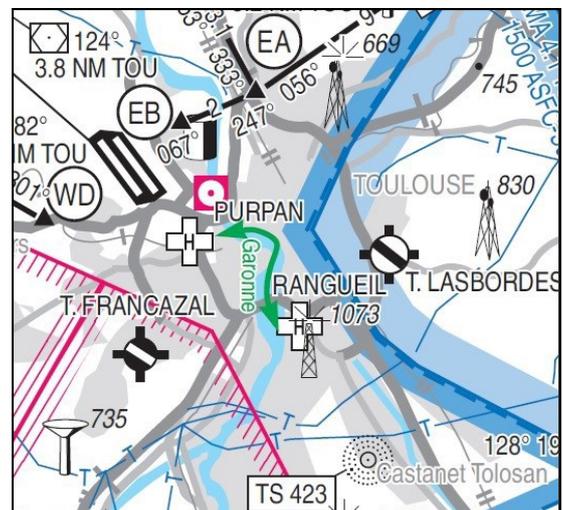
The manufacturers carry out circuits for aircraft under tests and crew training. The medium and large aircraft (A380, A350 ...A320 or ATR) can be seen circuiting the runway under VFR at 2000 ft, west of the runways. They are included in the approach sequence in relation to the traffic information given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

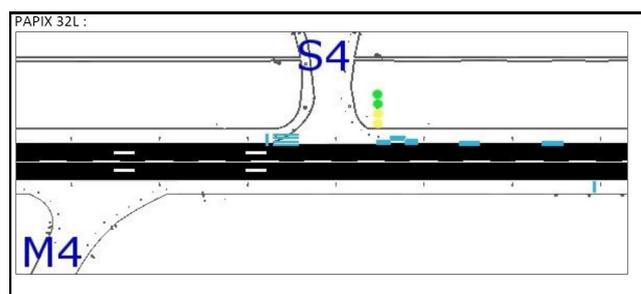
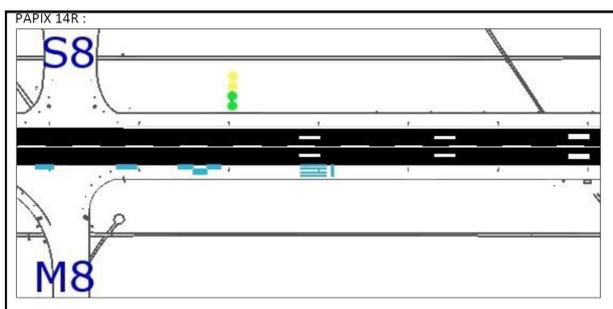
The PAPI are set for threshold overflight by B747 aircraft type (MEHT = 75 ft).

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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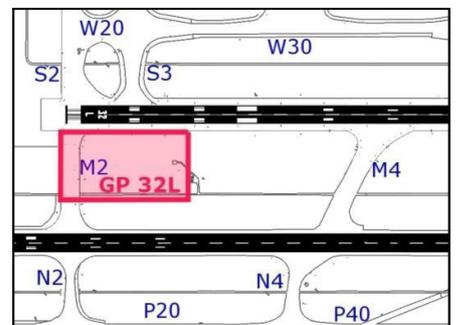
QFU 32 visual approach and confusion with LFBF

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.

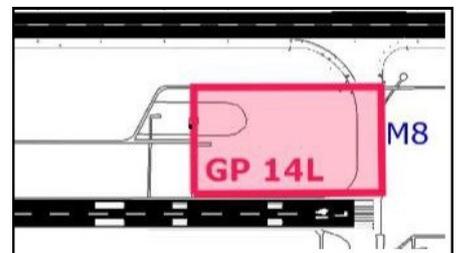
► Interference with ILS signals

The infrastructure imposes taxi constraints on certain taxiways because these are located in glide slope critical areas:

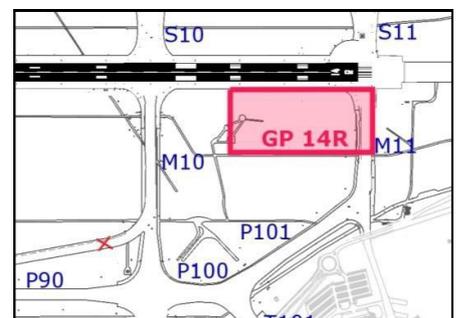
- Taxiway M2 is inside glide slope 32L critical area.



- Taxiway M8 is inside glide slope 14L critical area.



- Taxiway M11, between holding point and runway, is inside glide slope 14R critical area.



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- The end of runway 32R between S6 and S8 is in the LOC32R critical area for aircraft over 14m high.



Zone en **bleu** : véhicule ou small aircraft (Hauteur \leq 6m) ;

Zone en **vert** : medium aircraft (6m < hauteur \leq 14m) ;

Zone en **orange** : large aircraft (14m < hauteur \leq 20m) ;

Zone en **rouge** : very large aircraft (20m < hauteur \leq 25m) ;

To prevent ILS interference for aircraft, controllers ensure that these critical areas are clear when the aircraft is at least 10 NM from the threshold in use.

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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.