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Trip Kit Index

Airport Information For LFBO

Terminal Charts For LFBO

Revision Letter For Cycle 13-2014

Change Notices

Notebook

General Information

Location: Toulouse Fra
IATA Code: TLS
Lat/Long: N43° 38.1' E001° 22.1'
Elevation: 499 ft

Airport Use: Public
Magnetic Variation: 0.1°E

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0413 Z
Sunset: 1940 Z,

Runway Information

Runway: 14L
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 489 ft
Lighting: Edge, ALS

Runway: 14R
Length x Width: 11483 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 488 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 32L
Length x Width: 11483 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 497 ft
Lighting: Edge, Centerline, REIL

Runway: 32R
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 497 ft
Lighting: Edge, REIL

Communication Information

- ATIS 123.125
- Blagnac Ground Tower 121.9
- Blagnac Clearance Tower 121.7
- Blagnac Tower 118.1
- Toulouse Approach Control 129.3 TCA
- Toulouse Approach Control 125.175 TCA
- Toulouse Approach Control 124.975 Secondary
- Toulouse Approach Control 123.85
- Toulouse Approach Control 120.35
- Blagnac Approach Control 121.1
- Toulouse Information 123.925 Flight Info Service
- Toulouse Information 121.25 Flight Info Service

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. ACFT operating in accordance with IFR/VFR must respect the specific noise abatement procedures that are published to the users by the AIS.

Flying over the hospital of Purpan is permanently prohibited.

Except for safety reasons the ACFT captain must apply these rules.

All operators, undertaking flight to or from Blagnac APT have to publish in their operating manuals, in respect of each ACFT its classification and the cumulative margin.

1.2.2. NIGHTTIME RESTRICTIONS

All ACFT, turbojet fitted, not in accordance with the chapter 3 or chapter 4 standards are not allowed:

- To land between 2200-0600LT;

- To leave the parking stand in order to take-off between 2200-0600LT.

With the same restrictions none of the ACFT turbojet fitted, meeting the chapter 3 noise standards, for which the cumulative margin is less than 8 EPNdB is allowed:

- To land between 2200-0000LT;

- To leave the parking stand in order to take-off between 2200-0000LT.

None of the ACFT turbojet fitted, meeting the chapter 3 noise standards, for which the cumulative margin is less than 13 EPNdB is allowed:

- To land between 0000-0600LT;

- To leave the parking stand in order to take-off between 0000-0600LT.

Dispensation: None of the ACFT turbojet fitted, meeting the chapter 3 noise standards, for which the cumulative margin between 10 and 13 EPNdB is allowed to take-off or to land in the slot between 0000-0600LT from Blagnac APT if the owner can not prove that the ACFT has been used on this airfield between November 1st, 2010 and October 29th, 2011. This exemption will end on October 30th, 2015.

Since April 1st, 2013, none of the ACFT turbojet fitted, meeting the chapter 3 noise standards, for which the cumulative margin is less than 10 EPNdB is allowed:

- To land between 2200-0000LT;

- To leave the parking stand in order to take-off between 2200-0000LT.

Dispensation: None of the ACFT turbojet fitted, meeting the chapter 3 noise standards, for which the cumulative margin between 8 and 10 EPNdB is allowed to take-off or to land in the slot 2200-0000LT from Blagnac APT if the owner can not prove that the aircraft has been used on this airfield between April 1st, 2012 and March 31st, 2013. This exemption will end on April 1st, 2017.

Dispensations from the above specified regulations can be exceptionally given by the minister in charge for civil aviation.

These restrictions do not apply to humanitarian, ambulance, government flights, 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 or propeller reverse pitch other than idle 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 taxiing sequences.

1. GENERAL

1.3. LOW VISIBILITY PROCEDURES

1.3.1. GENERAL

Low Visibility Procedures will be in force when RVR is 550m 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 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 or P40, T50.

To stands E41 thru E51 use TWYs M2, N2, P20, T40.

To stands E52 thru E62 use TWYs M2, N2, P20, P40 then T50 or P50, T55.

To stands E70 thru E82 use TWYs M2, N2, P20, P40, P50 then T55, or P55 then T60.

To stands U30 thru U34 use TWYs M2, N2, P20, P40, P50, P55, T60.

To stands V30 thru V37 use TWYs M2, N2, P20, P40, P50, P55, 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, T100.

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

1.3.3. DEPARTURE

From Parking areas F and K as well as from stands E10 thru E60 and E70 thru E72 use TWYs T50, P50, P55, P60, P65, P70, P90, P100, P101, M11.

From stand E62 use TWYs T55, P55 or T60 then P60, P65, P70, P90, P100, P101, M11.

From stands E80 thru E82 use TWYs T60, P60, P65, P70, P90, P100, P101, M11.

From stands U30 thru U34 use TWYs T65, P65, P70, P90, P100, P101, M11.

From stands V30 thru V34 use TWYs T60, P60, P65, P70, P90, P100, P101, M11.

From stands V35 thru V37 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, DEV and DSNA use TWYs T10 and P10 without centerline (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, 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 E82 and V35 thru V37 push-back required.

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

Stand G8 available for helicopters.

Marshaller mandatory on all parking stands.

1.6. OTHER INFORMATION

RWY 14/32 for helicopters.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

Low altitude circuit patterns are prohibited.

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 shall be intercepted at or above 3000 '.
- 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 '.

2.1.1. ARRIVAL RECOMMENDATIONS

When final approach it is recommended that, wherever possible, to avoid power or thrust increases.

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

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.

3.2. OTHER INFORMATION

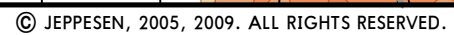
3.2.1. DATALINK DEPARTURE CLEARANCE (DCL)

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.

t₁: 3 min

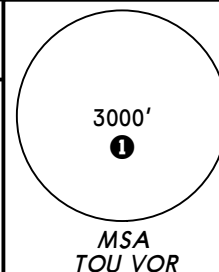
In case of CTOT, the pilot gets the value CTOT -3 min to CTOT +3 min with the clearance.



ATIS
123.12

Apt Elev
499'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'



MSA 3000' all
sectors if DME
not available
① 2500'
within 10 NM

ESISI 6N [ESIS6N]

FOR FLIGHTS FROM UPPER & LOWER AIRSPACE WITH RFL ABOVE FL115

NARAK 6A [NARA6A]

RNAV (GNSS)

ONLY FOR CARRIERS PARTICIPATING TO CONTINUOUS DESCENT
APPROACH (CDO) ASSESSMENT
FOR RNAV INITIAL APPROACH (CDO)
REFER TO CHARTS 10-2K & 10-2L

RWYS 14L/R RNAV ARRIVALS

NETRO
FL80/5000'T/FL140, inbound 208° TOU R-028 D25/31 MAX 220 KT
ALTERNATE
FL80/5000'T/FL140, inbound 252° AGN R-072 D32/38 RIGHT turn MAX 220 KT

NARAK

N44 17.7 E001 44.9
(NARAK 6A: NCRP fly-by)
(49.9 NM to THR)

ESISI 6N
Between
FL150 &
FL120

NARAK 6A
At or below
FL150

ESISI
N44 53.6 E001 25.7



ESISI 6N
38

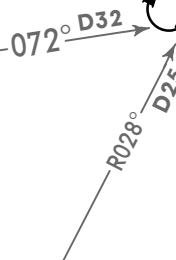
(IAF)
ABLIS
N44 03.9 E001 28.9
(31.9 NM to THR)

Between
FL110 & FL80

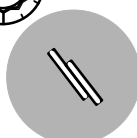
AGEN
D(H) 114.8 AGN
N43 53.3 E000 52.4



(IAF)
NETRO
N44 03.1 E001 34.4
EXPECT FL80



TOULOUSE
D(H) 117.7 TOU
N43 40.9 E001 18.6



ATIS
123.12

Apt Elev
499'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

NARAK 6I [NARA6I]

RNAV (GNSS)

ONLY FOR CARRIERS PARTICIPATING TO CONTINUOUS DESCENT
APPROACH (CDO) ASSESSMENT

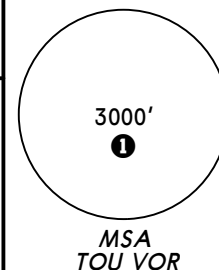
FOR RNAV INITIAL APPROACH (CDO)

REFER TO CHARTS 10-2M & 10-2N

NARAK 6L [NARA6L]

FOR FLIGHTS FROM UPPER AIRSPACE

RWYS 32L/R RNAV ARRIVALS



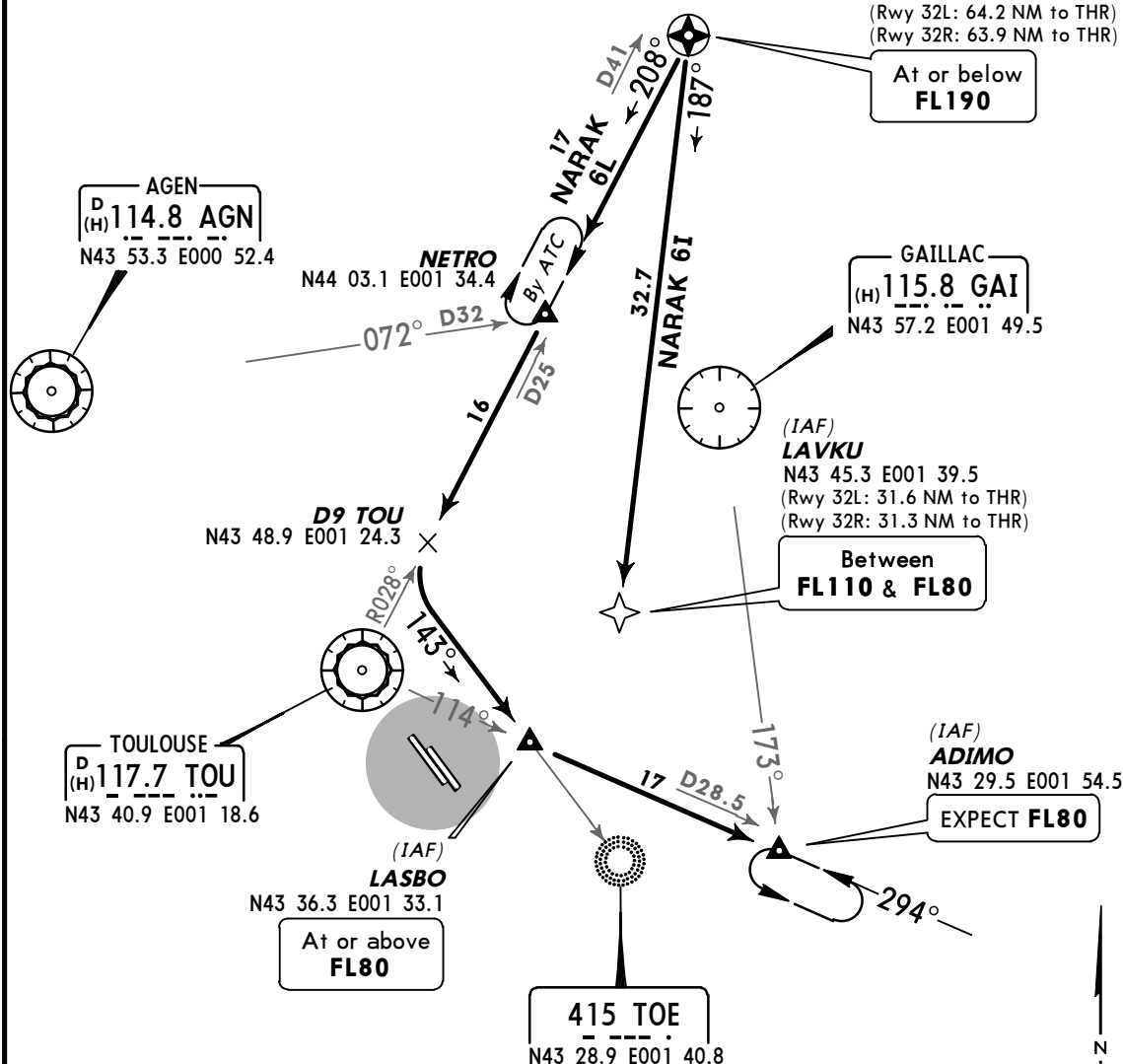
MSA 3000' all
sectors if DME
not available

① 2500'
within 10 NM

NARAK

N44 17.7 E001 44.9
(NARAK 6I: NCRP fly-by)
(Rwy 32L: 64.2 NM to THR)
(Rwy 32R: 63.9 NM to THR)

At or below
FL190



NETRO

5000'T/FL140, inbound 208°
TOU R-028 D25/31
MAX 220 KT

ALTERNATE

5000'T/FL140, inbound 253°
AGN R-072 D32/38
RIGHT turn
MAX 220 KT

ADIMO

FL80/4500'T/FL140, inbound 294°
TOU R-114 D28.5/34.5
MAX 220 KT

ALTERNATE

FL80/4500'T/FL140, inbound 298°
AGN R-118/GAI R-173
LEFT turn
MAX 220 KT 1 min

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

STAR

RWYS 14L/R ARRIVALS FROM NORTH



3000'

1

MSA
TOU VOR

① 2500' within 10 NM

MENDE
 D 115.3 MEN
 N44 36.5 E003 09.7



FL80/5000'T/FL140, inbound 253°
114.8 AGN R-072 D32/38
RIGHT turn
MAX 220 KT

ATIS
123.12

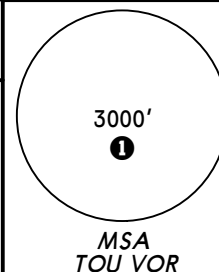
Apt Elev
499'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

AULON 6L [AULO6L] ②, ESISI 6L [ESIS6L] ③

MEN 6L ④

RWYS 32L/R ARRIVALS
FROM NORTH



MSA 3000' all
sectors if DME
not available

① 2500'
within 10 NM

ESISI
N44 53.6
E001 25.7



159°

ESISI 6L

3.8

114.5

164°

114.5

AULON
N44 22.7 E001 38.9

NARAK
N44 17.7 E001 44.9

ESISI 6L
At or below
FL190

5

4000

D45 TOU

3.5

D41

208°

R344°

12.5

D37.5 TOU

N44 14.2 E001 42.4

By ATC

D25

16

D9 TOU

N43 48.9 E001 24.3

R028°

143°

114°

17

D28.5

173°

294°

Expect FL80

415 TOE

N43 28.9 E001 40.8

TOULOUSE
P 117.7 TOU
N43 40.9 E001 18.6

AGN
072°
114.8

NETRO
N44 03.1 E001 34.4

GAILLAC
115.8 GAI
N43 57.2 E001 49.5

(IAF) LASBO
N43 36.3 E001 33.1
At or above
FL80

(IAF) ADIMO
N43 29.5 E001 54.5

59
6140T
MEN 6L

254°

NOT TO SCALE

NETRO
5000'T/FL140, inbound 208°
TOU R-028 D25/31
MAX 220 KT

ALTERNATE
5000'T/FL140, inbound 253°
114.8 AGN R-072 D32/38
RIGHT turn
MAX 220 KT

ADIMO
FL80/4500'T/FL140, inbound 294°
TOU R-114 D28.5/34.5
MAX 220 KT

ALTERNATE
FL80/4500'T/FL140, inbound 298°
114.8 AGN R-118/GAI R-173
LEFT turn
MAX 220 KT 1 min

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

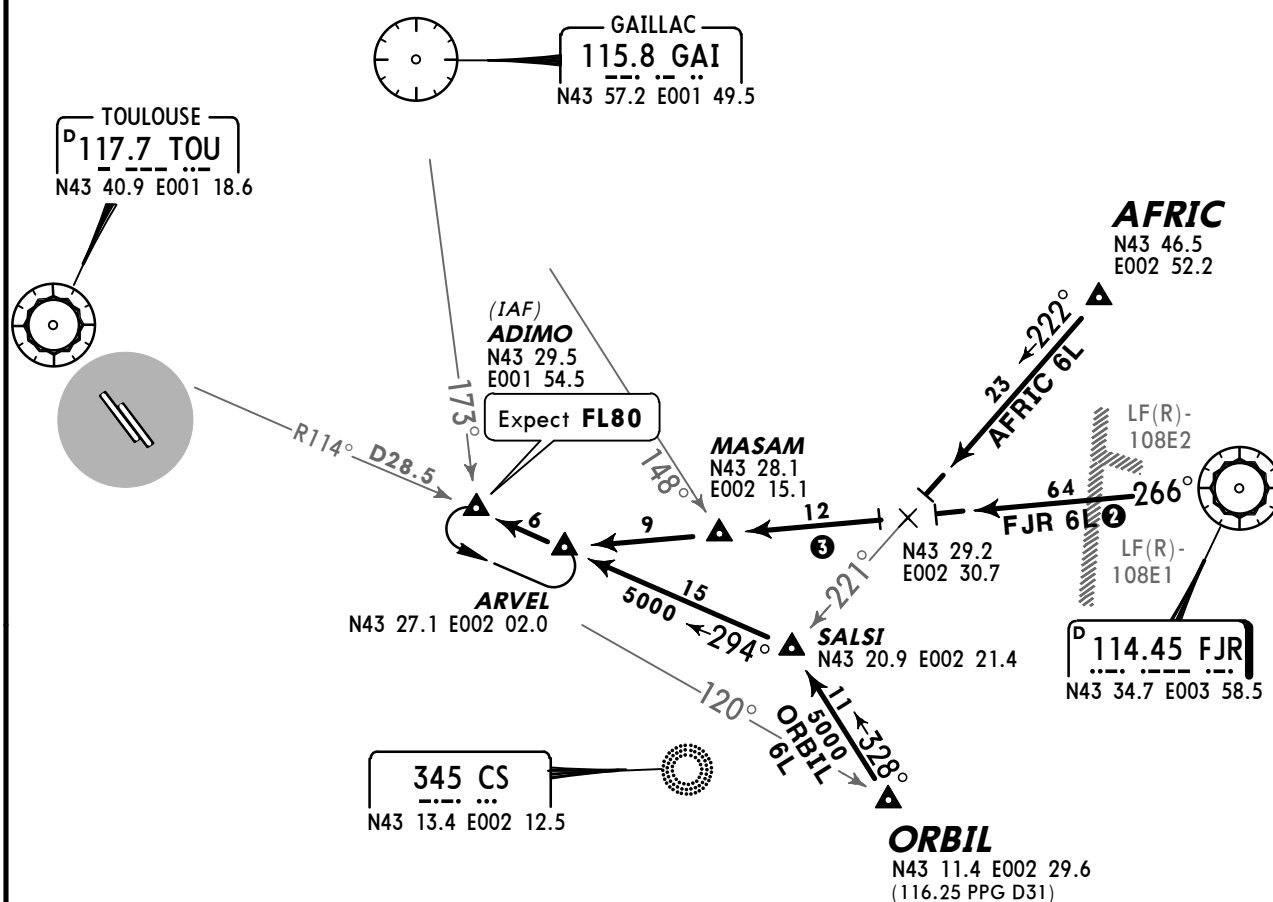
3000'

①

MSA
TOU VOR

① 2500' within 10 NM

② Subject to LF(R)-108E1 & LF(R)-108E2 activity.
③ RWYs 14L/R: **FL80/5800T**
RWYs 32L/R: **5800**



ADIMO

FL80/4500'T/FL140, inbound 294°
TOU R-114 D28.5/34.5
MAX 220 KT

ALTERNATE

FL80/4500'T/FL140, inbound 298°
114.8 AGN R-118/GAI R-173
LEFT turn
MAX 220 KT 1 min



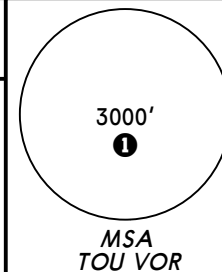
ATIS
123.12

Apt Elev
499'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

ASPET 6S [ASPE6S]②, LATEK 6S [LATE6S]③
RWYS 14L/R ARRIVALS
FROM SOUTH & SOUTHWEST

- ② For flights from lower airspace.
③ For flights from upper airspace.



MSA 3000' all sectors
if DME not available
① 2500' within 10 NM

AGEN
D 114.8 AGN
N43 53.3 E000 52.4

GAILLAC
D 115.8 GAI
N43 57.2 E001 49.5

SURAS
FL80/5000'T/FL140, inbound 078°
TOU R-258 D11/16
MAX 220 KT

ALTERNATE
Inbound 061°, RIGHT turn
AGN R-151/GAI R-241
MAX 220 KT 1 min

(IAF)
SURAS
N43 38.5
E001 03.8

Expect
FL80

TOULOUSE
D 117.7 TOU
N43 40.9 E001 18.6

TARBES
D 113.9 TBO
N43 19.9 E000 08.7

350 MUT
N43 28.8 E001 10.9
D28 AGN

At **FL80**
Descend to **5000'**

SULIT
N43 23.0 E001 15.2

OGRIIL
N43 17.5 E001 14.1

BOGRO
N43 18.7 E000 45.0
(TOU D33)

Between
FL190 & FL150

LABOG
N43 04.6 W000 00.9
At or above
FL200

LATEK
N42 52.5 W000 39.4

SULIT
5000'T/FL140, inbound 008°
TOU R-188 D18/23
MAX 220 KT

ALTERNATE
Inbound 037°, RIGHT turn
AGN R-152/GAI R-217
MAX 220 KT 1 min

ASPET
N43 00.0 E000 58.8



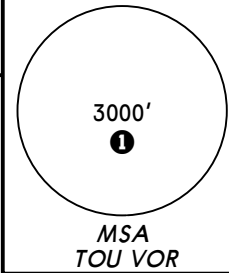
ATIS
123.12

Apt Elev
499'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

ASPET 6T [ASPE6T]②, LATEK 6T [LATE6T]③
RWYS 32L/R ARRIVALS
FROM SOUTH & SOUTHWEST

- ② For flights from lower airspace.
③ For flights from upper airspace.



MSA 3000' all
sectors if DME
not available

① 2500'
within 10 NM

GAILLAC
115.8 GAI
N43 57.2 E001 49.5



AGEN
114.8 AGN
N43 53.3 E000 52.4



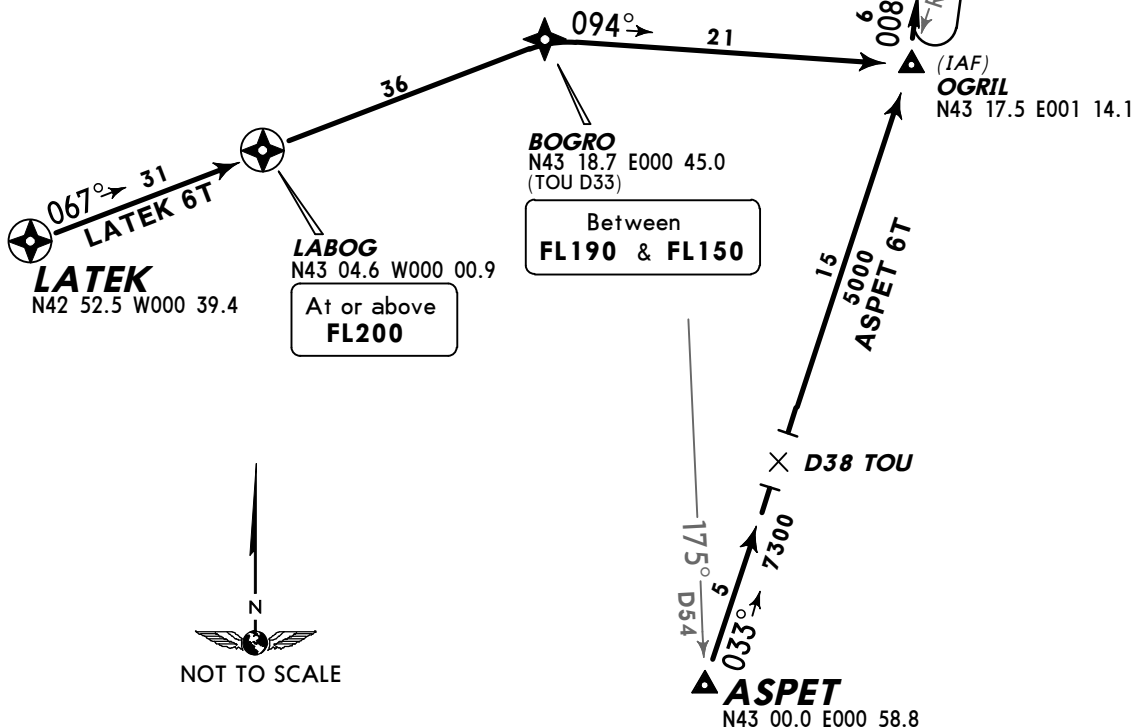
TOULOUSE
117.7 TOU
N43 40.9 E001 18.6



SULIT
FL80/5000'T/FL140, inbound 008°
TOU R-188 D18/23
MAX 220 KT

ALTERNATE
Inbound 037°, RIGHT turn
AGN R-152/GAI R-217
MAX 220 KT 1 min

(IAF)
SULIT
N43 23.0 E001 15.2
Expect FL80

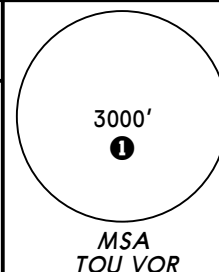


ATIS
123.12

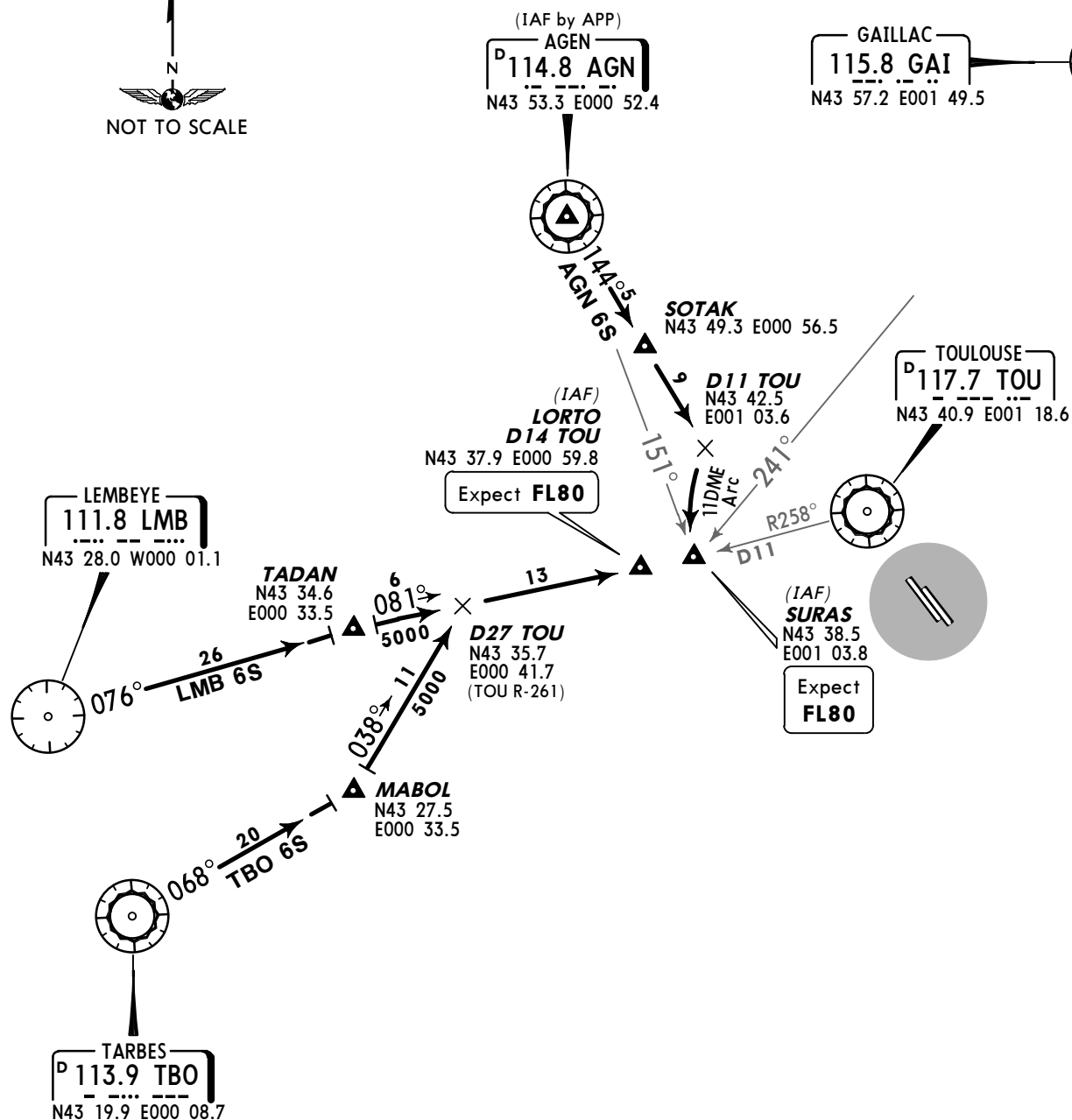
Apt Elev
499'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

AGN 6S, LMB 6S, TBO 6S
RWYS 14L/R ARRIVALS
FROM WEST



MSA 3000' all
sectors if DME
not available
① 2500'
within 10 NM



SURAS
FL80/5000'T/FL140, inbound 078°
TOU R-258 D11/16
MAX 220 KT

ALTERNATE
Inbound 061°, RIGHT turn
AGN R-151/GAI R-241
MAX 220 KT 1 min

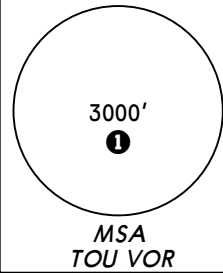


ATIS
123.12

Apt Elev
499'

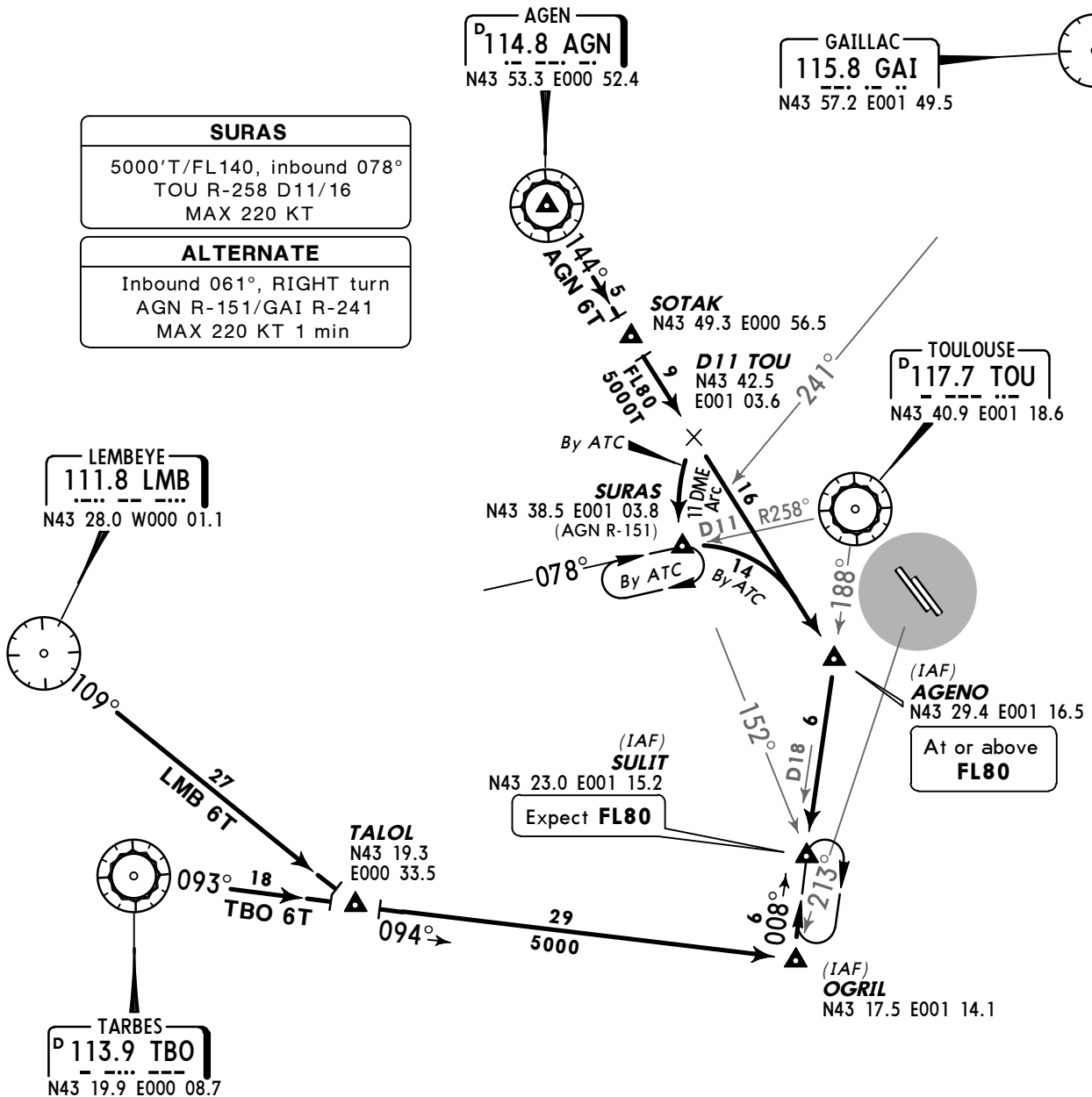
Alt Set: hPa Trans level: By ATC Trans alt: 5000'

AGN 6T, LMB 6T, TBO 6T
RWYS 32L/R ARRIVALS
FROM WEST



MSA 3000' all
sectors if DME
not available
① 2500'
within 10 NM

SURAS
5000'T/FL140, inbound 078° TOU R-258 D11/16 MAX 220 KT
ALTERNATE
Inbound 061°, RIGHT turn AGN R-151/GAI R-241 MAX 220 KT 1 min

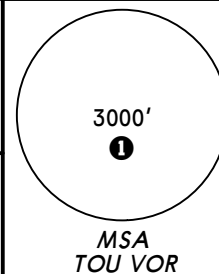


SULIT
FL80/5000'T/FL140, inbound 008° TOU R-188 D18/23 MAX 220 KT
ALTERNATE
Inbound 037°, RIGHT turn AGN R-152/GAI R-217 MAX 220 KT 1 min

ATIS
123.12

Apt Elev
499'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. CDO will be performed on crew's request at first contact with Toulouse APP.
2. CDO will be performed exclusively under RADAR surveillance.



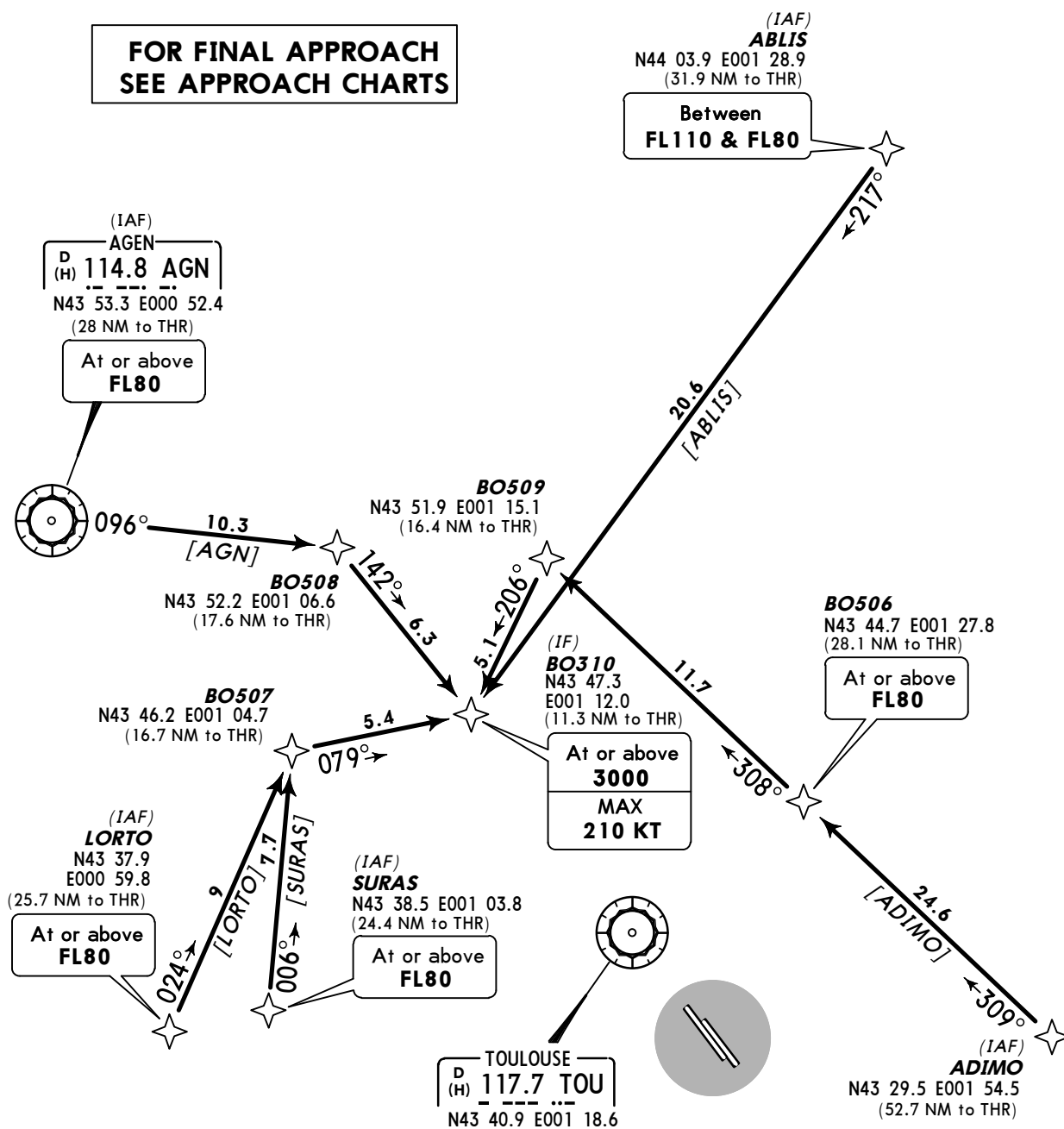
MSA 3000' all sectors if DME not available
① 2500' within 10 NM

RWY 14L RNAV INITIAL APPROACH (CDO)

RNAV (GNSS)

ONLY FOR CARRIERS PARTICIPATING TO CONTINUOUS DESCENT APPROACH (CDO) ASSESSMENT

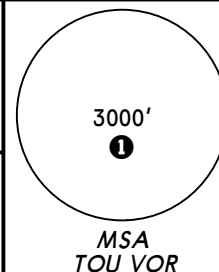
FOR FINAL APPROACH
SEE APPROACH CHARTS



ATIS
123.12

Apt Elev
499'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. CDO will be performed on crew's request at first contact with Toulouse APP.
2. CDO will be performed exclusively under RADAR surveillance.

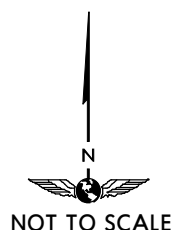
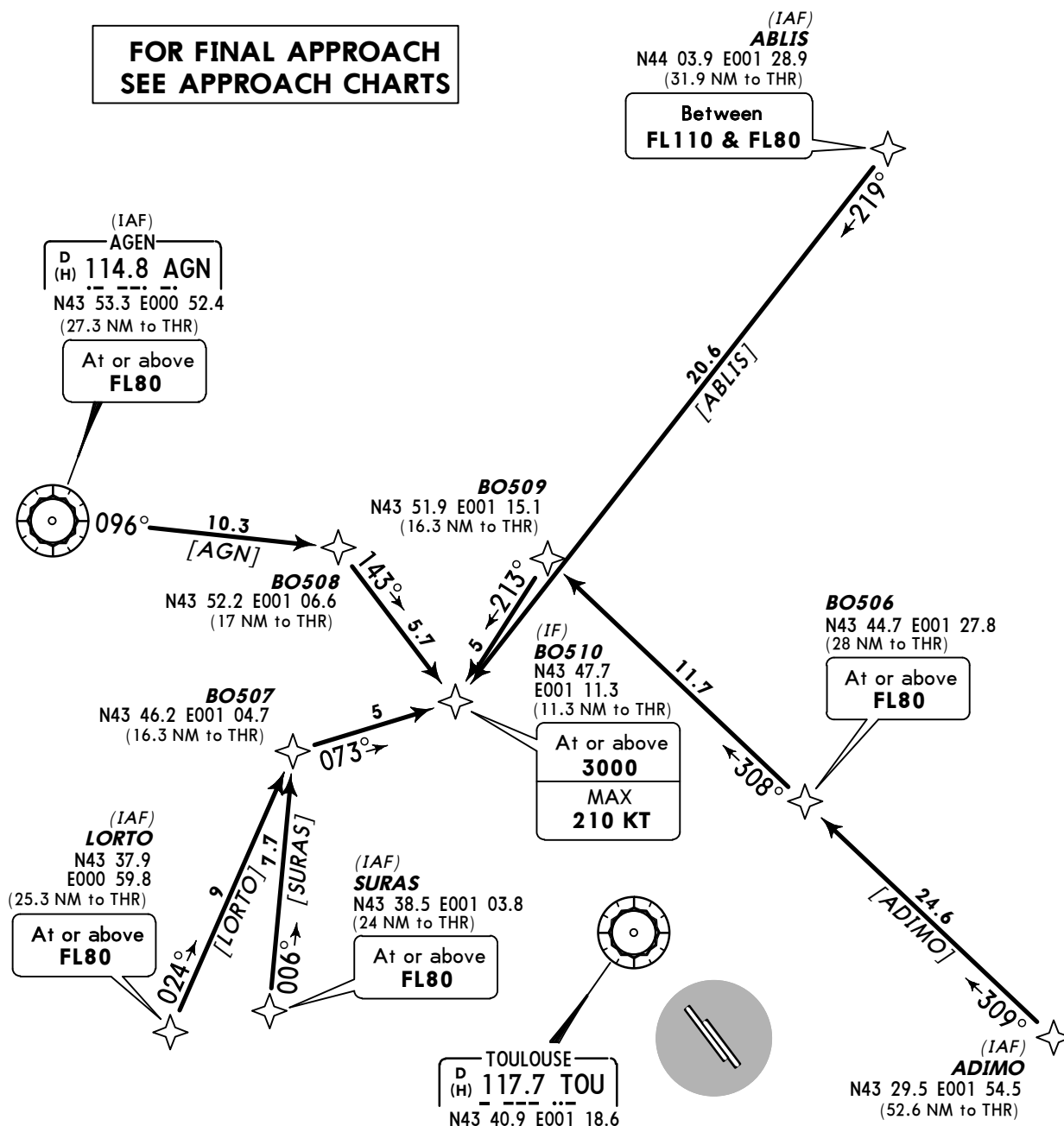


MSA 3000' all sectors if DME not available
① 2500' within 10 NM

RWY 14R RNAV INITIAL APPROACH (CDO) RNAV (GNSS)

ONLY FOR CARRIERS PARTICIPATING TO CONTINUOUS DESCENT APPROACH (CDO) ASSESSMENT

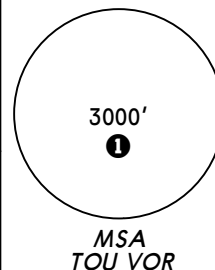
FOR FINAL APPROACH
SEE APPROACH CHARTS



ATIS
123.12

Apt Elev
499'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. CDO will be performed on crew's request at first contact with Toulouse APP.
2. CDO will be performed exclusively under RADAR surveillance.



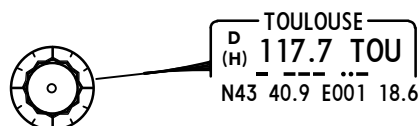
MSA 3000' all sectors if DME not available

① 2500' within 10 NM

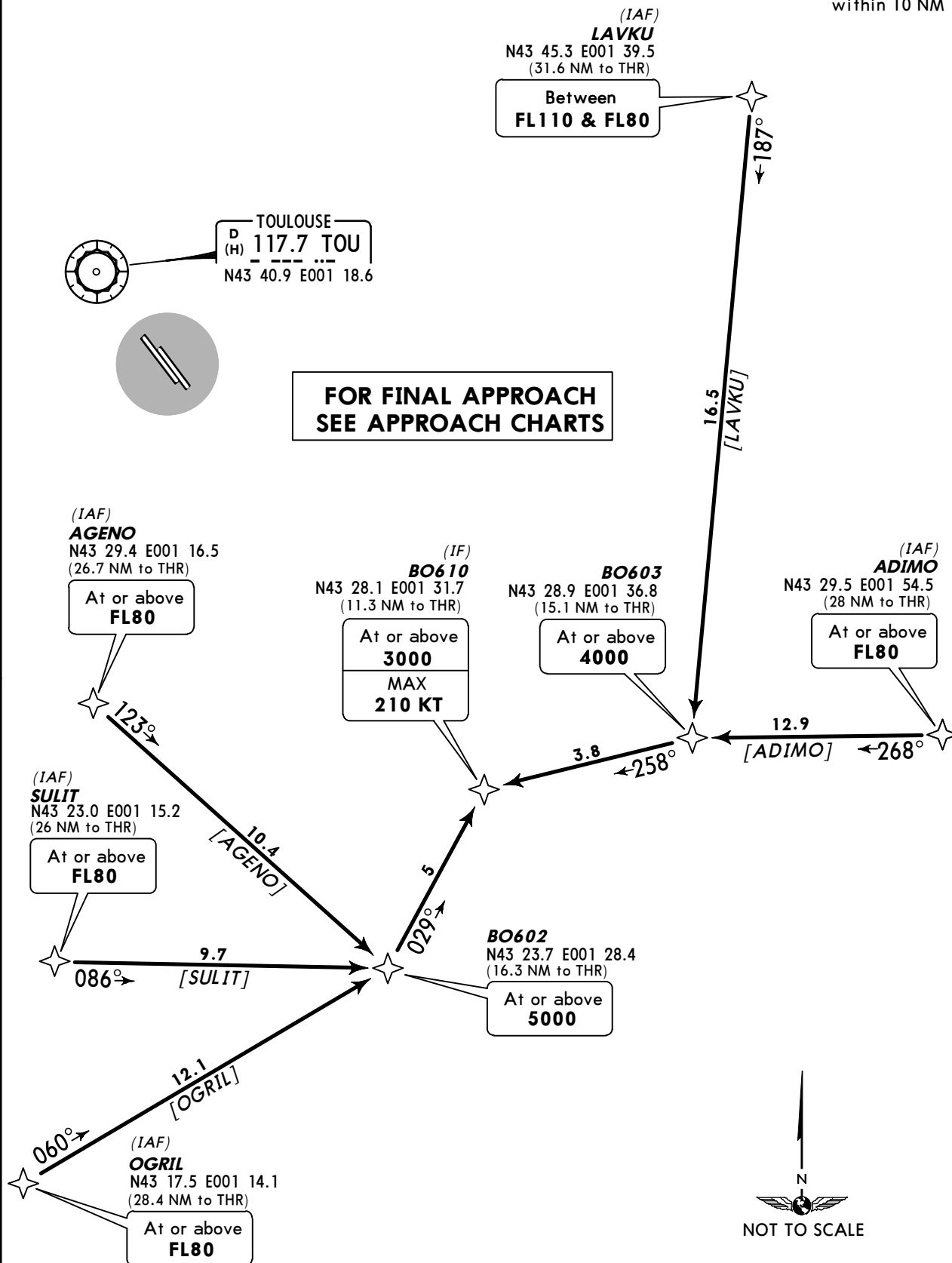
RWY 32L RNAV INITIAL APPROACH (CDO)

RNAV (GNSS)

ONLY FOR CARRIERS PARTICIPATING TO CONTINUOUS DESCENT APPROACH (CDO) ASSESSMENT

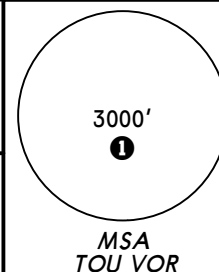


FOR FINAL APPROACH
SEE APPROACH CHARTS



Alt Set: hPa Trans level: By ATC Trans alt: 5000'

1. CDO will be performed on crew's request at first contact with Toulouse APP.
2. CDO will be performed exclusively under RADAR surveillance.



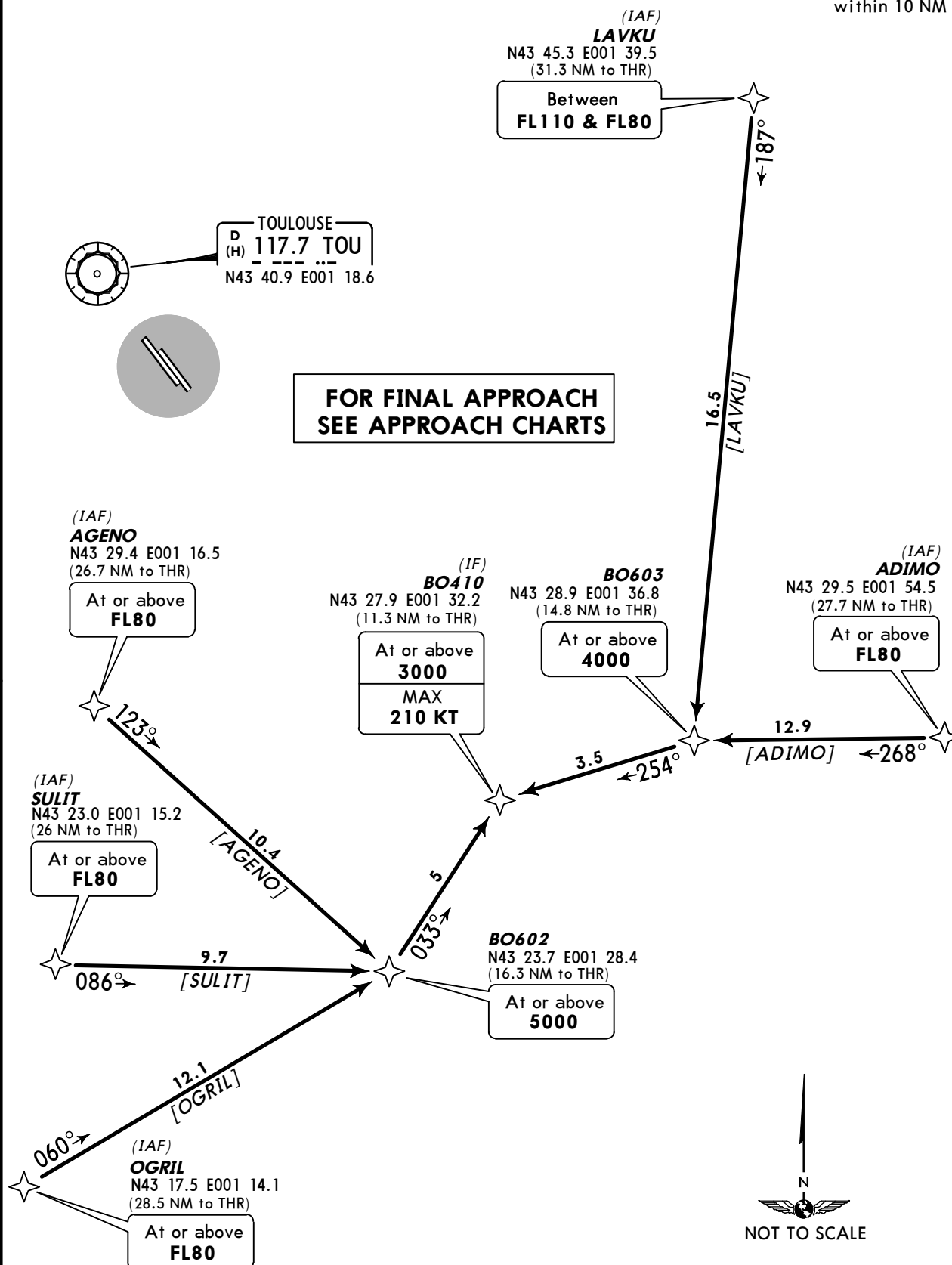
① 2500'
within 10 NM

RNAV (GNSS)

ONLY FOR CARRIERS PARTICIPATING TO CONTINUOUS DESCENT
APPROACH (CDO) ASSESSMENT



**FOR FINAL APPROACH
SEE APPROACH CHARTS**



NOT TO SCALE