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AIRPORT TOULOUSE

CHARTS





aeroSOFT™

Airport Toulouse

Airport Charts

Die folgenden Karten sind ausschließlich für die Flugsimulation gedacht und weichen von den aktuellen Luftfahrtkarten ab!

Benutzen Sie diese Karten in keinem Fall für die Navigation in der realen Luftfahrt!

These charts are intended for flight simulation use only and will vary from current aeronautical charts!

Do not use it for real navigation!

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Effective 28-JUL-2011
21-JUL-2011

France **Toulouse** Blagnac

A01

TLS-LFBO

1-10

A01

GENERAL

ATS Hours

H24

Airport Information

RFF: CAT 8
Fuel: MON-FRI 0500-0100±
SAT 0500-2200±
SUN 0500-2300±
Other times O/R PN 1HR
PCN: RWY 14L/32R: 50/F/A/W/T
RWY 32L/14R: 85/F/B/W/U

Operation

Low Visibility Procedures (LVP)

When RVR below 800m or CEIL below 200ft.

Vacate RWY 14R at RWY end via TWY M2 only, use of TWYs M4 and M8 prohibited.

TWY Restrictions

TWY M2 width 20m / 66ft.

TWY T70 width 10.5m / 34ft.

TWY P101 clear strip limited to 84m / 276ft, ACFT with wingspan below 65m / 213ft taxi under PIC responsibility, TWY pro

Parking

Parking stands E10, E20, E21, E40, E50, E52, E54, E60, E61 and E62 are equipped with visual docking guidance system (lining-up and stopping).

Warnings

Flying over the hospital of Purpan is permanently prohibited.

Wildlife strike hazard.

Birds in vicinity of AD.

ARRIVAL

Speed

MAX IAS 250KT below FL100.

Communication

COM Failure: See CRAR France and in addition;

Join or follow the STAR assigned or the very next one by default.

Overfly IAF at latest FL assigned and read back, if this LVL is usable in HLDG pattern, or failing this at the highest LVL of this pattern.

Perform this HLDG pattern till the latest time of:

- EAT, or
- 10min after the time entering in pattern.

Descend within the pattern to FL80.

Leave IAF in order to perform the APCH PROC.

12-MAY-2011

TLS-LFBO

1-30

A01

A01

DEPARTURE

Departure Procedure

Implementation of DCL service.

- The REQ for CLR must be initiated 10min before ready to start ENG.
- The reception of CLR must be confirmed within 3min after having obtained it.
- If 3min before ready to start the CLR is not received the crew has to contact “Preflight”.
- The DCL PROC shall not be initiated if the flight does not intend to use the published DEP PROC.
- The CLR obtained by DCL includes the start-up CLR.
- Push back is obtained from GND.

DEP Note

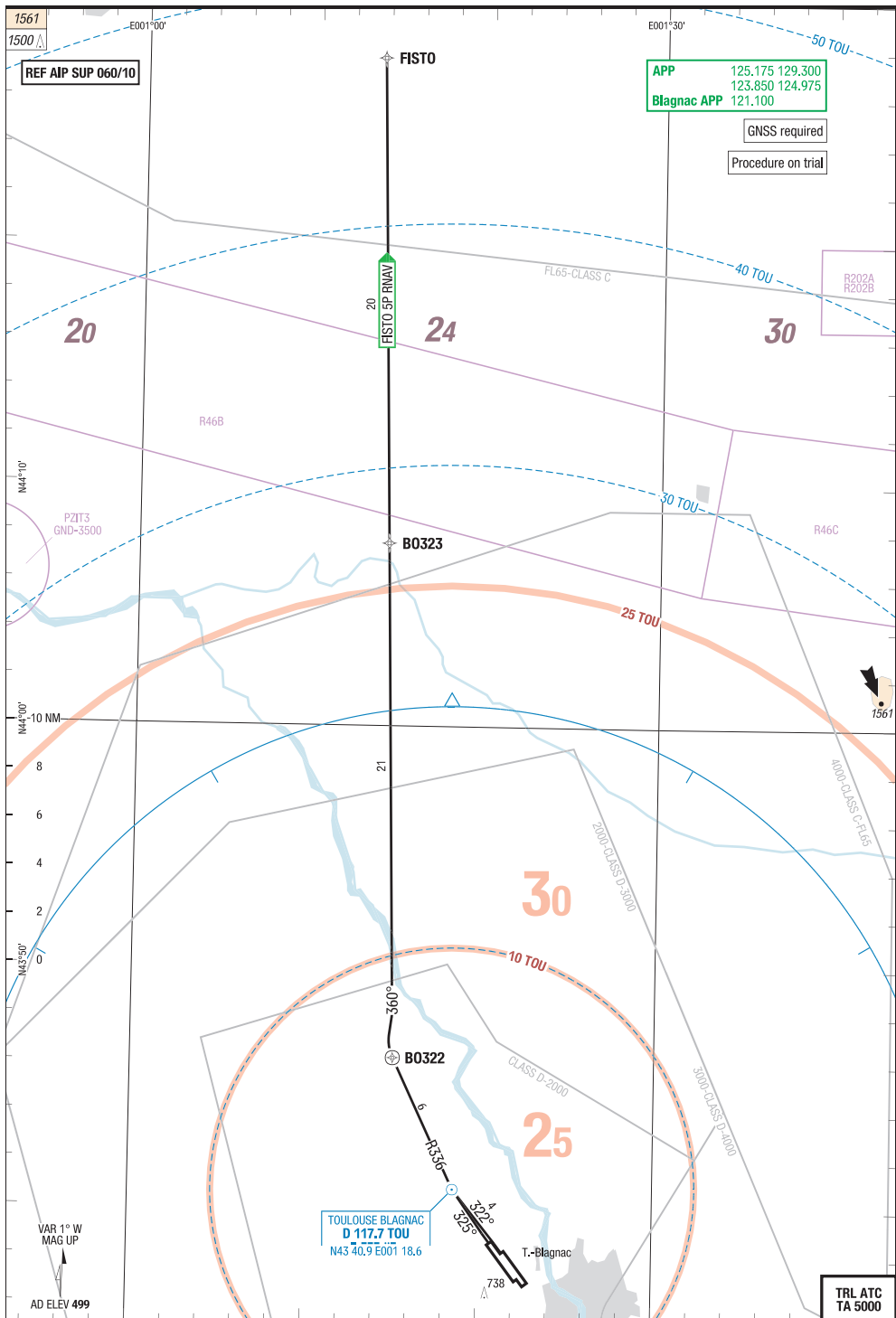
SID GAI 5B, MEN 5B, FINOT 5B: If possible after overflying TOU VOR, turn in order not to cross R238 GAI VOR.

Noise Abatement Procedure: ICAO Standard: TKOF PROC A/B.

De-Icing

AVBL

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01-JUL-2010/01JEN
01-JUL-2010
TLS-LFB0

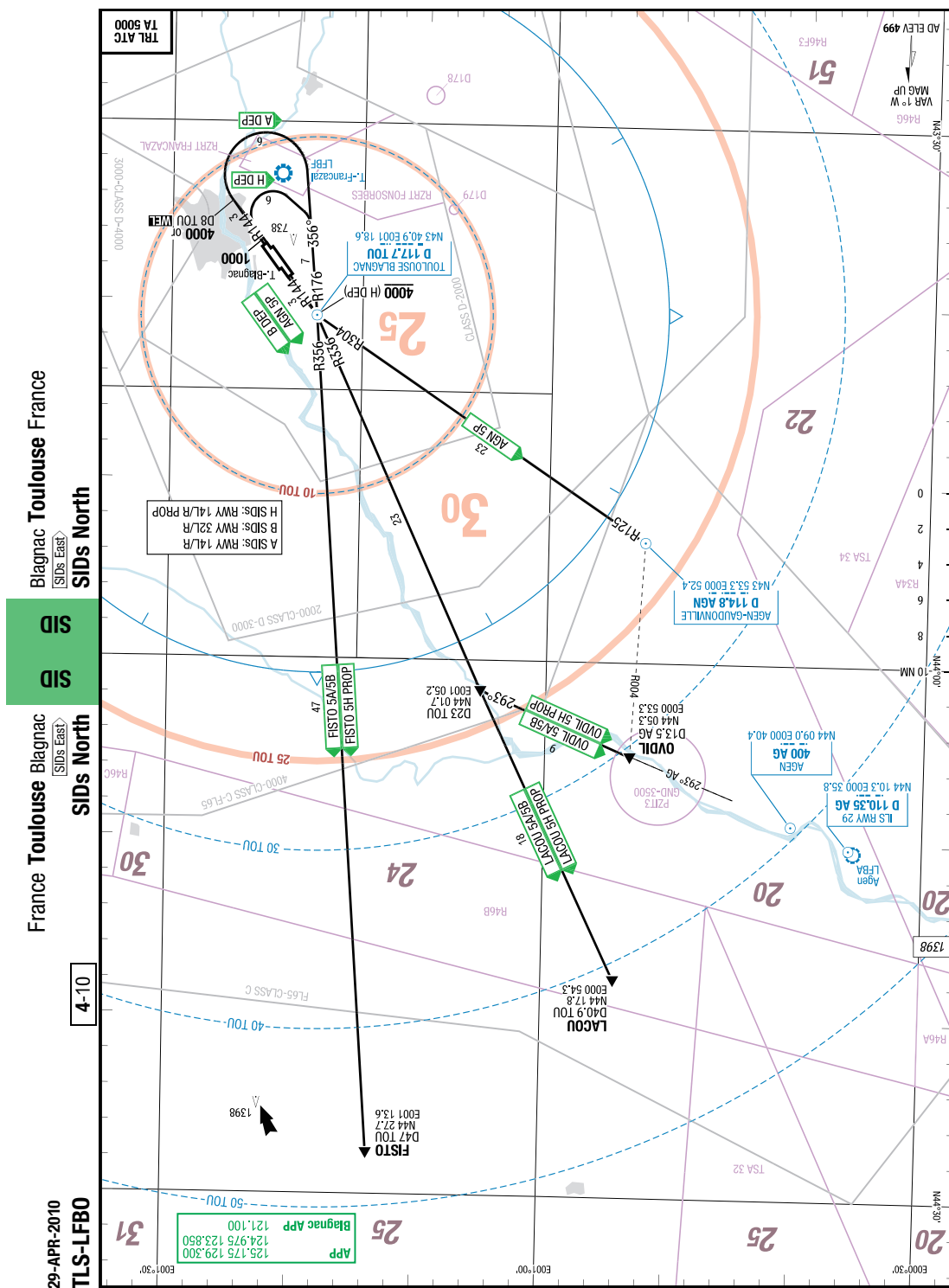
4-08

France Toulouse Blagnac
Tempo SID North

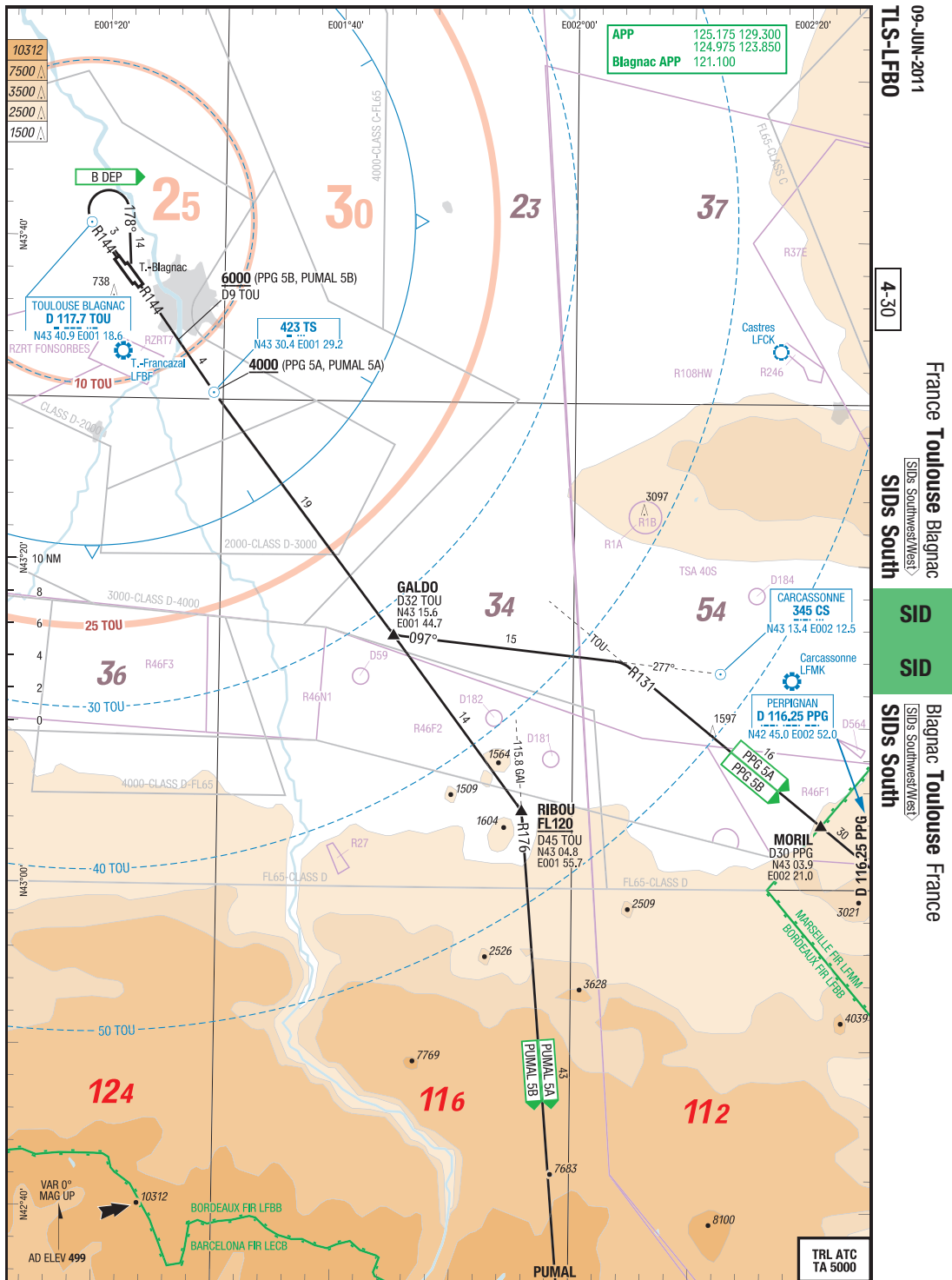
SID

Blagnac Toulouse France
Tempo SID North

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19-AUG-2010/UFN
19-AUG-2010

France **Toulouse** Blagnac

TLS-LFB0

5-08

Tempo SID North

SIDPT

Tempo SID North

RWYs 32L/R (324°)

| | | | | | | | |
|------|--------|-----|------|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 6.0% | ft/MIN | 800 | 1000 | 1100 | 1300 | 1500 | 1700 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|--|---------------------------|
| FISTO 5P RNAV 6.0% to FL70 ① | direct TOU - <u>B0322</u> - B0323 - FISTO | initial climb FL70 |

① GNSS required

19-AUG-2010

TLS-LFBO

5-10

SIDs North

| SIDs North | | | | | | | |
|---|--|------|------|------|------|------|--|
| RWYs 14L/R (144°) / 32L/R (324°) | | | | | | | |
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 6.0% | ft/MIN | 800 | 1000 | 1100 | 1300 | 1500 | 1700 |
| 7.0% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1800 | 2000 |
| 11.0% | ft/MIN | 1400 | 1700 | 2100 | 2400 | 2700 | 3100 |
| DESIGNATOR | ROUTING | | | | | | ALTITUDES |
| | Runway 14L/14R | | | | | | |
| FISTO 5A 11.0% to 3000 6.0% to FL110 | intercept R144 TOU - at 4000 or D8 TOU , whichever is later, RT intercept R176 TOU to TOU - R356 TOU to FISTO | | | | | | initial climb FL70 |
| FISTO 5H (Prop only) 7.0% to 4000 6.0% to FL110 | at 1000 RT intercept R176 TOU to TOU - R356 TOU to FISTO | | | | | | TOU MNM 4000 initial climb FL70 |
| LACOU 5A 11.0% to 3000 6.0% to FL70 | intercept R144 TOU - at 4000 or D8 TOU , whichever is later, RT intercept R176 TOU to TOU - R336 TOU to LACOU | | | | | | initial climb FL70 |
| LACOU 5H (Prop only) 7.0% to 4000 6.0% to FL70 | at 1000 RT intercept R176 TOU to TOU - R336 TOU to LACOU | | | | | | TOU MNM 4000 initial climb FL70 |
| OMNIDIRECTIONAL DEP | Climb on track 144° to 1000 - proceed direct route climbing to MCA/MCL. | | | | | | |
| OVDIL 5A 11.0% to 3000 6.0% to FL70 | intercept R144 TOU - at 4000 or D8 TOU , whichever is later, RT intercept R176 TOU to TOU - R336 TOU - at D23 TOU LT OVDIL 5A - intercept QDM 293 AG to OVDIL | | | | | | initial climb FL70 |
| OVDIL 5H (Prop only) 7.0% to 4000 6.0% to FL70 | at 1000 RT intercept R176 TOU to TOU - R336 TOU - at D23 TOU LT intercept QDM 293 AG to OVDIL | | | | | | TOU MNM 4000 initial climb FL70 |
| | Runway 32L/32R | | | | | | |
| AGEN 5P AGN 5P 6.0% to FL70 ① | intercept R144 TOU to TOU - R304 TOU to AGN | | | | | | initial climb FL70 |
| FISTO 5B 6.0% to FL110 | intercept R144 TOU to TOU - R356 TOU to FISTO | | | | | | initial climb FL70 |
| LACOU 5B 6.0% to FL70 | intercept R144 TOU to TOU - R336 TOU to LACOU | | | | | | initial climb FL70 |
| ① Compulsory for piston engine ACFT. | | | | | | | |

France **Toulouse** Blagnac

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5-30

SIDs East

SIDPT

SIDs East

RWYs 14L/R (144°) / 32L/R (324°)

| | | | | | | | |
|-------|--------|------|------|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 6.0% | ft/MIN | 800 | 1000 | 1100 | 1300 | 1500 | 1700 |
| 11.0% | ft/MIN | 1400 | 1700 | 2100 | 2400 | 2700 | 3100 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|--|---|
| | Runway 14L/14R | |
| AFRIC 5A 11.0% to 3000 6.0% to FL70 | intercept R144 TOU - at 4000 or D8 TOU , whichever is later, LT intercept R214 GAI inbound - RT intercept R087 TOU to FINOT - 085° to AFRIC | initial climb FL70 |
| AFRIC 5H (Prop only) 6.0% to FL70 | intercept R 144 TOU - at 800 LT intercept R225 GAI inbound - RT intercept R087 TOU to FINOT - 085° to AFRIC | initial climb FL70 |
| AMOLO 5A 11.0% to 3000 6.0% to FL110 | intercept R144 TOU - at 4000 or D8 TOU , whichever is later, LT intercept R214 GAI inbound - RT intercept R066 TOU to MEDAP - RT intercept R104 GAI to AMOLO | AMOLO MNM FL200 initial climb FL70 |
| AMOLO 5H (Prop only) 6.0% to FL110 | intercept R144 TOU - at 800 LT intercept R225 GAI inbound - RT intercept R066 TOU to MEDAP - RT intercept R104 GAI to AMOLO | AMOLO MNM FL200 initial climb FL70 |
| DEPES 5A 11.0% to 3000 6.0% to FL110 | intercept R144 TOU - at 4000 or D8 TOU , whichever is later, LT intercept R214 GAI to GAI - R057 GAI to DEPES | initial climb FL70 |
| DEPES 5H (Prop only) 6.0% to FL110 | intercept R144 TOU - at 800 LT intercept R225 GAI to GAI - R057 GAI to DEPES | initial climb FL70 |
| FINOT 5A 11.0% to 3000 6.0% to FL70 | intercept R144 TOU - at 4000 or D8 TOU , whichever is later, LT intercept R214 GAI inbound - RT intercept R087 GAI to FINOT | initial climb FL70 |
| FINOT 5H (Prop only) 6.0% to FL70 | intercept R144 TOU - at 800 LT intercept R225 GAI inbound - RT intercept R087 TOU to FINOT | initial climb FL70 |
| GAILLAC 5A GAI 5A 11.0% to 3000 6.0% to FL70 | intercept R144 TOU - at 4000 or D8 TOU , whichever is later, LT intercept R214 GAI to GAI | initial climb FL70 |
| GAILLAC 5H GAI 5H (Prop only) | intercept R144 TOU - at 800 LT intercept R225 GAI to GAI | initial climb FL70 |
| MENDE 5A MEN 5A 11.0% to 3000 6.0% to FL110 | intercept R144 TOU - at 4000 or D8 TOU , whichever is later, LT intercept R214 GAI inbound - RT intercept R066 TOU to BISBI - LT intercept R224 MEN to MEN | initial climb FL70 |

19-AUG-2010

TLS-LFBO

5-50

SIDs South

SIDs South

RWYs 14L/R (144°) / 32L/R (324°)

| | | | | | | | |
|-------|--------|------|------|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 6.0% | ft/MIN | 800 | 1000 | 1100 | 1300 | 1500 | 1700 |
| 11.0% | ft/MIN | 1400 | 1700 | 2100 | 2400 | 2700 | 3100 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|--|
| | Runway 14L/14R | |
| OMNIDIRECTIONAL DEP | Climb on track 144° to 1000 - proceed direct climbing to MCA/MCL. | |
| PERPIGNAN 5A PPG 5A 11.0% to 3000 6.0% to FL70 | intercept R144 TOU to GALDO - LT intercept QDM 097 CS - RT intercept R131 TOU to PPG | TS MNM 4000 initial climb FL70 |
| PUMAL 5A 11.0% to 3000 6.0% to FL110 | intercept R144 TOU to RIBOU - RT intercept R176 GAI to PUMAL | TS MNM 4000 RIBOU MNM FL120 initial climb FL70 |
| | Runway 32L/32R | |
| OMNIDIRECTIONAL DEP | Climb on track 324° to 1000 - proceed direct climbing to MCA/MCL. | |
| PERPIGNAN 5B PPG 5B 6.0% to FL70 | intercept R144 TOU to TOU - RT 178° intercept R144 TOU to GALDO - LT intercept QDM 097 CS - RT intercept R131 TOU to PPG | D9 TOU MNM 6000 initial climb FL70 |
| PUMAL 5B 6.0% to FL70 | intercept R144 TOU to TOU - RT 178° intercept R144 TOU to RIBOU - RT intercept R176 GAI to PUMAL | D9 TOU MNM 6000 RIBOU MNM FL120 initial climb FL70 |

France **Toulouse** Blagnac

19-AUG-2010

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5-70

SIDs Southwest/West

SIDPT

SIDs Southwest/West

RWYs 14L/R (144°) / 32L/R (324°)

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|-------|--------|------|------|------|------|------|------|
| 6.0% | ft/MIN | 800 | 1000 | 1100 | 1300 | 1500 | 1700 |
| 7.0% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1800 | 2000 |
| 11.0% | ft/MIN | 1400 | 1700 | 2100 | 2400 | 2700 | 3100 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|--|---|
| Runway 14L/14R | | |
| ANETO 5A 11.0% to 3000 6.0% to FL140 | intercept R144 TOU to TS - RT intercept QDR 228 TS - RT intercept R094 TBO inbound - LT intercept R217 TOU to GAUDE - LT intercept R192 AGN to ANETO | TS MNM 4000 GAUDE MNM FL200 initial climb FL70 |
| LEMBEYE 5A LMB 5A 11.0% to 3000 6.0% to FL70 | intercept R144 TOU to TS - RT intercept QDR 228 TS - RT intercept R094 TBO inbound to TALOL - RT intercept R110 LMB to LMB | TS MNM 4000 initial climb FL70 |
| LURAN 5A 11.0% to 3000 7.0% to FL200 | intercept R144 TOU to TS - RT intercept QDR 228 TS - RT intercept R094 TBO inbound - LT intercept R217 TOU to GAUDE - RT 270° to LURAN | TS MNM 4000 GAUDE MNM FL200 initial climb FL70 |
| OMNIDIRECTIONAL DEP | Climb on track 144° to 1000 - proceed direct route climbing to MCA/MCL. | |
| SOVAR 5A 11.0% to 3000 7.0% to FL200 | intercept R144 TOU to TS - RT intercept QDR 228 TS - RT intercept R094 TBO inbound - LT intercept R217 TOU to GAUDE - RT 253° to SOVAR | TS MNM 4000 GAUDE MNM FL200 initial climb FL70 |
| TARBES 5A TBO 5A 11.0% to 3000 6.0% to FL70 | intercept R144 TOU to TS - RT intercept QDR 228 TS - RT intercept R094 TBO to TBO | TS MNM 4000 initial climb FL70 |
| Runway 32L/32R | | |
| ANETO 5B 6.0% to FL140 | intercept R144 TOU to TOU - intercept R309 TOU - at 4000 LT 178° intercept R217 TOU to GAUDE - LT intercept R192 AGN to ANETO | GAUDE MNM FL200 initial climb FL70 |
| LEMBEYE 5B LMB 5B 6.0% to FL70 | intercept R144 TOU to TOU - intercept R309 TOU - at 4000 LT 214° intercept R259 TOU to LMB | initial climb FL70 |
| LURAN 5B 7.0% to FL200 | intercept R144 TOU to TOU - intercept R309 TOU - at 4000 LT 178° intercept R217 TOU to GAUDE - RT 270° to LURAN | GAUDE MNM FL200 initial climb FL70 |

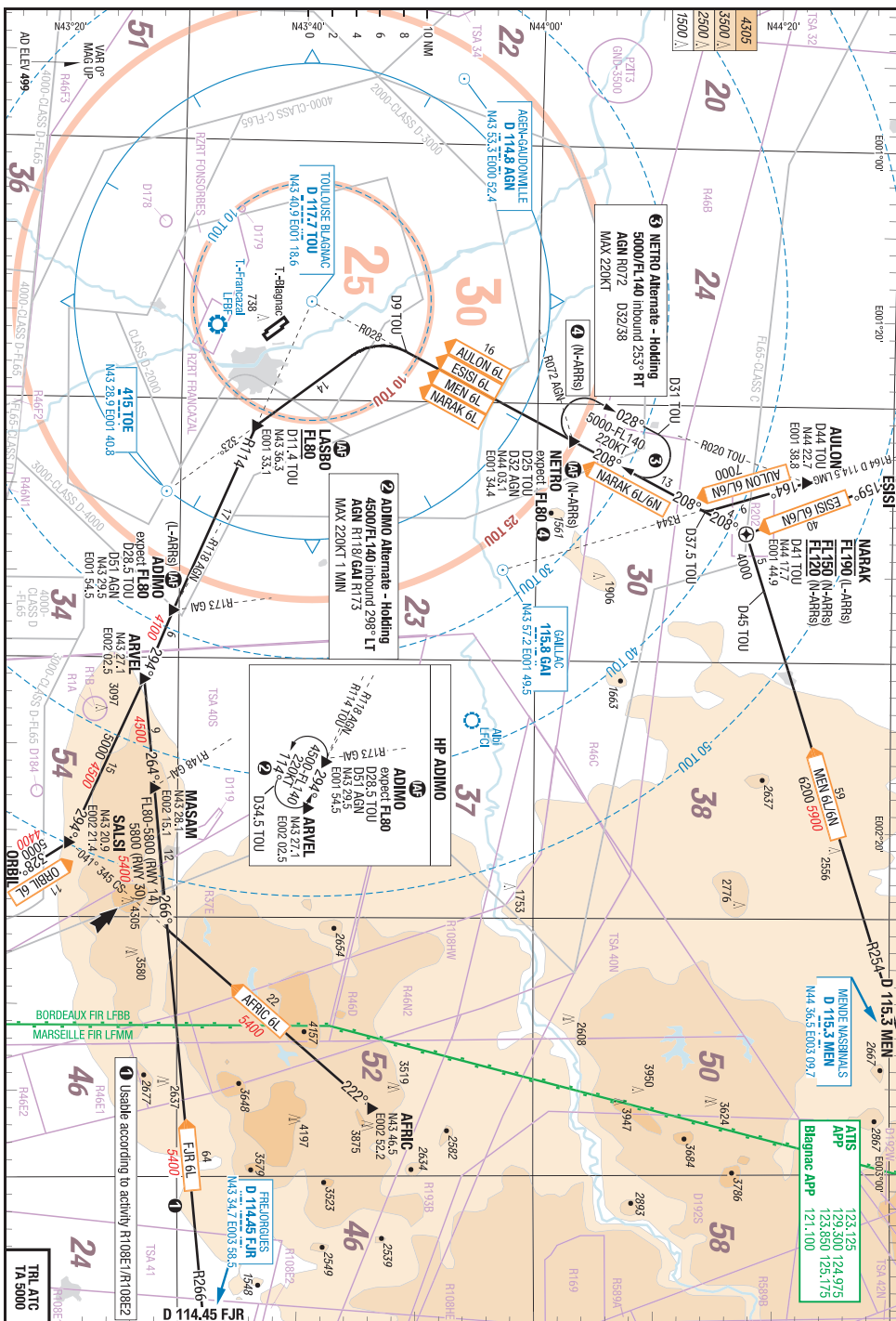
Changes: Track, IAF, WPT ESIS, Procedure renumbered, VAR

6-10

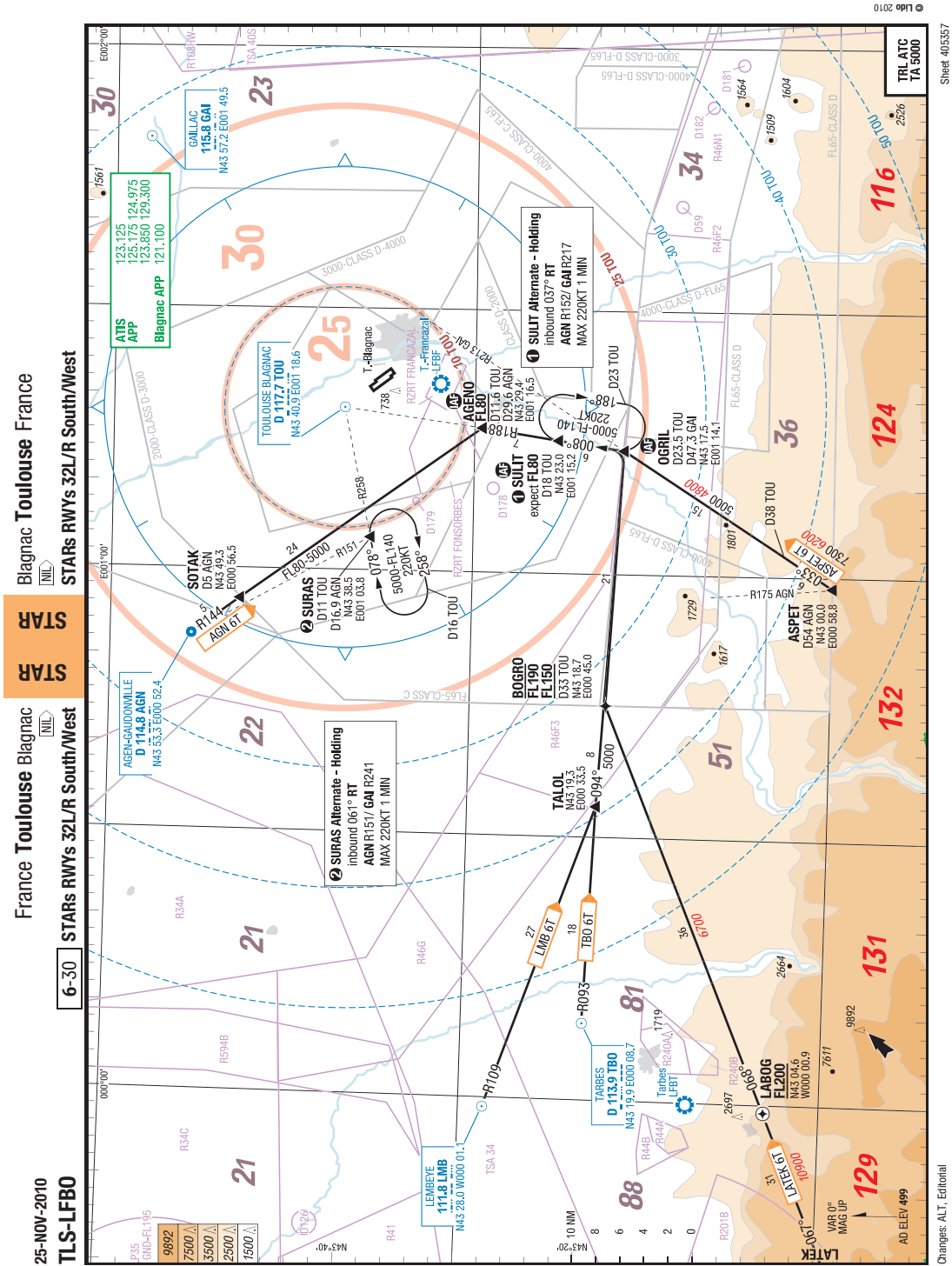
STAR

STAR

Blagnac Toulouse France
STARS RWY 14L/R South/West
STARS North/East



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Changes: ALT, Editorial

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26-APR-2012

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7-10

France **Toulouse** Bagnac

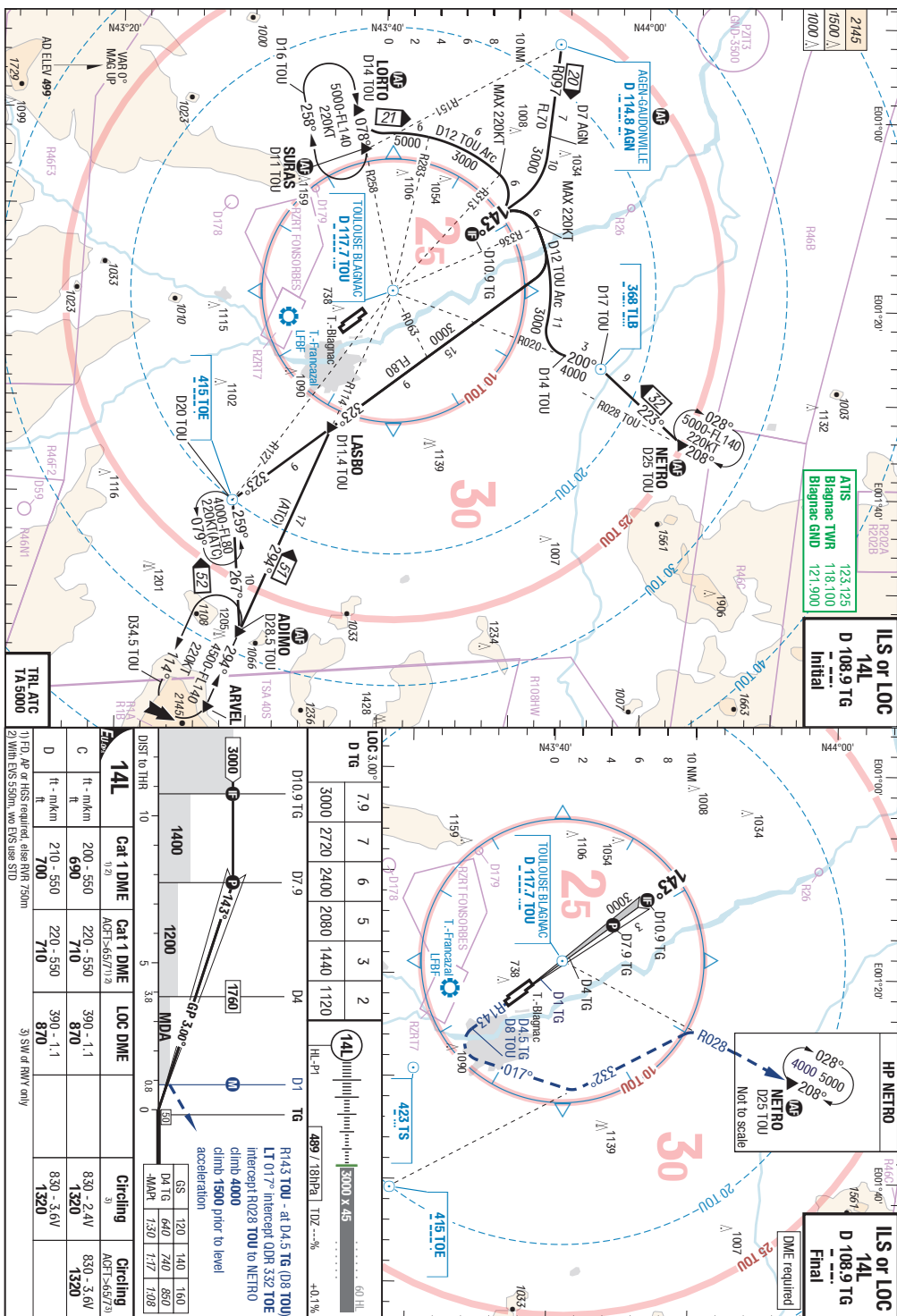
ILS or LOC 14R

ILS or LOC 14L

IAC

ILS or LOC 14R
ILS or LOC 14L

ILS or LOC 14L



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France Toulouse Blagnac
ILS or LOC 32L

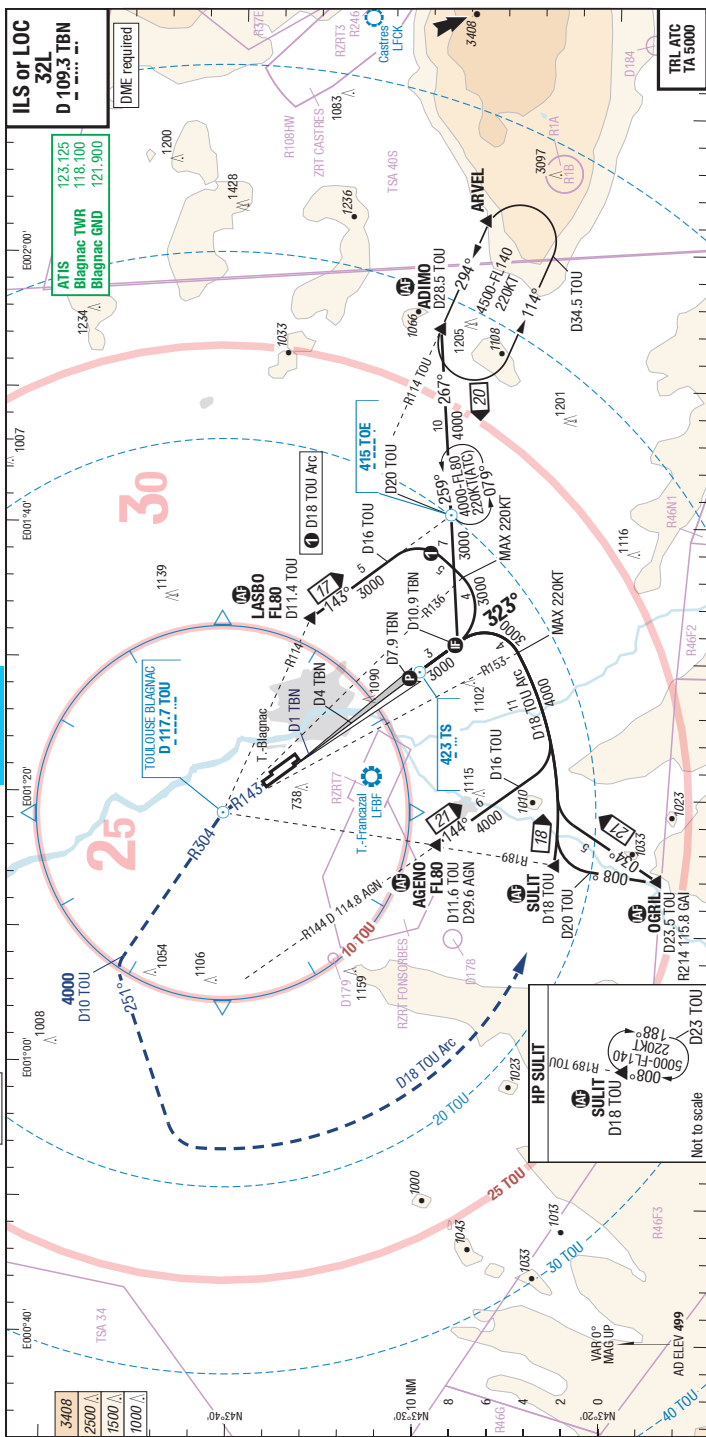
Blagnac Toulouse France
ILS or LOC 32R

TLS-LFBO

7-30

ILS or LOC 32L

ILS or LOC 32R



| 32L | | | | 32R | | | |
|-----------|-----------|-----------|------------|-----------|-----------|-----------|------------|
| Cat 1 DME | Cat 1 DME | LOC DME | Circling | Cat 1 DME | Cat 1 DME | LOC DME | Circling |
| 200 - 1.2 | 210 - 1.2 | 490 - 2.3 | 730 - 2.4V | 200 - 1.2 | 210 - 1.2 | 490 - 2.3 | 730 - 2.4V |
| 700 | 710 | 980 | 1220 | 700 | 710 | 980 | 1220 |
| 200 - 1.2 | 210 - 1.2 | 490 - 2.3 | 730 - 2.4V | 200 - 1.2 | 210 - 1.2 | 490 - 2.3 | 730 - 2.4V |
| 700 | 710 | 980 | 1220 | 700 | 710 | 980 | 1220 |

| 32L | | | | 32R | | | |
|---------|---------|---------|---------|---------|---------|---------|---------|
| LOC 32L | LOC 32R | LOC 32L | LOC 32R | LOC 32L | LOC 32R | LOC 32L | LOC 32R |
| 1130 | 1450 | 2090 | 2410 | 1130 | 1450 | 2090 | 2410 |
| 1130 | 1450 | 2090 | 2410 | 1130 | 1450 | 2090 | 2410 |
| 1130 | 1450 | 2090 | 2410 | 1130 | 1450 | 2090 | 2410 |
| 1130 | 1450 | 2090 | 2410 | 1130 | 1450 | 2090 | 2410 |

| 32L | | | | 32R | | | |
|---------|---------|---------|---------|---------|---------|---------|---------|
| LOC 32L | LOC 32R | LOC 32L | LOC 32R | LOC 32L | LOC 32R | LOC 32L | LOC 32R |
| 1130 | 1450 | 2090 | 2410 | 1130 | 1450 | 2090 | 2410 |
| 1130 | 1450 | 2090 | 2410 | 1130 | 1450 | 2090 | 2410 |
| 1130 | 1450 | 2090 | 2410 | 1130 | 1450 | 2090 | 2410 |
| 1130 | 1450 | 2090 | 2410 | 1130 | 1450 | 2090 | 2410 |

Changes: DIST ALT table, FAT, MISAP, MIN, SUAS, OBST, TOPO

Sheet 5757 36 (3D)

RNAV (GNSS) 14L



Effective 03-MAY-2012
26-APR-2012

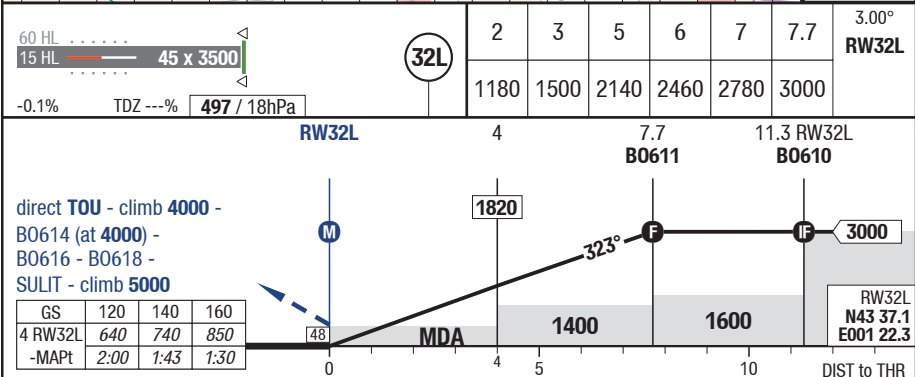
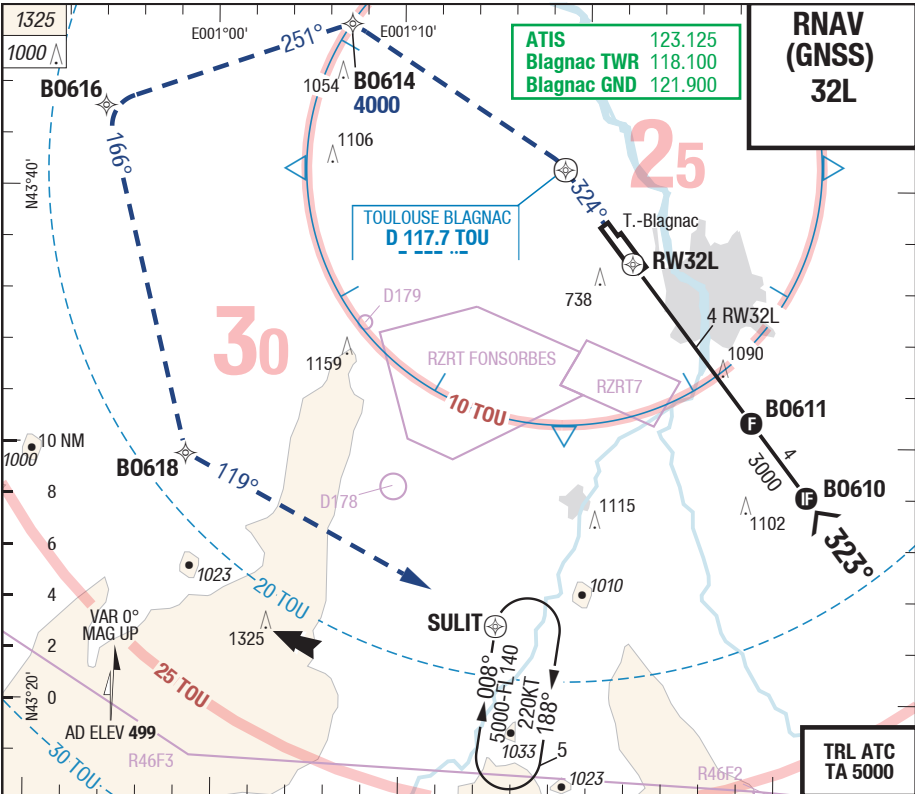
France Toulouse Blagnac

IAC

TLS-LFBO

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RNAV (GNSS) 32L



| 32L | | RNAV GNSS VNAV ^{1) 2)} | RNAV GNSS LNAV | | Circling ³⁾ | Circling ACFT>65/7 ³⁾ |
|-----|-----------------|------------------------------------|-------------------|--|------------------------|-------------------------------------|
| C | ft - m/km ft | 350 - 1.6 840 | 440 - 2.0 930 | | 730 - 2.4V 1220 | 830 - 3.6V 1320 |
| D | ft - m/km ft | 350 - 1.6 840 | 440 - 2.0 930 | | 830 - 3.6V 1320 | |

1) Uncompensated BARO VNAV NA below -20°C (-4°F)
2) With EVS 1.1km, wo EVS use STD

3) SW of RWY only

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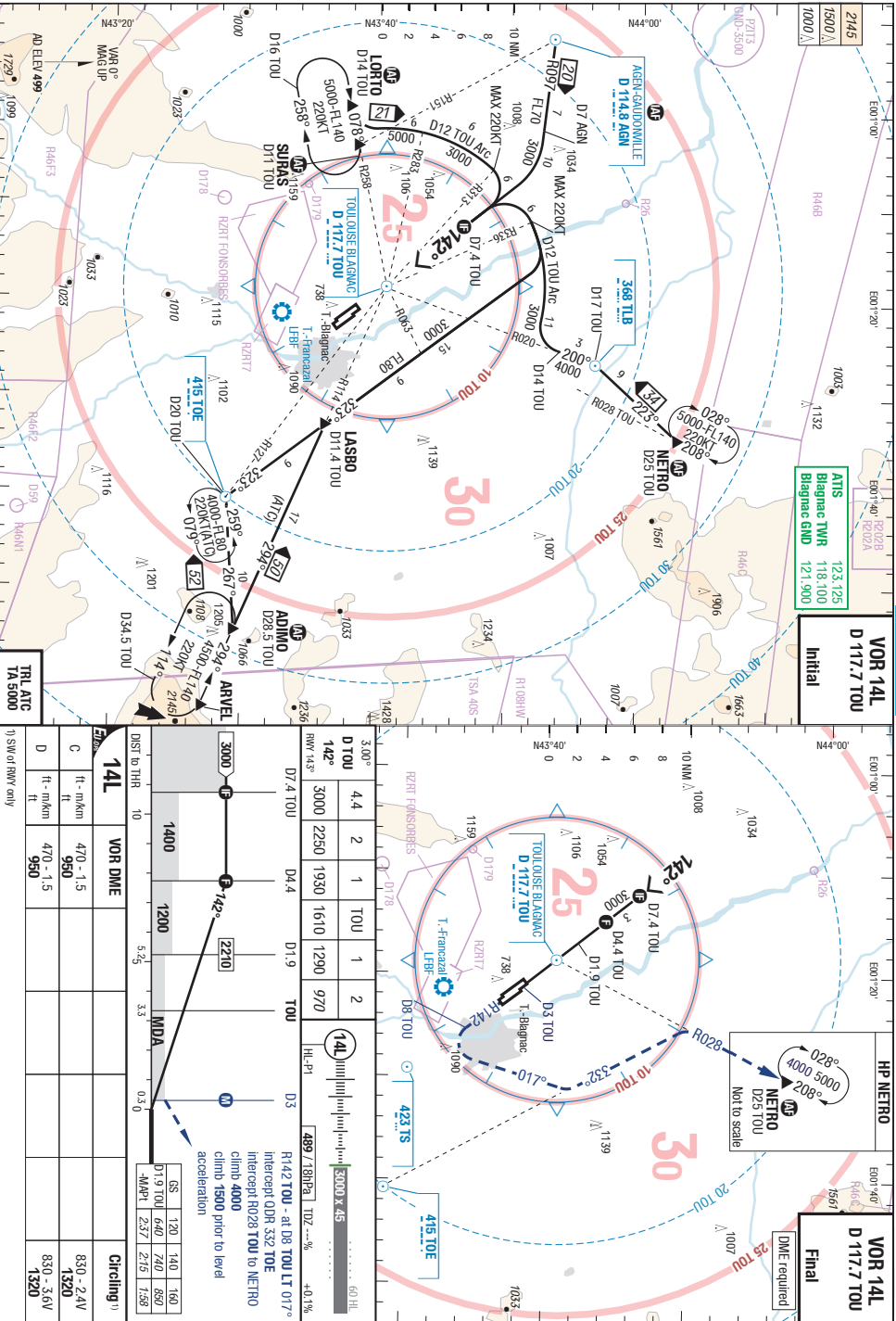
France Toulouse Blagnac
VOR 14L
VOR 14R

IAC
IAC

Blagnac Toulouse France
VOR 14R
VOR 14L

HP METRO
D 117.7 TOU

DME required
Final



Changes: A/P, DIST ALT table, MIN, P/D, S/LAS, ORST, T/PD

Sheet 570727 (E)

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26-APR-2012

France **Toulouse** Blagnac
 **VOR 32L**

Blagnac Toulouse France
VOR 32R
VOR 32L

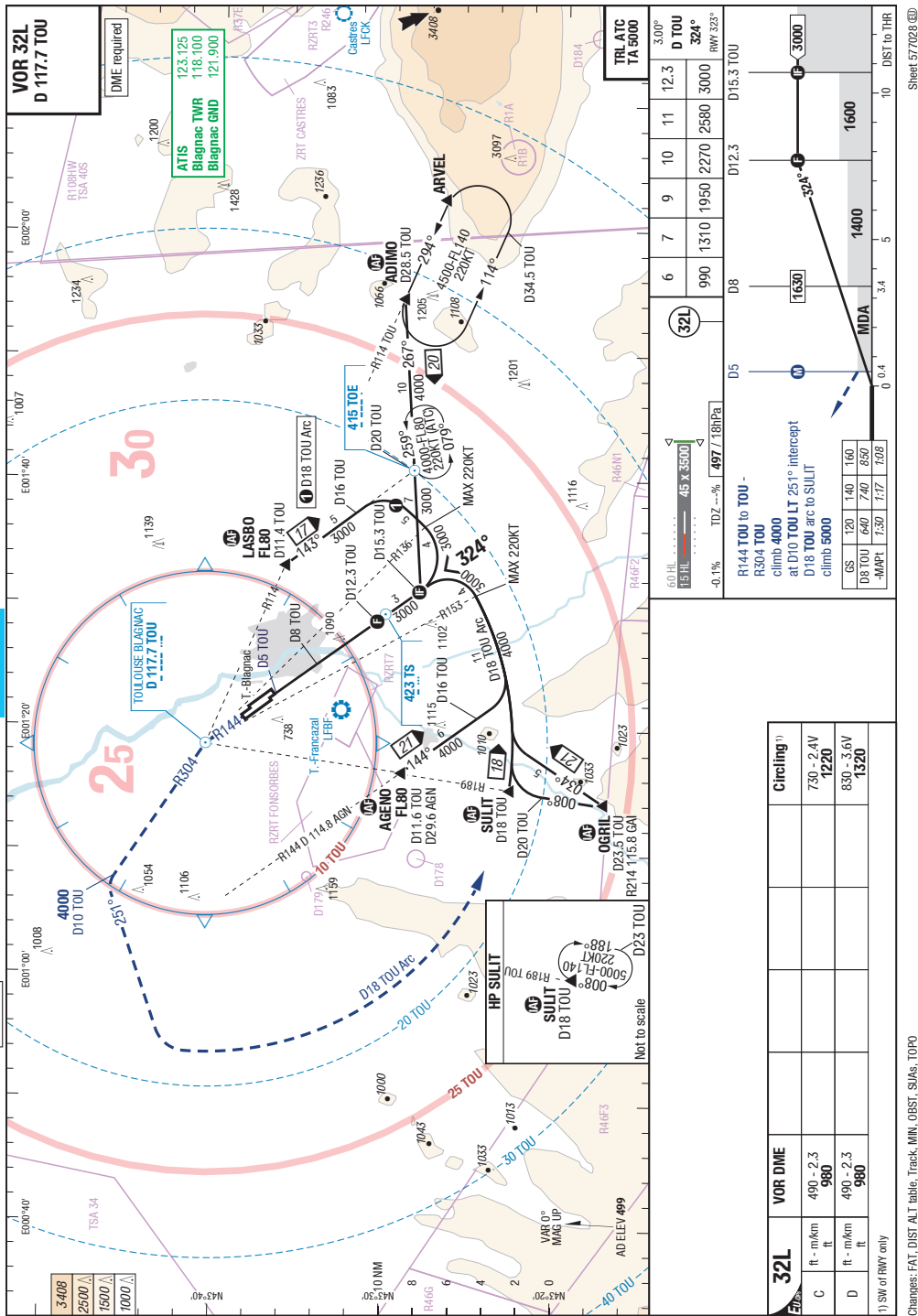
TLS-LFB0

7-110

VOR 32L

11

VOR 32L



Changes: FAT, DIST ALT table, Track, MIN, OBST, SUAs, TOPO

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Sheet 577028 (EU)

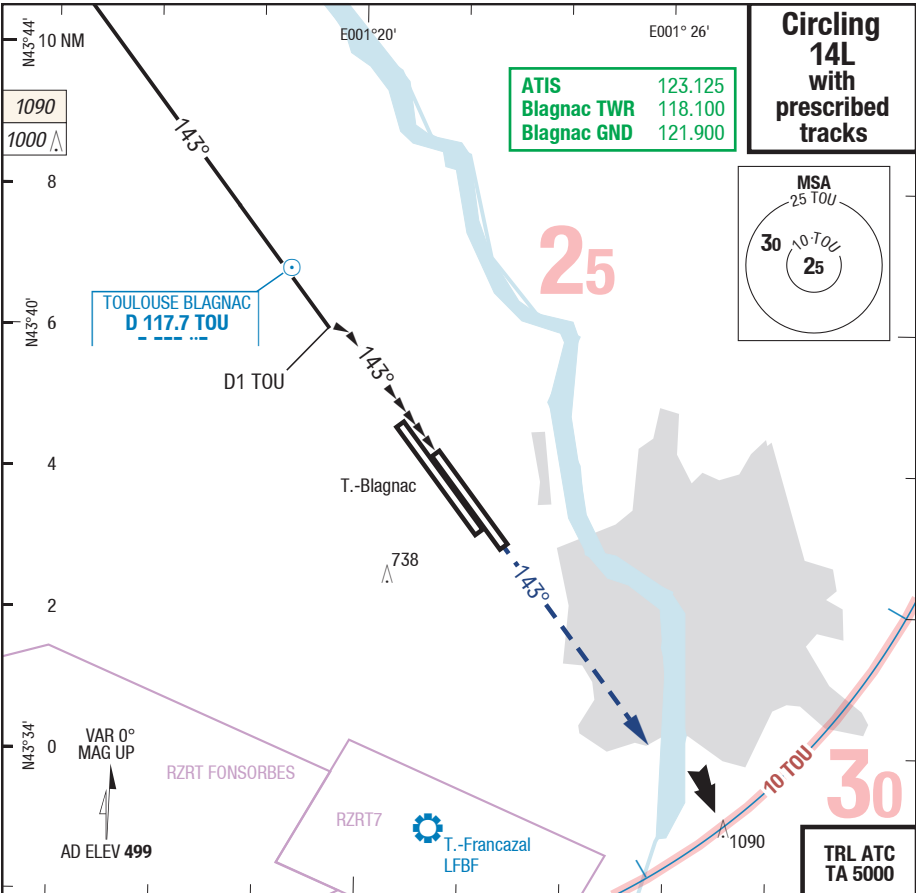
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26-APR-2012
TLS-LFBO

France Toulouse Blagnac

IAC

7-130

Circling 14L



| VISUAL | | | | | 14L | |
|---------------|--|--|--|--|--------------------|---------------|
| Climb on 143° | | | | | Circling MVI | Circling MVL |
| | | | | | 610 - 2.4V 1100 | Not published |
| | | | | | 710 - 3.6V 1200 | Not published |

26-APR-2012

France **Toulouse** Blagnac

TLS-LFBO

7-150

WxMinima Overflow

IAC

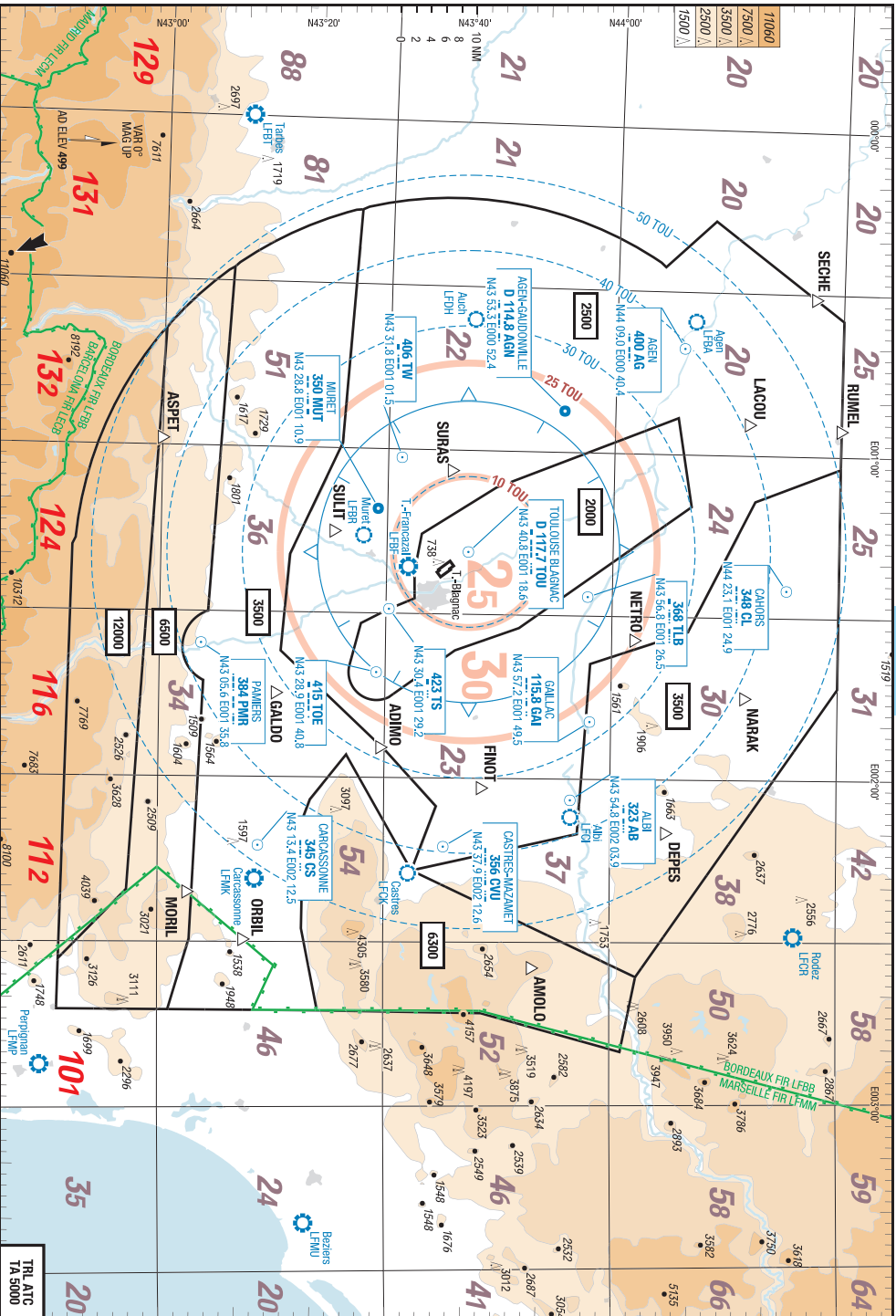
| | | | | | | | |
|------------|-----------------|-------------------------|--|--|--|--|--|
| 14R | | LOC DME | | | | | |
| C | ft - m/km ft | 390 - 1.1 870 | | | | | |
| D | ft - m/km ft | 390 - 1.1 870 | | | | | |

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09-JUN-2011
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8-10

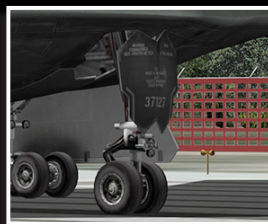
France Toulouse Blagnac
 MRC
 MRC
 Blagnac Toulouse France
 MRC



Changes: Navaid TLF and TLI removed, MGA, OBST, WA

Sheet 480001

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FLIGHT SIMULATOR

X-PLANE 10 GLOBAL



X-Plane 10 is the culmination of 15 years of continuous development and is widely considered the most advanced desktop simulation ever developed. At its core is a virtual wind tunnel providing realistic flight modeling for any aircraft imaginable – from tiny microlights to the largest airliners and military jets. Plus the fully open structure means you can customize any aspect desired.

X-Plane's 'Plausible World' scenery provides worldwide coverage of terrain and key features to a staggering level of detail. The advanced rendering engine places virtually every road, town and village exactly as it is in real life, as trucks and cars travel the highways. In the air, Air Traffic Control guides you from start-up to shut-down as well as countless other aircraft around you. It's so realistic you'll believe you are in a living, breathing real world!



**Discover X-Plane 10 at
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XPLANE 10

ADD-ONS

GLOBAL



Soon available: **ATR 72-500**

The turboprop 72-500 by the italian-french aircraft manufacturer ATR

- Accurate flight model (tested by an ATR 72-500 First Officer)
- Highly detailed and fully animated exterior model
- HD textures with normal maps
- Highly detailed and fully animated 3d cockpit
- Detailed passengers cabin
- Interior and exterior night lights
- Realistic Soundset

Also downloadable in our Online-Shop:

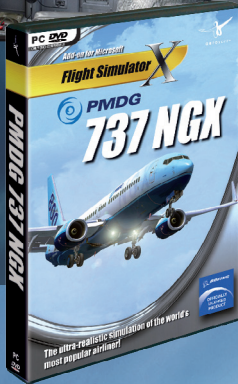
**PA28 181 ARCHER II, BONANZA F33A,
CESSNA C152II, AND MANY MORE...**



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