

1°/ GENERAL - ENVIRONMENT



✦ **Noise abatement** over surrounding towns and villages requires routes with recommended reporting points for departure and arrival, to use a non-standard (about height and geometry) traffic pattern avoiding to fly over defined areas, etc. [Cf. VAC LFCL & [Environmental quality charter](#)].

- Adjust power in order to mitigate noise down to the ground surface.

- Avoid requesting *opposite clearance* other than to leave ACFT traffic pattern at the end of Crosswind leg RWY15 or to enter abeam the Pechestier castle.

✦ **Controlled Aerodrome within class G**

- Under TMA TOULOUSE (1.2D - 4.3E) and nearby CTR LFBO: risk of intrusion, squawk 7000+ALT.

- ULM Base [LF8154](#) ST LIEUX LES LAVAUR 5.5 NM 040° AE outbound, traffic pattern at 900 AMSL - SW, do not fly over AD at Z < 1500 ft.

- Aerobatics zone 6714 [2000 < Z < 4000].

- T.BOURG ST BERNARD AD (LFIT): messages on A/A FREQ must not be transmitted during glider winching, do not fly over AD at Z < 3000 ft.

✦ **Wind/turbulence/illumination**

- QFU 334 : frequent/strong crosswind;

- QFU 154 : "Autan" wind 130°-140° on surface, 120° at altitude, strong gusts ;

- Wind shear and downdrafts at both QFU when the wind is over 15 kt ;

- Downgraded illumination of AD facilities and neighbourhood around sunset time [due to shadow of hills located westward]: not easy to get AD facilities in sight while joining from the East.

✦ **Obstructions on extended RWY axis** at QFU 334 : trees, bridge, street lights, gantry, hangar – climb initially with the best slope performance; at QFU 154 : dike, trees, buildings.

✦ **Bird and animal strikes:** a number of birds (heron, egret, etc.) are nesting on the Hers riverbank located westward – ground animals may go by (rabbits, roe deer, red deer, wild boar, etc.).

✦ **Visibility/clouds:** risk of unpredicted or very short term occurrence of seasonal significant weather and phenomena [Sc at low height, St, BR, FG, etc.] [AD facilities extending on a marshy soil by a river].

✦ **Heavy and diverse traffic within a constricted airspace**

- **Departure** : remain carefully listening to TWR frequency to 10 NM ARP outbound ;

- **Arrival** : collect ATIS and listen to TWR frequency prior 10 NM ARP inbound then call on TWR as soon as possible or say position and intentions in A/A ;

- Holding pattern overhead AD recommended 5000 < Z < 3000 ft (TMA 1-2 lower limit) ; risk of collision within the zone SL-DS-St Sernin lake and vicinity of traffic patterns increases at noon, late afternoon, WE and A/A :

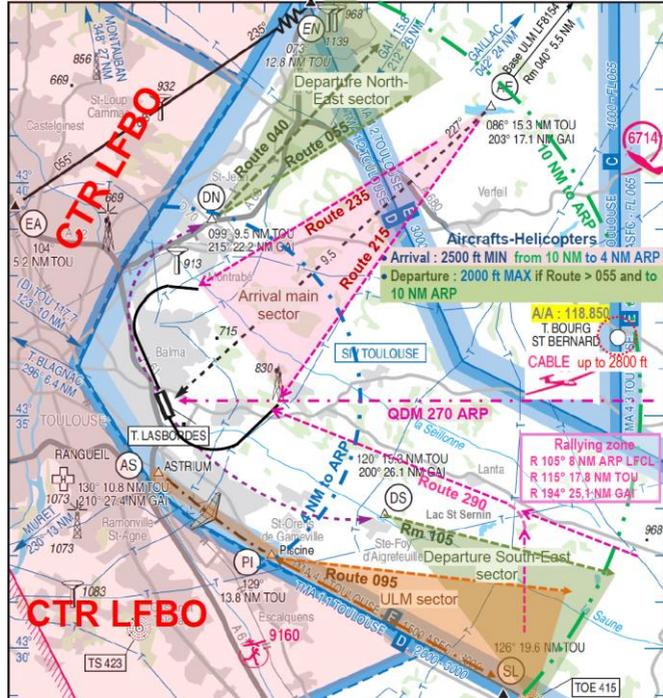
- Comply with published routes and patterns [DEP, ACFT pattern, AS-PI bidirectional route, ULM pattern] ;

- Beware of simultaneous use of parallel runways (unpaved RWY for ULM only):

- Longitudinal offset between thresholds, various velocities for ACFT and ULM ;

- Final approach slope down to unpaved RWY steeper than to the paved RWY according to PAPI ;

- Take care to stick to the extended RWY axis on the final approach path as well as initial upwind.



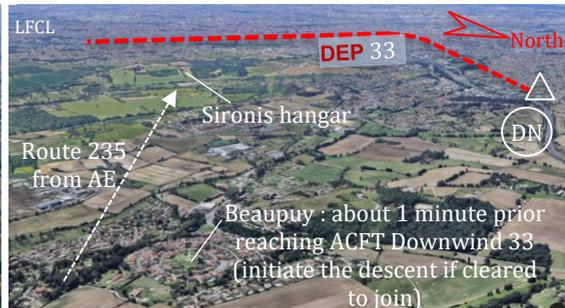
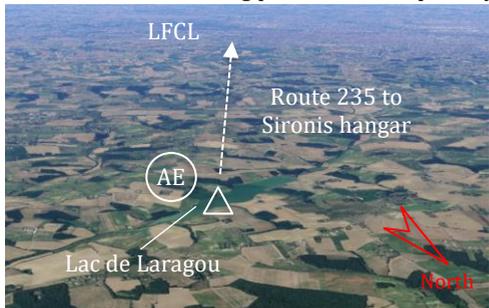
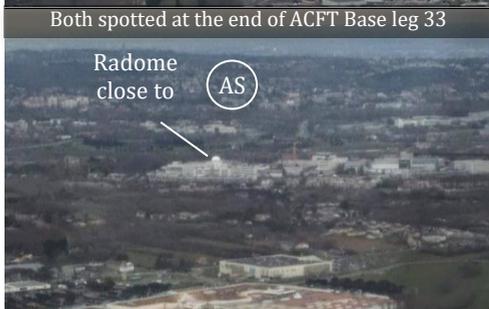
2°/ ARRIVAL - LANDING

✦ **With haze and/or late afternoon, spotting traffic and localizing AD facilities aren't easy !**

- Switch ACFT/ULM lights ON (strobes, position, taxi and landing) to improve visibility to others ;
- Plan to join overhead AD facilities at 2500 AMSL, by requesting QDM from TWR if needed ;
- Spot the "Cité de l'Espace" theme park [Ariane 5 rocket to the left of a white irregular shaped building] or the white radome close to AS (for ULM).

✦ **Aircrafts and helicopters**

- At 10 NM ARP inbound, maintain 2500 AMSL MIN to 4NM ARP (i.e. about 1 mn prior to initiate entering the traffic pattern) then descend at 2000 AMSL ;
- Without clearance to join, do not descend and steer to AD overhead (holding pattern) ;
- Arriving from a sector southwards QDM 270 ARP, for a safer crossing with ACFT flying to DS outbound, steer to the rallying zone located N of SL point, S-E of Lanta village and N-E of Lac St-Sermin then request to join Downwind RWY 15 or Base leg RWY 33 (Route 290) (such an *opposite clearance* may be rejected or subject to delay) ;
- Closely stick to published tracks of ACFT base leg as well as to final approach as much as possible. If needed, extend downwind leg to ensure a visual separation to preceding traffic.
- **Warning :** once established on ACFT final approach path, watch ULM which may cross the paved RWY between holding points B - G, especially out of TWR hours.



Sironis hangar is the appropriate reporting point for initiating Downwind RWY 33 or Base leg RWY 15 of the ACFT traffic pattern.

Warning: the direct route from AE to AD facilities passes very close to the Maison de santé d'Aufréry (nursing Home).

★ **ULM**

- At 10NM ARP inbound steer to ULM Sector abeam North of SL (QDM > 305 ARP) then to Odars and along RD2 road to PI at 1500 AMSL MAX. Steer direct to Labège-Innopole (keeping St-Orens township at right hand and railway at left hand in order to avoid a CTR intrusion) then initiate the descent abeam the shopping centre at left hand to AS for enabling to be overhead at 1200 AMSL ;
- Without TWR clearance to join ULM traffic pattern, hold on a left turns pattern 145°-325° at 1200 AMSL ;
- A/A : without airfield parameters, fly steady at 2500 AMSL from PI to AS then to ULM RWY overhead ;



- Approaching to land on the paved RWY while it's occupied or an ACFT is already established on final :
 - To extend the ULM downwind increases risks of intruding into the CTR or not keeping the RWY sight ;
 - Better hold on the ULM traffic pattern, followed if needed by a go-around onto the unpaved RWY.
- To simplify arrival of any non-based ULM, TWR may clear to join at / follow on ACFT traffic pattern.

3°/ TAXI - PARKING

- ★ **Main taxiway, aprons, tower building and hangars extend eastward the paved RWY**
- **Hot spot at holding points B - G :** prior to cross the paved RWY, ULM check whether both RWY is vacated, not any take-off is in progress and final approach is clear of traffic, especially out of TWR hours ;
- Non-based ACFT/ULM may park at the apron located in front of the ATS building. TWR is in charge to assign park places. Out of TWR hours, do not park on any place which may obstruct the taxiing.

4°/ TAKE-OFF - DEPARTURE

- ★ **Against the sun light at QFU 335 :** along the summer solstice period or late afternoon, the dazzling towards horizon W-NW may prevent sighting obstructions as well as traffic.

- ★ **Warning** in case of major failure : just a few suitable areas available for an emergency landing :

Take-off at QFU 334

NORMAL ACFT UPWIND PATH

Take-off at QFU 154

Other suitable areas

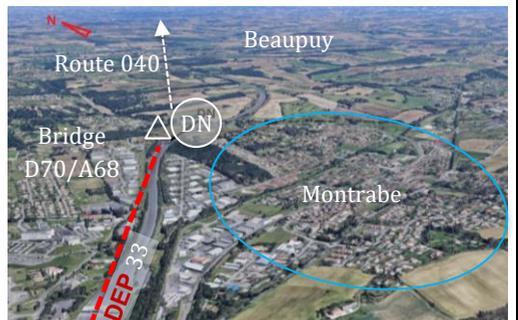
- ✦ **ULM**
 - Taking off the paved RWY at :
 - QFU 334: shortly airborne join to the crosswind leg of the ULM traffic pattern ;
 - QFU 154 : whenever calm wind/hot OAT conditions, taxi holding point D for enabling 2000 AMSL over AS.
 - Whatever QFU and RWY strip being used for taking-off, steer airborne direct to AS climbing at 1700 AMSL or higher (after flying on a traffic pattern if needed) then steer direct to PI continuing to climb at 2000 AMSL MAX ;
 - Avoid both the sector of ACFT Crosswind leg RWY 15, Downwind legs and **DEP** route to DS outbound ;
 - For higher altitude at or beyond of PI (for instance to get a height margin in case of engine failure) : either fly within ULM sector (Route > 095) or beyond of 10 NM ARP.
 - **Warning** to any ULM reporting overhead PI at 3 minutes to AS (beware of reported altitude), to CTR LFBO limit between AS and PI as well as to ACFT inbound/outband traffic (right hand priority).

✦ Aircrafts and helicopters

- **DEP RWY 15 via DS** : after the first turn, avoid to overfly Catala village at left hand as well as St Orens township at right hand then initially steer direct to the Lauzerville water tower (route 100). After passing overhead DS : Route > 105 at 2000 AMSL MAX to 10NM ARP outbound ;
- **Warning onto** opposite ACFT inbound traffic cruising at 2500 AMSL MIN to Pechestier castle either to AD overhead as well as onto ULM traffic between PI - AS and within the ULM sector.



- **DEP RWY 33 via DN** : while flying over expressway A68 and beyond, caution to ACFT inbound traffic within arrival main sector at 2500 AMSL MIN approaching 4 NM ARP for lower at 2000 AMSL.
- Passing overhead DN and abeam Beauputy village at right hand, fly steady at 2000 AMSL MAX to 10 NM ARP outbound in case of a Route > 055.



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