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Terminal Charts For LFSB
Revision Letter For Cycle 08-2013
Change Notices
Notebook

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General Information

Location: Basle-Mulhouse Fra
IATA Code: MLH
Lat/Long: N47° 35.4' E007° 31.7'
Elevation: 885 ft

Airport Use: Public
Magnetic Variation: 1.4°E

Fuel Types: 100 Octane (LL), 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
Pattern Altitude: 1115 ft AGL

Sunrise: 0442 Z
Sunset: 1818 Z,

Runway Information

Runway: 08
Length x Width: 5971 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 881 ft
Lighting: Edge

Runway: 15
Length x Width: 12795 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 864 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 26
Length x Width: 5971 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 884 ft
Lighting: Edge
Displaced Threshold: 722 ft

Runway: 33
Length x Width: 12795 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 882 ft
Lighting: Edge, REIL

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Displaced Threshold: 3675 ft

Communication Information

ATIS 127.875
Basle Tower 118.3
Basle Ground Control 121.6
Basle Pre-Taxi Clearance 120.5
Basle Control Approach Control 124.1
Basle Approach Control 130.9
Basle Approach Control 119.35
Basle Approach Control 118.575 At or below 10000 ft
Basle Information 135.85 AFIS
Basle Information 134.675 AFIS
Basle Information 130.9 AFIS

1. GENERAL

1.1. ATIS

ATIS 127.87

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

These procedures are established to avoid excessive ACFT noise at and around the APT and may only be deviated from for safety reasons. Operators unable to comply shall submit those procedures they intend to apply to the APT authority for approval. Turbojet ACFT certified according to ICAO Annex 16, Chapter 2 are prohibited.

1.2.2. NIGHTTIME RESTRICTIONS

2200-0600LT noise abatement procedures must be strictly adhered to.
Movements are prohibited from 2400LT to
- 0500LT (arrival time at the parking position) for landing
- 0600LT (departure time from the parking position) for take-off.

GENERAL AIR TRAFFIC
Take-off and landing prohibited 2200-0600LT (arrival/departure time at/from the parking position).

TURBOJET AIRCRAFT
Turbojet ACFT certified according ICAO Annex 16, Chapter 3, with an effective perceived noise level that has an accumulated margin of less than 5 EPNdB are prohibited 2200-0600LT (arrival/departure time at/from the parking position).

NON-SCHEDULED FLIGHTS
Take-off and landing prohibited 2300-0600LT (arrival/departure time at/from the parking position).

EXCEPTIONS
Flights not subjected to these restrictions:
- emergency flights for safety reasons
- ambulance and humanitanian flights
- governmental flights
- flights with ACFT mentioned in article L. 110-2 of Civil Aviation Code.

1.2.3. REVERSE THRUST

Reverse thrust exceeding reverse idle power should not be used between 2200-0600LT on landing on RWY 15 except for safety reasons.

1.2.4. RUN-UP TESTS

Run-up tests outside the silencer are prohibited Mon-Sat 2200-0600LT, Sun 24 hrs.

1.2.5. AUXILIARY POWER UNITS (APUs)

Use of APU limited to 60 minutes prior to departure and to 20 minutes after arrival. Longer use requires authorization. APU use for maintenance reasons shall be kept to a minimum.

1.3. RWY OPERATIONS

RWY 08 to be used VFR during DAY only.

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1. GENERAL

1.4. PARKING INFORMATION

1.4.1. USE OF PARKING STANDS

Push-back required for all ACFT/stands not mentioned in tables below:

	F1 thru F3	F1A, F4 thru F6	F7	F8, F9	F10	F11, F12
B190, E120	SR	SL	SL		SL	P
E145	P	P	SL	P	P	P
D328	SR	SL	SL		SL	P
CRJ2	P	P	SL		P	P
SF340, G159, SB2000	SR	SL	SL		SL	P
F28, E170, BA46	P	P		P	P	P
AT43	SR	SL			SL	P
AT72	P	P			SL	P
CRJ7	P	P		P	P	P
CRJ9	P	P		P	P	P
CRJX	P	P		P	P	P
F70	P	P		P	P	P
F100	P	P		P	P	P
GLEX	P	P		P	P	P
E190	P	P		P	P	P
B737-200 thru 500	P	P		P	P	P
F50	SR	SL			SL	P
MD80/81/83	P	P		P	P	
MD87	P	P		P	P	P
MD88	P	P		P	P	
MD90	P	P		P	P	
B722	P	P		P	P	
A319, A320, A321	P	P		P	P	P
B737-600 thru 800	P	P		P	P	P
B737-800W		P		P	P	P
B737-900, B737-900W	P	P		P	P	P
TU54				P	P	
B757-200		P		P	P	
C160, C130		P		P	P	
TU 204				P	P	
A310		P		P	P	
B707, A300-600, DC8-70, B767-300, IL86, L1011, IL76, DC10-30, MD11				P	P	
A330, A340-300				P		
A340-600				P		
B777-200, B777-300, B747-200 thru 400				P		
A124, B747-8				P		
A388						

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1. GENERAL

	F82, F83	F92	F93	1	1A	2, 3	3A	4	5	6	7
B190, E120	P[1)]	P[1)]	SL	P[1)]		P[1)]		P		P	P
E145	P	P	SL	P		P		P		P	P
D328	P[1)]	P[1)]	SL	P[1)]		P[1)]		P		P	P
CRJ2	P	P	SL	P		P		P		P	P
SF340, G159, SB2000	P[1)]	P[1)]	SL	P[1)]		P[1)]		P		P	P
F28, E170, BA46	P	P	SL	P		P		P	P	P	P
AT43	P[1)]	P[1)]	SL	P[1)]		P[1)]		P		P	P
AT72	P[1)]	P[1)]	SL	P[1)]		P[1)]		P		P	
CRJ7	P	P	P	P		P		P		P	
CRJ9	P	P	P	P		P		P			
CRJX				P		P		P	P		
F70	P	P	P	P		P		P	P	P	
F100	P	P	P	P		P		P	P	P	
GLEX	P	P	P	P		P		P		P	
E190	P	P	P	P		P		P	P		
B737-200 thru 500	P	P	P	P		P		P	P	P[2)]	
F50	P[1)]	P[1)]	P[1)]	P[1)]		P[1)]		P		P	
MD80/81/83				P		P			P		
MD87				P		P		P	P		
MD88				P		P			P		
MD90				P		P			P		
B722						P			P		
A319, A320, A321				P		P		P	P		
B737-600 thru 800				P		P		P	P		
B737-800W				P	P	P	P	P	P		
B737-900, B737-900W				P	P	P	P	P	P		
TU54					P		P		P		
B757-200					P		P		P		
C160, C130					P		P		P		
TU 204					P		P		P		
A310					P		P		P		
B707, A300-600, DC8-70, B767-300, IL86, L1011, IL76, DC10-30, MD11					P		P		P		
A330, A340-300									P		
A340-600									P		
B777-200, B777-300, B747-200 thru 400									P		
A124, B747-8											
A388											

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1. GENERAL

	8 thru 12	9A	11A	12A, 14 thru 16	14A, 16A	17	18	20, 22
B190, E120	P			P				
E145	P			P				
D328	P			P				
CRJ2	P			P				
SF340, G159, SB2000	P			P				
F28, E170, BA46				P		P		P
AT43				P		P		P
AT72		P	P		P	P		P
CRJ7		P	P		P	P		P
CRJ9		P	P		P	P		P
CRJX		P	P		P	P		P
F70		P	P		P	P		P
F100		P	P		P	P		P
GLEX		P	P		P			
E190		P	P		P	P		P
B737-200 thru 500		P	P		P	P		P
F50		P	P		P	P		P
MD80/81/83		P	P			P		P
MD87		P	P		P	P		P
MD88		P	P			P		P
MD90		P				P		P
B722						P		P
A319, A320, A321		P	P		P	P		P
B737-600 thru 800		P	P		P			
B737-800W		P	P		P			
B737-900 B737-900W		P	P		P			
TU54								
B757-200							P	
C160, C130							P	
TU 204							P	
A310							P	
B707, A300-600, DC8-70, B767-300, IL86, L1011, IL76, DC10-30, MD11							P	
A330, A340-300							P	
A340-600							P	
B777-200, B777-300, B747-200 thru 400							P	
A124, B747-8								
A388								

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1. GENERAL

	23	24	26, 28	26A, 28A	29 thru 33	29A	30A	32A	34
B190, E120			P		P	P			P
E145			P		P	P			P
D328			P		P	P			P
CRJ2			P		P	P			P
SF340, G159, SB2000			P		P	P			P
F28, E170, BA46		P	P			P	P	P	P
AT43		P	P			P	P	P	P
AT72		P		P			P	P	P
CRJ7		P		P			P	P	P
CRJ9		P		P			P	P	P
CRJX		P		P			P	P	P
F70		P		P			P	P	P
F100		P		P			P	P	P
GLEX			P				P	P	P
E190				P			P	P	P
B737-200 thru 500		P		P			P	P	P
F50				P			P	P	P
MD80/81/83							P	P	P
MD87							P	P	P
MD88							P	P	P
MD90								P	P
B722									P
A319, A320, A321				P			P	P	P
B737-600 thru 800	P			P			P	P	P
B737-800W	P			P			P	P	P
B737-900 B737-900W	P			P			P	P	P
TU54	P								
B757-200	P								
C160, C130	P								
TU 204	P								
A310	P								
B707, A300-600, DC8-70, B767-300, IL86, L1011, IL76, DC10-30, MD11	P								
A330, A340-300									
A340-600									
B777-200, B777-300, B747-200 thru 400									
A124, B747-8									
A388									

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1. GENERAL

	35, 36	37	38	39 thru 43	44	45	46	47	48
B190, E120	P[1]	P[1]	P[1]	P[1]	SR	P[1]	SL[3]	P[1]	SR[3]
E145	P	P	P	P	SR	P	P	P	P
D328	P[1]	P[1]	P[1]	P[1]	SR	P[1]	SL[3]	P[1]	SR[3]
CRJ2	P	P	P	P	SR	P	P	P	P
SF340, G159, SB2000	P[1]	P[1]	P[1]	P[1]	SR	P[1]	SL[3]	P[1]	SR[3]
F28, E170, BA46	P	P	P	P	SR		P		P
AT43	P	P	P	P	SR		SL[3]	P[1]	SR[3]
AT72	P	P	P	P	SR		P		P
CRJ7	P	P	P	P					P
CRJ9	P	P	P	P					P
CRJX	P	P	P						
F70	P	P	P	P	SR		P		P
F100	P	P	P	P					P
GLEX	P	P	P	P					P
E190	P	P	P	P					P
B737-200 thru 500	P	P	P	P					P
F50	P	P	P	P					P
MD80/81/83	P	P	P						
MD87	P	P	P						
MD88	P	P	P						
MD90	P								
B722	P	P	P						
A319, A320, A321	P	P	P						
B737-600 thru 800	P	P	P						
B737-800W	P	P	P						
B737-900 B737-900W	P	P	P						
TU54		P							
B757-200	P	P	P						
C160, C130		P	P						
TU 204		P	P						
A310		P	P						
B707, A300-600, DC8-70, B767-300, IL86, L1011, IL76, DC10-30, MD11									
A330, A340-300									
A340-600									
B777-200, B747-200 thru 400									
A124									
A388									

1) Selfmanoeuvring via neighboring stand, if not occupied.
2) Except B737-400.
3) Selfmanoeuvring via Apron GA entrance, if not occupied.

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1. GENERAL

LEGEND	
P	Push-back
SR	Selfmanoeuvring RIGHT
SL	Selfmanoeuvring LEFT

1.5. OTHER INFORMATION

IFR training flights on RWY 33 prohibited.
Helicopter activity.
RWY 26 right-hand circuit.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

RWYs 15, 33
Approaches must be carried out in compliance with an angle equal or above the descent flight path angle set to:
- ILS or PAPI RWY 15: 3.0° (5.2%).
- ILS or PAPI RWY 33: 3.5° (6.1%)

The descent path shall be selected so as to maintain the clean configuration as long as possible, considering safety and ATC requirements. Landing configuration and correct approach speed should be reached at the latest at a point 4 NM before landing threshold.

2.2. CAT II/III OPERATIONS

RWY 15 approved for CAT II/III operations, special aircrew and ACFT certification required.

2.3. TAXI PROCEDURES

ACFT with wingspan MIM 118 '/36m have to vacate RWY 15 via TWY D, except when otherwise cleared by ATC.
Once RWY 15 has been vacated via TWY Q during DAY and NO LVP, ACFT with wingspan of MIM 118'/36m taxi under own power up to the safety line (Q holding area). After having been handed over to GROUND engines must be shut down and the ACFT is towed to the apron.
After landing on RWY 33 preferred vacating via TWY H.
TWYs A, C, C1, J and K MAX wingspan 118'/36m.
TWY V MAX wingspan 49'/15m.
ACFT with wingspan of less than 118 '/36m have to enter Main Apron via blue taxi routes, other ACFT have to use yellow taxi routes.

2.4. OTHER INFORMATION

Do not mistake brightly illuminated highway for HIALS RWY 15.
Visual apch RWY 33 prohibited.

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3. DEPARTURE

3.1. START-UP & TAXI PROCEDURES

IFR traffic must contact BASLE Flight Data five minutes prior to estimated start-up time indicating:
- call sign,
- destination,
- parking position,
- ATIS code confirmed.

ACFT with wingspan of less than 118'/36m have to vacate Main Apron via orange taxi routes, other ACFT have to use yellow taxi routes.

3.2. NOISE ABATEMENT PROCEDURES

Pilots shall adopt climb configuration and power rating according to noise abatement techniques and the respective operational conditions. Climb to 5000' as soon as possible.

RWY 26

RWY 26 is the preferential RWY for ELBEG, GTQ, LUMEL, STR SIDs, unless otherwise specified by ATC. RWY 26 is recommended for take-off depending on the operational standards specific to each ACFT and the operational conditions at the moment.
If pilot can not use it, it is required to inform preflight BASLE (120.5) on first contact.

RWY 33

Recommended for certain types of ACFT during day (0600-2200LT) known as noisy by the APT authority and for all departures during night (2200-0600LT) subject to operational conditions.

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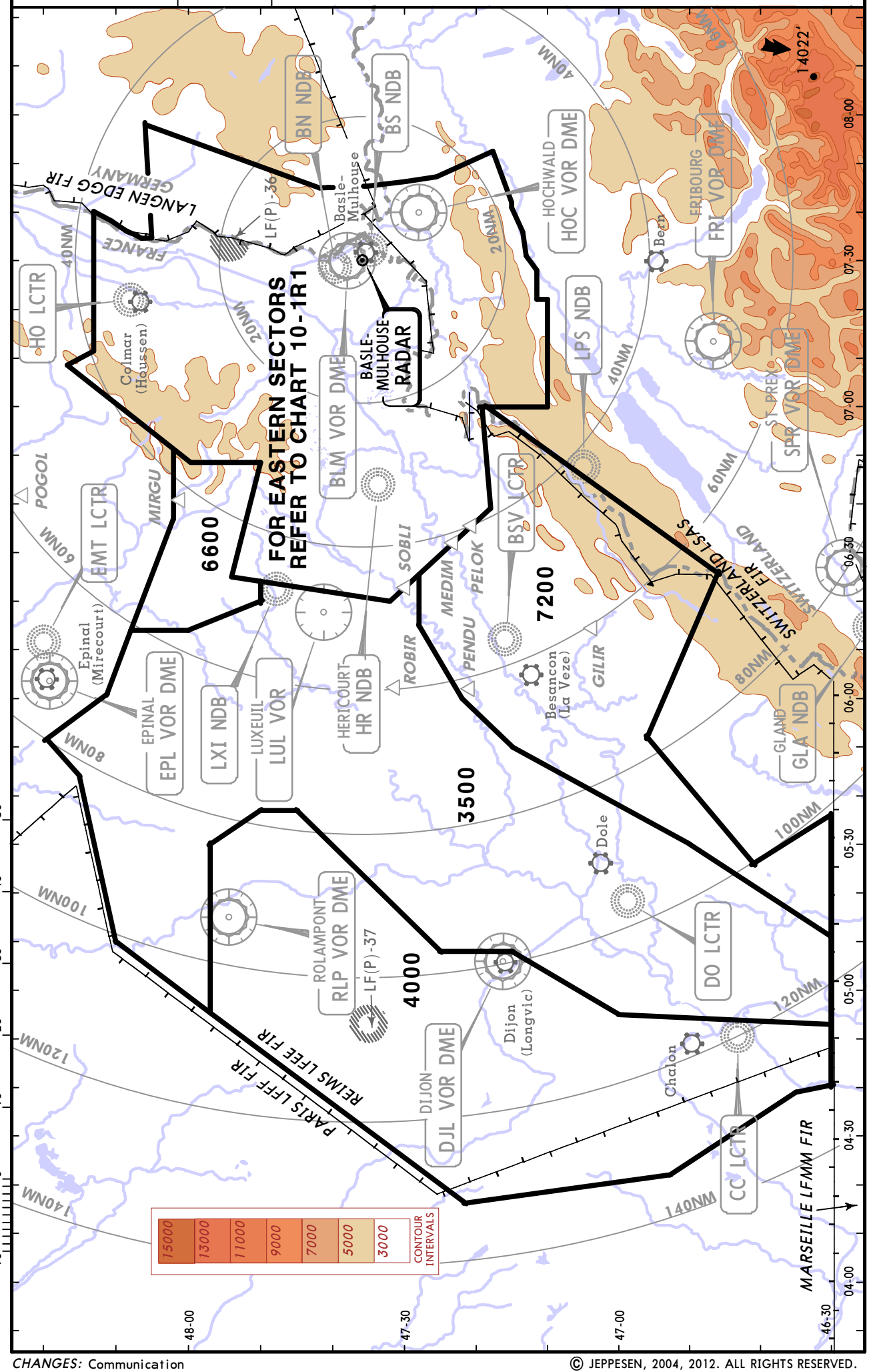
BASLE Information (R)	Apt Elev	
130.9	885′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ The published minimum altitudes integrate a correction for low temperatures.



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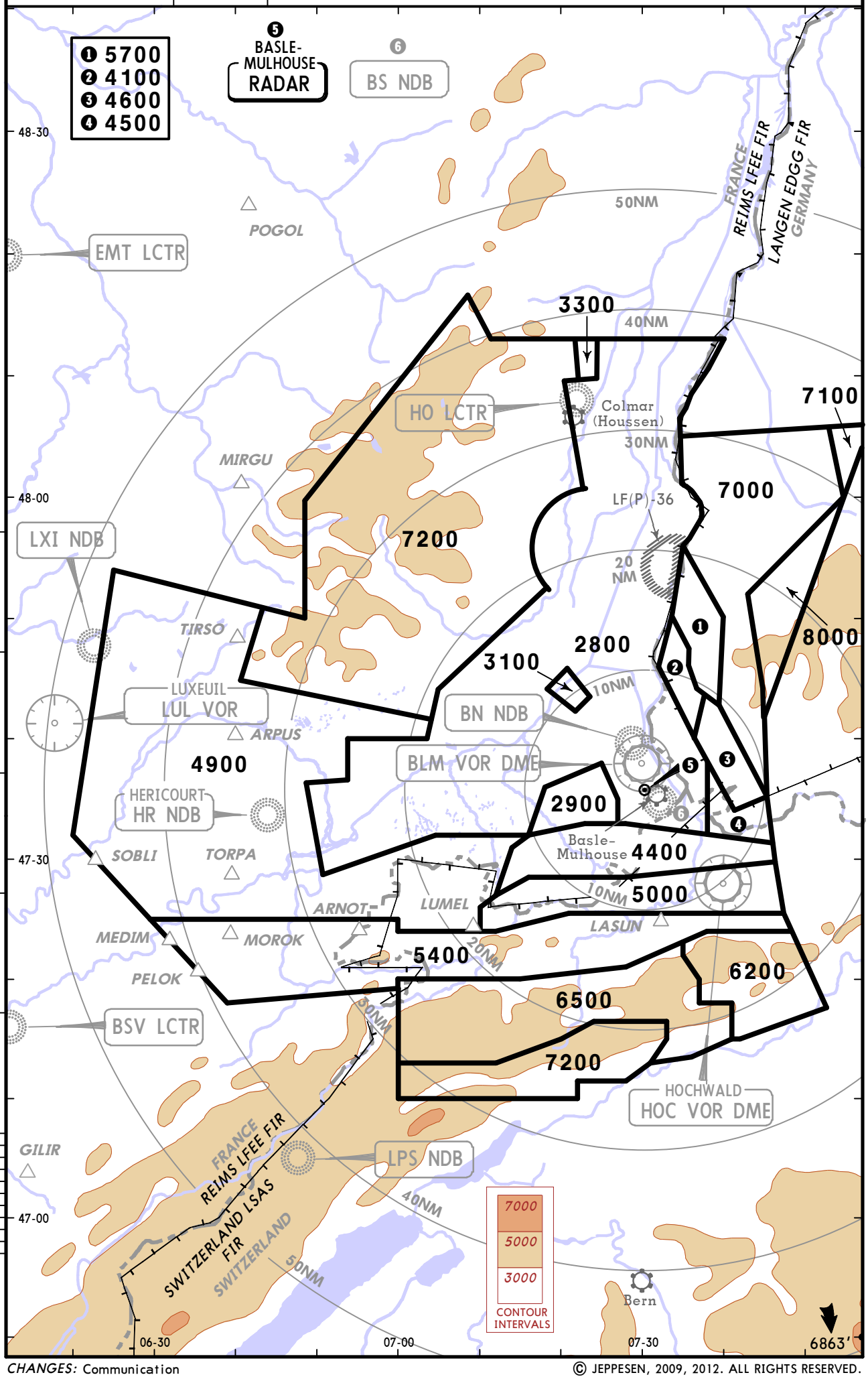
BASLE Information (R)	Apt Elev	
130.9	885′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ The published minimum altitudes integrate a correction for low temperatures.



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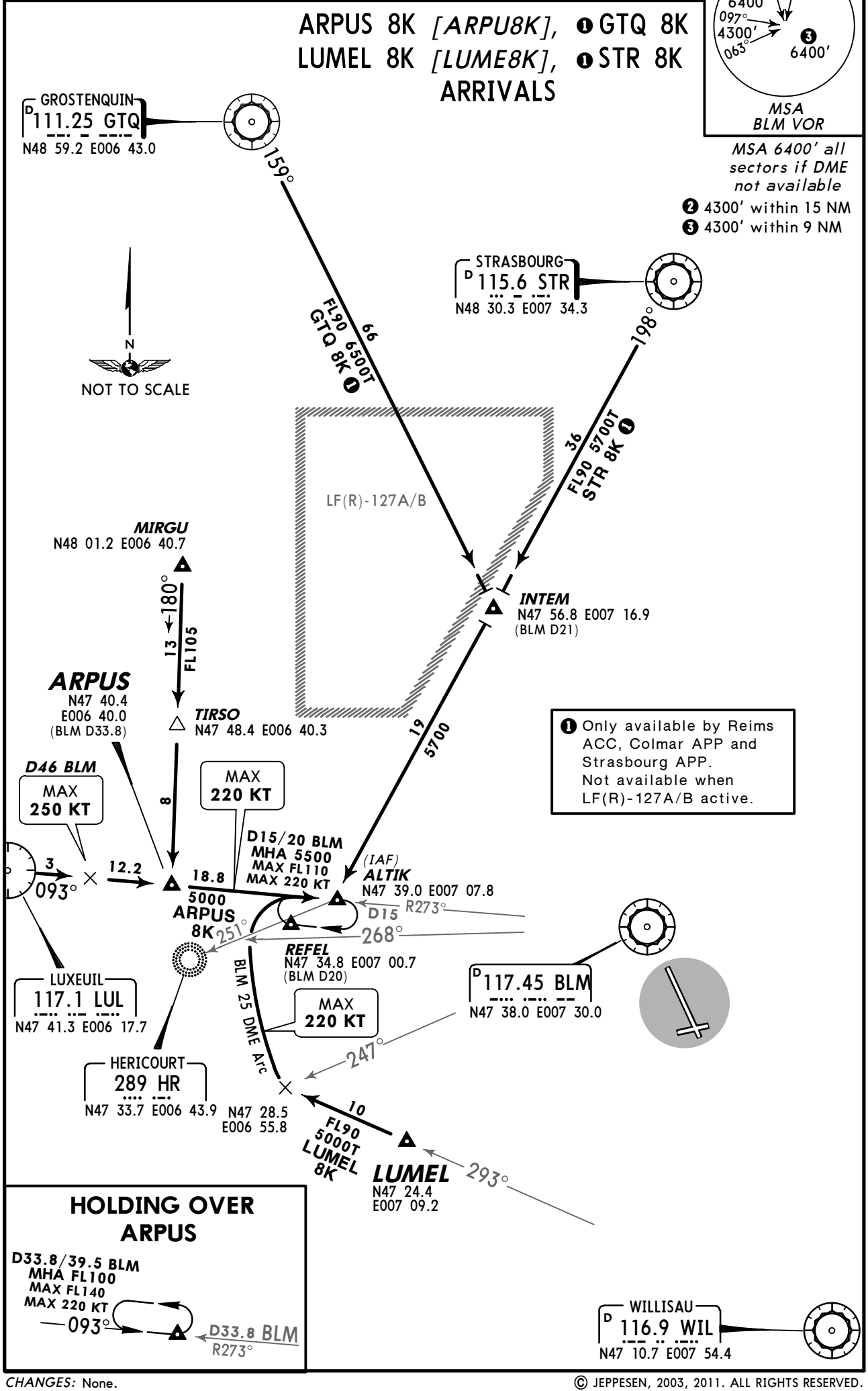
ATIS	Apt Elev	
127.87	885′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′

ARPUS 8K [ARPU8K], ❶GTQ 8K
LUMEL 8K [LUME8K], ❶STR 8K
ARRIVALS



CHANGES: None.

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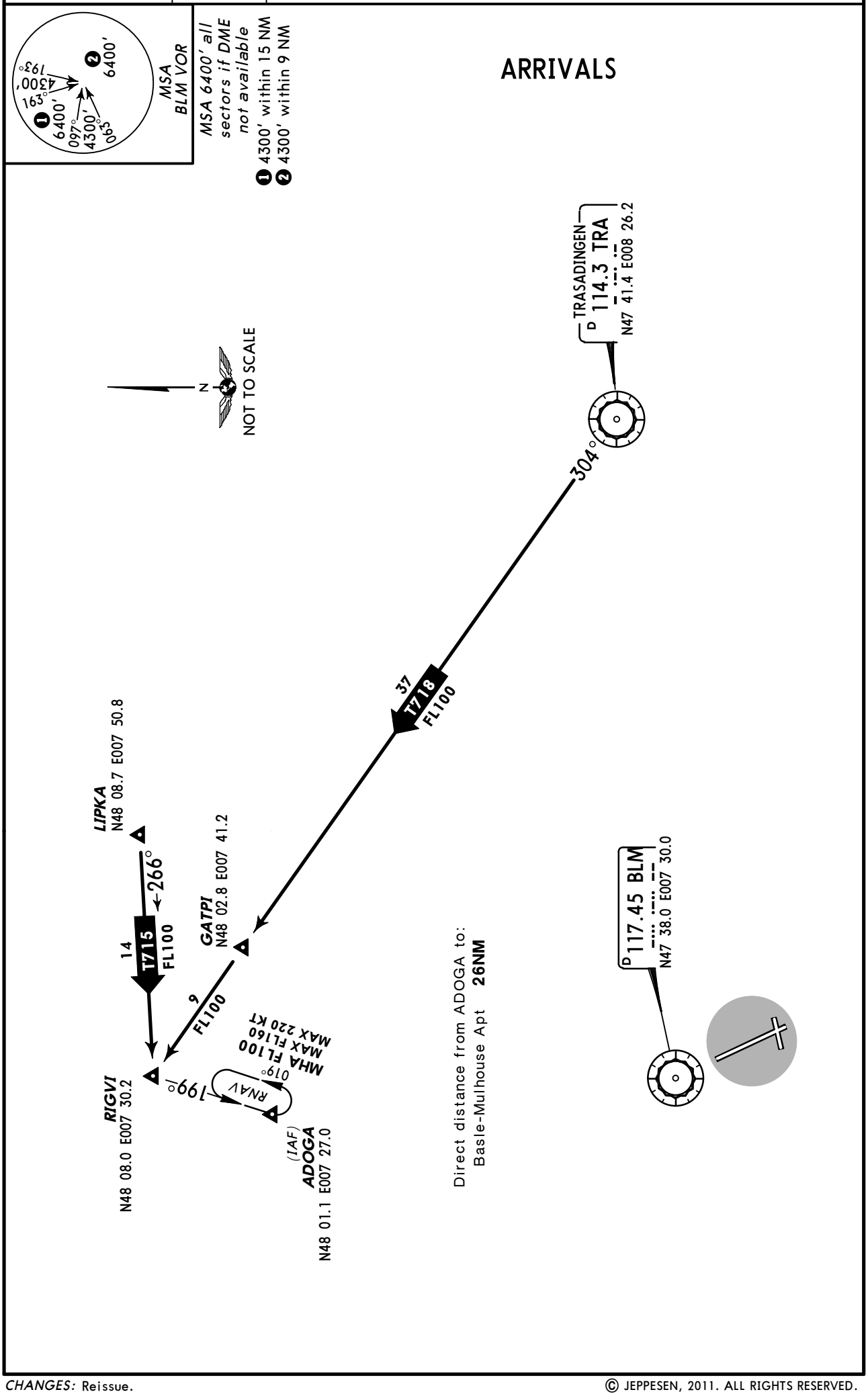
ATIS	Apt Elev	
127.87	885′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′



CHANGES: Reissue.

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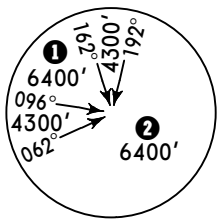
ATIS	Apt Elev	
127.87	885′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′

ADOGA, ALTIK
RWYS 15, 33 INITIAL
APPROACH PROCEDURES

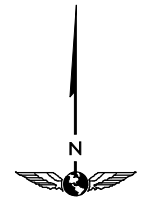
TO ILS/LOC RWYS 15, 33
TO VOR RWY 15
INTERCEPTION OF FINAL APPROACH WILL BE CARRIED OUT UNDER RADAR GUIDANCE
DME REQUIRED



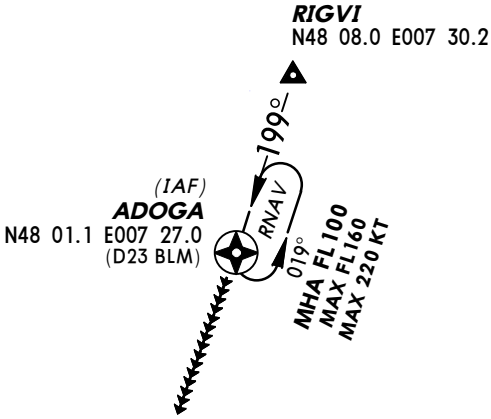
MSA
BLM VOR

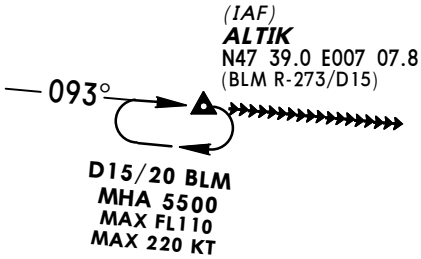
MSA 6400′ all sectors if DME not available
❶ 4300′ within 15 NM
❷ 4300′ within 9 NM

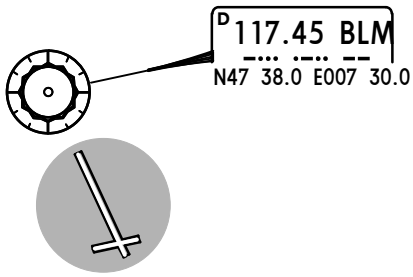
LOST COMMS AND RADAR FAILURE:
Proceed through RIGVI towards ADOGA at the last level allocated. Over ADOGA, proceed towards ALTIK and descend to FL110 to enter ALTIK holding and follow the published procedure.



NOT TO SCALE







CHANGES: New chart.

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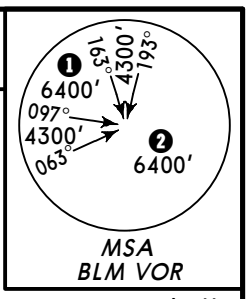
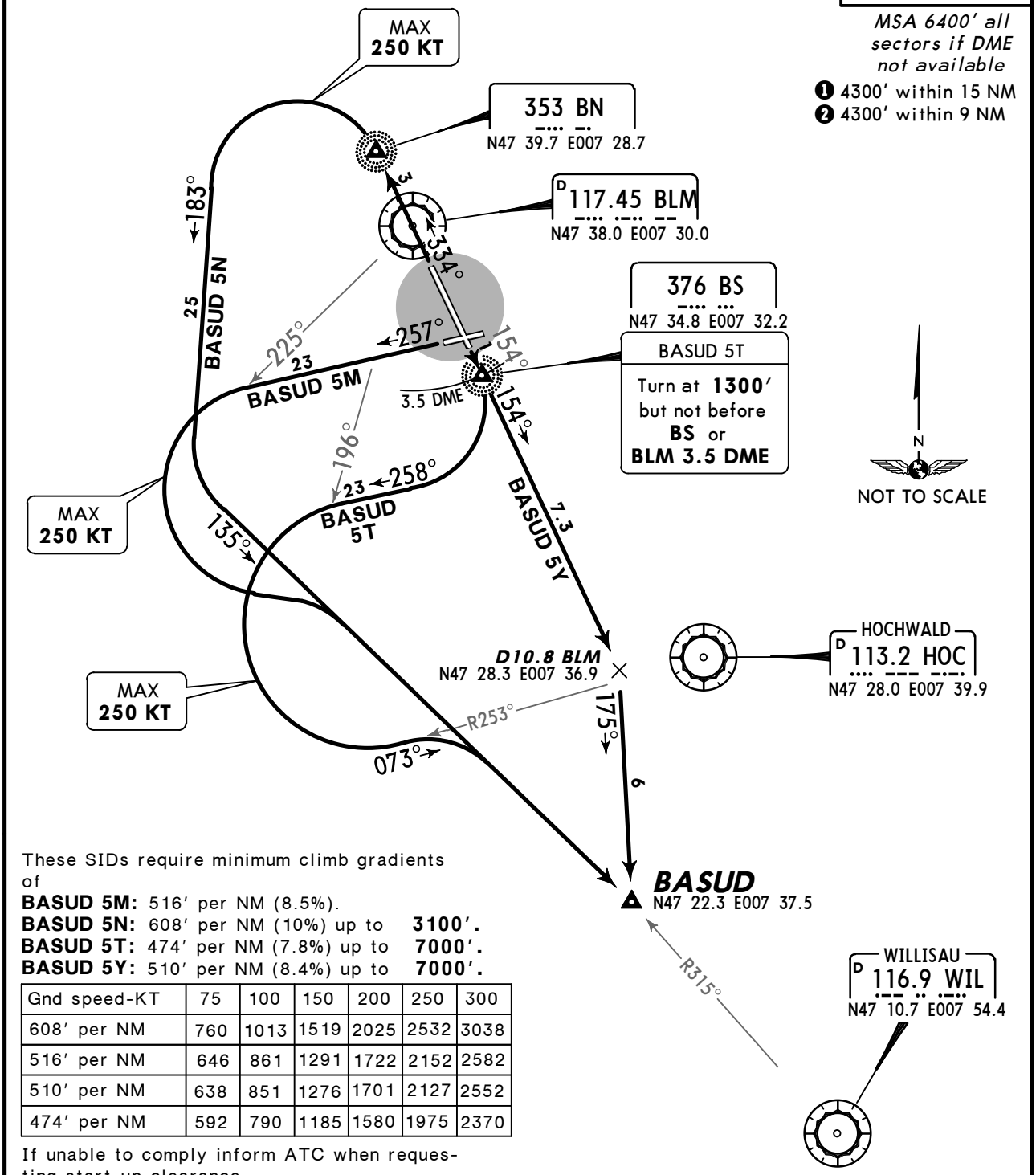
Apt Elev 885′	Trans level: By ATC Trans alt: 7000′ These SIDs include minimum noise routings (refer to 10-4).

BASUD 5M *[BASU5M]*, BASUD 5N *[BASU5N]* BASUD 5T *[BASU5T]*, BASUD 5Y *[BASU5Y]* RWYS 26, 33, 15 DEPARTURES



MSA 6400′ all sectors if DME not available
❶ 4300′ within 15 NM
❷ 4300′ within 9 NM



These SIDs require minimum climb gradients of
BASUD 5M: 516′ per NM (8.5%).
BASUD 5N: 608′ per NM (10%) up to **3100′.**
BASUD 5T: 474′ per NM (7.8%) up to **7000′.**
BASUD 5Y: 510′ per NM (8.4%) up to **7000′.**

Gnd speed-KT	75	100	150	200	250	300
608′ per NM	760	1013	1519	2025	2532	3038
516′ per NM	646	861	1291	1722	2152	2582
510′ per NM	638	851	1276	1701	2127	2552
474′ per NM	592	790	1185	1580	1975	2370

If unable to comply inform ATC when requesting start-up clearance.

Initial climb clearance **7000′**

SID	RWY	ROUTING
BASUD 5M	**26**	Climb straight ahead, when passing BLM R-225 turn LEFT, intercept WIL R-315 inbound to BASUD.
BASUD 5N	**33**	Climb to BN, turn LEFT, 183° track, intercept WIL R-315 inbound to BASUD.
BASUD 5T	**15**	Climb straight ahead, at **1300′,** but not before BS or BLM 3.5 DME, turn RIGHT, 258° track, when passing BLM R-196 turn LEFT, 073° track, intercept WIL R-315 inbound to BASUD.
BASUD 5Y❸		Climb on BLM R-154 to D10.8 BLM, turn RIGHT, 175° track to BASUD.

❸ On request between 0700-2200LT for aircraft authorized by airport authority (refer to 10-1P7).

CHANGES: Rwy designation; SIDs revised; SIDs BASUD 5T, 5Y climb gradient.

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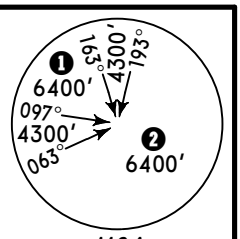
Apt Elev	
885′	Trans level: By ATC Trans alt: 7000′ These SIDs include minimum noise routings (refer to 10-4).

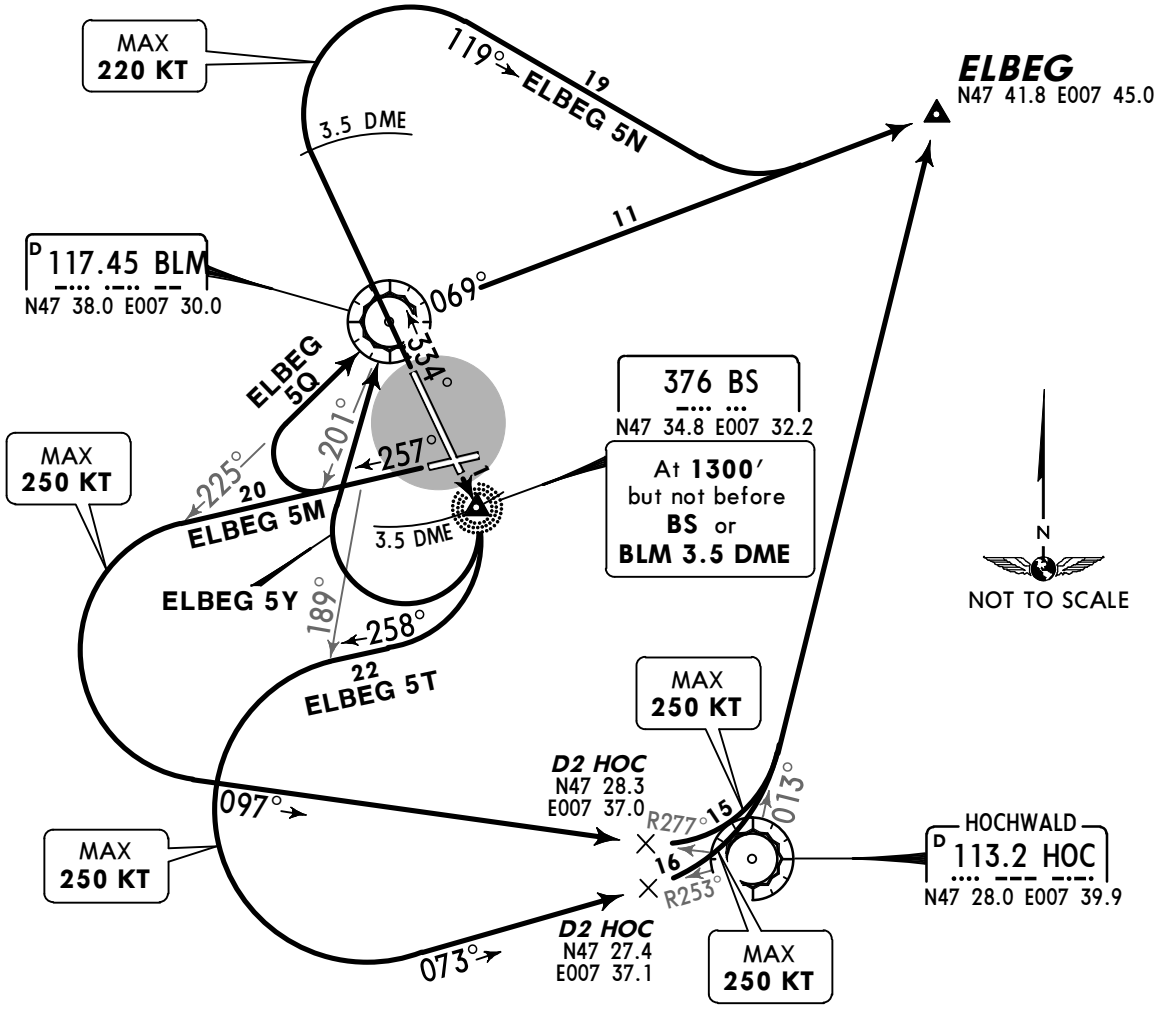
ELBEG 5M *[ELBE5M]*, ELBEG 5N *[ELBE5N]*
ELBEG 5Q *[ELBE5Q]*, ELBEG 5T *[ELBE5T]*
ELBEG 5Y *[ELBE5Y]*
RWYS 26, 33, 15 DEPARTURES



MSA
BLM VOR

MSA 6400′ all sectors if DME not available

❶ 4300′ within 15 NM
❷ 4300′ within 9 NM



These SIDs require minimum climb gradients of
ELBEG 5M, 5Q: 516′ per NM (8.5%).
ELBEG 5N: 304′ per NM (5%).
ELBEG 5T, 5Y: 474′ per NM (7.8%) up to **7000′.**
If unable to comply inform ATC when requesting start-up clearance.

Gnd speed-KT	75	100	150	200	250	300
516′ per NM	646	861	1291	1722	2152	2582
474′ per NM	592	790	1185	1580	1975	2370
304′ per NM	380	506	760	1013	1266	1519

Initial climb clearance **7000′**

SID	RWY	ROUTING
ELBEG 5M	**26**	Climb straight ahead, when passing BLM R-225 turn LEFT, intercept HOC R-277 inbound to D2 HOC, intercept HOC R-013 to ELBEG.
ELBEG 5N	**33**	Climb on 334° track to BLM 3.5 DME, turn RIGHT, 119° track, intercept BLM R-069 to ELBEG.
ELBEG 5Q	**26**	Climb straight ahead, when passing BLM R-201, turn RIGHT to BLM, BLM R-069 to ELBEG.
ELBEG 5T	**15**	Climb straight ahead, at **1300′,** but not before BS or BLM 3.5 DME, turn RIGHT, 258° track, when passing BLM R-189 turn LEFT, intercept HOC R-253 inbound to D2 HOC, intercept HOC R-013 to ELBEG.
ELBEG 5Y		Climb straight ahead, at **1300′,** but not before BS or BLM 3.5 DME, turn RIGHT to BLM, BLM R-069 to ELBEG.

CHANGES: Rwy designation; SIDs revised; SIDs ELBEG 5T, 5Y climb gradient.

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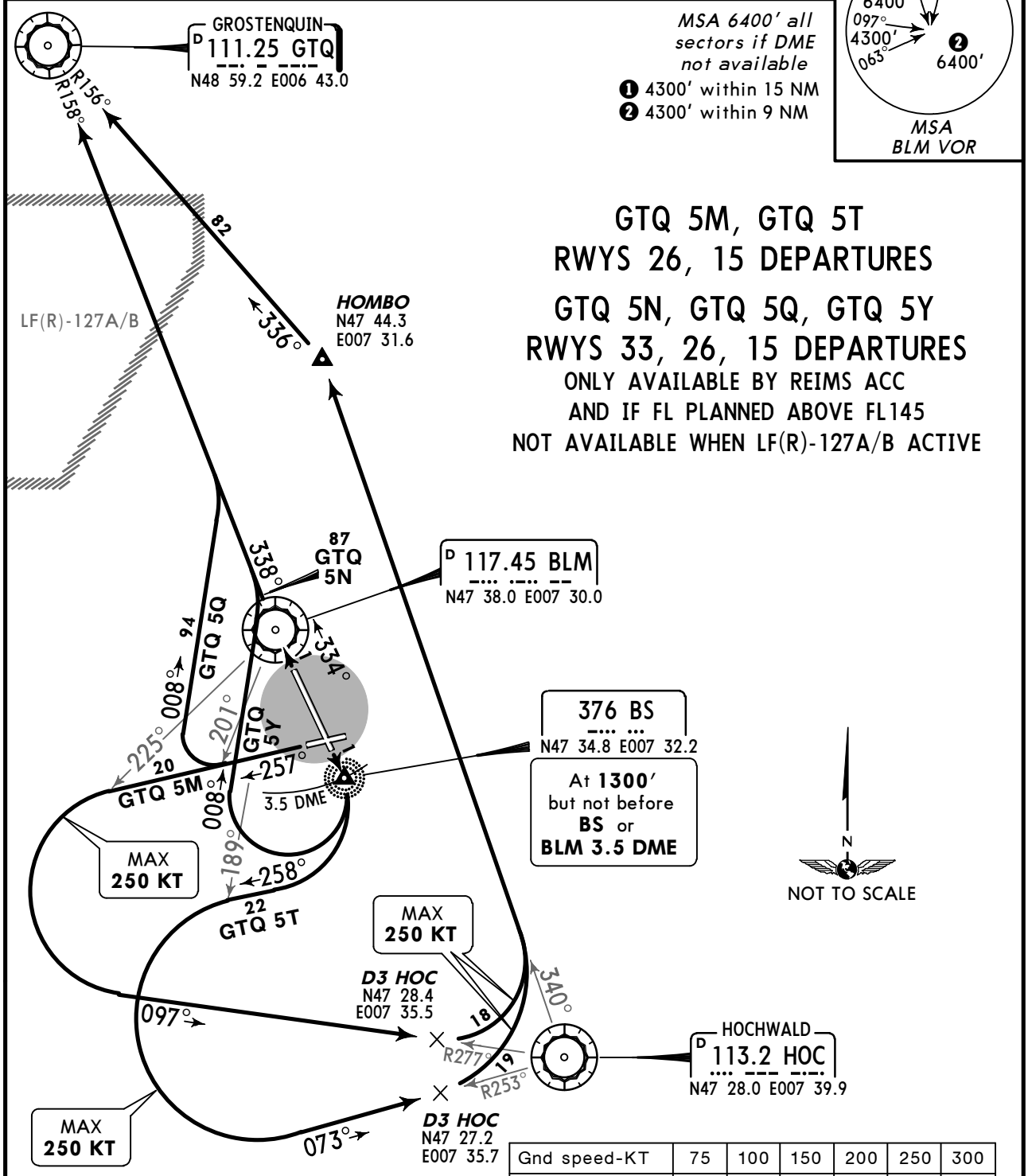
Apt Elev 885′	Trans level: By ATC Trans alt: 7000′ These SIDs include minimum noise routings (refer to 10-4).



Gnd speed-KT	75	100	150	200	250	300
516′ per NM	646	861	1291	1722	2152	2582
474′ per NM	592	790	1185	1580	1975	2370

These SIDs require minimum climb gradients of
GTQ 5M, 5Q: 516′ per NM (8.5%).
GTQ 5T, 5Y: 474′ per NM (7.8%) up to **7000′.**

If unable to comply inform ATC when requesting start-up clearance.

Initial climb clearance **7000′**

SID	RWY	ROUTING
GTQ 5M	**26**	Climb straight ahead, when passing BLM R-225 turn LEFT, intercept HOC R-277 inbound to D3 HOC, intercept HOC R-340 to HOMBO, intercept GTQ R-156 inbound to GTQ.
GTQ 5N	**33**	Climb to BLM, BLM R-338 to GTQ.
GTQ 5Q	**26**	Climb straight ahead, when passing BLM R-201 turn RIGHT, 008° track, intercept BLM R-338 to GTQ.
GTQ 5T	**15**	Climb straight ahead, at **1300′,** but not before BS or BLM 3.5 DME, turn RIGHT, 258° track, when passing BLM R-189 turn LEFT, intercept HOC R-253 inbound to D3 HOC, intercept HOC R-340 to HOMBO, intercept GTQ R-156 inbound to GTQ.
GTQ 5Y		Climb straight ahead, at **1300′,** but not before BS or BLM 3.5 DME, turn RIGHT, 008° track, intercept BLM R-338 to GTQ.

CHANGES: Rwy designation; SIDs revised; SIDs GTQ 5T, 5Y climb gradient.

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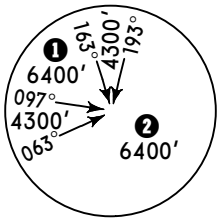
Apt Elev 885′	Trans level: By ATC Trans alt: 7000′ These SIDs include minimum noise routings (refer to 10-4).

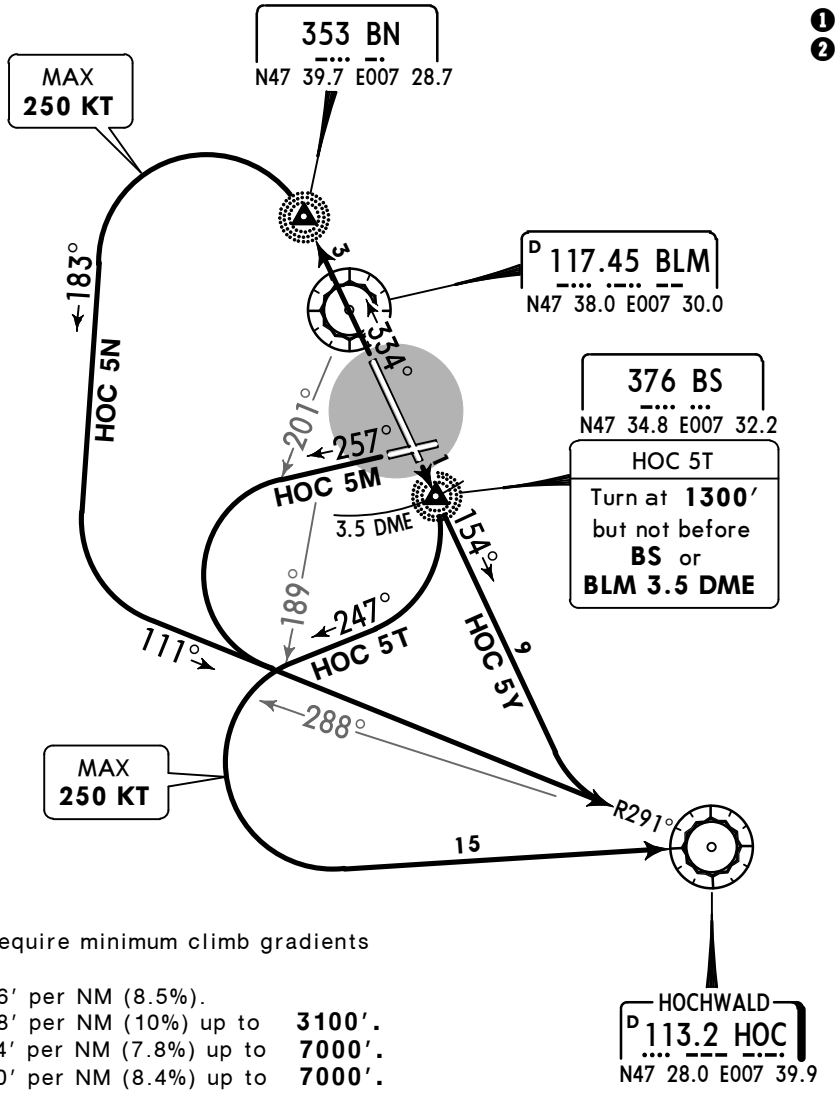
HOC 5M, HOC 5N, HOC 5T, HOC 5Y
RWYS 26, 33, 15 DEPARTURES



MSA
BLM VOR

MSA 6400′ all sectors if DME not available

❶ 4300′ within 15 NM
❷ 4300′ within 9 NM

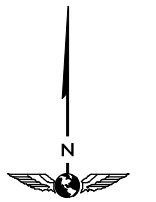


These SIDs require minimum climb gradients of

HOC 5M: 516′ per NM (8.5%).
HOC 5N: 608′ per NM (10%) up to **3100′.**
HOC 5T: 474′ per NM (7.8%) up to **7000′.**
HOC 5Y: 510′ per NM (8.4%) up to **7000′.**

Gnd speed-KT	75	100	150	200	250	300
608′ per NM	760	1013	1519	2025	2532	3038
516′ per NM	646	861	1291	1722	2152	2582
510′ per NM	638	851	1276	1701	2127	2552
474′ per NM	592	790	1185	1580	1975	2370

If unable to comply inform ATC when requesting start-up clearance.



NOT TO SCALE

Initial climb clearance **7000′**

SID	RWY	ROUTING
HOC 5M	**26**	Climb straight ahead, when passing BLM R-201 turn LEFT, intercept HOC R-291 inbound to HOC.
HOC 5N	**33**	Climb to BN, turn LEFT, 183° track, intercept HOC R-291 inbound to HOC.
HOC 5T	**15**	Climb straight ahead, at **1300′,** but not before BS or BLM 3.5 DME, turn RIGHT, 247° track (remain north of HOC R-288), when passing BLM R-189 turn LEFT to HOC.
HOC 5Y ❸		Climb straight ahead, intercept 154° bearing from BS, intercept HOC R-291 inbound to HOC.

❸ On request between 0700-2200LT for aircraft authorized by airport authority (refer to 10-1P7).

CHANGES: Rwy designation; SIDs revised; SIDs HOC 5T, 5Y climb gradient.

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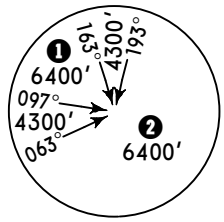
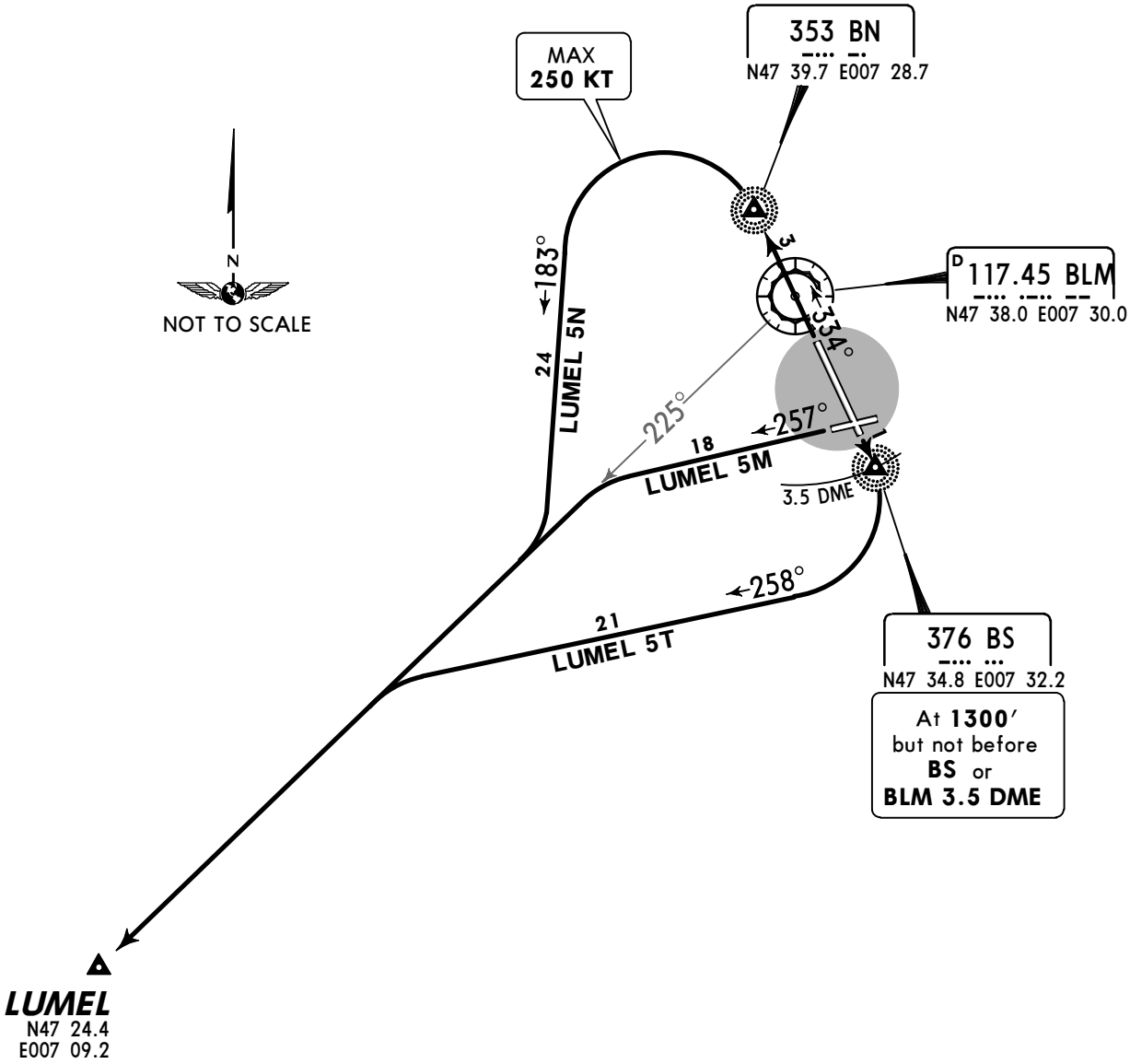
Apt Elev 885′	Trans level: By ATC Trans alt: 7000′ These SIDs include minimum noise routings (refer to 10-4).

LUMEL 5M *[LUME5M]*, LUMEL 5N *[LUME5N]*
LUMEL 5T *[LUME5T]*
RWYS 26, 33, 15 DEPARTURES



MSA 6400′ all sectors if DME not available
❶ 4300′ within 15 NM
❷ 4300′ within 9 NM



These SIDs require minimum climb gradients of
LUMEL 5M: 516′ per NM (8.5%).
LUMEL 5N: 608′ per NM (10%) up to **3100′.**
LUMEL 5T: 474′ per NM (7.8%) up to **7000′.**

Gnd speed-KT	75	100	150	200	250	300
608′ per NM	760	1013	1519	2025	2532	3038
516′ per NM	646	861	1291	1722	2152	2582
474′ per NM	592	790	1185	1580	1975	2370

If unable to comply inform ATC when requesting start-up clearance.

Initial climb clearance **7000′**

SID	RWY	ROUTING
LUMEL 5M	**26**	Climb straight ahead, intercept BLM R-225 to LUMEL.
LUMEL 5N	**33**	Climb to BN, turn LEFT, 183° track, intercept BLM R-225 to LUMEL.
LUMEL 5T	**15**	Climb straight ahead, at **1300′,** but not before BS or BLM 3.5 DME, turn RIGHT, 258° track, intercept BLM R-225 to LUMEL.

CHANGES: Rwy designation; SIDs revised; SID LUMEL 5T climb gradient.

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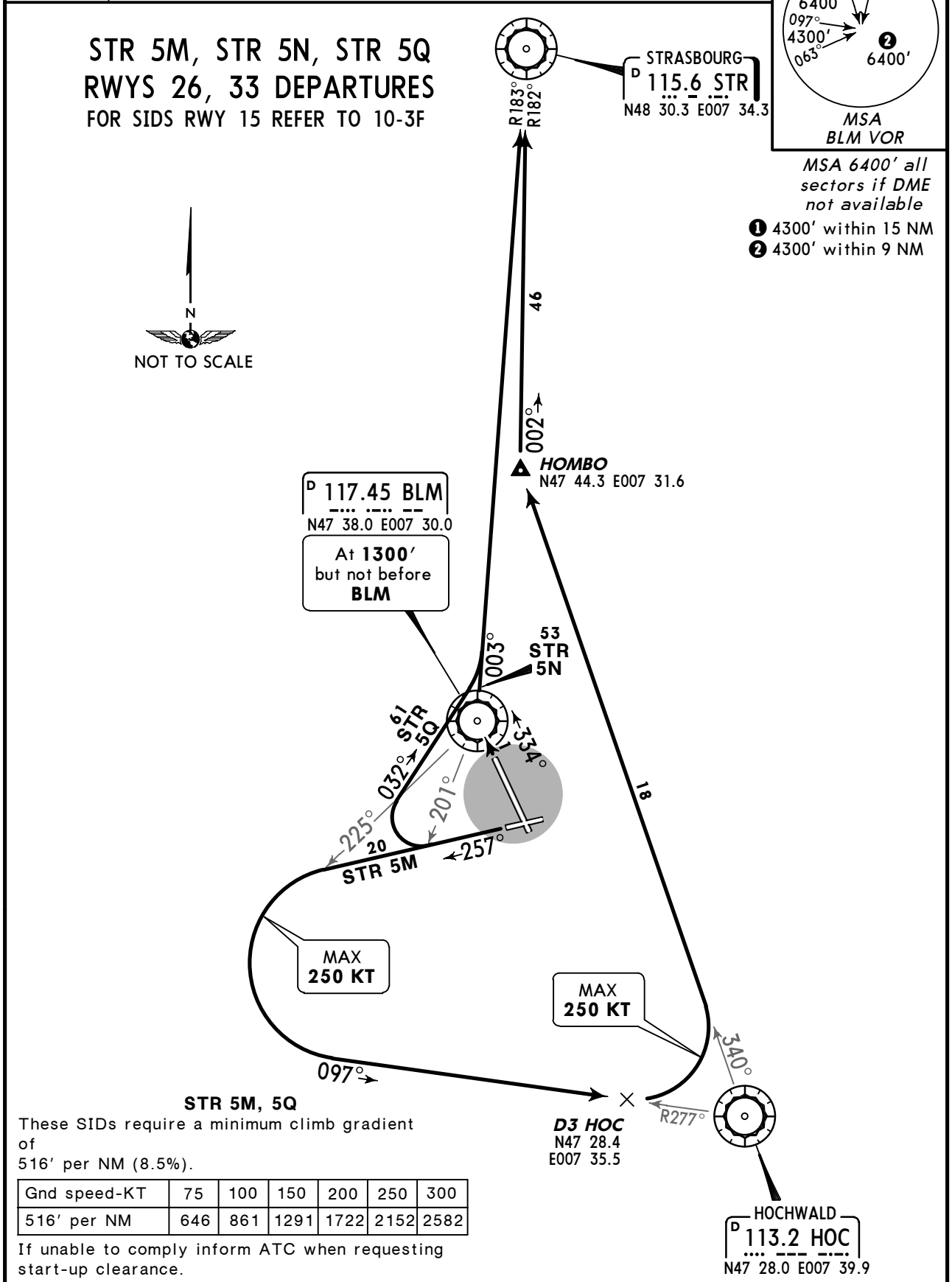
Apt Elev 885′	Trans level: By ATC Trans alt: 7000′ These SIDs include minimum noise routings (refer to 10-4).



Gnd speed-KT	75	100	150	200	250	300
516′ per NM	646	861	1291	1722	2152	2582

If unable to comply inform ATC when requesting start-up clearance.

Initial climb clearance **7000′**

SID	RWY	ROUTING
STR 5M	**26**	Climb straight ahead, when passing BLM R-225 turn LEFT, intercept HOC R-277 inbound to D3 HOC, intercept HOC R-340 to HOMBO, intercept STR R-182 inbound to STR.
STR 5N	**33**	Climb straight ahead, at **1300′,** but not before BLM, turn RIGHT, intercept BLM R-003 to STR.
STR 5Q	**26**	Climb straight ahead, when passing BLM R-201 turn RIGHT, 032° track, intercept BLM R-003 to STR.

CHANGES: Rwy designation; tracks updated.

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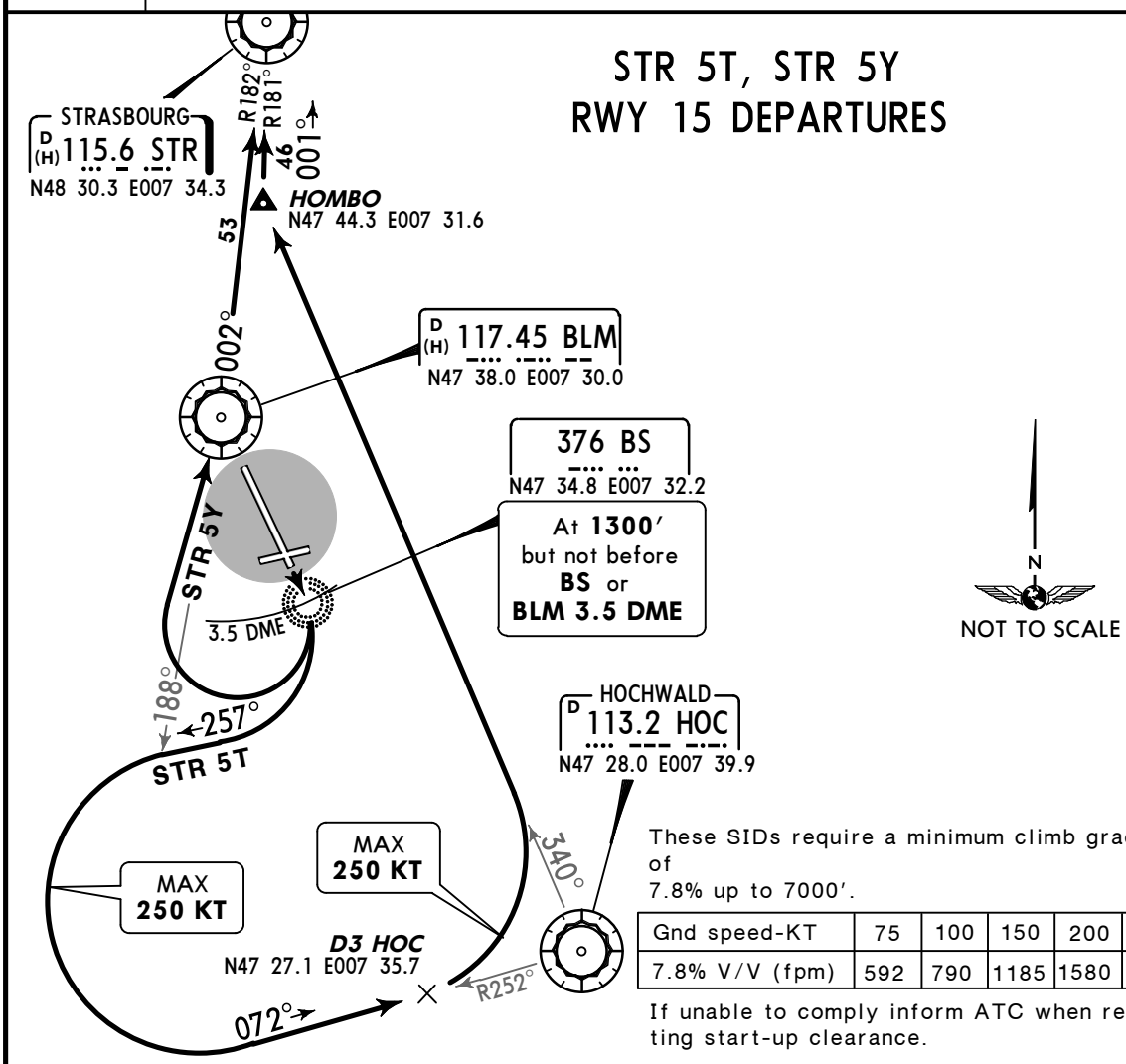
Apt Elev 885′	Trans level: By ATC Trans alt: 7000′ These SIDs include minimum noise routings (refer to 10-4).

STR 5T, STR 5Y
RWY 15 DEPARTURES



These SIDs require a minimum climb gradient of
7.8% up to 7000′.

Gnd speed-KT	75	100	150	200	250	300
7.8% V/V (fpm)	592	790	1185	1580	1975	2370

If unable to comply inform ATC when requesting start-up clearance.

Initial climb clearance **7000′**

SID	ROUTING
STR 5T	Climb straight ahead, at 1300′, but not before BS or BLM 3.5 DME, turn RIGHT, 257° track, when passing BLM R-188 turn LEFT, intercept HOC R-252 inbound to D3 HOC, intercept HOC R-340 to HOMBO, intercept STR R-181 inbound to STR.
STR 5Y	Climb straight ahead, at 1300′, but not before BS or BLM 3.5 DME, turn RIGHT to BLM, BLM R-002 to STR.

RWYS 15, 26, 33 OMNIDIRECTIONAL DEPARTURES

These Departures require minimum climb gradients of

Rwy 15 to eastern side of runway centerline: 4%.
Rwy 15 to western side of runway centerline: 5%.
Rwy 26: 8.5%.
Rwy 33 to eastern side of runway centerline: 6%.

Gnd speed-KT	75	100	150	200	250	300
8.5% V/V (fpm)	646	861	1291	1722	2152	2582
6% V/V (fpm)	456	608	911	1215	1519	1823
5% V/V (fpm)	380	506	760	1013	1266	1519
4% V/V (fpm)	304	405	608	810	1013	1215

RWY	ROUTING
15	**Eastern side of runway centerline:** Climb on 154° track to 3000′, then depart omnidirectional and climb to enroute safe altitude. Do not turn before BS or BLM 3.5 DME. **Western side of runway centerline:** Climb on 154° track to 1300′, then depart omnidirectional and climb to enroute safe altitude. Do not turn before BS or BLM 3.5 DME.
26	Climb on 256° track to 2000′, then depart omnidirectional and climb to enroute safe altitude.
33	**Eastern side of runway centerline:** Climb on 334° track to 1300′, then depart omnidirectional and climb to enroute safe altitude. **Western side of runway centerline:** Climb on 334° track to 1300′, then depart omnidirectional and climb to enroute safe altitude. Do not turn before BLM.

CHANGES: Omnidirectional departures Rwy 15 revised.

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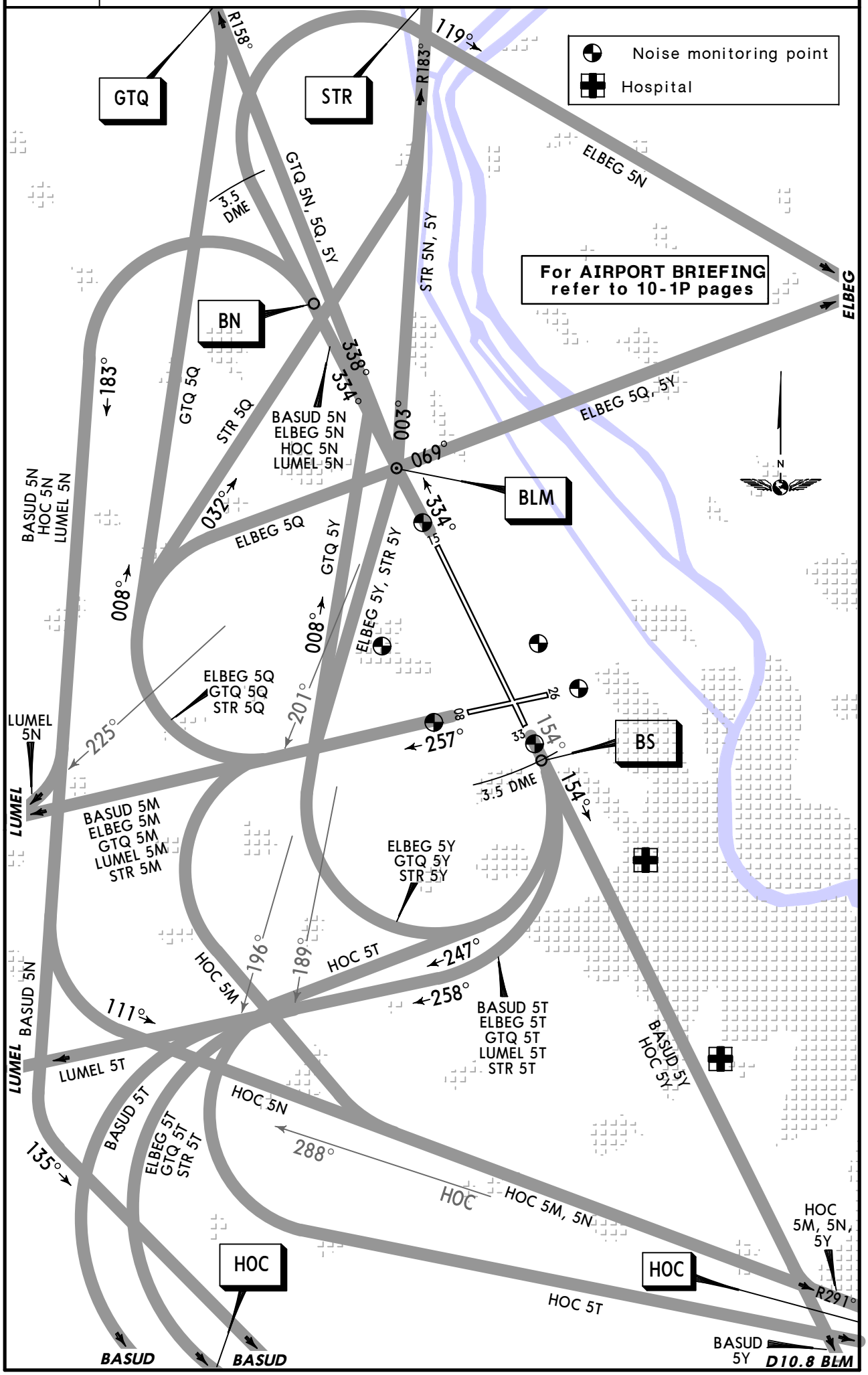
Apt Elev 885'

NOISE ABATEMENT



CHANGES: Rwy designation; tracks & radials updated.

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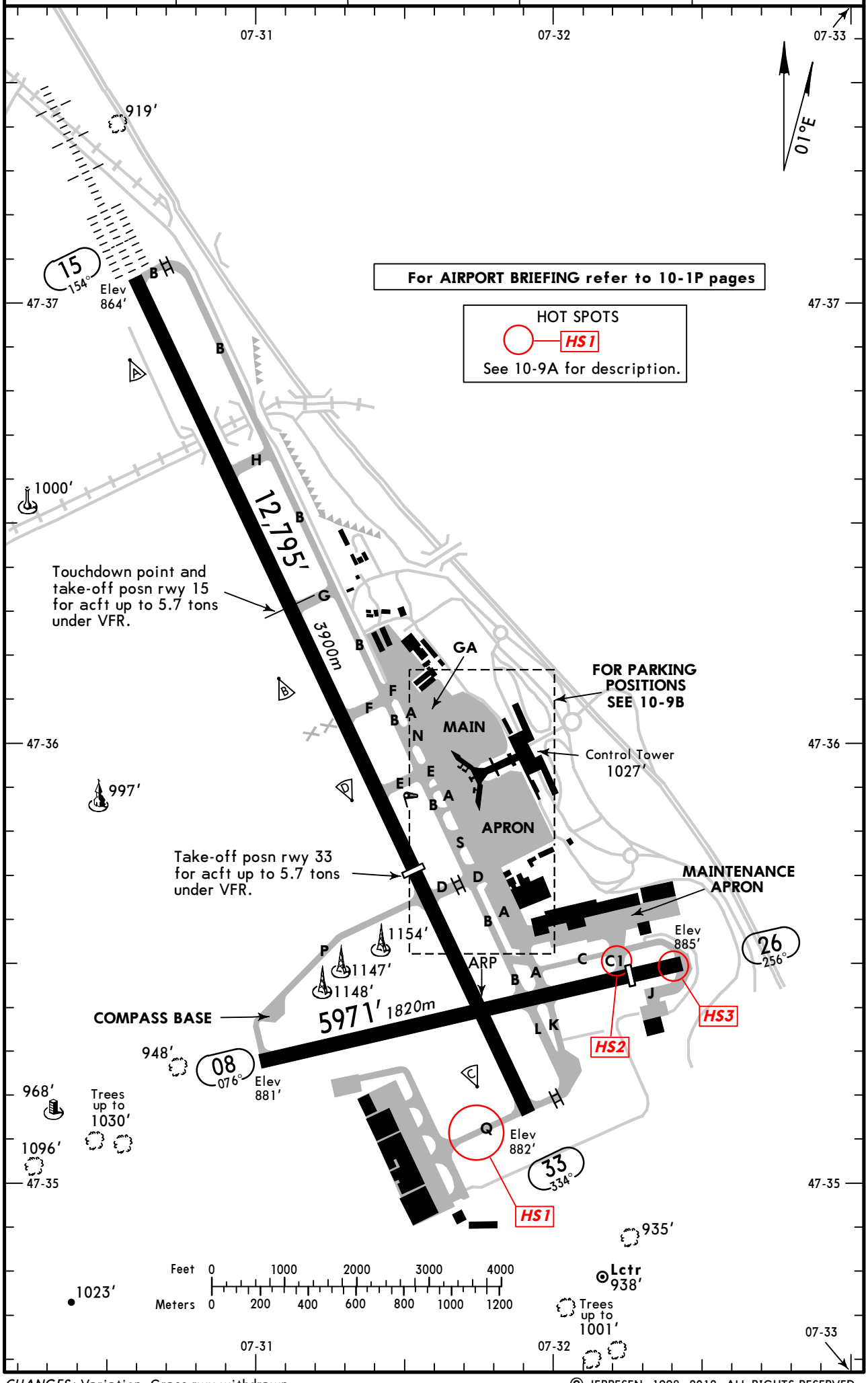
ATIS	ACARS: DCL	BASLE Flight Data (Cpt)	BASLE Ground	Tower
127.87		120.5	121.6	118.3



CHANGES: Variation. Grass rwy withdrawn.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
08	RL *(50m)*				197′ *60m*
26	RL *(50m)* PAPI-L (3.0°)	5249′ *1600m*			
15	HIRL *(50m)* CL *(15m)* HIALS-II REIL TDZ ❶ RVR	❷	11,860′ *3615m*	❷	197′ *60m*
33	HIRL *(50m)* REIL PAPI-L (3.5°) RVR	9120′ *2780m*	8269′ *2520m*	❸	

❶ PAPI-L (angle 3.0°)

Acft up to 5.7 tons under VFR:
❷ Rwy 15: 7776′ (2370m) from position abeam Twy G.
❸ Rwy 33: 9120′ (2780m) from displaced thresh.
Flight notification to ATC before departure compulsory.

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 Arrivals: Once rwy 15/33 is cleared (twy Q), after crossing the CAT III stop bar, engines will have to be shut down. Then the acft will be towed.

Departing or movement of acft: Acft will habe to be towed to twy Q, up to the safety line. Contact Tower for authorization to be towed to the twy Q holding area and start-up.

HS2 Due to reduced visibility, the use of video equipment makes it difficult to monitor the access and exit to/from the Jet-Aviation and Swiss maintenance area, as well as the access and exit to/from rwy 08/26 via twy C1.

HS3 Due to reduced visibility, the use of video equipment makes it difficult to monitor the rwy line up and exit to/from rwy 08/26 via twy C and J, as well as the crossing rwy via theses Twys.

Standard

TAKE-OFF ❶

	Rwy 15 LVP must be in Force: Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	Rwy 15/33: RCLM (DAY only) or RL	NIL (DAY only)	Rwy 26
A, B, C	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*	*1500m*
D	*150m*	*200m*	*250m*	*300m*			

❶ Operators applying U.S. Ops Specs: CL required below 300m.

CHANGES: Grass rwy withdrawn.

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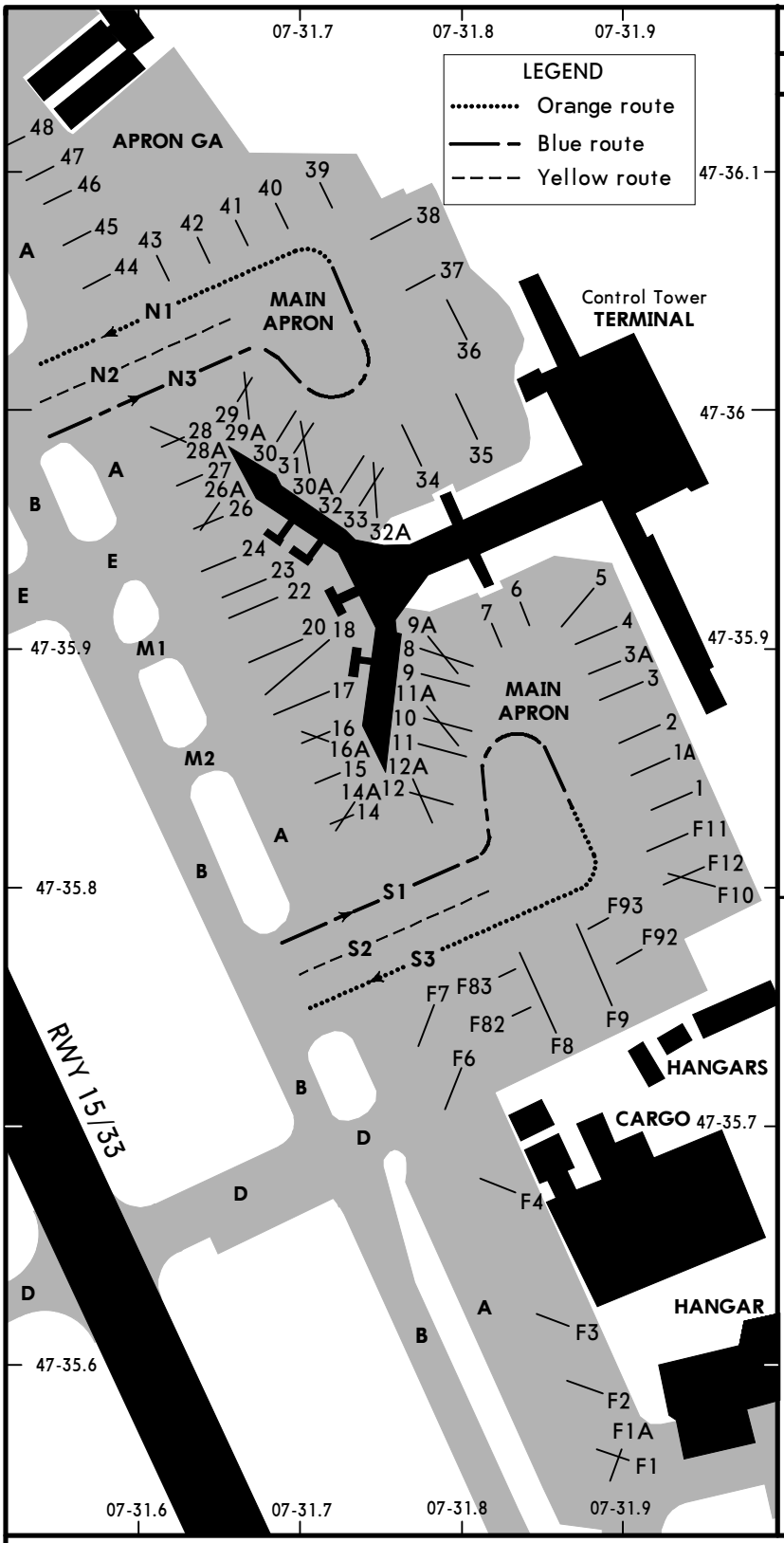

INS COORDINATES

STAND	COORDINATES
1	N47 35.8 E007 31.9
1A thru 5	N47 35.9 E007 31.9
6 thru 11A	N47 35.9 E007 31.8
12, 12A	N47 35.8 E007 31.8
14 thru 15	N47 35.8 E007 31.7
16	N47 35.9 E007 31.7
16A	N47 35.8 E007 31.7
17 thru 24	N47 35.9 E007 31.7
26	N47 36.0 E007 31.7
26A thru 29	N47 36.0 E007 31.6
29A thru 33	N47 36.0 E007 31.7
34 thru 36	N47 36.0 E007 31.8
37, 38	N47 36.1 E007 31.8
39, 40	N47 36.1 E007 31.7
41 thru 46	N47 36.1 E007 31.6
47, 48	N47 36.1 E007 31.5
F1 thru F3	N47 35.6 E007 31.9
F4, F6	N47 35.7 E007 31.8
F7	N47 35.8 E007 31.8
F8	N47 35.7 E007 31.9
F9	N47 35.8 E007 31.9
F10 thru F12	N47 35.8 E007 32.0
F82	N47 35.7 E007 31.8
F83	N47 35.8 E007 31.8
F92, F93	N47 35.8 E007 31.9

CHANGES: Stands F81 & F91 withdrawn.

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LFSB/MLH
BASLE-MULHOUSE

JEPPESEN 29 MAR 13 Eff 4 Apr (11-1)

BASLE-MULHOUSE, FRANCE
ILS Z or LOC Z Rwy 15

BRIEFING STRIP ™

ATIS	BASLE Approach	BASLE Tower	Ground
127.87	119.35	118.3	121.6

LOC	Final	GS	ILS	
MH	Apch Crs	D3.6 MH	DA(H)	Apt Elev 885'
111.55	154°	2030' (1166')	Refer to Minimums	RWY 864'

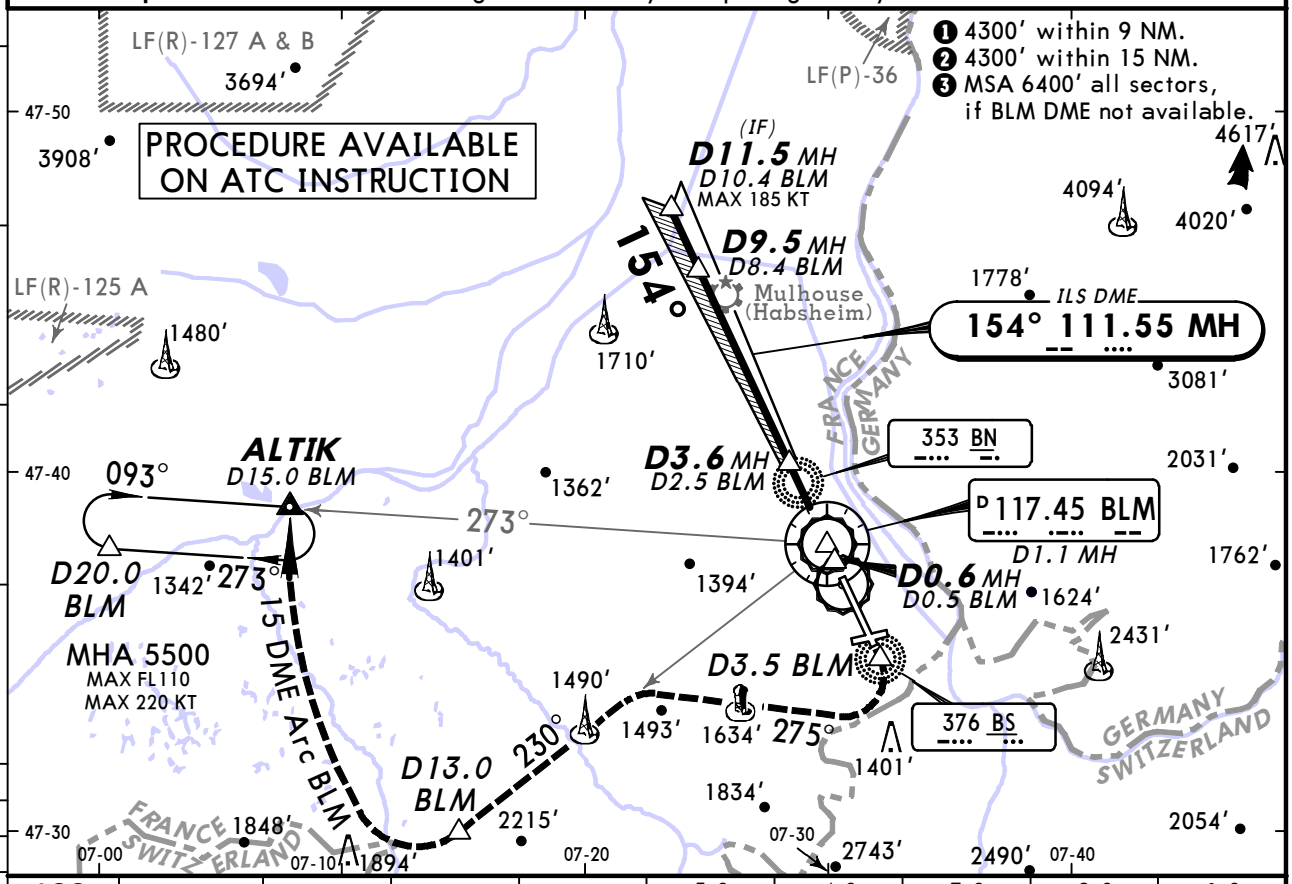
MISSED APCH: Climb STRAIGHT AHEAD to D3.5 BLM, then turn RIGHT onto 275°. Unless otherwise directed intercept R-230. At MAX D13.0 BLM turn RIGHT onto 15 DME Arc BLM climbing to MAX 5500' to ALTIK. MAX 220 KT. Climb to 3800' prior to level acceleration.

MSA BLM VOR

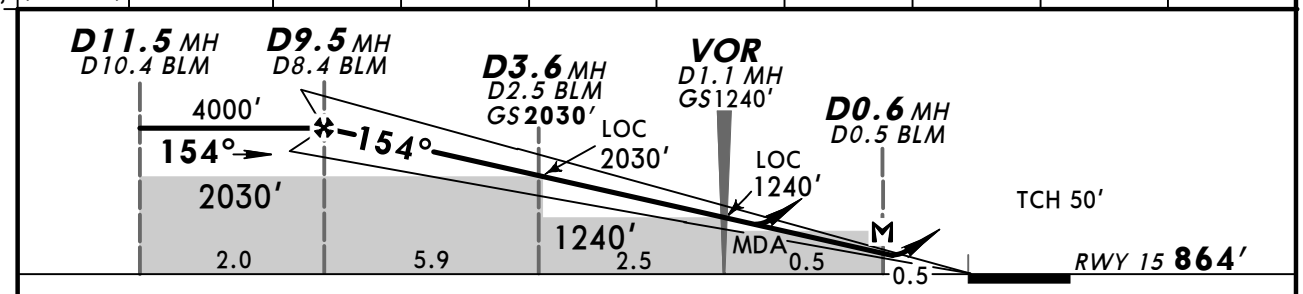
❶ 6400' ❷ 6400' ❸ 4300' 096° 4300' 062° 162° 192°

Alt Set: hPa | Rwy Elev: 31 hPa | Trans level: By ATC | Trans alt: 7000'

1. **DME required.** 2. Do not mistake lighted motorway for apch lights rwy 15.



LOC (GS out)	BLM DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	3780'	3470'	3150'	2830'	2510'	2190'	1870'	1560'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.6 MH/D0.5 after BLM						

HIALS-II REIL PAPI | 220 KT MAX | D3.5 BLM

PANS OPS

Standard STRAIGHT-IN LANDING RWY 15

ILS — Missed apch climb gradient mim 2.5% ❶
DA(H) A: 1104' (240') C: 1124' (260') B: 1114' (250') D: 1134' (270')

LOC (GS out) with BLM DME CDFA
DA/MDA(H) ❷ 1180' (316')

	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1400m
B					
C	RVR 600m				
D					

CIRCLE-TO-LAND

Circling height based on rwy 15 thresh elev of 864'

Max Kts	MDA(H)	VIS
110	2000' (1136')	5000m
135		
180	2030' (1166')	5000m
205	2230' (1366')	5000m

❶ Mim 3.0%: DA(H) 1064'(200'), FULL: RVR 550m, Limited: RVR 750m, ALS out: RVR 1200m.
❷ For add-on to the MDA(H), see ATC pages FRANCE.

CHANGES: Procedure. Circling minimums.

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LFSB/MLH
BASLE-MULHOUSE

29 MAR 13
Eff 4 Apr

(11-1A)

JEPPESEN

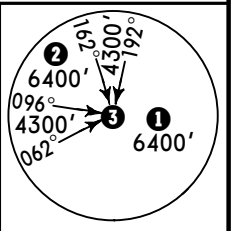
BASLE-MULHOUSE, FRANCE
CAT II/III ILS Z Rwy 15

BRIEFING STRIP

ATIS	BASLE Approach	BASLE Tower	Ground
127.87	119.35	118.3	121.6

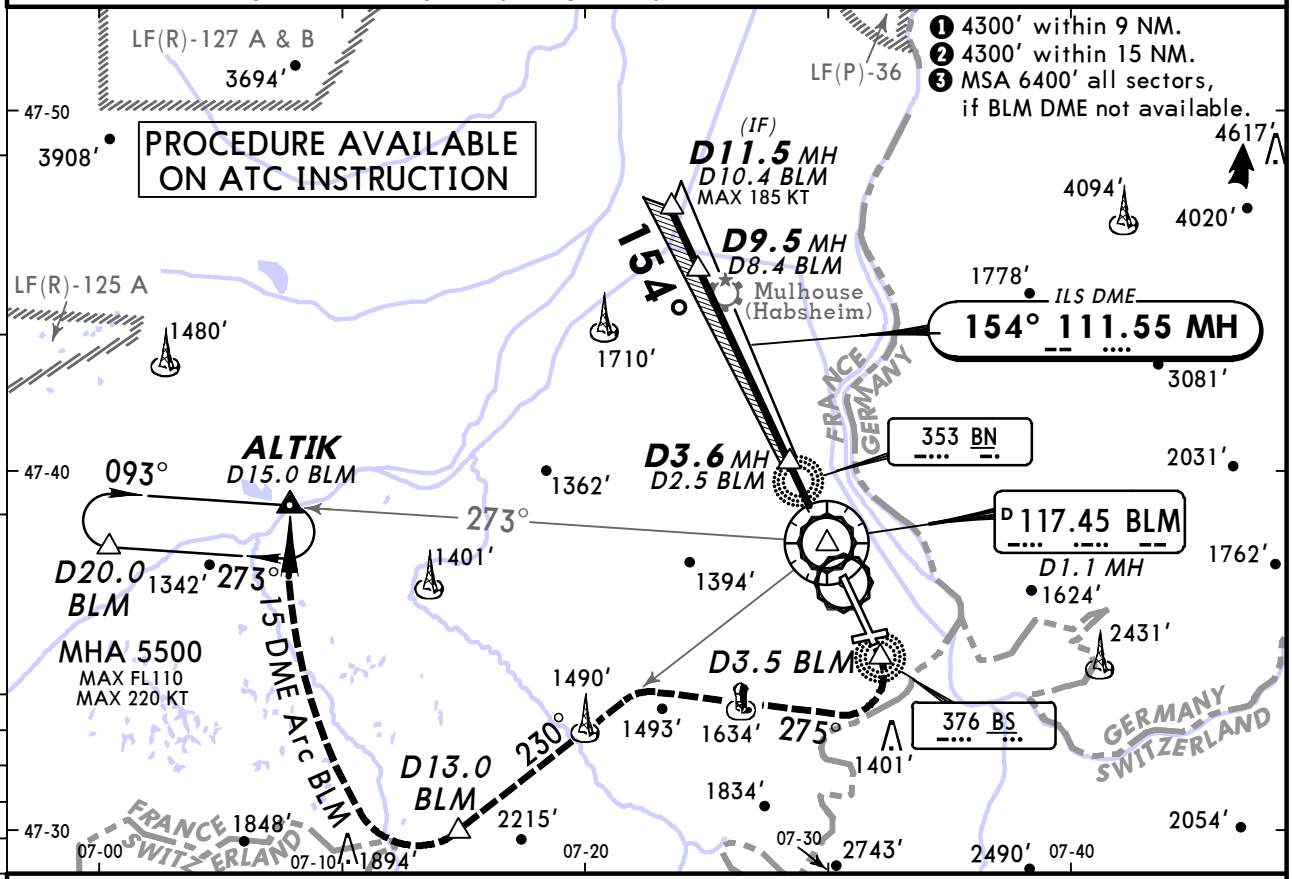
LOC MH	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 885′
111.55	**154°**	**D3.6 MH** **2030′** (1166′)	Refer to Minimums	RWY **864′**

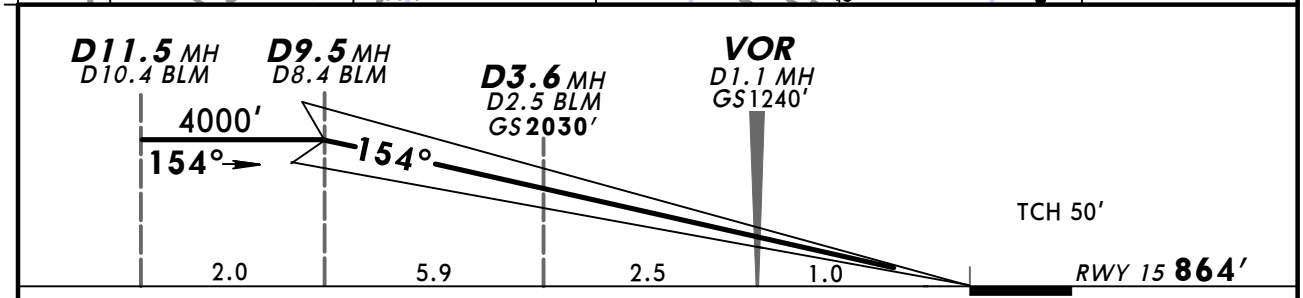
MISSED APCH: Climb STRAIGHT AHEAD to D3.5 BLM, then turn RIGHT onto 275°. Unless otherwise directed intercept R-230. At MAX D13.0 BLM turn RIGHT onto 15 DME Arc BLM climbing to MAX 5500′ to ALTIK.
MAX 220 KT. Climb to 3800′ prior to level acceleration.



MSA BLM VOR

Alt Set: hPa Rwy Elev: 31 hPa Trans level: By ATC Trans alt: 7000′
1. **DME required.** 2. Special Aircrew & Acft Certification Required.
3. Do not mistake lighted motorway for apch lights rwy 15.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II
REIL
PAPI

220 KT MAX

D3.5 BLM

Standard STRAIGHT-IN LANDING RWY 15

PANS OPS

CAT IIIA ILS	CAT II ILS		
Missed apch climb gradient mim 3.0%	Missed apch climb gradient mim 3.0%	Missed apch climb gradient mim 2.5%	
DH **50′**	ABCD **RA 102′** DA(H) **964′** (100′)	A: **RA 137′** DA(H) **996′** (132′)	B: **RA 152′** DA(H) **1010′** (146′) C: **RA 167′** DA(H) **1026′** (162′) D: **RA 178′** DA(H) **1036′** (172′)
RVR *200m*	RVR *300m* ❶	RVR *400m*	RVR *450m*

❶ Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Procedure.

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LFSB/MLH
BASLE-MULHOUSE

29 MAR 13
Eff 4 Apr

JEPPESEN

(11-2)

BASLE-MULHOUSE, FRANCE
ILS Y or LOC Y Rwy 15

BRIEFING STRIP

ATIS	BASLE Approach	BASLE Tower	Ground
127.87	119.35	118.3	121.6

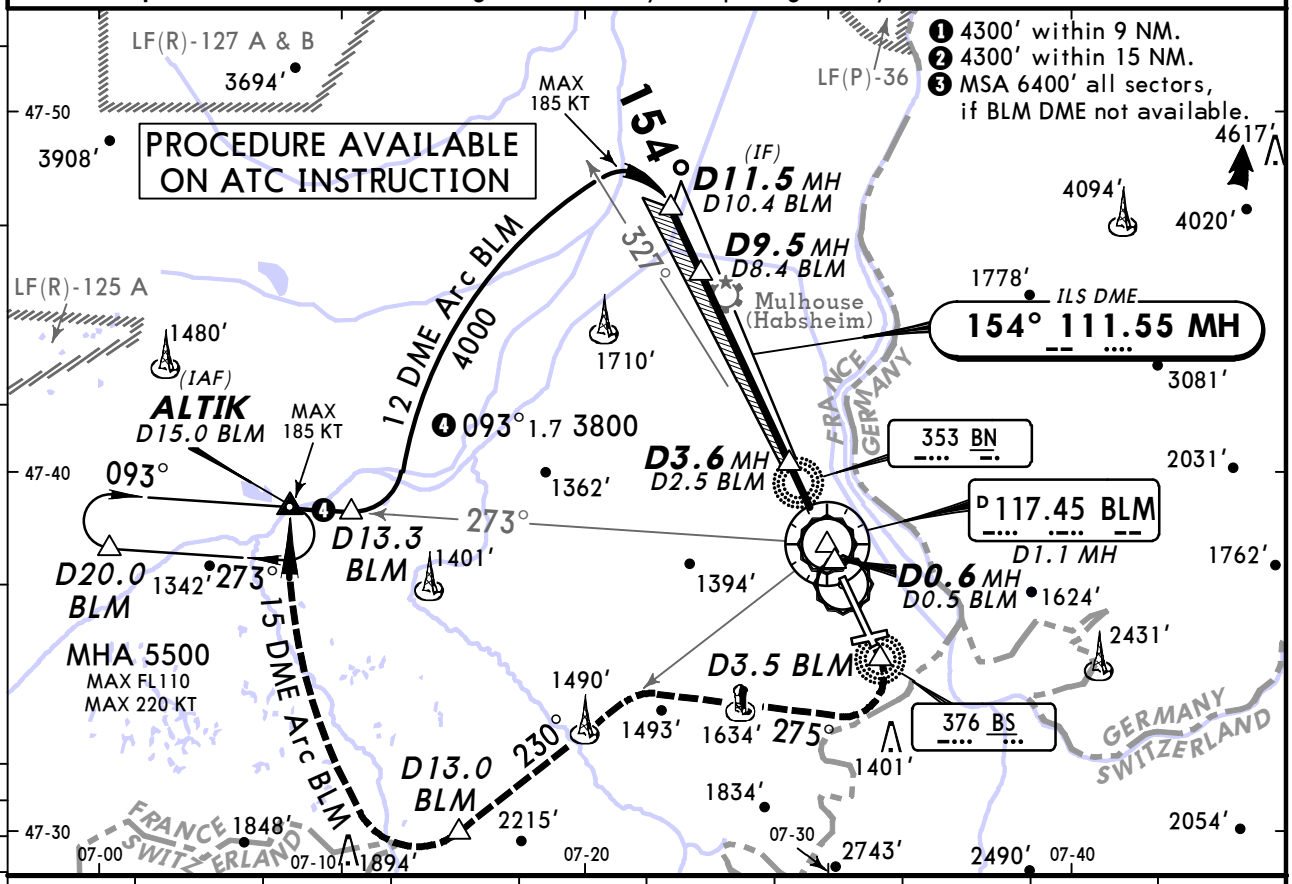
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 885'
MH 111.55	154°	D3.6 MH 2030' (1166')	Refer to Minimums	RWY 864'

MISSED APCH: Climb STRAIGHT AHEAD to D3.5 BLM, then turn RIGHT onto 275°. Unless otherwise directed intercept R-230. At MAX D13.0 BLM turn RIGHT onto 15 DME Arc BLM climbing to MAX 5500' to ALTIK. MAX 220 KT. Climb to 3800' prior to level acceleration.

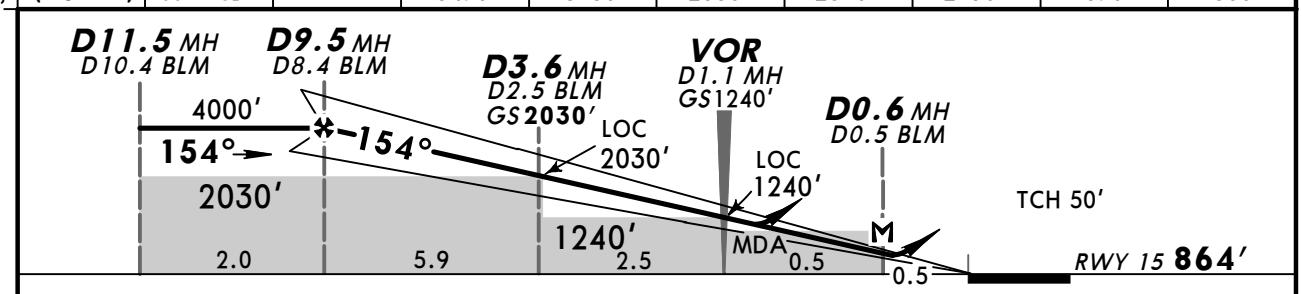
MSA BLM VOR
❷ 6400' 162° 4300' 192°
❸ 096° 4300'
❶ 6400' 062°

Alt Set: hPa | Rwy Elev: 31 hPa | Trans level: By ATC | Trans alt: 7000'

1. **DME required.** 2. Do not mistake lighted motorway for apch lights rwy 15.



LOC (GS out)	BLM DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	3780'	3470'	3150'	2830'	2510'	2190'	1870'	1560'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.6 MH/D0.5 after BLM						

HIALS-II
REIL
PAPI

220 KT MAX

D3.5 BLM

PANS OPS

Standard STRAIGHT-IN LANDING RWY 15

ILS
Missed apch climb gradient mim 2.5% ❶
DA(H) A: **1104'** (240') C: **1124'** (260')
B: **1114'** (250') D: **1134'** (270')

LOC (GS out)
with BLM DME
CDFA
DA/MDA(H) ❷ **1180'** (316')

CIRCLE-TO-LAND
Circling height based on rwy 15 thresh elev of 864'

	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1400m
B					
C	RVR 600m				
D					

Max Kts	MDA(H)	VIS
110	2000' (1136')	5000m
135		
180	2030' (1166')	5000m
205	2230' (1366')	5000m

❶ Mim 3.0%: DA(H) 1064'(200'), FULL: RVR 550m, Limited: RVR 750m, ALS out: RVR 1200m.
❷ For add-on to the MDA(H), see ATC pages FRANCE.

CHANGES: Procedure. Circling minimums.

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LFSB/MLH
BASLE-MULHOUSE

29 MAR 13
Eff 4 Apr

(11-2A)

JEPPESEN

BASLE-MULHOUSE, FRANCE
CAT II/III ILS Y Rwy 15

BRIEFING STRIP

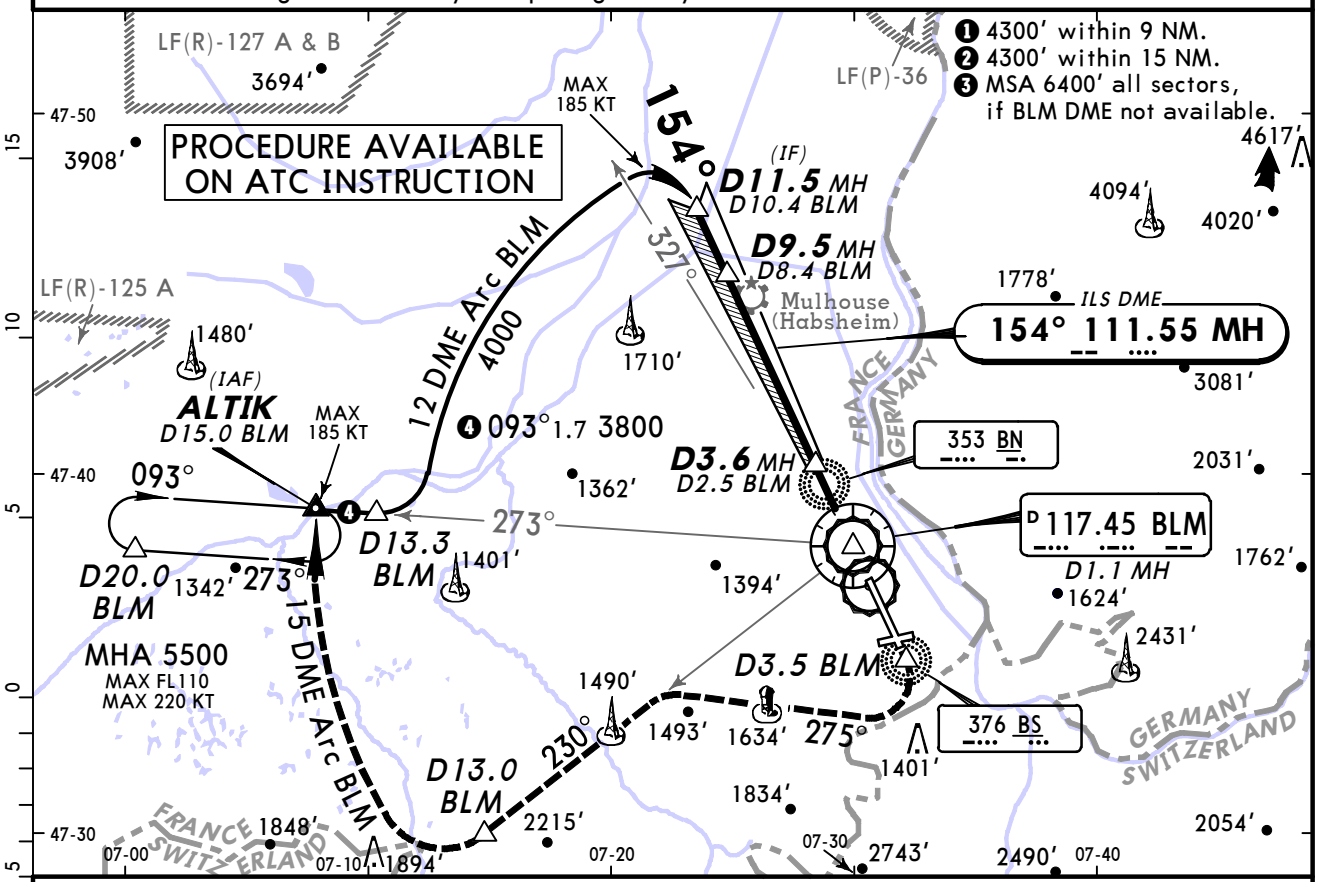
ATIS	BASLE Approach	BASLE Tower	Ground
127.87	119.35	118.3	121.6

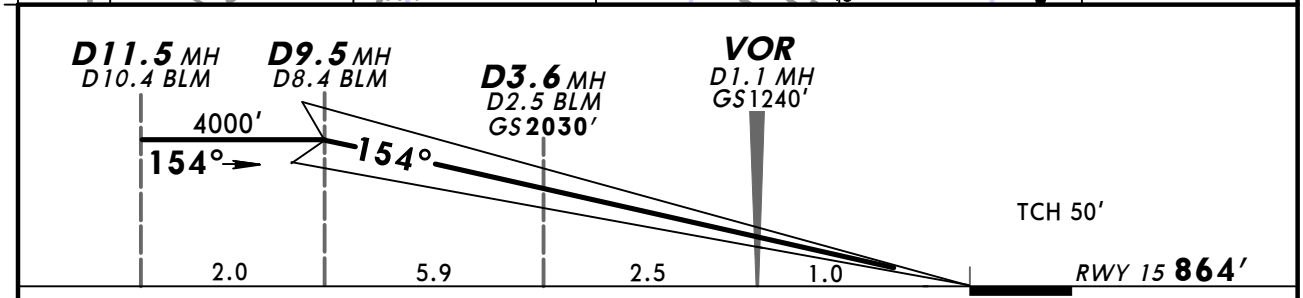
LOC MH	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 885′
111.55	**154°**	**D3.6 MH** **2030′** (1166′)	Refer to Minimums	RWY **864′**

MISSED APCH: Climb STRAIGHT AHEAD to D3.5 BLM, then turn RIGHT onto 275°. Unless otherwise directed intercept R-230. At MAX D13.0 BLM turn RIGHT onto 15 DME Arc BLM climbing to MAX 5500′ to ALTIK.
MAX 220 KT. Climb to 3800′ prior to level acceleration.

❶ 6400′ ❷ 6400′ ❸ 4300′
096° 062° 162° 192°
MSA BLM VOR

Alt Set: hPa Rwy Elev: 31 hPa Trans level: By ATC Trans alt: 7000′
1. **DME required.** 2. Special Aircrew & Acft Certification Required.
3. Do not mistake lighted motorway for apch lights rwy 15.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II
REIL
PAPI

220 KT MAX

D3.5 BLM

Standard STRAIGHT-IN LANDING RWY 15

PANS OPS

CAT IIIA ILS	CAT II ILS		
Missed apch climb gradient mim 3.0%	Missed apch climb gradient mim 3.0%	Missed apch climb gradient mim 2.5%	
DH **50′**	ABCD **RA 102′** DA(H) **964′** (100′)	A: **RA 137′** DA(H) **996′** (132′)	B: **RA 152′** DA(H) **1010′** (146′) C: **RA 167′** DA(H) **1026′** (162′) D: **RA 178′** DA(H) **1036′** (172′)
RVR *200m*	RVR *300m* ❶	RVR *400m*	RVR *450m*

❶ Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Procedure.

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LFSB/MLH
BASLE-MULHOUSE

29 MAR 13
Eff 4 Apr

(11-3)

JEPPESEN

BASLE-MULHOUSE, FRANCE
ILS Z or LOC Z Rwy 33

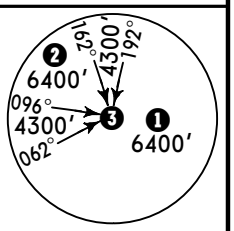
BRIEFING STRIP

ATIS	BASLE Approach	BASLE Tower	Ground
127.87	119.35	118.3	121.6

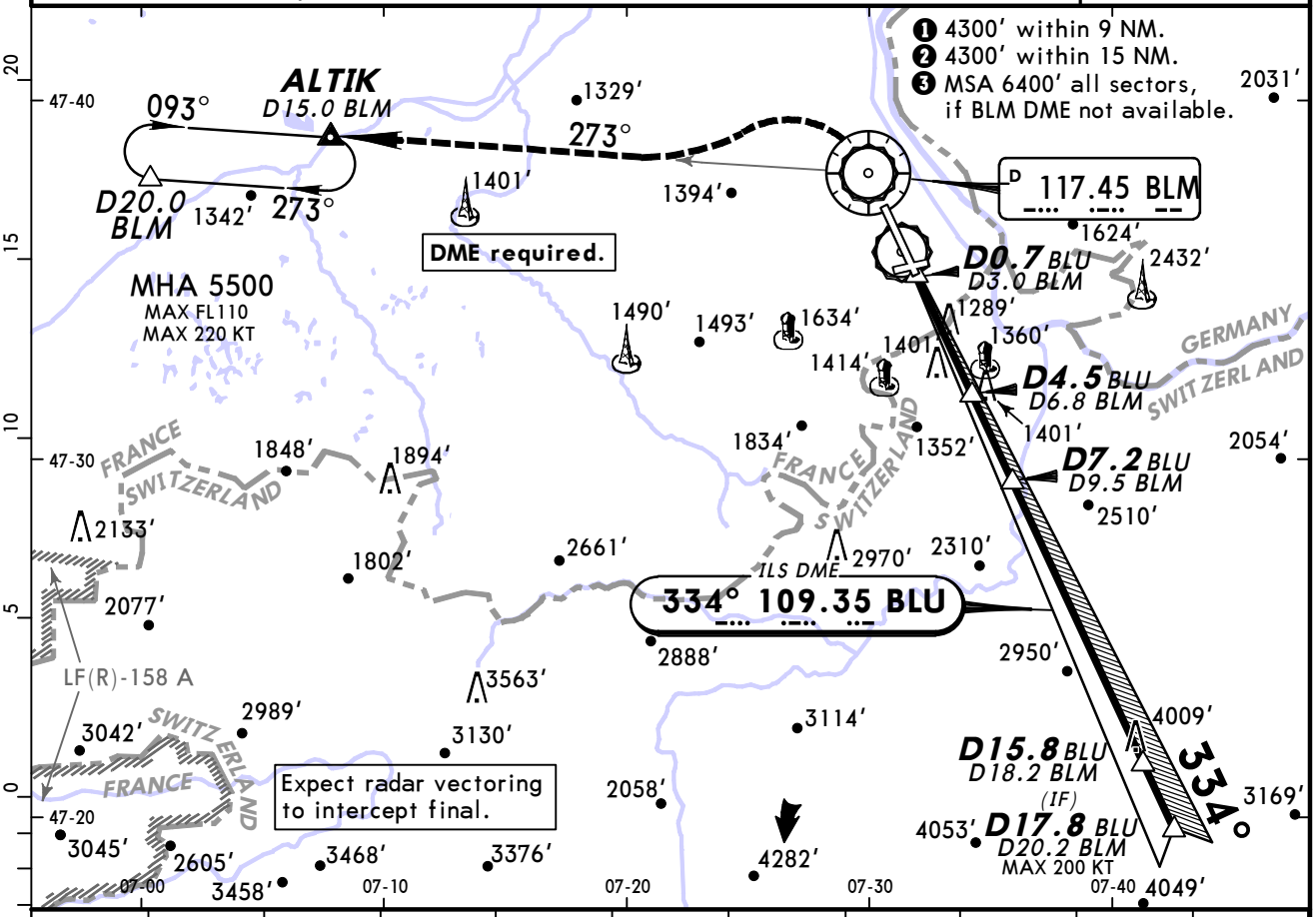
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 885′
BLU 109.35	334°	D4.5 BLU 2530′ (1648′)	Refer to Minimums	RWY 882′

MISSED APCH: Climb STRAIGHT AHEAD to BLM VOR, then turn LEFT (MAX 220 KT) to intercept R-273 BLM to ALTIK climbing to 5500′.
Climb to 3800′ prior to level acceleration.

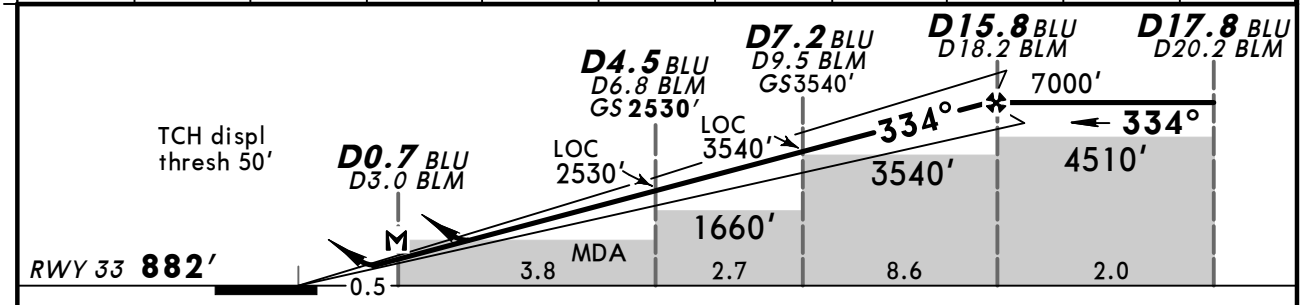
Alt Set: hPa Rwy Elev: 32 hPa Trans level: By ATC Trans alt: 7000′



MSA BLM VOR



LOC (GS out)	BLU DME	4.0	5.0	6.0	7.0	8.0	9.0	11.0	13.0	15.0
	ALTITUDE	2370′	2740′	3120′	3490′	3860′	4230′	4970′	5720′	6460′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Desc Angle 3.50°	434	557	619	743	867	991
MAP at D0.7 BLU/D3.0 BLM						

REIL
PAPI-L

BLM 117.45

PANS OPS

Standard STRAIGHT-IN LANDING RWY 33

	ILS	LOC (GS out)
DA(H)	C: 1092′ (210′) AB: 1082′ (200′) D: 1112′ (230′)	CDFA DA/MDA(H) ❶ 1370′ (488′)
A	RVR 1200m	RVR 1500m
B		
C		CMV 2200m
D		

CIRCLE-TO-LAND ❷

Max Kts	MDA(H)	VIS
110	2000′ (1118′)	5000m
135		
180	2030′ (1148′)	5000m
205	2230′ (1348′)	5000m

❶ For add-on to the MDA(H), see ATC pages FRANCE.
❷ Circling height based on rwy 33 thresh elev of 882′.

CHANGES: Chart reindexed. Circling minimums.

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JEPPESEN BASLE-MULHOUSE, FRANCE
ILS Y or LOC Y Rwy 33

BRIEFING STRIP

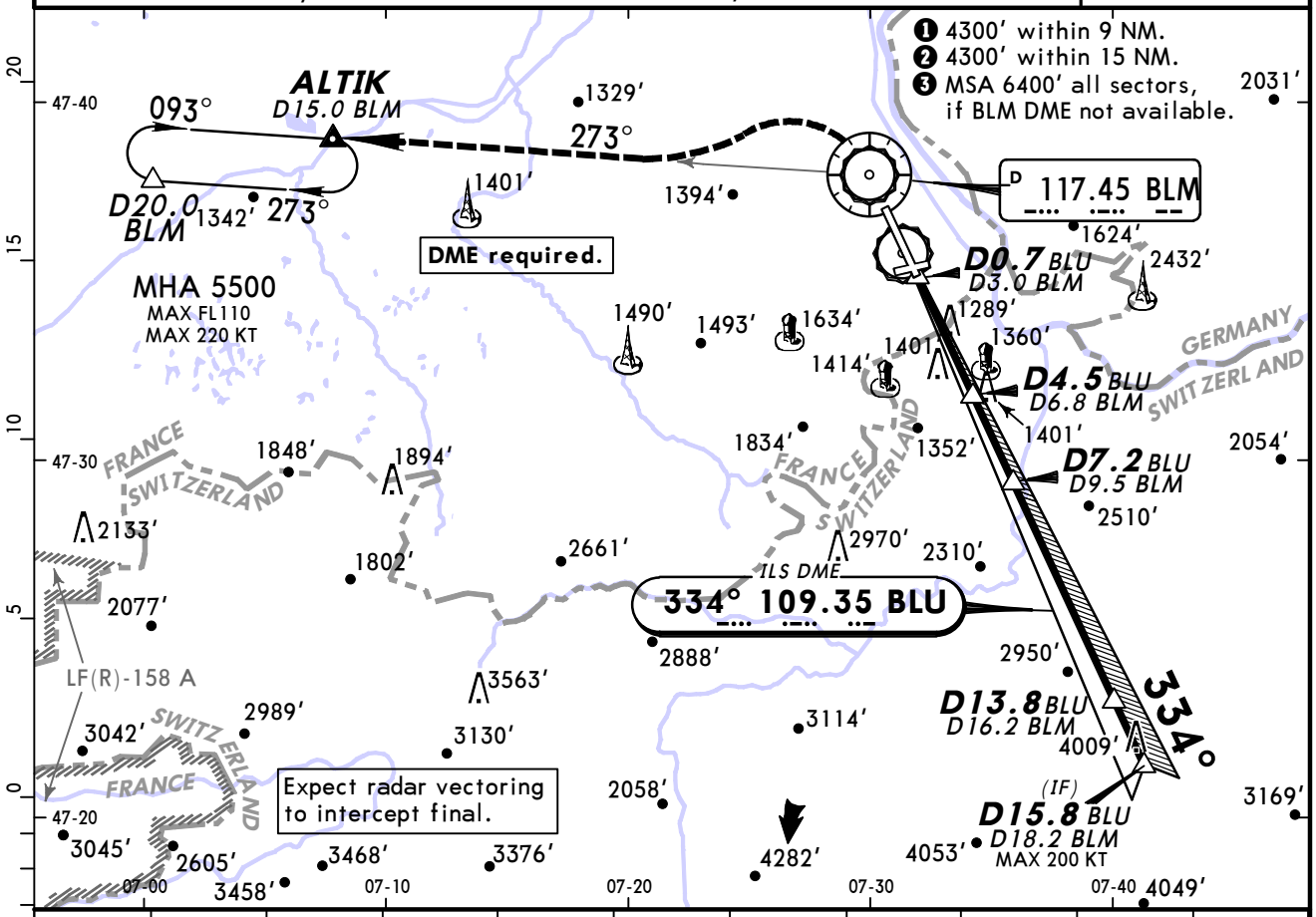
ATIS	BASLE Approach	BASLE Tower	Ground
127.87	119.35	118.3	121.6

LOC BLU	Final Apch Crs	GS	ILS DA(H)	Apt Elev 885'
109.35	334°	D4.5 BLU 2530' (1648')	Refer to Minimums	RWY 882'

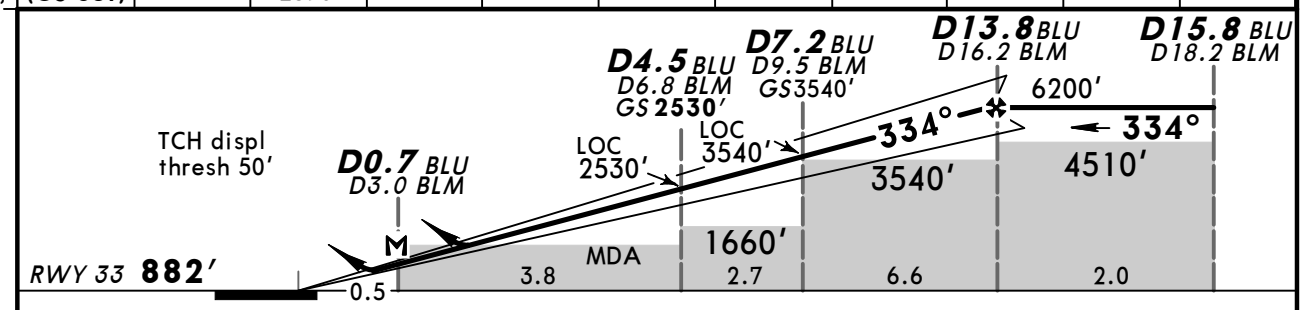
MISSED APCH: Climb STRAIGHT AHEAD to BLM VOR, then turn LEFT (MAX 220 KT) to intercept R-273 BLM to ALTIK climbing to 5500'.
Climb to 3800' prior to level acceleration.

Alt Set: hPa Rwy Elev: 32 hPa Trans level: By ATC Trans alt: 7000'

MSA BLM VOR: ❶ 6400' (096°–062°, 4300'); ❷ 6400' (191°–192°, 4300'); ❸ 4300'



LOC (GS out)	BLU DME	4.0	5.0	6.0	7.0	8.0	9.0	11.0	13.0	15.0
	ALTITUDE	2370'	2740'	3120'	3490'	3860'	4230'	4970'	5720'	6460'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Desc Angle 3.50°	434	557	619	743	867	991
MAP at D0.7 BLU/D3.0 BLM						

REIL
PAPI-L

BLM 117.45

PANS OPS

Standard STRAIGHT-IN LANDING RWY 33

ILS	LOC (GS out) CDFA
DA(H) C: 1092' (210') AB: 1082' (200') D: 1112' (230')	DA/MDA(H) ❶ 1370' (488')

	ILS	LOC (GS out) CDFA
A	RVR 1200m	RVR 1500m
B		
C		CMV 2200m
D		

CIRCLE-TO-LAND ❷

Max Kts	MDA(H)	VIS
110	2000' (1118')	5000m
135		
180	2030' (1148')	5000m
205	2230' (1348')	5000m

❶ For add-on to the MDA(H), see ATC pages FRANCE.
❷ Circling height based on rwy 33 thresh elev of 882'.

CHANGES: Chart reindexed. Circling minimums.

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LFSB/MLH
BASLE-MULHOUSE

JEPPESEN 29 MAR 13 Eff 4 Apr (11-5)

BASLE-MULHOUSE, FRANCE
ILS X or LOC X Rwy 33

BRIEFING STRIP

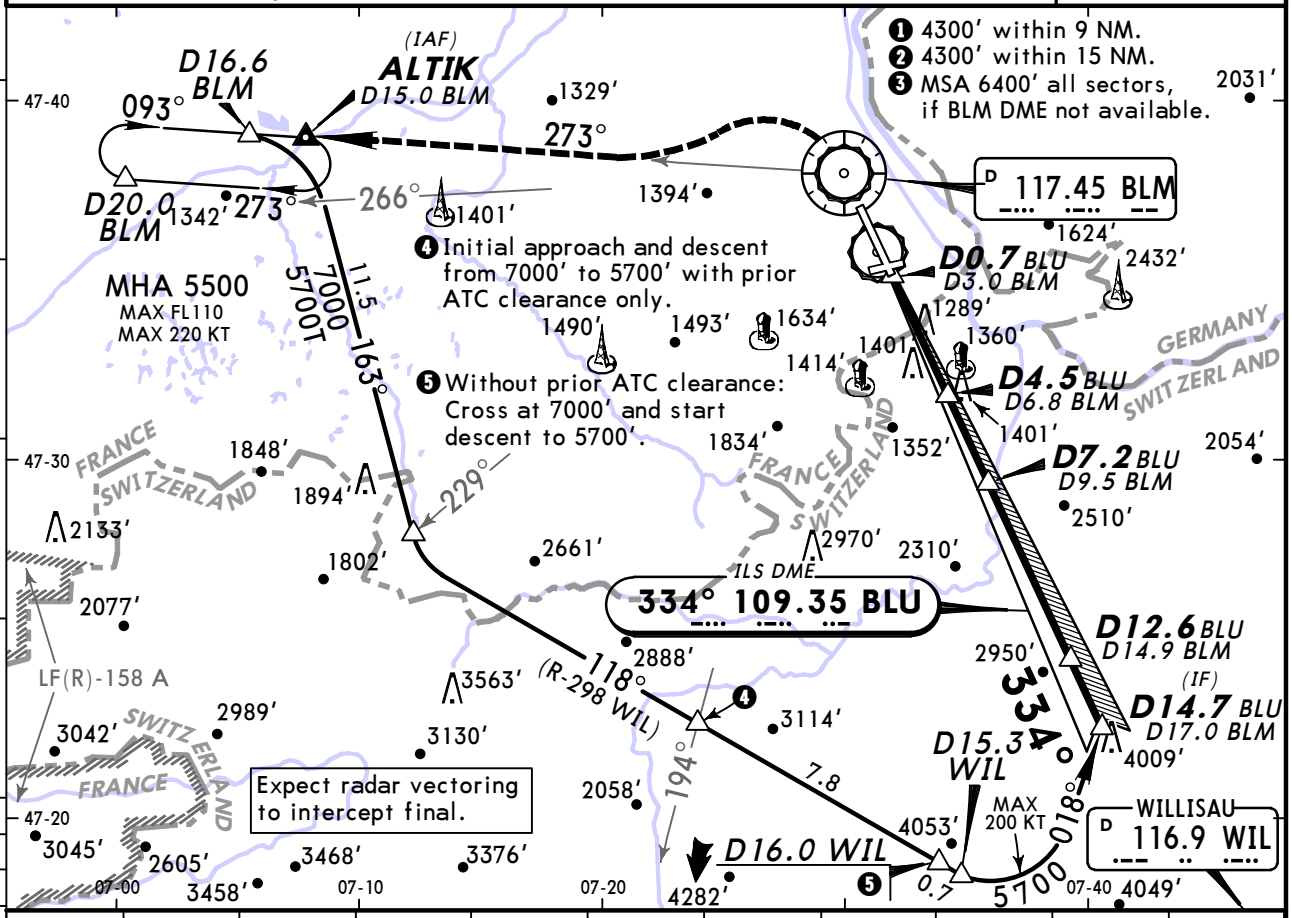
ATIS	BASLE Approach	BASLE Tower	Ground
127.87	119.35	118.3	121.6

LOC BLU	Final Apch Crs	GS	ILS DA(H)	Apt Elev 885′
109.35	334°	D4.5 BLU 2530′ (1648′)	Refer to Minimums	RWY 882′

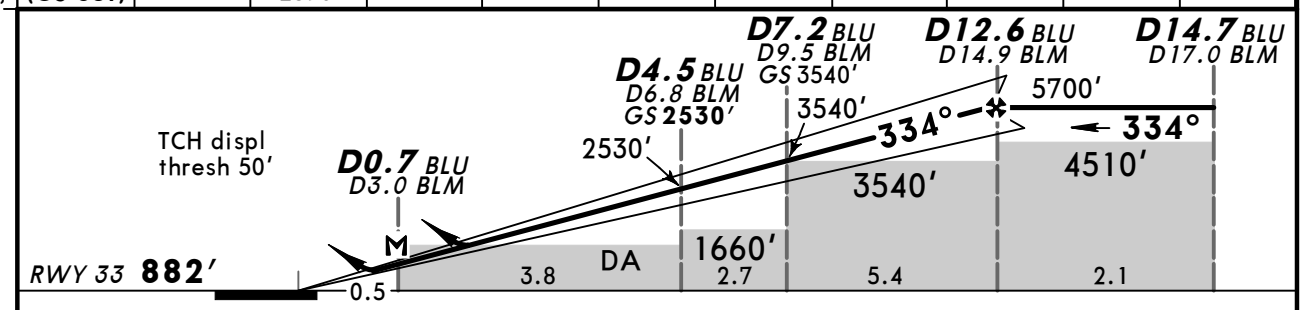
MISSED APCH: Climb STRAIGHT AHEAD to BLM VOR, then turn LEFT (MAX 220 KT) to intercept R-273 BLM to ALTIK climbing to 5500′.
Climb to 3800′ prior to level acceleration.

Alt Set: hPa Rwy Elev: 32 hPa Trans level: By ATC Trans alt: 7000′

MSA BLM VOR: ❷ 6400′ (079°–096°, 4300′ 192°–062°); ❸; ❶ 6400′



LOC (GS out)	BLU DME	4.0	5.0	6.0	7.0	8.0	9.0	11.0	13.0	15.0
	ALTITUDE	2370′	2740′	3120′	3490′	3860′	4230′	4970′	5720′	6460′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Desc Angle 3.50°	434	557	619	743	867	991
MAP at D0.7 BLU/D3.0 BLM						

REIL
PAPI-L

BLM 117.45

PANS OPS

Standard STRAIGHT-IN LANDING RWY 33

ILS	LOC (GS out) CDFA
DA(H) C: 1092′ (210′) AB: 1082′ (200′) D: 1112′ (230′)	DA/MDA(H) ❶ 1370′ (488′)

	ILS	LOC (GS out) CDFA
A	RVR 1200m	RVR 1500m
B		
C		CMV 2200m
D		

CIRCLE-TO-LAND ❷

Max Kts	MDA(H)	VIS
110	2000′ (1118′)	5000m
135		
180	2030′ (1148′)	5000m
205	2230′ (1348′)	5000m

❶ For add-on to the MDA(H), see ATC pages FRANCE.
❷ Circling height based on rwy 33 thresh elev of 882′.

CHANGES: Chart reindexed. Circling minimums.

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LFSB/MLH
BASLE-MULHOUSE

29 MAR 13
Eff 4 Apr
(13-1)

JEPPESEN

BASLE-MULHOUSE, FRANCE
VOR Z Rwy 15

BRIEFING STRIP

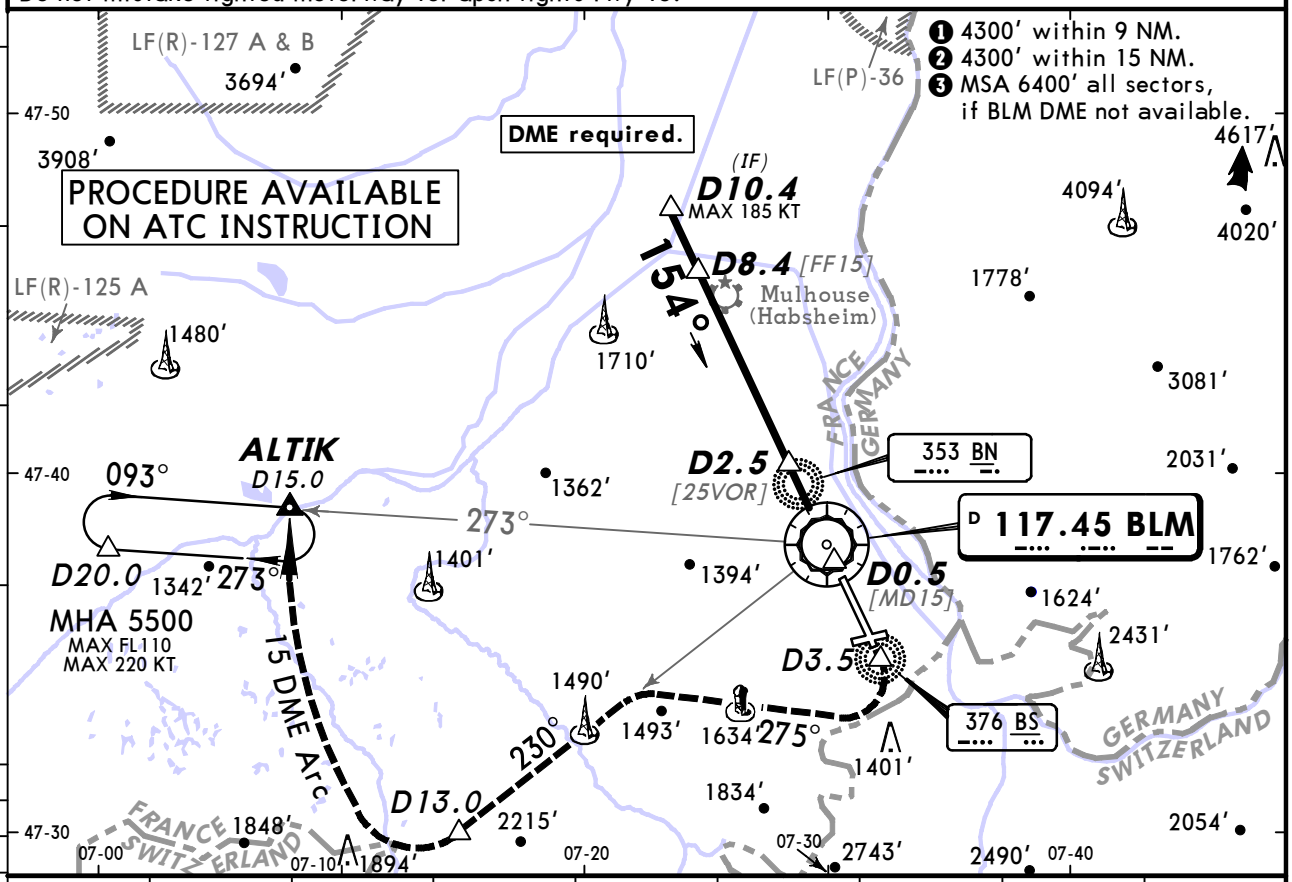
ATIS	BASLE Approach	BASLE Tower	Ground
127.87	119.35	118.3	121.6

VOR	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 885′
BLM 117.45	154°	D8.4 4000′ (3136′)	1200′ (336′)	RWY 864′

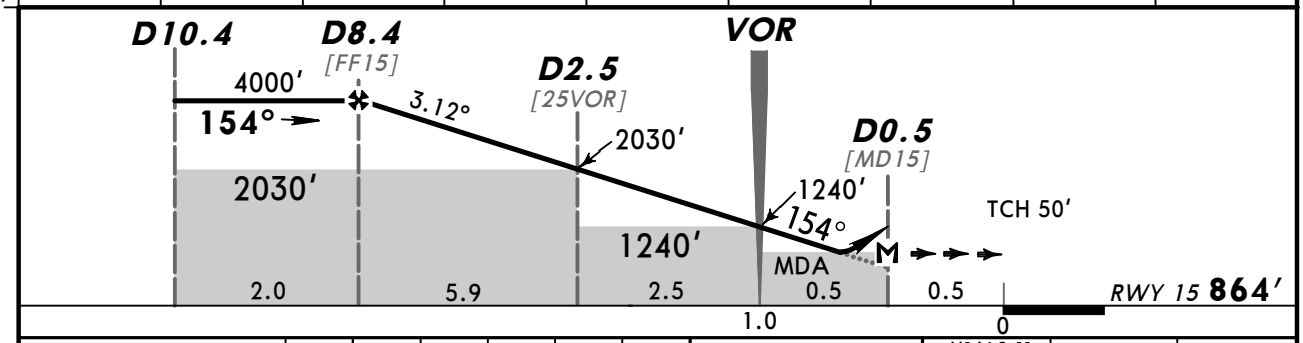
MISSED APCH: Climb STRAIGHT AHEAD to D3.5, then turn RIGHT onto 275°. Unless otherwise directed intercept R-230. At MAX D13.0 turn RIGHT onto 15 DME Arc climbing to MAX 5500′ to ALTIK.
MAX 220 KT. Climb to 3800′ prior to level acceleration.

MSA BLM VOR
❷ 6400′ 162° 4300′ 192°
096° 4300′ ❸
062° ❶ 6400′

Alt Set: hPa Rwy Elev: 31 hPa Trans level: By ATC Trans alt: 7000′
Do not mistake lighted motorway for apch lights rwy 15.



BLM DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	3780′	3470′	3150′	2830′	2510′	2190′	1870′	1560′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.12°	386	497	552	662	773	883
MAP at D0.5 after BLM							

HIALS-II
REIL
PAPI

220 KT MAX

D3.5

PANS OPS

Standard STRAIGHT-IN LANDING RWY 15

CDFA
DA/MDA(H) ❶1200′ (336′)

		ALS out
A	RVR 800m	RVR 1500m
B		
C		
D		

CIRCLE-TO-LAND
Circling height based on rwy 15 thresh elev of 864′

Max Kts	MDA(H)	VIS
110	2000′ (1136′)	5000m
135		
180	2030′ (1166′)	5000m
205	2230′ (1366′)	5000m

❶ For add-on to the MDA(H), see ATC pages FRANCE.

CHANGES: Procedure. Circling minimums.

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BRIEFING STRIP

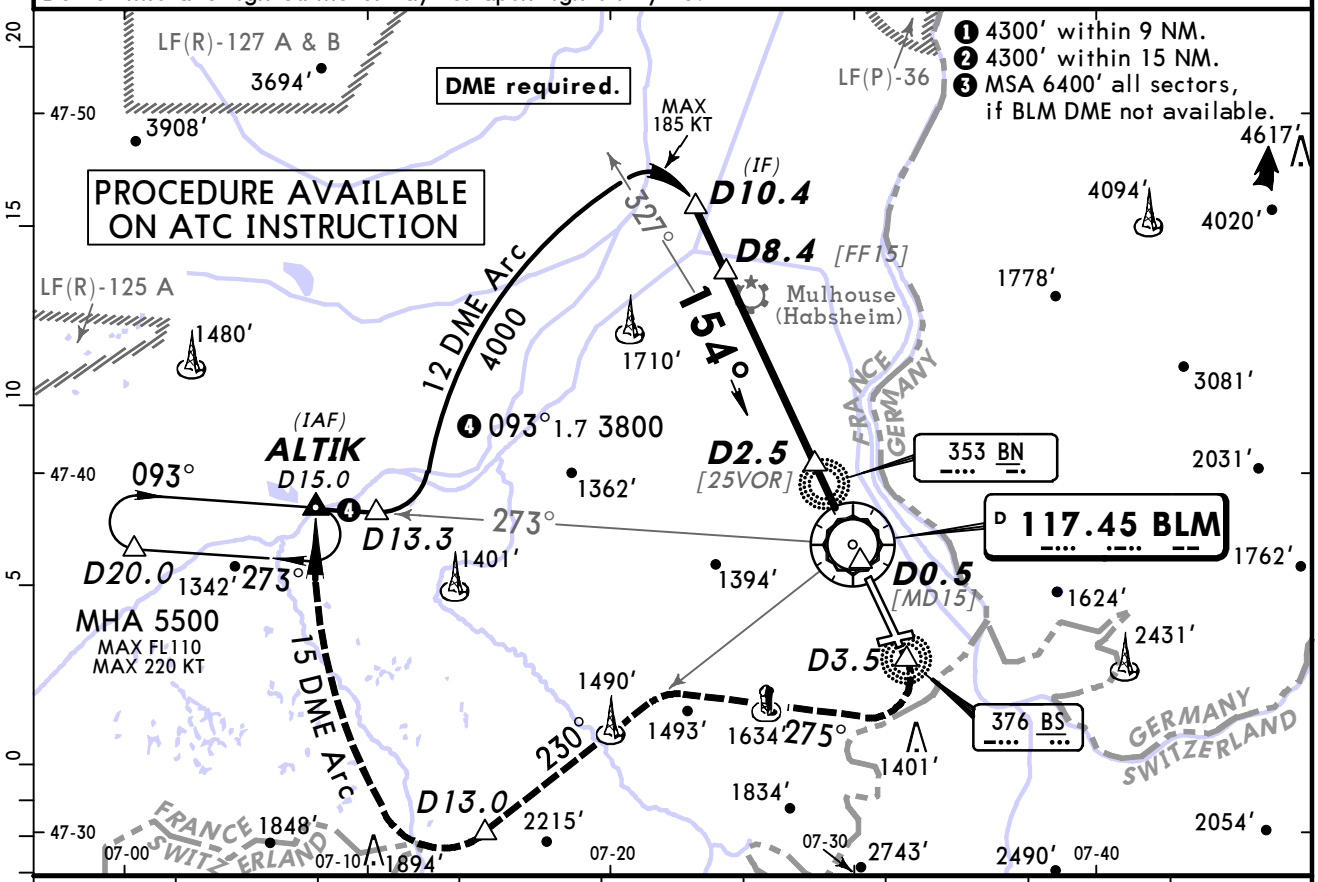
ATIS	BASLE Approach	BASLE Tower	Ground
127.87	119.35	118.3	121.6

VOR	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 885′
BLM 117.45	154°	D8.4 4000′ (3136′)	1200′ (336′)	RWY 864′

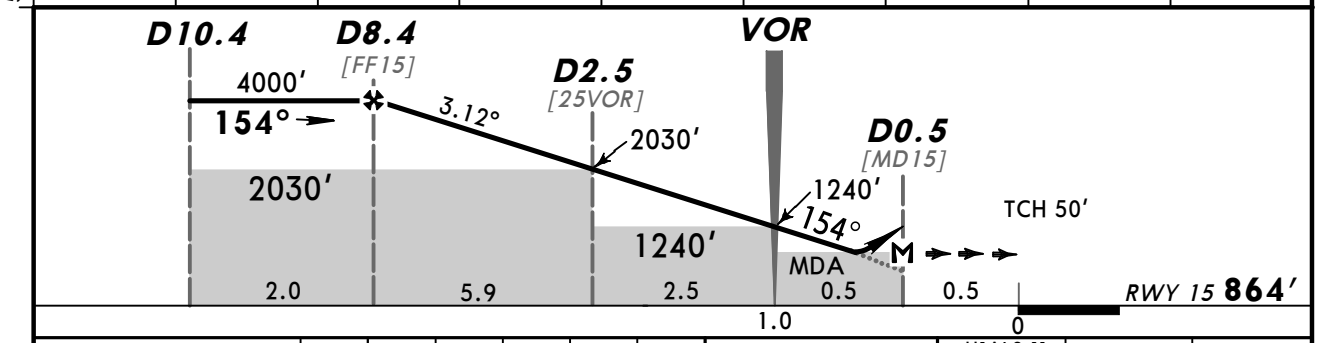
MISSED APCH: Climb STRAIGHT AHEAD to D3.5, then turn RIGHT onto 275°. Unless otherwise directed intercept R-230. At MAX D13.0 turn RIGHT onto 15 DME Arc climbing to MAX 5500′ to ALTIK.
MAX 220 KT. Climb to 3800′ prior to level acceleration.

MSA BLM VOR
❷ 6400′ 162° 192° 4300′
096° 4300′ ❸
062° ❶ 6400′

Alt Set: hPa Rwy Elev: 31 hPa Trans level: By ATC Trans alt: 7000′
Do not mistake lighted motorway for apch lights rwy 15.



BLM DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	3780′	3470′	3150′	2830′	2510′	2190′	1870′	1560′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.12°	386	497	552	662	773	883
MAP at D0.5 after BLM							

HIALS-II
REIL
PAPI

220 KT MAX

D3.5

PANS OPS

Standard STRAIGHT-IN LANDING RWY 15

CDFA
DA/MDA(H) ❶ 1200′ (336′)

		ALS out
A	RVR 800m	RVR 1500m
B		
C		
D		

CIRCLE-TO-LAND
Circling height based on rwy 15 thresh elev of 864′

Max Kts	MDA(H)	VIS
110	2000′ (1136′)	5000m
135		
180	2030′ (1166′)	5000m
205	2230′ (1366′)	5000m

❶ For add-on to the MDA(H), see ATC pages FRANCE.

CHANGES: Procedure. Circling minimums.

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LFSB/MLH
BASLE-MULHOUSE

JEPPESEN **BASLE-MULHOUSE, FRANCE**

29 MAR 13 (13-3) **Eff 4 Apr** CAT A, B & C **VPT A Rwy 33**

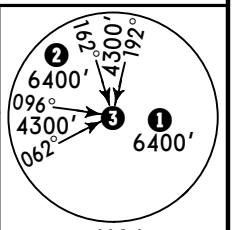
BRIEFING STRIP ™

ATIS	BASLE Approach	BASLE Tower	Ground
127.87	119.35	118.3	121.6

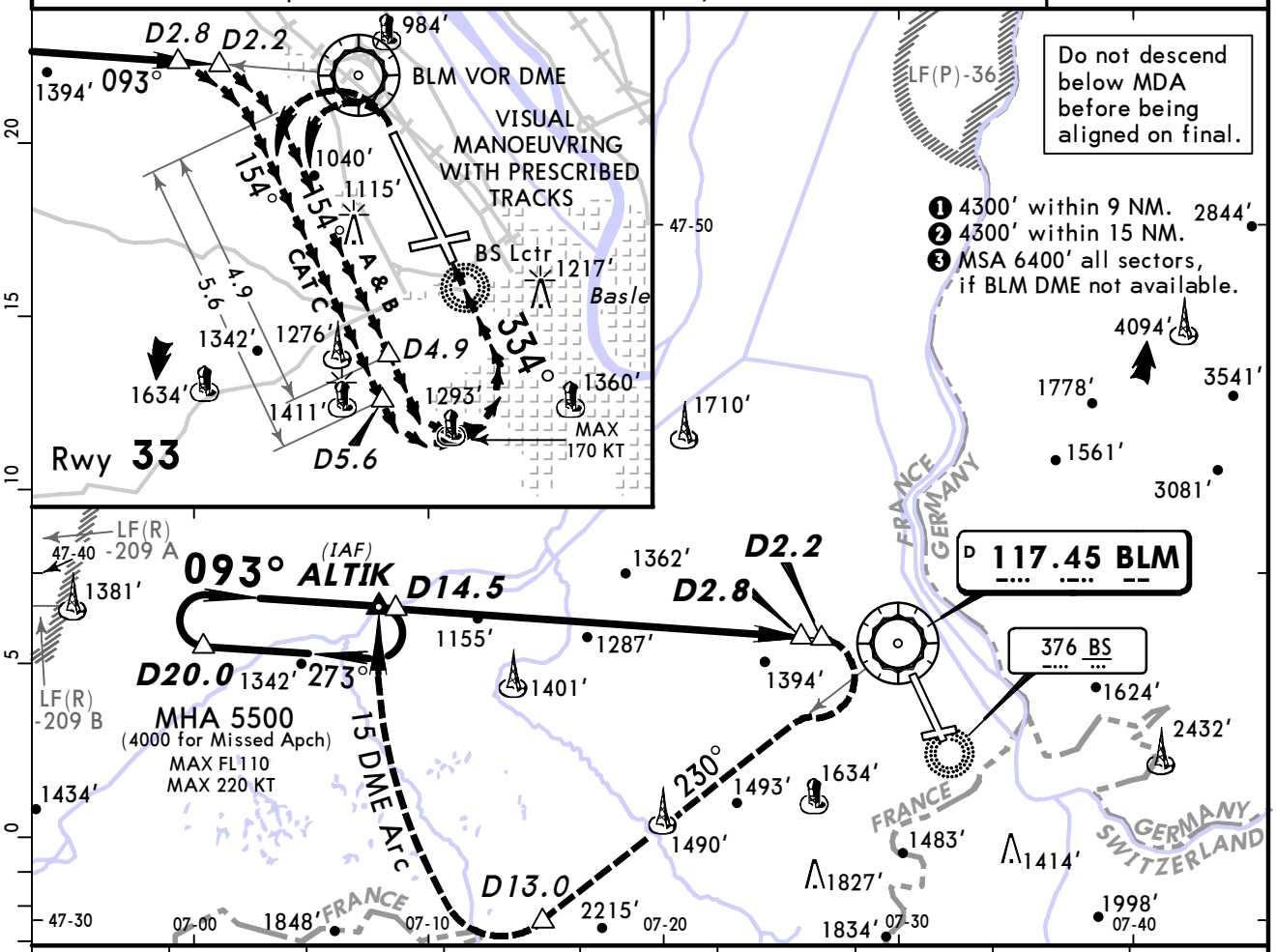
VOR	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev
BLM 117.45	093°	D14.5 5500′ (4615′)	Refer to Minimums	885′

MISSED APCH: Turn RIGHT (MAX 185 KT) to intercept R-230 and climb. Unless otherwise directed turn RIGHT (MAX 220 KT) at MAX D13.0 onto 15 DME Arc climbing to MAX 4000′ to ALTIK.
Climb to 3800′ prior to level acceleration.

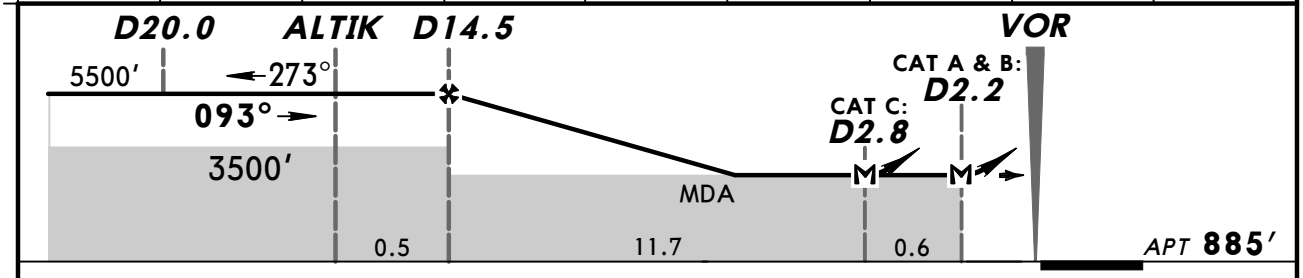
Alt Set: hPa | Apt Elev: 32 hPa | Trans level: By ATC | Trans alt: 7000′



MSA BLM VOR



BLM DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	4090′	3780′	3460′	3190′	2830′	2510′	2200′	1880′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.98°	369	474	527	633	738	843

MAP at CAT A & B: D2.2, CAT C: D2.8.

REIL PAPI-L | 185 KT MAX RT | BLM 117.45 R-230

Standard

PANS OPS

	Max Kts	MDA(H)	VIS
A	110	2000′ (1115′)	5000m
B	135		
C	180		
D		NOT APPLICABLE	

Do not descend below MDA before the beginning of straight line segment on final.

CHANGES: Chart reindexed. Minimums.

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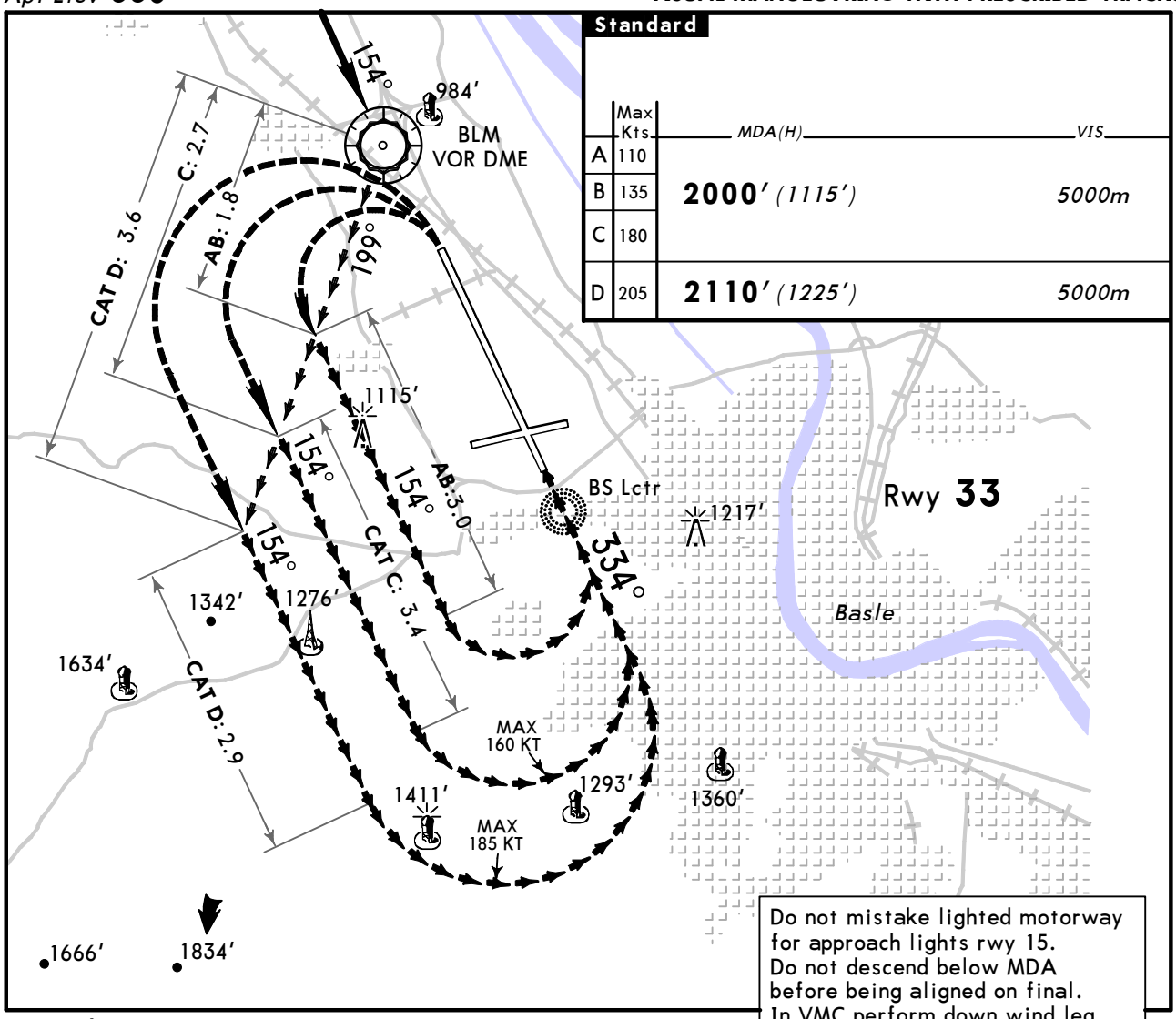
VPT B RWY 33 or VPT RWY 26

Apt Elev **885′**

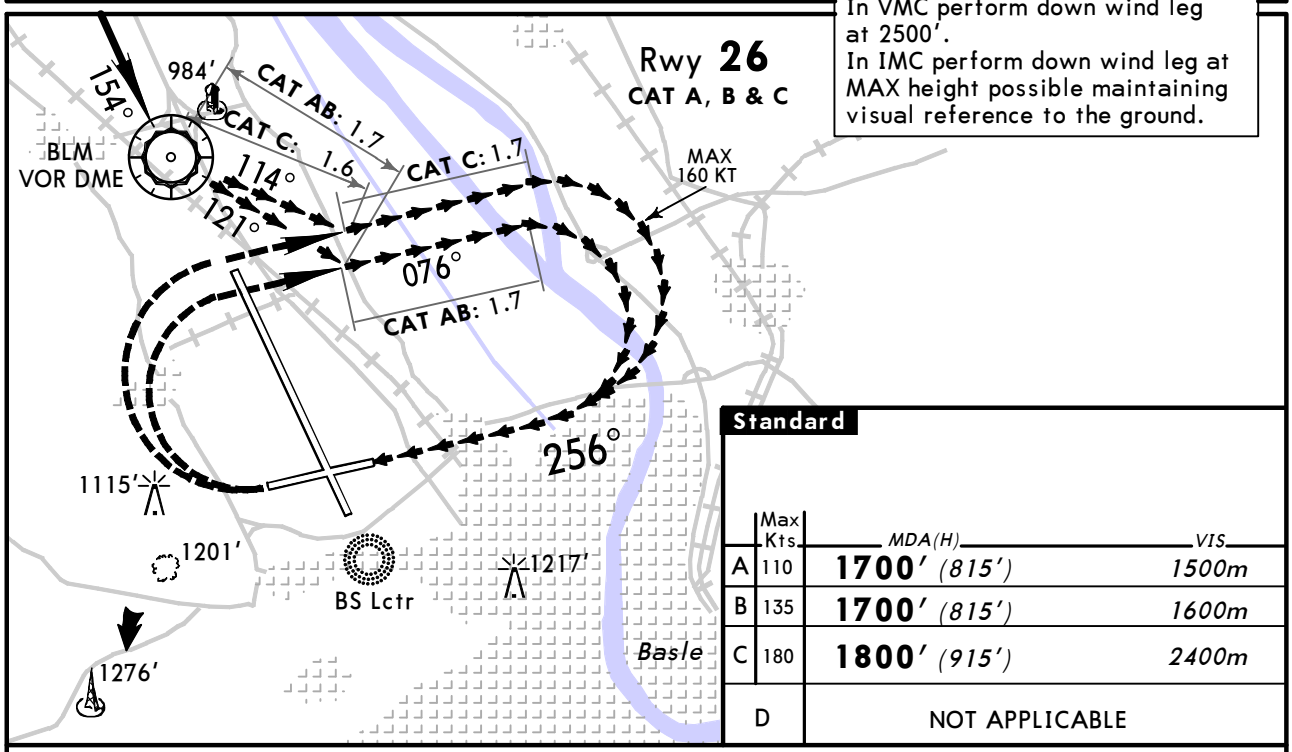
VISUAL MANOEUVRING WITH PRESCRIBED TRACKS



Standard

	Max Kts.	MDA(H)	VIS
A	110	**2000′** (1115′)	5000m
B	135		
C	180		
D	205	**2110′** (1225′)	5000m

Do not mistake lighted motorway for approach lights rwy 15.
Do not descend below MDA before being aligned on final.
In VMC perform down wind leg at 2500′.
In IMC perform down wind leg at MAX height possible maintaining visual reference to the ground.



Standard

	Max Kts.	MDA(H)	VIS
A	110	**1700′** (815′)	1500m
B	135	**1700′** (815′)	1600m
C	180	**1800′** (915′)	2400m
D		NOT APPLICABLE	

PANS OPS

CHANGES: Minimums.

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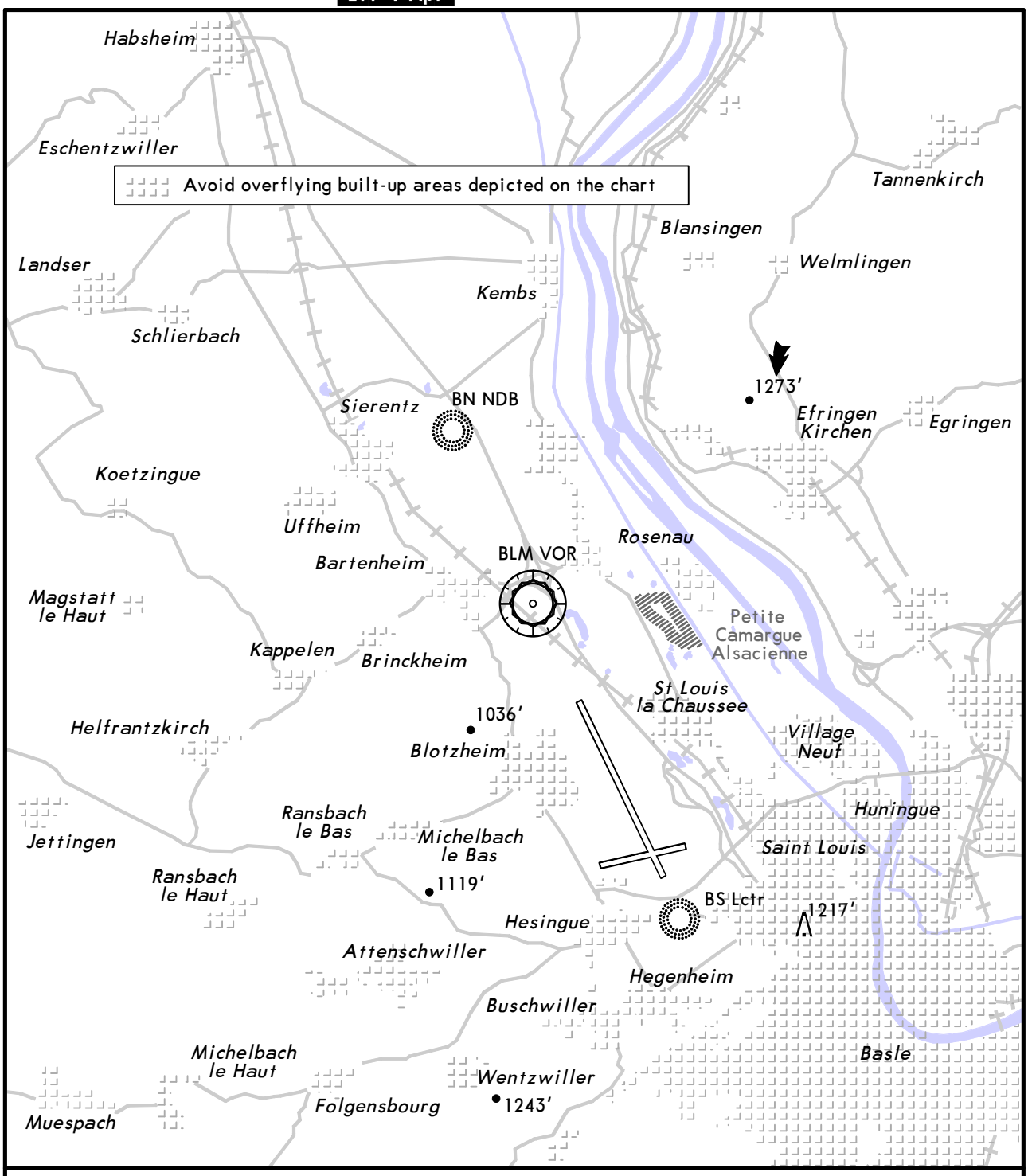

Instructions, except for safety requirements:

Overflying of the reserve "Petite Camargue Alsacienne" is prohibited below 1000' AAL.

RWY 15

- On final approach follow descent gradient equal to or above ILS GS 3.00°.
- The ACFT must be aligned on extended RWY centerline when crossing BN NDB (D1.9 BLM), 2.9 NM THR 15, at the latest.

RWY 33

- Visual approach prohibited.

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Chart changes since cycle 07-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BASLE-MULHOUSE, (BASLE-MULHOUSE - LFSB)				
DEL	ILS V OR LOC V RWY 15 (TE...	11-05	29 Mar 2013	04 Apr 2013
DEL	CAT II/III ILS V RWY 15 (...	11-05A	29 Mar 2013	04 Apr 2013
REV	ILS Z OR LOC Z RWY 15	11-1	29 Mar 2013	04 Apr 2013
REV	CAT II/III ILS Z RWY 15	11-1A	29 Mar 2013	04 Apr 2013
REV	ILS Y OR LOC Y RWY 15	11-2	29 Mar 2013	04 Apr 2013
REV	CAT II/III ILS Y RWY 15	11-2A	29 Mar 2013	04 Apr 2013
DEL	ILS X OR LOC X RWY 15	11-3	29 Mar 2013	04 Apr 2013
ADD	ILS Z OR LOC Z RWY 33	11-3	29 Mar 2013	04 Apr 2013
DEL	CAT II/III ILS X RWY 15	11-3A	29 Mar 2013	04 Apr 2013
DEL	ILS W OR LOC W RWY 15	11-4	29 Mar 2013	04 Apr 2013
ADD	ILS Y OR LOC Y RWY 33	11-4	29 Mar 2013	04 Apr 2013
DEL	CAT II/III ILS W RWY 15	11-4A	29 Mar 2013	04 Apr 2013
ADD	ILS X OR LOC X RWY 33	11-5	29 Mar 2013	04 Apr 2013
DEL	ILS Z OR LOC Z RWY 33	11-5	29 Mar 2013	04 Apr 2013
DEL	ILS Y OR LOC Y RWY 33	11-6	29 Mar 2013	04 Apr 2013
DEL	ILS X OR LOC X RWY 33	11-7	29 Mar 2013	04 Apr 2013
DEL	VOR V RWY 15 (TEMP)	13-03	29 Mar 2013	04 Apr 2013
REV	VOR Z RWY 15	13-1	29 Mar 2013	04 Apr 2013
REV	VOR Y RWY 15	13-2	29 Mar 2013	04 Apr 2013
DEL	VOR X RWY 15	13-3	29 Mar 2013	04 Apr 2013
ADD	VPT A RWY 33	13-3	29 Mar 2013	04 Apr 2013
DEL	VOR W RWY 15	13-4	29 Mar 2013	04 Apr 2013
DEL	VOR DME & VPT A RWY 33 (C...	13-5	29 Mar 2013	04 Apr 2013
REV	VPT B RWY 33 OR VPT RWY 2...	19-10	29 Mar 2013	04 Apr 2013
REV	ENVIRONMENT VISUAL APCH	19-11	29 Mar 2013	04 Apr 2013

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LFSB