

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LFSB

Terminal Charts For LFSB

Revision Letter For Cycle 15-2013

Change Notices

Notebook

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: 0354 Z
Sunset: 1919 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

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 AVIATION

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 humanitarian 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.

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						

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											

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								

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									

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.

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.

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.

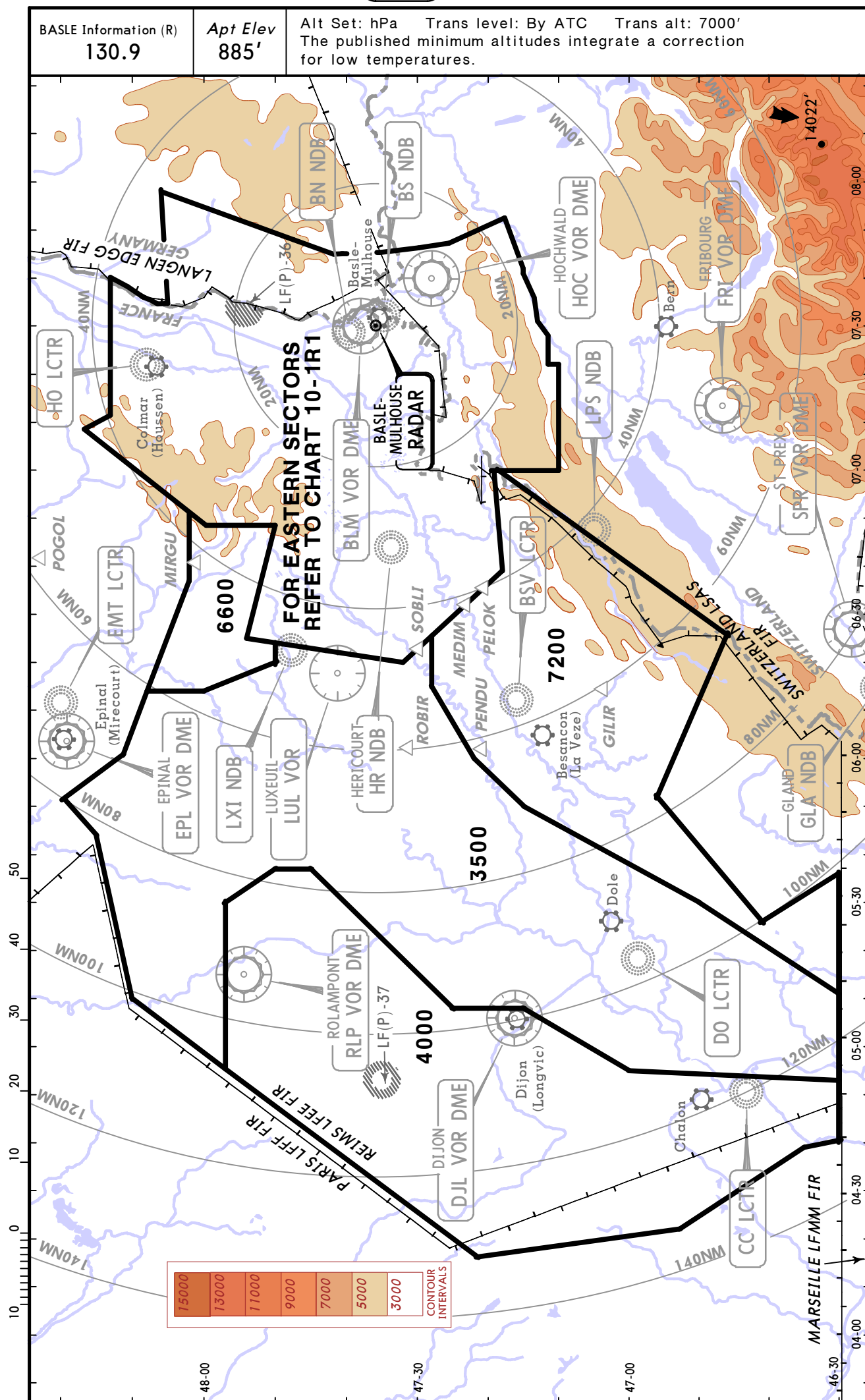
RWY 26

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.



BASLE Information (R)
 130.9

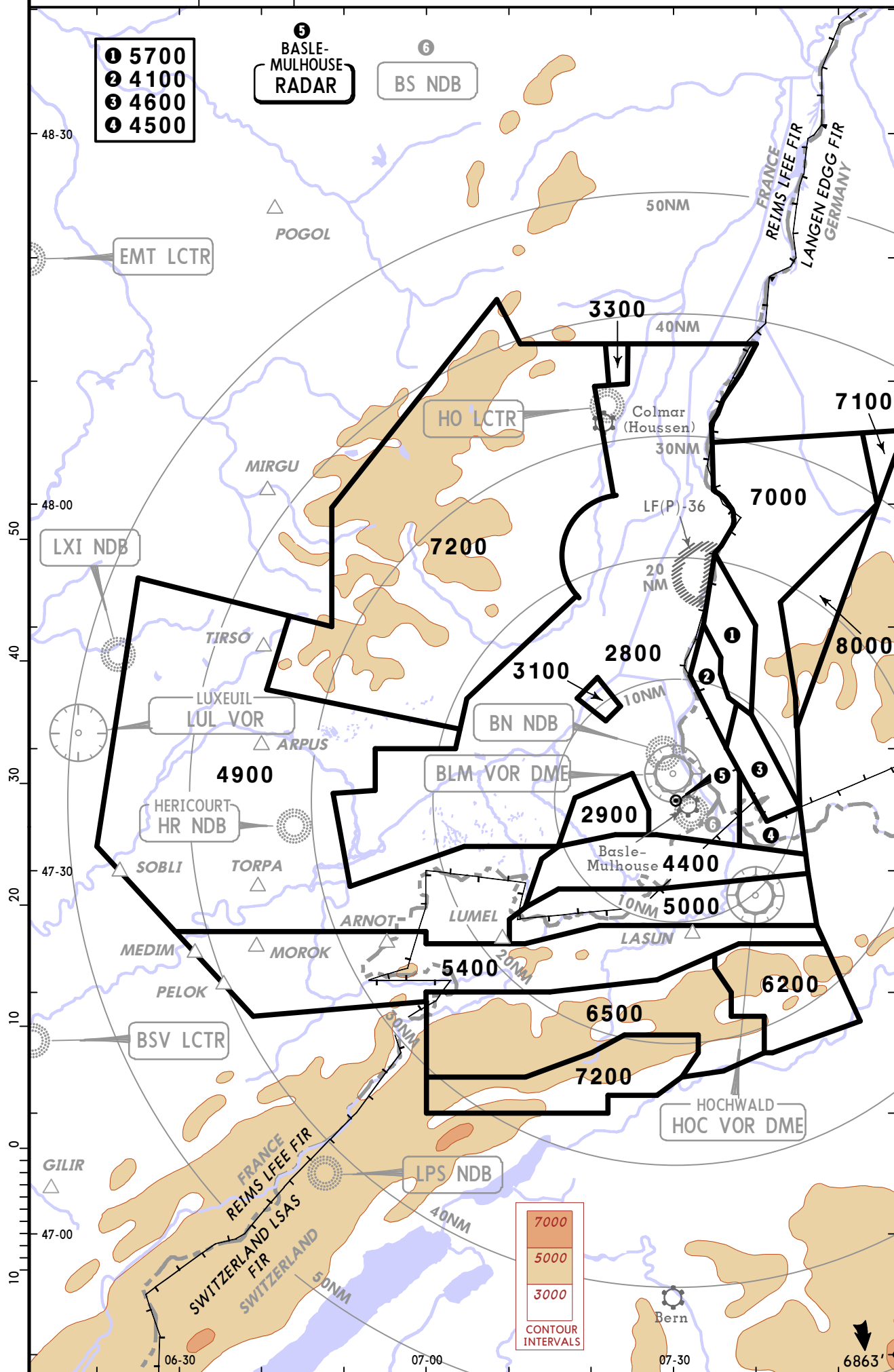
Apt Elev
 885'

Alt Set: hPa Trans level: By ATC Trans alt: 7000'
 The published minimum altitudes integrate a correction for low temperatures.

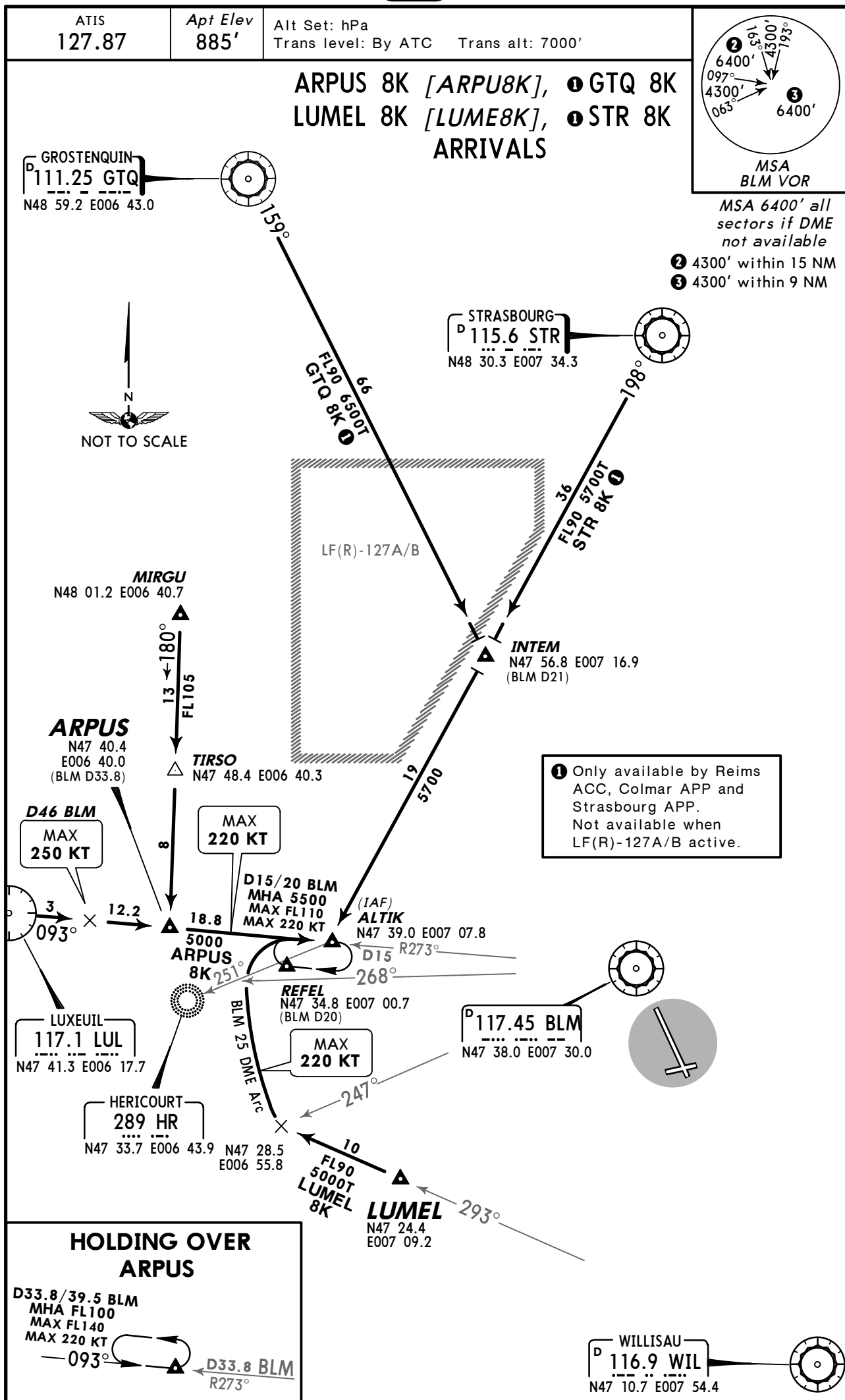
- ① 5700
- ② 4100
- ③ 4600
- ④ 4500

⑤
 BASLE-MULHOUSE
 RADAR

⑥
 BS NDB



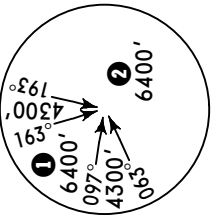
7000
 5000
 3000
 CONTOUR
 INTERVALS



ATIS
127.87

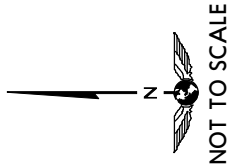
Apt Elev
885'

Alt Set: hPa
Trans level: By ATC Trans alt: 7000'

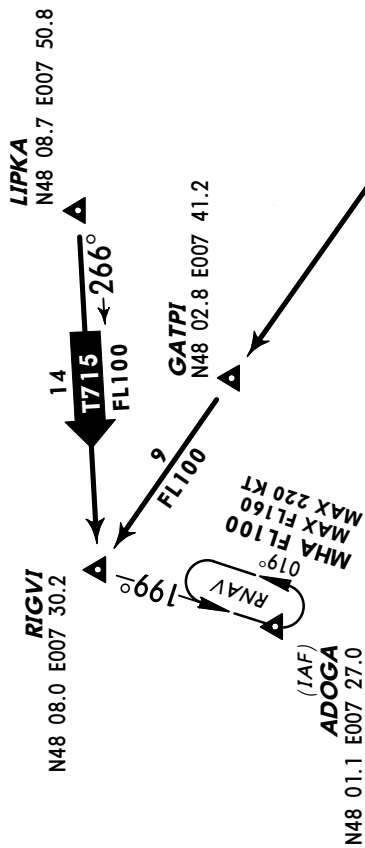


MSA
BLM VOR

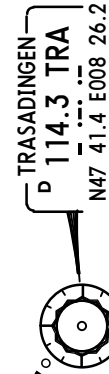
MSA 6400' all
sectors if DME
not available
① 4300' within 15 NM
② 4300' within 9 NM



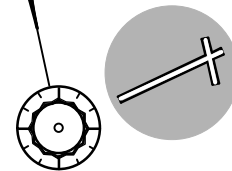
ARRIVALS

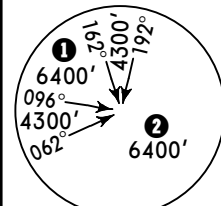


Direct distance from ADOGA to:
Basle-Mulhouse Apt 26NM

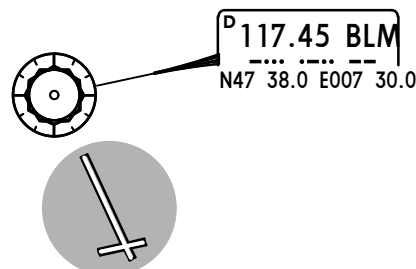
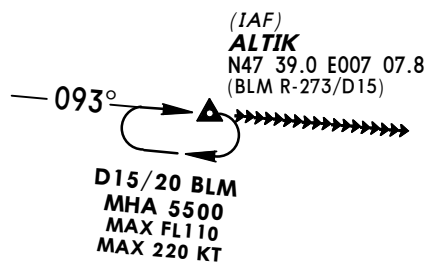
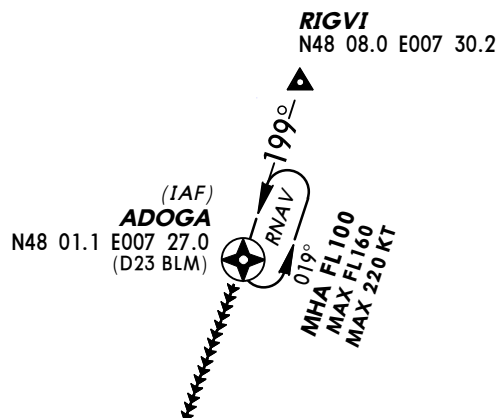
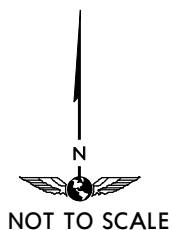


117.45 BLM
N47 38.0 E007 30.0



ATIS
127.87Apt Elev
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 15INTERCEPTION OF FINAL APPROACH WILL
BE CARRIED OUT UNDER RADAR GUIDANCE
DME REQUIREDMSA
BLM VORMSA 6400' all
sectors if DME
not available

- ① 4300' within 15 NM
② 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.

Apt Elev
885'

Trans level: By ATC

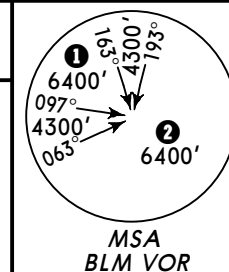
Trans alt: 7000'

These SIDs include minimum noise routings (refer to 10-4).

BASUD 5M [BASU5M], BASUD 5N [BASU5N]

BASUD 5T [BASU5T], BASUD 5Y [BASU5Y]

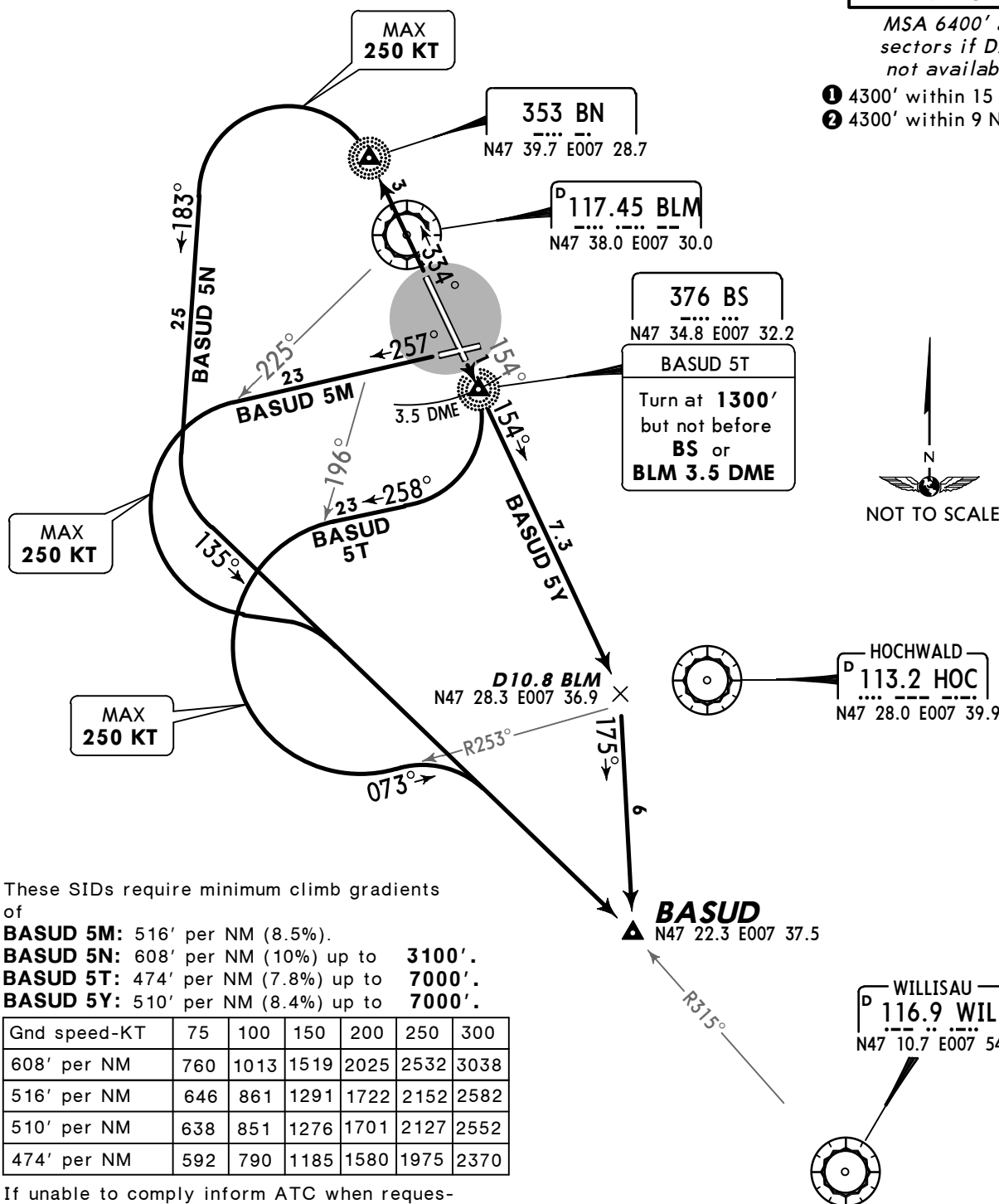
RWYS 26, 33, 15 DEPARTURES



MSA 6400' all sectors if DME not available

1 4300' within 15 NM

2 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'

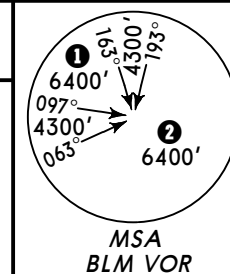
SID	RWY	ROUTING
BASUD 5M	26	Climb straight ahead, when passing BLM R-225 turn LEFT, intercept WIL R-315 inbound to BASUD.
BASUD 5N	33	Climb to BN, turn LEFT, 183° track, intercept WIL R-315 inbound to BASUD.
BASUD 5T	15	Climb straight ahead, at 1300', but not before BS or BLM 3.5 DME, turn RIGHT, 258°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

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

Apt Elev
885'

Trans level: By ATC Trans alt: 7000'

These SIDs include minimum noise routings (refer to 10-4).

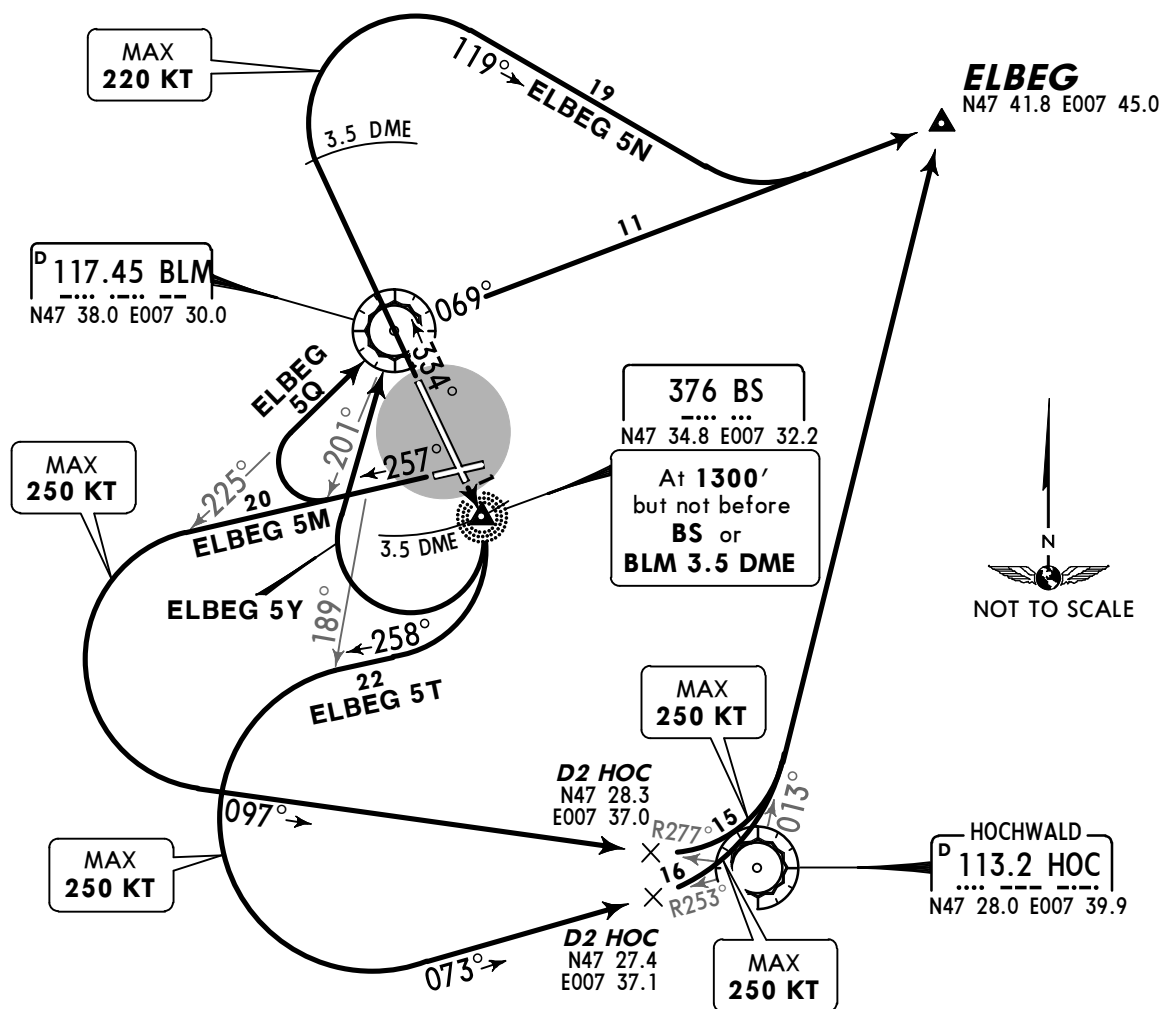


ELBEG 5M [ELBE5M], ELBEG 5N [ELBE5N]

ELBEG 5Q [ELBE5Q], ELBEG 5T [ELBE5T]

ELBEG 5Y [ELBE5Y]

RWYS 26, 33, 15 DEPARTURES



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.

[illegible]

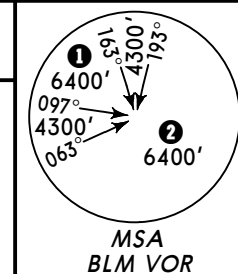
NOT TO SCALE

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

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.

Apt Elev
885'

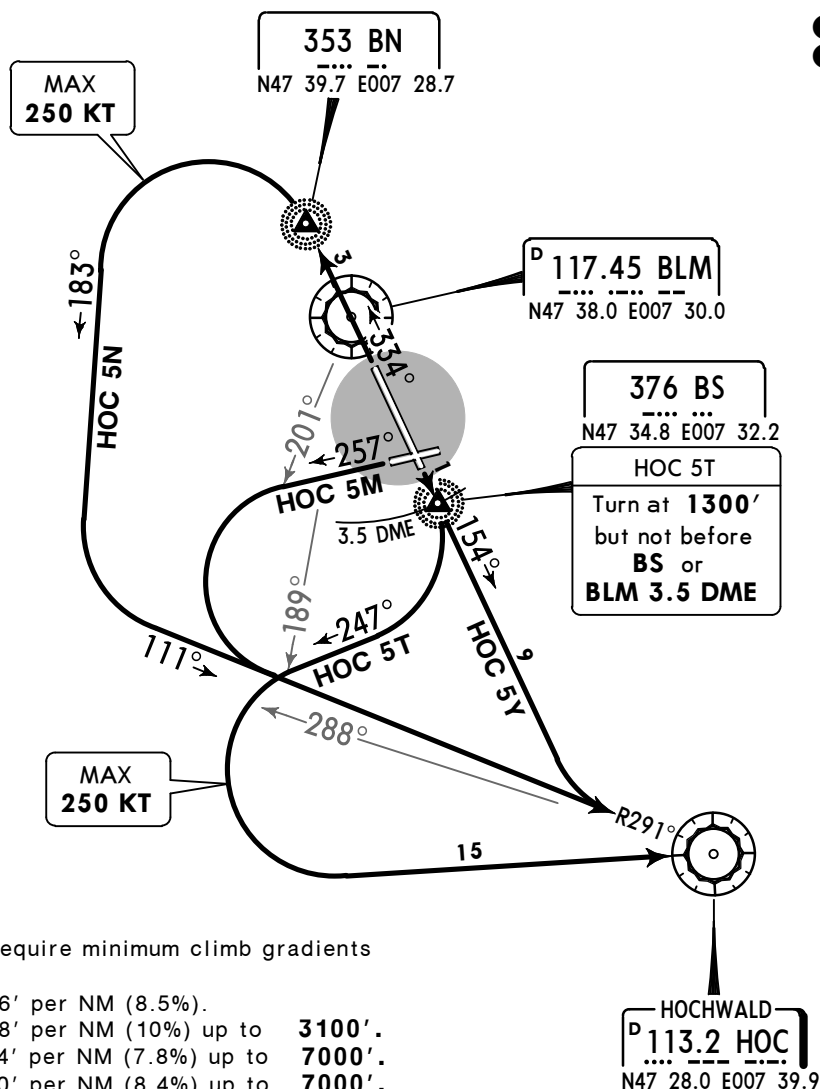
Trans level: By ATC Trans alt: 7000'
These SIDs include minimum noise routings (refer to 10-4).



MSA 6400' all
sectors if DME
not available

- ① 4300' within 15 NM
- ② 4300' within 9 NM

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



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 request-
ing start-up clearance.

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 ③		Climb straight ahead, intercept 154° bearing from BS, intercept HOC R-291 inbound to HOC.

- ③ On request between 0700-2200LT for aircraft authorized by airport authority (refer to 10-1P7).

Apt Elev
885'

Trans level: By ATC

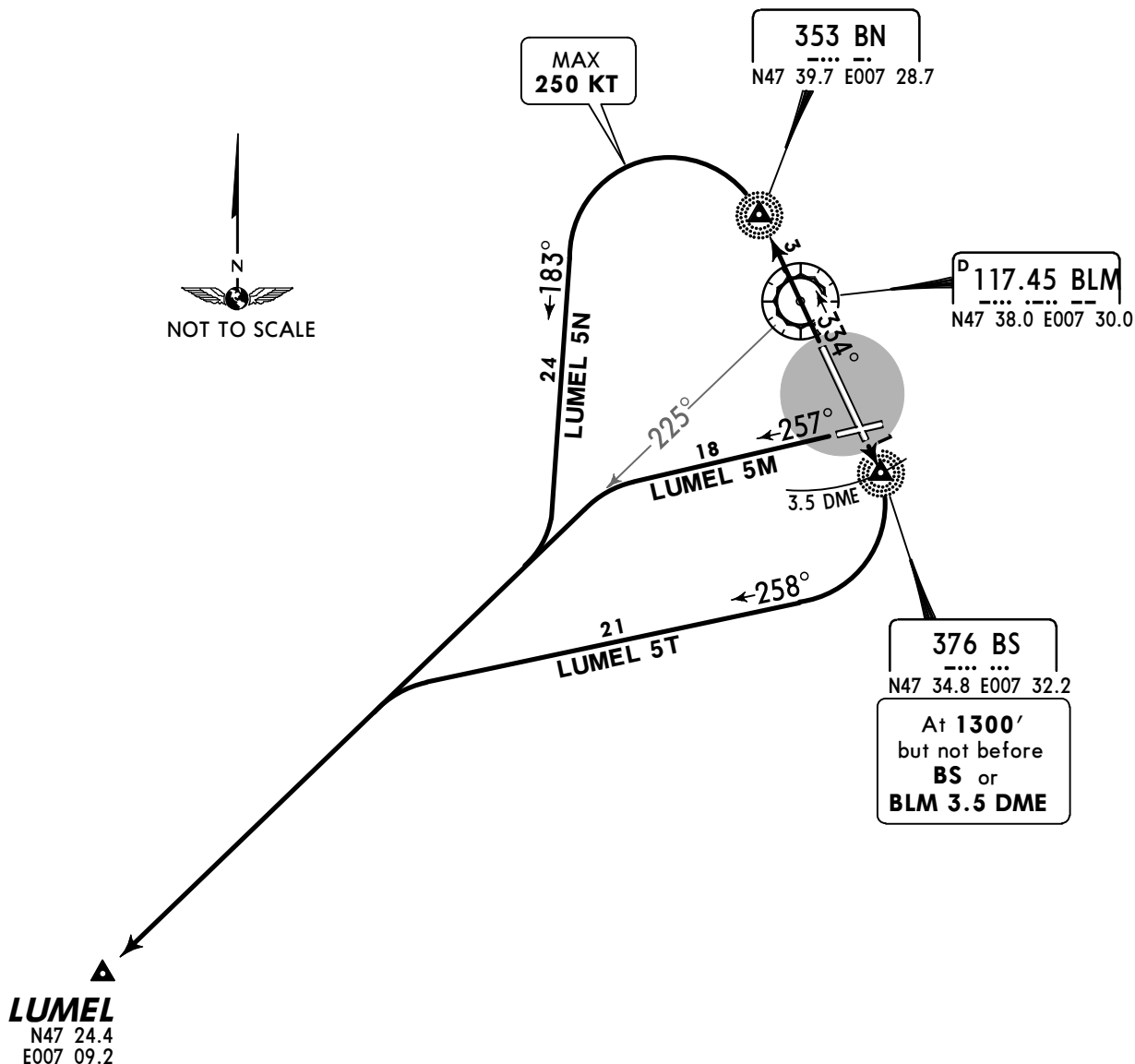
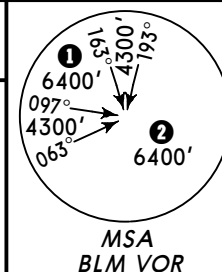
Trans alt: 7000'

These SIDs include minimum noise routings (refer to 10-4).

LUMEL 5M [LUME5M], LUMEL 5N [LUME5N]

LUMEL 5T [LUME5T]

RWYS 26, 33, 15 DEPARTURES



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.

Apt Elev
885'

Trans level: By ATC

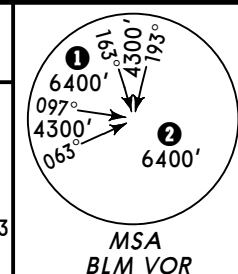
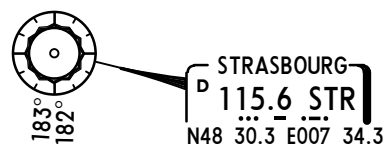
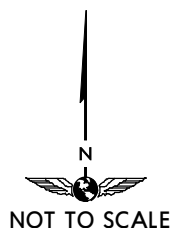
Trans alt: 7000'

These SIDs include minimum noise routings (refer to 10-4).

STR 5M, STR 5N, STR 5Q

RWYS 26, 33 DEPARTURES

FOR SIDS RWY 15 REFER TO 10-3F



MSA 6400' all sectors if DME not available

1 4300' within 15 NM

2 4300' within 9 NM

D 117.45 BLM

.... .

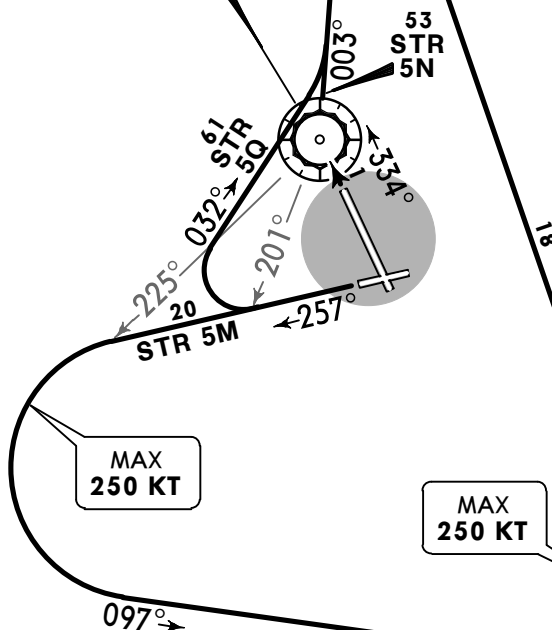
N47 38.0 E007 30.0

At 1300'

but not before BLM

HOMBO

N47 44.3 E007 31.6



STR 5M, 5Q

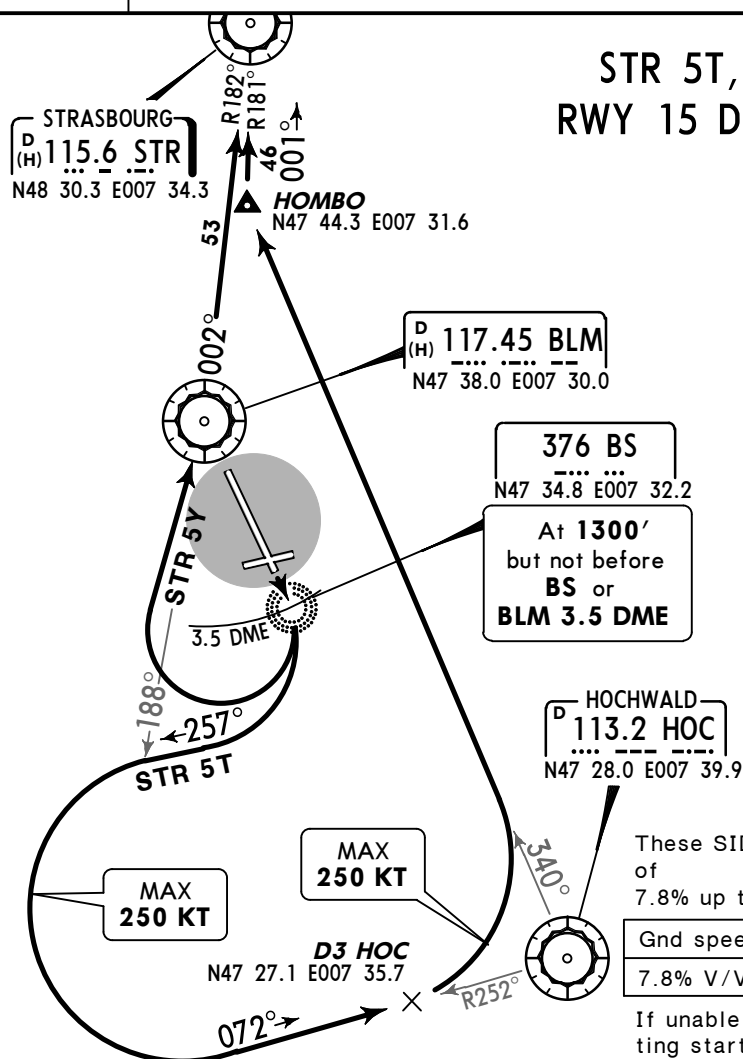
These SIDs require a minimum climb gradient of 516' per NM (8.5%).

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.

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

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%.

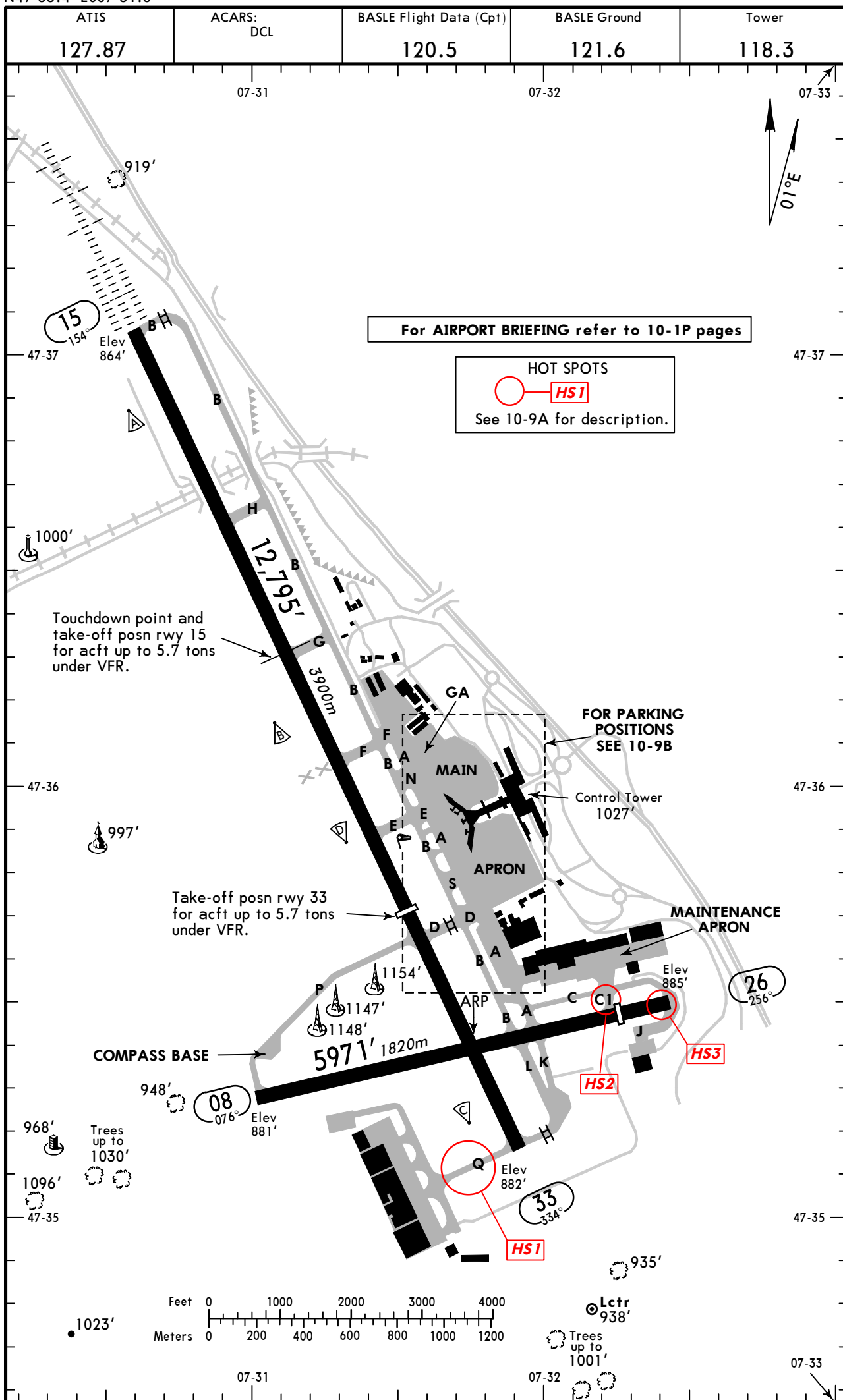
Rwy 33 to eastern side of runway centerline: 6%.

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.

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LFSB/MLH
Apt Elev 885'
N47 35.4 E007 31.8



ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION						
RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			LANDING	BEYOND		
			Threshold	Glide Slope		
08	RL (50m)					197'
26	RL (50m)	PAPI-L (3.0°)	5249' 1600m			60m

15	HIRL (50m) CL (15m) HIALS-II REIL TDZ ①	RVR ②	11,860' 3615m	②	197'
33	HIRL (50m) REIL PAPI-L (3.5°)	RVR 9120' 2780m	8269' 2520m	③	60m

① PAPI-L (angle 3.0°)

Acft up to 5.7 tons under VFR:

② Rwy 15: 7776' (2370m) from position abeam Twy G.

③ 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 have 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.

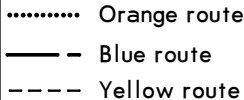
HS3

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 ①**

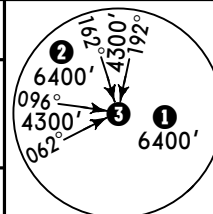
	Rwy 15 LVP must be in Force				Rwy 15/33		Rwy 26
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)	
A							
B	125m	150m	200m	250m	400m	500m	1500m
C							
D	150m	200m	250m	300m			

① Operators applying U.S. Ops Specs: CL required below 300m.

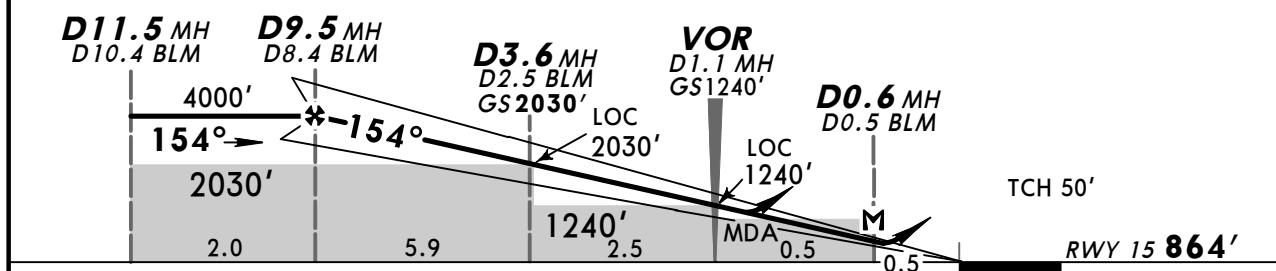
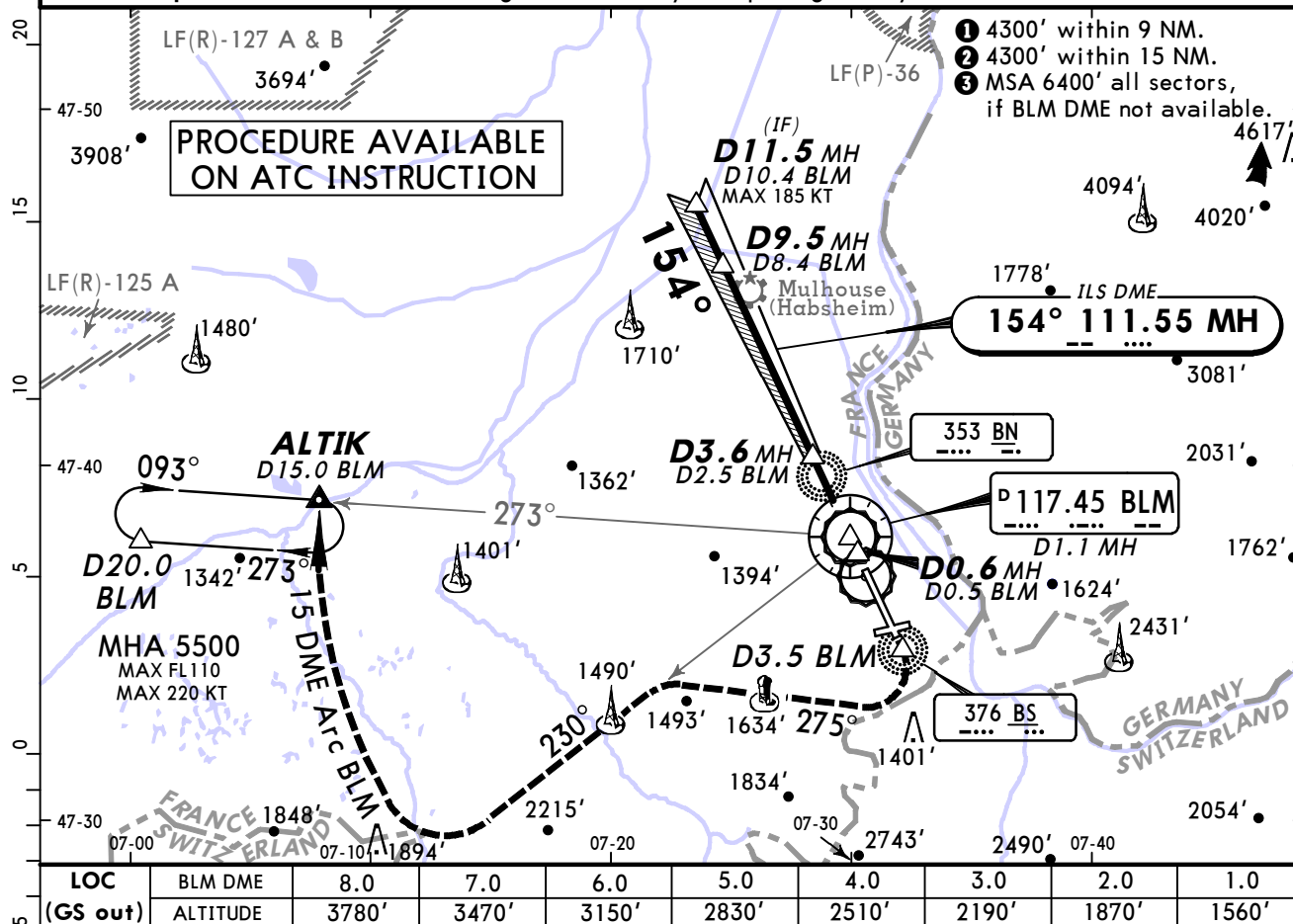


ATIS 127.87	BASLE Approach 119.35	BASLE Tower 118.3	Ground 121.6
LOC MH 111.55	Final Apch Crs 154°	GS D3.6 MH 2030' (1166')	ILS DA(H) Refer to Minimums
			Apt Elev 885' RWY 864'

MISSED APCH: Climb STRAIGHT AHEAD to 4000' MAX. At D3.5 BLM turn RIGHT onto 275° climbing to 5500'. Unless otherwise directed intercept and follow R-230 BLM, then turn RIGHT onto 15 DME Arc BLM to ALTIK. MAX 220 KT. Climb to 3800' prior to level acceleration.



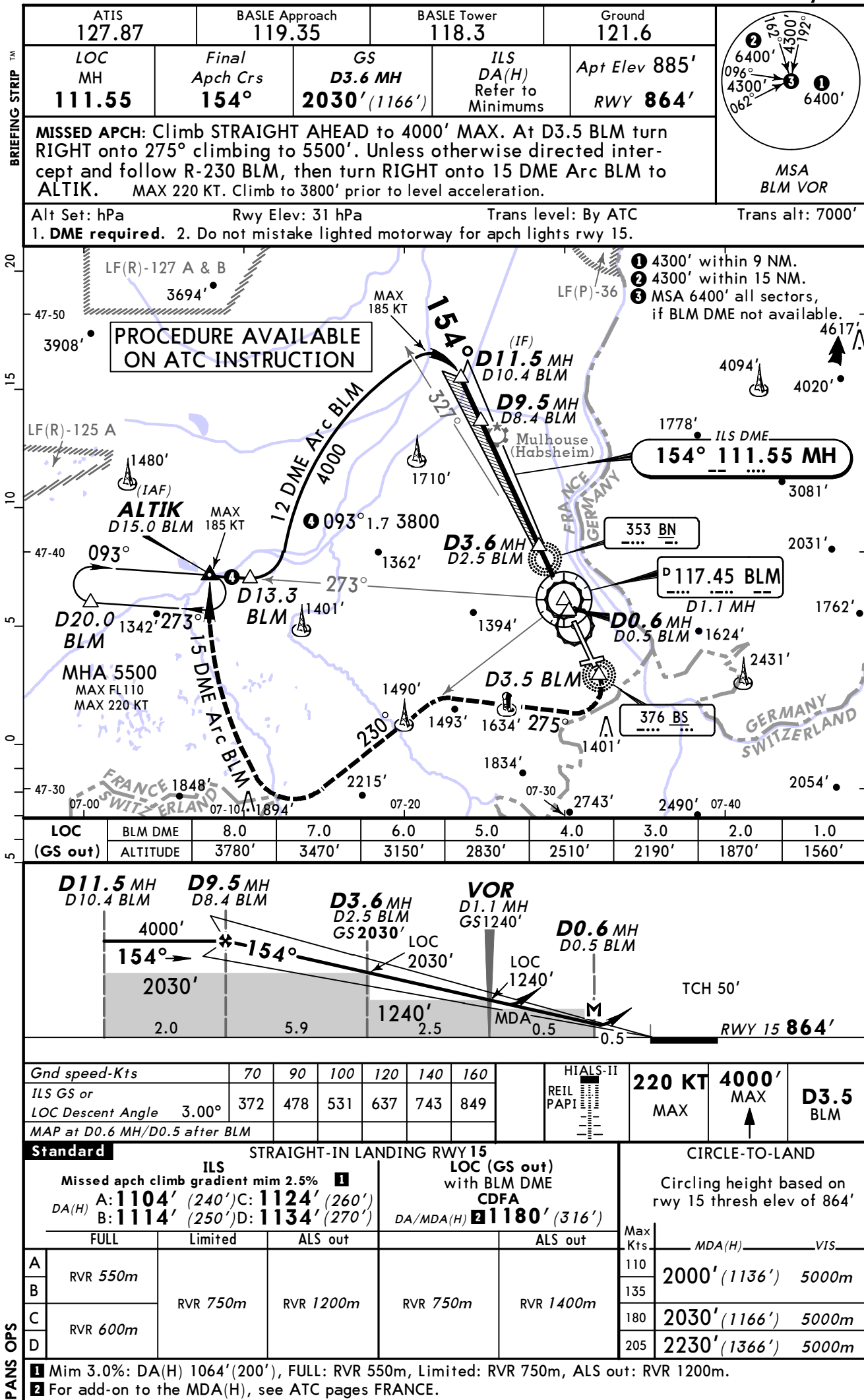
Alt Set: hPa Rwy Elev: 31 hPa Trans level: By ATC Trans alt: 7000'
1. DME required. 2. Do not mistake lighted motorway for apch lights rwy 15.



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									

STRAIGHT-IN LANDING RWY 15					CIRCLE-TO-LAND	
ILS Missed apch climb gradient min 2.5% 1 DA(H) A: 1104' (240') C: 1124' (260') B: 1114' (250') D: 1134' (270') FULL Limited ALS out					LOC (GS out) with BLM DME CDFA DA/MDA(H) 1180' (316') ALS out	
A	RVR 550m				Max Kts	MDA(H) VIS
B		RVR 750m	RVR 1200m	RVR 750m	110	2000' (1136') 5000m
C	RVR 600m				135	
D					180	2030' (1166') 5000m
					205	2230' (1366') 5000m

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

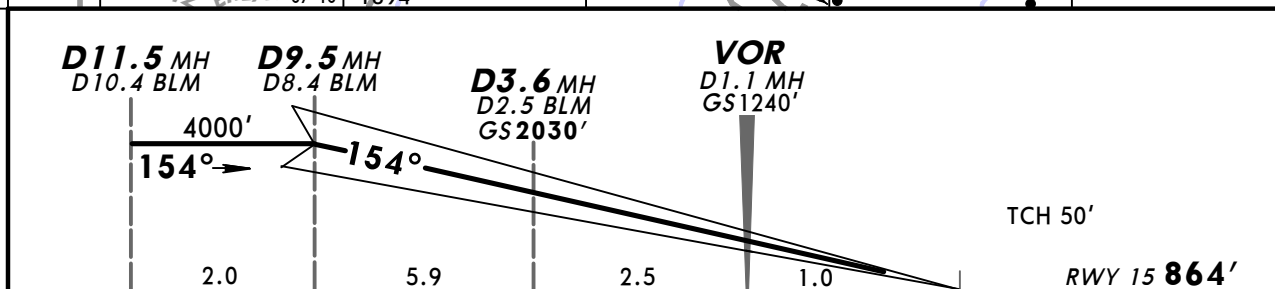


BRIEFING STRIP™

MAX 220 KT. Climb to 3800' prior to level acceleration.

Trans alt: 7000'

-



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		220 KT MAX	4000' MAX ↑	D3.5 BLM
<i>Gs</i> 3.00°	372	478	531	637	743	849				

STRAIGHT-IN LANDING RWY 15

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

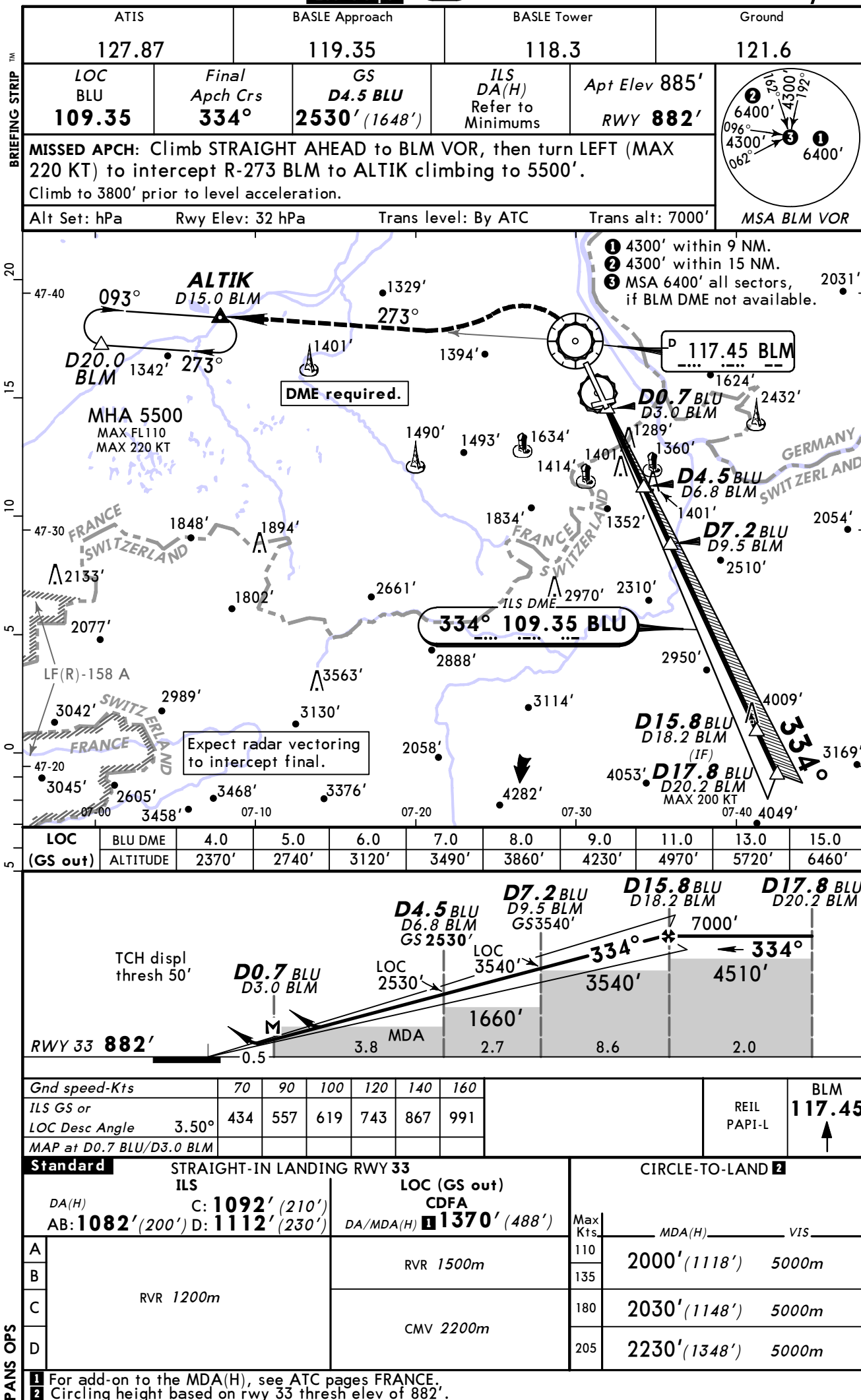
PANS OPS

LFSB/MLH BASLE-MULHOUSE

29 MAR 13
Eff 4 Apr

11-3

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

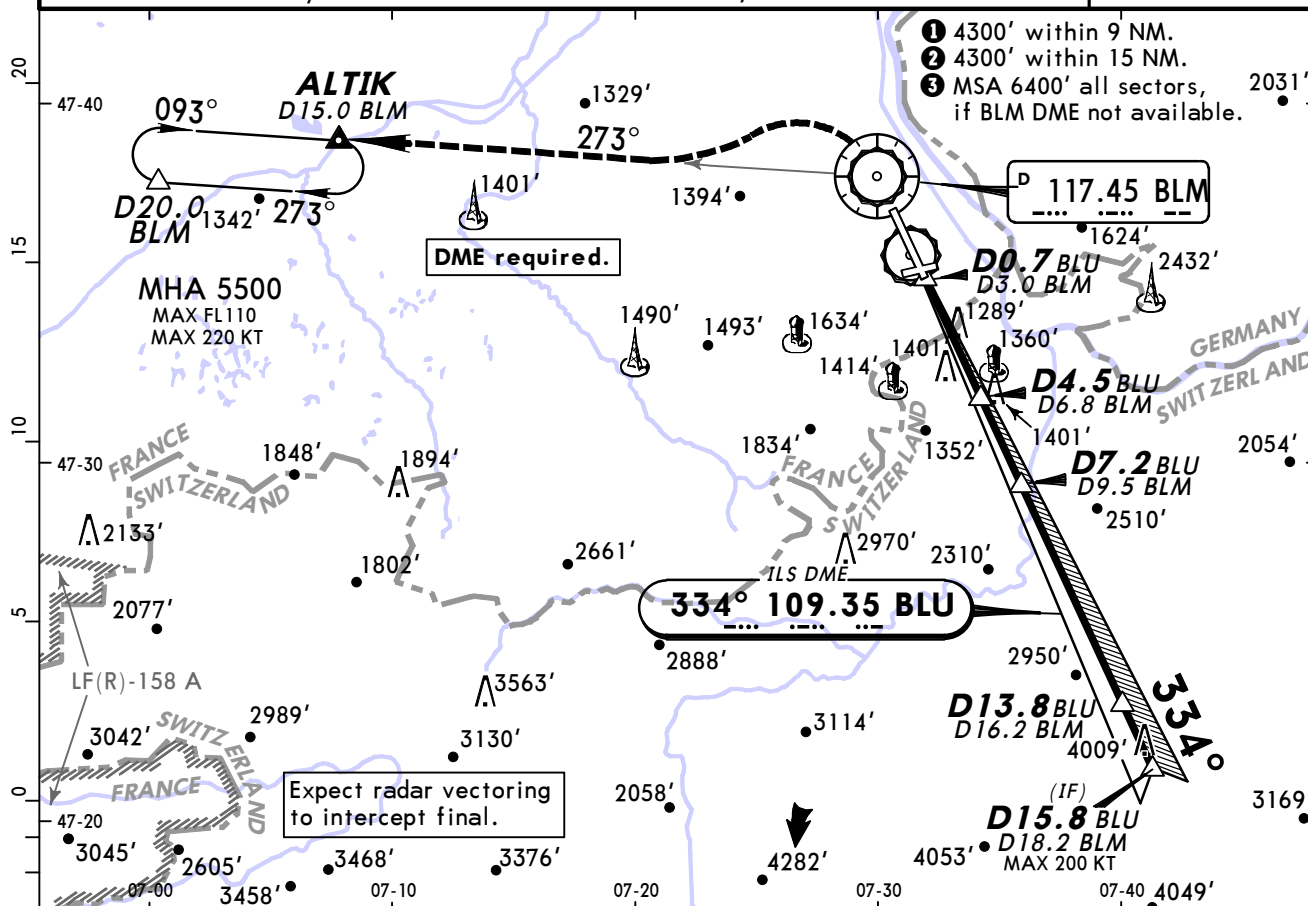


29 MAR 13
 Eff 4 Apr

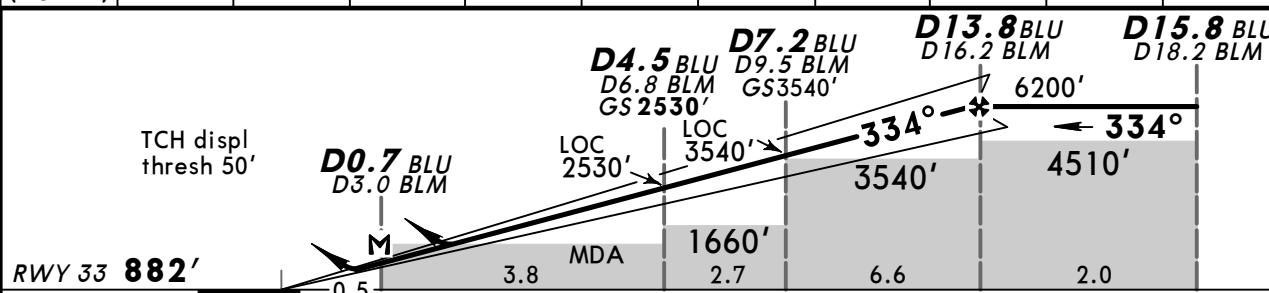
(11-4)

BRIEFING STRIP™

ATIS		BASLE Approach		BASLE Tower		Ground
127.87		119.35		118.3		121.6
LOC BLU 109.35	Final Aptch Crs 334°	GS D4.5 BLU 2530' (1648')	ILS DA(H) Refer to Minimums	Apt Elev 885' RWY 882'		MSA BLM VOR
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'		



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

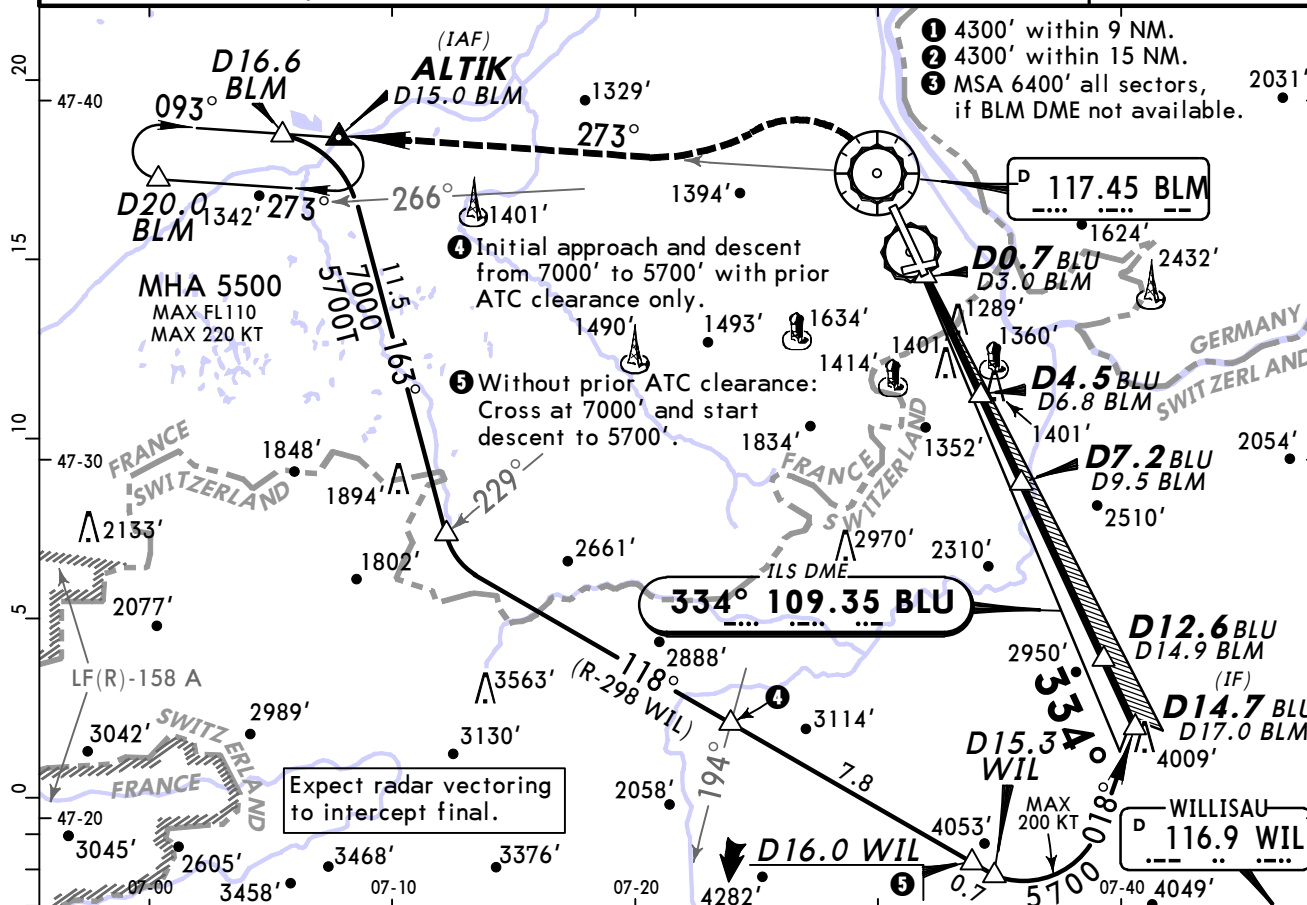


Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	BLM 117.45
ILS GS or LOC Desc Angle 3.50°	434	557	619	743	867	991		
MAP at D0.7 BLU/D3.0 BLM								

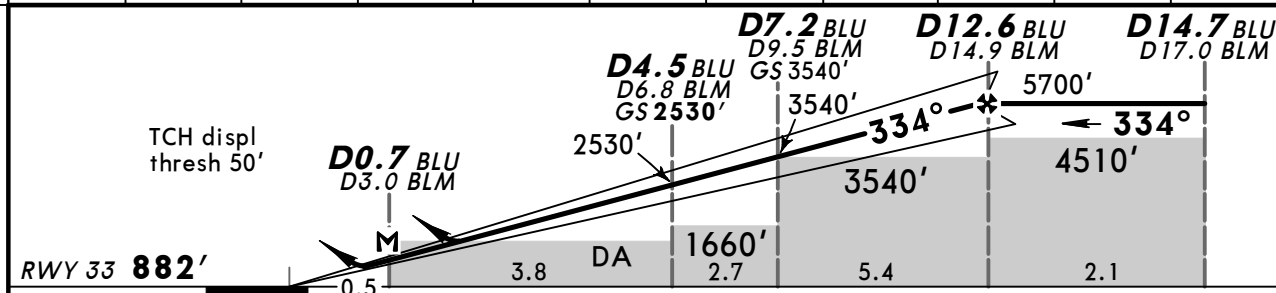
Standard				CIRCLE-TO-LAND 2			
STRAIGHT-IN LANDING RWY 33				LOC (GS out)			
ILS				CDFA			
DA(H) C: 1092' (210')				DA/MDA(H) 1370' (488')			
AB: 1082' (200') D: 1112' (230')							
A	RVR 1200m			RVR 1500m		Max Kts	MDA(H) VIS
B						110	2000' (1118') 5000m
C				CMV 2200m		135	2030' (1148') 5000m
D						180	2230' (1348') 5000m

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

ATIS 127.87		BASLE Approach 119.35		BASLE Tower 118.3		Ground 121.6
LOC BLU 109.35	Final Aptch Crs 334°	GS D4.5 BLU 2530' (1648')	ILS DA(H) Refer to Minimums	Apt Elev 885' 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



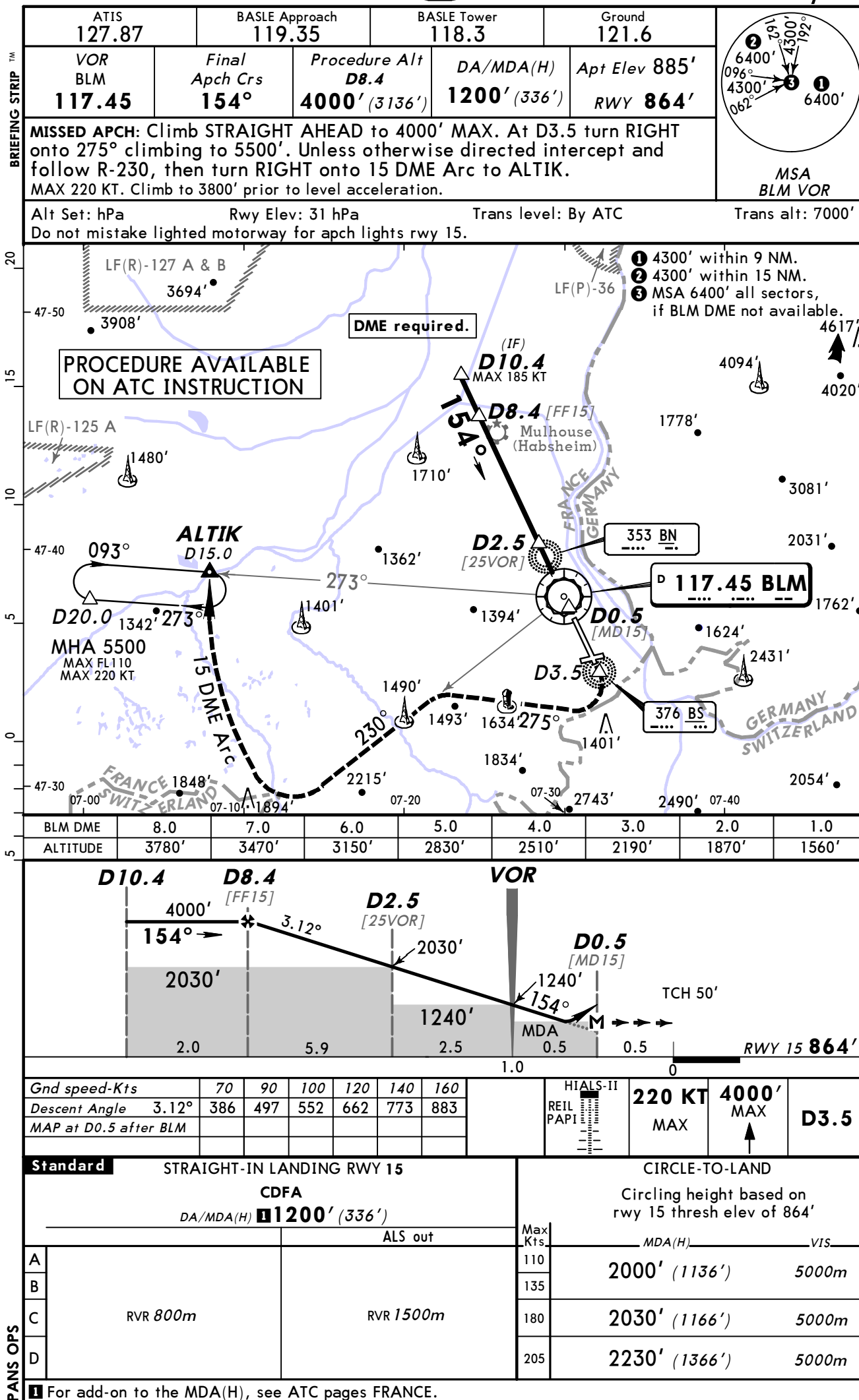
LOC	BLU DME	4.0	5.0	6.0	7.0	8.0	9.0	11.0	13.0	15.0
(GS out)	ALTITUDE	2370'	2740'	3120'	3490'	3860'	4230'	4970'	5720'	6460'

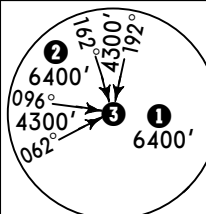


Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L		BLM 117.45 ↑
ILS GS or LOC Desc Angle	3.50°	434	557	619	743	991			
MAP at D0.7 BLU/D3.0 BLM									

Standard STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND 2			
ILS		LOC (GS out)					
DA(H) C: 1092' (210')		CDFA 1370' (488')		Max Kts		MDA(H) VIS	
AB: 1082' (200') D: 1112' (230')		DA/MDA(H) 1370' (488')		110		2000' (1118')	5000m
RVR 1200m		RVR 1500m		135		2030' (1148')	5000m
				180		2230' (1348')	5000m
				205			
		CMV 2200m					

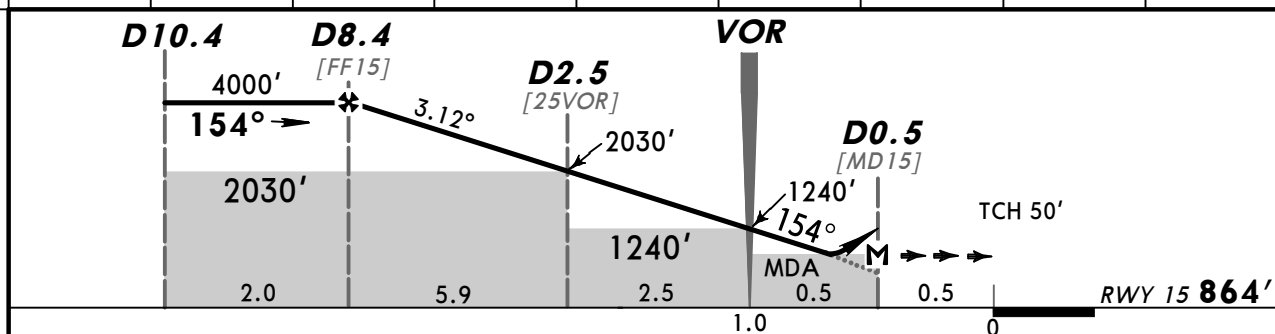
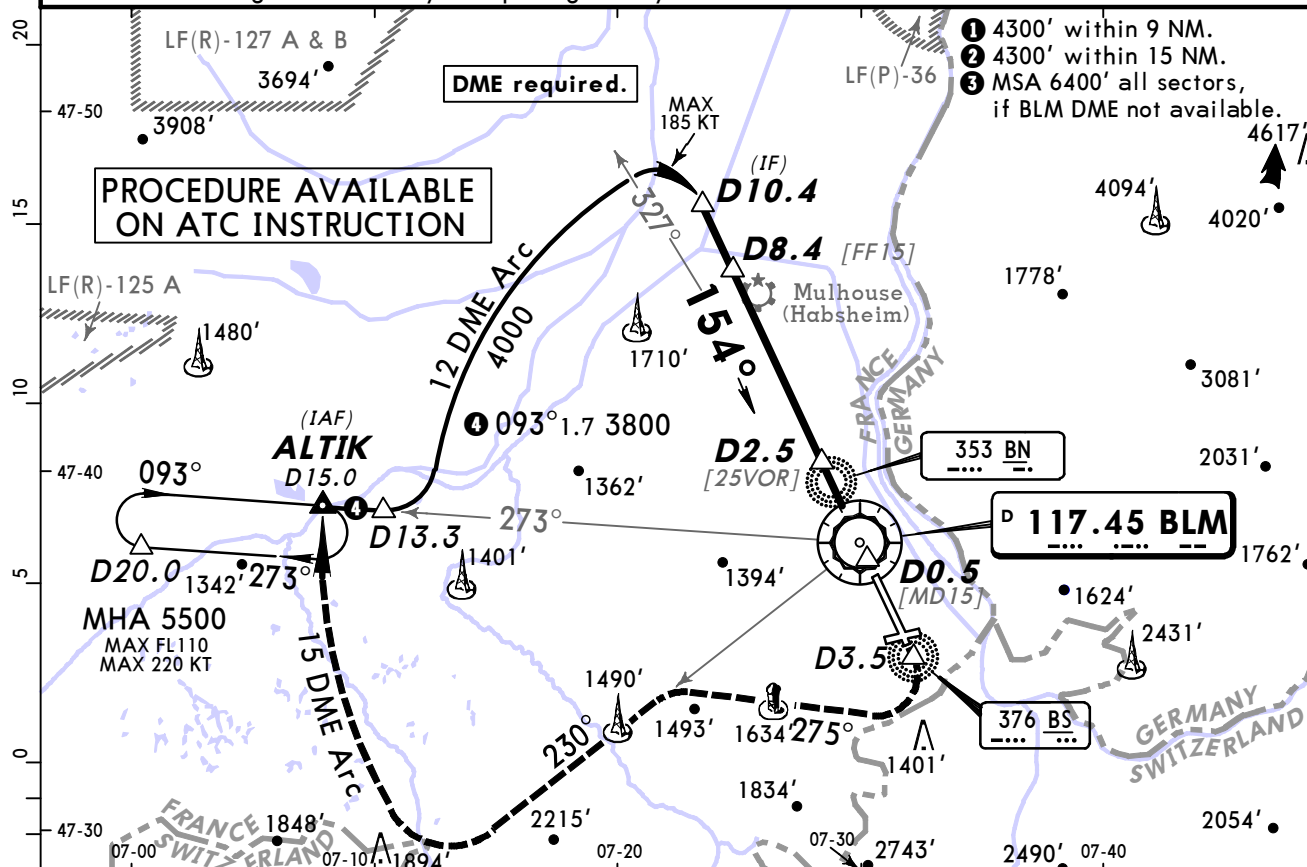
1 For add-on to the MDA(H), see ATC pages FRANCE.
 2 Circling height based on rwy 33 thresh elev of 882'.



ATIS 127.87		BASLE Approach 119.35		BASLE Tower 118.3		Ground 121.6			
VOR BLM 117.45		Final Apch Crs 154°		Procedure Alt D8.4 4000' (3136')		DA/MDA(H) 1200' (336')		Apt Elev 885' RWY 864'	
MISSED APCH: Climb STRAIGHT AHEAD to 4000' MAX. At D3.5 turn RIGHT onto 275° climbing to 5500'. Unless otherwise directed intercept and follow R-230, then turn RIGHT onto 15 DME Arc 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'

Do not mistake lighted motorway for apch lights rwy 15.



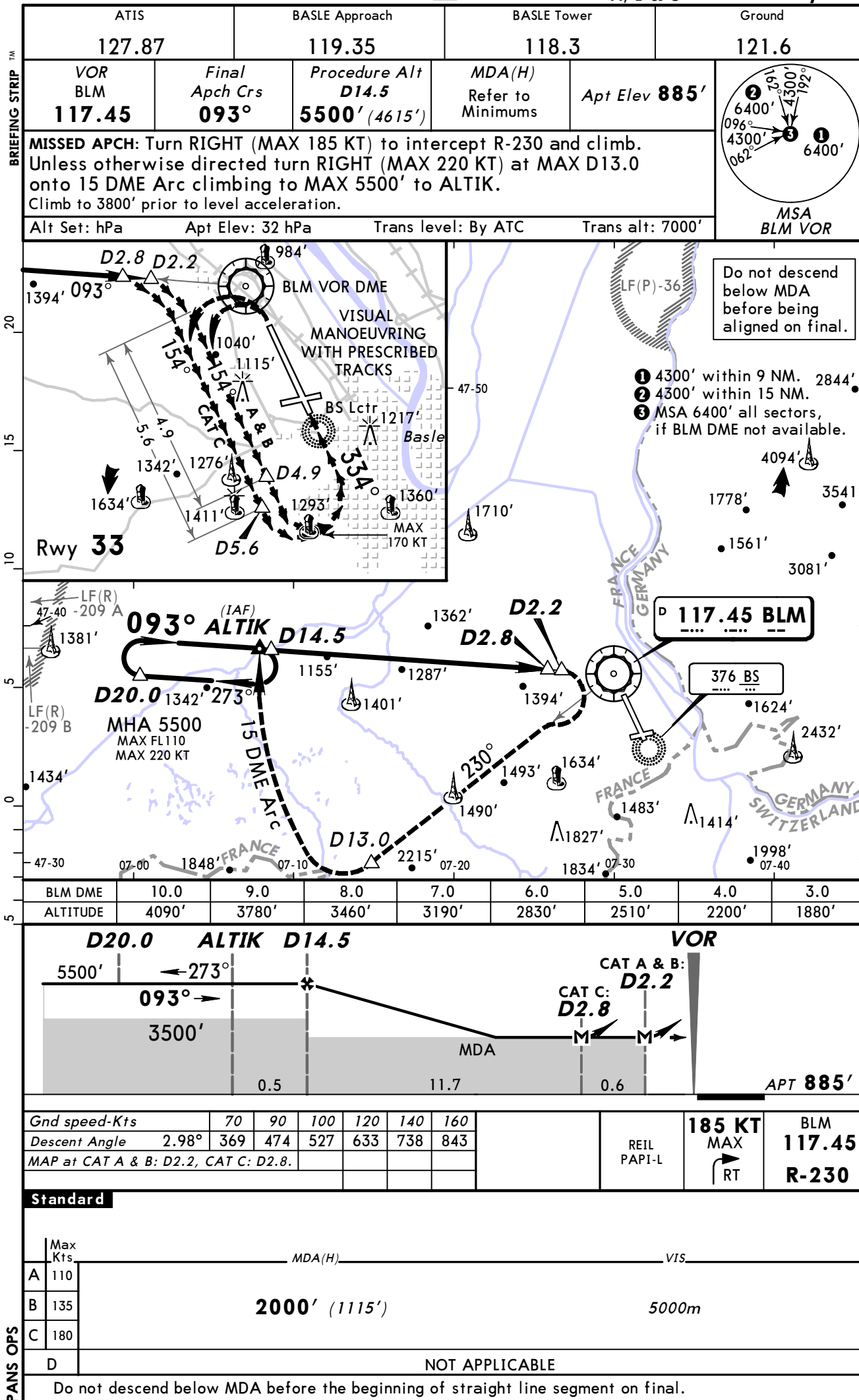
Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI HIALS-II 220 KT MAX 4000' MAX D3.5
Descent Angle 3.12°	386	497	552	662	773	883	
MAP at D0.5 after BLM							

Standard STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND	
CDFA				Circling height based on rwy 15 thresh elev of 864'	
DA/MDA(H) 1200' (336')				Max Kts	MDA(H) VIS
ALS out				110	2000' (1136') 5000m
RVR 800m				135	2030' (1166') 5000m
RVR 1500m				180	2030' (1166') 5000m
				205	2230' (1366') 5000m

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

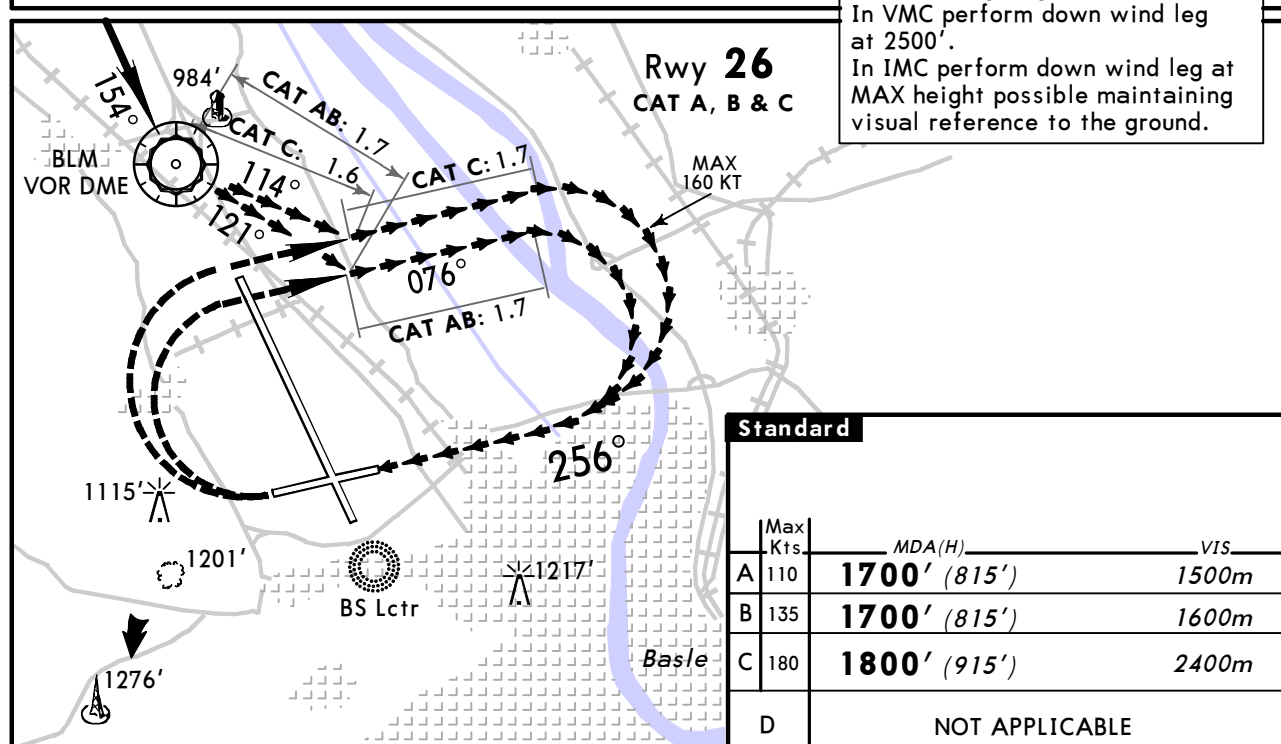
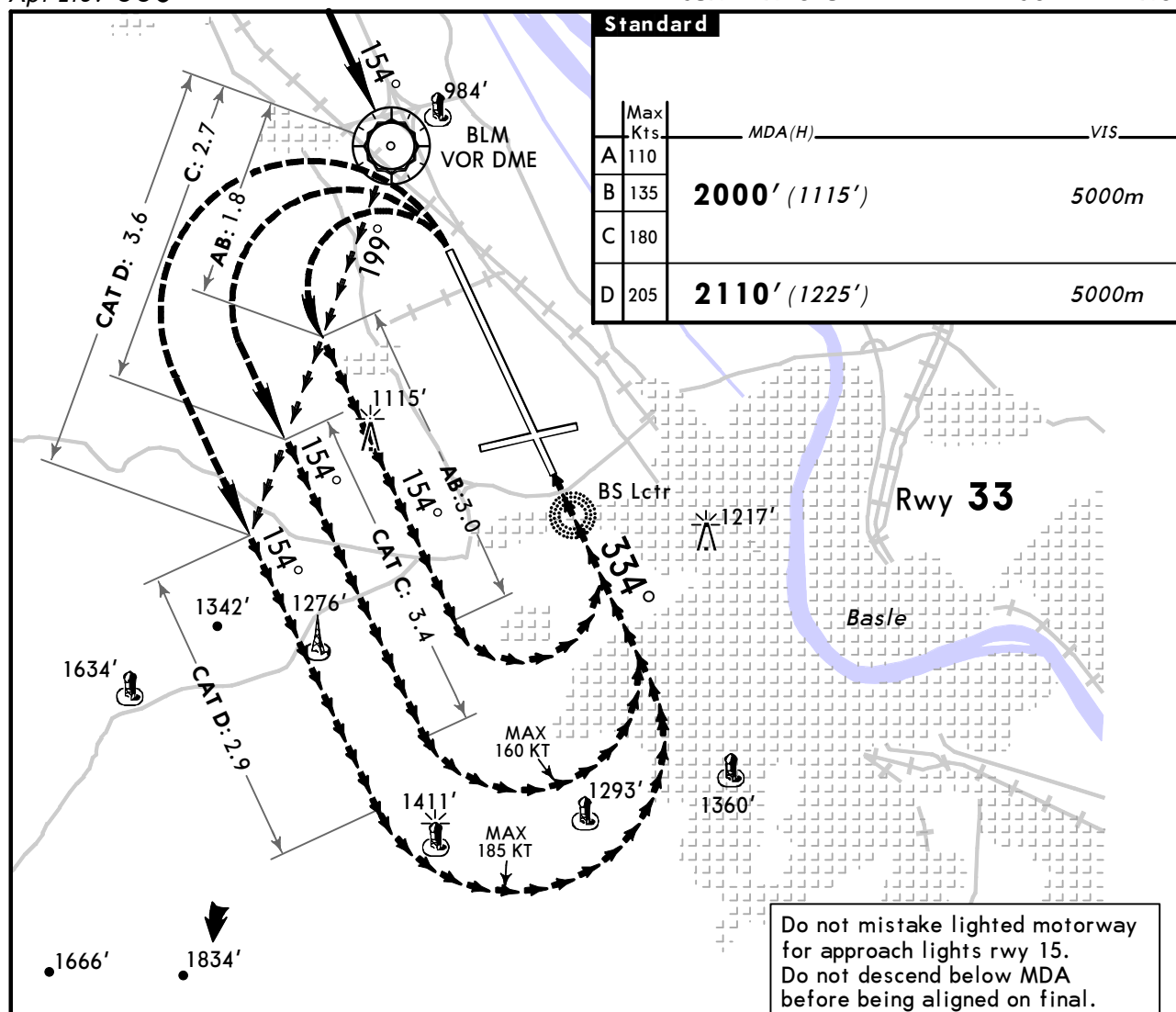
CHANGES: Missed approach.

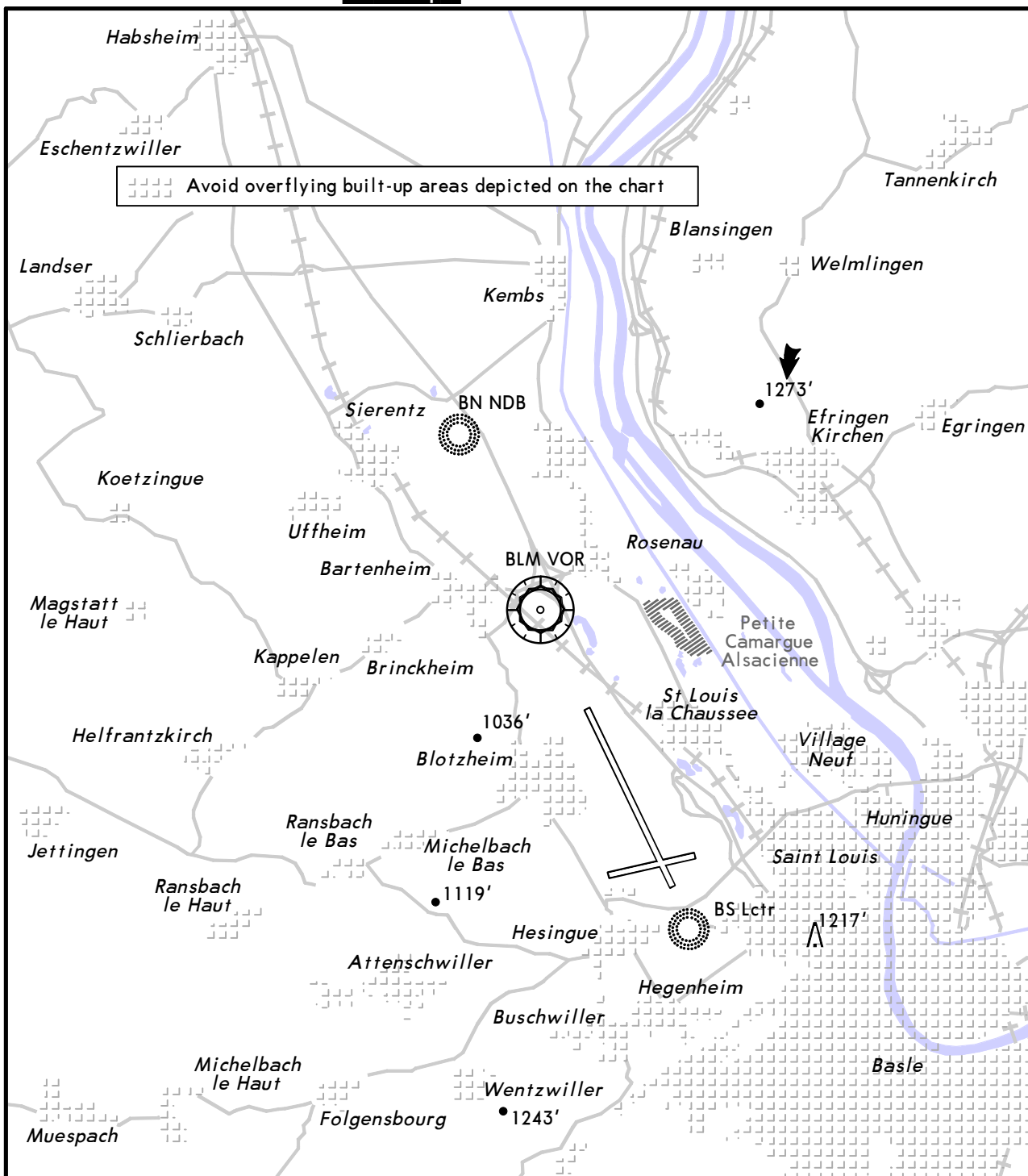
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VPT B RWY 33 or VPT RWY 26

VISUAL MANOEUVRING WITH PRESCRIBED TRACKS

Apt Elev **885'**



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.

BASLE-MULHOUSE, (BASLE-MULHOUSE - LFSB)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LFSB