

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LFSB

Terminal Charts For LFSB

Revision Letter For Cycle 13-2014

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: 1.6°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: 0332 Z
Sunset: 1931 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 Ground Tower 121.6
- Basle Clearance Tower 120.5
- Basle Tower 118.3
- Basle Control Approach Control 124.1
- Basle Approach Control 130.9
- Basle Approach Control 119.35
- Basle Approach Control 118.575
- 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;
- Military ACFT and state ACFT exclusively performing public service missions.

1.2.3. RUN-UP TESTS

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

1.2.4. 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	F6A	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	P
AT43	SR	SL				SL	P
AT72	P	P	P			SL	P
CRJ7	P	P	P		P	P	P
CRJ9	P	P	P		P	P	P
CRJX	P	P	P		P	P	P
F70	P	P	P		P	P	P
F100	P	P	P		P	P	P
GLEX	P	P	P		P	P	P
E190	P	P	P		P	P	P
B737-200 thru 500	P	P	P		P	P	P
F50	SR	SL	P			SL	P
MD80/81/83	P	P	P		P	P	
MD87	P	P	P		P	P	P
MD88	P	P	P		P	P	
MD90	P	P	P		P	P	
B722	P	P	P		P	P	
A319, A320, A321	P	P	P		P	P	P
B737-600 thru 800	P	P	P		P	P	P
B737-800W		P	P		P	P	P
B737-900, B737-900W	P	P	P		P	P	P
TU54			P		P	P	
B757-200		P	P		P	P	
C160, C130		P	P		P	P	
TU 204			P		P	P	
A310		P	P		P	P	
B707, A300-600			P		P	P	
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							

LEGEND: P = Push-back SR = Selfmanoeuvring RIGHT SL = Selfmanoeuvring LEFT

1. GENERAL

	F82, F83	F92	1	1A	2, 3	3A	4	5	6	6A	7
B190, E120	p ¹⁾	p ¹⁾	p ¹⁾		p ¹⁾		P		P		P
E145	P	P	P		P		P		P		P
D328	p ¹⁾	p ¹⁾	p ¹⁾		p ¹⁾		P		P		P
CRJ2	P	P	P		P		P		P		P
SF340, G159, SB2000	p ¹⁾	p ¹⁾	p ¹⁾		p ¹⁾		P		P		P
F28, E170, BA46	P	P	P		P		P	P	P	P	P
AT43	p ¹⁾	p ¹⁾	p ¹⁾		p ¹⁾		P		P	P	P
AT72	p ¹⁾	p ¹⁾	p ¹⁾		p ¹⁾		P		P	P	
CRJ7	P	P	P		P		P		P	P	
CRJ9	P	P	P		P		P			P	
CRJX			P		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 ²⁾	P	
F50	p ¹⁾	p ¹⁾	p ¹⁾		p ¹⁾		P		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			P		P		P	P		P	
A321			P		P		P	P			
B737-600 thru 800			P		P		P	P		P	
B737-800W			P	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											

LEGEND: P = Push-back SR = Selfmanoeuvring RIGHT SL = Selfmanoeuvring LEFT

1) Selfmanoeuvring via neighboring stand, if not occupied.

2) Except B737-400.

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		P		P
AT43		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			
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	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							P	
A340-600							P	
B777-200, B777-300, B747-200 thru 400							P	
A124, B747-8								
A388								
LEGEND: P = Push-back SR = Selfmanoeuvring RIGHT SL = Selfmanoeuvring LEFT								

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	P
AT43	P	P	P			P	P	P	P
AT72	P	P		P			P	P	P
CRJ7	P	P		P			P	P	P
CRJ9	P	P		P			P	P	P
CRJX	P	P		P			P	P	P
F70	P	P		P			P	P	P
F100	P	P		P			P	P	P
GLEX				P			P	P	P
E190	P	P		P			P	P	P
B737-200 thru 500	P	P		P			P	P	P
F50	P	P		P			P	P	P
MD80/81/83	P						P	P	P
MD87	P						P	P	P
MD88	P						P	P	P
MD90	P							P	P
B722	P								P
A319, A320, A321	P	P ¹⁾		P			P	P	P
B737-600 thru 800	P	P		P			P	P	P
B737-800W	P	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									
LEGEND: P = Push-back SR = Selfmanoeuvring RIGHT SL = Selfmanoeuvring LEFT									

1) Except A321.

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 ²⁾	P ¹⁾	SR ²⁾
E145	P	P	P	P	SR	P	P	P	P
D328	P ¹⁾	P ¹⁾	P ¹⁾	P ¹⁾	SR	P ¹⁾	SL ²⁾	P ¹⁾	SR ²⁾
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 ²⁾	P ¹⁾	SR ²⁾
F28, E170, BA46	P	P	P	P	SR		P		P
AT43	P	P	P	P	SR		SL ²⁾	P ¹⁾	SR ²⁾
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, B777-300, B747-200 thru 400									
A124, B747-8									
A388									
LEGEND: P = Push-back SR = Selfmanoeuvring RIGHT SL = Selfmanoeuvring LEFT									

1) Selfmanoeuvring via neighboring stand, if not occupied.

2) Selfmanoeuvring via Apron GA entrance, if not occupied.

1. GENERAL

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.

3.2.1. USE OF RWYS

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.

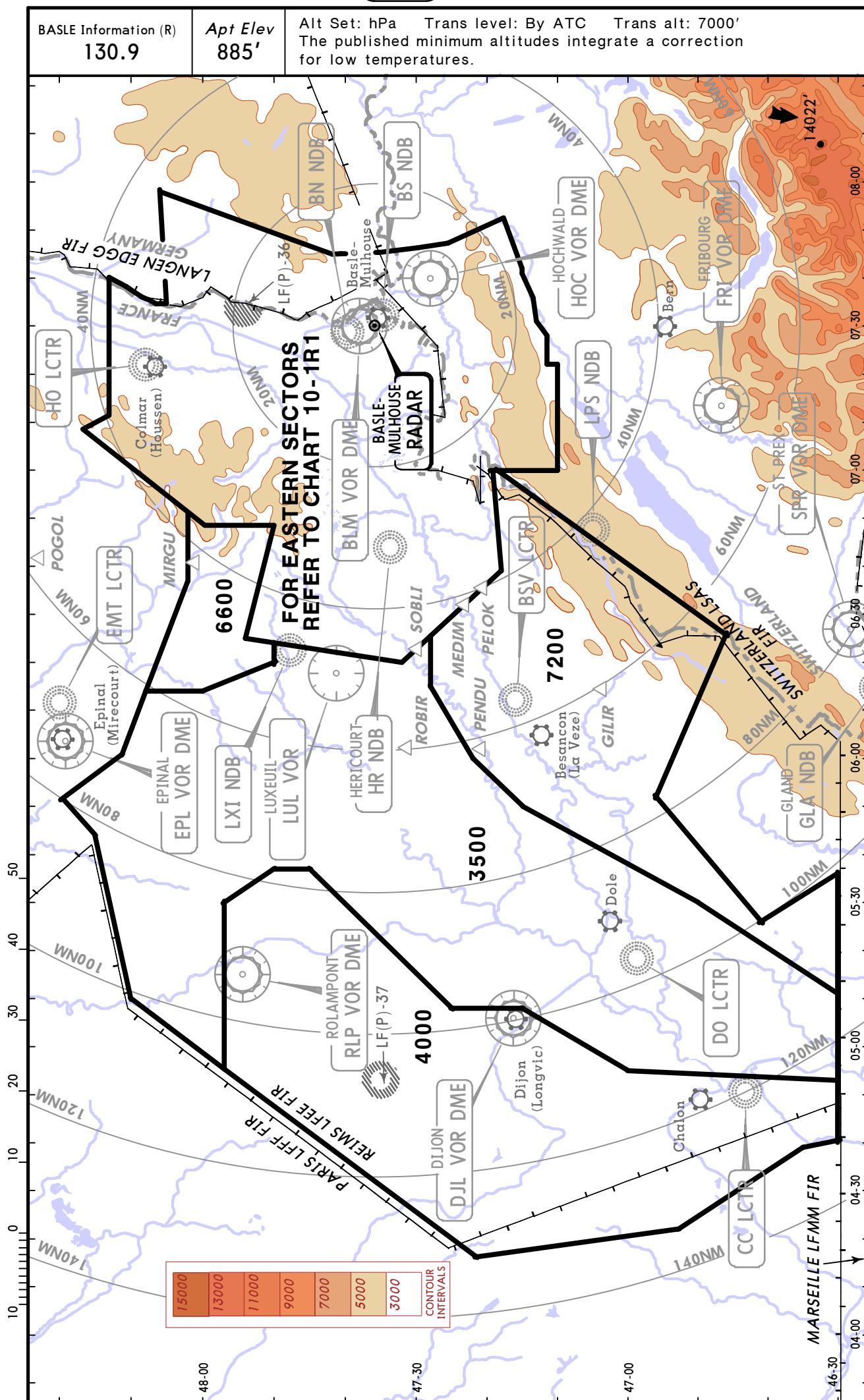
If pilot can not use it, it is required to inform preflight BASLE (120.5) on first contact.

RWY 33 is 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.

3.2.2. TAKE-OFF

All ACFT flying IFR rules must respect special procedures for take-off and initial climbing made to limit noise pollution:

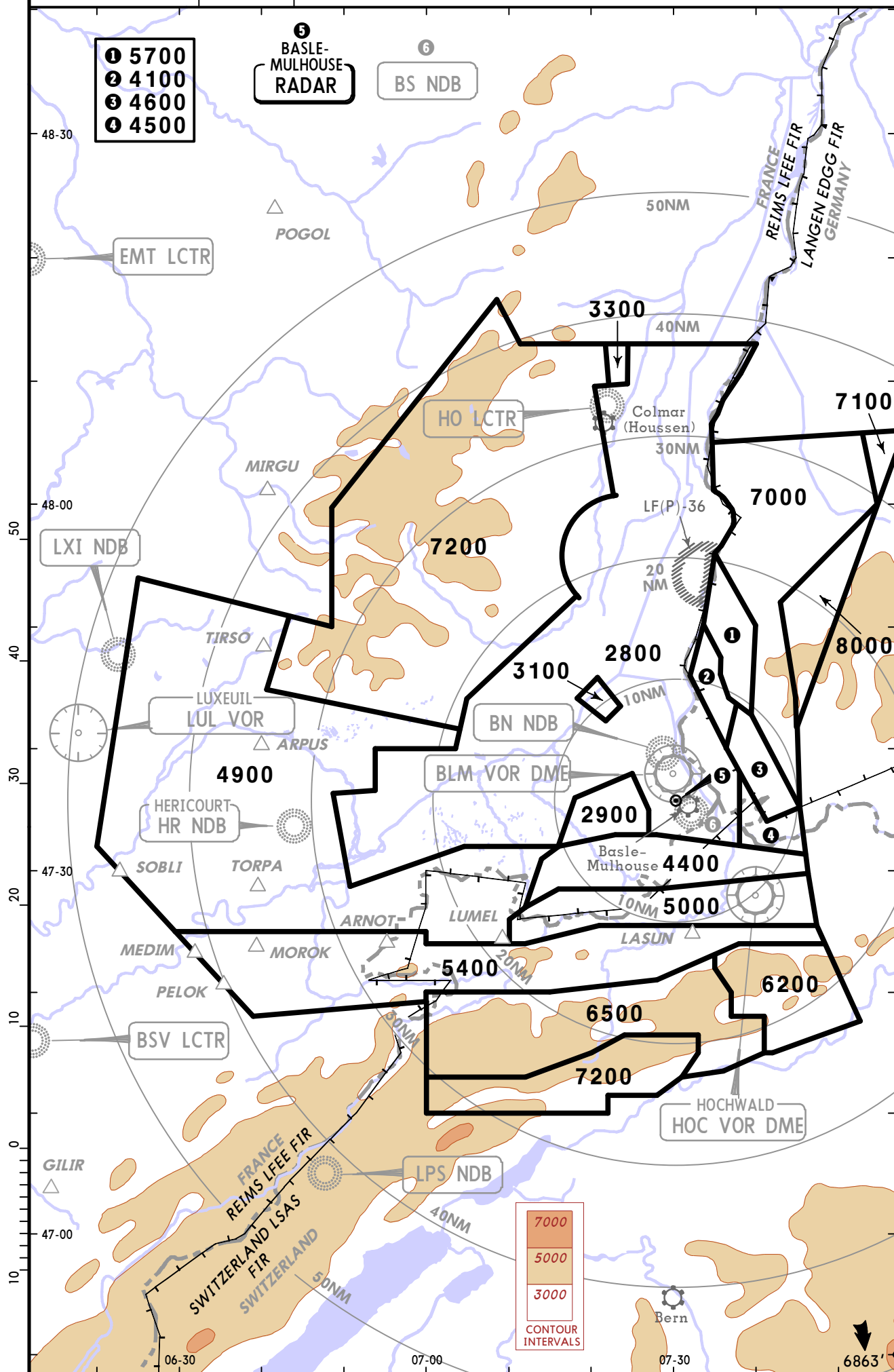
- For take-off and initial climbing phases RWY 15, track for every flight flying IFR must be at a distance less than 0.4NM from overhead axis of BS NDB.
- For take-off and initial climbing phases RWY 33, track for every authorized flight for BASUD, HOC and LUMEL procedures must be at a distance less than 0.4NM from overhead axis of BN NDB.
- For take-off and initial climbing phases RWY 33, track for every authorized flight for ELBEG procedure must be at a distance less than 0.4NM from overhead axis which has the origin point located on RWYS 15/33 axis at a 3.5NM distance North of BLM VORDME.



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.



ATIS
127.87

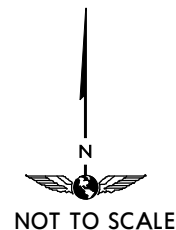
Apt Elev
885'

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

ARPUS 8K [ARPU8K], GTQ 8K ①
LUMEL 8K [LUME8K], STR 8K ①
ARRIVALS

ARPUS 1E [ARPU1E]
RNAV ARRIVAL

GROSTENQUIN
D (H) 111.25 GTQ
N48 59.2 E006 43.0



**HOLDING OVER
ARPUS**

D33.8/39.5 BLM
MHA FL100
MAX FL140
MAX 220 KT
—093°
D33.8 BLM
R273°

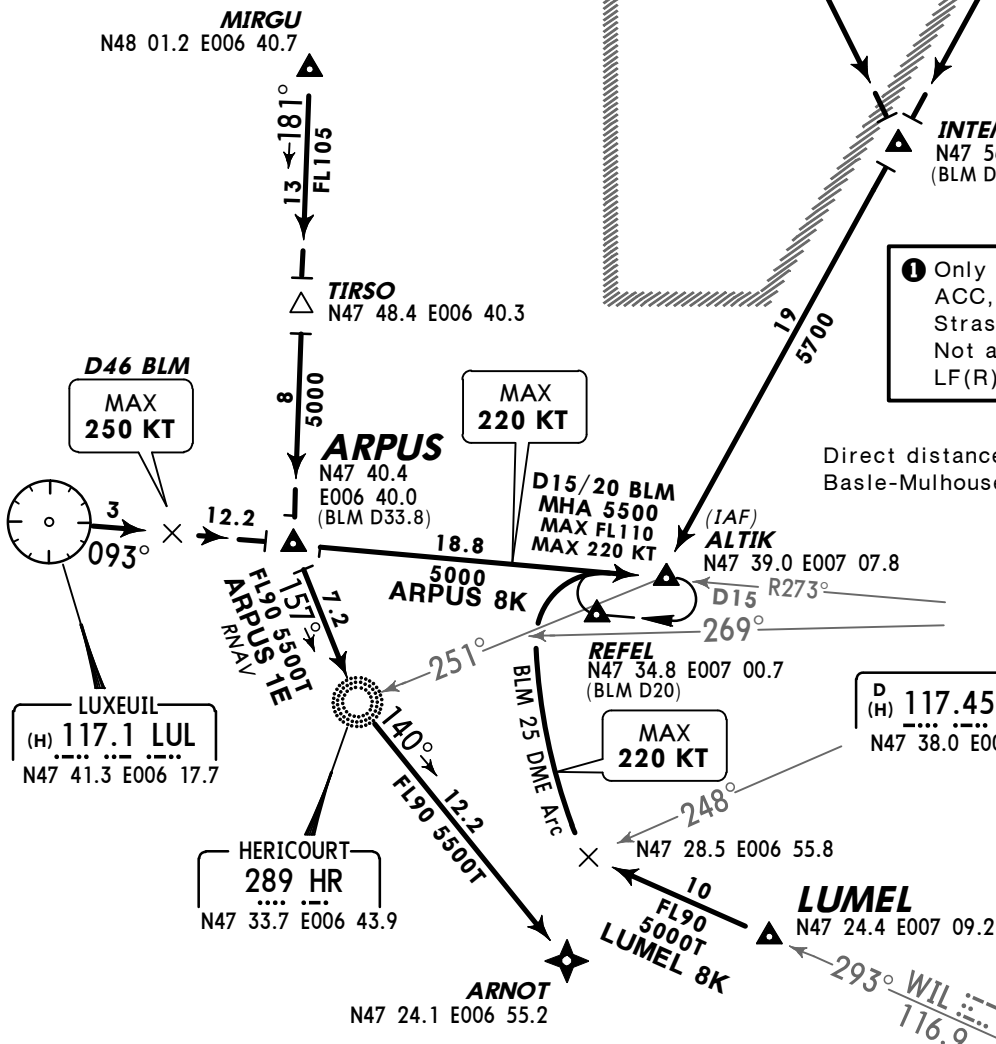
STRASBOURG
D (H) 115.6 STR
N48 30.3 E007 34.3

LF(R)-127A/B

INTEM
N47 56.8 E007 16.9
(BLM D21)

① Only available by Reims
ACC, Colmar APP and
Strasbourg APP.
Not available when
LF(R)-127A/B active.

Direct distance from ALTIK to:
Basle-Mulhouse Apt 17 NM

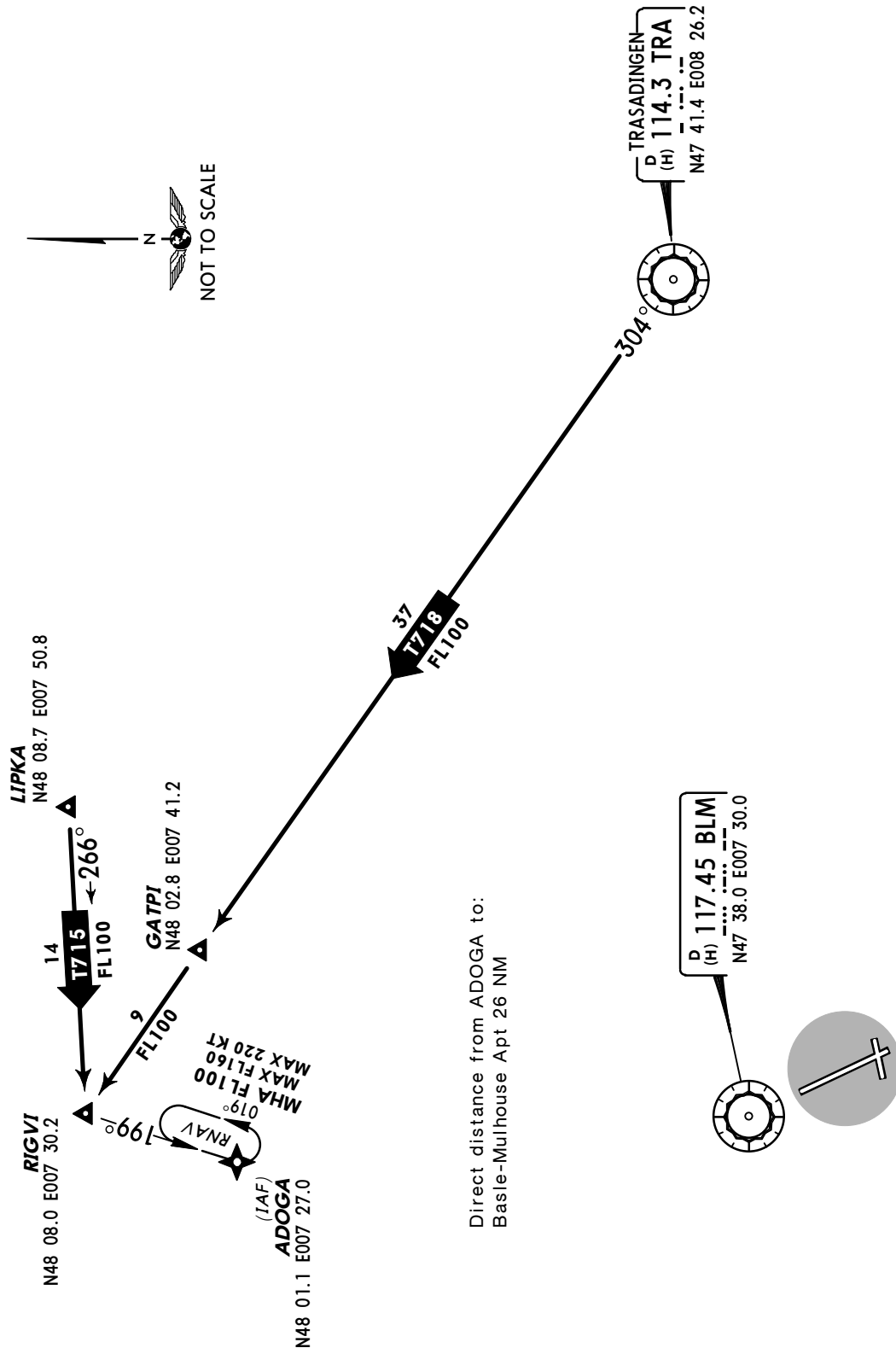


ATIS
127.87

Apt Elev
885'

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

ARRIVALS



ATIS
127.87

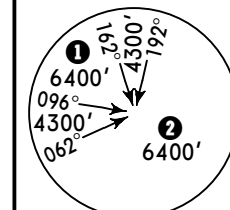
Apt Elev
885'

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 15

INTERCEPTION OF FINAL APPROACH WILL
BE CARRIED OUT UNDER RADAR GUIDANCE
DME REQUIRED

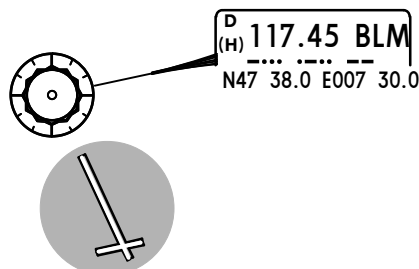
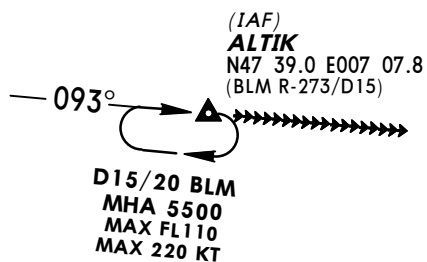
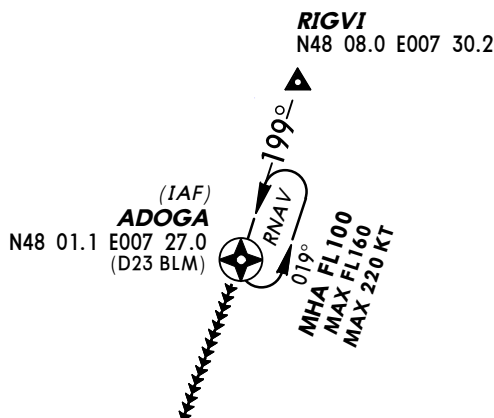


MSA 6400' all
sectors if DME
not available

- 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.



ATIS
127.87

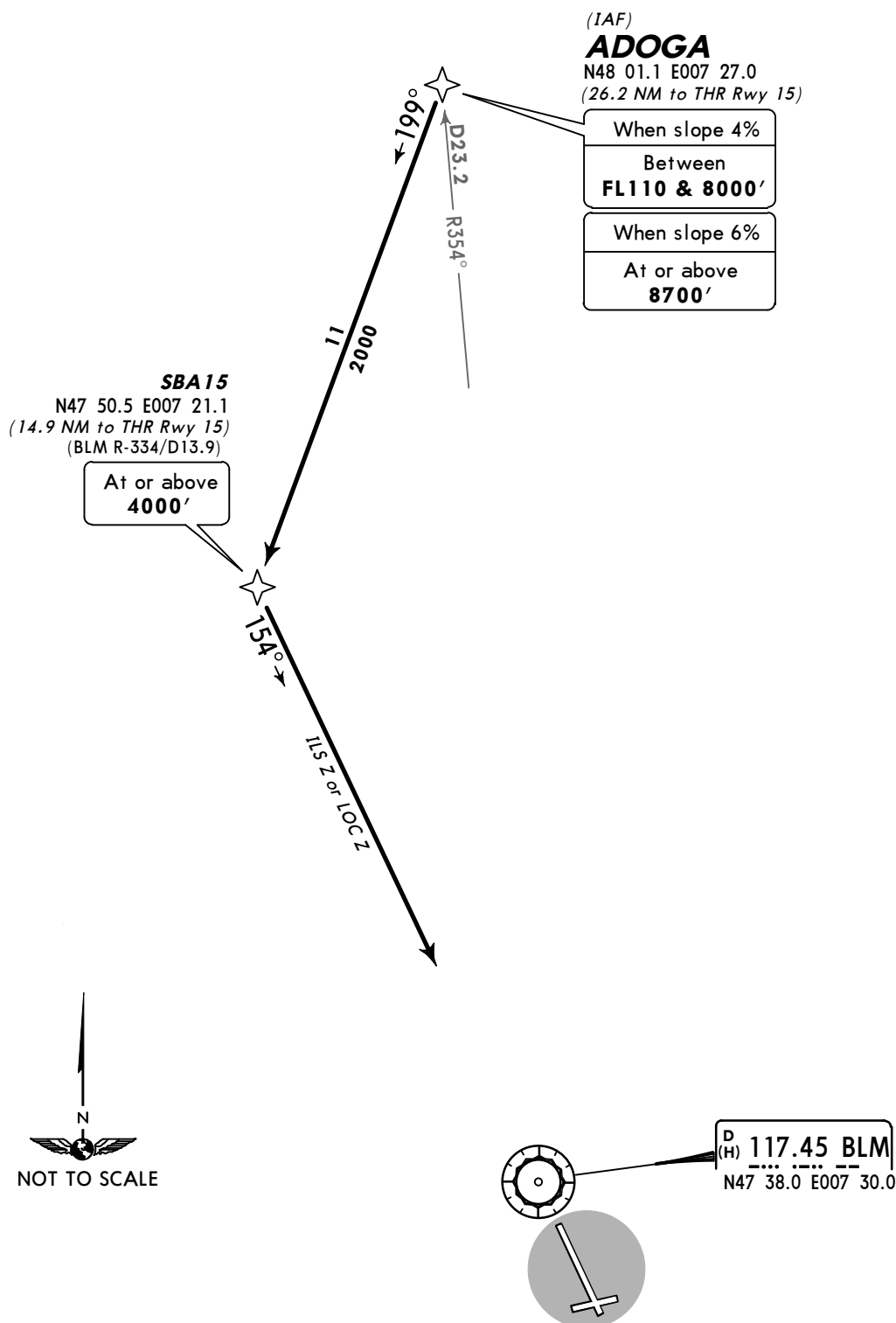
Apt Elev
885'

Alt Set: hPa
Trans level: By ATC Trans alt: 7000'
1. This procedure can be flown in CDO after permission.
2. Continuous Descent Procedure: performed under RADAR surveillance for non P-RNAV aircraft.

ADOGA
RWY 15
RNAV INITIAL APPROACH PROCEDURE (CDO)
RNAV (GNSS)

TRIAL PROCEDURE

**FOR FINAL APPROACH
SEE APPROACH CHARTS**



Apt Elev
885'

Trans level: By ATC

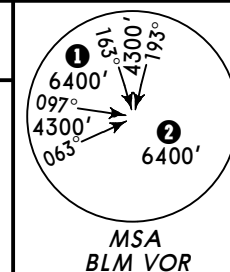
Trans alt: 7000'

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

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

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

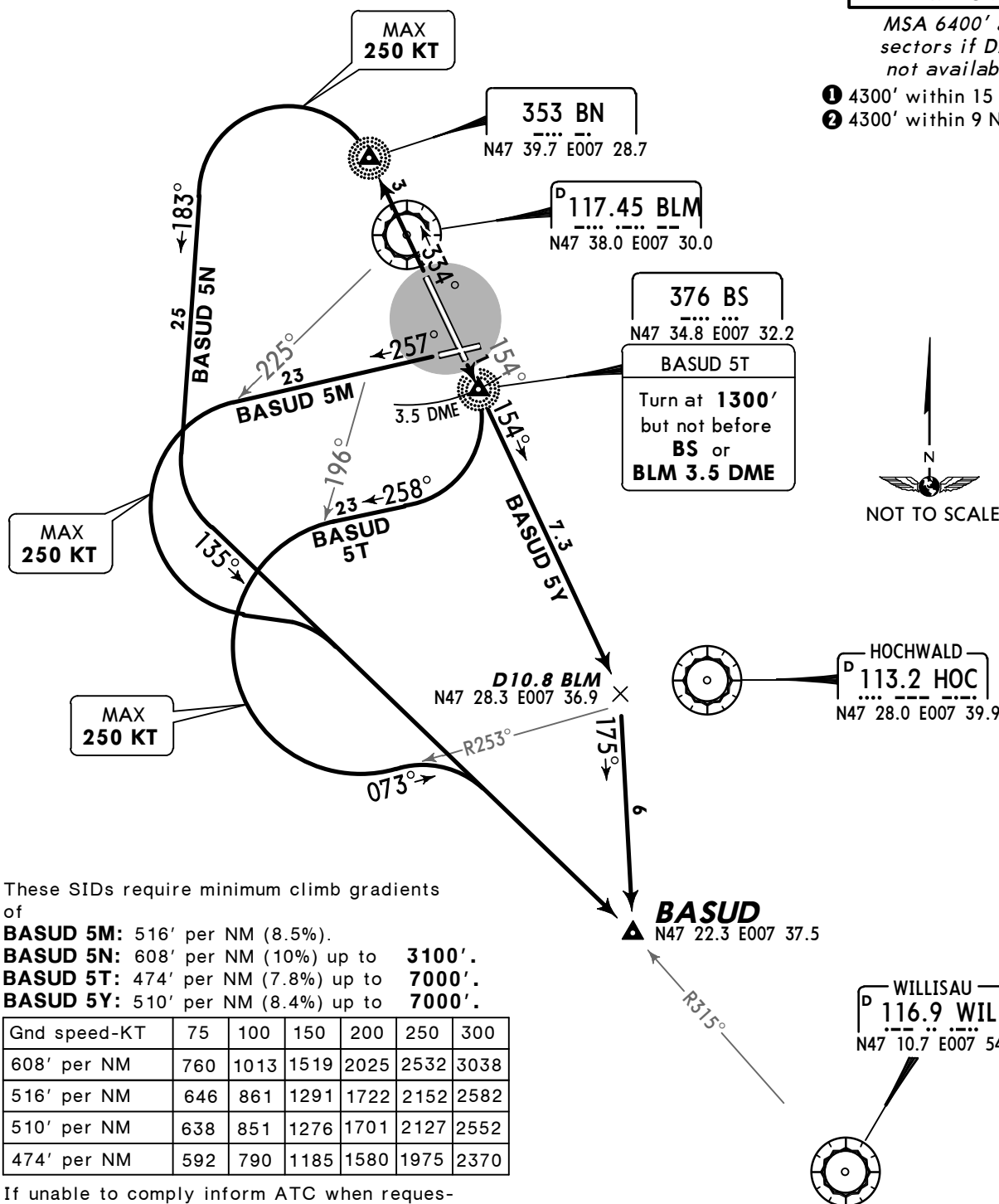
RWYS 26, 33, 15 DEPARTURES



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.

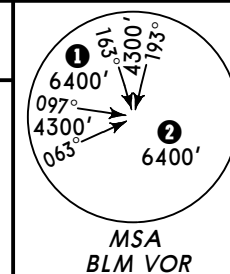
Initial climb clearance 7000'		
SID	RWY	ROUTING
BASUD 5M	26	Climb straight ahead, when passing BLM R-225 turn LEFT, intercept WIL R-315 inbound to BASUD.
BASUD 5N	33	Climb to BN, turn LEFT, 183° track, intercept WIL R-315 inbound to BASUD.
BASUD 5T	15	Climb straight ahead, at 1300', but not before BS 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).

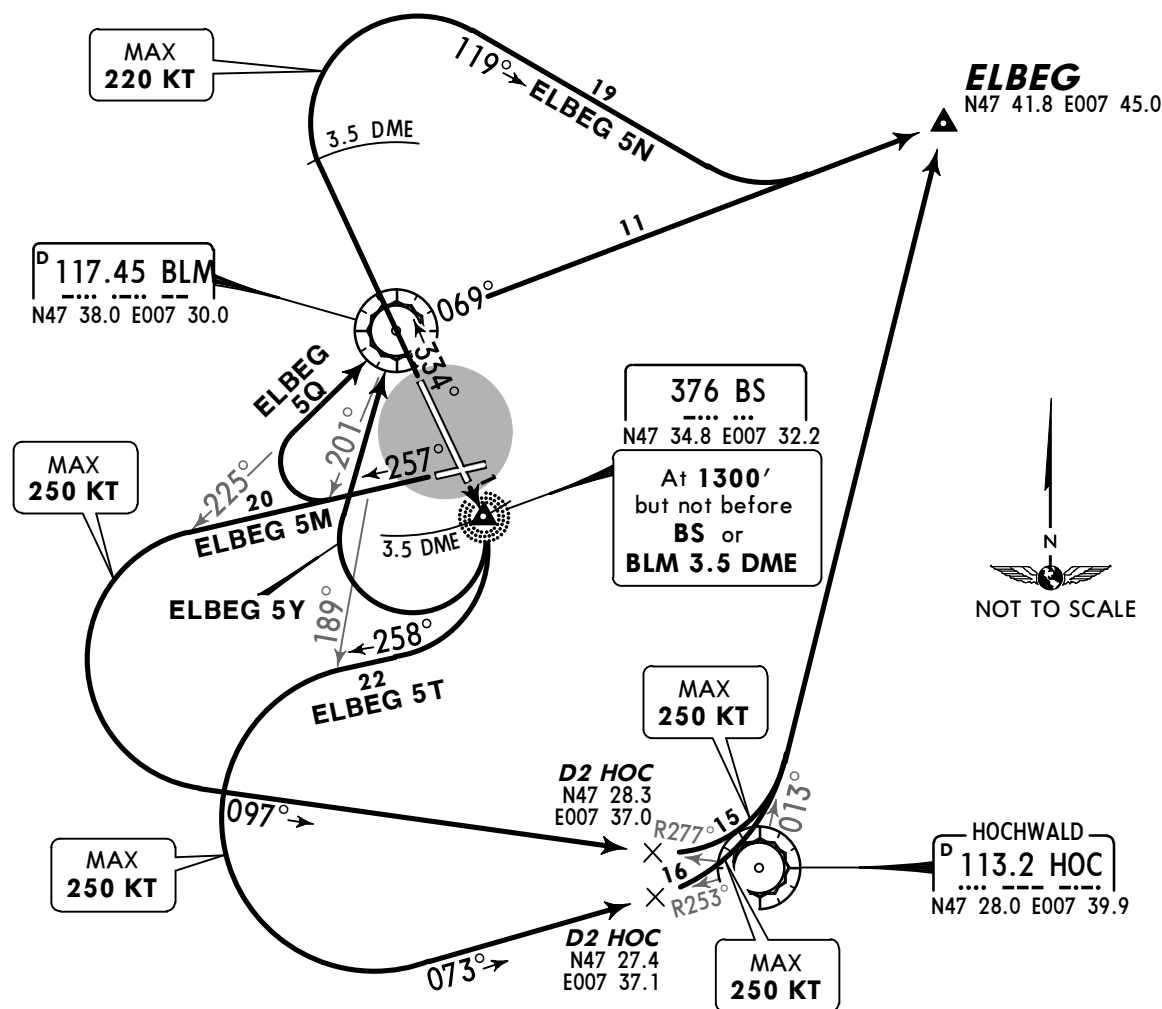


ELBEG 5M [ELBE5M], ELBEG 5N [ELBE5N]

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

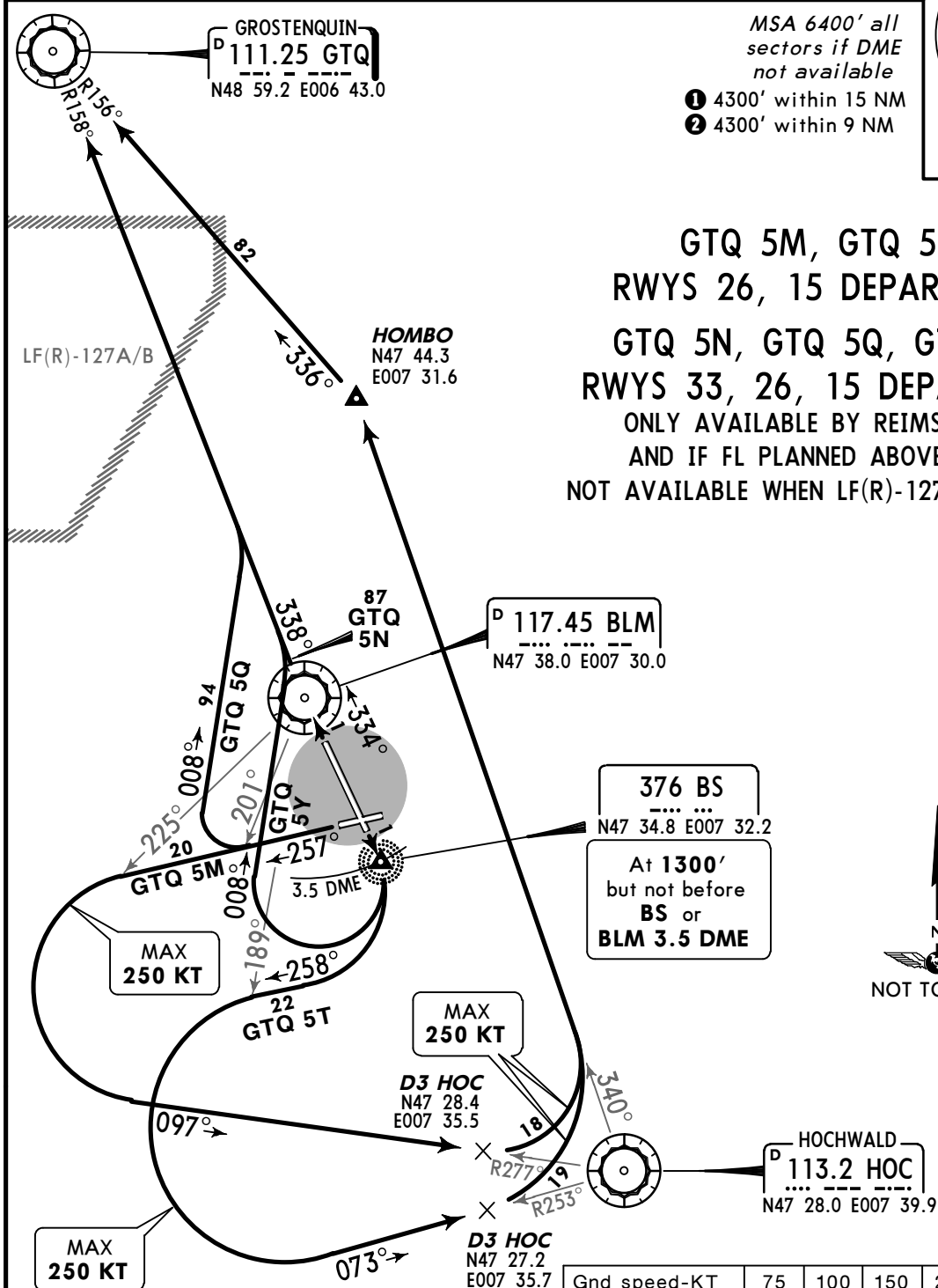
Initial climb clearance **7000'**

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.

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

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

GTQ 5M, GTQ 5T
RWYS 26, 15 DEPARTURES
GTQ 5N, GTQ 5Q, GTQ 5Y
WYS 33, 26, 15 DEPARTURES
ONLY AVAILABLE BY REIMS ACC
AND IF FL PLANNED ABOVE FL145
T AVAILABLE WHEN LF(R)-127A/B ACTIVE



GTQ 5M, 5Q: 516' per NM (8.5%). If unable to comply
GTQ 5T, 5Y: 474' per NM (7.8%) up to **7000'** start-up clearance.

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.

Apt Elev
885'

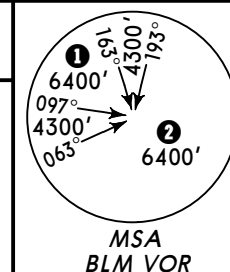
Trans level: By ATC

Trans alt: 7000'

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

HOC 5M, HOC 5N, HOC 5T, HOC 5Y

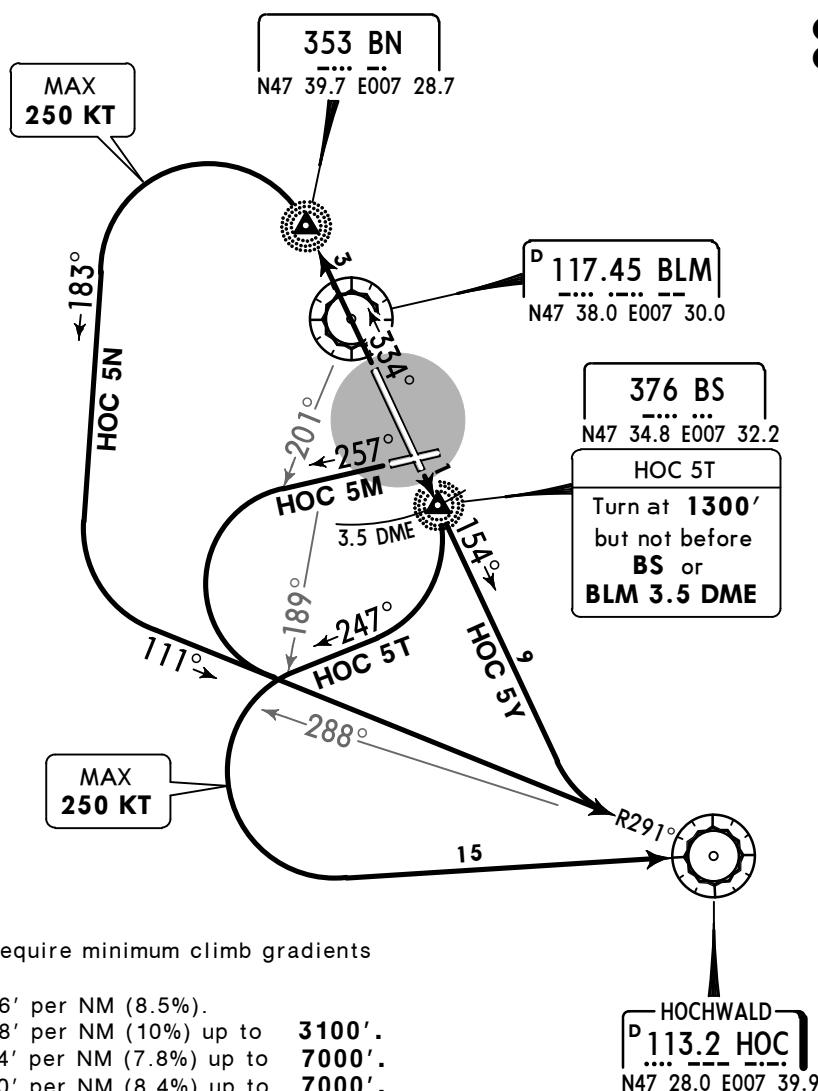
RWYS 26, 33, 15 DEPARTURES



MSA 6400' all sectors if DME not available

1 4300' within 15 NM

2 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.

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.

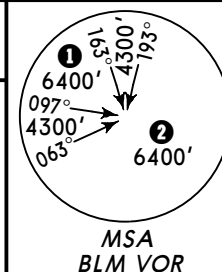
③ On request between 0700-2200LT for aircraft authorized by airport authority (refer to 10-1P7).

Apt Elev
885'

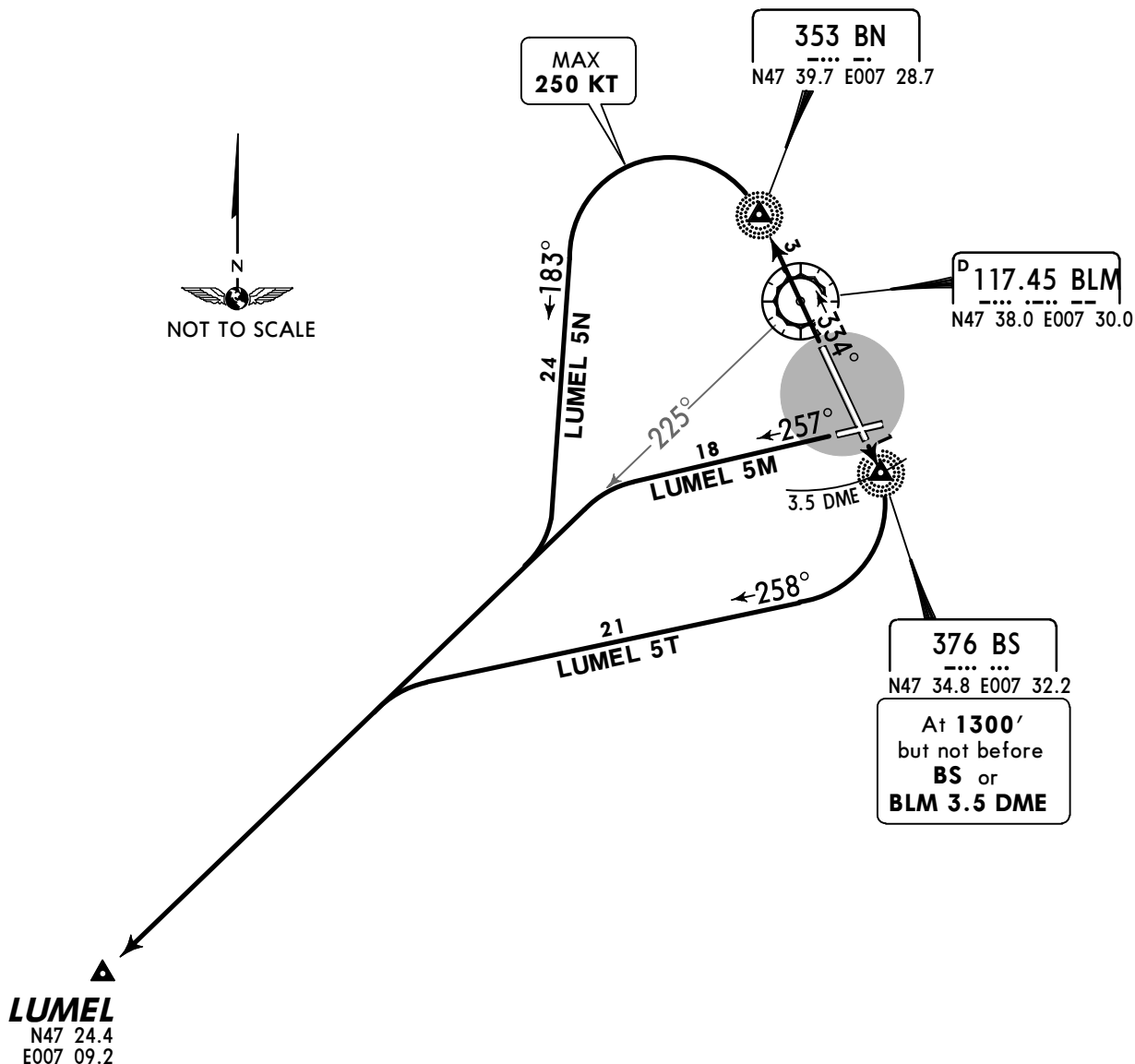
Trans level: By ATC

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

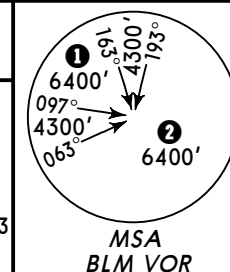
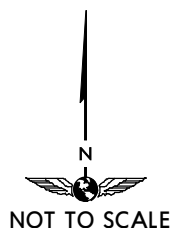
Trans alt: 7000'

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

STR 5M, STR 5N, STR 5Q

RWYS 26, 33 DEPARTURES

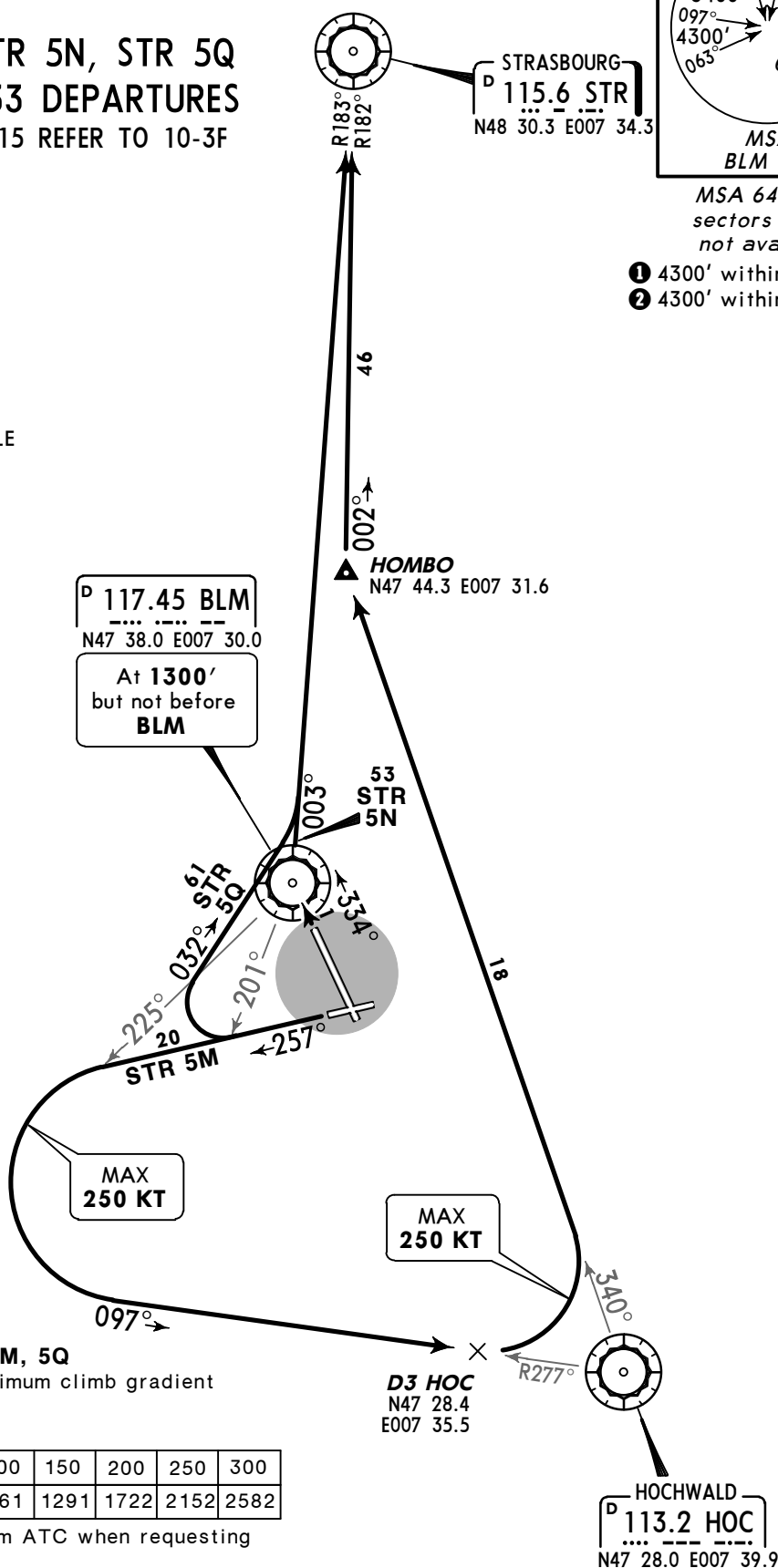
FOR SIDS RWY 15 REFER TO 10-3F



MSA 6400' all sectors if DME not available

- ① 4300' within 15 NM

② 4300' within 9 NM



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.

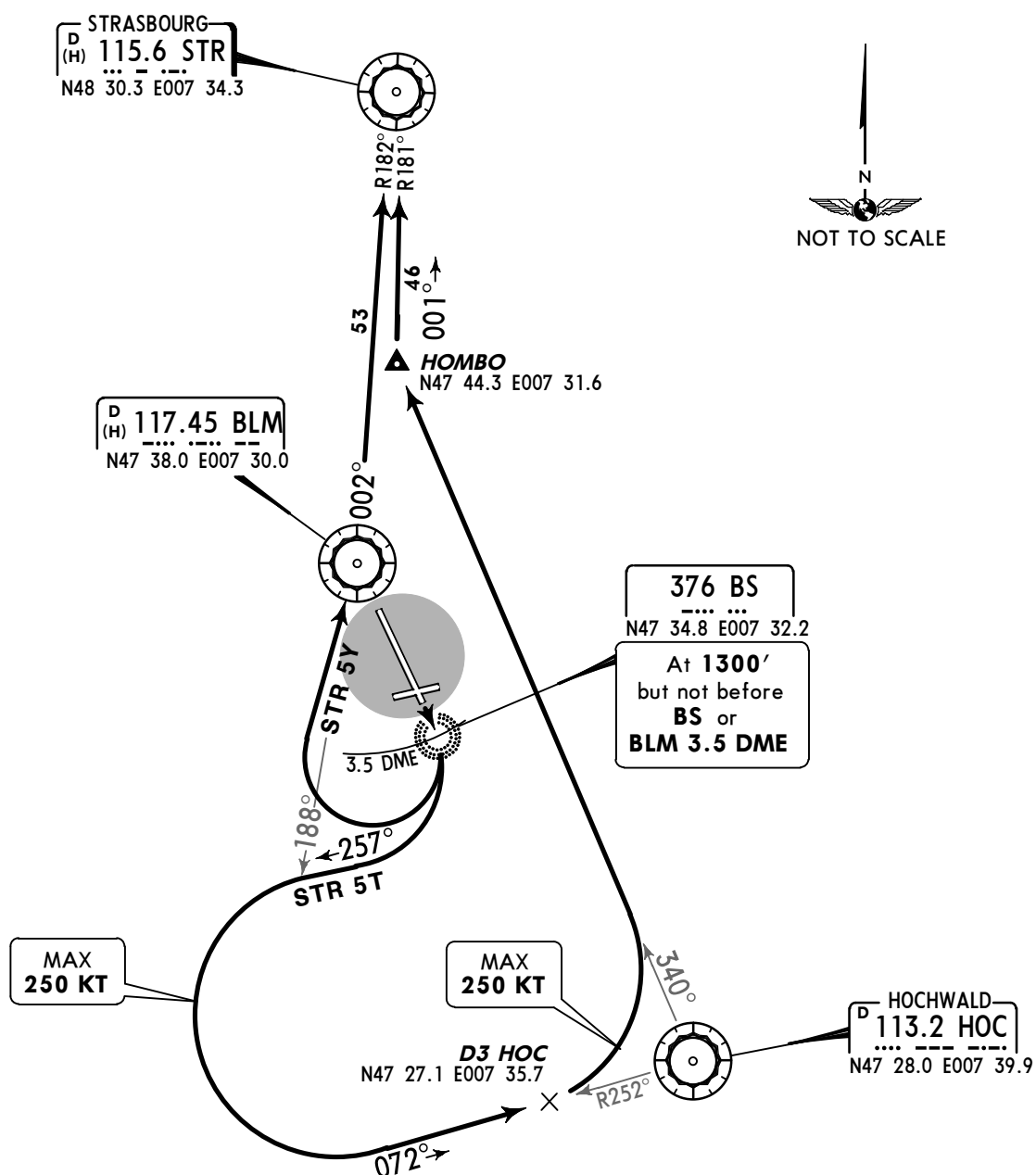
Initial climb clearance 7000'

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



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.

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

RWYS 15, 26, 33 OMNIDIRECTIONAL DEPARTURES

These Departures require minimum climb gradients
of

Rwy 15 to eastern side of runway centerline: 4%.

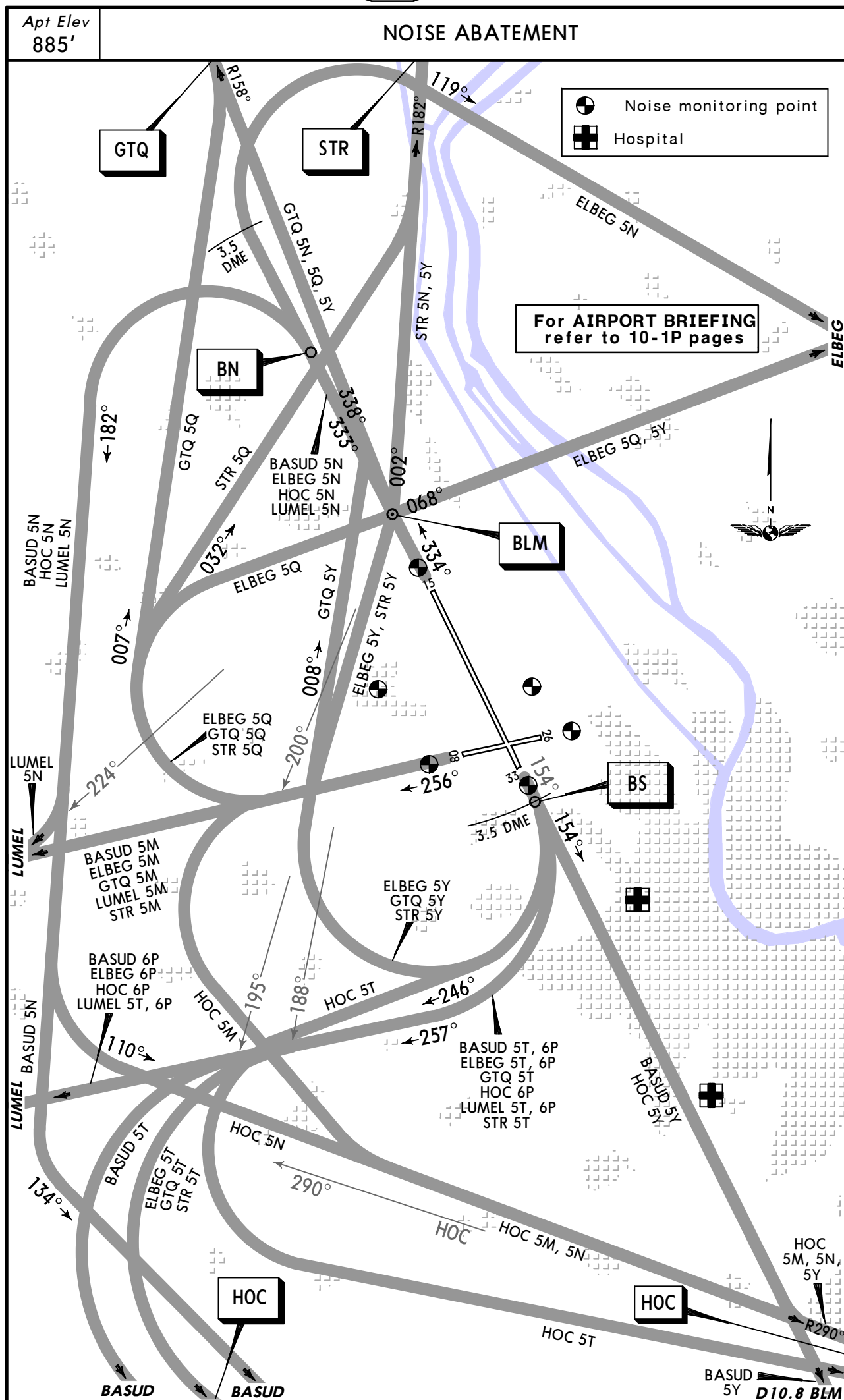
Rwy 15 to western side of runway centerline: 5%.

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.



TEMPORARY CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS

WORKS ON TWY K AND L

From 23rd June til 9th August rehabilitation works on twy L and K as well as the connection of these twys to new freight area.

LVP in place when RVR below 550m and/or ceiling below 200'.

Twy Q open during daytime and outside LVP only.

Stop bars inoperative.

Arrival rwy 15:

Vacate via twy D (LDA 9514'/2900m) or rwy 26 (LDA 11155'/3400m) preferentially.

In case of overshooting of these exits, turning around at rwy end 15 is possible, but only during daytime and outside LVP.

Departure rwy 33:

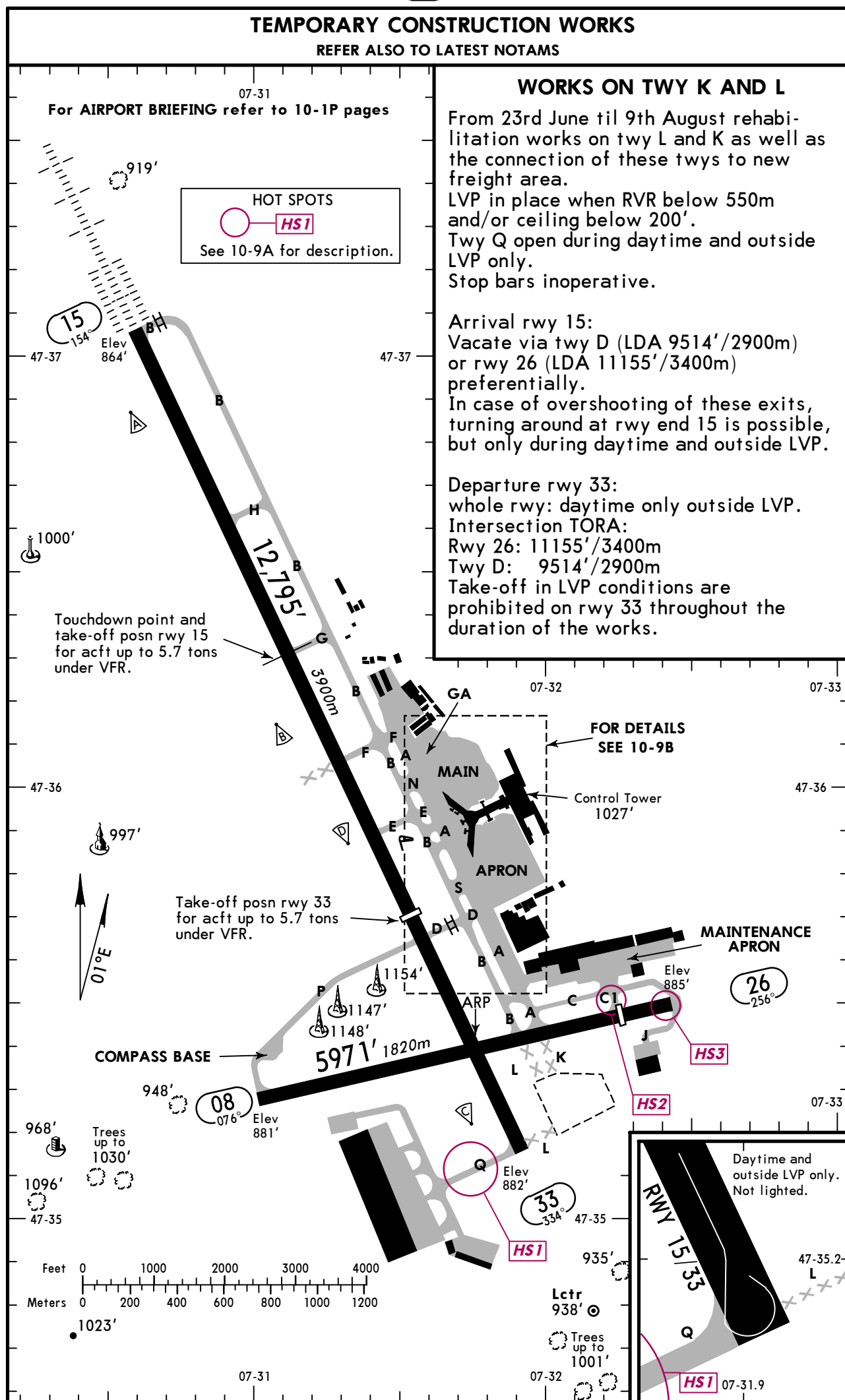
whole rwy: daytime only outside LVP.

Intersection TORA:

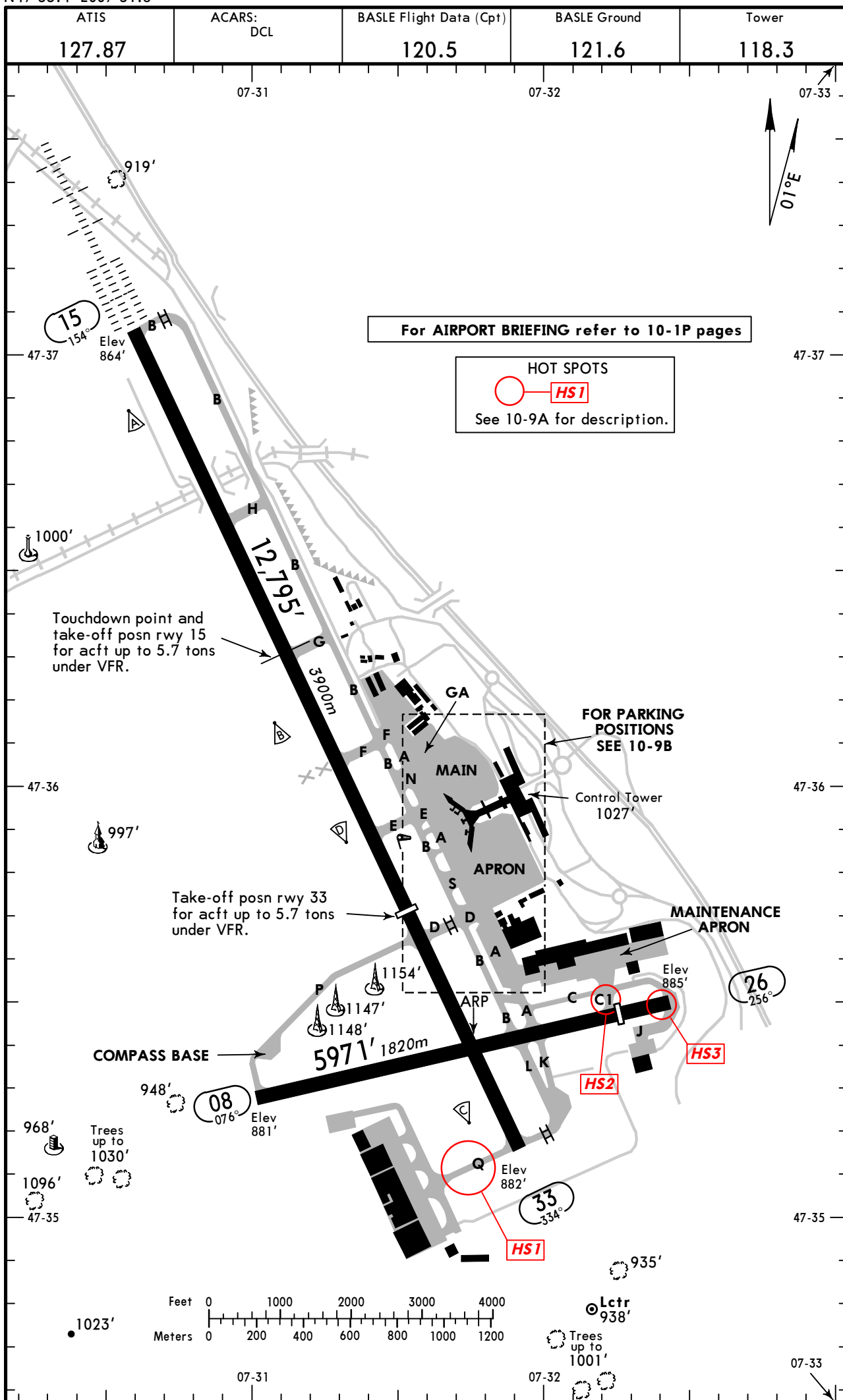
Rwy 26: 11155'/3400m

Twy D: 9514'/2900m

Take-off in LVP conditions are prohibited on rwy 33 throughout the duration of the works.



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.

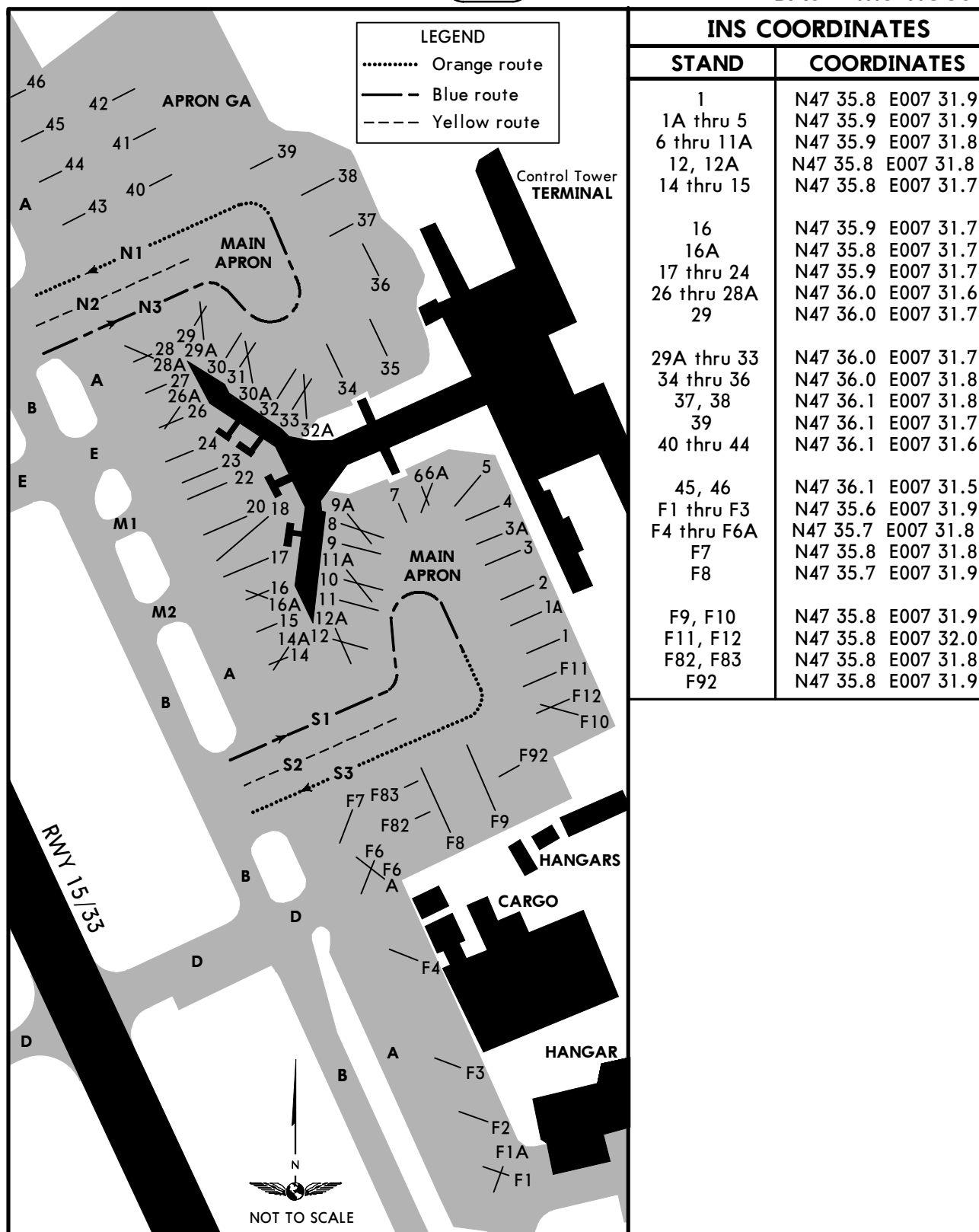
HS2 Due to reduced visibility, the use of video equipment makes it difficult to monitor the access and exit to/from the Jet-Aviation and Swiss maintenance area, as well as the access and exit to/from rwy 08/26 via twy C1.

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**

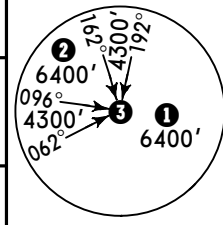
	Rwy 15 LVP must be in Force				Rwy 15/33		Rwy 26
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)	
A							
B	125m	150m	200m	250m	400m	500m	1500m
C							
D	150m	200m	250m	300m			

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

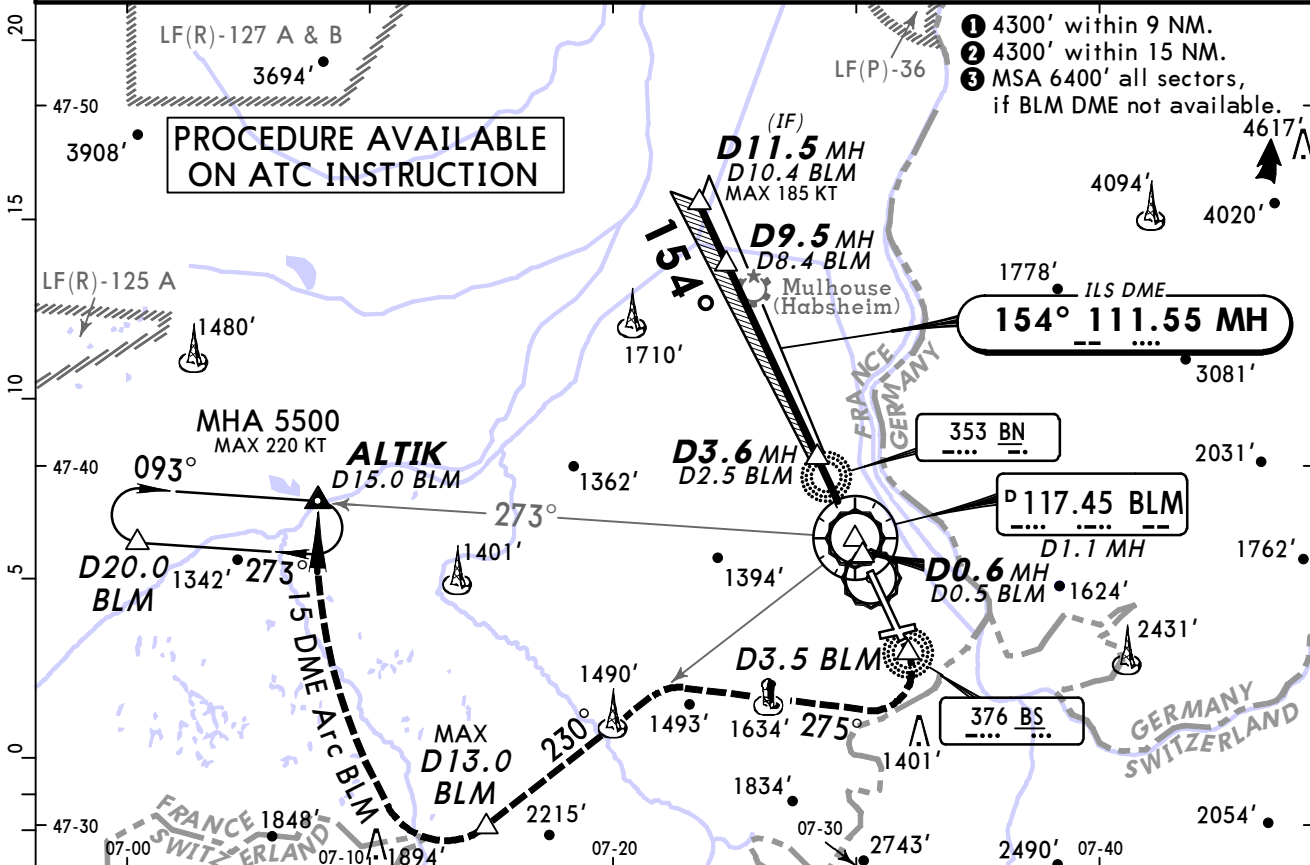


ATIS 127.87	BASLE Approach 119.35	BASLE Tower 118.3	Ground 121.6
LOC MH 111.55	Final Apch Crs 154°	GS D3.6 MH 2030' (1166')	ILS DA(H) Refer to Minimums Apt Elev 885' RWY 864'

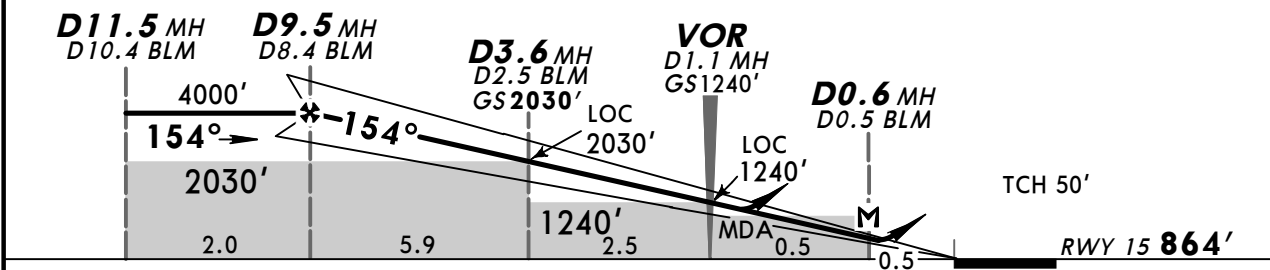
MISSED APCH: Climb on rwy track to MAX 4000' until D3.5 BLM, then turn RIGHT onto 275° and climb to 5500'. Unless otherwise directed intercept and follow R-230 BLM, then turn RIGHT onto 15 DME Arc BLM to ALTIK. MAX 220 KT. Climb to 3800' prior to level acceleration.



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.



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	HIALS-II	220 KT MAX	4000' MAX	D3.5 BLM
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	REIL PAPI			
MAP at D0.6 MH/D0.5 after BLM										

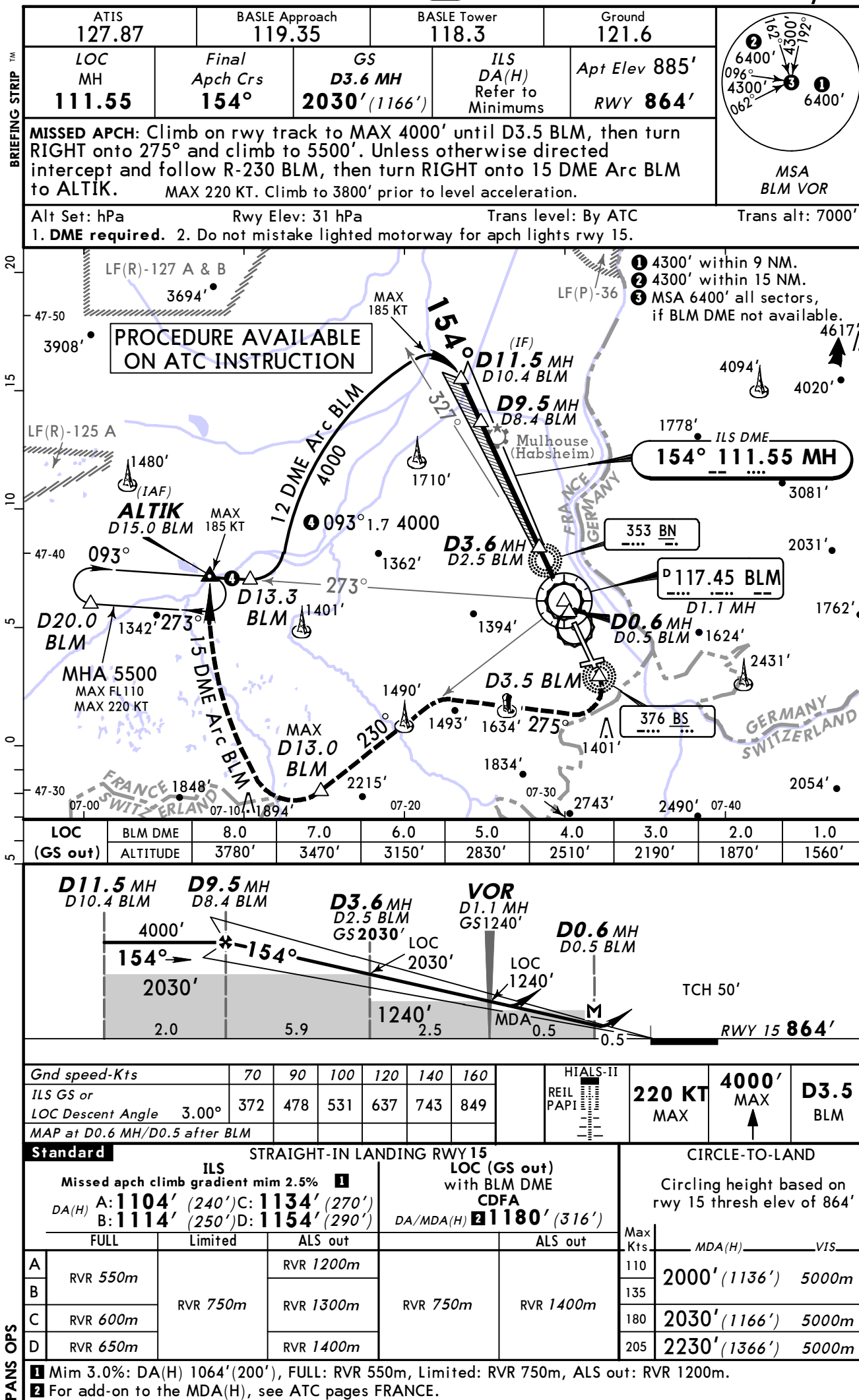
STRAIGHT-IN LANDING RWY 15						CIRCLE-TO-LAND		
ILS Missed apch climb gradient min 2.5% 1			LOC (GS out) with BLM DME CDFA			Circling height based on rwy 15 thresh elev of 864'		
DA(H) A: 1104' (240') C: 1134' (270') B: 1114' (250') D: 1154' (290')			DA/MDA(H) 1180' (316')			Max Kts MDA(H) VIS		
FULL	Limited	ALS out				110	2000' (1136')	5000m
A RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1400m		135		
C RVR 600m		RVR 1300m				180	2030' (1166')	5000m
D RVR 650m		RVR 1400m				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.

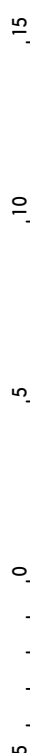
BRIEFING STRIP™

US OPS

PLAN



BRIEFING STRIP™



PANS OPS

PANS OPS

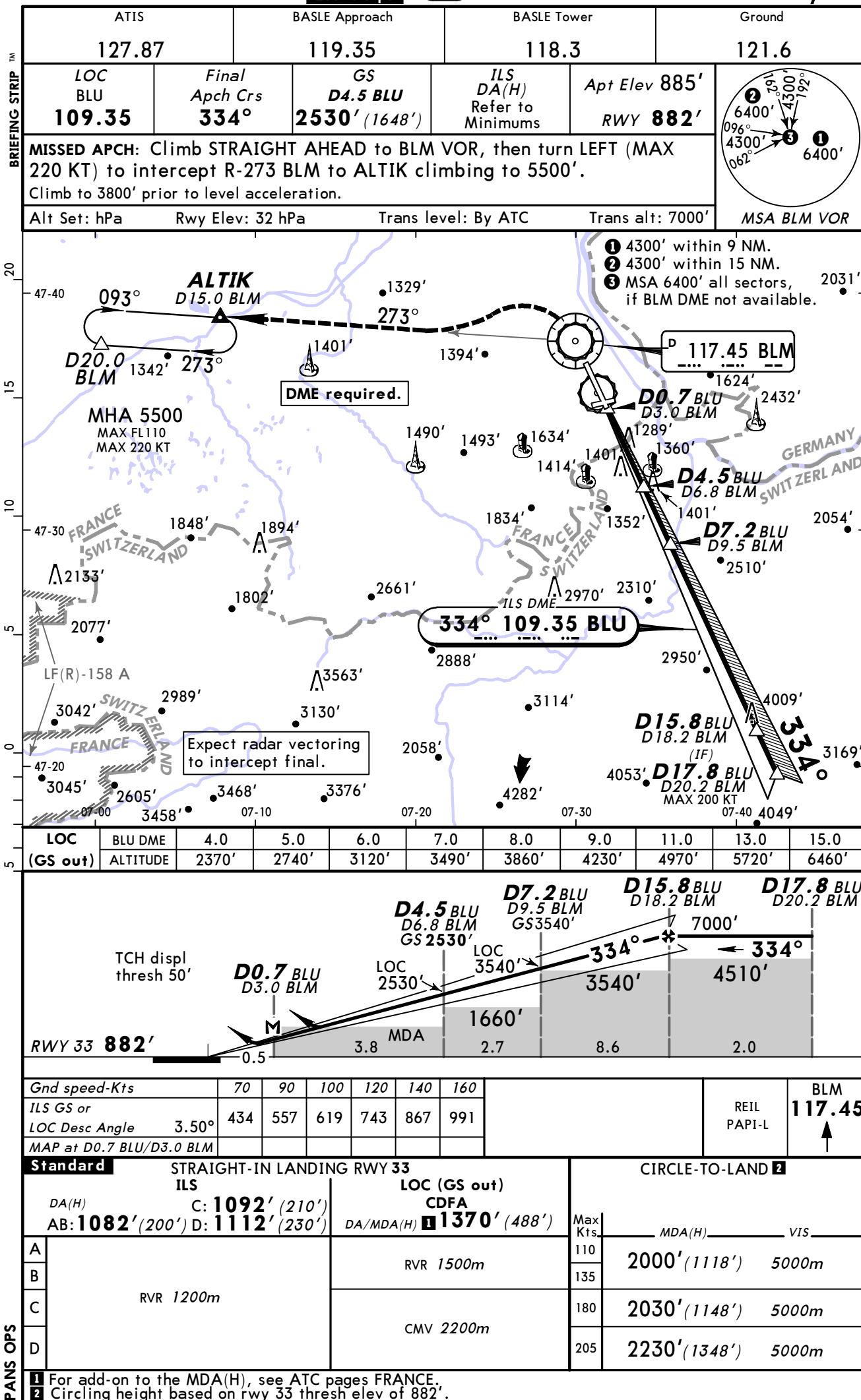
PANS OPS

LFSB/MLH BASLE-MULHOUSE

29 MAR 13
Eff 4 Apr

11-3

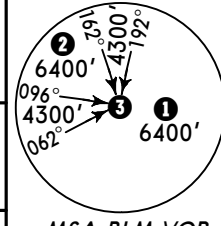
JEPPESEN BASLE-MULHOUSE, FRANCE
ILS Z or LOC Z Rwy 33

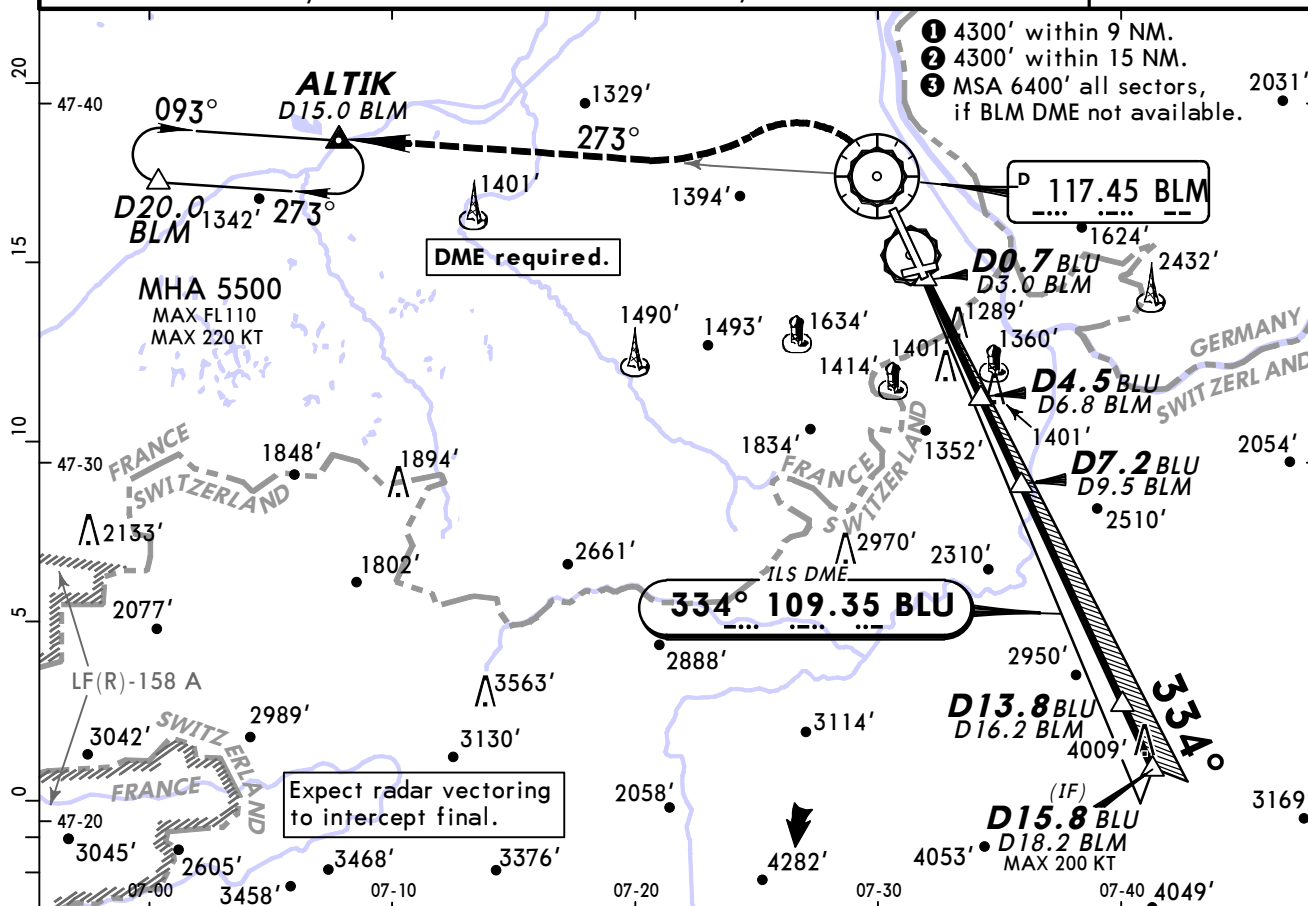


29 MAR 13
 Eff 4 Apr

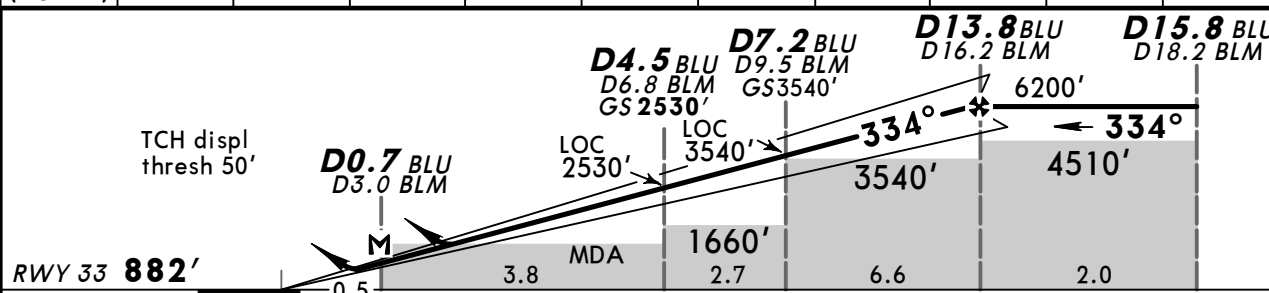
(11-4)

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'		
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



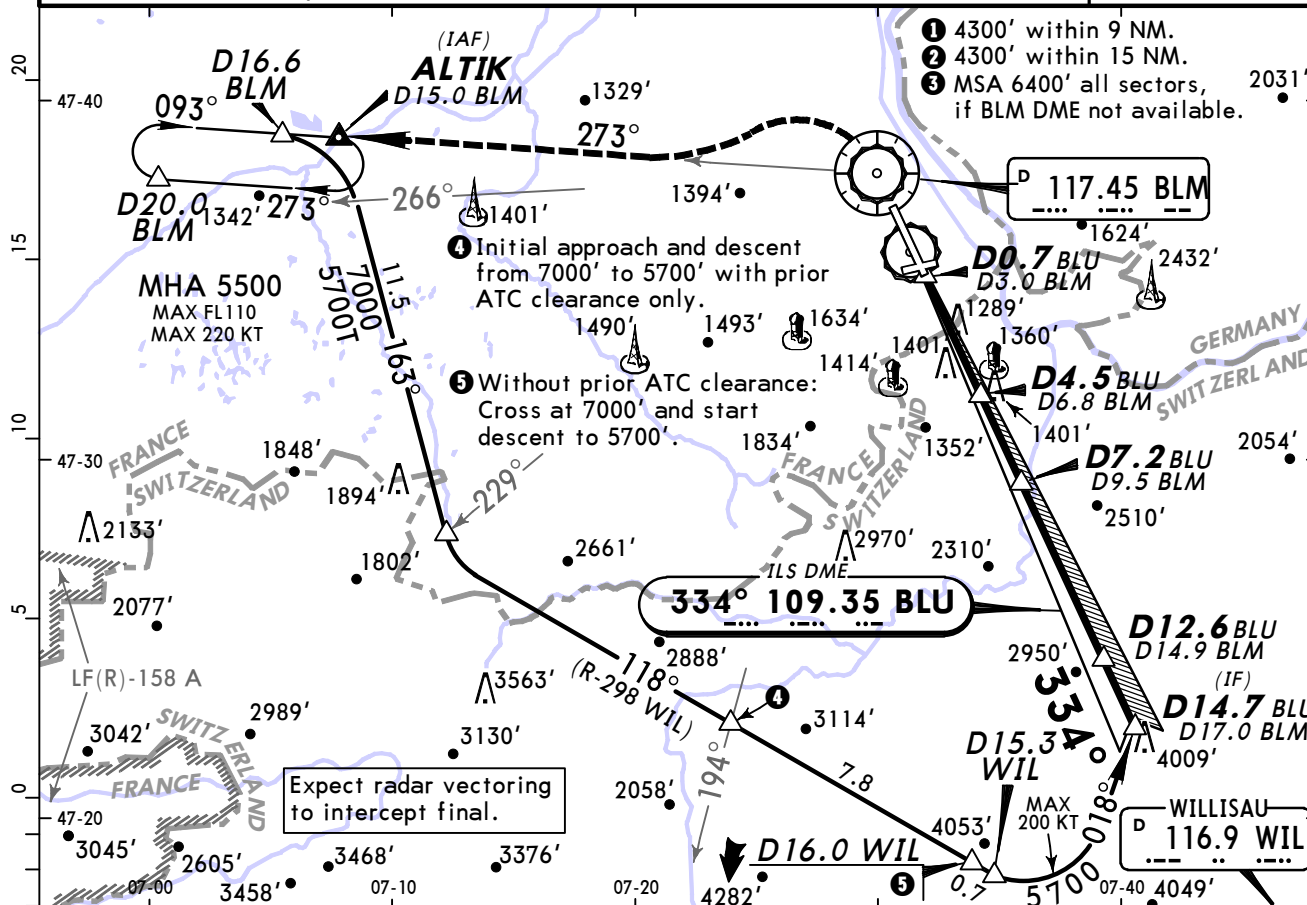
LOC	BLU DME	4.0	5.0	6.0	7.0	8.0	9.0	11.0	13.0	15.0
(GS out)	ALTITUDE	2370'	2740'	3120'	3490'	3860'	4230'	4970'	5720'	6460'



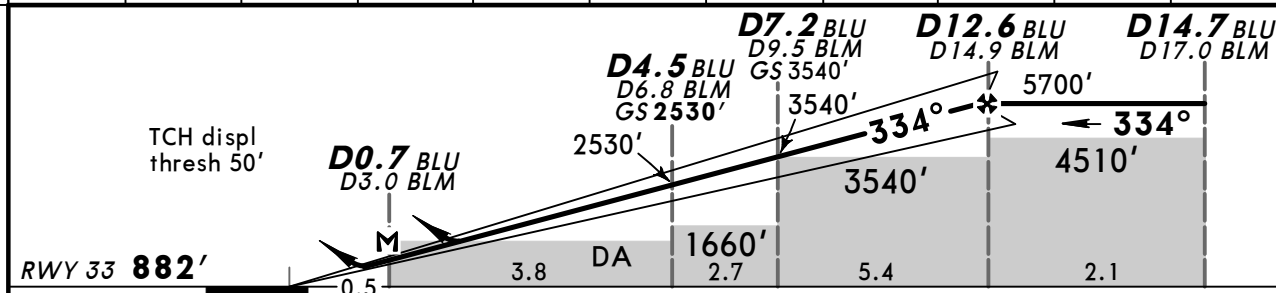
Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	BLM 117.45
ILS GS or LOC Desc Angle 3.50°	434	557	619	743	867	991		↑
MAP at D0.7 BLU/D3.0 BLM								

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

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



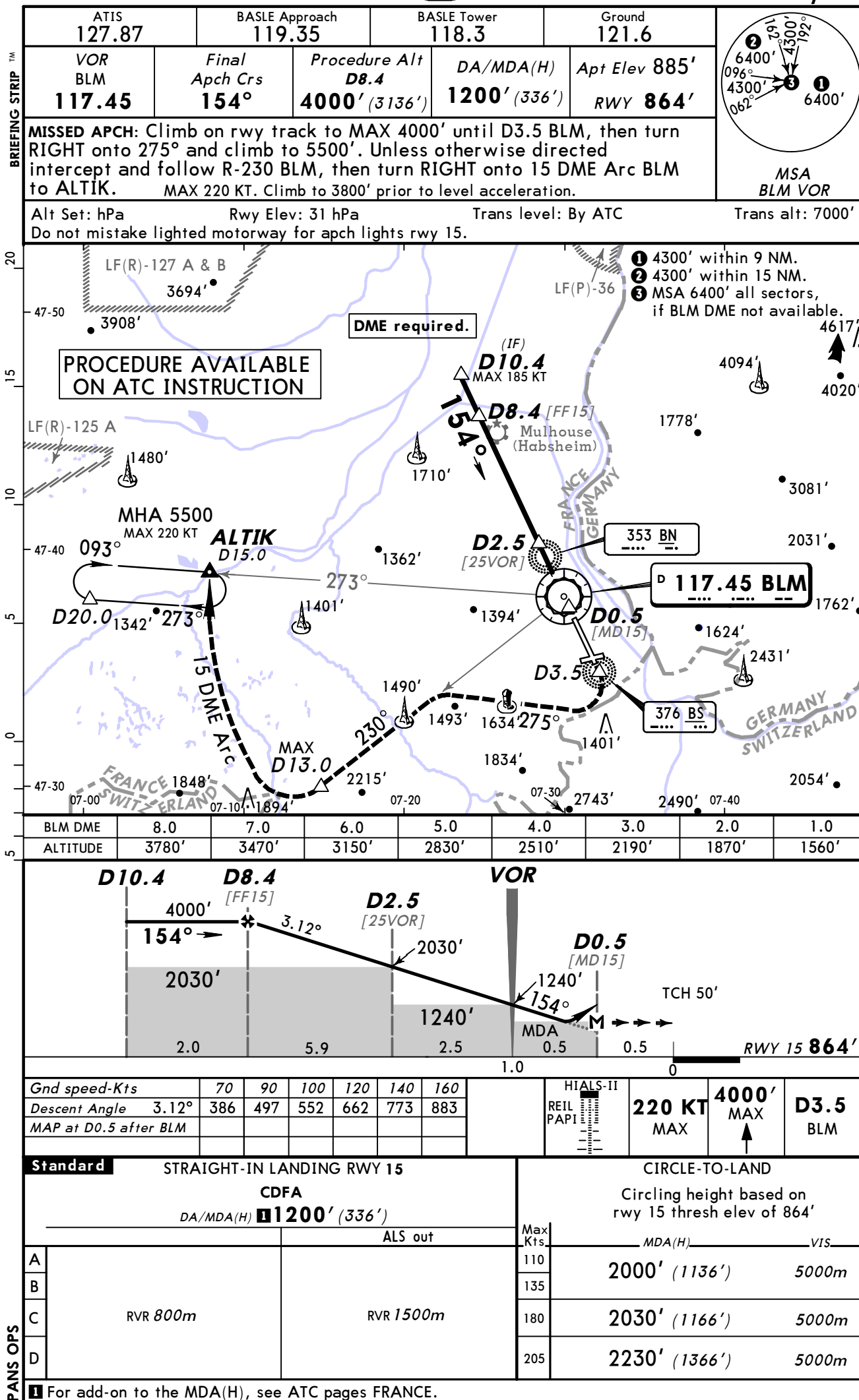
LOC	BLU DME	4.0	5.0	6.0	7.0	8.0	9.0	11.0	13.0	15.0
(GS out)	ALTITUDE	2370'	2740'	3120'	3490'	3860'	4230'	4970'	5720'	6460'



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	867	991		↑
MAP at D0.7 R111/D3.0 R1M								

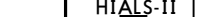
Standard		STRAIGHT-IN LANDING RWY 33		CIRCLE-TO-LAND 2	
ILS		LOC (GS out)			
DA(H) C: 1092' (210')		CDFA			
AB: 1082' (200') D: 1112' (230')		DA/MDA(H) 1370' (488')		Max Kts	MDA(H) VIS
A	RVR 1200m	RVR 1500m		110	2000' (1118') 5000m
B				135	
C		CMV 2200m		180	2030' (1148') 5000m
D				205	2230' (1348')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

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



A circular diagram with three numbered points (1, 2, 3) and various distance and angle measurements. Point 1 is at the bottom right, Point 2 is at the top left, and Point 3 is in the center. Distances are labeled: 6400' from Point 1 to Point 2, 4300' from Point 1 to Point 3, and 6400' from Point 2 to Point 3. Angles are labeled: 192° at Point 1, 79° at Point 2, and 96° at Point 3. A line segment connects Point 2 and Point 3, and another line segment connects Point 1 and Point 3.

MSA
BLM VOR

<i>Gnd speed-Kts</i>	70	90	100	120	140	160		220 KT MAX	4000' MAX ↑	D3.5 BLM
<i>Descent Angle 3.12°</i>	386	497	552	662	773	883				
<i>MAP at D0.5 after BLM</i>										

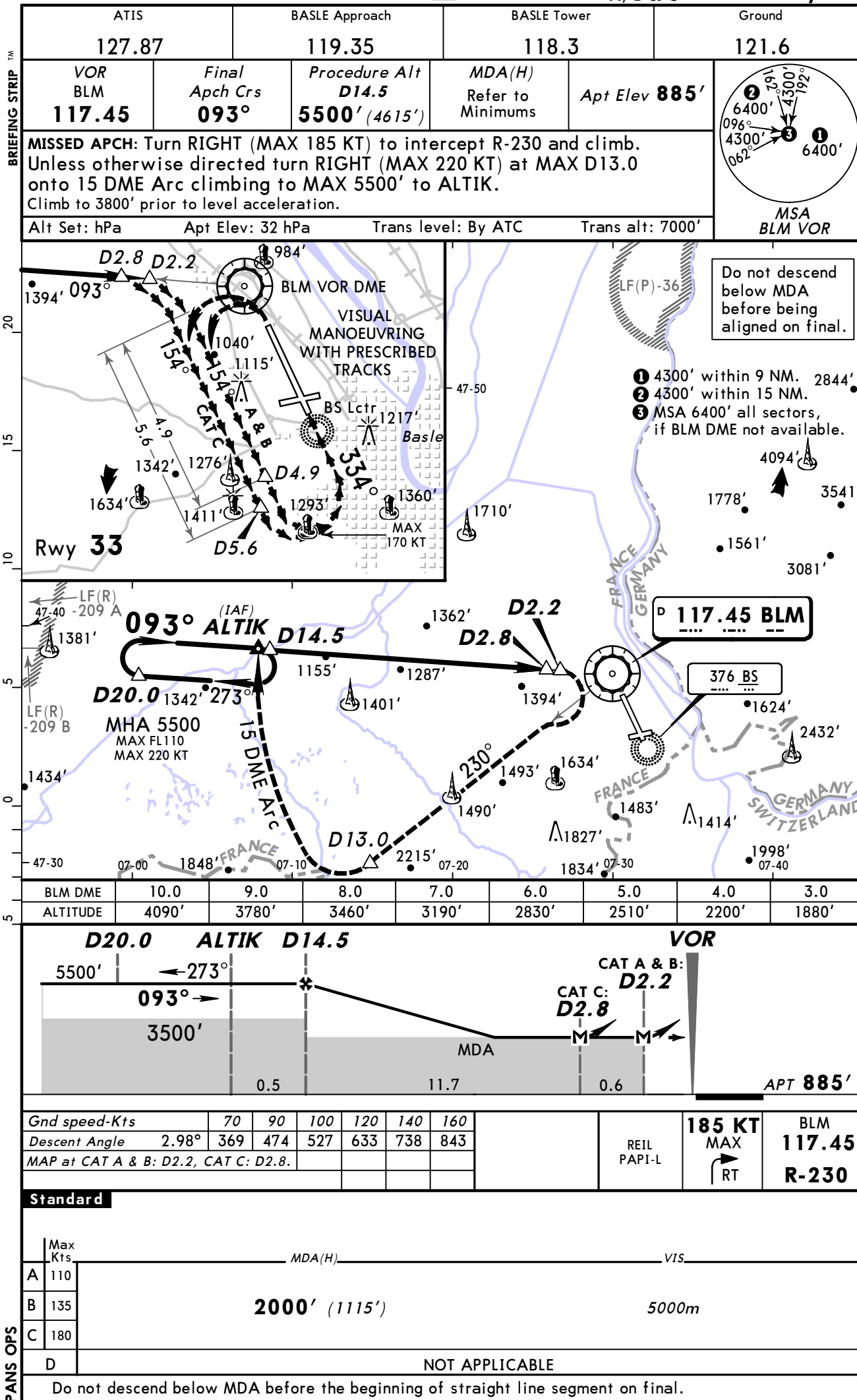
CIRCLE-TO-LAND

Circling height based on
rwy 15 thresh elev of 864'

MDA(H) VIS

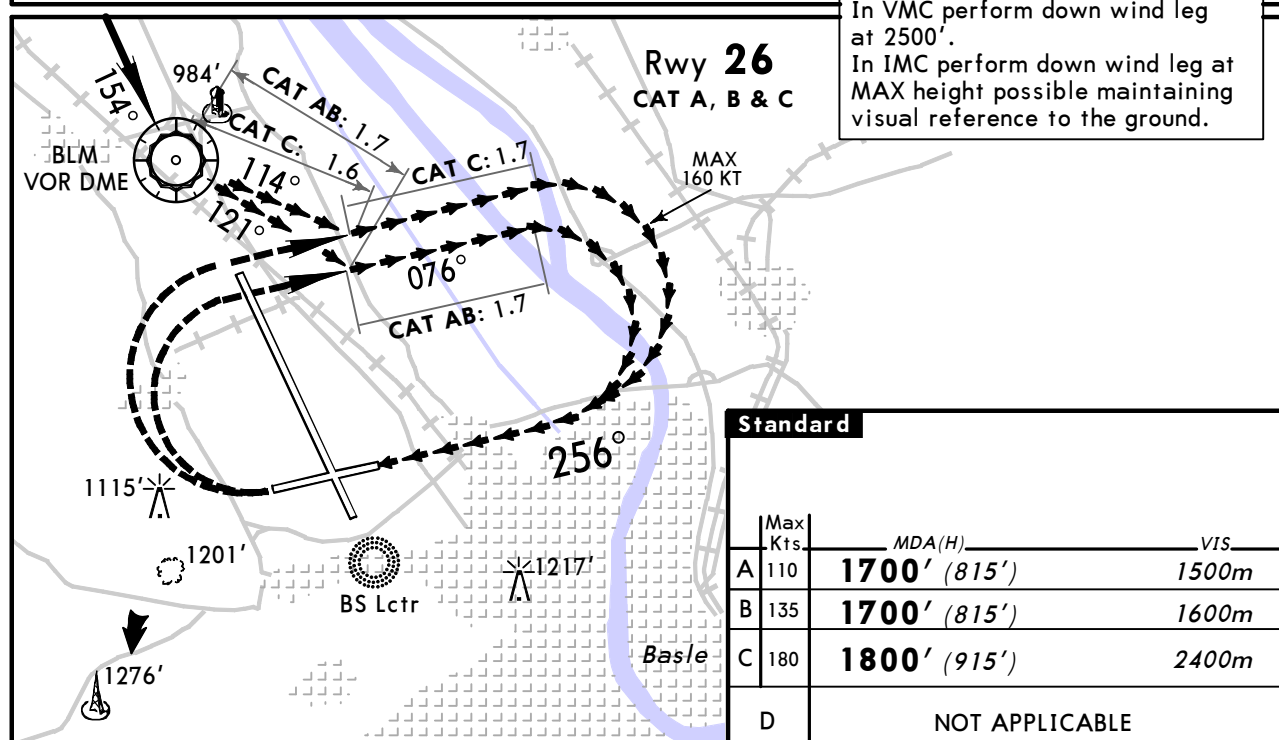
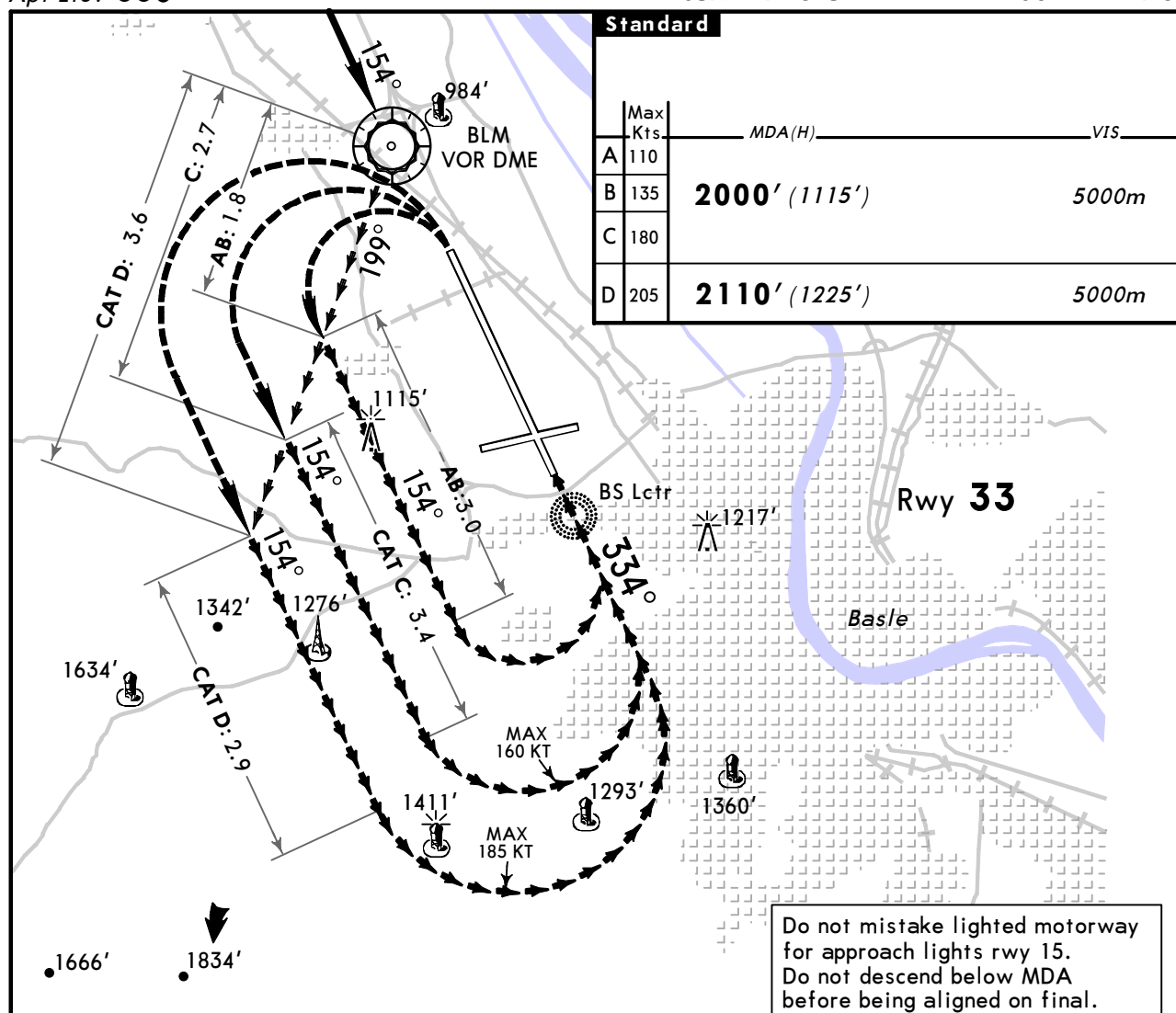
		ALS out	Max Kts	MDA(H)	VIS
A	RVR 800m	RVR 1500m	110	2000' (1136')	5000m
B			135		
C			180	2030' (1166')	5000m
D			205	2230' (1366')	5000m

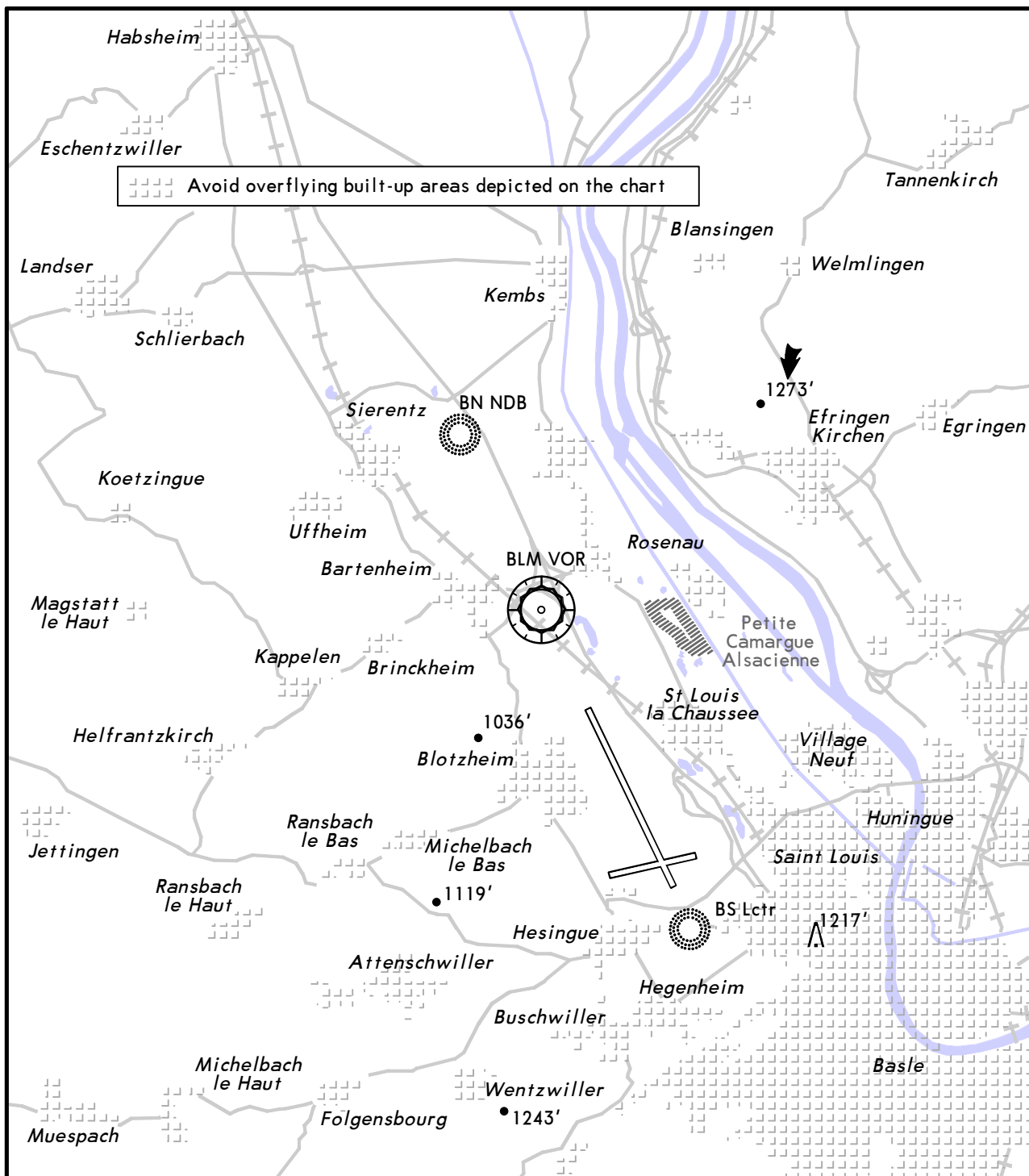
CHANGES: Missed approach.



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°.
- Trajectory must be chosen in order to be lined up in the RWY axis at last 0.4 NM before BN NDB (2.3 NM BLM), 3.3 NM THR 15.

RWY 33

- Visual approach prohibited.

Chart changes since cycle 12-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BASLE-MULHOUSE, (BASLE-MULHOUSE - LFSB)				
ADD	CONSTRUCTION WORKS (TEMP)	10-8	13 Jun 2014	23 Jun 2014

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LFSB