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Airport Information For LFSB

Terminal Charts For LFSB

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: BASLE-MULHOUSE FRA

ICAO/IATA: LFSB / MLH

Lat/Long: N47° 35.40', E007° 31.75'

Elevation: 885 ft

Airport Use: Public

Daylight Savings: Observed

UTC Conversion: -1:00 = UTC

Magnetic Variation: 2.0° 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

Traffic Pattern Altitude: 2000 ft (1115 ft AGL)

Sunrise: 0716 Z

Sunset: 1558 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: 880 ft
Lighting: Edge, REIL
Displaced Threshold: 3675 ft

Communication Information

ATIS: 127.875
Basle Clearance Tower: 120.500
Basle Tower: 118.300
Basle Ground Ground: 121.600
Basle Approach: 118.575
Basle Approach: 119.350
Basle Control Approach: 124.100
Basle Approach: 130.900
Basle Information: 135.850 AFIS
Basle Information: 134.675 AFIS
Basle Information: 130.900 AFIS

LFSB/MLH
BASLE-MULHOUSE

JEPPESEN

4 DEC 15

10-1P

BASLE-MULHOUSE, FRANCE
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 127.875

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.

For take-off RWY 15 use whole available RWY length between 2200-0700LT.

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 10 EPNdB are prohibited 2200-0600LT (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.

1.4. PARKING INFORMATION

1.4.1. USE OF PARKING STANDS

Stands F1A, F6A, F8 thru F22 and 1 thru 36 push-back required.

Stands F1, F2, F3, F4, F6, F7 and 37 thru 46 push-back required for several ACFT.

Stands 5, 18, F8 and F9 are available for A340-600.

1.5. OTHER INFORMATION

Helicopter activity.

RWY 26 right-hand circuit.

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BASLE-MULHOUSE, FRANCE

BASLE-MULHOUSE

4 DEC 15

(10-1P1)

AIRPORT BRIEFING

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

No ACFT certified according ICAO Annex 16, Chapter 3, which noise level is greater than 97 EPNdB can land between 0000-0900LT first, and between 2200-0000LT second, on Sundays and following French and Swiss bank holidays:

1st January, Good Friday, Easter Monday, 1st May, 25th December and 26th December.

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 4NM 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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BASLE-MULHOUSE, FRANCE

BASLE-MULHOUSE

4 DEC 15

10-1P2

AIRPORT BRIEFING

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.

Noise measuring stations are located near thresholds of RWYs 15, 33, 08, 26 and in the vicinity. For additional depiction refer to 10-4.

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:

- a) 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.
- b) 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.
- c) 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.
- d) No ACFT certified according ICAO Annex 16, Chapter 3, which noise level is greater than 97 EPNdB can leave the parking stand for take-off between 0000-0900LT first, and between 2200-0000LT second, on Sundays and following French and Swiss bank holidays:
1st January, Good Friday, Easter Monday, 1st May, 25th December and 26th December.
- e) ACFT for take-off RWY 15 have to use the whole available RWY length between 2200-0700LT.

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BASLE-MULHOUSE

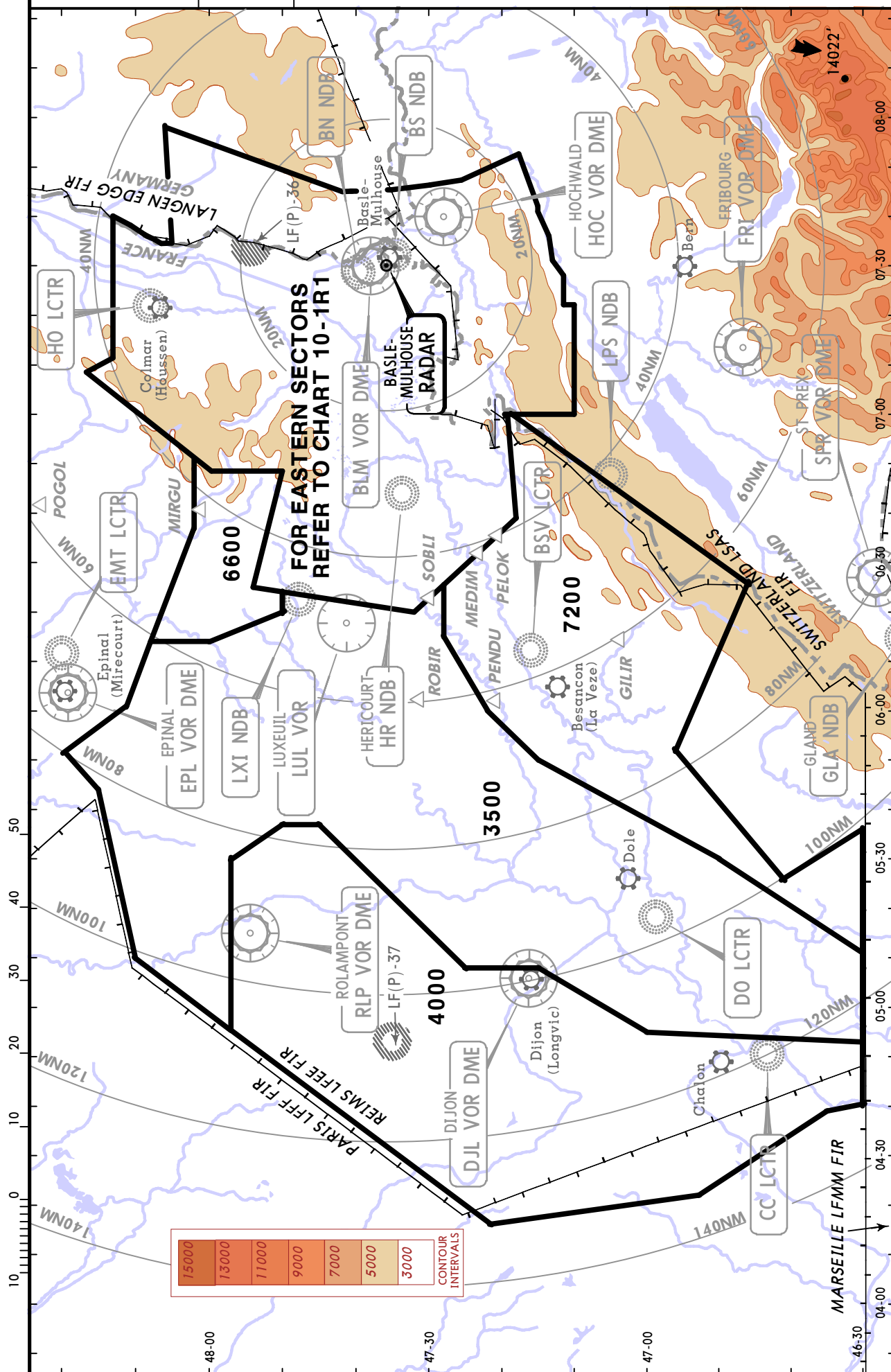
JEPPesen
7 DEC 12 **10-1R**

BASLE-MULHOUSE, FRANCE
Eff 13 Dec **RADAR MINIMUM ALTITUDES**

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.



LFSB/MLH BASLE-MULHOUSE

JEPPESSEN
7 DEC 12 (10-1R1)

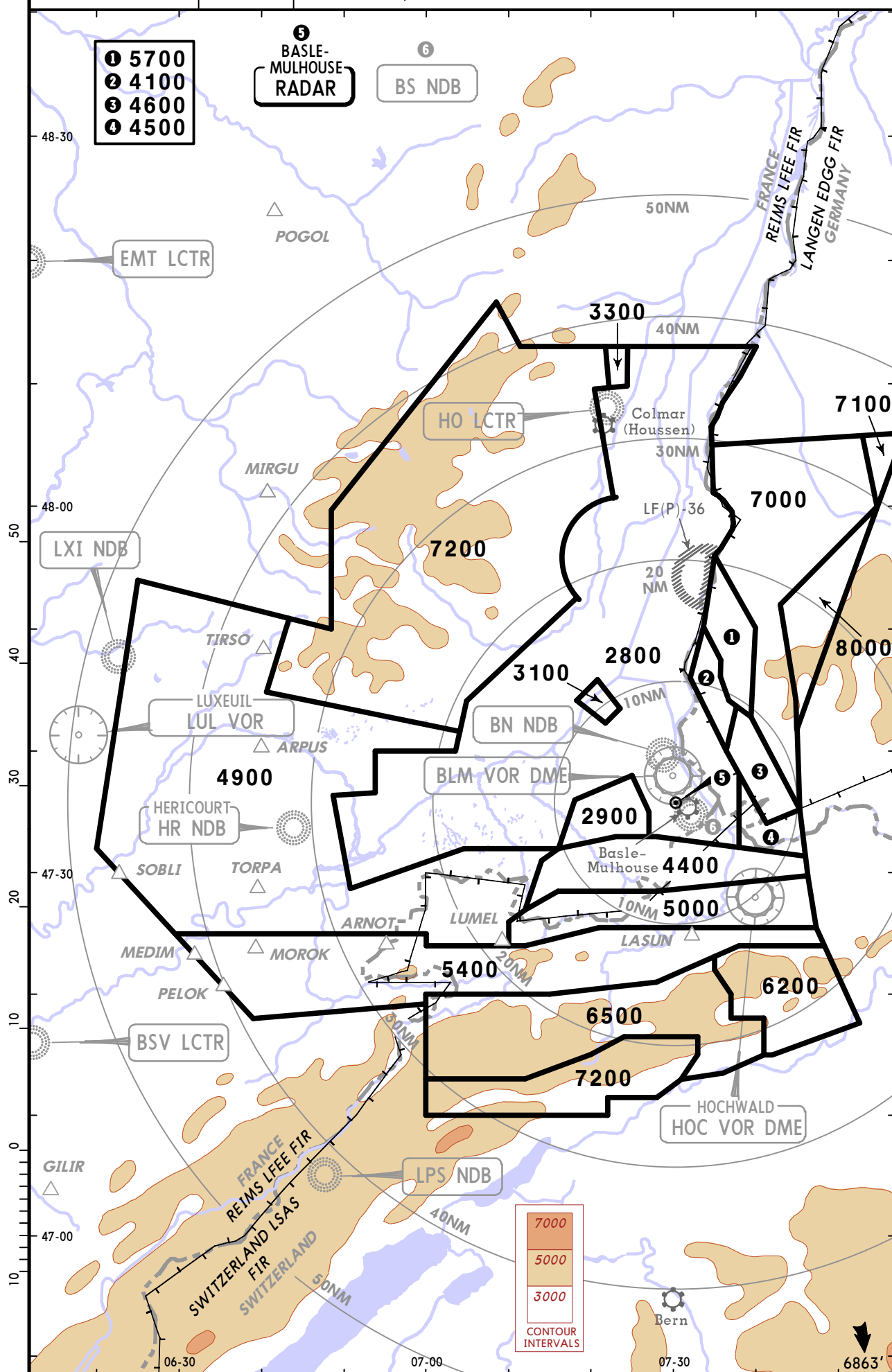
BASLE-MULHOUSE, FRANCE

Eff 13 Dec RADAR MINIMUM ALTITUDES

BASLE Information (R)
130.9

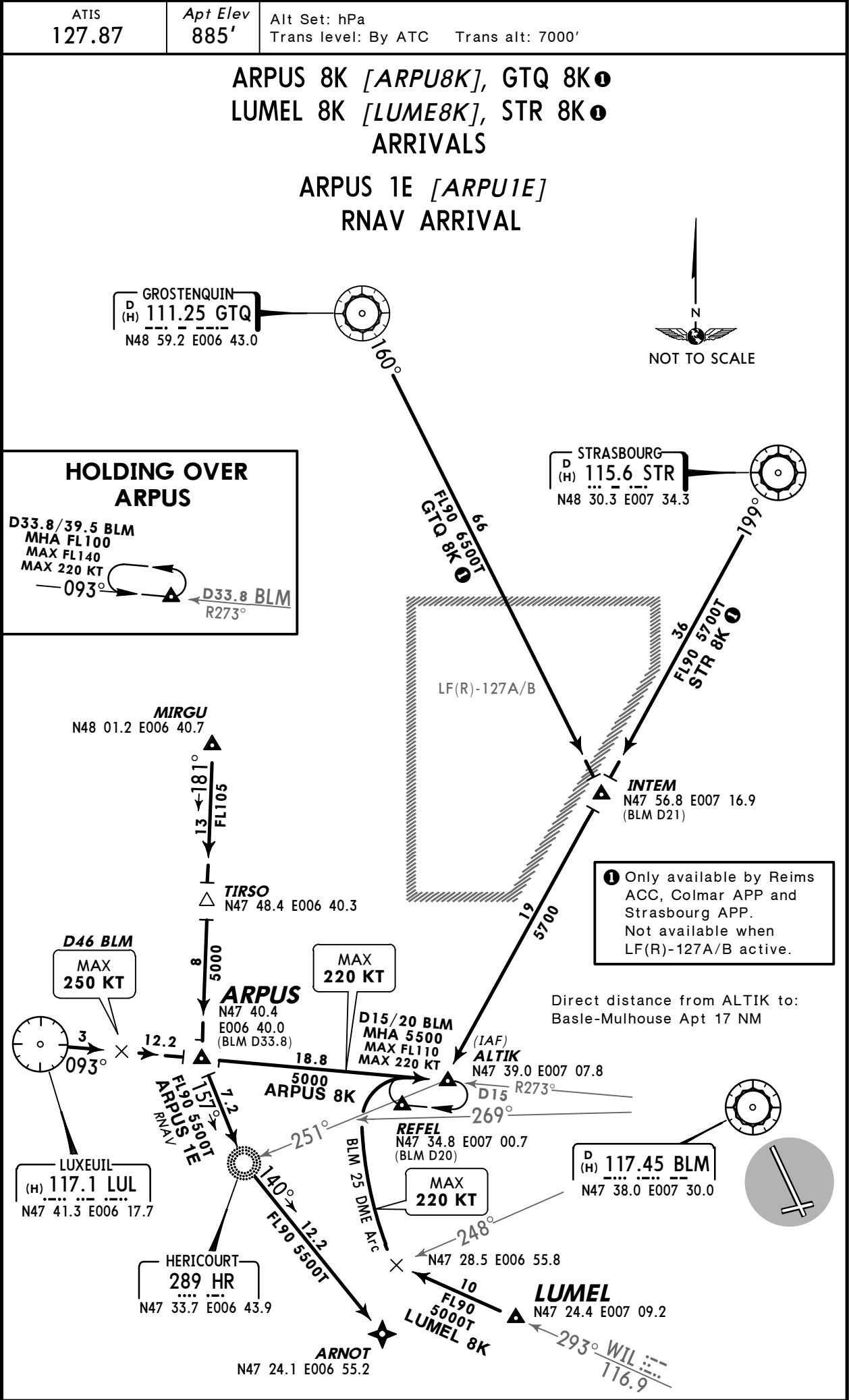
Apt Elev
885'

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



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JEPPESSEN BASLE-MULHOUSE, FRANCE
6 DEC 13 10-2 Eff 12 Dec STAR

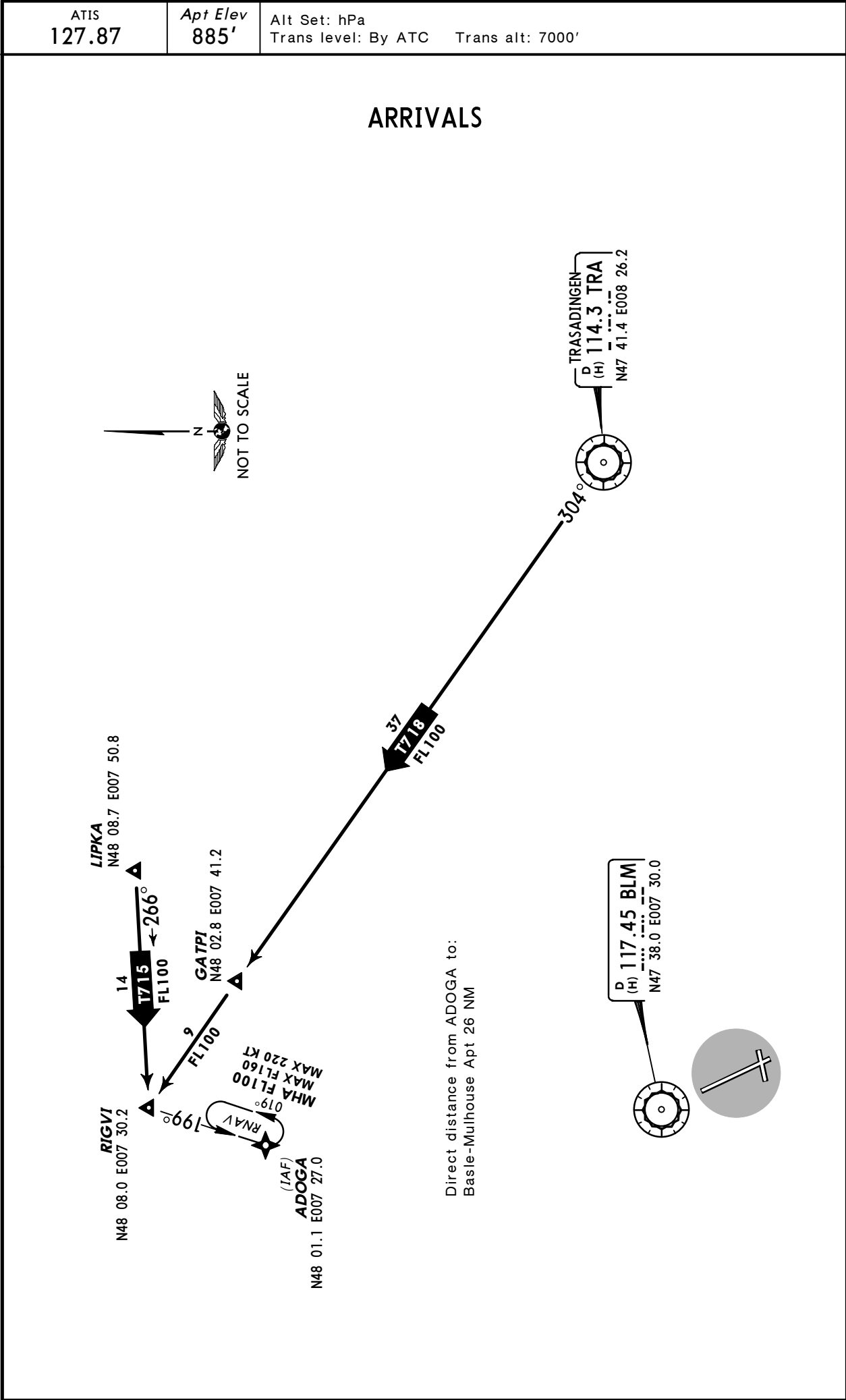


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BASLE-MULHOUSE

JEPPesen 6 DEC 13 10-2A Eff 12 Dec

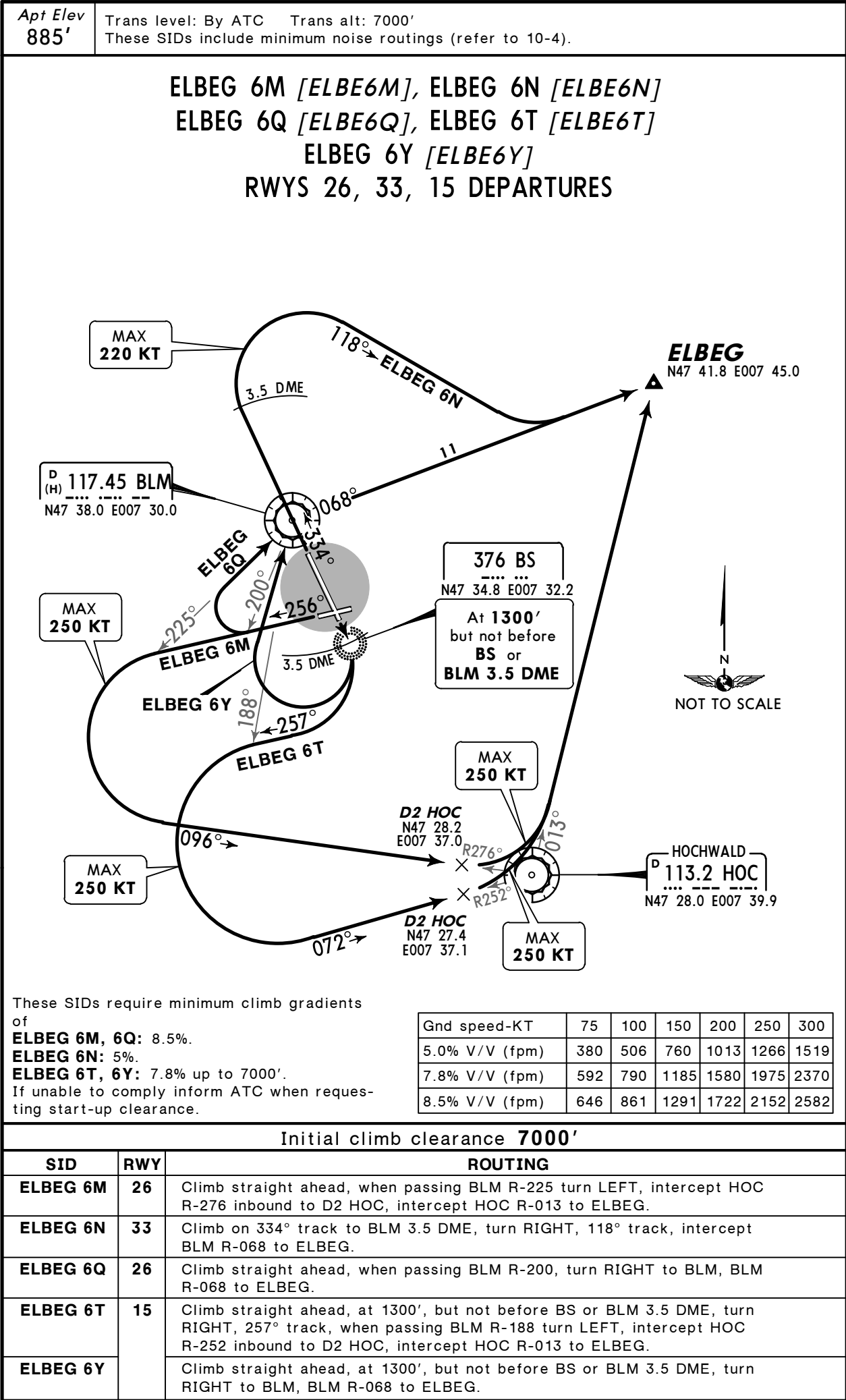
BASLE-MULHOUSE, FRANCE

ARRIVAL



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BASLE-MULHOUSE

JEPPESSEN BASLE-MULHOUSE, FRANCE
15 AUG 14 **(10-3A)** **Eff 21 Aug** **SID**



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BASLE-MULHOUSE

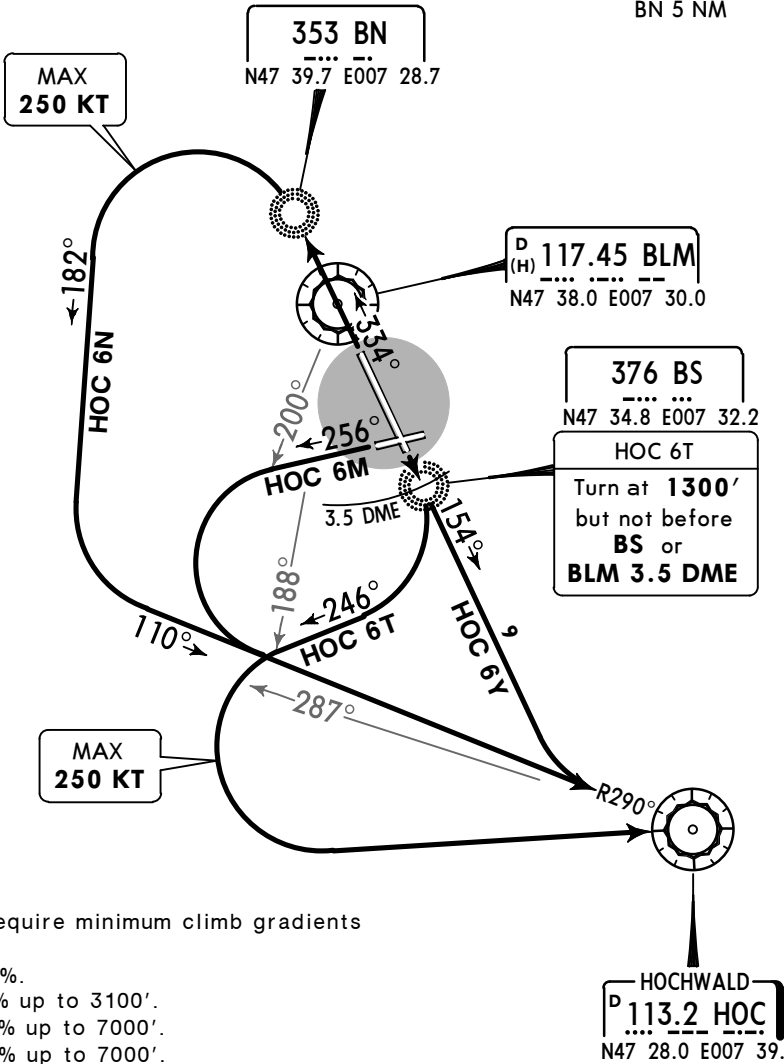
JEPPESSEN BASLE-MULHOUSE, FRANCE
15 AUG 14 10-3C Eff 21 Aug SID

Apt Elev
885'

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

HOC 6M, HOC 6N, HOC 6T, HOC 6Y
RWYS 26, 33, 15 DEPARTURES

Direct distance from Basle-Mulhouse to:
BN 5 NM



These SIDs require minimum climb gradients
of

HOC 6M: 8.5%.
HOC 6N: 10% up to 3100'.
HOC 6T: 7.8% up to 7000'.
HOC 6Y: 8.4% up to 7000'.

Gnd speed-KT	75	100	150	200	250	300
7.8% V/V (fpm)	592	790	1185	1580	1975	2370
8.4% V/V (fpm)	638	851	1276	1701	2127	2552
8.5% V/V (fpm)	646	861	1291	1722	2152	2582
10% V/V (fpm)	760	1013	1519	2025	2532	3038

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



Initial climb clearance 7000'

SID	RWY	ROUTING
HOC 6M	26	Climb straight ahead, when passing BLM R-200 turn LEFT, intercept HOC R-290 inbound to HOC.
HOC 6N	33	Climb to BN, turn LEFT, 182° track, intercept HOC R-290 inbound to HOC.
HOC 6T	15	Climb straight ahead, at 1300', but not before BS or BLM 3.5 DME, turn RIGHT, 246° track (remain north of HOC R-287), when passing BLM R-188 turn LEFT to HOC.
HOC 6Y ①		Climb straight ahead, intercept 154° bearing from BS, intercept HOC R-290 inbound to HOC.

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

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BASLE-MULHOUSE

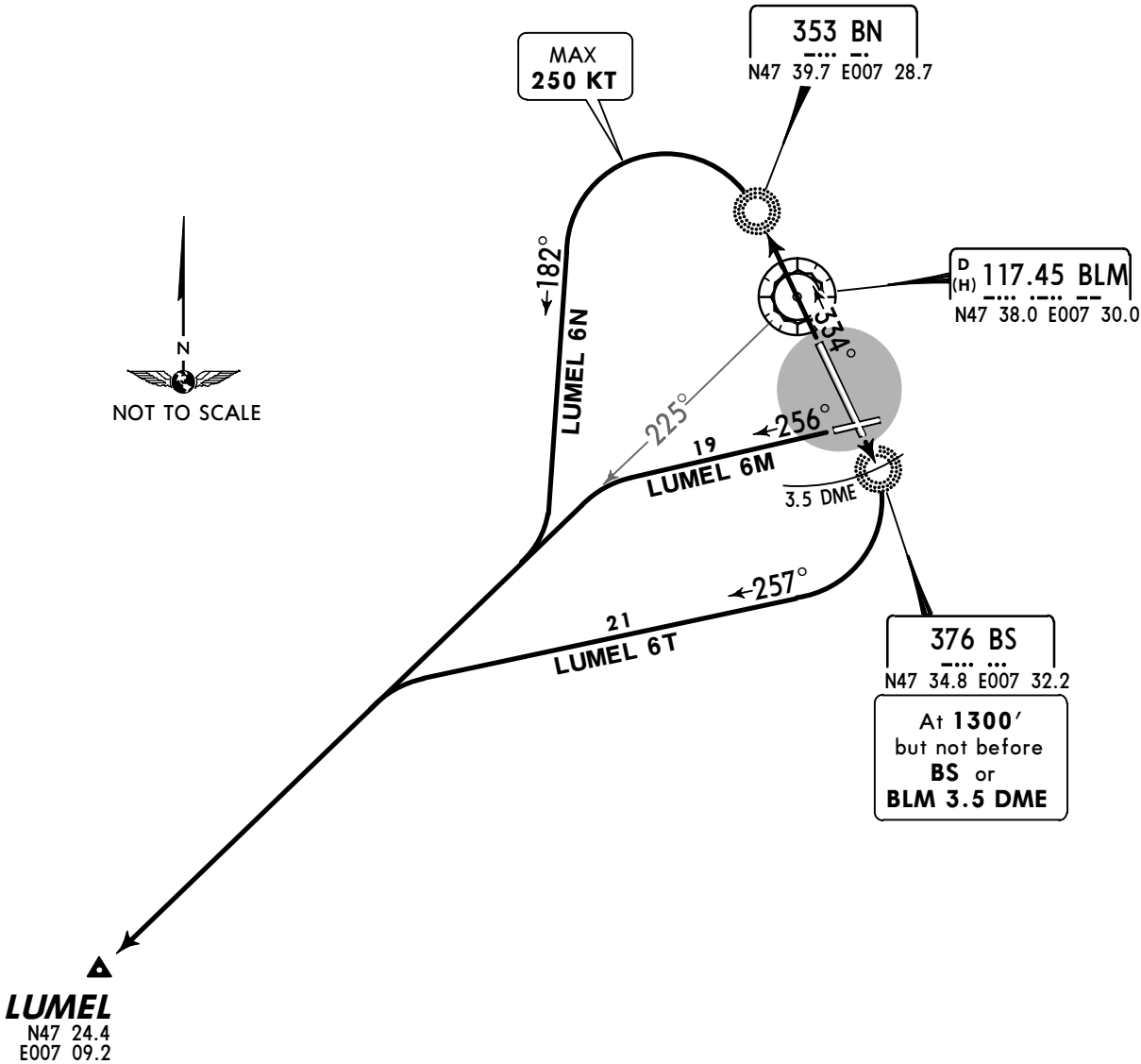
JEPPESEN BASLE-MULHOUSE, FRANCE
15 AUG 14 (10-3D) Eff 21 Aug SID

Apt Elev
885'

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

LUMEL 6M [LUME6M], LUMEL 6N [LUME6N]
LUMEL 6T [LUME6T]
RWYS 26, 33, 15 DEPARTURES

Direct distance from Basle-Mulhouse to:
BN 5 NM



These SIDs require minimum climb gradients of
LUMEL 6M: 8.5%.
LUMEL 6N: 10% up to 3100'.
LUMEL 6T: 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
8.5% V/V (fpm)	646	861	1291	1722	2152	2582
10% V/V (fpm)	760	1013	1519	2025	2532	3038

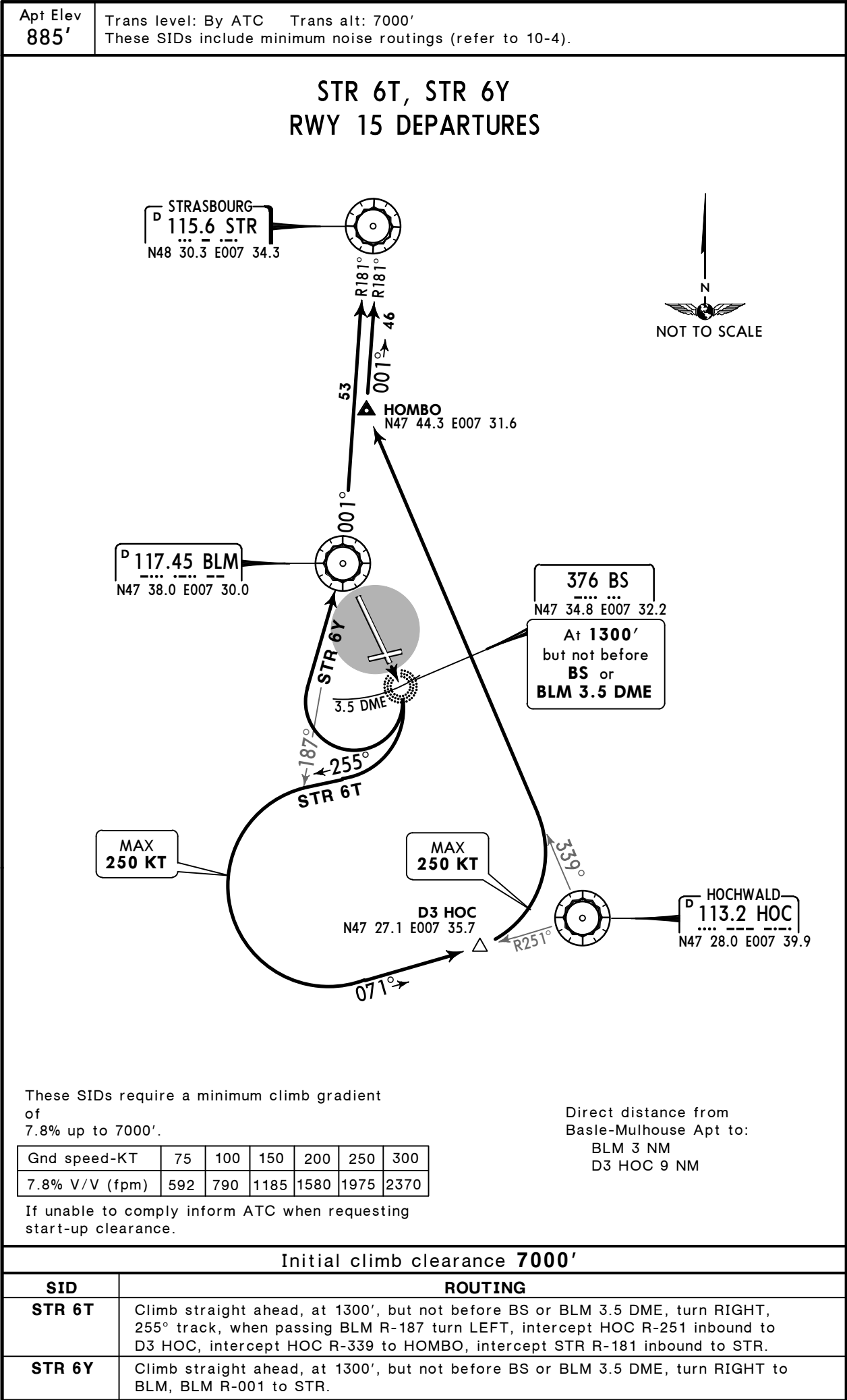
If unable to comply inform ATC when requesting start-up clearance.

Initial climb clearance 7000'

SID	RWY	ROUTING
LUMEL 6M	26	Climb straight ahead, intercept BLM R-225 to LUMEL.
LUMEL 6N	33	Climb to BN, turn LEFT, 182° track, intercept BLM R-225 to LUMEL.
LUMEL 6T	15	Climb straight ahead, at 1300', but not before BS or BLM 3.5 DME, turn RIGHT, 257° track, intercept BLM R-225 to LUMEL.

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BASLE-MULHOUSE

 **JEPPESSEN BASLE-MULHOUSE, FRANCE**
25 DEC 15 **10-3F** **Eff 7 Jan** **SID**



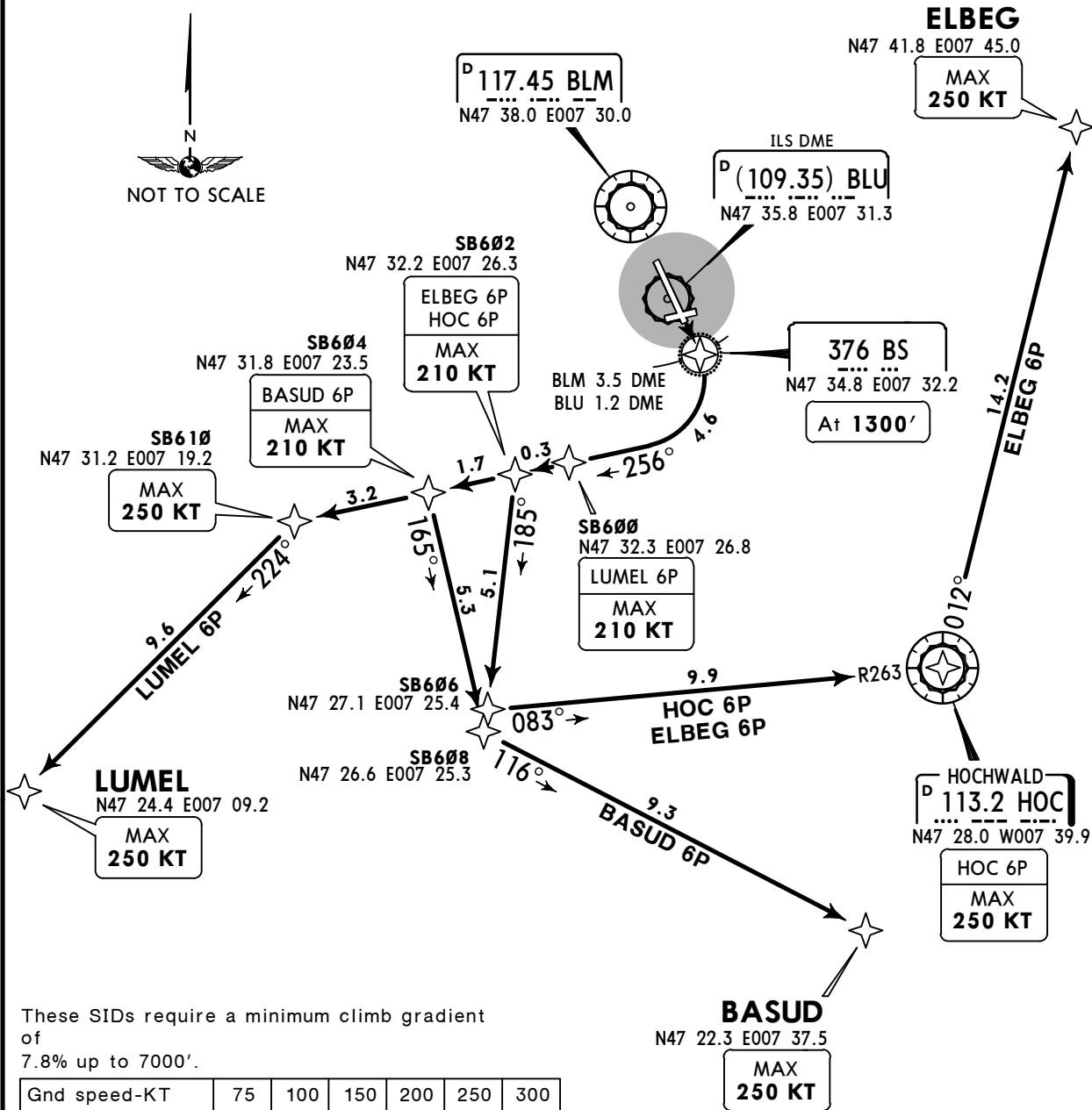
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BASLE-MULHOUSE

JEPPESSEN BASLE-MULHOUSE, FRANCE
25 DEC 15 **10-3G** **Eff 7 Jan** **RNAV SID**

Apt Elev
885'

- Trans level: By ATC Trans alt: 7000'
1. RNAV (DME/DME and GNSS).
 2. GNSS required.
 3. DME/DME sensor unavailable below 2500'.
 4. Critical DME: HOC up to 4000'.
 5. These SIDs include minimum noise routings (refer to 10-4).

**BASUD 6P [BASU6P], ELBEG 6P [ELBE6P]
HOC 6P, LUMEL 6P [LUME6P]
RWY 15 RNAV DEPARTURES**



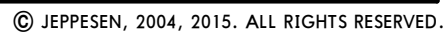
These SIDs require a minimum climb gradient
of
7.8% up to 7000'.

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
BASUD 6P	Climb straight ahead to BS, at 1300' turn RIGHT, 256° track to SB604 (K210-) - SB608 - BASUD (K250-).
ELBEG 6P	Climb straight ahead to BS, at 1300' turn RIGHT, 256° track to SB602 (K210-) - SB606 - HOC - ELBEG (K250-).
HOC 6P	Climb straight ahead to BS, at 1300' turn RIGHT, 256° track to SB602 (K210-) - SB606 - HOC (K250-).
LUMEL 6P	Climb straight ahead to BS, at 1300' turn RIGHT, 256° track to SB600 (K210-) - SB610 (K250-) - LUMEL (K250-).



LFSB/MLH

Apt Elev **885'**
N47 35.4 E007 31.8



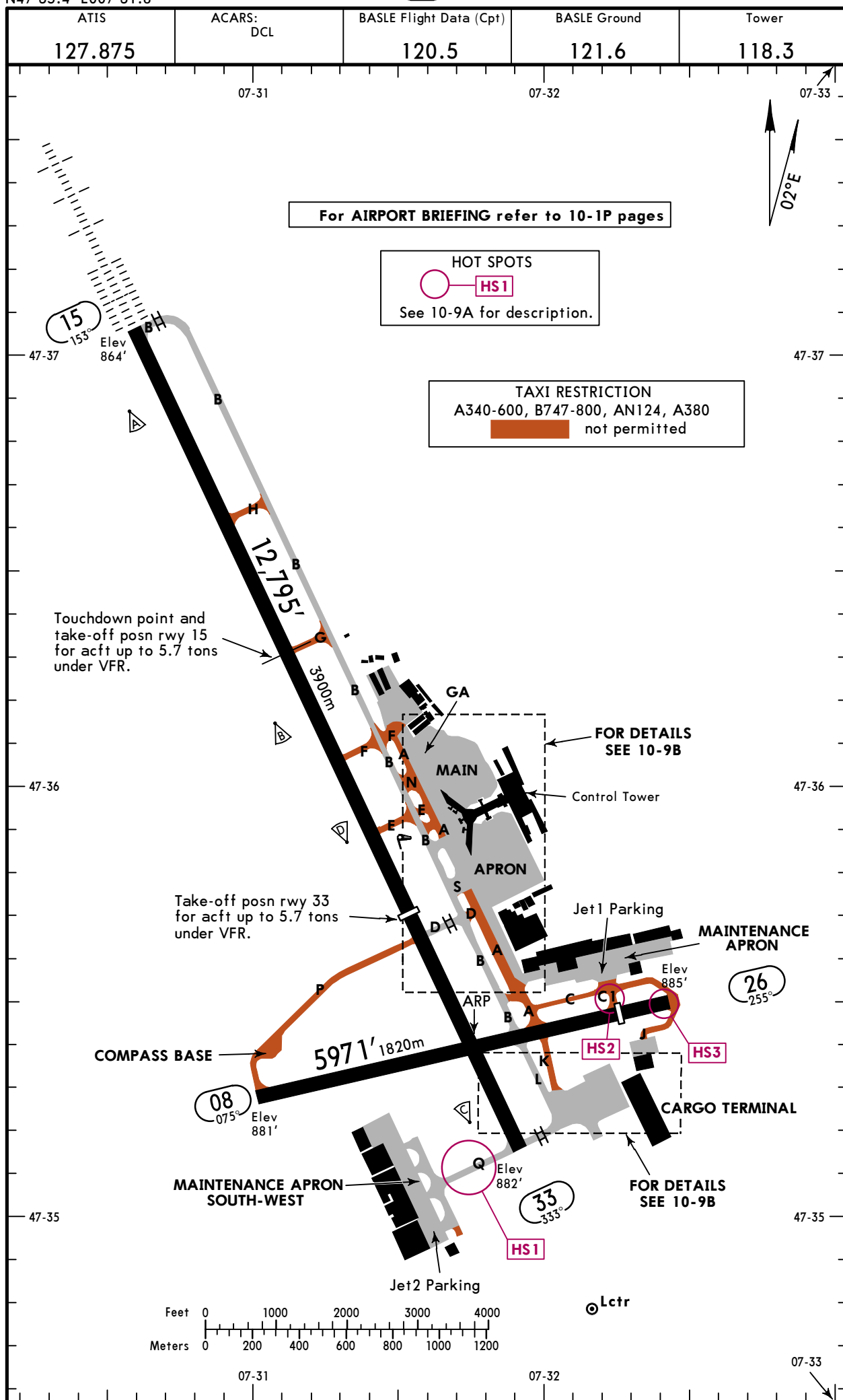
JEPPESSEN BASLE-MULHOUSE, FRANCE

4 DEC 15

(10-9)

Eff 10 Dec

BASLE-MULHOUSE



CHANGES: VAR. Rwy bearing.

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

15 33	HIRL (50m) CL (15m) HIALS-II REIL TDZ ① RVR ③ 11,762' 3585m ② ③	197' 60m
	HIRL (50m) REIL PAPI-L (3.5°) RVR 9120' 2780m 8270' 2521m ② ④	

① PAPI-L (angle 3.0°)

2 TAKE-OFF RUN AVAILABLE

RWY 15:

From rwy head	12,795' (3900m)
twy H int	9843' (3000m)

RWY 33:

From rwy head	12,795' (3900m)
twy D int	9514' (2900m)

Acft up to 5.7 tons under VFR:

③ Rwy 15: 7776' (2370m) from position abeam twy G.

④ 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 these 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	125m	150m	200m	250m	400m	500m	1500m
B							
C							
D	150m	200m	250m	300m			

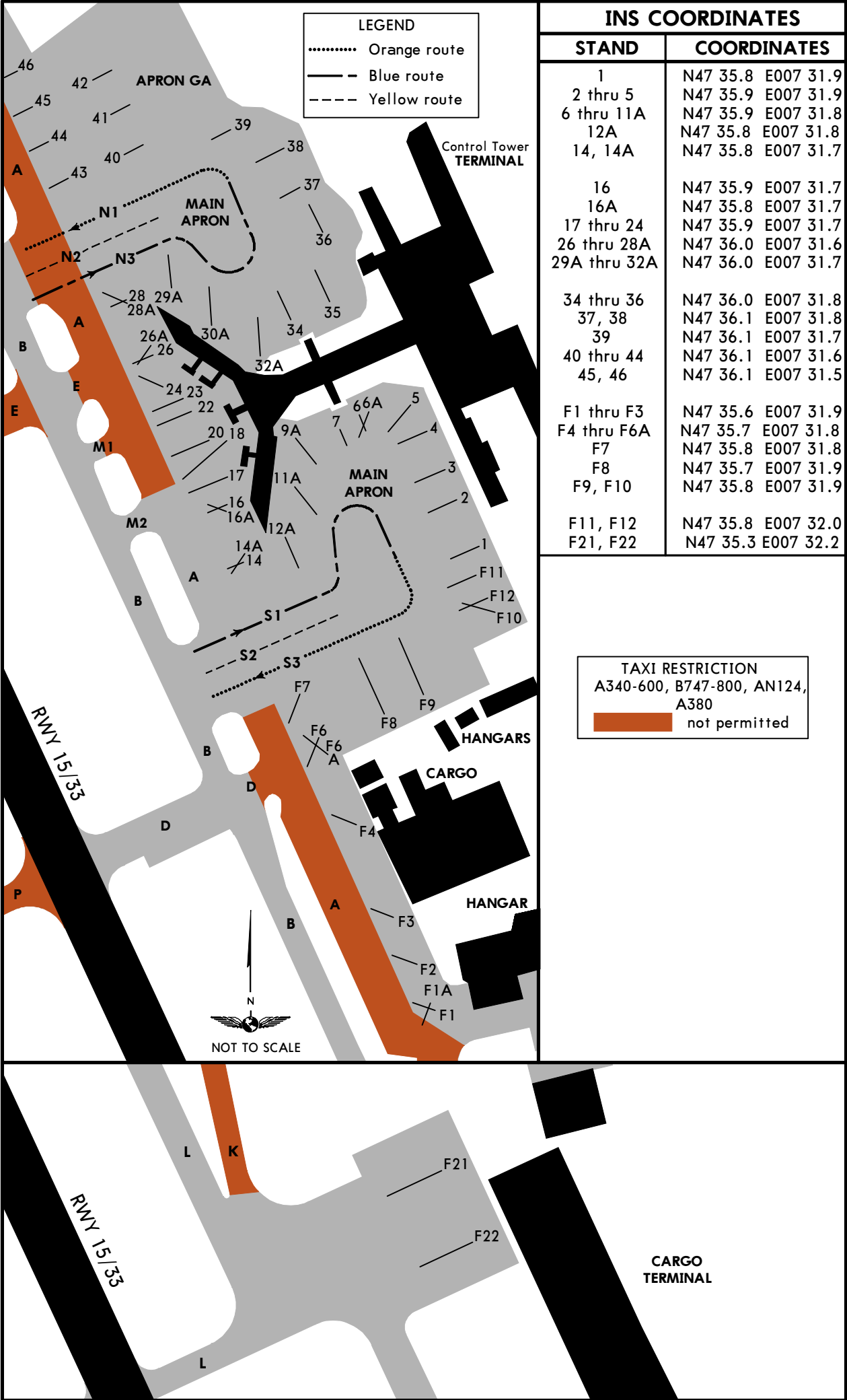
I Operators applying U.S. Ops Specs: CL required below 300m.

LFSB/MLH

JEPPesen
27 FEB 15 10-9B

Eff 5 Mar

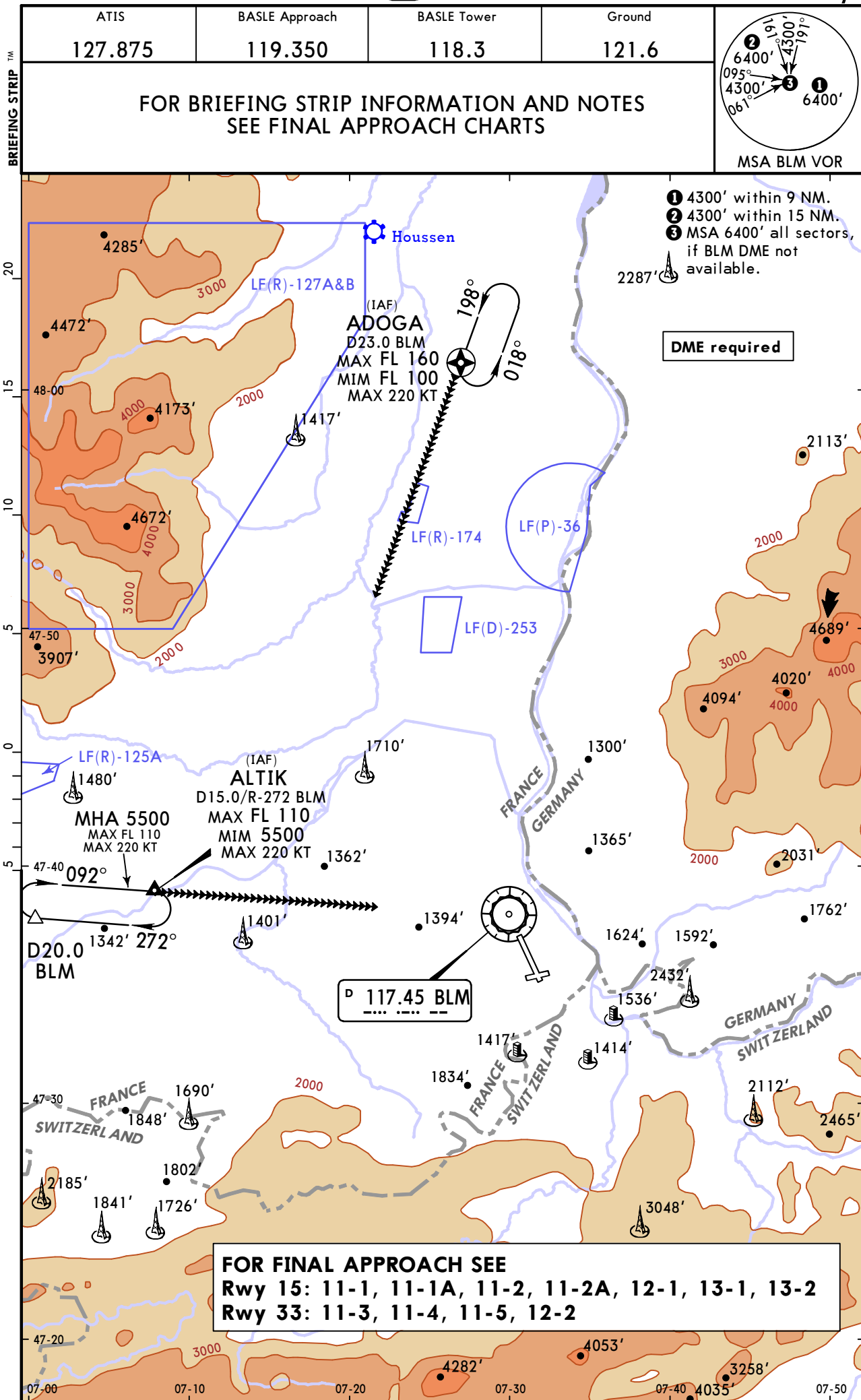
BASLE-MULHOUSE, FRANCE
BASLE-MULHOUSE



LFSB/MLH
BASLE-MULHOUSE

JEPPESSEN
4 DEC 15 **(11-0)** **Eff 10 Dec**

BASLE-MULHOUSE, FRANCE
INITIAL APCH ALL Rwys

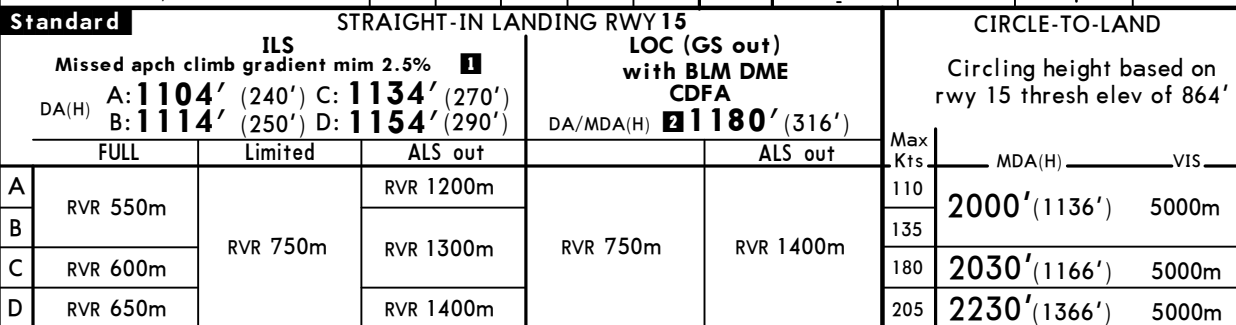


CHANGES: New procedure.

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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.



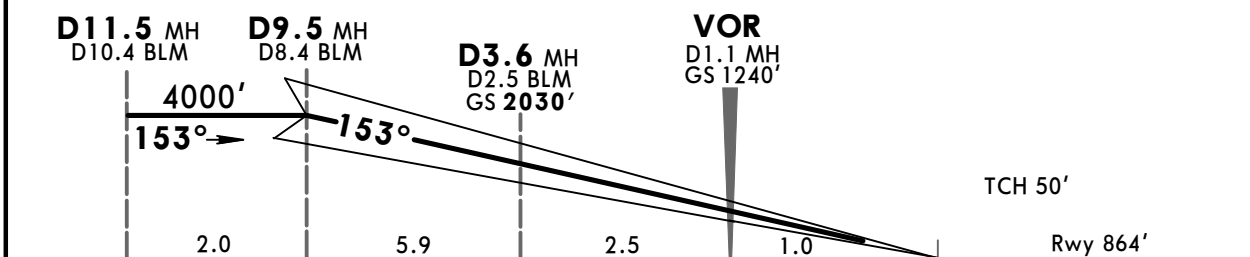
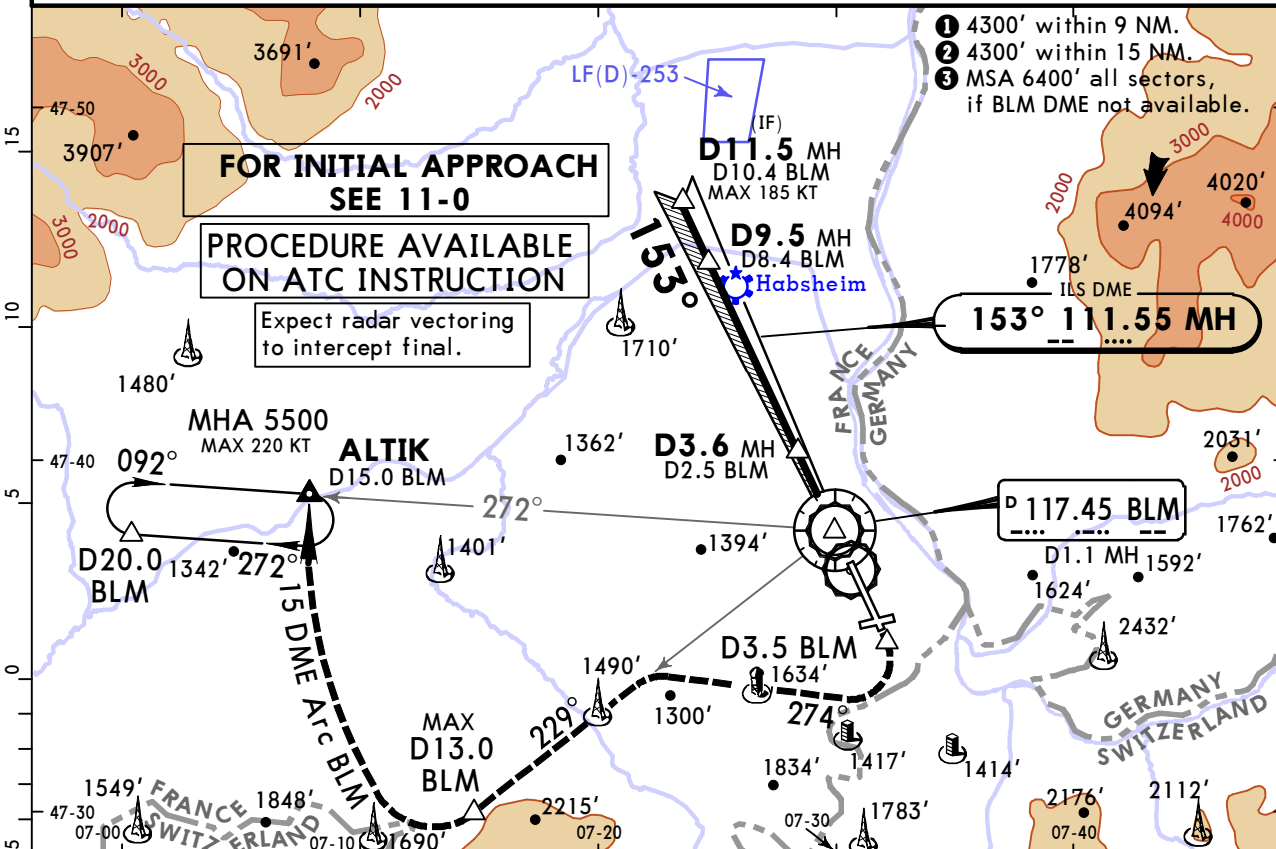
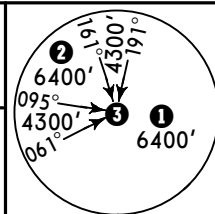
LFSB/MLH BASLE-MULHOUSE

4 DEC 15
Eff 10 Dec

(11-1A)

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

ATIS 127.875	BASLE Approach 119.350	BASLE Tower 118.3	Ground 121.6
LOC MH 111.55	Final Apch Crs 153°	GS D3.6 MH 2030' (1166')	CAT II & IIIA ILS 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 274° and climb to 5500'. Unless otherwise directed intercept and follow R-229 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. 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

Standard STRAIGHT-IN LANDING RWY 15			
CAT IIIA ILS Missed apch climb gradient mim 3.0% DH 50'	CAT II ILS Missed apch climb gradient mim 3.0% RA 102' DA(H) 964' (100')	CAT II ILS Missed apch climb gradient mim 2.5% A: RA 141' DA(H) 995' (131')	B: RA 156' DA(H) 1009' (145') C: RA 168' DA(H) 1022' (158') D: RA 181' DA(H) 1034' (170')
RVR 200m	RVR 300m	RVR 400m	RVR 450m
Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.			

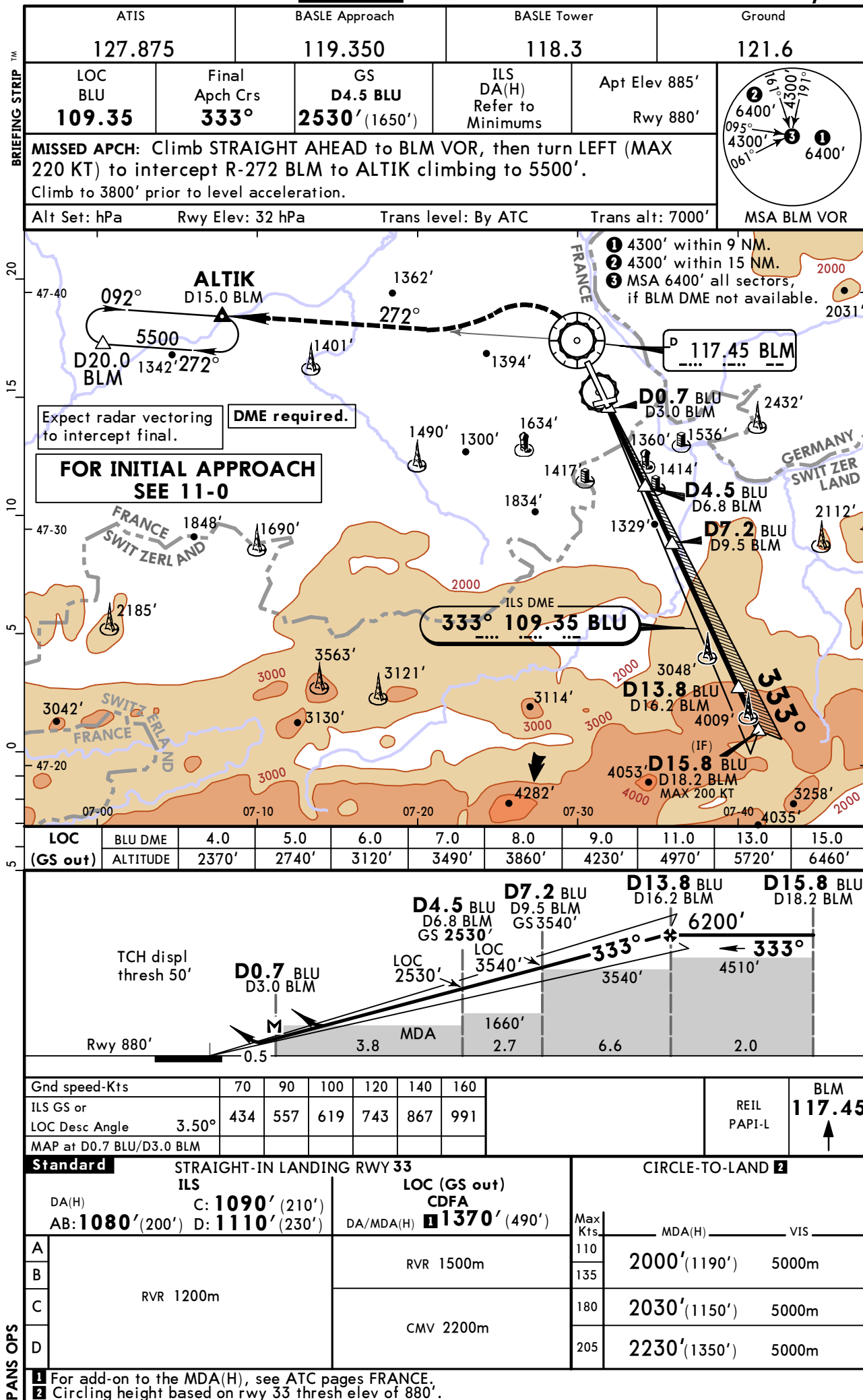
CHANGES: Bearings, Rwy elev. © JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED

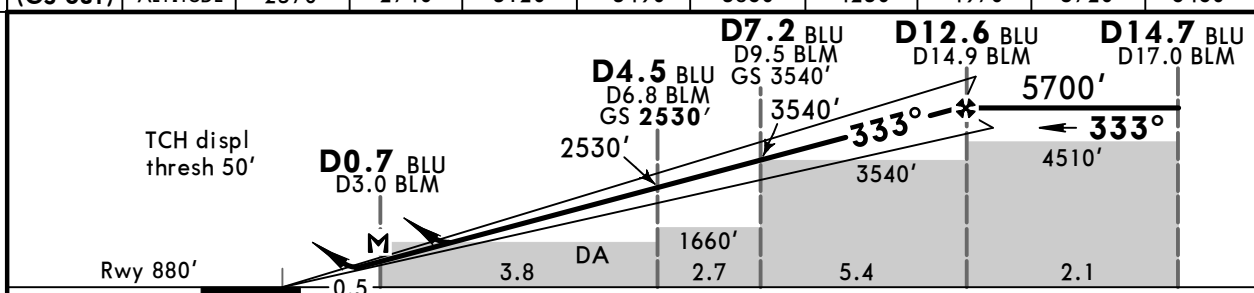
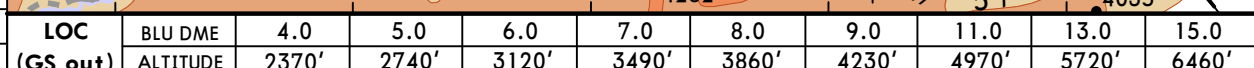
LFSB/MLH BASLE-MULHOUSE

4 DEC 15
Eff 10 Dec

11-4

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





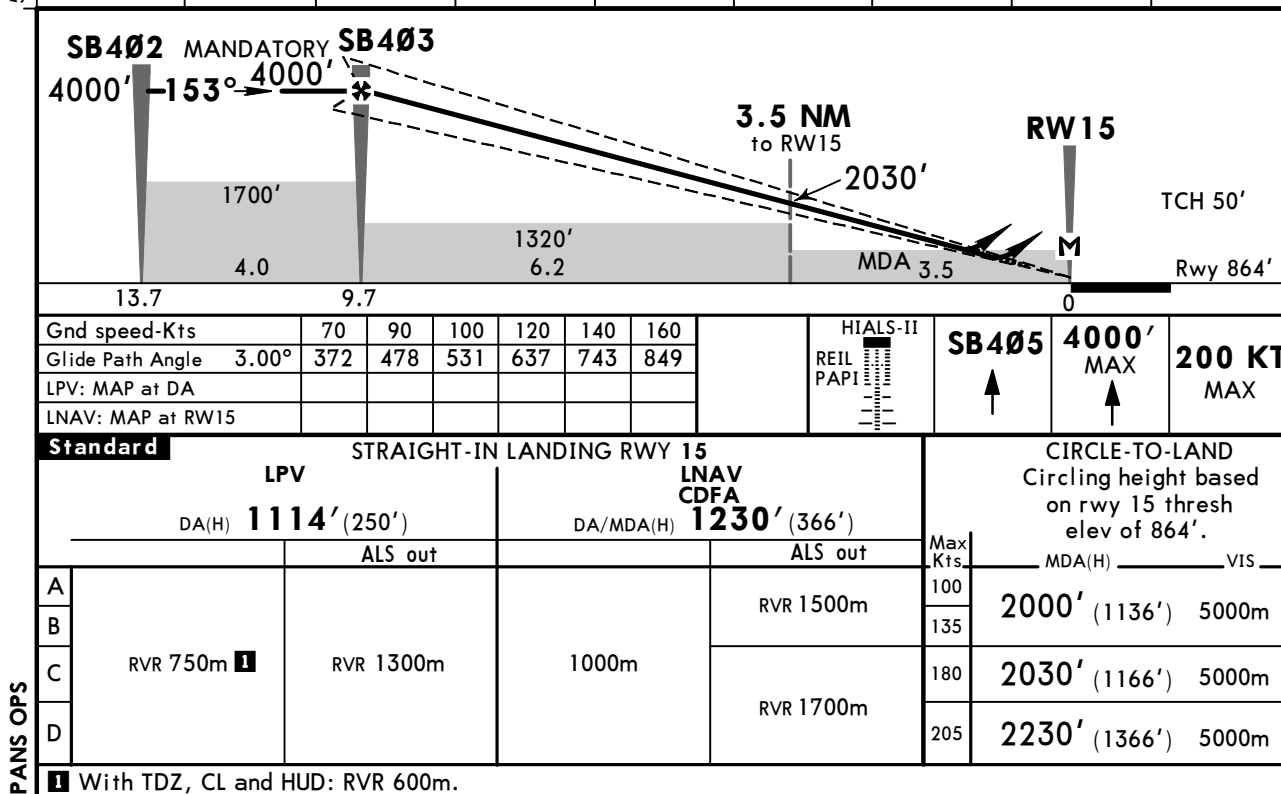
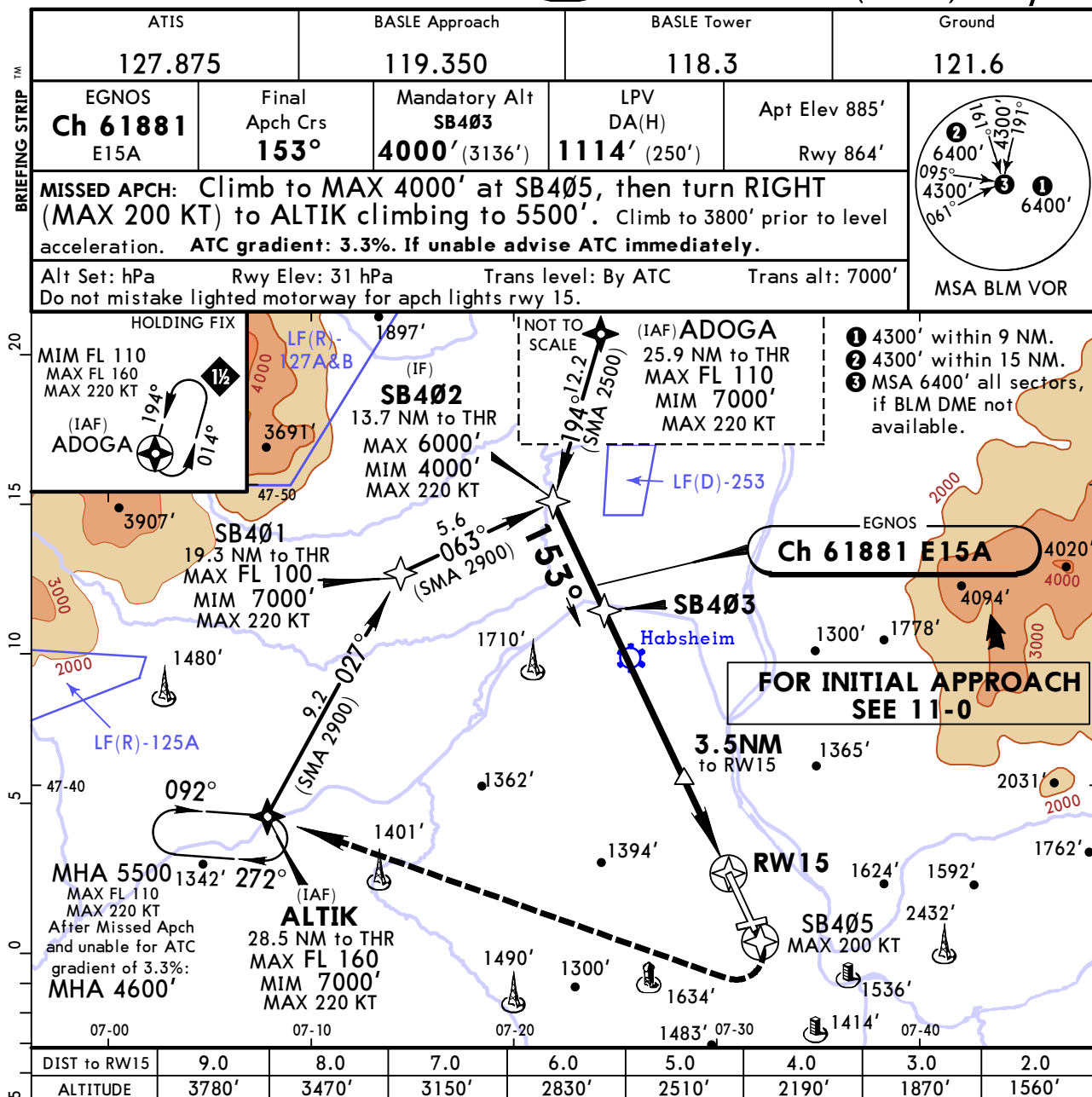
Gnd speed-Kts	70	90	100	120	140	160		REIL PAPI-L	BLM 117.45 ↑
ILS GS or LOC Desc Angle 3.50°	434	557	619	743	867	991			
MAP at D0.7 BLU/D3.0 BLM									

Standard		STRAIGHT-IN LANDING RWY 33		CIRCLE-TO-LAND 2	
ILS		LOC (GS out)			
DA(H) C: 1090' (210')		CDFA			
AB: 1080' (200') D: 1110' (230')		DA/MDA(H) 1370' (490')		Max Kts. MDA(H) VIS	
A	RVR 1200m	RVR 1500m	110	2000' (1120')	5000m
B			135		
C		CMV 2200m	180	2030' (1150')	5000m
D			205	2230' (1350')	5000m

1 For add-on to the MDA(H), see ATC pages FRANCE.
2 Circling height based on rwy 33 thresh elev of 880'

LFSB/MLH BASLE-MULHOUSE

JEPPESSEN BASLE-MULHOUSE, FRANCE
4 DEC 15 **(12-1)** **Eff 10 Dec** RNAV (GNSS) Rwy 15

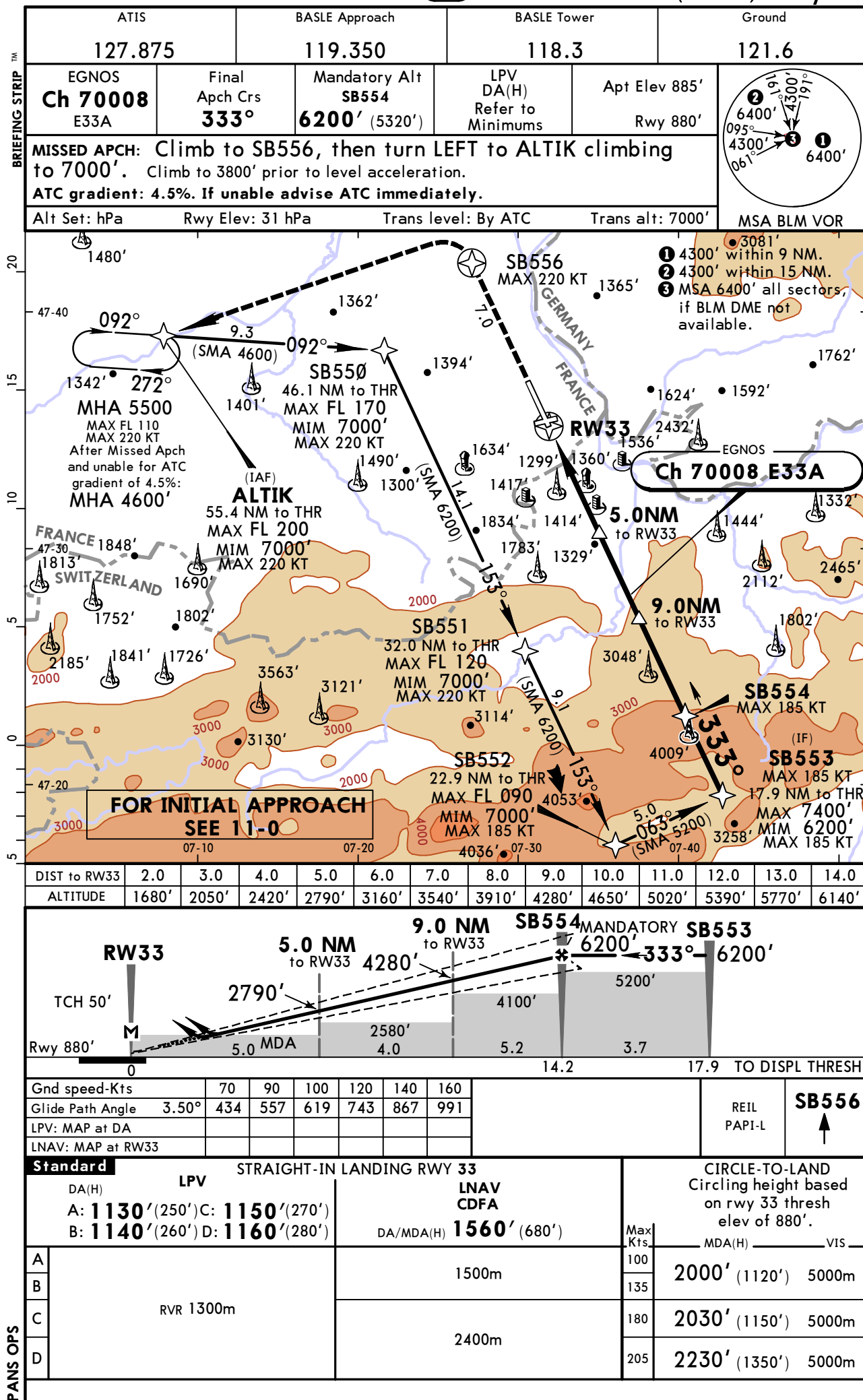


CHANGES: New procedure.

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LFSB/MLH BASLE-MULHOUSE

4 DEC 15 (12-2) Eff 10 Dec RNAV (GNSS) Rwy 33

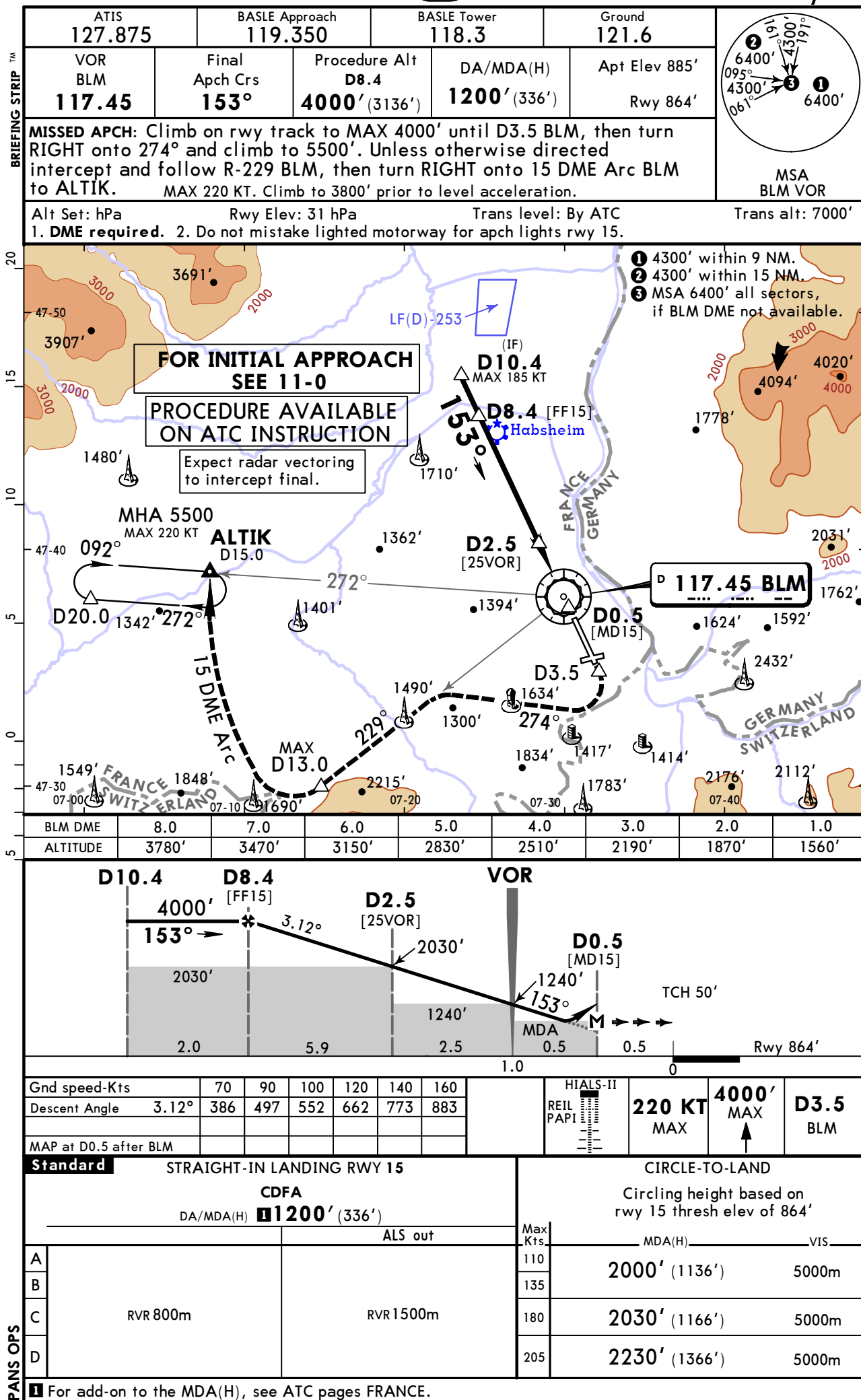


CHANGES: New procedure.

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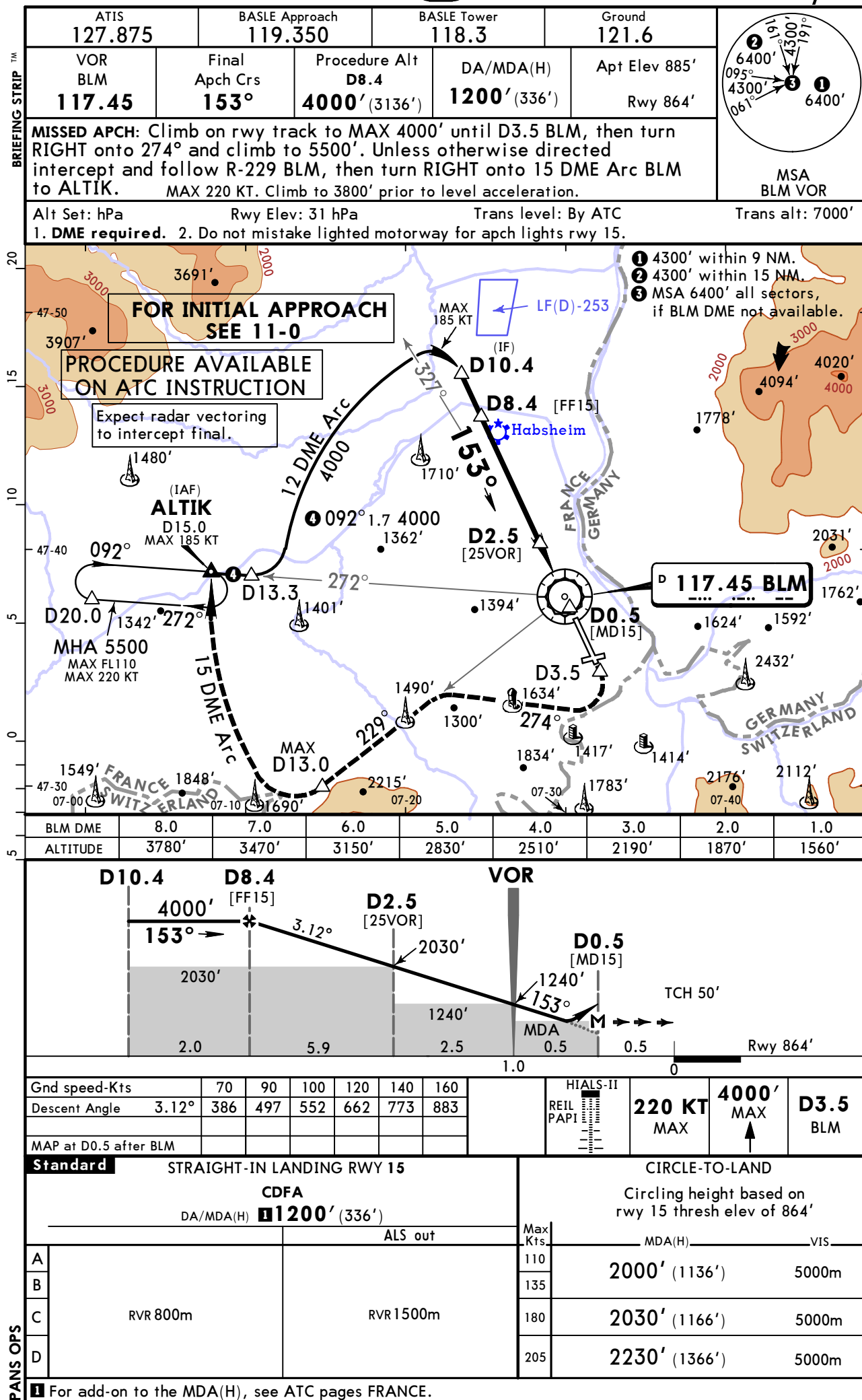
LFSB/MLH BASLE-MULHOUSE

JEPPESSEN BASLE-MULHOUSE, FRANCE

 4 DEC 15 **(13-1)** **Eff 10 Dec** **VOR Z Rwy 15**


LFSB/MLH BASLE-MULHOUSE

JEPPESSEN BASLE-MULHOUSE, FRANCE

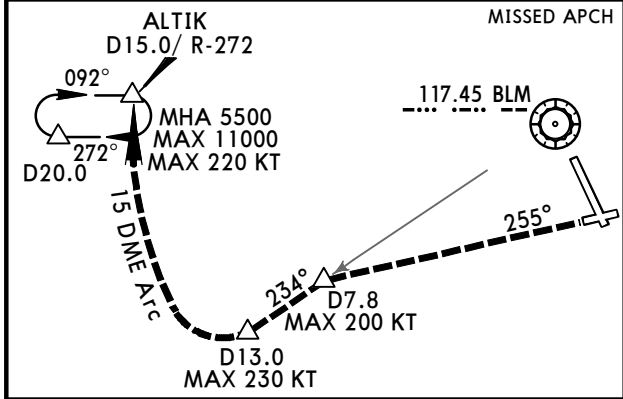
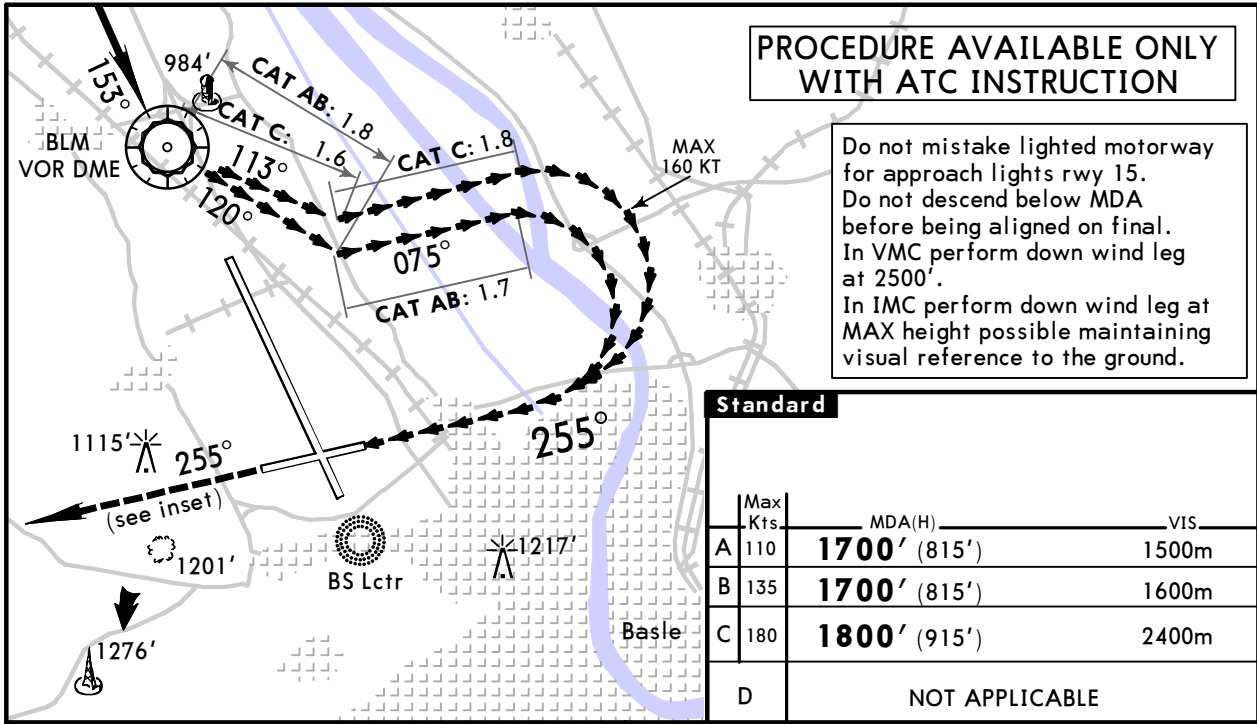
4 DEC 15 **13-2** **Eff 10 Dec** **VOR Y Rwy 15**


LFSB/MLH

JEPPESEN BASLE-MULHOUSE, FRANCE
4 DEC 15 **19-10** **Eff 10 Dec** **BASLE-MULHOUSE**

CAT A, B & C **VPT RWY 26**

Apt Elev **885'** **VISUAL MANOEUVRING WITH PRESCRIBED TRACKS**



MISSED APCH: At MAP, climb on 255° to intercept and follow R-234.
At D7.8 climb to 5500.
Except otherwise instructed, intercept 15 DME Arc to ALTIK.
Climb to 3800' prior to level acceleration.

PANS OPS

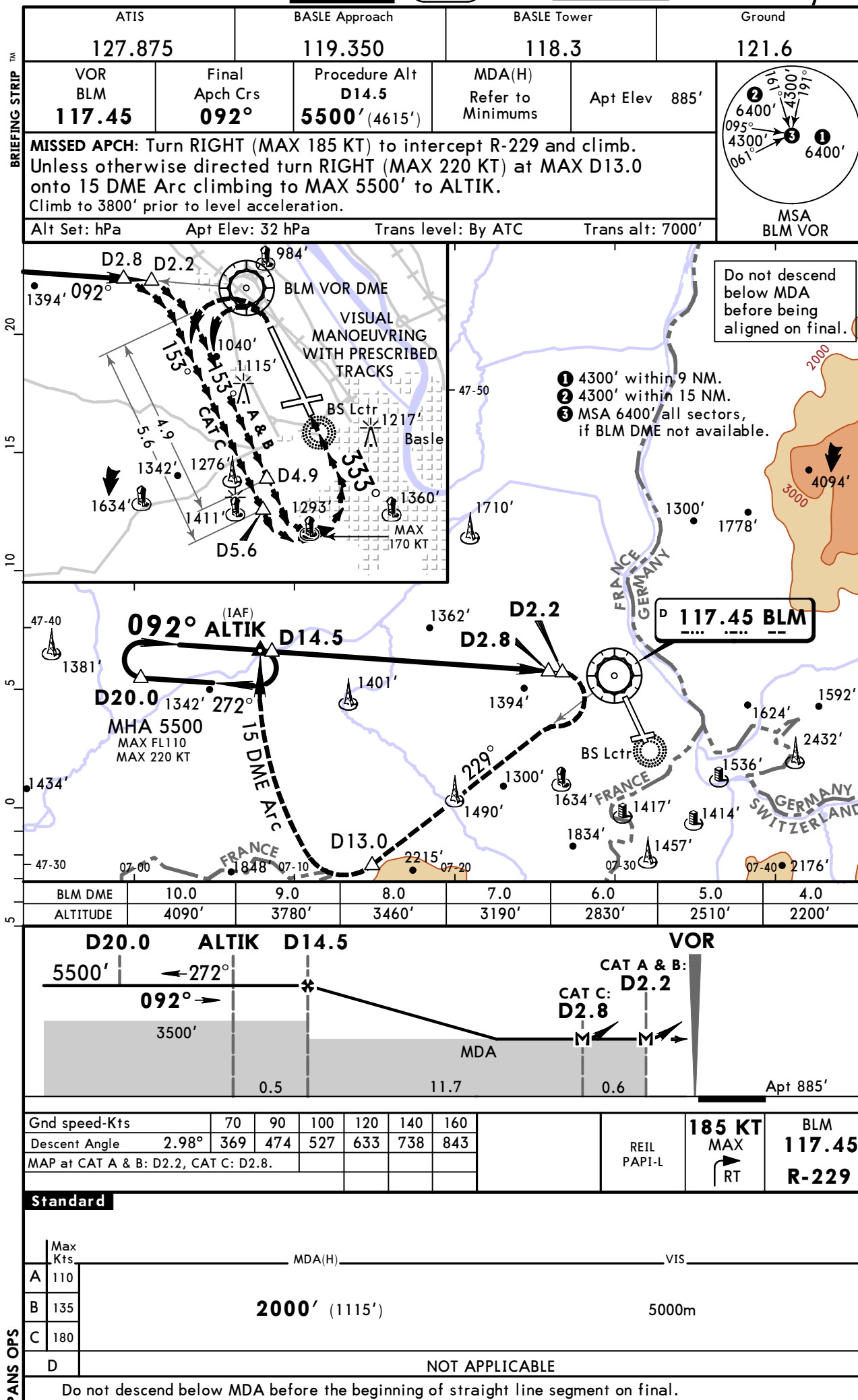
LFSB/MLH BASLE-MULHOUSE

4 DEC 15
Eff 10 Dec

19-11

CAT A, B & C

BASLE-MULHOUSE, FRANCE

VPT A Rwy 33


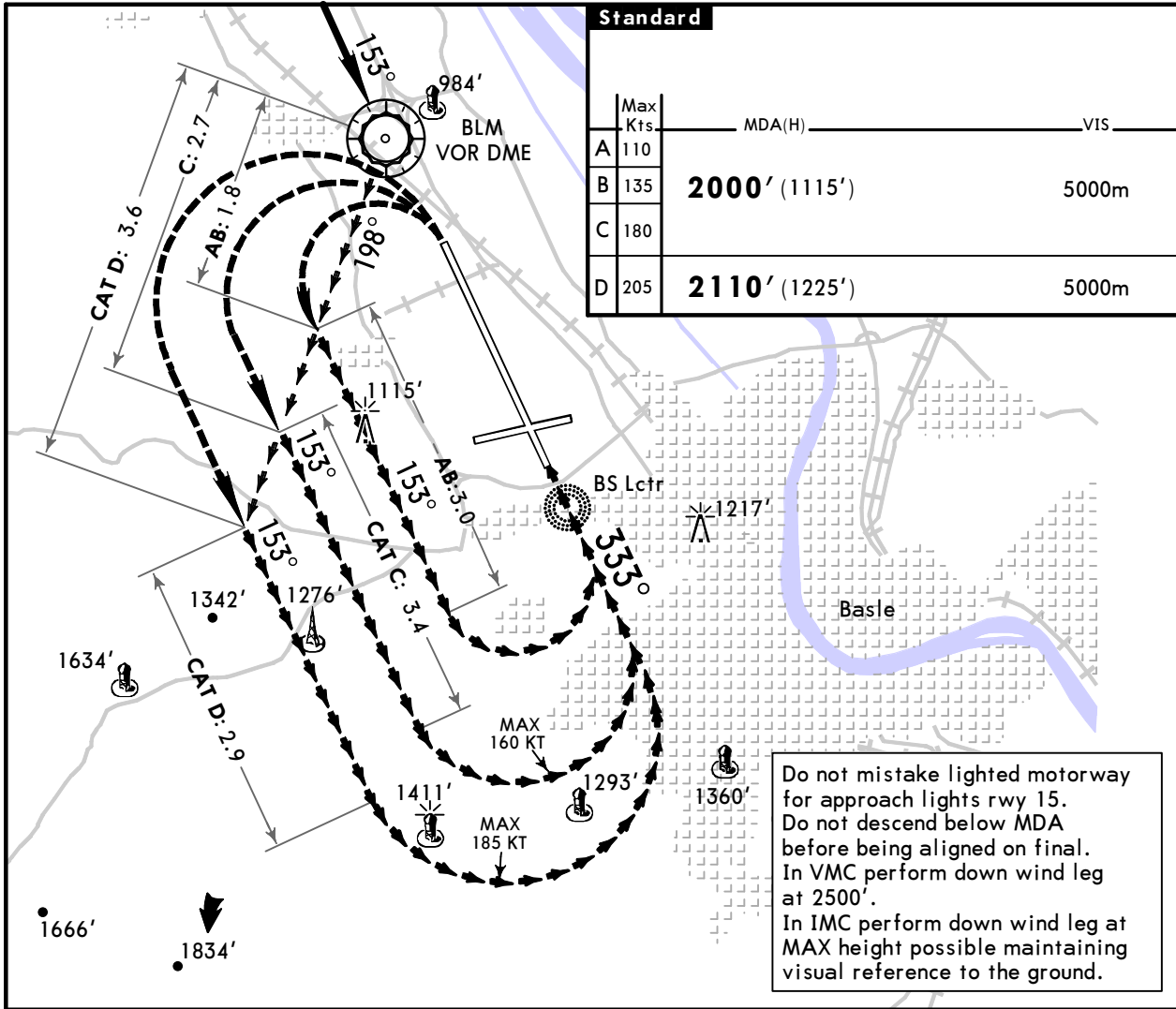
LFSB/MLH

JEPPESSEN BASLE-MULHOUSE, FRANCE
4 DEC 15 **19-12** **Eff 10 Dec** **BASLE-MULHOUSE**

VPT B RWY 33

Apt Elev **885'**

VISUAL MANOEUVRING WITH PRESCRIBED TRACKS

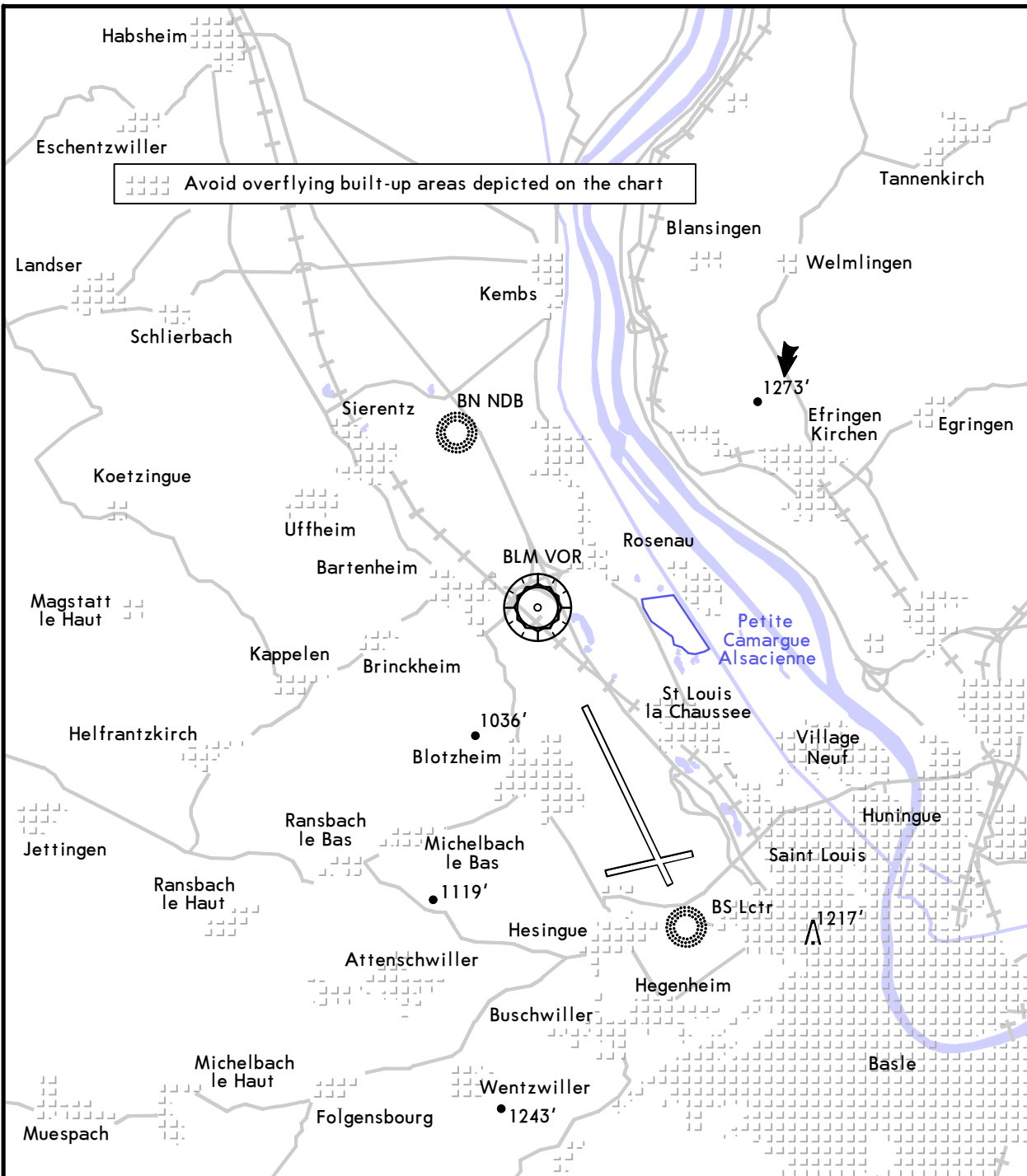


PANS OPS

LFSB/MLH

BASLE-MULHOUSE

JEPP **ESSEN** **BASLE-MULHOUSE, FRANCE**
4 DEC 15
Eff 10 Dec 19-13 ENVIRONMENT-VISUAL APPROACH



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 a distance less than 0.4 NM from BN NDB. BN NDB located 1.9 NM from BLM VOR, 2.9 NM from THR 15.

RWY 33

- Visual approach prohibited.

Chart changes since cycle 26-2015

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BASLE-MULHOUSE, (BASLE-MULHOUSE - LFSB)				
REV	STR 6T & 6Y DEPS	10-3F	25 Dec 2015	07 Jan 2016
REV	BASUD, ELBEG, HOC & LUMEL...	10-3G	25 Dec 2015	07 Jan 2016

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LFSB

Chart Change Notices for Country FRA

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within France for CAT ABCD aircraft. RVR below 150m can only be used for selected runways which are already specified on current Jeppesen charts. 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL and CL: RVR 200m 3. With RL and CL and TDZ, MID and RO RVR: RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m