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JEPPESEN
JeppView for Windows

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Revision Letter For Cycle 13-2016
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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: 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: 0332 Z
Sunset: 1930 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

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Communication Information

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

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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. LVP PROCEDURES

LVP will be in force when:

- RVR is 800m or below.
- Ceiling is 200′ or below.

1.4. RWY OPERATIONS

RWY 08 to be used VFR during DAY only.

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1. GENERAL

1.5. PARKING INFORMATION

1.5.1. USE OF PARKING STANDS

Stands F1A, F5 thru F22, 1 thru 36, 37A, 38A and 39A push-back required.

Stands F1, F2, F3, F4, 37, 38, 39 and 40 thru 46 push-back required for several ACFT.

Stands 5, 18, F7 and F9A are available for A340-600.

1.6. OTHER INFORMATION

Helicopter activity.

RWY 26 right-hand circuit.

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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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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LFSB/MLH
BASLE-MULHOUSE

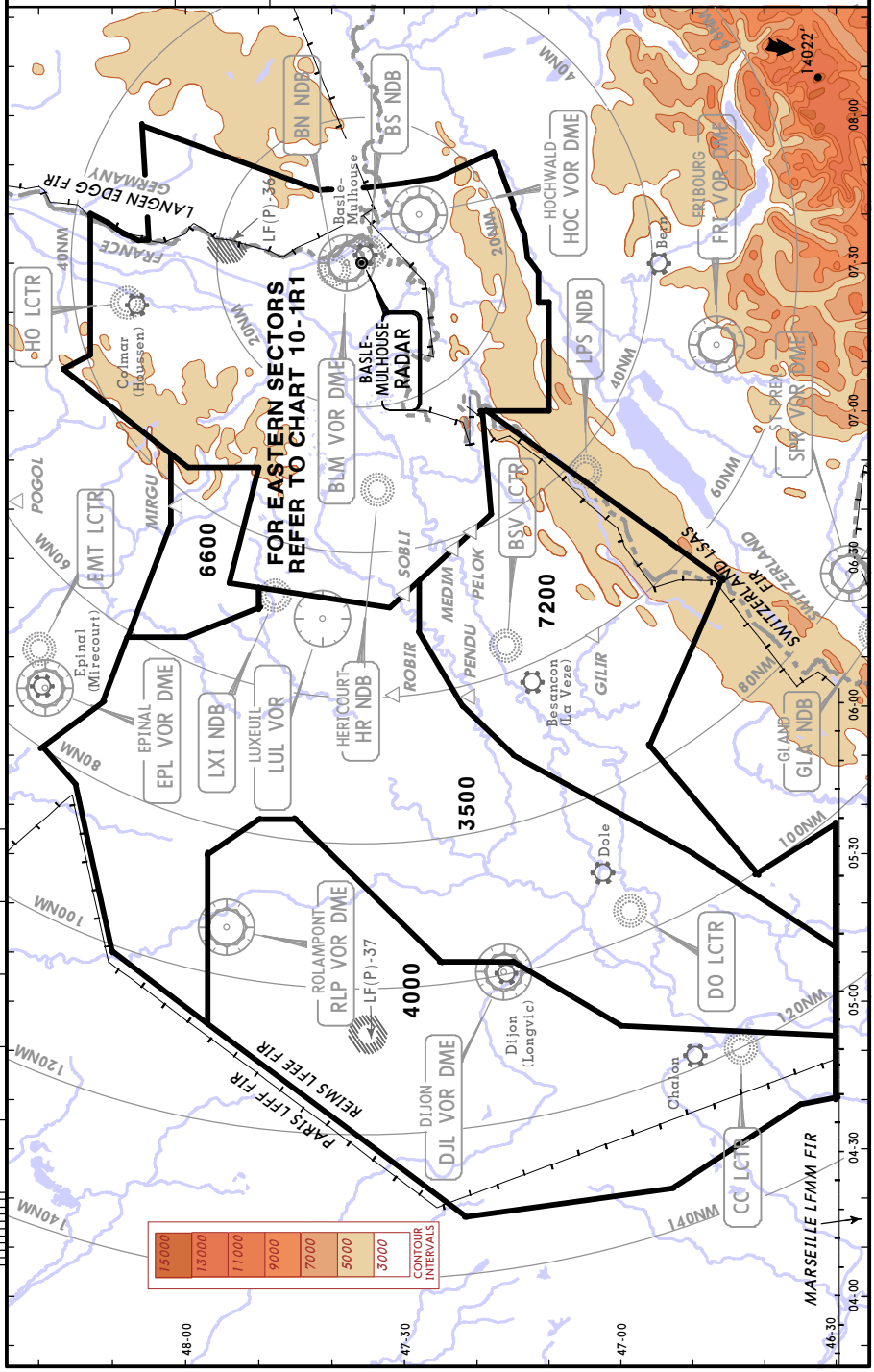
JEPPESEN

7 DEC 12 (10-1R) Eff 13 Dec

BASLE-MULHOUSE, FRANCE
RADAR MINIMUM ALTITUDES

BASLE Information (R)	Apt Elev
130.9	885′

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



CHANGES: Communication

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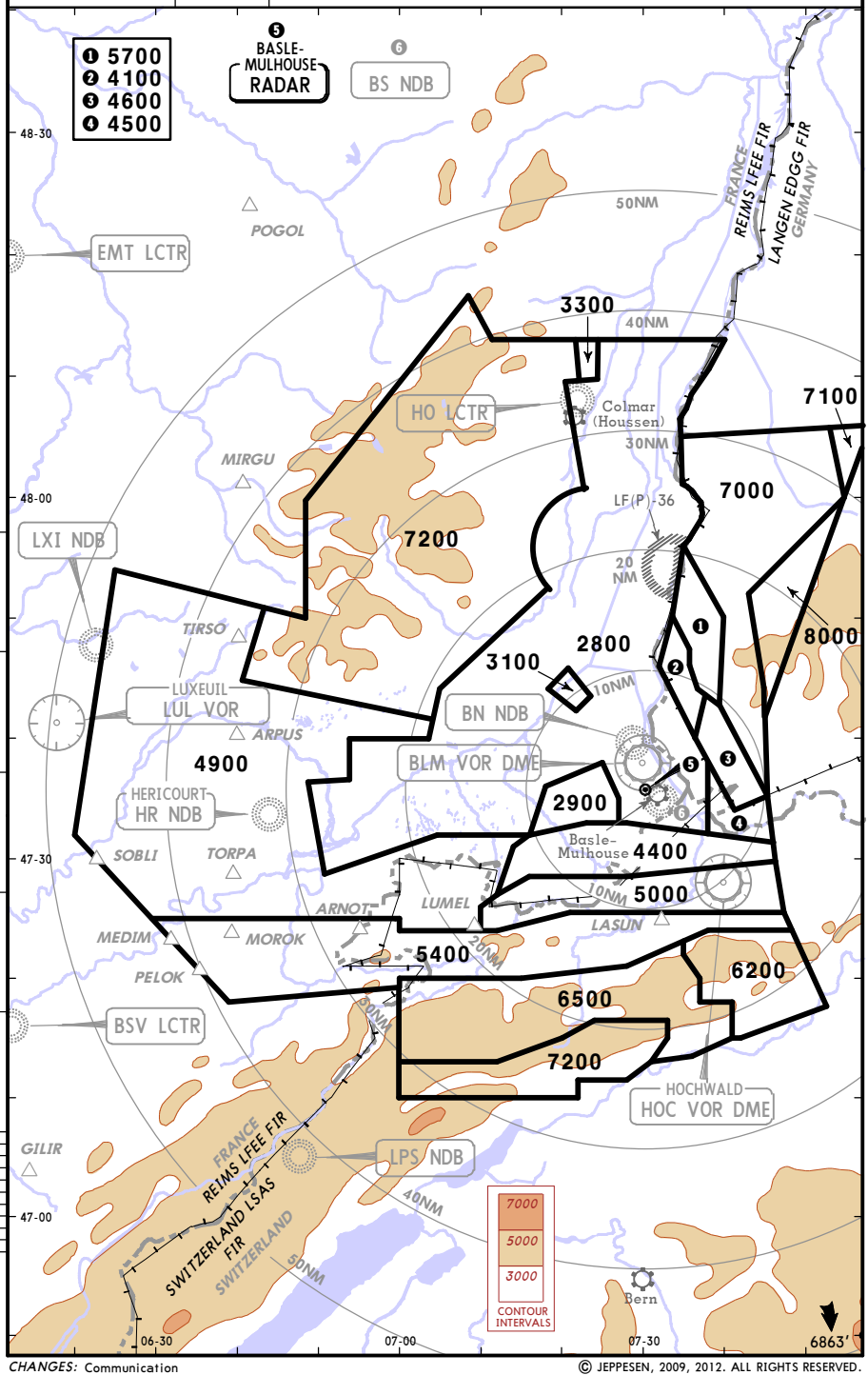
LFSB/MLH
BASLE-MULHOUSE

JEPPESEN 7 DEC 12 (10-1R1) Eff 13 Dec

BASLE-MULHOUSE, FRANCE
RADAR MINIMUM ALTITUDES

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



CHANGES: Communication

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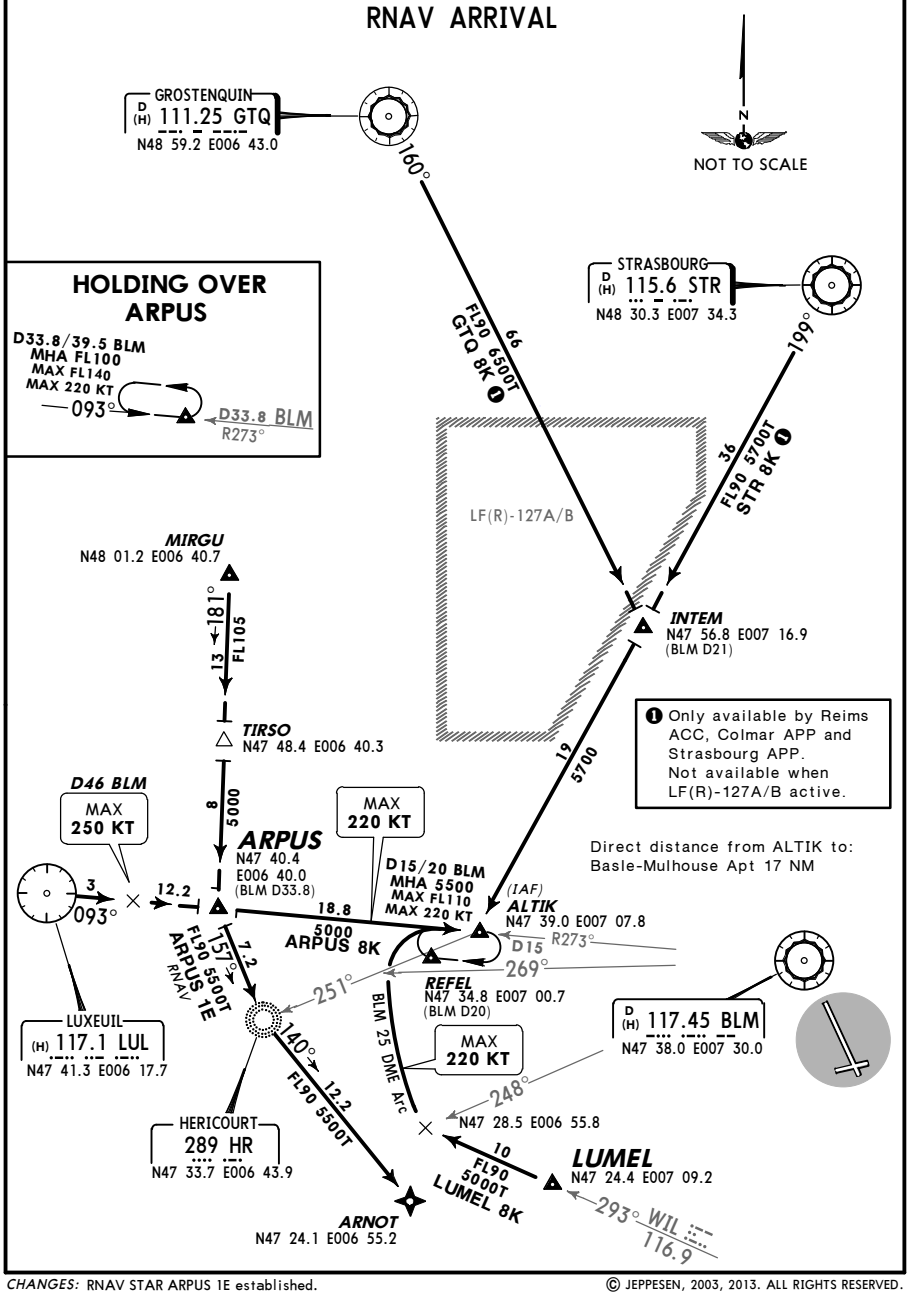
ATIS	Apt Elev	
127.87	885′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′

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

ARPUS 1E *[ARPU1E]*
RNAV ARRIVAL



CHANGES: RNAV STAR ARPUS 1E established.

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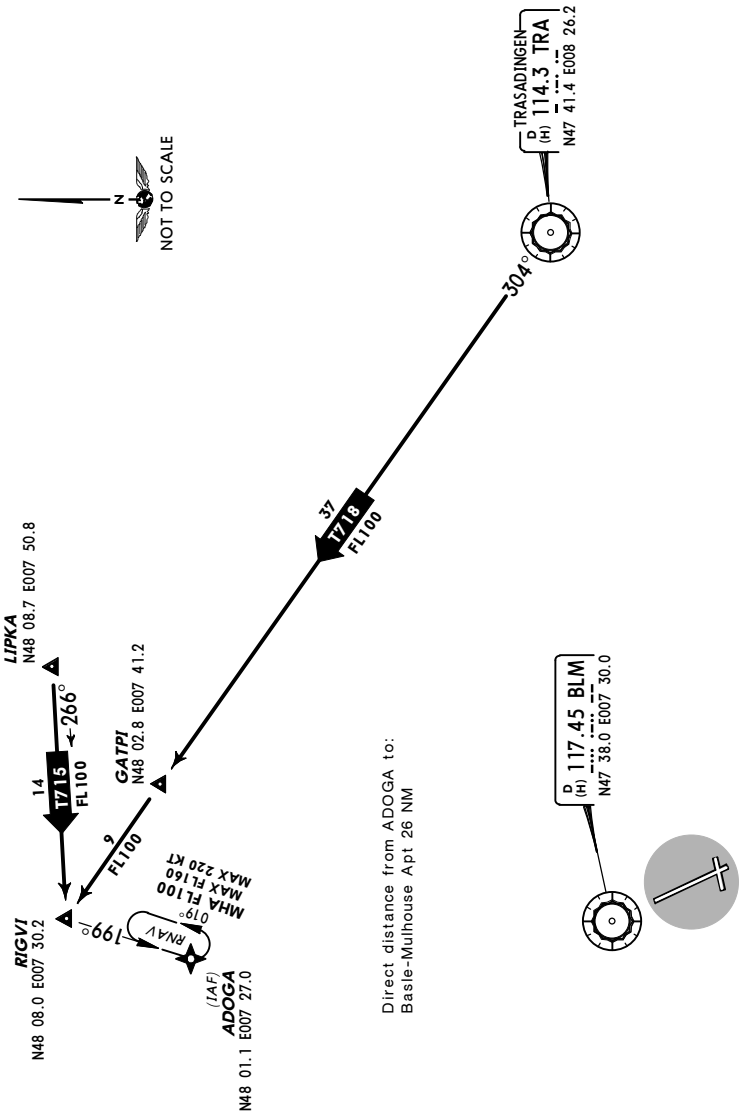
ATIS	Apt Elev	
127.87	885'	Alt Set: hPa Trans level: By ATC Trans alt: 7000'

ARRIVALS



CHANGES: None.

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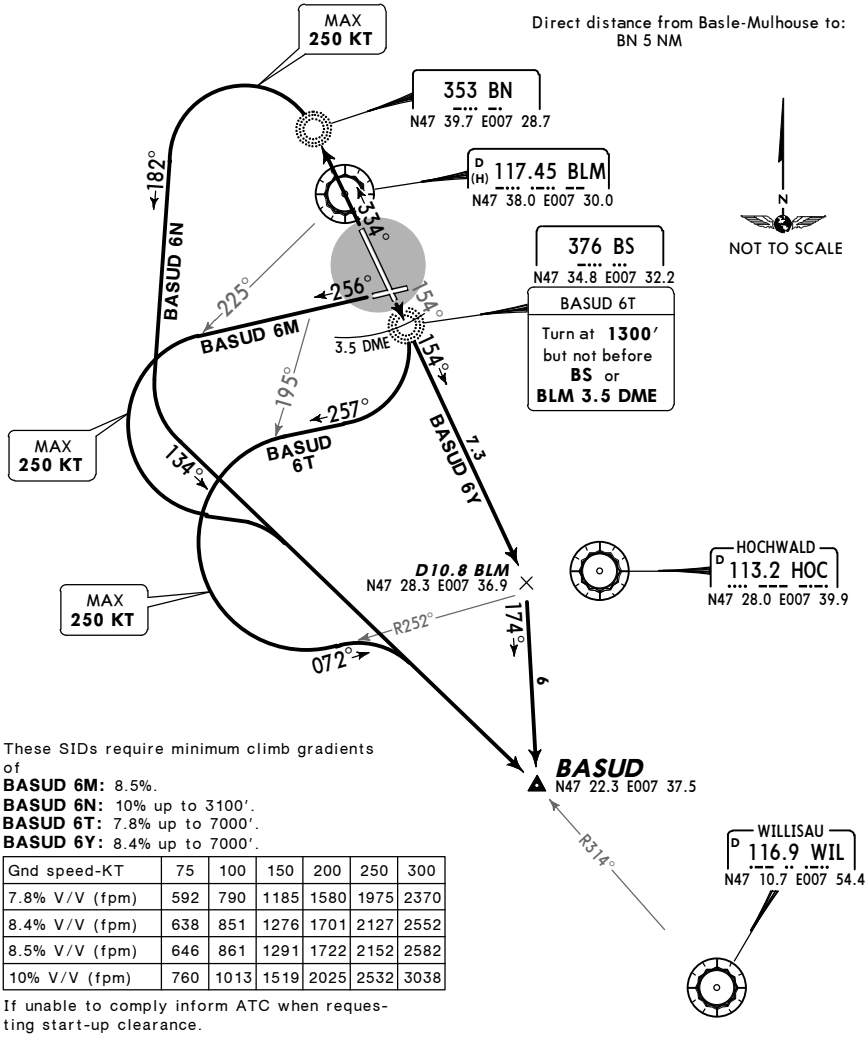
Apt Elev 885′	Trans level: By ATC Trans alt: 7000′ These SIDs include minimum noise routings (refer to 10-4).

BASUD 6M *[BASU6M]*, BASUD 6N *[BASU6N]* BASUD 6T *[BASU6T]*, BASUD 6Y *[BASU6Y]* RWYS 26, 33, 15 DEPARTURES



These SIDs require minimum climb gradients of
BASUD 6M: 8.5%.
BASUD 6N: 10% up to 3100′.
BASUD 6T: 7.8% up to 7000′.
BASUD 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 requesting start-up clearance.

Initial climb clearance **7000′**

SID	RWY	ROUTING
BASUD 6M	**26**	Climb straight ahead, when passing BLM R-225 turn LEFT, intercept WIL R-314 inbound to BASUD.
BASUD 6N	**33**	Climb to BN, turn LEFT, 182° track, intercept WIL R-314 inbound to BASUD.
BASUD 6T	**15**	Climb straight ahead, at 1300′, but not before BS or BLM 3.5 DME, turn RIGHT, 257° track, when passing BLM R-195 turn LEFT, 072° track, intercept WIL R-314 inbound to BASUD.
BASUD 6Y❶		Climb on BLM R-154 to D10.8 BLM, turn RIGHT, 174° track to BASUD.

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

CHANGES: BASUD SIDs renumbered.

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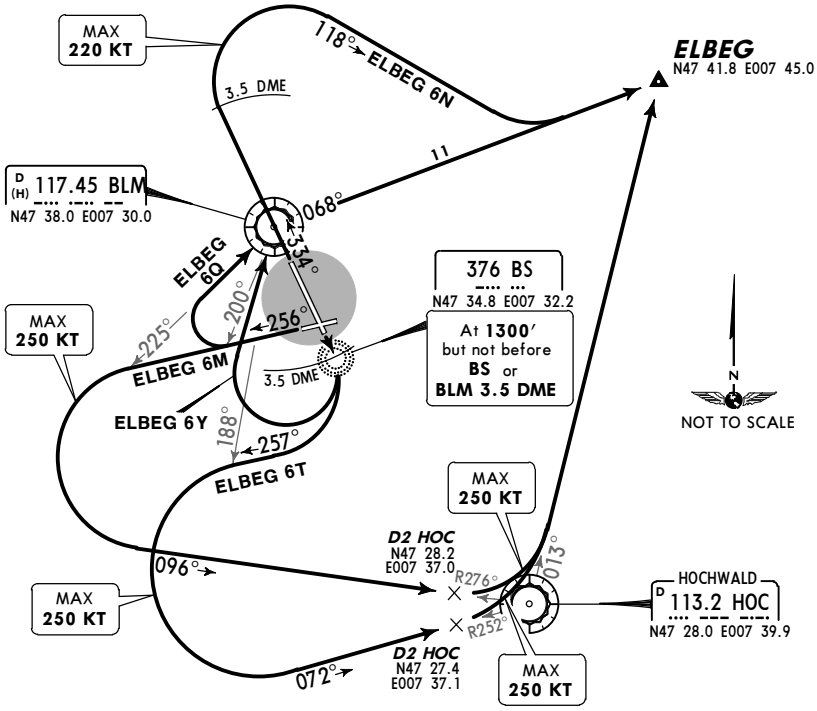
Apt Elev 885′	Trans level: By ATC Trans alt: 7000′ These SIDs include minimum noise routings (refer to 10-4).

ELBEG 6M *[ELBE6M]*, ELBEG 6N *[ELBE6N]* ELBEG 6Q *[ELBE6Q]*, ELBEG 6T *[ELBE6T]* ELBEG 6Y *[ELBE6Y]* RWYS 26, 33, 15 DEPARTURES



These SIDs require minimum climb gradients of
ELBEG 6M, 6Q: 8.5%.
ELBEG 6N: 5%.
ELBEG 6T, 6Y: 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
5.0% V/V (fpm)	380	506	760	1013	1266	1519
7.8% V/V (fpm)	592	790	1185	1580	1975	2370
8.5% V/V (fpm)	646	861	1291	1722	2152	2582

Initial climb clearance **7000′**

SID	RWY	ROUTING
ELBEG 6M	**26**	Climb straight ahead, when passing BLM R-225 turn LEFT, intercept HOC R-276 inbound to D2 HOC, intercept HOC R-013 to ELBEG.
ELBEG 6N	**33**	Climb on 334° track to BLM 3.5 DME, turn RIGHT, 118° track, intercept BLM R-068 to ELBEG.
ELBEG 6Q	**26**	Climb straight ahead, when passing BLM R-200, turn RIGHT to BLM, BLM R-068 to ELBEG.
ELBEG 6T	**15**	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 D2 HOC, intercept HOC R-013 to ELBEG.
ELBEG 6Y		Climb straight ahead, at 1300′, but not before BS or BLM 3.5 DME, turn RIGHT to BLM, BLM R-068 to ELBEG.

CHANGES: ELBEG SIDs renumbered.

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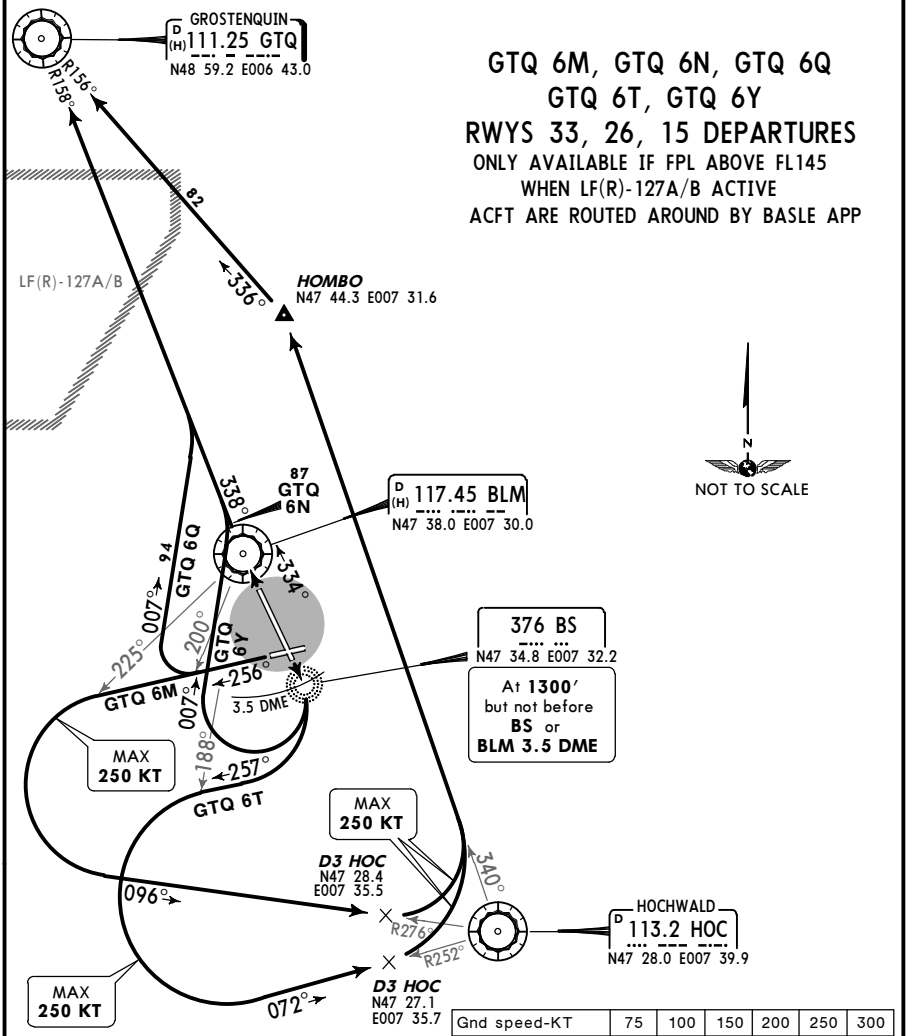
Apt Elev 885′

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



Gnd speed-KT	75	100	150	200	250	300
7.8% V/V (fpm)	592	790	1185	1580	1975	2370
8.5% V/V (fpm)	646	861	1291	1722	2152	2582

These SIDs require minimum climb gradients of
GTQ 6M, 6Q: 8.5%.
GTQ 6T, 6Y: 7.8% up to 7000′.

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

Initial climb clearance **7000′**

SID	RWY	ROUTING
GTQ 6M	**26**	Climb straight ahead, when passing BLM R-225 turn LEFT, intercept HOC R-276 inbound to D3 HOC, intercept HOC R-340 to HOMBO, intercept GTQ R-156 inbound to GTQ.
GTQ 6N	**33**	Climb to BLM, BLM R-338 to GTQ.
GTQ 6Q	**26**	Climb straight ahead, when passing BLM R-200 turn RIGHT, 007° track, intercept BLM R-338 to GTQ.
GTQ 6T	**15**	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 GTQ R-156 inbound to GTQ.
GTQ 6Y		Climb straight ahead, at 1300′, but not before BS or BLM 3.5 DME, turn RIGHT, 007° track, intercept BLM R-338 to GTQ.

CHANGES: GTQ SIDs renumbered; availability.

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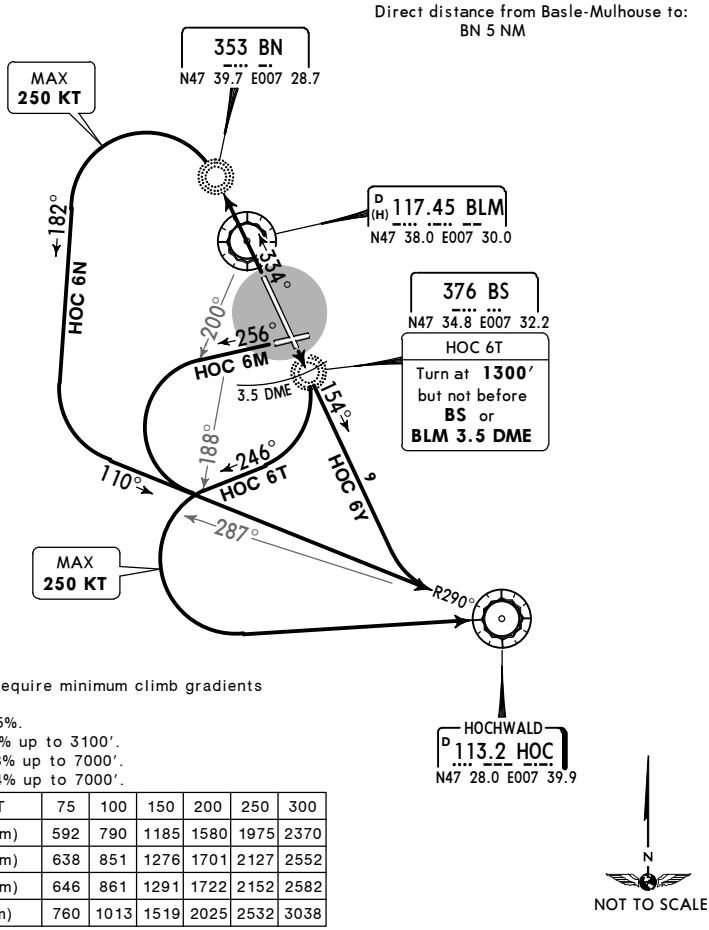
Apt Elev	
885′	Trans level: By ATC Trans alt: 7000′ These SIDs include minimum noise routings (refer to 10-4).

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



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 requesting 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 ❶		Climb straight ahead, intercept 154° bearing from BS, intercept HOC R-290 inbound to HOC.

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

CHANGES: HOC SIDs renumbered.

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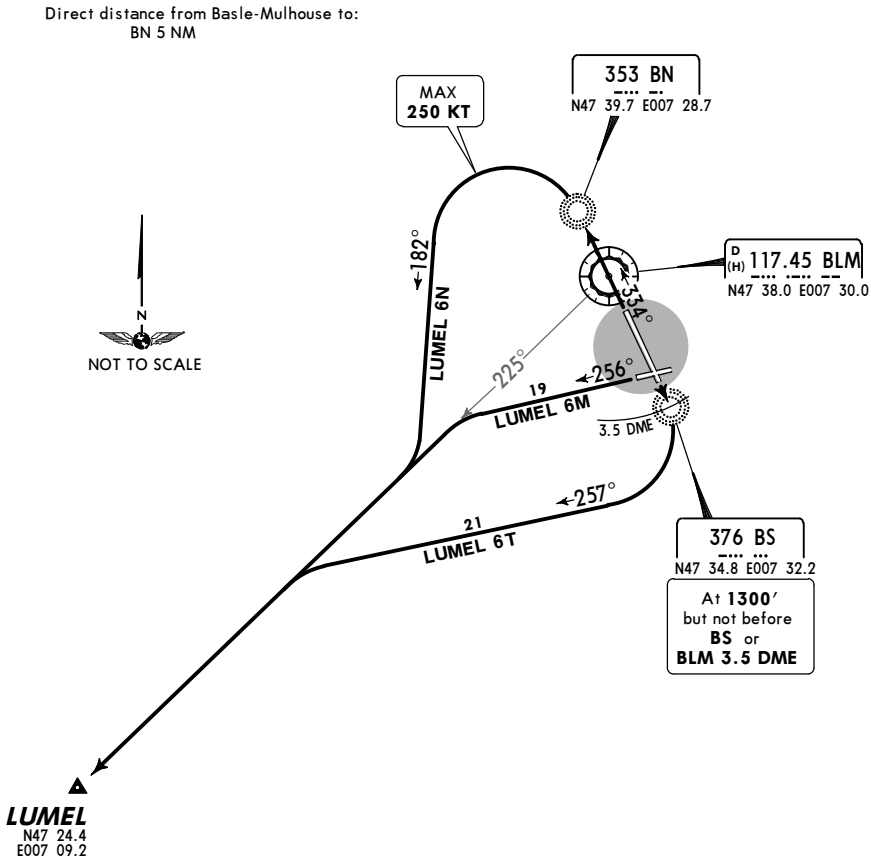
Apt Elev 885′	Trans level: By ATC Trans alt: 7000′ These SIDs include minimum noise routings (refer to 10-4).

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



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.

CHANGES: LUMEL SIDs renumbered.

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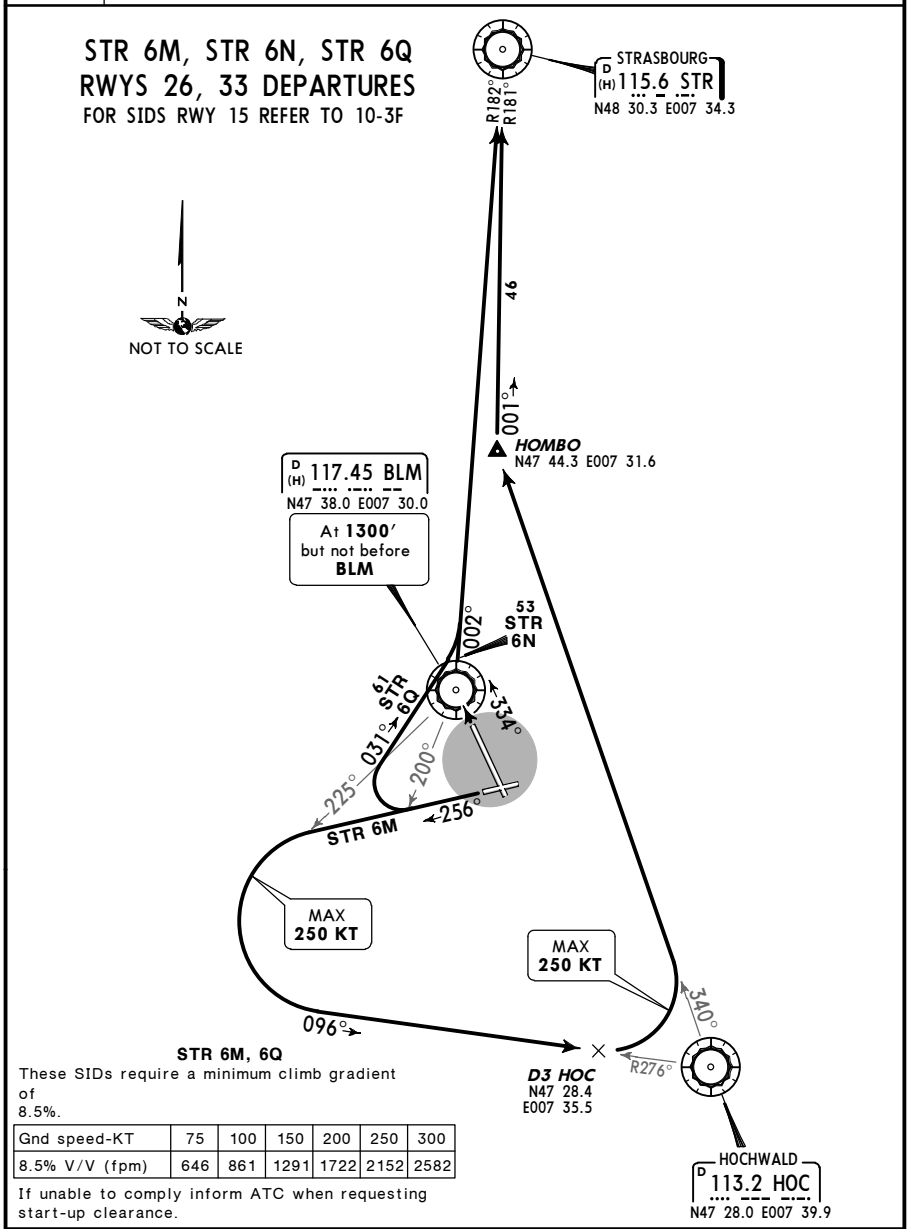
Apt Elev	
885′	Trans level: By ATC Trans alt: 7000′ These SIDs include minimum noise routings (refer to 10-4).



Gnd speed-KT	75	100	150	200	250	300
8.5% V/V (fpm)	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 6M	**26**	Climb straight ahead, when passing BLM R-225 turn LEFT, intercept HOC R-276 inbound to D3 HOC, intercept HOC R-340 to HOMBO, intercept STR R-181 inbound to STR.
STR 6N	**33**	Climb straight ahead, at 1300′, but not before BLM, turn RIGHT, intercept BLM R-002 to STR.
STR 6Q	**26**	Climb straight ahead, when passing BLM R-200 turn RIGHT, 031° track, intercept BLM R-002 to STR.

CHANGES: STR SIDs renumbered.

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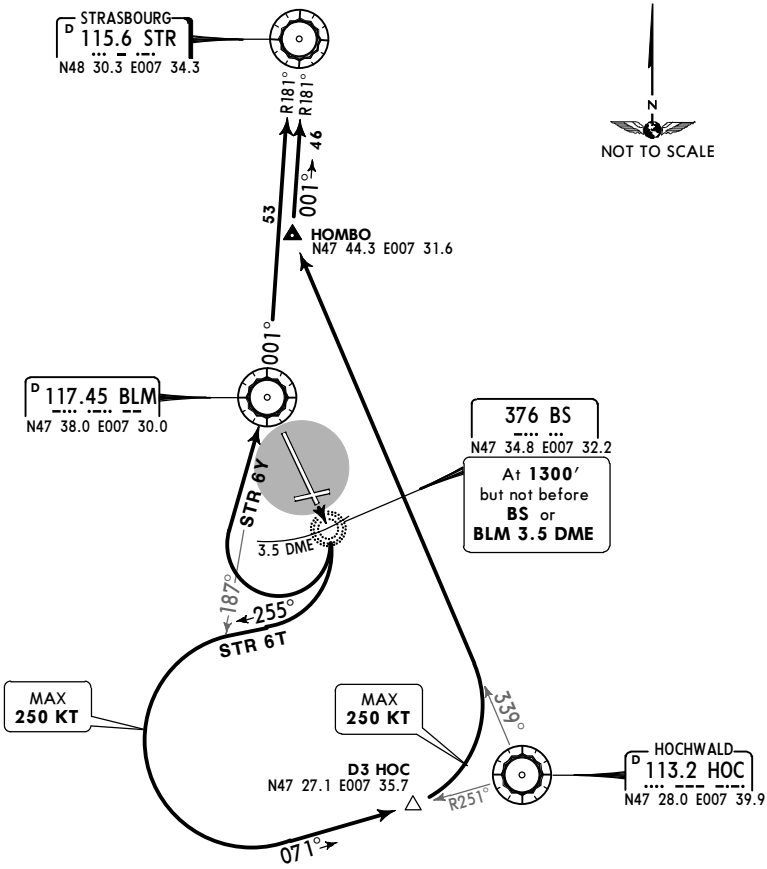
Apt Elev 885′	Trans level: By ATC Trans alt: 7000′ These SIDs include minimum noise routings (refer to 10-4).

STR 6T, STR 6Y
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.

Direct distance from Basle-Mulhouse Apt to:
BLM 3 NM
D3 HOC 9 NM

Initial climb clearance **7000′**

SID	ROUTING
STR 6T	Climb straight ahead, at 1300′, but not before BS or BLM 3.5 DME, turn RIGHT, 255° track, when passing BLM R-187 turn LEFT, intercept HOC R-251 inbound to D3 HOC, intercept HOC R-339 to HOMBO, intercept STR R-181 inbound to STR.
STR 6Y	Climb straight ahead, at 1300′, but not before BS or BLM 3.5 DME, turn RIGHT to BLM, BLM R-001 to STR.

CHANGES: None.

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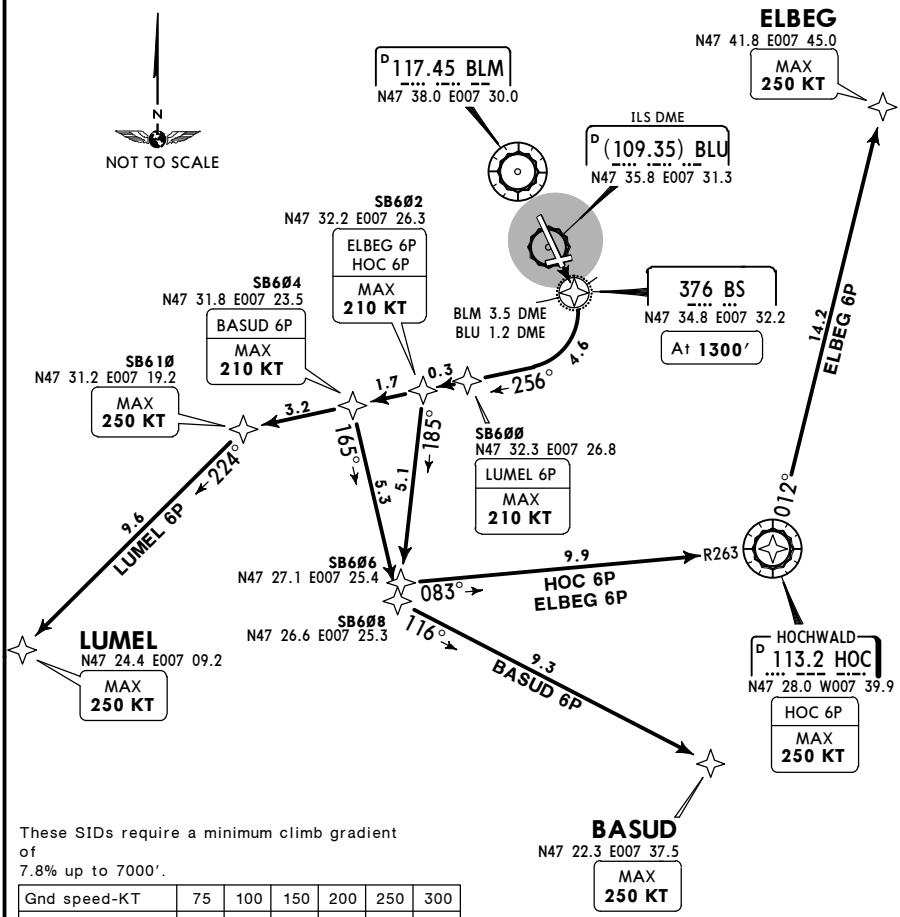
Apt Elev 885′	Trans level: By ATC Trans alt: 7000′ **1. RNAV (DME/DME and GNSS).** **2. GNSS required.** 3. DME/DME sensor unavailable below 2500′. 4. Critical DME: HOC up to 4000′. 5. These SIDs include minimum noise routings (refer to 10-4).

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-).

CHANGES: Radial update.

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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.

CHANGES: New chart (omnidirectional departures transferred).

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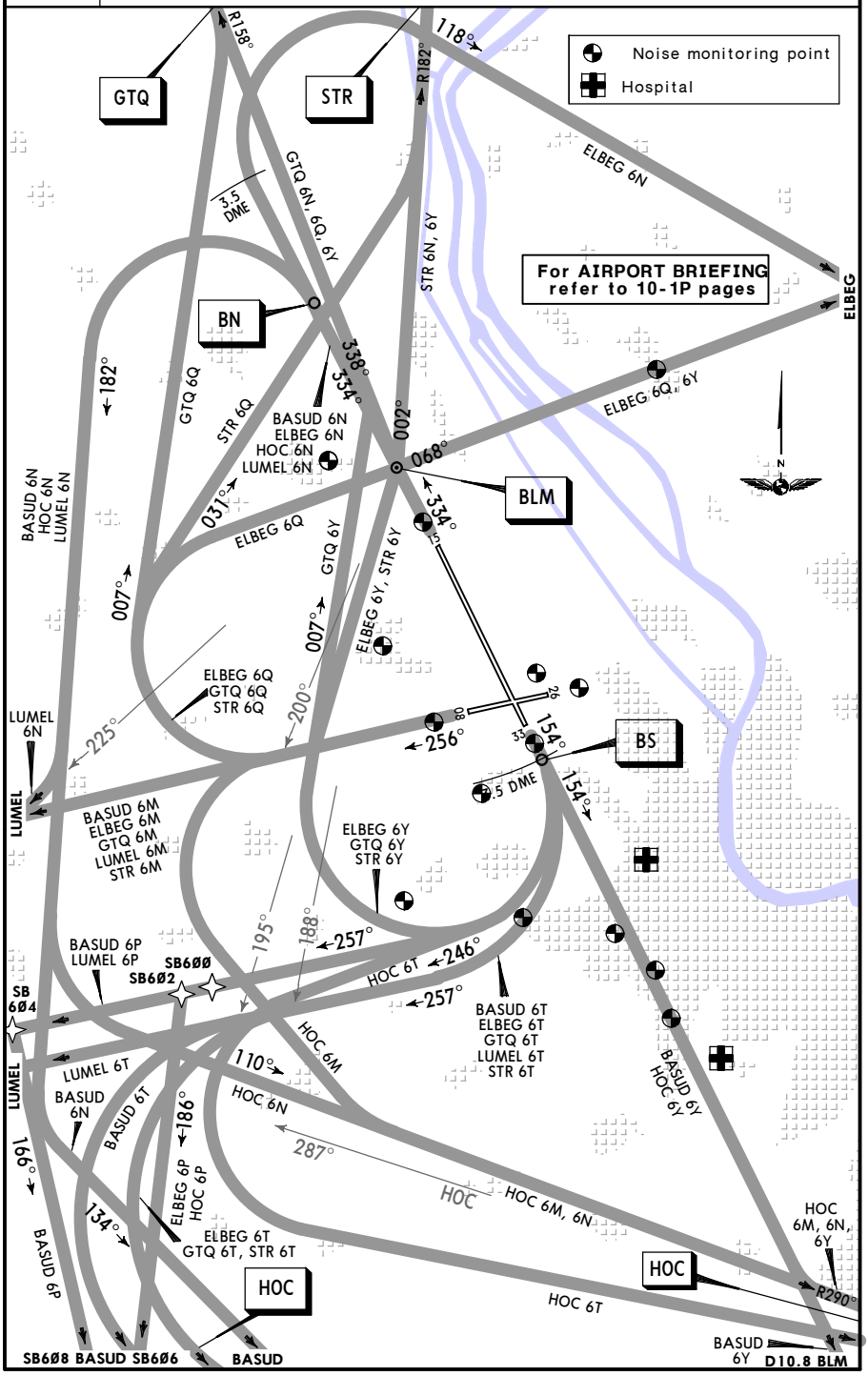
Apt Elev 885′

NOISE ABATEMENT



CHANGES: Noise monitoring points established & revised.

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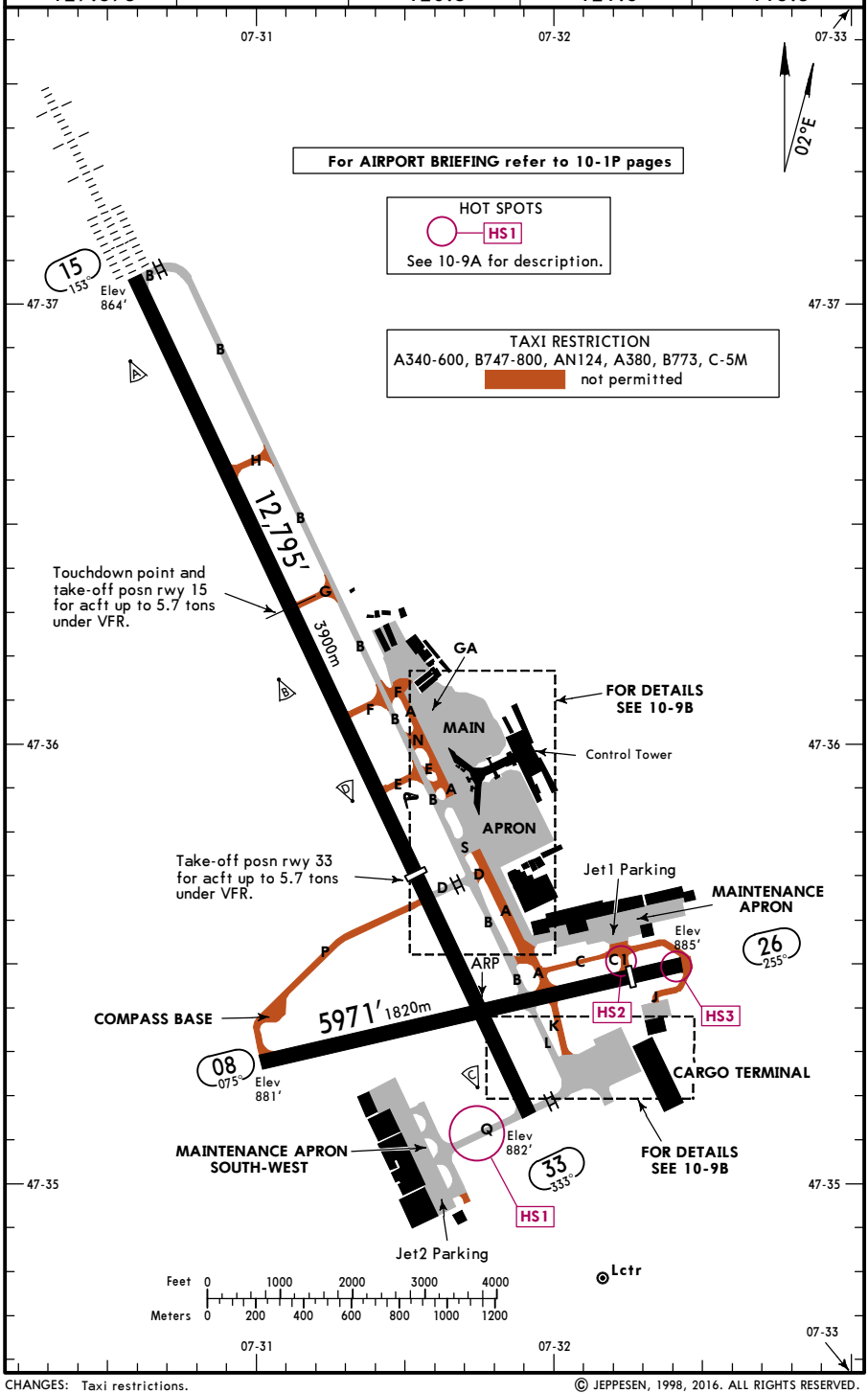
LFSB/MLH

Apt Elev **885′**
N47 35.4 E007 31.8

22 APR 16 (10-9) Eff 28 Apr

JEPPESEN **BASLE-MULHOUSE, FRANCE**
BASLE-MULHOUSE

ATIS	ACARS: DCL	BASLE Flight Data (Cpt)	BASLE Ground	Tower
127.875		120.5	121.6	118.3



CHANGES: Taxi restrictions.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
08	RL (50m)				197′ 60m
26	RL (50m) PAPI-L (3.0°)	5249′ 1600m			
15	HIRL (50m) CL (15m) HIALS-II REIL TDZ ❶ RVR	❸	11,762′ 3585m	❷❸	197′ 60m
33	HIRL (50m) REIL PAPI-L (3.5°) RVR	9120′ 2780m	8270′ 2521m	❷❹	

❶ PAPI-L (angle 3.0°)

❷ 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:
❸ Rwy 15: 7776′ (2370m) from position abeam twy G.
❹ Rwy 33: 9120′ (2780m) from displaced thresh.
Flight notification to ATC before departure compulsory.

HOT SPOTS

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

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

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

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

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

Standard TAKE-OFF ❶

	Rwy 15 LVP must be in Force				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			

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

CHANGES: None.

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LFSB/MLH

JEPPESEN

22 APR 16 (10-9B) Eff 28 Apr

BASLE-MULHOUSE, FRANCE

BASLE-MULHOUSE

LEGEND
- Orange route
- Blue route
- Yellow route

APRON GA
MAIN APRON
Control Tower
TERMINAL
N1
N2
N3
M1
M2
S1
S2
S3
RWY 15/33
HANGARS
CARGO
HANGAR
NOT TO SCALE
CARGO TERMINAL

TAXI RESTRICTION
A340-600, B747-800, AN124, A380, B773, C-5M
not permitted

INS COORDINATES

STAND	COORDINATES
1	N47 35.8 E007 31.9
2 thru 5	N47 35.9 E007 31.9
6A thru 11A	N47 35.9 E007 31.8
12A	N47 35.8 E007 31.8
14, 14A	N47 35.8 E007 31.7
16	N47 35.9 E007 31.7
16A	N47 35.8 E007 31.7
17 thru 24	N47 35.9 E007 31.7
26 thru 28A	N47 36.0 E007 31.6
29A thru 32A	N47 36.0 E007 31.7
34 thru 36	N47 36.0 E007 31.8
37 thru 38A	N47 36.1 E007 31.8
39, 39A	N47 36.1 E007 31.7
40 thru 44	N47 36.1 E007 31.6
45, 46	N47 36.1 E007 31.5
F1 thru F3	N47 35.6 E007 31.9
F4 thru F6	N47 35.7 E007 31.8
F7	N47 35.7 E007 31.9
F8 thru F9A	N47 35.8 E007 31.9
F10	N47 35.8 E007 31.9
F11	N47 35.8 E007 32.0
F21, F22	N47 35.3 E007 32.2

CHANGES: Taxi restrictions.

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LFSB/MLH
BASLE-MULHOUSE

JEPPESEN

4 DEC 15 (11-0) Eff 10 Dec

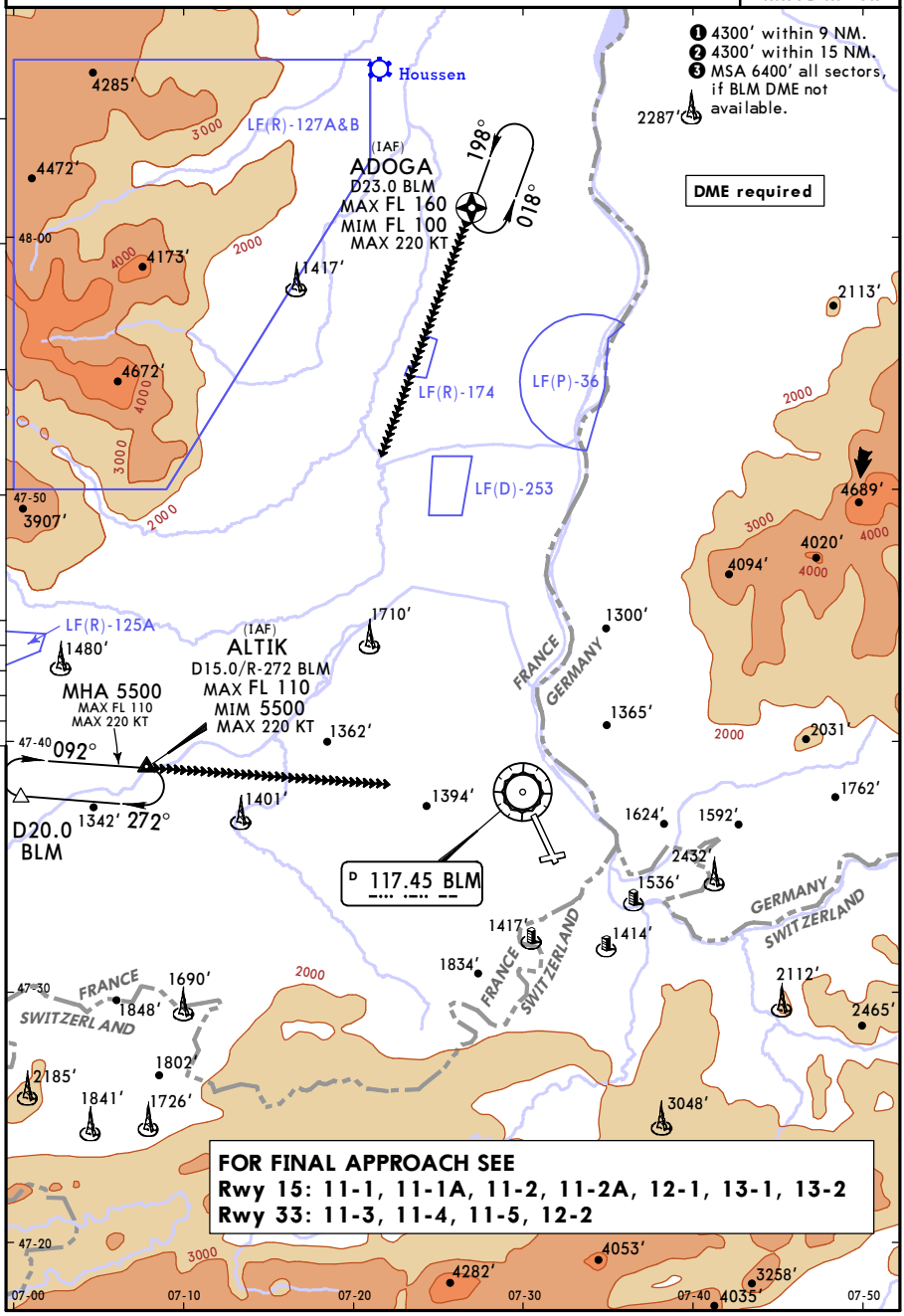
BASLE-MULHOUSE, FRANCE
INITIAL APCH ALL Rwys

BRIEFING STRIP TM

ATIS	BASLE Approach	BASLE Tower	Ground
127.875	119.350	118.3	121.6

FOR BRIEFING STRIP INFORMATION AND NOTES
SEE FINAL APPROACH CHARTS

❶ 6400′
❷ 6400′ 191° 4300′
❸ 4300′ 095° 061°
MSA BLM VOR



CHANGES: New procedure.

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LFSB/MLH
BASLE-MULHOUSE

JEPPESEN 4 DEC 15 Eff 10 Dec (11-1)

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

BRIEFING STRIP

ATIS	BASLE Approach	BASLE Tower	Ground
127.875	119.350	118.3	121.6

LOC	Final	GS	ILS	
MH	Apch Crs	**D3.6 MH**	DA(H)	Apt Elev 885'
111.55	**153°**	**2030'** (1166')	Refer to Minimums	Rwy 864'

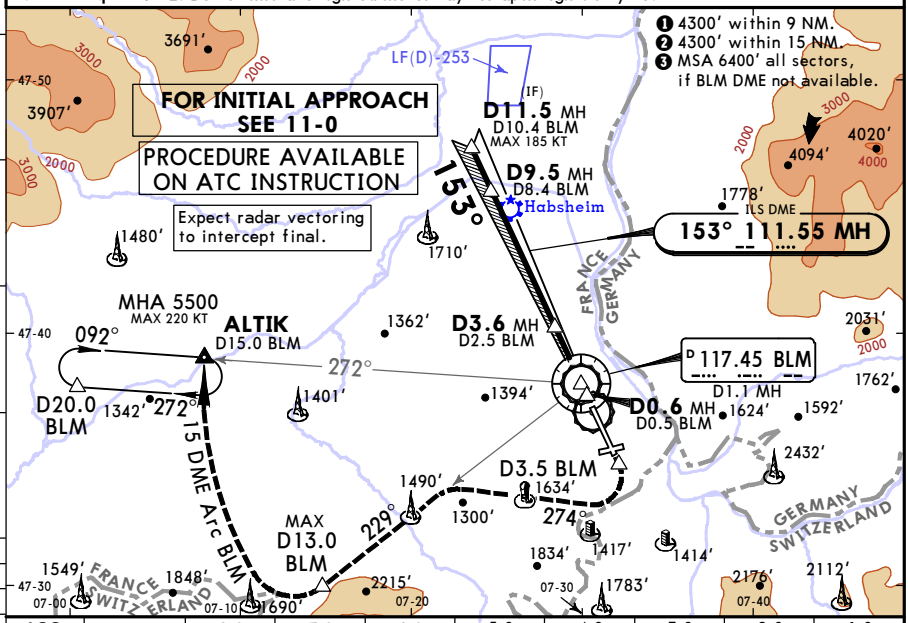
MISSED APCH: Climb on rwy track to MAX 4000' until D3.5 BLM, then turn RIGHT onto 274° and climb to 5500'. Unless otherwise directed intercept and follow R-229 BLM, then turn RIGHT onto 15 DME Arc BLM to ALTIK. MAX 220 KT. Climb to 3800' prior to level acceleration.

❷ 6400' ❸ 4300' 191° 095° 4300' 061° ❶ 6400'

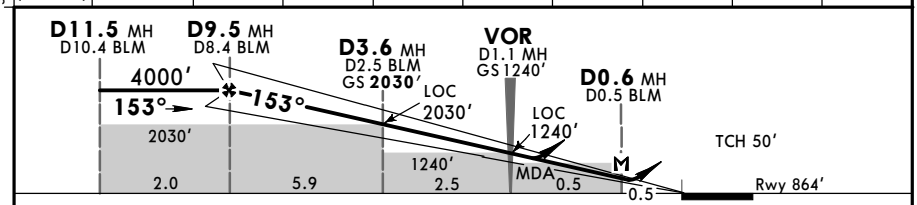
MSA BLM VOR

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

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



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



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

HIALS-II REIL PAPI

220 KT MAX | **4000'** MAX | **D3.5** BLM

PANS OPS

Standard STRAIGHT-IN LANDING RWY 15

ILS
Missed apch climb gradient mim 2.5% ❶
DA(H) A: **1104'** (240') C: **1134'** (270')
B: **1114'** (250') D: **1154'** (290')

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

	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1400m
B			RVR 1300m		
C	RVR 600m		RVR 1300m		
D	RVR 650m		RVR 1400m		

CIRCLE-TO-LAND

Circling height based on rwy 15 thresh elev of 864'

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

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

CHANGES: Bearings.

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LFSB/MLH
BASLE-MULHOUSE

4 DEC 15
Eff 10 Dec

JEPPESEN (11-1A)

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

BRIEFING STRIP

ATIS	BASLE Approach	BASLE Tower	Ground
127.875	119.350	118.3	121.6

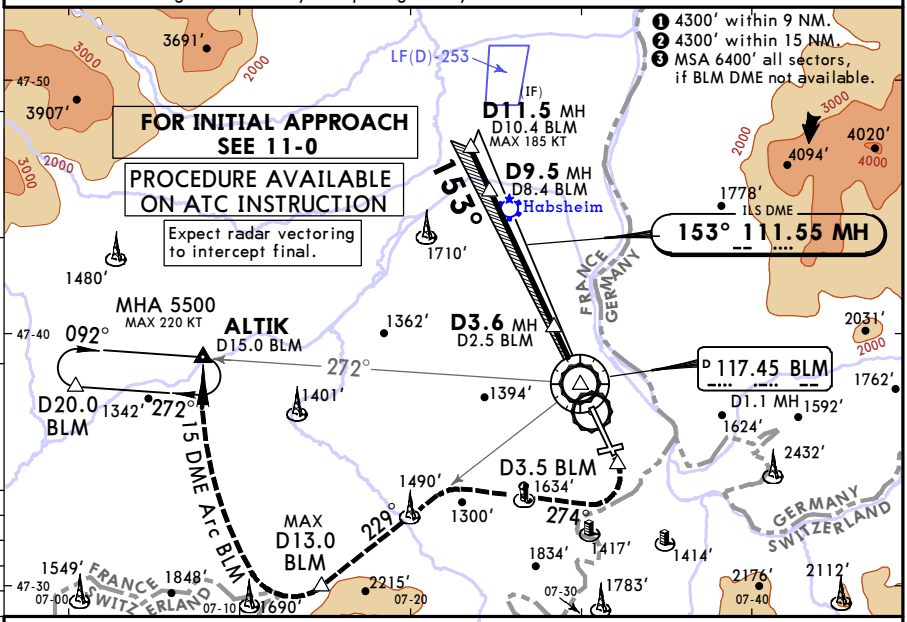
LOC MH	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 885′
111.55	**153°**	**D3.6 MH** **2030′**(1166′)	Refer to Minimums	Rwy 864′

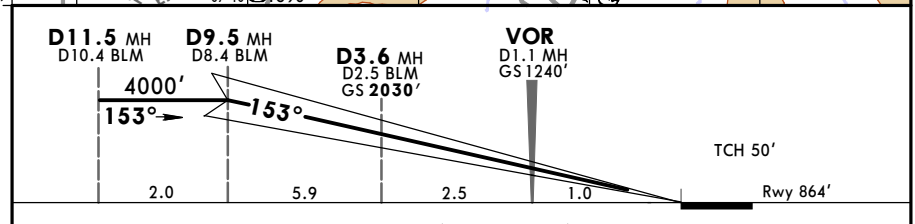
MISSED APCH: Climb on rwy track to MAX 4000′ until D3.5 BLM, then turn RIGHT onto 274° and climb to 5500′. Unless otherwise directed intercept and follow R-229 BLM, then turn RIGHT onto 15 DME Arc BLM to ALTIK. MAX 220 KT. Climb to 3800′ prior to level acceleration.

❶ 6400′ 095° 4300′ 061°
❷ 6400′ 161° 4300′ 197°
❸ 6400′
MSA BLM VOR

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

1. **DME required.** 2. Special Aircrew & Acft Certification Required.
3. Do not mistake lighted motorway for apch lights rwy 15.





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

HIALS-II
REIL
PAPI

220 KT MAX | **4000′** MAX | **D3.5** BLM

Standard STRAIGHT-IN LANDING RWY **15**

PANS OPS

CAT IIIA ILS	CAT II ILS		
Missed apch climb gradient mim 3.0%	Missed apch climb gradient mim 3.0%	Missed apch climb gradient mim 2.5%	
DH **50′**	**RA 102′** DA(H) **964′**(100′)	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 ❶	RVR 400m	RVR 450m

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

CHANGES: Bearings. Minimums.

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LFSB/MLH
BASLE-MULHOUSE

JEPPESEN 4 DEC 15 Eff 10 Dec (11-2)

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

BRIEFING STRIP

ATIS	BASLE Approach	BASLE Tower	Ground
127.875	119.350	118.3	121.6

LOC	Final	GS	ILS	
MH	Apch Crs	**D3.6 MH**	DA(H)	Apt Elev 885'
111.55	**153°**	**2030'** (1166')	Refer to Minimums	Rwy 864'

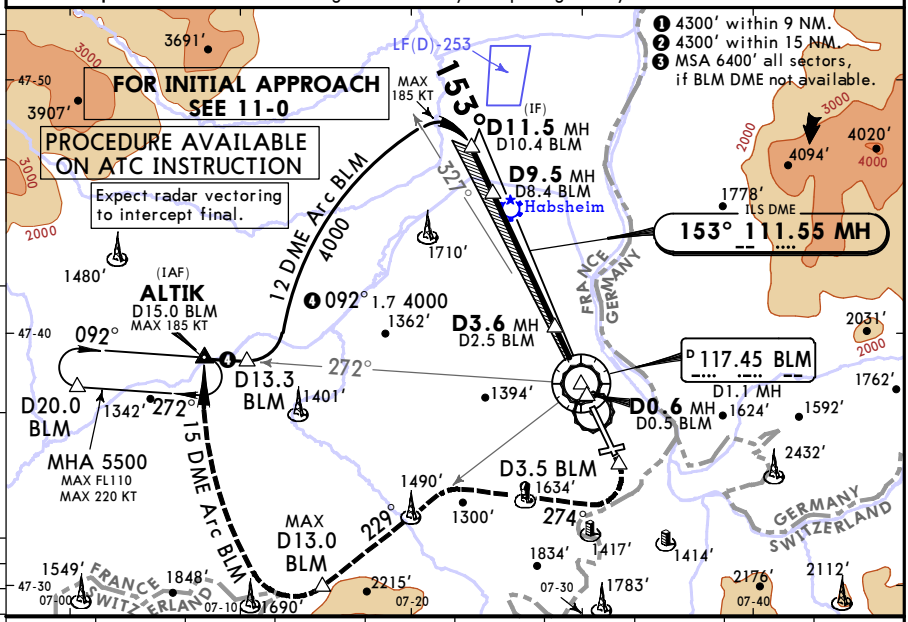
❷ 6400' 191° 4300' 095° 4300' 061° ❸ ❶ 6400'

MSA
BLM VOR

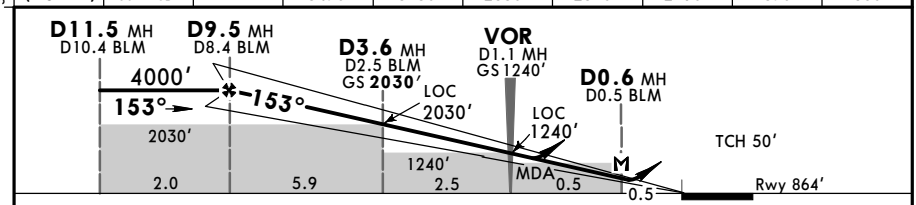
MISSED APCH: Climb on rwy track to MAX 4000' until D3.5 BLM, then turn RIGHT onto 274° and climb to 5500'. Unless otherwise directed intercept and follow R-229 BLM, then turn RIGHT onto 15 DME Arc BLM to ALTIK. MAX 220 KT. Climb to 3800' prior to level acceleration.

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

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



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



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

HIALS-II REIL PAPI

220 KT MAX | **4000'** MAX | **D3.5** BLM

PANS OPS

Standard STRAIGHT-IN LANDING RWY 15

ILS
Missed apch climb gradient mim 2.5% ❶
DA(H) A: **1104'** (240') C: **1134'** (270')
B: **1114'** (250') D: **1154'** (290')

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

	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1400m
B			RVR 1300m		
C	RVR 600m		RVR 1300m		
D	RVR 650m		RVR 1400m		

CIRCLE-TO-LAND

Circling height based on rwy 15 thresh elev of 864'

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

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

CHANGES: Bearings.

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LFSB/MLH
BASLE-MULHOUSE

4 DEC 15
Eff 10 Dec

JEPPESEN

(11-2A)

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

BRIEFING STRIP

ATIS	BASLE Approach	BASLE Tower	Ground
127.875	119.350	118.3	121.6

LOC MH	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 885'
111.55	**153°**	**D3.6 MH** **2030'**(1166')		Rwy 864'

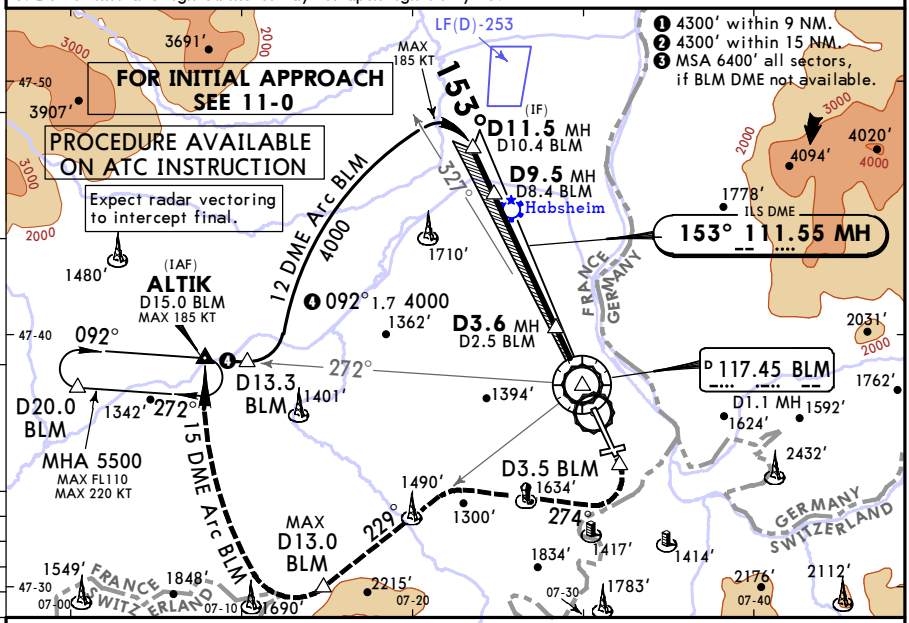
MISSED APCH: Climb on rwy track to MAX 4000' until D3.5 BLM, then turn RIGHT onto 274° and climb to 5500'. Unless otherwise directed intercept and follow R-229 BLM, then turn RIGHT onto 15 DME Arc BLM to ALTIK. MAX 220 KT. Climb to 3800' prior to level acceleration.

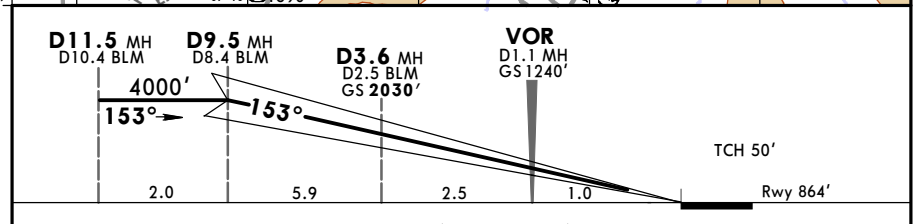
❷ 6400' 161° 4300' 197° ❸ 095° 4300' 061° ❶ 6400'

MSA BLM VOR

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

1. **DME required.** 2. Special Aircrew & Acft Certification Required.
3. Do not mistake lighted motorway for apch lights rwy 15.





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

HIALS-II
REIL
PAPI

220 KT MAX | **4000'** MAX | **D3.5** BLM

Standard STRAIGHT-IN LANDING RWY **15**

PANS OPS

CAT IIIA ILS	CAT II ILS		
Missed apch climb gradient mim 3.0%	Missed apch climb gradient mim 3.0%	Missed apch climb gradient mim 2.5%	
DH **50'**	**RA 102'** DA(H) **964'**(100')	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 ❶	RVR 400m	RVR 450m

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

CHANGES: Bearings. Minimums.

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LFSB/MLH
BASLE-MULHOUSE

JEPPESEN 4 DEC 15 Eff 10 Dec (11-3)

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

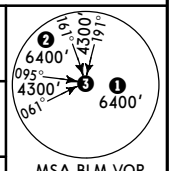
BRIEFING STRIP

ATIS	BASLE Approach	BASLE Tower	Ground
127.875	119.350	118.3	121.6

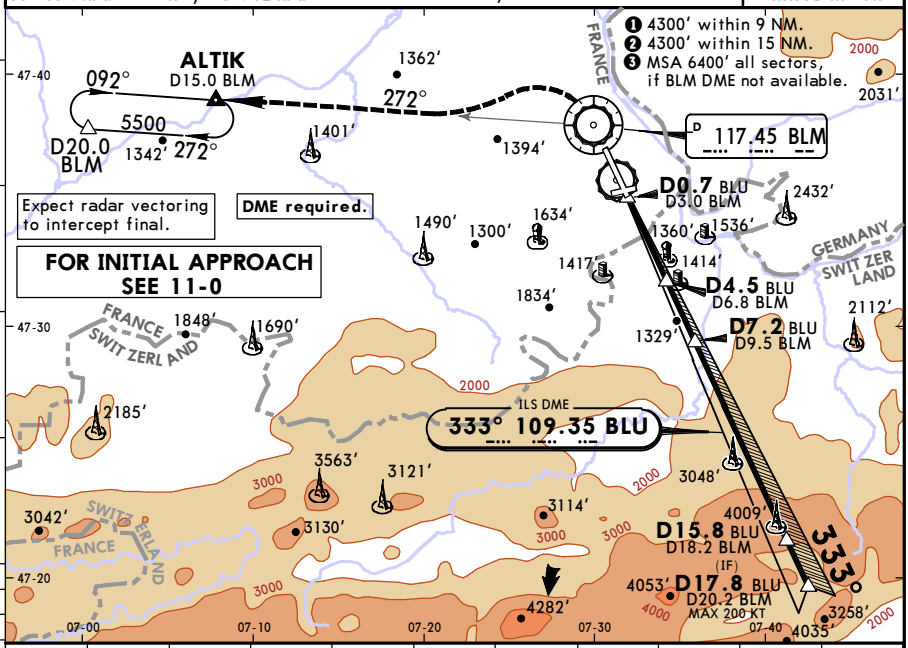
LOC BLU	Final Apch Crs	GS	ILS DA(H)	Apt Elev 885′
109.35	333°	D4.5 BLU 2530′ (1650′)	Refer to Minimums	Rwy 880′

MISSED APCH: Climb STRAIGHT AHEAD to BLM VOR, then turn LEFT (MAX 220 KT) to intercept R-272 BLM to ALTIK climbing to 5500′.
Climb to 3800′ prior to level acceleration.

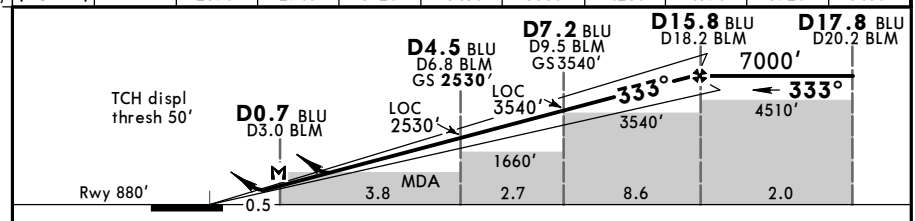
Alt Set: hPa | Rwy Elev: 32 hPa | Trans level: By ATC | Trans alt: 7000′



MSA BLM VOR



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



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

REIL
PAPI-L

BLM 117.45

PANS OPS

Standard STRAIGHT-IN LANDING RWY 33

	ILS	LOC (GS out) CDFA
DA(H)	C: 1090′ (210′) D: 1110′ (230′) AB: 1080′ (200′)	DA/MDA(H) ❶ 1370′ (490′)
A	RVR 1200m	RVR 1500m
B		
C		CMV 2200m
D		

CIRCLE-TO-LAND ❷

Max Kts.	MDA(H)	VIS
110	2000′ (1120′)	5000m
135		
180	2030′ (1150′)	5000m
205	2230′ (1350′)	5000m

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

CHANGES: Bearings. Rwy elev.

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LFSB/MLH
BASLE-MULHOUSE

JEPPESEN

4 DEC 15
Eff 10 Dec

(11-4)

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

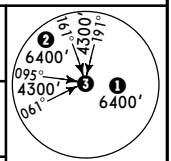
BRIEFING STRIP

ATIS	BASLE Approach	BASLE Tower	Ground
127.875	119.350	118.3	121.6

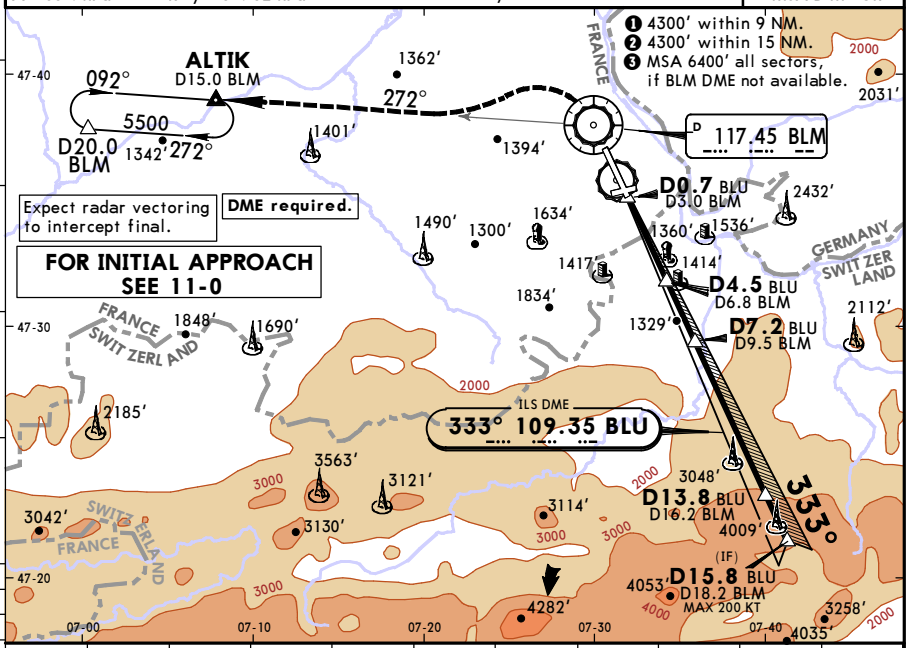
LOC BLU	Final Apch Crs	GS	ILS DA(H)	Apt Elev 885'
109.35	333°	D4.5 BLU 2530' (1650')	Refer to Minimums	Rwy 880'

MISSED APCH: Climb STRAIGHT AHEAD to BLM VOR, then turn LEFT (MAX 220 KT) to intercept R-272 BLM to ALTIK climbing to 5500'.
Climb to 3800' prior to level acceleration.

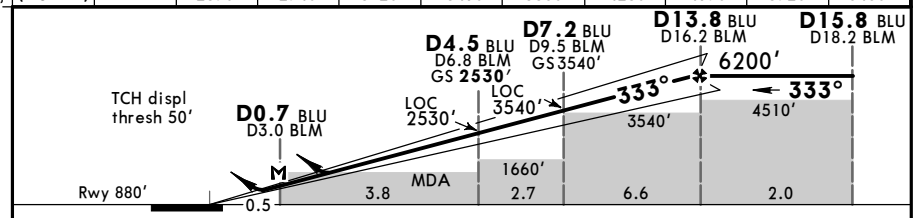
Alt Set: hPa | Rwy Elev: 32 hPa | Trans level: By ATC | Trans alt: 7000'



MSA BLM VOR



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



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

REIL
PAPI-L

BLM 117.45

PANS OPS

Standard STRAIGHT-IN LANDING RWY 33

	ILS	LOC (GS out) CDFA
DA(H)	C: 1090' (210') D: 1110' (230') AB: 1080' (200')	DA/MDA(H) ❶ 1370' (490')
A	RVR 1200m	RVR 1500m
B		
C		CMV 2200m
D		

CIRCLE-TO-LAND ❷

Max Kts.	MDA(H)	VIS
110	2000' (1190')	5000m
135		
180	2030' (1150')	5000m
205	2230' (1350')	5000m

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

CHANGES: Bearings. Rwy elevation.

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LFSB/MLH
BASLE-MULHOUSE

4 DEC 15
Eff 10 Dec

JEPPESEN (11-5)

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

BRIEFING STRIP

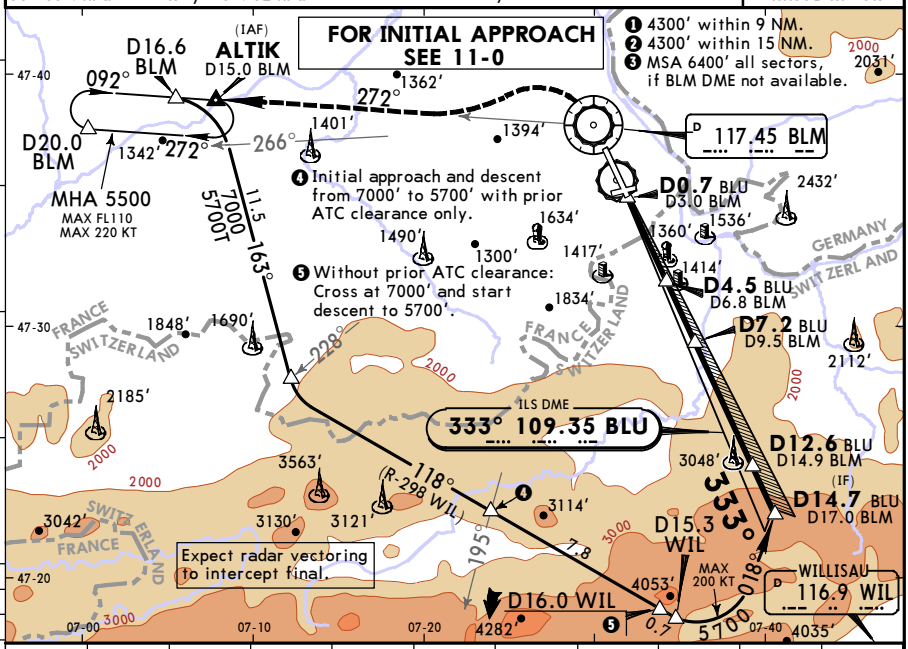
ATIS	BASLE Approach	BASLE Tower	Ground
127.875	119.350	118.3	121.6

LOC BLU	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 885'
109.35	333°	D4.5 BLU 2530' (1650')		Rwy 880'

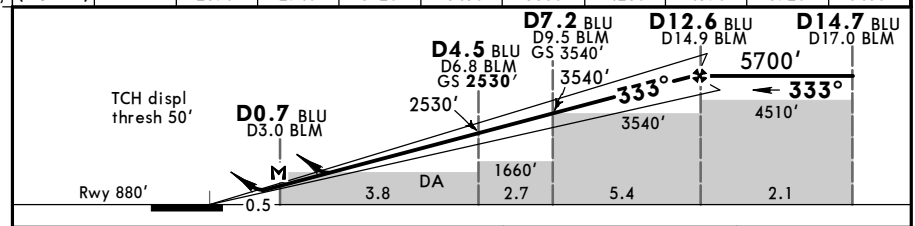
MISSED APCH: Climb STRAIGHT AHEAD to BLM VOR, then turn LEFT (MAX 220 KT) to intercept R-272 BLM to ALTIK climbing to 5500'.
Climb to 3800' prior to level acceleration.

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

MSA BLM VOR: ❶ 6400' ❷ 6400' ❸ 4300' (095°–061°, 191°–301°)



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



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

REIL
PAPI-L

BLM 117.45

PANS OPS

Standard STRAIGHT-IN LANDING RWY 33

	ILS	LOC (GS out) CDFA
DA(H)	C: 1090' (210') D: 1110' (230') AB: 1080' (200')	DA/MDA(H) ❶ 1370' (490')
A	RVR 1200m	RVR 1500m
B		
C		CMV 2200m
D		

CIRCLE-TO-LAND ❷

Max Kts.	MDA(H)	VIS
110	2000' (1120')	5000m
135		
180	2030' (1150')	5000m
205	2230' (1350')	5000m

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

CHANGES: Bearings. Rwy elevation.

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LFSB/MLH
BASLE-MULHOUSE

JEPPESEN 26 FEB 16 (12-1) Eff 3 Mar

BASLE-MULHOUSE, FRANCE
RNAV (GNSS) Rwy 15

BRIEFING STRIP

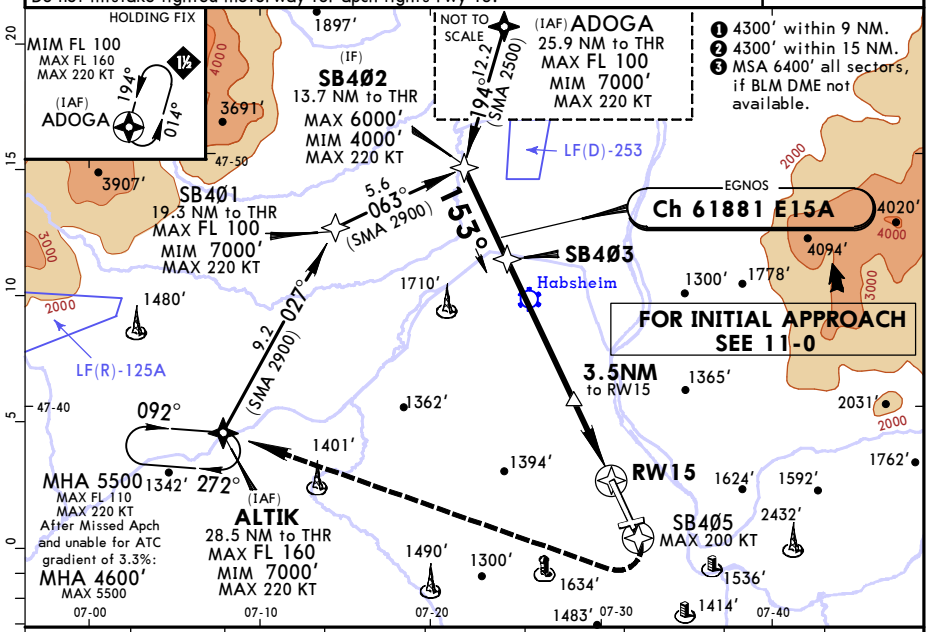
ATIS	BASLE Approach	BASLE Tower	Ground
127.875	119.350	118.3	121.6

EGNOS	Final Apch Crs	Mandatory Alt	LPV DA(H)	Apt Elev 885'
Ch 61881 E15A	153°	SB4Ø3 4000' (3136')	1114' (250')	Rwy 864'

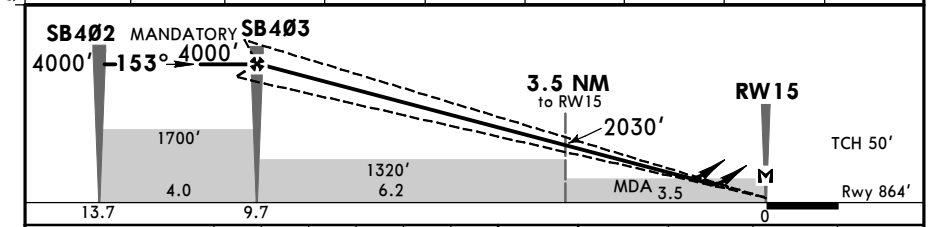
MISSED APCH: Climb to MAX 4000' at SB4Ø5, then turn RIGHT (MAX 200 KT) to ALTIK climbing to 5500'. Climb to 3800' prior to level acceleration. **ATC gradient: 3.3%. If unable advise ATC immediately.**

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

MSA BLM VOR
❷ 6400' 161° 4300' 191°
095° 4300' ❸
061° ❶ 6400'



DIST to RW15	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3780'	3470'	3150'	2830'	2510'	2190'	1870'	1560'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV: MAP at DA							
LNAV: MAP at RW15							

HIALS-II
REIL
PAPI

SB4Ø5 | 4000' MAX | 200 KT MAX

PANS OPS

Standard STRAIGHT-IN LANDING RWY 15

	LPV DA(H) 1114' (250') ALS out	LNAV CDFA DA/MDA(H) 1230' (366') ALS out
A	RVR 750m [1] / RVR 1300m	1000m / RVR 1500m
B		
C		RVR 1700m
D		

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

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

[1] With TDZ, CL and HUD: RVR 600m.

CHANGES: Altitudes. Restricted area withdrawn.

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LFSB/MLH
BASLE-MULHOUSE

JEPPESEN **BASLE-MULHOUSE, FRANCE**
26 FEB 16 (12-2) Eff 3 Mar **RNAV (GNSS) Rwy 33**

BRIEFING STRIP

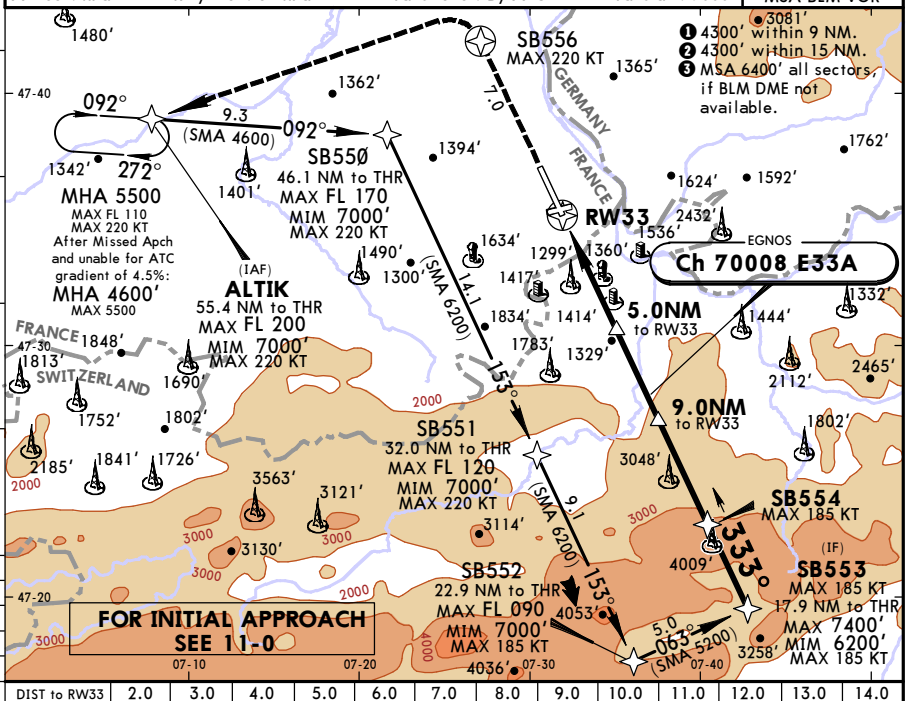
ATIS	BASLE Approach	BASLE Tower	Ground
127.875	119.350	118.3	121.6

EGNOS	Final Apch Crs	Mandatory Alt	LPV DA(H)	Apt Elev 885'
Ch 70008 E33A	**333°**	SB554 **6200'** (5320')	Refer to Minimums	Rwy 880'

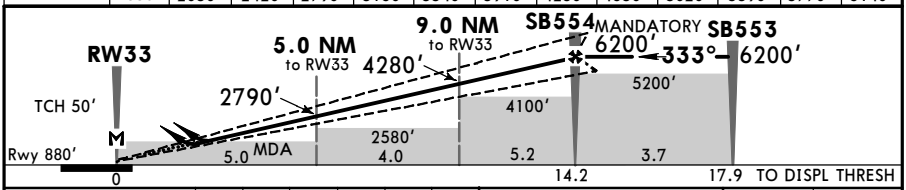
❷ 6400' 161° 4300' 191° ❸ 095° 4300' ❶ 6400' 061°

MISSED APCH: Climb to SB556, then turn LEFT to ALTIK climbing to 7000'. Climb to 3800' prior to level acceleration.
ATC gradient: 4.5%. If unable advise ATC immediately.

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



DIST to RW33	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0	14.0
ALTITUDE	1680'	2050'	2420'	2790'	3160'	3540'	3910'	4280'	4650'	5020'	5390'	5770'	6140'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.50°	434	557	619	743	867	991
LPV: MAP at DA							
LNAV: MAP at RW33							

REIL
PAPI-L
SB556

PANS OPS

Standard STRAIGHT-IN LANDING RWY 33

	LPV DA(H)	LNAV CDFA DA/MDA(H)	Max Kts	MDA(H)	VIS
A	A: **1130'**(250')C: **1150'**(270')	1500m	110	2000' (1120')	5000m
B	B: **1140'**(260')D: **1160'**(280')		135		
C	RVR 1300m	2400m	180	2030' (1150')	5000m
D			205	2230' (1350')	5000m

CIRCLE-TO-LAND
Circling height based on rwy 33 thresh elev of 880'.

CHANGES: None.

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LFSB/MLH
BASLE-MULHOUSE

JEPPESEN 4 DEC 15 (13-1) Eff 10 Dec

BASLE-MULHOUSE, FRANCE
VOR Z Rwy 15

BRIEFING STRIP

ATIS	BASLE Approach	BASLE Tower	Ground
127.875	119.350	118.3	121.6

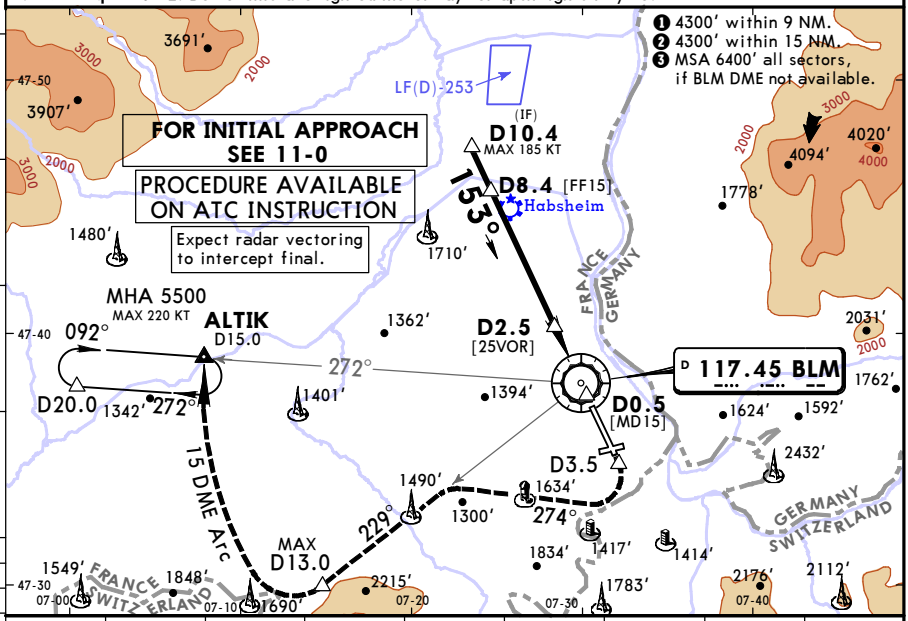
VOR	Final	Procedure Alt	DA/MDA(H)	Apt Elev 885'
BLM	Apch Crs	D8.4	1200' (336')	Rwy 864'
117.45	153°	4000' (3136')		

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.

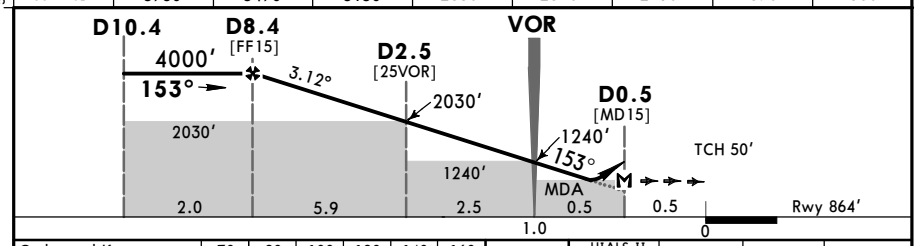
MSA BLM VOR
❷ 6400' 191° 4300'
❸ 095° 4300'
❶ 061° 6400'

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.



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



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

HIALS-II
REIL
PAPI

220 KT MAX | **4000'** MAX | **D3.5** BLM

PANS OPS

Standard STRAIGHT-IN LANDING RWY 15

CDFA

DA/MDA(H) ❶ **1200'** (336')

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

CIRCLE-TO-LAND

Circling height based on rwy 15 thresh elev of 864'

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

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

CHANGES: Bearings.

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LFSB/MLH
BASLE-MULHOUSE

JEPPESEN 4 DEC 15 (13-2) Eff 10 Dec

BASLE-MULHOUSE, FRANCE
VOR Y Rwy 15

BRIEFING STRIP

ATIS	BASLE Approach	BASLE Tower	Ground
127.875	119.350	118.3	121.6

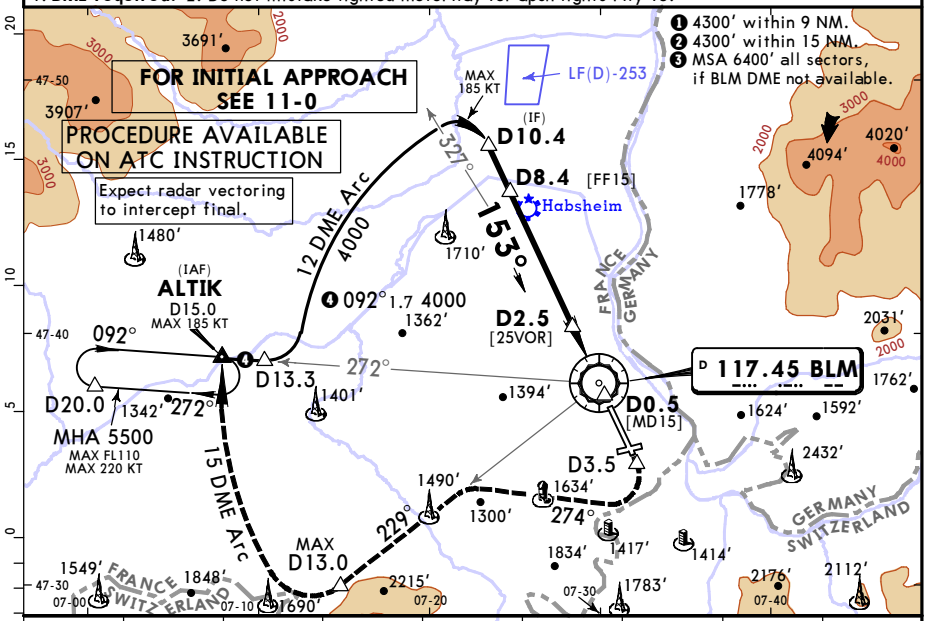
VOR	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 885'
BLM 117.45	153°	D8.4 4000' (3136')	1200' (336')	Rwy 864'

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.

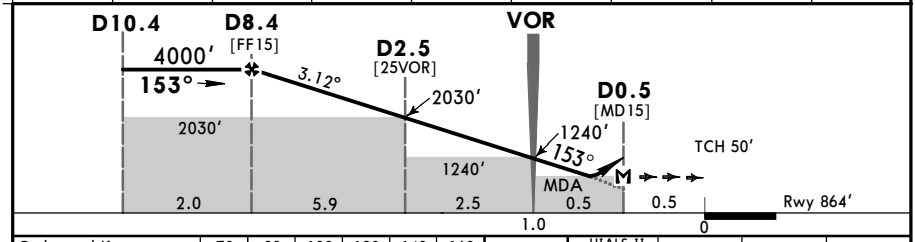
MSA BLM VOR
❷ 6400' 191° 4300' 191°
095° 4300' ❸
061°
❶ 6400'

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.



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



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

HIALS-II REIL PAPI

220 KT MAX | **4000'** MAX | **D3.5** BLM

PANS OPS

Standard STRAIGHT-IN LANDING RWY 15

CDFA

DA/MDA(H) ❶ **1200'** (336')

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

CIRCLE-TO-LAND

Circling height based on rwy 15 thresh elev of 864'

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

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

CHANGES: Bearings.

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LFSB/MLH

JEPPESEN **BASLE-MULHOUSE, FRANCE**

4 DEC 15 (19-10) **Eff 10 Dec**

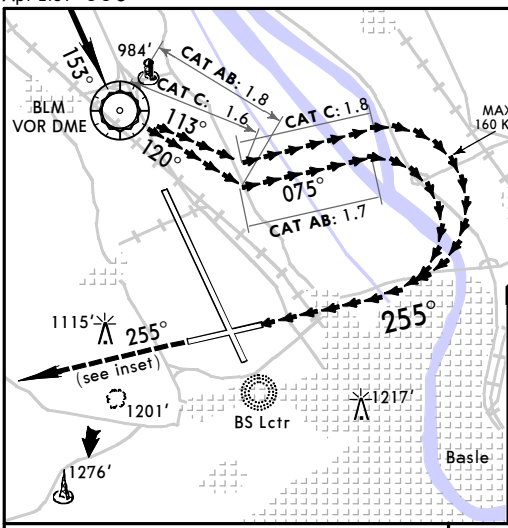
BASLE-MULHOUSE

CAT A, B & C

VPT RWY 26

Apt Elev **885′**

VISUAL MANOEUVRING WITH PRESCRIBED TRACKS



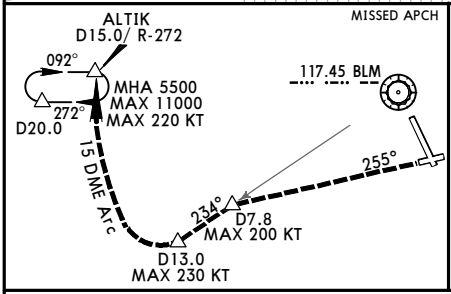
PROCEDURE AVAILABLE ONLY WITH ATC INSTRUCTION

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

Standard

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

MISSED APCH



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

CHANGES: VPT B RWY 33 transferred to 19-12. Missed approach. Bearings.

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LFSB/MLH
BASLE-MULHOUSE

4 DEC 15
Eff 10 Dec
(19-11)

JEPPESEN

BASLE-MULHOUSE, FRANCE
CAT A, B & C — VPT A Rwy 33

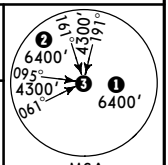
BRIEFING STRIP TM

ATIS	BASLE Approach	BASLE Tower	Ground
127.875	119.350	118.3	121.6

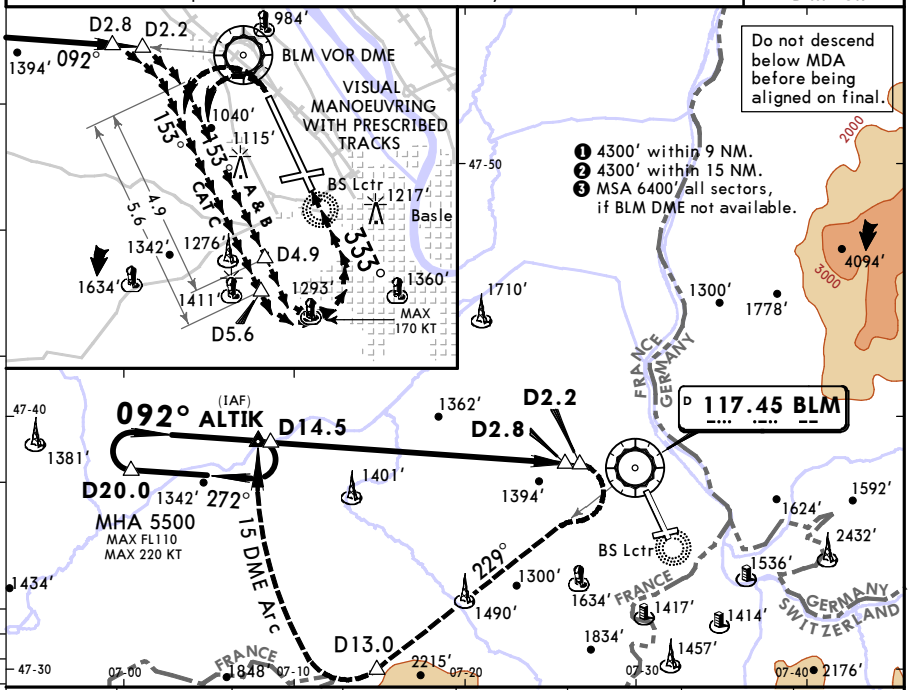
VOR	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 885'
BLM 117.45	092°	D14.5 5500' (4615')	Refer to Minimums	

MISSED APCH: Turn RIGHT (MAX 185 KT) to intercept R-229 and climb. Unless otherwise directed turn RIGHT (MAX 220 KT) at MAX D13.0 onto 15 DME Arc climbing to MAX 5500' to ALTIK.
Climb to 3800' prior to level acceleration.

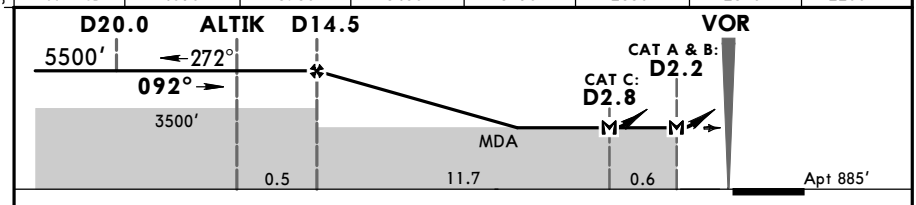
Alt Set: hPa | Apt Elev: 32 hPa | Trans level: By ATC | Trans alt: 7000'



MSA
BLM VOR



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



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

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

REIL
PAPI-L

185 KT MAX
RT

BLM 117.45
R-229

Standard

PANS OPS

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

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

CHANGES: Bearings.

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LFSB/MLH

JEPPESEN

BASLE-MULHOUSE, FRANCE

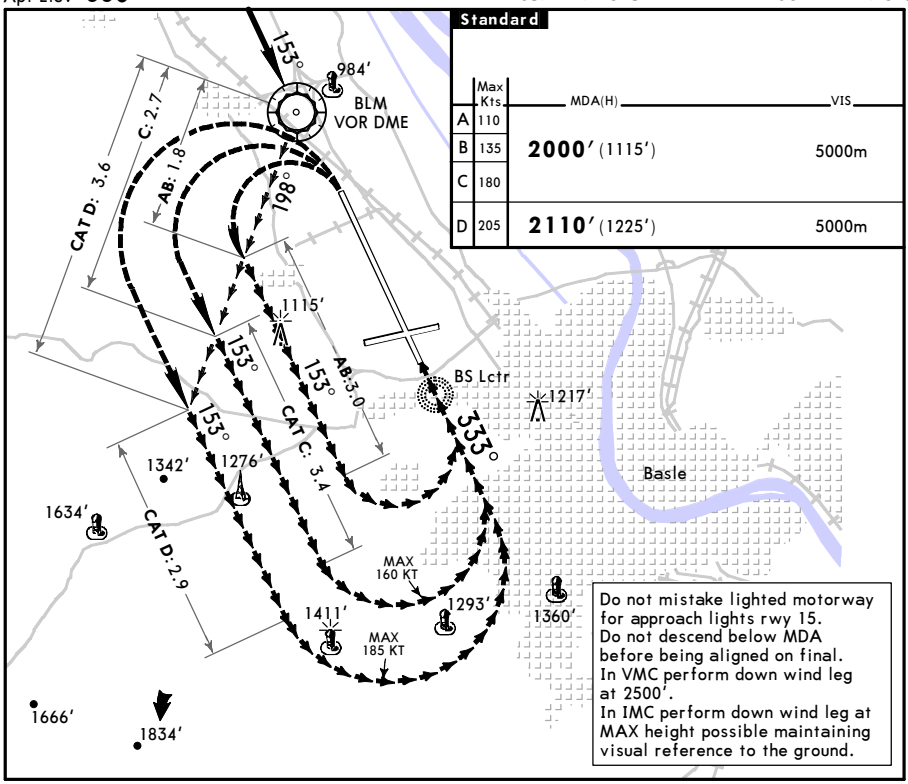
4 DEC 15 (19-12) Eff 10 Dec

BASLE-MULHOUSE

VPT B RWY 33

Apt Elev **885′**

VISUAL MANOEUVRING WITH PRESCRIBED TRACKS



PANS OPS

CHANGES: Procedure transferred from 19-10. Bearings.

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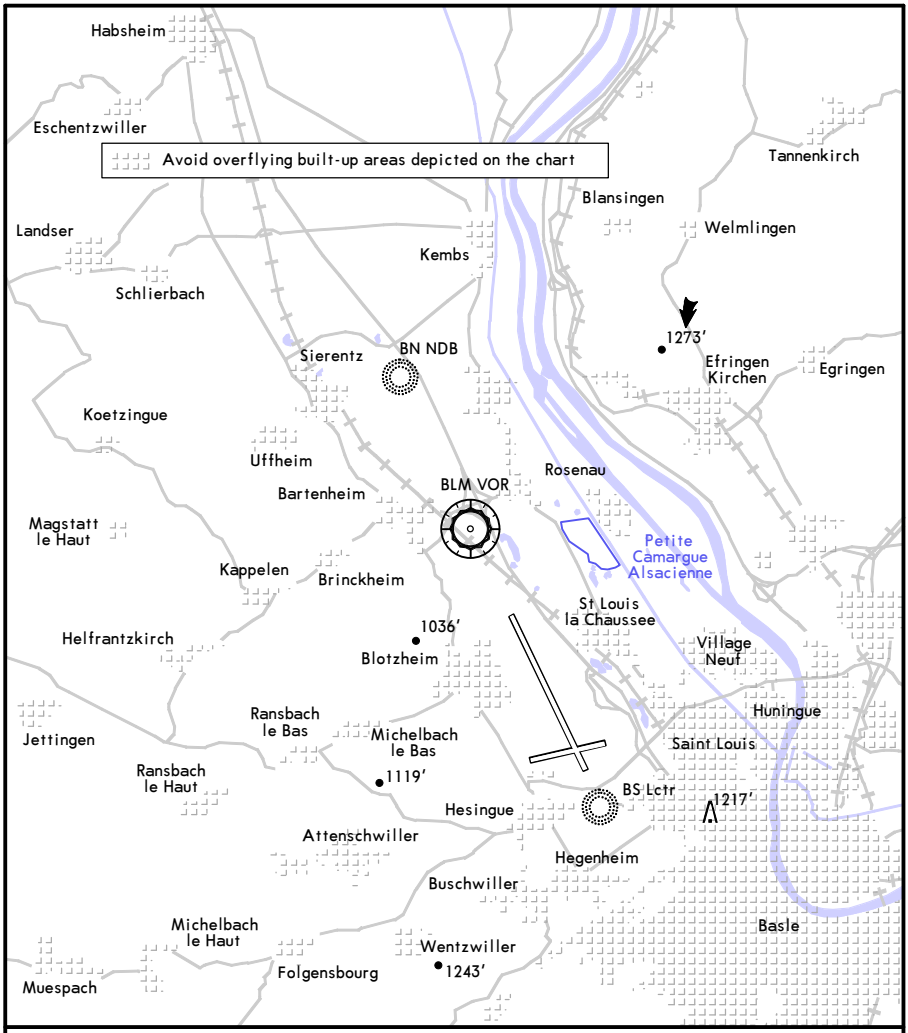

Instructions, except for safety requirements:

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

RWY 15

- On final approach follow descent gradient equal to or above ILS GS 3.00°.
- 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.

CHANGES: Chart reindexed. Instructions for Rwy 15.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

BASLE-MULHOUSE, (BASLE-MULHOUSE - LFSB)

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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 andCL: 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

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: 20160610
End Date: 20160710

From 10 JUN 16 until 10 JUL 16, due to European Football Championship, restrictions and special requirements will temporarily be implemented for following aerodromes: Paris Orly (LFPO), Paris Charlesde Gaulle (LFPG), Lyon Saint Exupйry (LFLL), Nice Сфte d'Azur (LFMN), Beauvais-Tillй (LFOB), Bordeaux-Мйrignac (LFBD), Lille-Lesquin (LFQQ), Lyon-Bron (LFLY), Marseille-Provence (LFML), Saint-Etienne-Loire (LFMH) and Toulouse-Blagnac (LFBO). Refer to SUP 060-16 available on www.sia.aviation-civile.gouv.fr and latest NOTAMs.