

GENERAL

Operational Hours

ATS Hours: H24

Night Restrictions

No movements between:

2300-0500± for TKOF.

2300-0400± for LDG.

No LDG/TKOF for ACFT certified with noise level above 97 EPNdB between 2300-0800± first and between 2100-2300± second on SUN and following French and Swiss bank holidays: 1 JAN, Good Friday, Easter Monday, 1 MAY, 25 DEC and 26 DEC.

No chapter 2 ACFT can be operated on AD.

Most Noisy ACFT in Chapter 3

No ACFT, certified with standards mentioned in Chapter 3 second part of Appendix 16 with a cumulative margin lower than 10 EPNdB can TKOF or land between 2100-0500±.

Airport Information

RFF: CAT 7; CAT 8 or 9 PPR.

Fuel: 0400-2200±, other times PN before 2000±.

PCN: RWY15/33: 90/R/B/W/T, RWY 08/26: 75/R/A/W/T

Customs: Swiss customs 0415-2300±

French customs 0400-2300±

Operation

Preferential RWY

TKOF day RWY 15 or 26 (If other RWY required, inform DELIVERY on first contact) for LUMEL, ELBEG, STR, GTQ SID.

| At night RWY 33.

Low Visibility Procedures

LVP in force when RVR at or below 800m and/or CEIL at 200ft or below.

TWY F, A, N2, S2: when RVR is less than 350 follow me is mandatory.

RWY Restrictions

| LDG RWY 08 is prohibited. TKOF only in VFR.

LDG on RWY 33 preferred vacating via TWY H.

TKOF RWY 15: Use whole RWY length between 2100-0600±.

TWY Restrictions

| TWY C, C1 width 15m / 49ft

TWY A, C, C1, J, K MAX wingspan 36m / 118ft.

Taxi/Parking

Follow-me O/R.

Between 2100-0500± ACFT movements between hangars and stand must be carried out with tractor.

| ARR and DEP from Air Service Basel area under their own PWR are limited to ACFT with wingspan up to 27m / 89ft, ACFT with wingspan up to 36m / 118ft must be towed.

ACFT below 36m / 118ft wingspan:

- taxi-in via blue routing.
- taxi-out via orange routing.

ACFT including and above 36m / 118ft wingspan:

ACFT including and above 36m / 118ft wingspan:

- taxi-in and out via yellow routing.
- LDG RWY 15 exit via TWY D.

JET 1 APN (Daytime and NO LVP COND)

CAT D and E ACFT only:

Arrival:

- Taxi on TWY Q until stopbar, shut down ENG and ACFT will be towed to the APN.

Departure:

- ACFT will be towed to stopbar on TWY Q, then CTC GND for start-up CLR.

JET 1 APN (Nighttime and LVP COND)

All ACFT:

Arrival:

- Vacating of RWY 15/33 via TWY Q prohibited.
- Taxi via TWY L to main APN.
- If ACFT vacates RWY via TWY D, taxi to JET 1 APN.
- At stopbar, shut down ENG and ACFT will be towed to the APN.

Departure:

- ACFT will be towed to stopbar on TWY Q, then CTC GND for start-up CLR.

Engine Run-up Area

ENG run-up prohibited MON-SAT 2100-0500 \pm . ENG run-up on SUN prohibited H24 except when using noise suppressor.

APU: Use of APU restricted to MAX 60min before DEP, MAX 20min after ARR.

ARRIVAL

Warnings

High terrain in vicinity of AD.

Birds and animals in vicinity of AD.

Communication

COM Failure

If possible call TWR: +33 (0) 3 89 90 26 41/78 31.

Procedure to vacate the TMA: Seek VMC on R264 BLM at 4300ft as far as TMA limits.

VMC: Continue flight in VMC. Land at nearest appropriate AD. Notify ATS unit of LDG.

IMC: Follow or join the STAR and proceed to ALTIK HLDG pattern.

- from ADOGA, join STAR STR 8K via INTEM following 236°, then ALTIK; MNM ALT on segment 5700ft.

Arrive over (ALTIK) IAF:

- at last assigned LVL that was acknowledged, if this LVL is AVBL in the HLDG pattern.
- or otherwise at cruising LVL if the latter is lower than FL110.
- or at highest cruising LVL in the HLDG pattern (FL110).

Maintain this LVL until:

- EAT, if acknowledged,
- or ARR time in the HLDG pattern plus 8min.

Descend in HLDG pattern until 6000ft QNH or FL90 if QNH unknown.

Leave ALTIK IAF at this LVL until 6000ft QNH or FL90 if QNH is unknown and perform APCH PROC which seems being the most appropriate with respect to known datas, until LDG (ILS 15 preferred).

ARRIVAL

Missed APCH Procedure

VMC: Perform visual circuit and proceed to final APCH.

IMC: Apply MISAP and perform a second APCH. If it is not possible to land, after a going-around, perform an omnidirectional DEP, climbing to MEA and proceed to TMA exit beacon corresponding to diversion route for ALTN AD specified in FPL.

Note: At any time from beginning of COM failure, if necessary, start published PROC and leave TMA to west, attempting to fly VMC.

Arrival Procedure

Arrival Note**GTQ 8K, STR 8K**

Only AVBL by Reims ACC, Colmar APCH and Strasbourg APCH. Unusable when areas R127 A/B are active.

APCH must be carried out in compliance with an angle or above the descent flight path angle set to:

- ILS or PAPI RWY 15: 3° (5.24%).
- ILS or PAPI RWY 33: 3.5° (6.11%).

Circling B RWY 33: AVBL with ATC instruction only.

VFR Traffic Pattern: RWY 26 right-hand circuit at 1100ft.

Visual APCH

Visual APCH prohibited on RWY 33.

RWY 15

Track for every authorized flight for a visual APCH must be at a distance less than 0.4NM from overhead axis of BN NDB.

Warnings

Use caution due to several obstruction lights mounted at about 1NM west of RWY 15/33 (see VAC CIRCLING 26/33). Whenever these lights are U/S, circling VIS to RWYs 26 and 33 will be raised for all ACFT and published by NOTAM.

Do not mistake brightly illuminated highway for APCH lights RWY 15.

DEPARTURE

Take-off Minima

RWY		15	
All ACFT	ft - m/km	0 - 75R	-
RWY		33	
All ACFT	ft - m/km	0 - 400R/400V	-
RWY		26	
All ACFT	ft - m/km	0 - 1.5V	-
RWY		08	
All ACFT	ft - m/km	VFR	HJ only

DEPARTURE**Communication****COM Failure**

If possible call TWR: +33 (0) 3 89 90 26 41/78 31.

VMC: Turn back and land at AD.

IMC: Respect DEP routing and last assigned FL until exit point of SID (or to the TMA limits if any SID hasn't been given) and continue climbing as FPL.

If last assigned FL is not in accordance with first safe FL, continue climbing up to 7000ft until assigned point of SID (or to the TMA limits if any SID hasn't been given) then join up cruising LVL with FPL.

Departure Procedure**Departure Notes****GTQ 6Y, 6T, 6N, 6Q, 6M**

Only AVBL for flights above FL145. When areas R127 A/B are active, ACFT will be routed by Bale APP.

HOC 6Y, BASUD 6Y: O/R 0600-2100±.

Noise Abatement Procedure**TKOF**

All ACFT must comply with special TKOF and initial climb PROC in order to lower noise PSN:

Initial climb path shall be followed, depending on operational standards specified to each ACFT, in order to reach 5000ft ASAP.

Noise Level Restrictions

HOC 6Y and BASUD 6Y: authorized ACFT are;

- Propeller ACFT with a certificate of nuisance limitation (CLN).
- Turbojet ACFT certified to standards of international civil aviation convention; volume 1, part 2, chapter 3, and whose overflying certification noise level is less than 89 EPNdB.

ATC Slot, Clearance**Start-up/Push-back**

REQ start-up from DLV earliest 5min before EOBT and report:

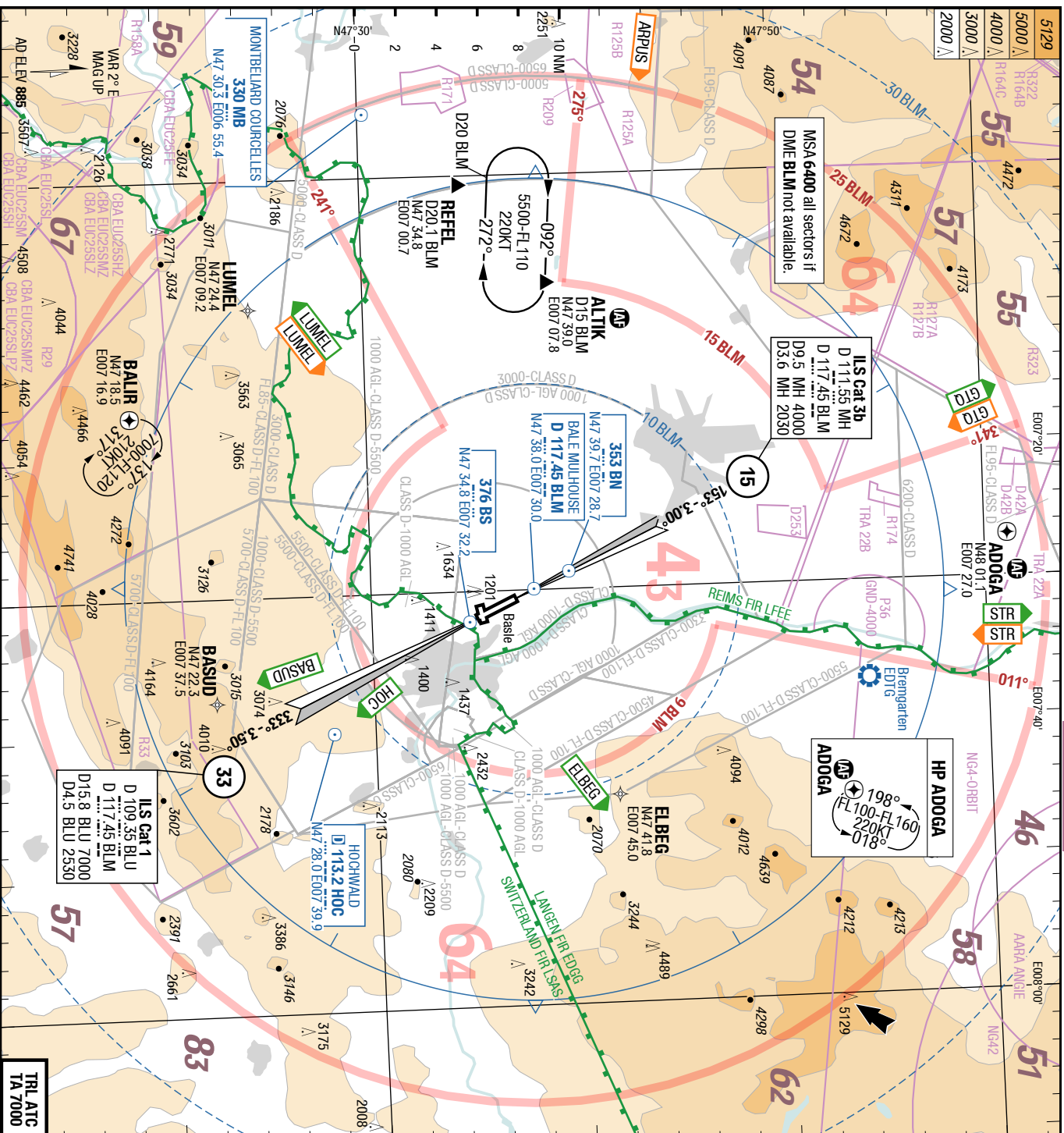
- DEST
- Stand
- ATIS

CLR AVBL via datalink.

Push-back by own ENG PWR prohibited between 2100-0500±.

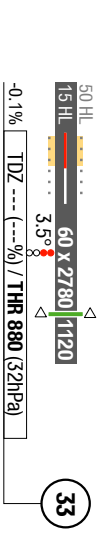
De-Icing

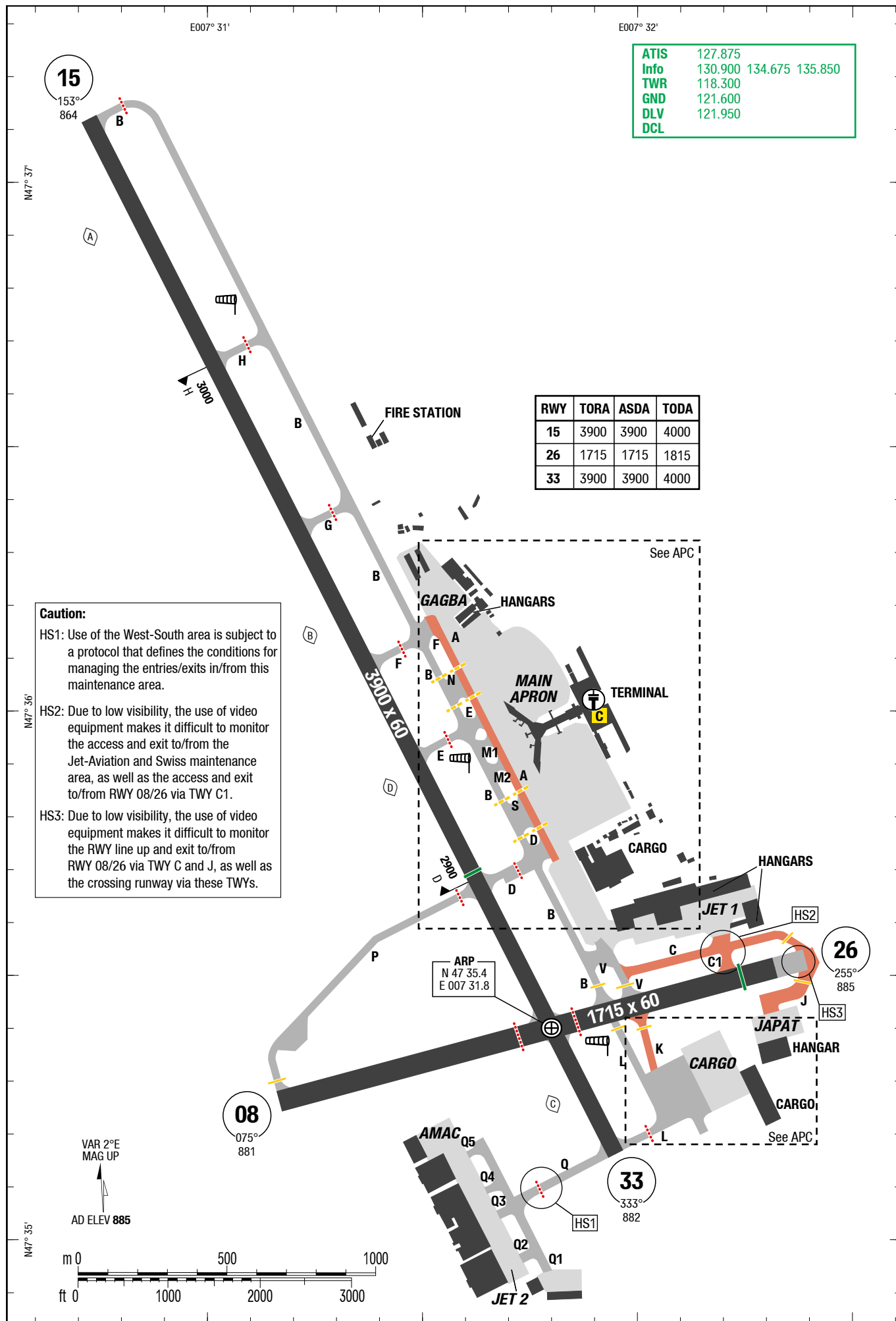
AVBL.

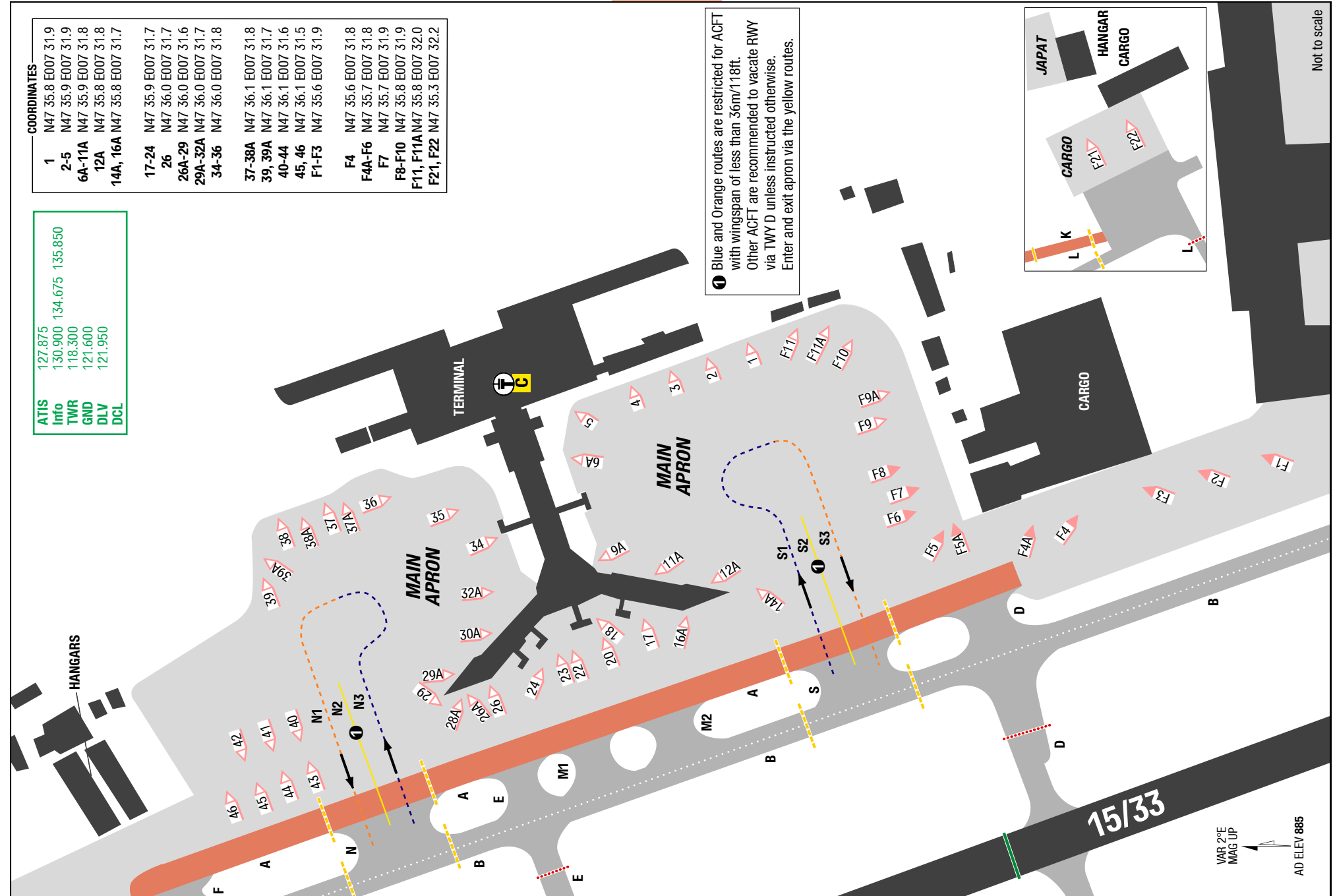


ATIS	127.875	134.675
Info	130.900	135.850
CTL	124.100	130.900
APP	119.350	118.575
TWR	118.300	129.250
GND	121.600	
DLV	121.950	
DCL		

Landing RWY system:



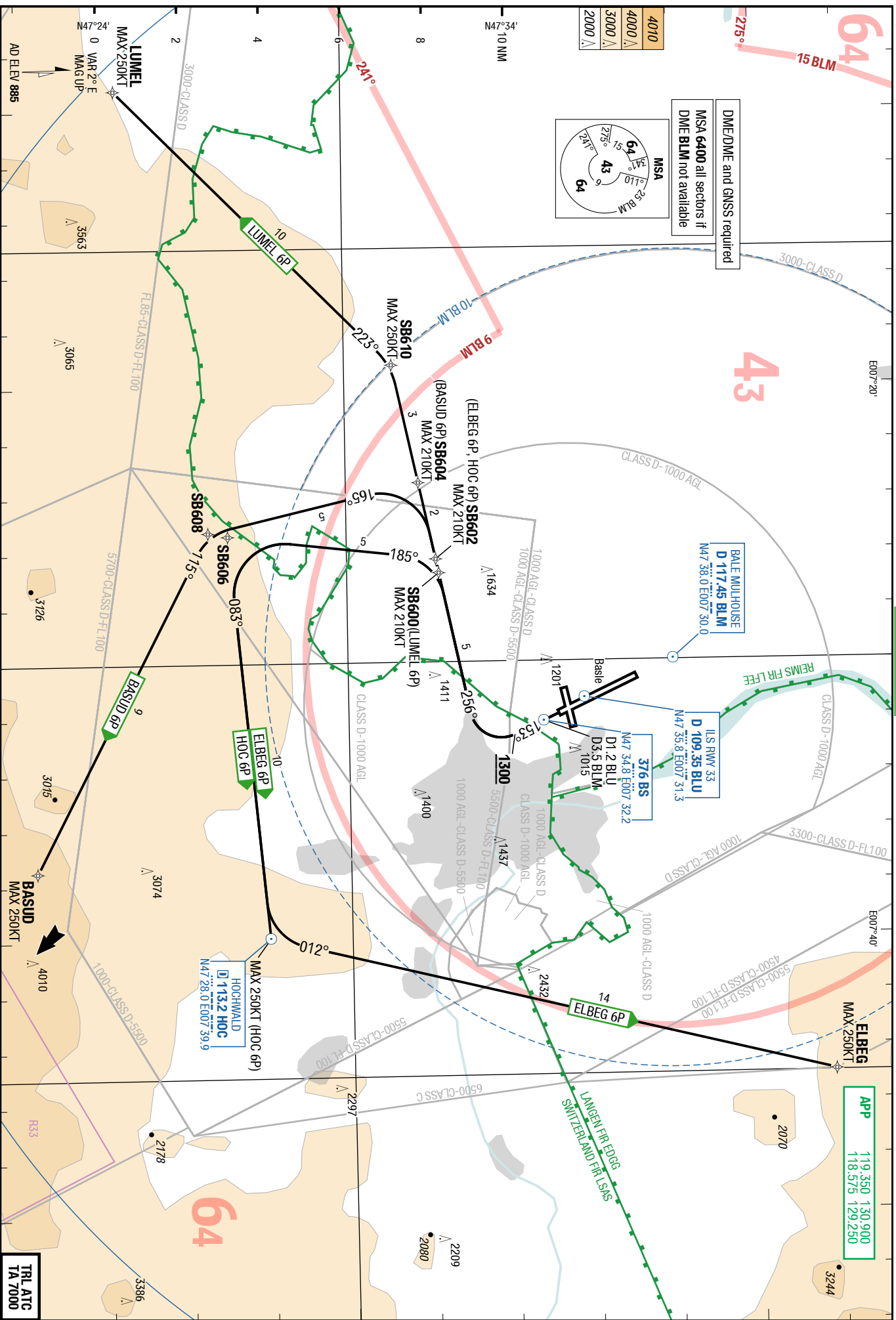


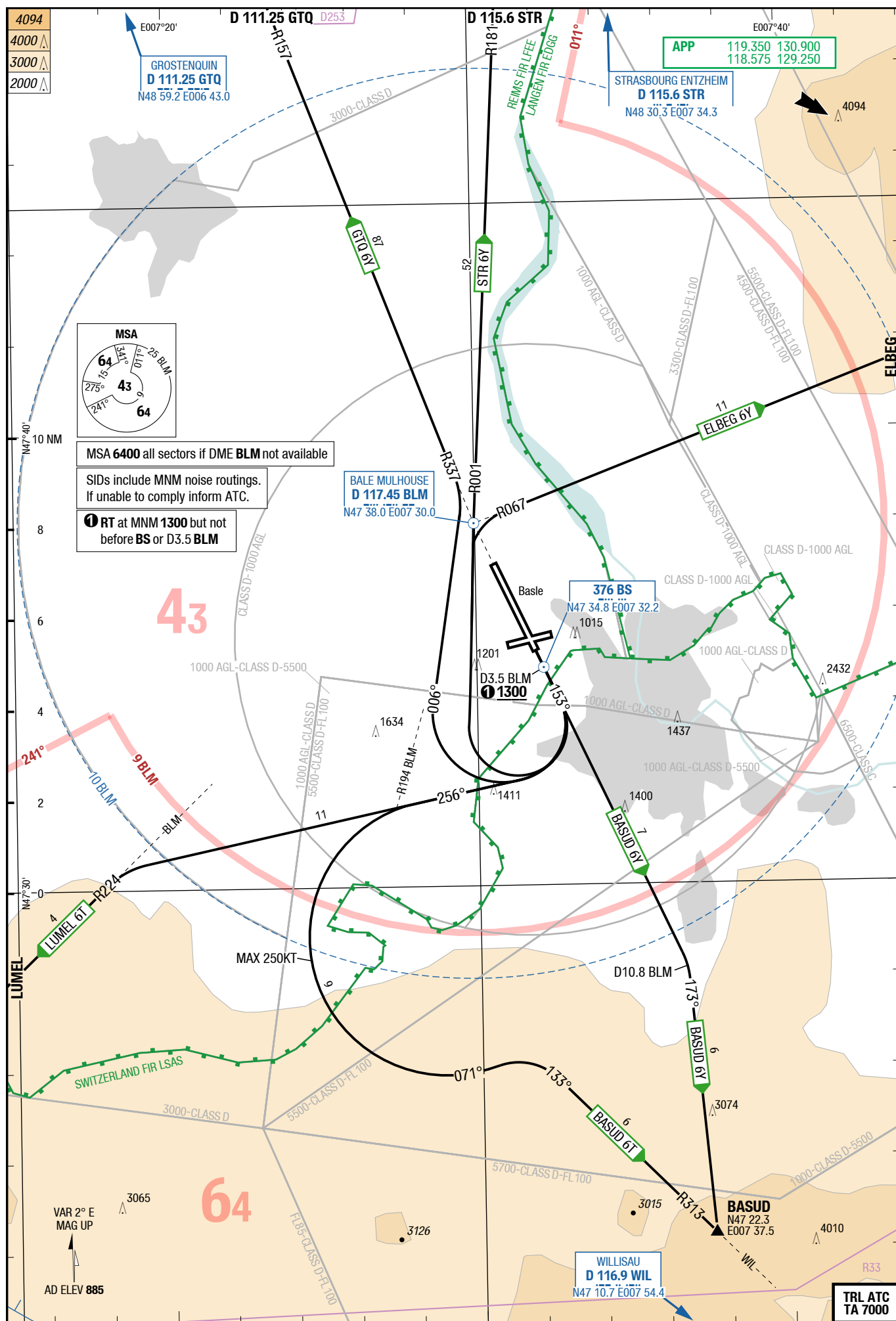


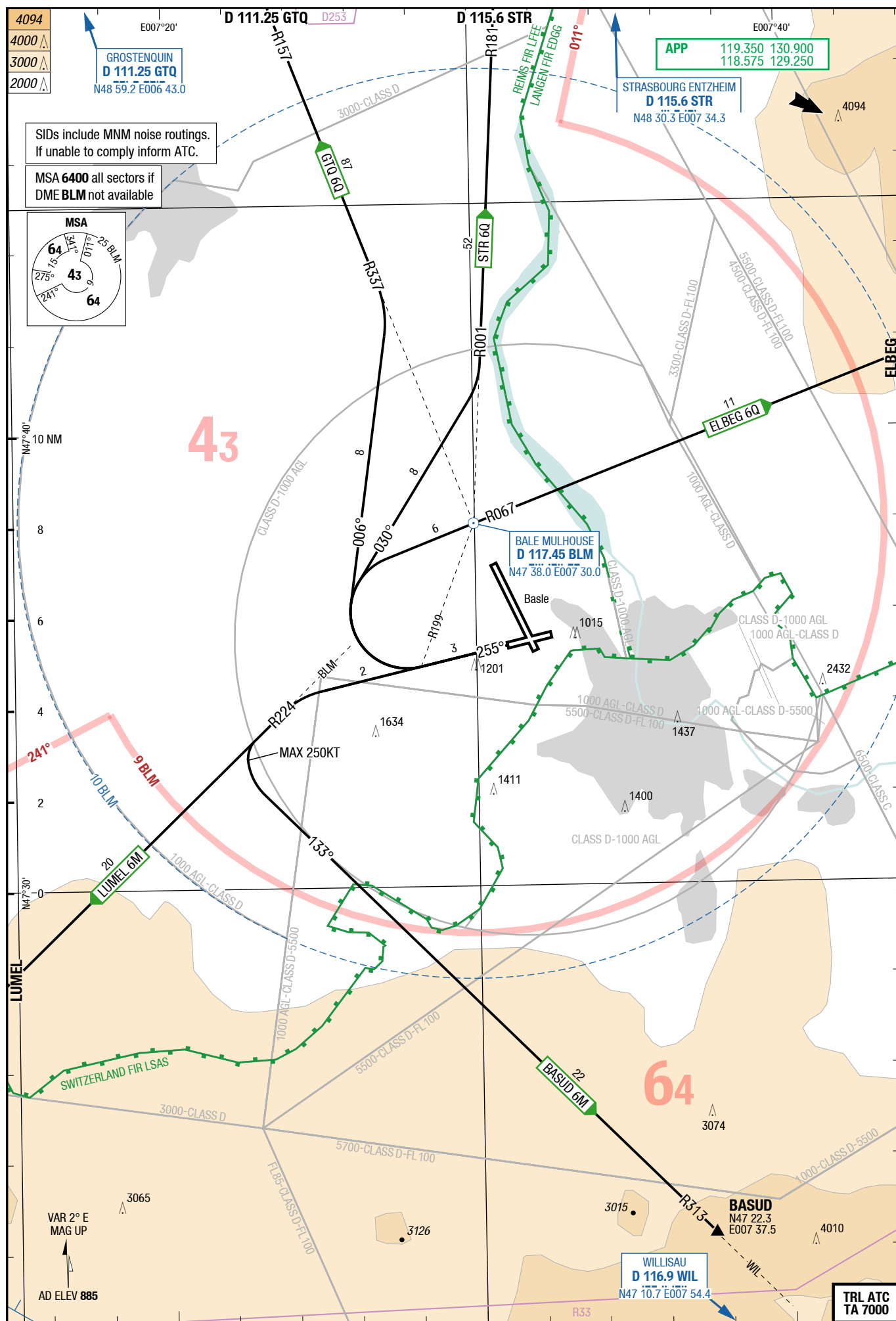
Mulhouse **Basle** France

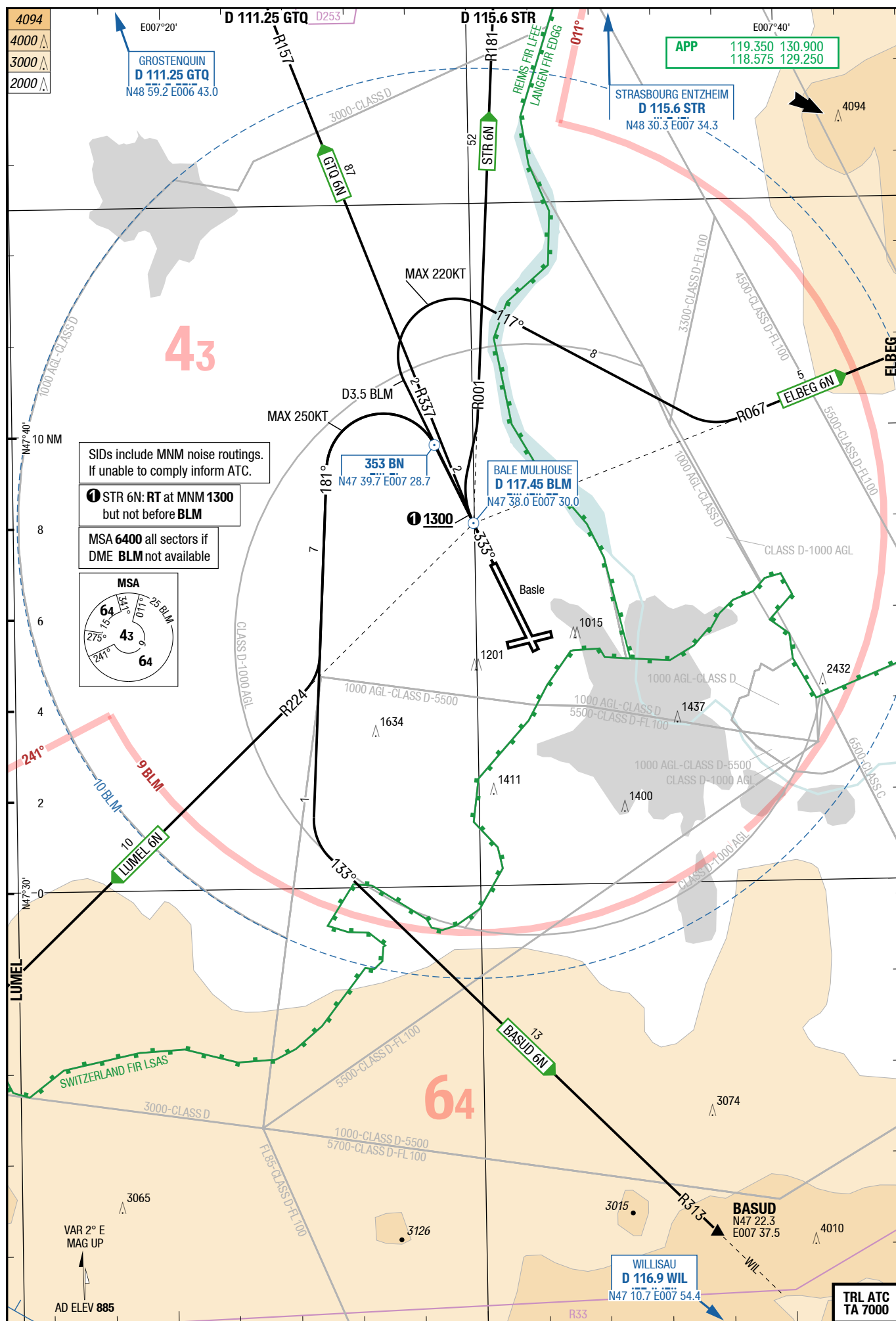
SIDS RWY 15

RNAV SIDS RWY 15









BASUD 6P / ELBEG 6P / HOCHWALD 6P / LUMEL 6P

RWY 15 (153°)

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000
5.1%	ft/MIN	700	800	1000	1100	1300	1400
7.8%	ft/MIN	1000	1200	1500	1700	1900	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
BASUD 6P 5.1% 7.8% to 7000 119.350 ①	direct BS - QDR 153 BS - at MNM 1300 RT 256° to SB604 (MAX 210KT) - SB608 - BASUD (MAX 250KT) FMS BS - [A1300+; R] - SB604 [K210-] - SB608 - BASUD [K250-]	initial climb 7000
ELBEG 6P 5.1% 7.8% to 7000 119.350 ①	direct BS - QDR 153 BS - at MNM 1300 RT 256° to SB602 (MAX 210KT) - SB606 - HOC - ELBEG (MAX 250KT) FMS BS - [A1300+; R] - SB602 [K210-] - SB606 - HOC - ELBEG [K250-]	initial climb 7000
HOCHWALD 6P HOC 6P 5.1% 7.8% to 7000 119.350 ①	direct BS - QDR 153 BS - at MNM 1300 RT 256° to SB602 (MAX 210KT) - SB606 - HOC (MAX 250KT) FMS BS - [A1300+; R] - SB602 [K210-] - SB606 - HOC [K250-]	initial climb 7000
LUMEL 6P 3.4% 7.8% to 7000 119.350 ②	direct BS - QDR 153 BS - at MNM 1300 RT 256° to SB600 (MAX 210KT) - SB610 (MAX 250KT) - LUMEL (MAX 250KT) FMS BS - [A1300+; R] - SB600 [K210-] - SB610 [K250-] - LUMEL [K250-]	initial climb 7000

① Theoretical climb gradient 5.1% due to obstacle 2753ft ,183° and 7.8NM from ARP.

② Theoretical climb gradient 3.4% due to obstacle 1910ft ,197° and 7NM from ARP.

BASUD 6T / BASUD 6Y / ELBEG 6Y / GROSTENQUIN 6Y / LUMEL 6T

RWY 15 (153°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.0%	ft/MIN	700	800	1000	1100	1300	1400
7.8%	ft/MIN	1000	1200	1500	1700	1900	2200
8.4%	ft/MIN	1100	1300	1600	1800	2100	2300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
BASUD 6T 5.0% 7.8% to 7000 119.350 ①	at MNM 1300 , but not before BS or D3.5 BLM , RT 256° - crossing R194 BLM LT (MAX 250KT) 071° - intercept R313 WIL to BASUD	initial climb 7000
BASUD 6Y 8.4% to 7000 119.350 ④	R153 BLM - at D10.8 BLM RT 173° to BASUD	initial climb 7000
ELBEG 6Y 5.0% 7.8% to 7000 119.350 ②	at MNM 1300 , but not before BS or D3.5 BLM , RT direct BLM - R067 BLM to ELBEG	initial climb 7000
GROSTENQUIN 6Y GTQ 6Y 4.0% to 1300 7.8% to 7000 119.350 ③	at MNM 1300 , but not before BS or D3.5 BLM , RT 006° - intercept R337 BLM to GTQ	initial climb 7000
LUMEL 6T 5.0% 7.8% to 7000 119.350 ①	at MNM 1300 , but not before BS or D3.5 BLM , RT 256° - intercept R224 BLM to LUMEL	initial climb 7000

① Theoretical climb gradient 5.0% to enroute safety altitude due to elevation obstruction 2745ft, 183° and 7.6NM from ARP.

② Theoretical climb gradient 5.0% to enroute safety altitude due to The Black Forest east of the AD.

③ Theoretical climb gradient 4.0% due to trees 1011ft, 169° and 0.9NM from ARP.

④ ATC climb gradient

OMNIDIRECTIONAL / STRASBOURG 6Y

RWY 15 (153°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.0%	ft/MIN	700	800	1000	1100	1300	1400
7.8%	ft/MIN	1000	1200	1500	1700	1900	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
OMNIDIRECTIONAL DEP 119.350 ①②	<p>Eastern side of RWY centerline: at 3000 depart omnidirectional, 4.0% to 3000, then 4.0% to enroute safety altitude. Do not turn before BS or D3.5 BLM.</p> <p>Western side of RWY centerline: at 1300 depart omnidirectional, 5.0% to 1300, then 5.0% to enroute safety altitude. Do not turn before BS or D3.5 BLM.</p>	
STRASBOURG 6Y STR 6Y 4.0% to 1300 7.8% to 7000 119.350 ③	at MNM 1300 , but not before BS or D3.5 BLM , RT direct BLM - R001 BLM to STR	initial climb 7000

- ① Theoretical climb gradient 5.0% to enroute safety altitude due to elevation obstruction 2745ft, 183° and 7.6NM from ARP.
- ② Theoretical climb gradient 4.0% to enroute safety altitude due to elevation obstruction 3950ft, 155° and 14.5NM from ARP.
- ③ Theoretical climb gradient 4.0% due to trees 1011ft, 169° and 0.9NM from ARP.

Changes: Climb gradient

BASUD 6M / ELBEG 6Q / GROSTENQUIN 6Q / LUMEL 6M / OMNIDIRECTIONAL / STRASBOURG 6Q

RWY 26 (255°)

	GS	120	150	180	210	240	270
8.5%	ft/MIN	1100	1300	1600	1900	2100	2400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
BASUD 6M 8.5% 119.350 ①	intercept R224 BLM - LT (MAX 250KT) intercept R313 WIL inbound to BASUD	initial climb 7000
ELBEG 6Q 8.5% 119.350 ①	crossing R199 BLM RT direct BLM - R067 BLM to ELBEG	initial climb 7000
GROSTENQUIN 6Q GTQ 6Q 8.5% 119.350 ①	crossing R199 BLM RT 006° - intercept R337 BLM to GTQ	initial climb 7000
LUMEL 6M 8.5% 119.350 ①	intercept R224 BLM to LUMEL	initial climb 7000
OMNIDIRECTIONAL DEP 8.5% to 2000 119.350 ①	at 2000 depart omnidirectional	
STRASBOURG 6Q STR 6Q 8.5% 119.350 ①	crossing R199 BLM RT 030° - intercept R001 BLM to STR	initial climb 7000

① Theoretical climb gradient 8.5% to enroute safety altitude due to elevation obstruction 1056ft, 245° and 0.9NM from ARP.

BSL-LFSB

5-50

SIDs RWY 33

BASUD 6N / ELBEG 6N / GROSTENQUIN 6N / LUMEL 6N / OMNIDIRECTIONAL / STRASBOURG 6N

RWY 33 (333°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.3%	ft/MIN	700	900	1000	1200	1300	1500
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
10.0%	ft/MIN	1300	1600	1900	2200	2500	2800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
BASUD 6N 10.0% to BN 10.0% to 3100 119.350 ③	at BN LT (MAX 250KT) 181° - intercept R313 WIL inbound to BASUD	initial climb 7000
ELBEG 6N 5.0% 119.350 ④	at D3.5 BLM RT (MAX 220KT) 117° - intercept R067 BLM to ELBEG	initial climb 7000
GROSTENQUIN 6N GTQ 6N 119.350	BLM - R337 BLM to GTQ	initial climb 7000
LUMEL 6N 10.0% to BN 10.0% to 3100 119.350 ③	at BN LT (MAX 250KT) 181° - intercept R224 BLM to LUMEL	initial climb 7000
OMNIDIRECTIONAL DEP 119.350 ①②	Eastern side of RWY centerline: at D1.9 BLM depart omnidirectional, 6.0% to enroute safety altitude. Western side of RWY centerline: at D1.9 BLM depart omnidirectional, 5.3% to enroute safety altitude.	
STRASBOURG 6N STR 6N 119.350	at MNM 1300 , but not before BLM, RT intercept R001 BLM to STR	initial climb 7000

① Theoretical climb gradient 6.0% due to antenna 4094ft, 030° and 13.5NM from ARP.

② Western side of RWY: Brinckheim (1487ft) aeromodeling area, 310° and 3.6NM from ARP.

③ 10.0% to 3100 due to ATC

④ ATC climb gradient

Effective 20-JUL-2017

13-JUL-2017

BSL-LFSB

France Basle Mulhouse

STARs

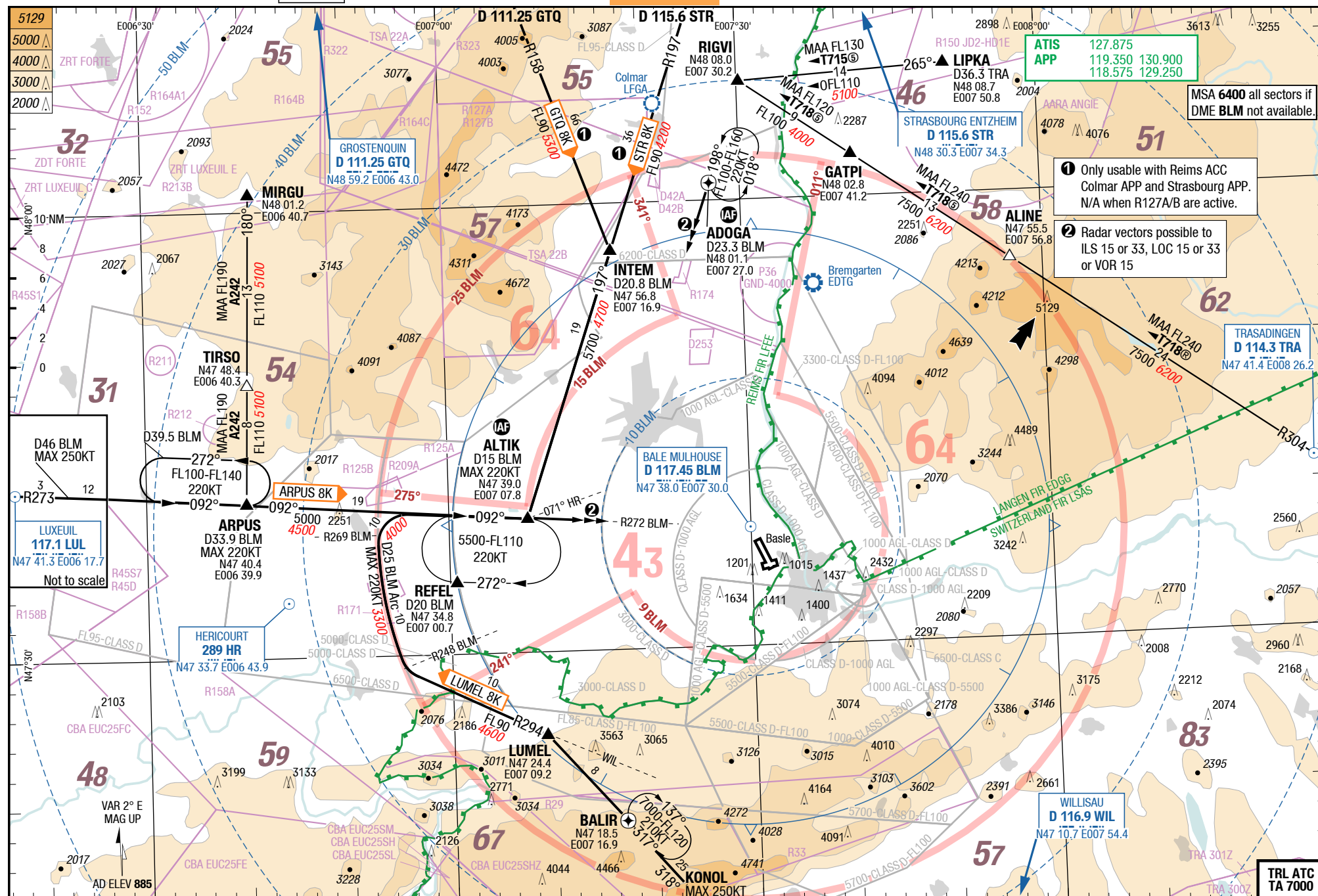
STAR

STAR

Mulhouse Basle France

STARs

6-10



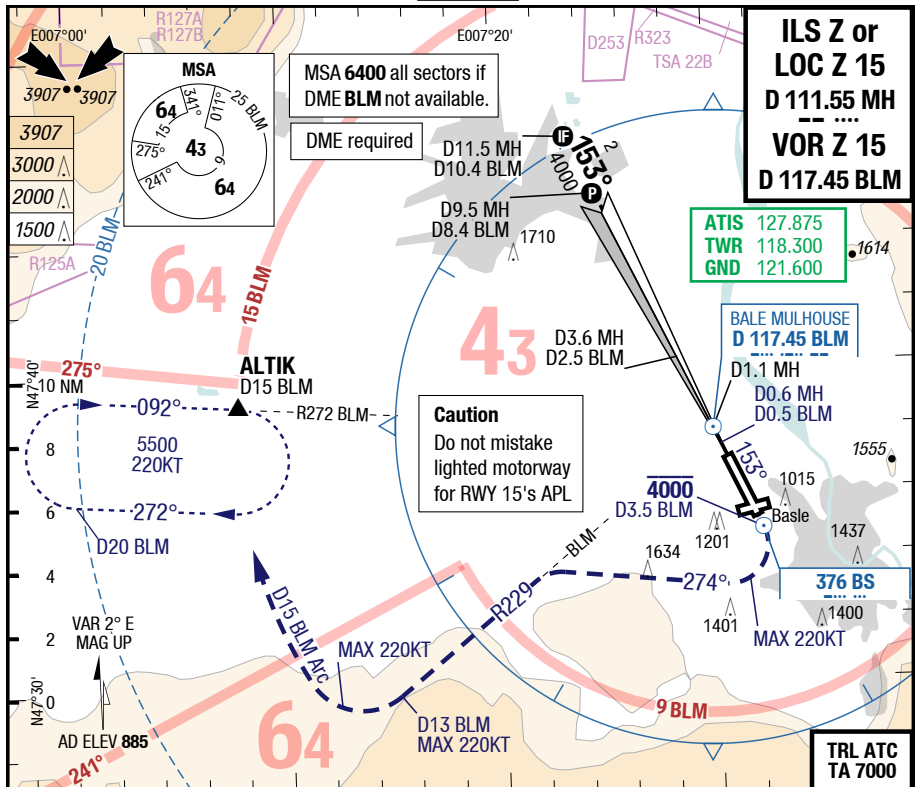
Changes: FREQ, SUAs, OBST, AWY

BSL-LFSB

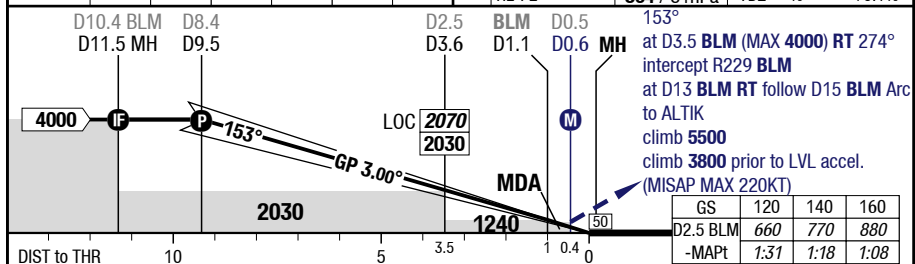
France **Basle** Mulhouse

7-10

ILS Z or LOC Z 15 / VOR Z 15



3.12° D BLM	8.4	6	5	4	3	2	
	4000	3240	2910	2570	2240	1910	



15		Cat 3b DME	Cat 2 DME	Cat 2 DME ACFT MAX 65/7	Cat 2 DME	Cat 1 DME	Circling
		GA 3.0%	GA 3.0%	GA 2.5%	GA 2.5%	L_{TS} GA 3.0% ¹⁾	
C	ft - m/km ft	0 - 75R Company	100 - 300R 104 RA	160 - 450R 167 RA	170 - 450R 183 RA	200 - 400 1070	1150 - 5.0V 2030
D	ft - m/km ft	0 - 75R Company	100 - 300R 104 RA ²⁾	170 - 450R 183 RA	170 - 450R 183 RA	200 - 400 1070	1350 - 5.0V 2230

1) With EVS 350m

2) If not conducting autoland RVR 350m required

Changes: MIN

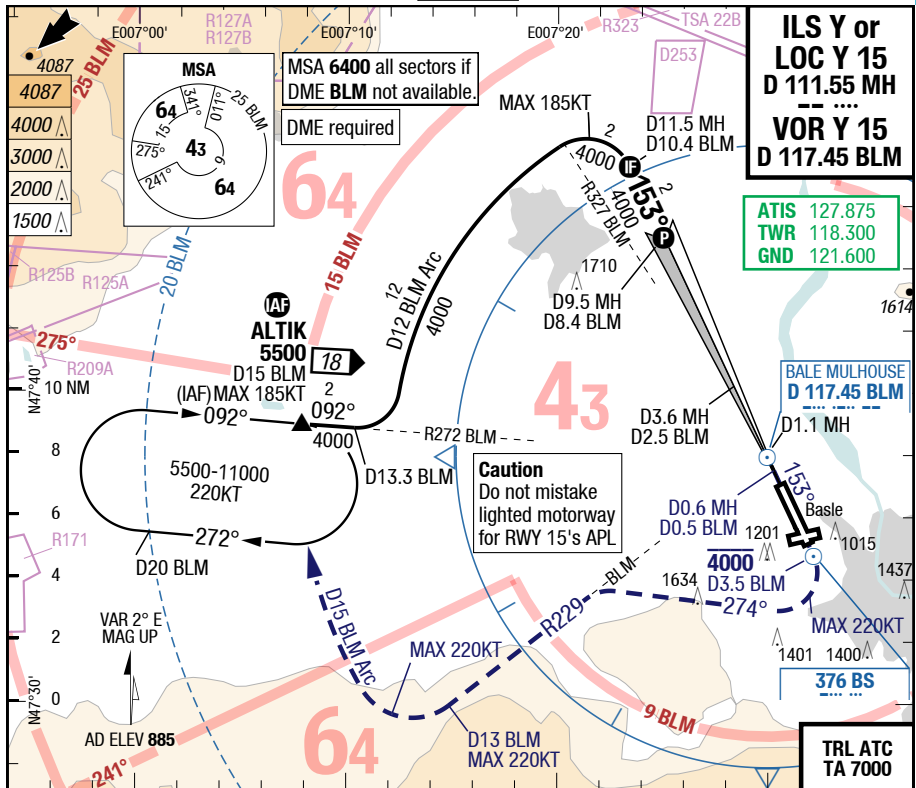
BSL-LFSB

France **Basle** Mulhouse

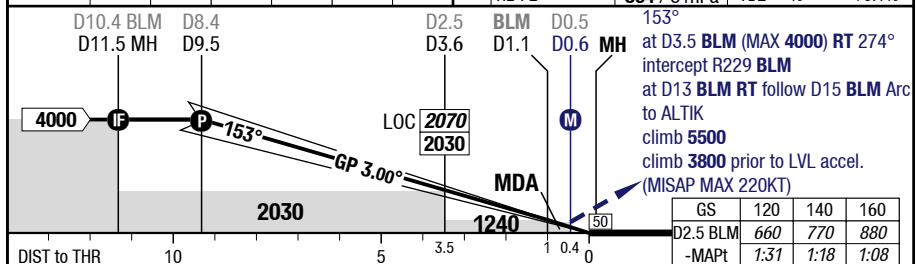
IAC

7-20

ILS Y or LOC Y 15 / VOR Y 15



3.12° D BLM	8.4	6	5	4	3	2				
	4000	3240	2910	2570	2240	1910				



15		Cat 3b DME GA 3.0%	Cat 2 DME GA 3.0%	Cat 2 DME GA 2.5% ACFT MAX 65/7	Cat 2 DME GA 2.5%	Cat 1 DME GA 3.0% <i>LTs</i> 1)	Circling
C	ft - m/km ft	0 - 75R Company	100 - 300R 104 RA	160 - 450R 167 RA	170 - 450R 183 RA	200 - 400 1070	1150 - 5.0V 2030
D	ft - m/km ft	0 - 75R Company	100 - 300R 104 RA 2)	170 - 450R 183 RA	170 - 450R 183 RA	200 - 400 1070	1350 - 5.0V 2230

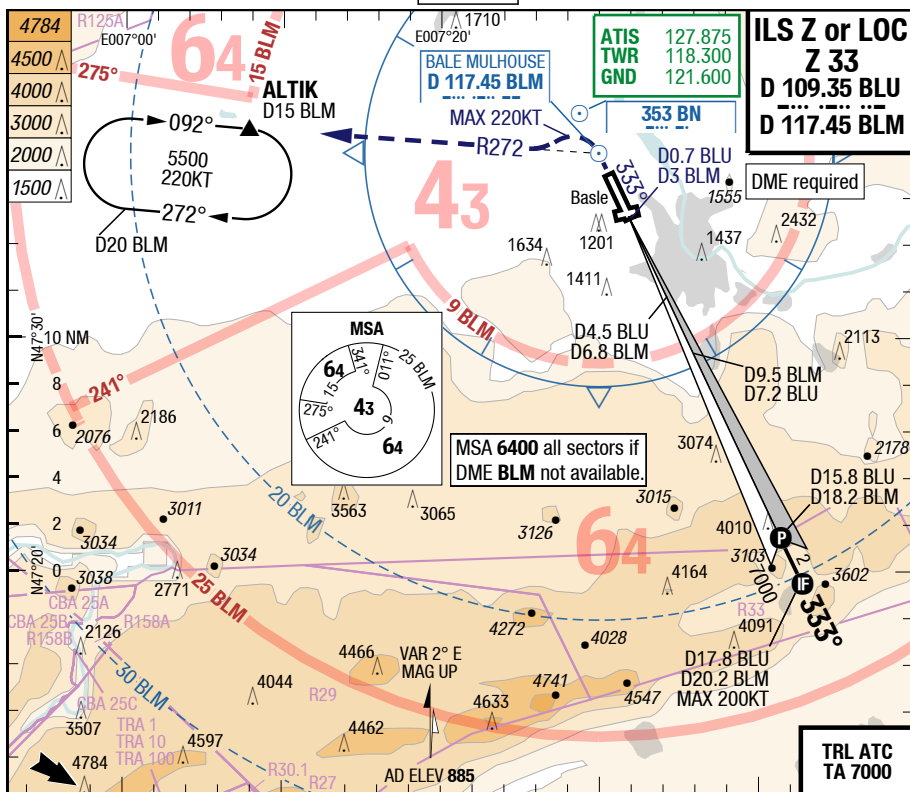
1) With EVS 350m
2) If not conducting autoland RVR 350m required

Changes: MIN

BSL-LFSB

7-30

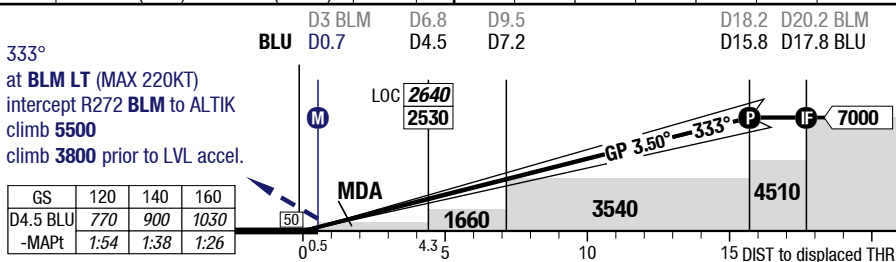
ILS Z or LOC Z 33



50 HL 15 HL 60 x 2780 1120
3.5°
-0.1% TDZ --- (---%) / THR 880 (32hPa)

33

2	6	8	10	12	15.8	LOC 3.64° D BLU
1660	3200	3980	4750	5520	7000	



33	Cat 1 DME 1)	LOC DME				Circling
C	ft - m/km ft	210 - 1.2 1090	490 - 2.3 1370			1150 - 5.0V 2030
D	ft - m/km ft	230 - 1.2 1110	490 - 2.3 1370			1350 - 5.0V 2230

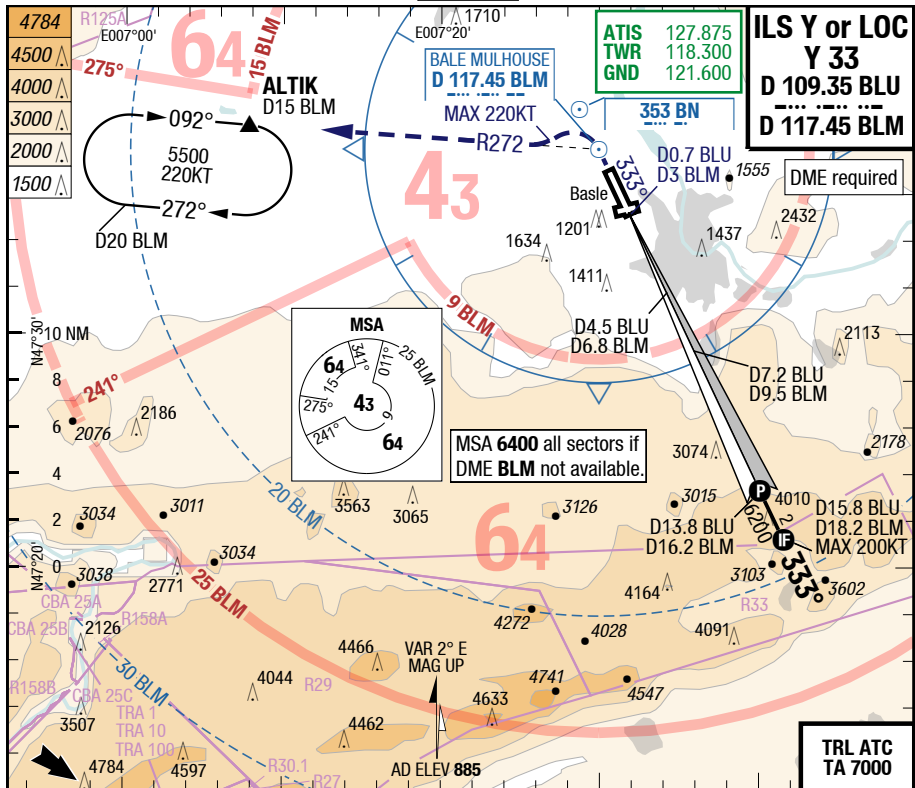
1) With EVS 800m

Changes: APL, OBST

BSL-LFSB

7-40

ILS Y or LOC Y 33



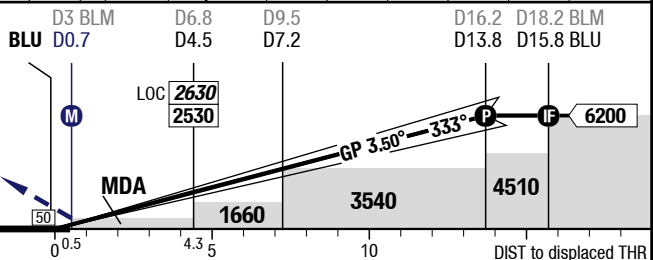
50 HL 15 HL 60 x 2780 1120
3.5°
-0.1% TDZ --- (---%) / THR 880 (32hPa)

33

2	6	8	10	12	13.8	LOC 3.62° D BLU
1650	3190	3960	4730	5500	6200	

333°
at BLM LT (MAX 220KT)
intercept R272 BLM to ALTIK
climb 5500
climb 3800 prior LVL accel.

GS	120	140	160
D4.5 BLU	770	900	1030
-MAPt	1:54	1:38	1:26



33	Cat 1 DME 1)	LOC DME				Circling
C	ft - m/km ft	210 - 1.2 1090	490 - 2.3 1370			1150 - 5.0V 2030
D	ft - m/km ft	230 - 1.2 1110	490 - 2.3 1370			1350 - 5.0V 2230

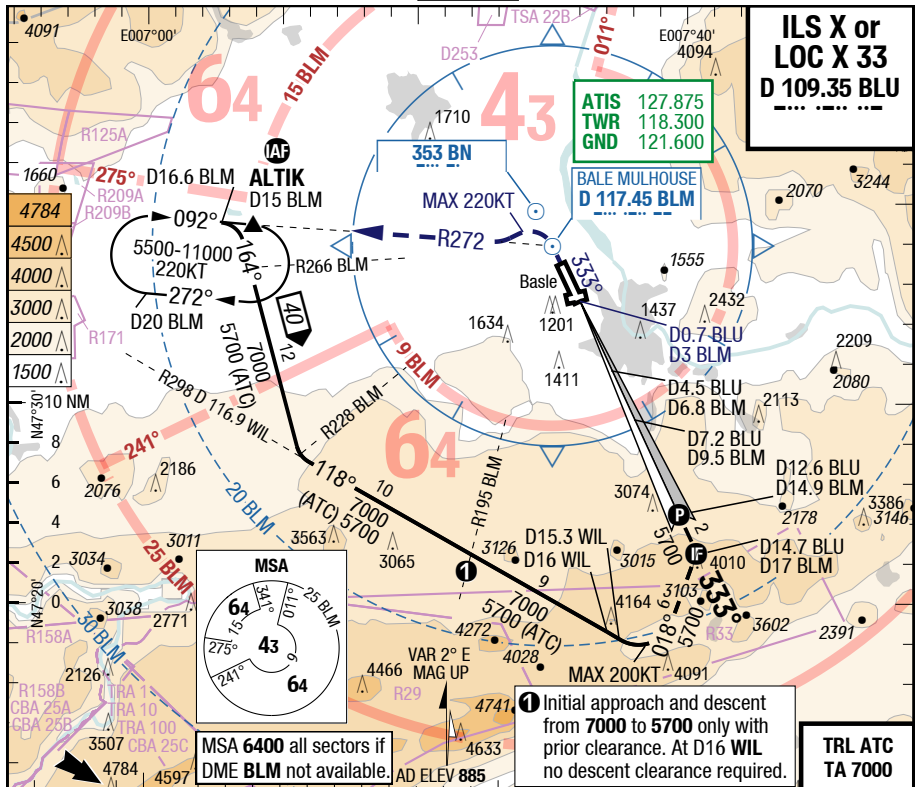
1) With EVS 800m

Changes: APL, OBST

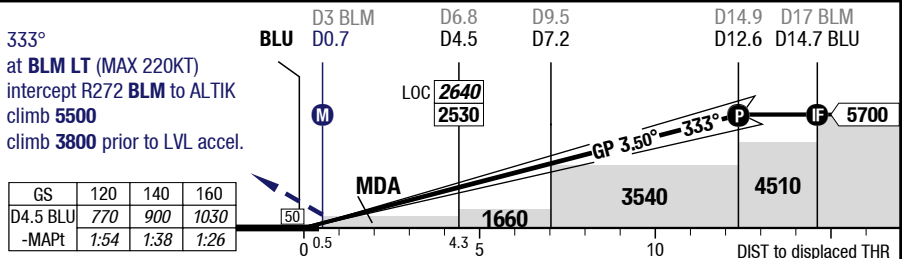
BSL-LFSB

7-50

ILS X or LOC X 33



50 HL
15 HL
60 x 2780
1120
3.5°
-0.1%
TDZ --- (---%) / THR 880 (32hPa)



33	Cat 1 DME 1)	LOC DME			Circling
C	ft - m/km ft	210 - 1.2 1090	490 - 2.3 1370		1150 - 5.0V 2030
D	ft - m/km ft	230 - 1.2 1110	490 - 2.3 1370		1350 - 5.0V 2230

1) With EVS 800m

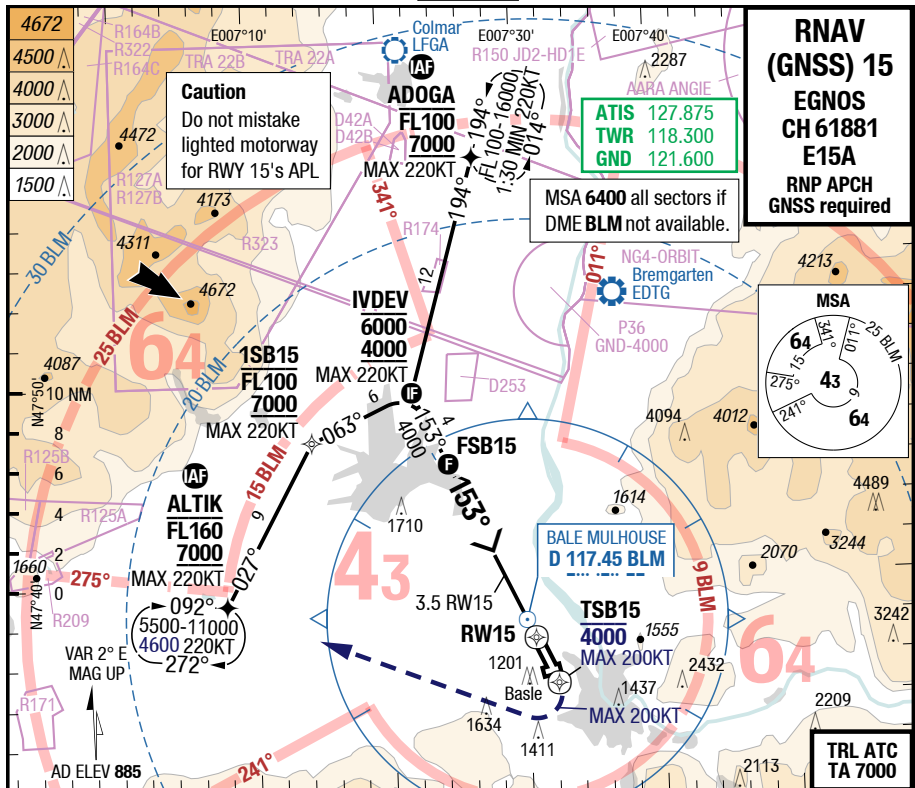
14-JUN-2018

BSL-LFSB

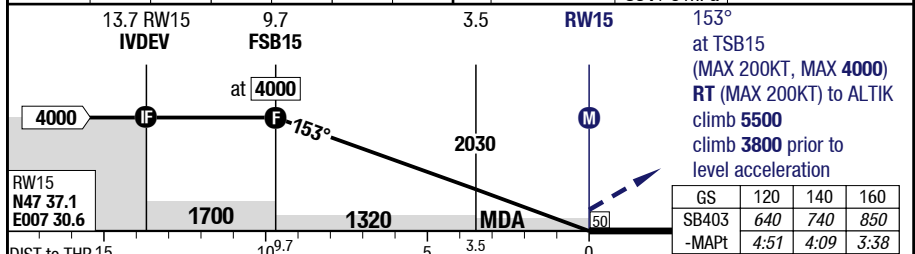
7-70

RNAV (GNSS) 15

IAC



3.00° RW15	9.7	8	6	4	3	2	15	3.00° 50 HL 15 HL	862	3900 x 60	864 / 31hPa	TDZ ---%	+0.1%
	4000	3470	2830	2190	1870	1550							



15	RNAV GNSS LPV 1) 2) 3)	RNAV GNSS LNAV 1) 4)			Circling
C	ft - m/km ft 1120	260 - 600 370 - 1.0V 1230			1150 - 5.0V 2030
D	ft - m/km ft 1120	260 - 600 370 - 1.0V 1230			1350 - 5.0V 2230

1) ATS gradient 3.3%. If unable advice ATC immediately.
2) wo HGS RVR 750m required

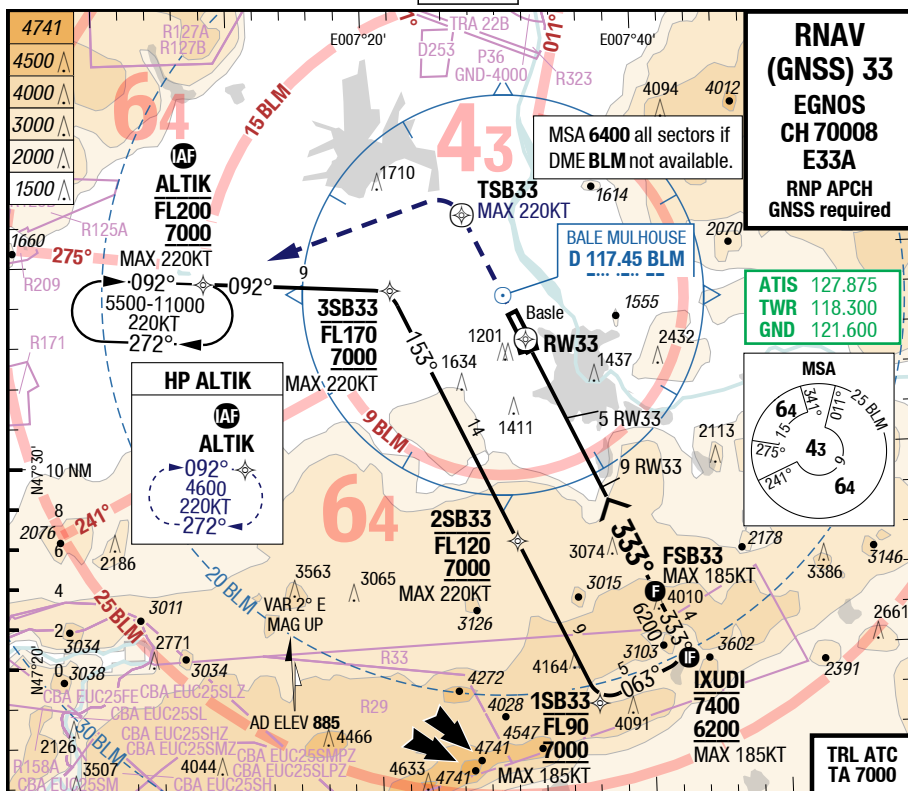
3) With EVS 400m
4) Timing to determine MAPt NA


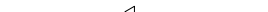
Changes: WPT, OBST, HLDG, SUAS

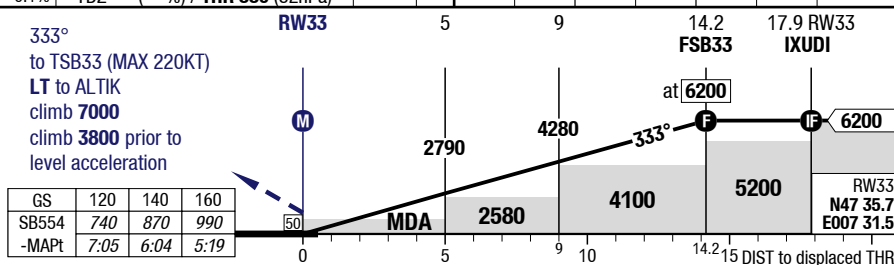
BSL-LFSB

7-80

RNAV (GNSS) 33



	2	4	6	8	10	14.2	3.50° RW33
	1680	2420	3160	3910	4650	6200	



33		RNAV GNSS LPV 1) 2)	RNAV GNSS LNAV 1) 3)			Circling
C	ft - m/km ft	270 - 1.3 1150	680 - 2.4V 1560			1150 - 5.0V 2030
D	ft - m/km ft	280 - 1.3 1160	680 - 2.4V 1560			1350 - 5.0V 2230

1) ATS gradient 4.5%. If unable advice ATC immediately.

3) Timing to determine MAPt NA

2) With EVS 900m

Changes: WPT , APL, OBST, HLDG, SUAs

Effective 21-JUN-2018

14-JUN-2018

BSL-LFSB

France Basle Mulhouse
Circling A 33 with prescribed tracks, Circling B 33 with prescribed tracks

7-90

Circling 26 A/B prescribed tracks

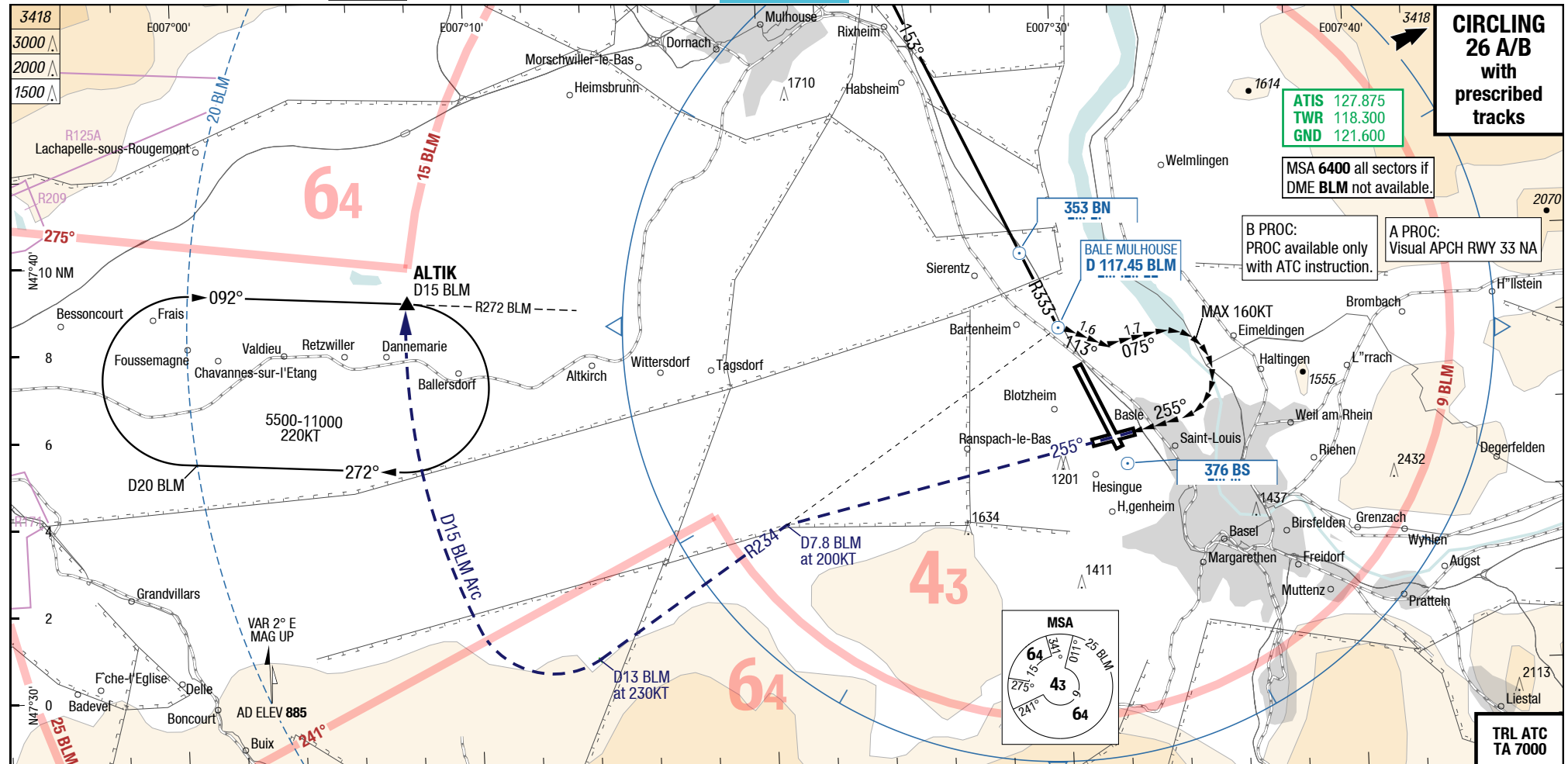
IAC

IAC

Mulhouse Basle France

Circling A 33 with prescribed tracks, Circling B 33 with prescribed tracks

Circling 26 A/B prescribed tracks



26					Circling P-TRK 1) 2)	Circling 1) 3)
C	ft - m/km				920 - 2.4V 1800	1160 - 2.4V 2040
D	ft - m/km				Not published	Not published

1) Do not descent below MDA before aligned on final
2) Following RWY 15 final
3) To RWY 33, VIS 5.0km required

50 HL

60 x 1600

3.0°

TDZ --- (---%) / THR 884 (32hPa)

26

VISUAL

Missed APCH:

255°
at MAX D7.8 BLM (at 200KT) LT intercept R234 BLM
at D13 BLM (at 230KT) RT follow D15 BLM arc to ALTIK
climb 5500
climb 3800 prior to level acceleration

Changes: APL, OBST, SUAs

BSL-LFSB

France **Basle** Mulhouse

7-100

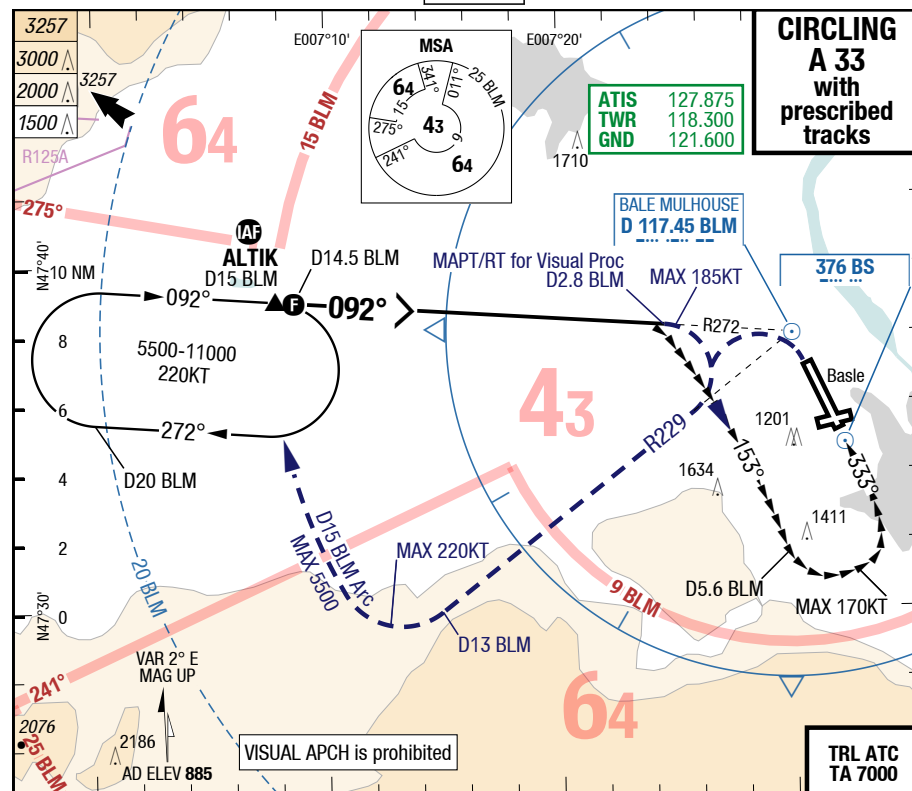
Circling A 33 with prescribed tracks


IAC

IAC

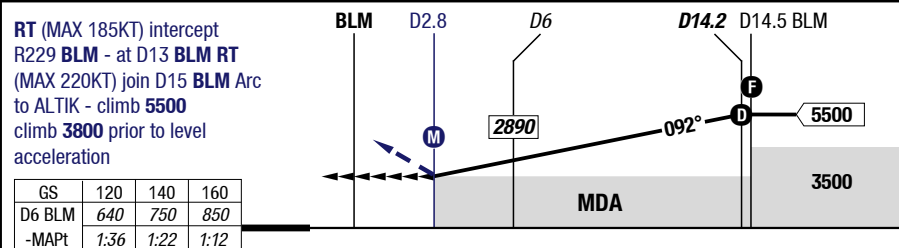
Mulhouse **Basle** France

Circling B 33 with prescribed tracks



4	5	7	8	10	14.2	3.00° D BLM 093° RWY 334°		<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">33</div>
2250	2570	3210	3530	4170	5500			

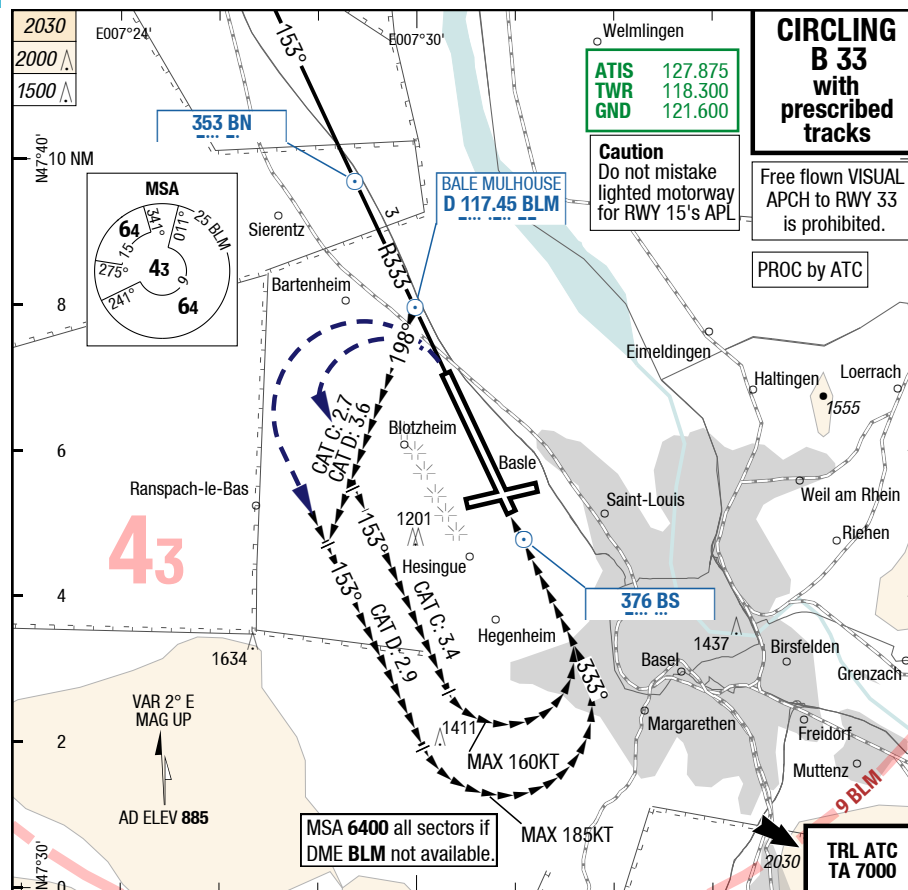
**RT (MAX 185KT) intercept
R229 BLM - at D13 BLM RT
(MAX 220KT) join D15 BLM Arc
to ALTIK - climb **5500**
climb **3800** prior to level
acceleration**



33						Circling P-TRK 1) 2)	Circling
C	ft - m/km ft					1120 - 5.0V 2000	Not published
D	ft - m/km ft					Not published	Not published

- 1) Do not descent below MDA before aligned on final
- 2) PROC AVBL only with ATC instruction

Changes: APL, OBST



VISUAL

50 HL ...
15 HL ... 60 x 2780 1120
3.5°
-0.1% TDZ --- (---%) / **THR 880** (32hPa)

Remark:

- High terrain SW of baseturn RWY 33.
- Observe speed limits as published for baseturn.

33						Circling P-TRK 1) 2)	Circling 1)
C	ft - m/km ft					1120 - 5.0V 2000	1160 - 5.0V 2040
D	ft - m/km ft					1230 - 5.0V 2110	1360 - 5.0V 2240

- 1) Do not descent below MDA before aligned on final
- 2) Following RWY 15 final

Changes: APL, OBST

D I F F E R E N T S C A L E

BSL-LFSB**7-110****WxMinima Overflow**

15		Cat 1 DME GA 3.0% 1)	Cat 1 DME GA 2.5% ACFT MAX 65/7	Cat 1 DME GA 2.5% 2)	LOC DME BLM 3)	VOR DME 3)	
C	ft - m/km ft	200 - 550 1070	270 - 600 1140 4)	290 - 650 1160	370 - 1.0 1230	370 - 1.0 1230	
D	ft - m/km ft	200 - 550 1070	290 - 650 1160 2)	290 - 650 1160	370 - 1.0 1230	370 - 1.0 1230	
1) With EVS 350m				3) Timing to determine MAPt NA			
2) With EVS 450m				4) With EVS 400m			

Effective 02-MAR-2017

23-FEB-2017

BSL-LFSB

8-10

France Basle Mulhouse

NIL

MRC

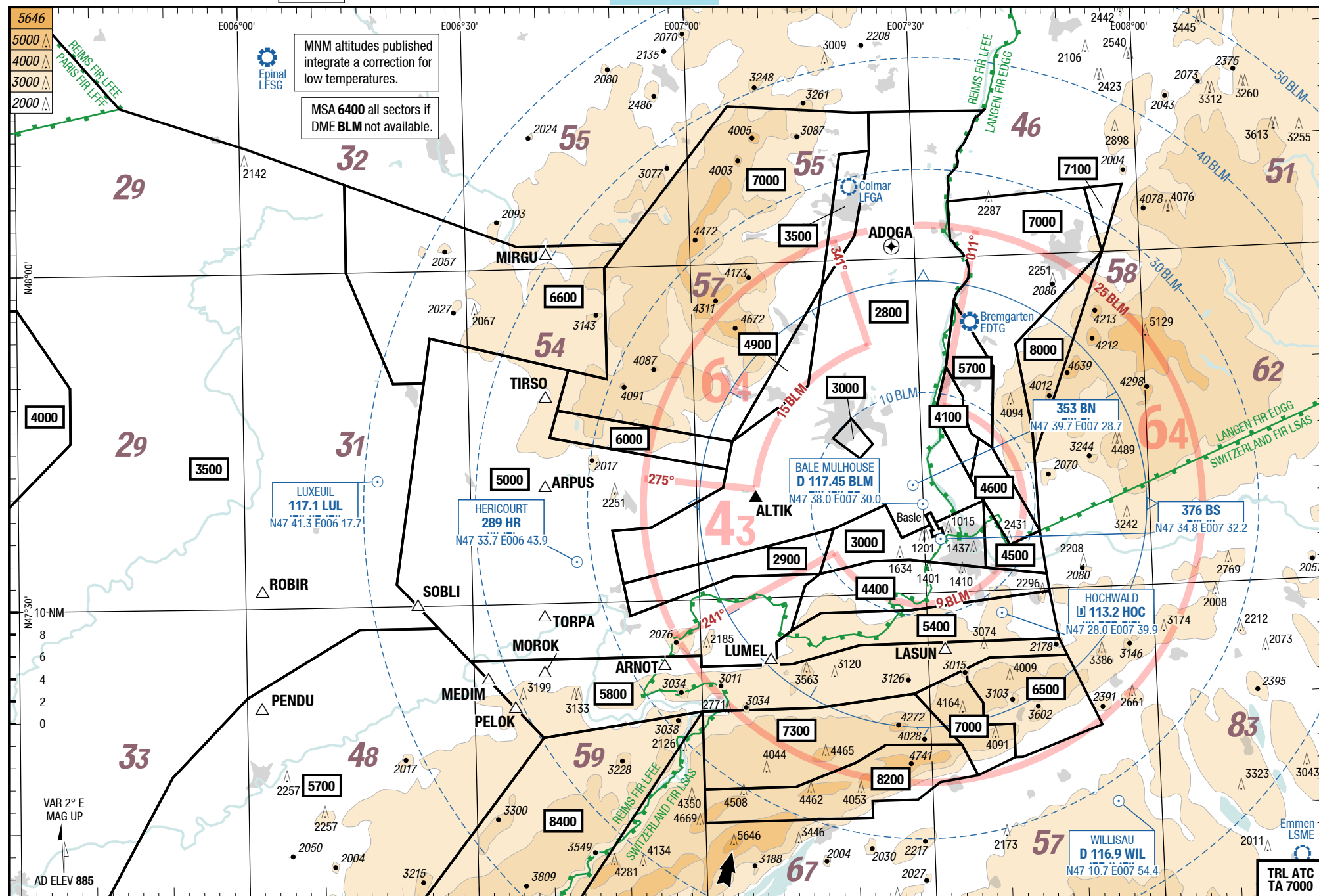
MRC

MRC

Mulhouse Basle France

NIL

MRC



Changes: MRVA, RADAR SECT, OBST, Editorial