

**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±. 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**

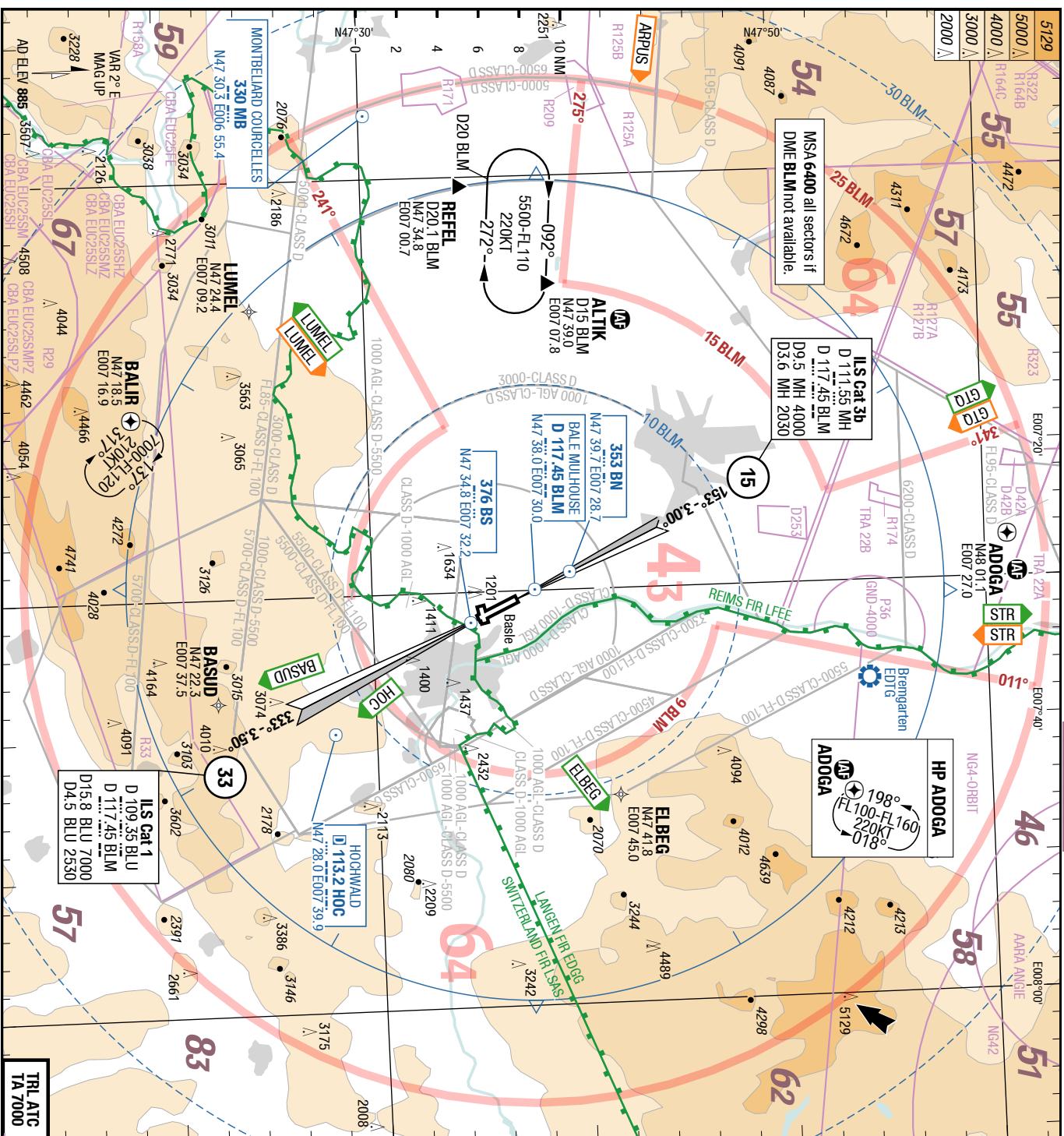
AVBL.

## BSL-LFSB

2-10

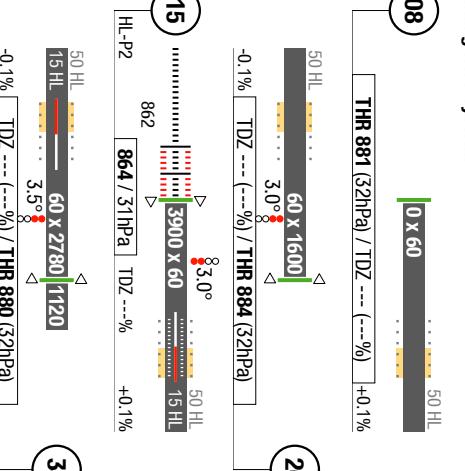
**France Basle Mulhouse**  
**AFC**   
**AFC**   
**AFC** 

**Mulhouse Basle France**  
**AFC** 



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

## Landing RWY system:



ATIS	127.875
Info	130.900 134.675 135.850
TWR	118.300
GND	121.600
DLV	121.950
DCL	

RWY	TORA	ASDA	TODA
15	3900	3900	4000
26	1715	1715	1815
33	3900	3900	4000

See APC

**Caution:**

HS1: Use of the West-South area is subject to a protocol that defines the conditions for managing the entries/exits in/from this maintenance area.

HS2: Due to low 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 low 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 runway via these TWYs.

FIRE STATION

GAGBA HANGARS

MAIN APRON TERMINAL

HANGARS

26

885

255°

HS2

33

882

333°

See APC

AMAC

Q5

Q4

Q3

Q2

Q1

JET 2

JET 1

ARP

N 47 35.4

E 007 31.8

VAR 2°E  
MAG UP

AD ELEV 885

15

864

153°

E007° 31'

E007° 32'

08

075°

881

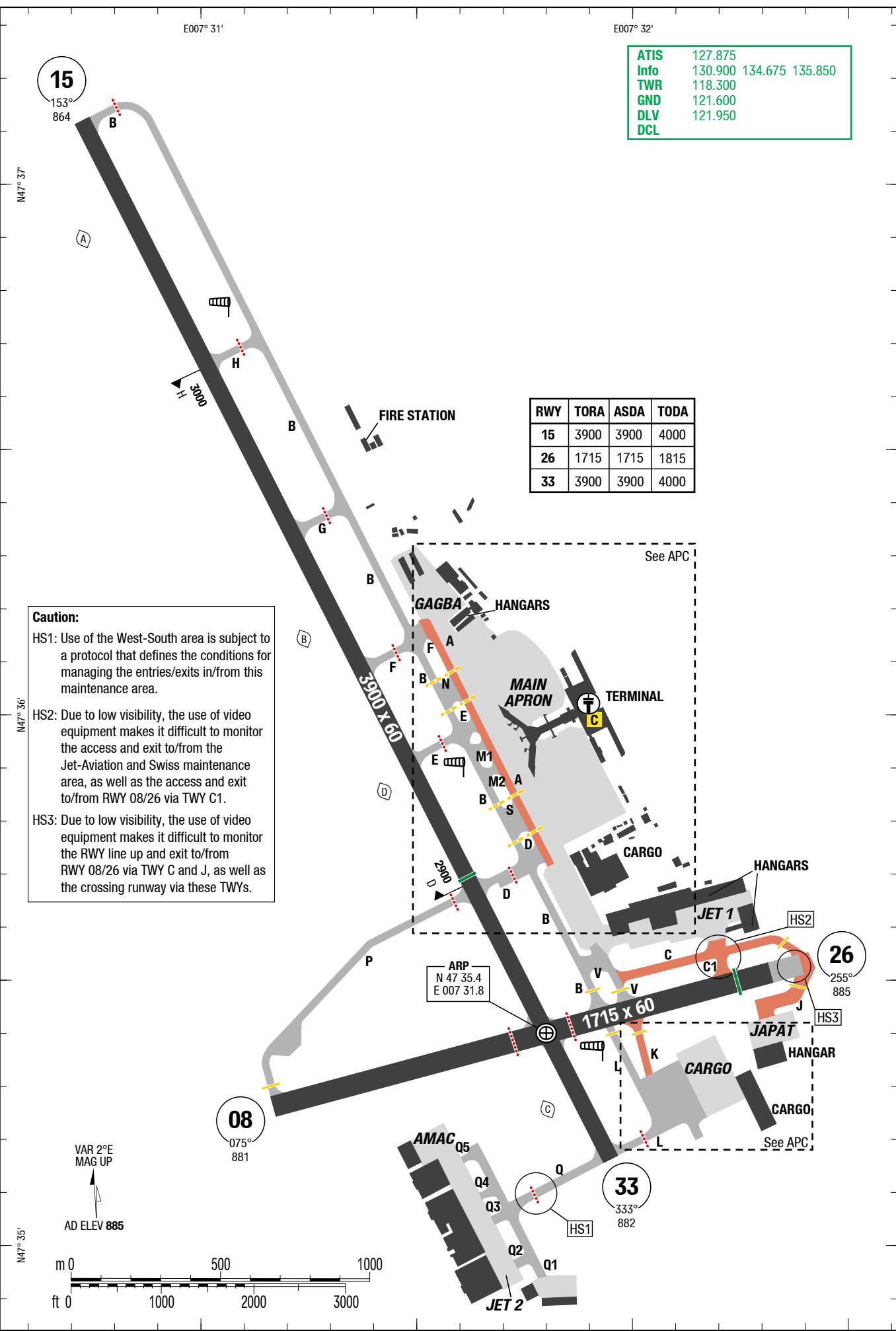
m 0

1000

500

1000

3000

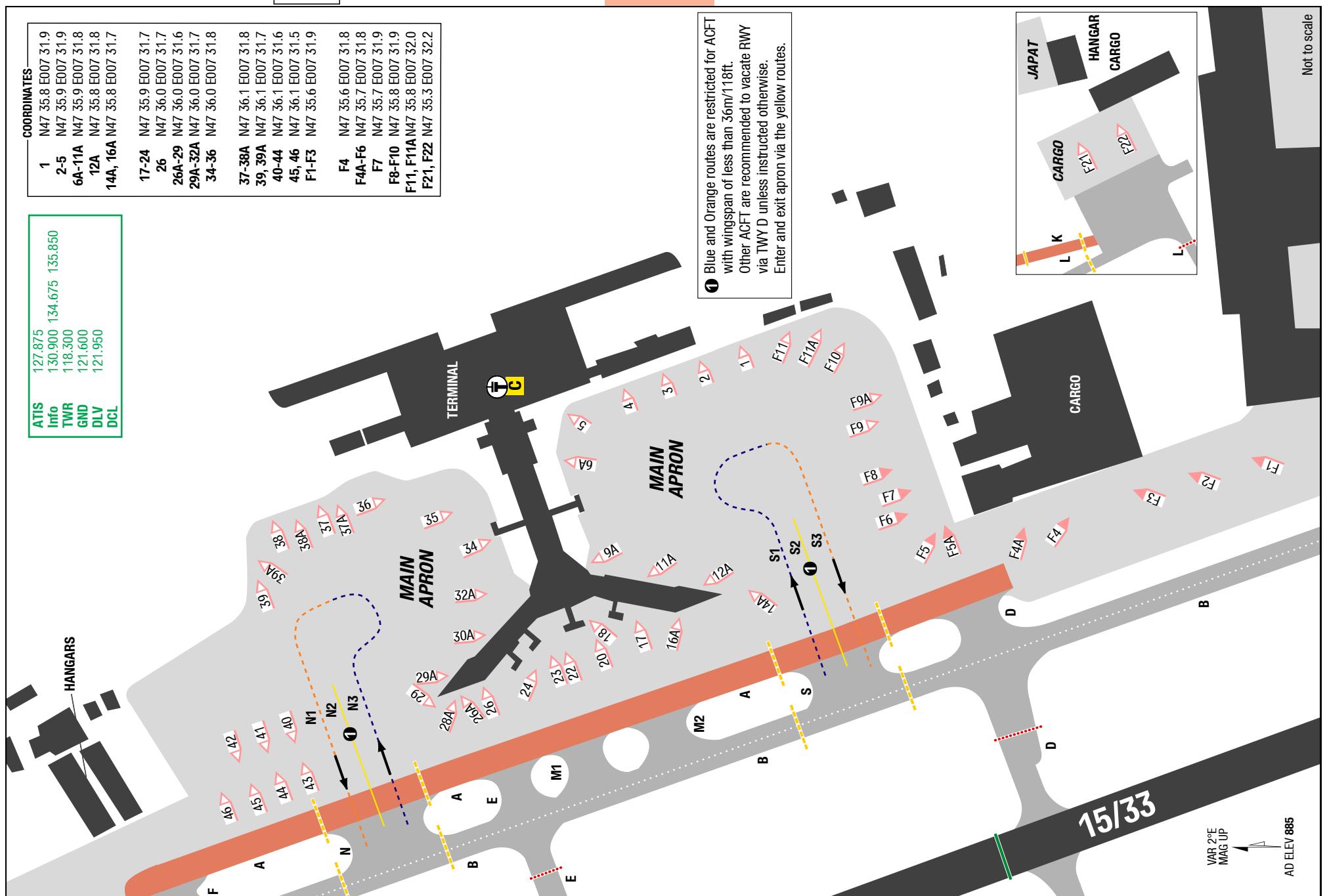


3-30

## COORDINATES

1	N47 35.8 E007 31.9
2-5	N47 35.9 E007 31.9
6A-11A	N47 35.9 E007 31.8
12A	N47 35.8 E007 31.8
14A, 16A	N47 35.8 E007 31.7
17-24	N47 35.9 E007 31.7
26	N47 36.0 E007 31.7
26A-29	N47 36.0 E007 31.6
29A-32A	N47 36.0 E007 31.7
34-36	N47 36.0 E007 31.8
37-38A	N47 36.1 E007 31.8
39, 39A	N47 36.1 E007 31.7
40-44	N47 36.1 E007 31.6
45, 46	N47 36.1 E007 31.5
F1-F3	N47 35.6 E007 31.9
F4	N47 35.6 E007 31.8
F4A-F6	N47 35.7 E007 31.8
F7	N47 35.7 E007 31.9
F8-F10	N47 35.8 E007 31.9
F11, F11A	N47 35.8 E007 32.0
F21, F22	N47 35.3 E007 32.2

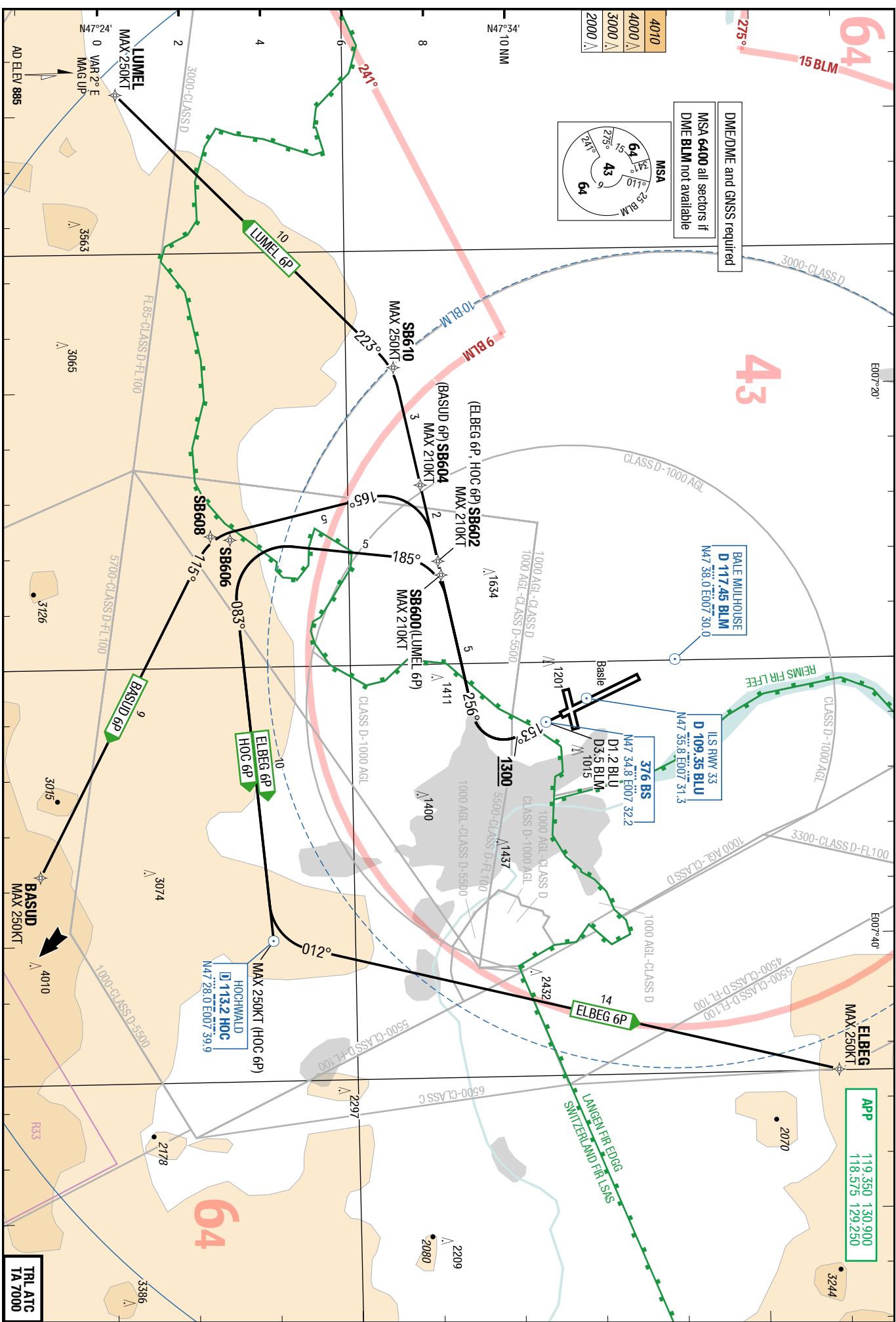
ATIS	127.875
Info	130.900
TWR	118.300
GND	121.600
DLV	122.950
DCL	



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**RNAV SIDs RWY 15**

SID

Mulhouse Basle France  
SIDs RWY 15

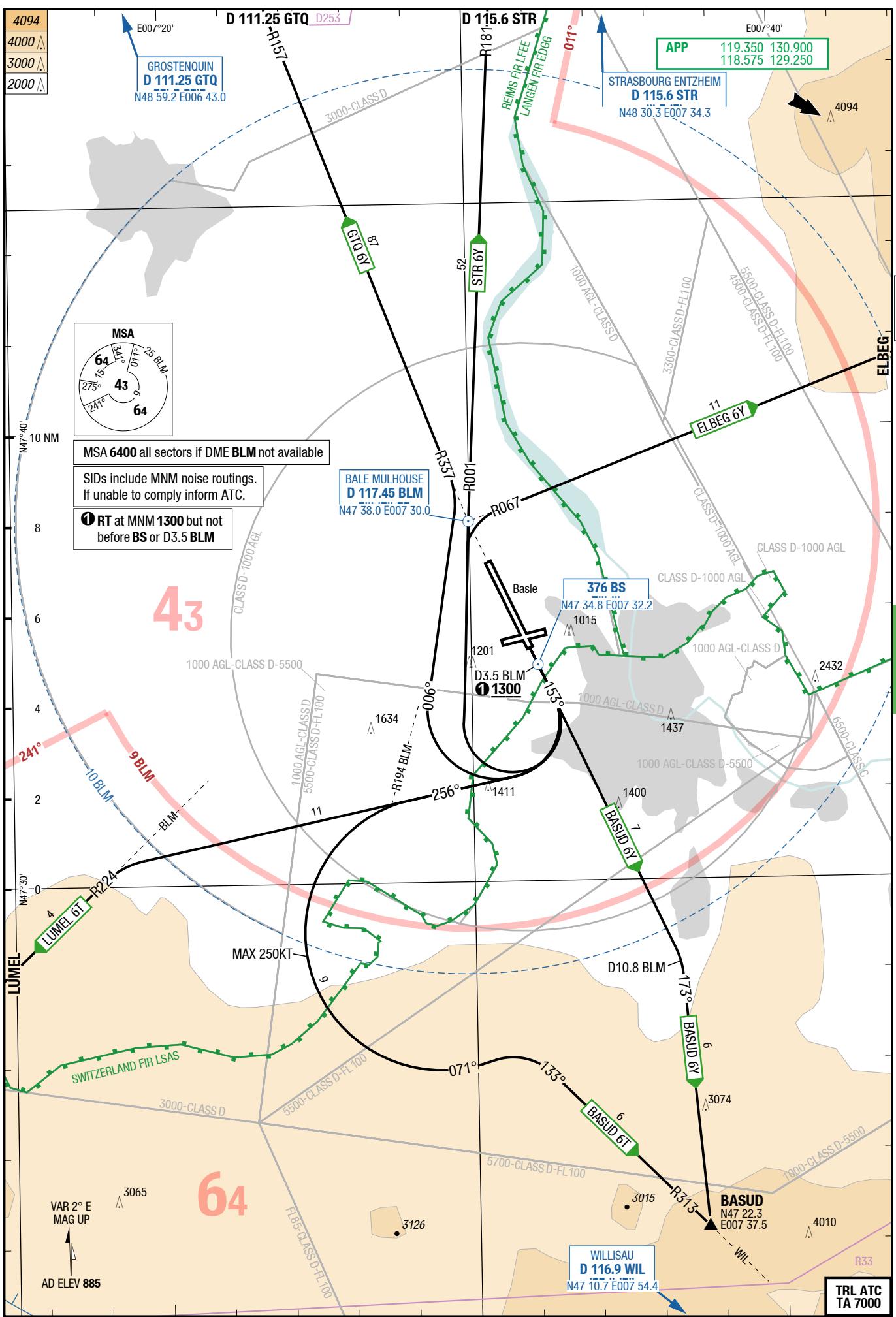


**Effective 20-JUL-2017**

**France Basle Mulhouse**

**SID**

**SIDs RWY 15**      Mulhouse Basle France

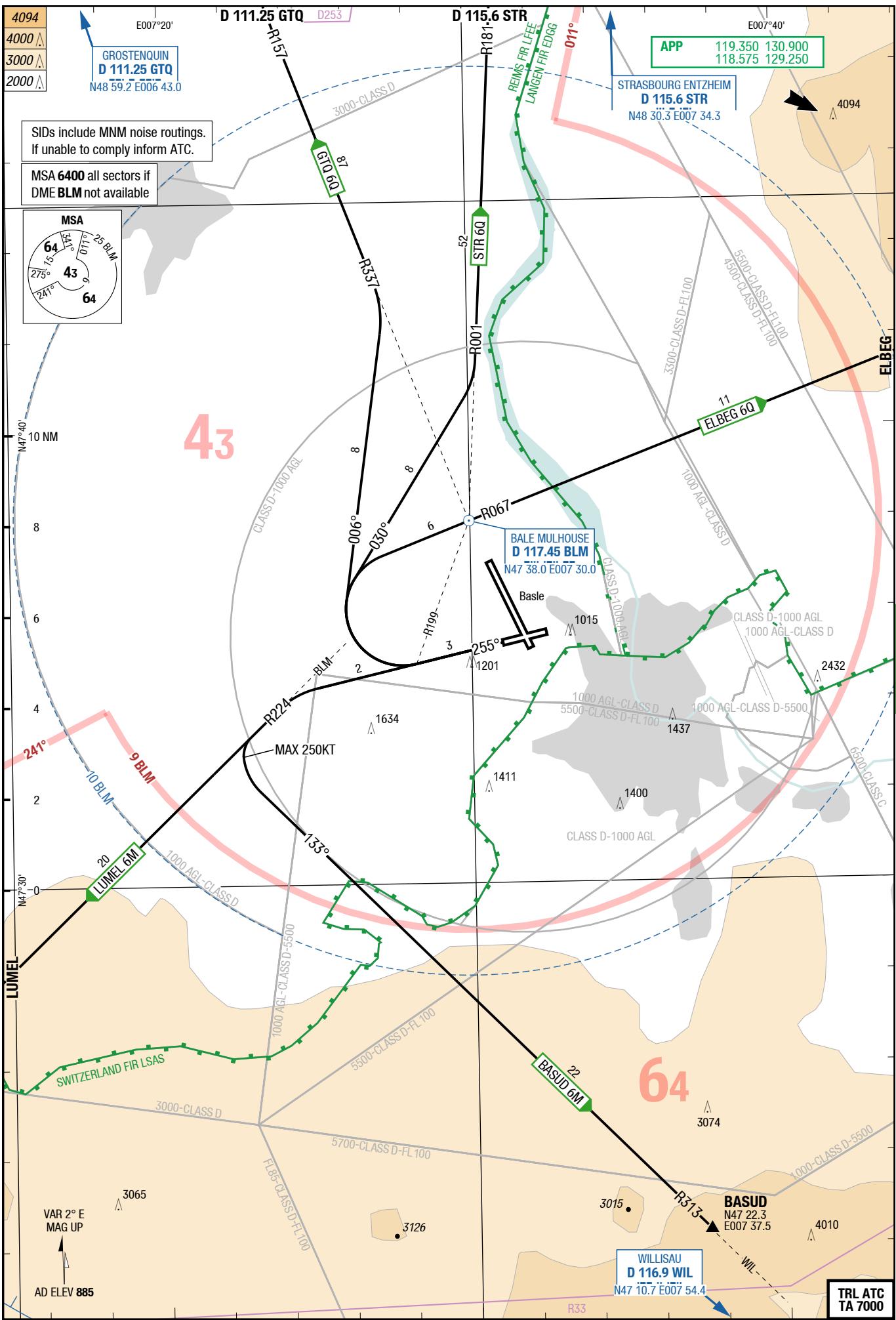


4-30

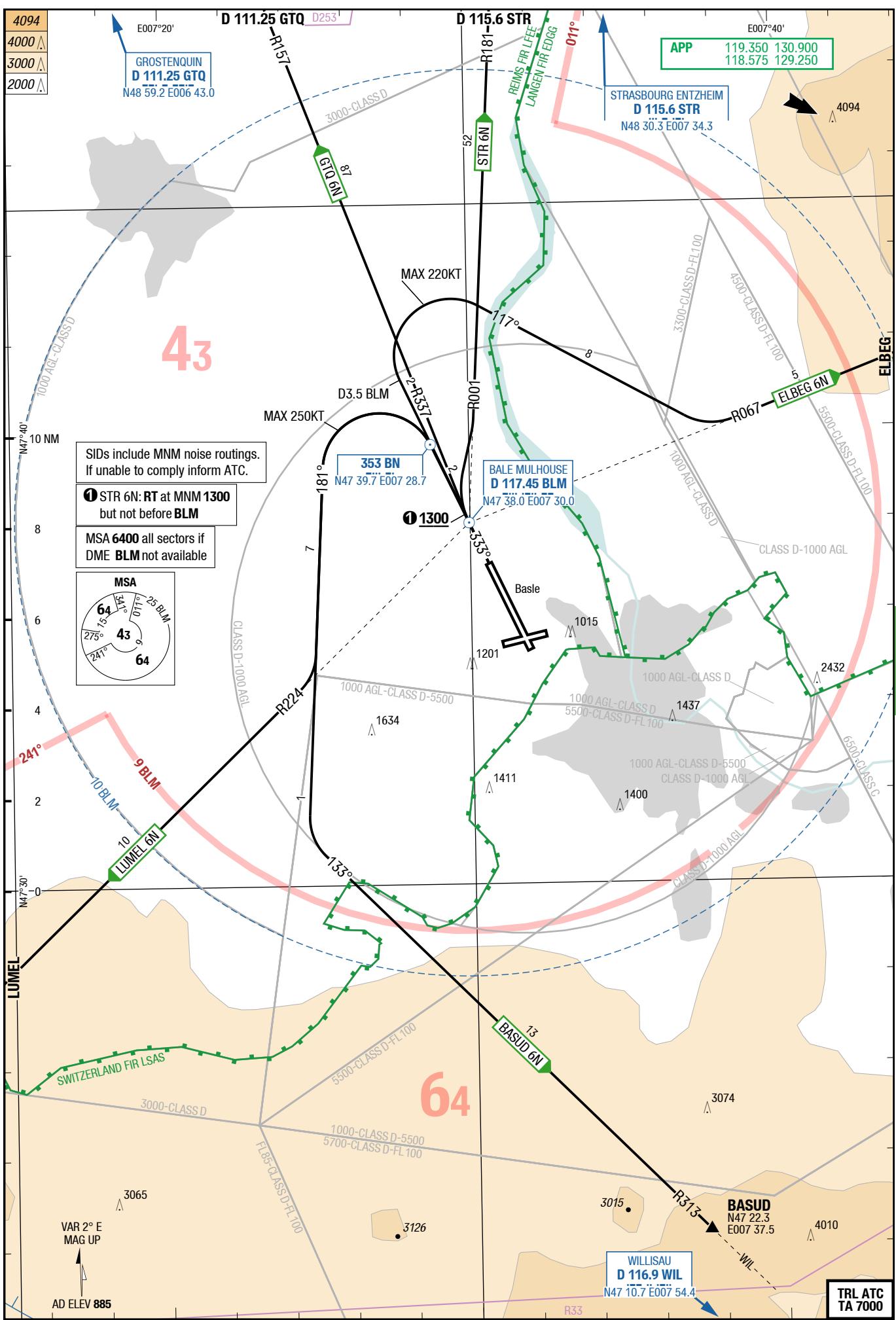
**Basle Mulhouse**  
**SIDS RWY 33**

SID

Mulhouse Basle France  
SIDs RWY 33



### Changes: FREQ, OBST



BSL-LFSB

5-10

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

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

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

- 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.

BSL-LFSB

5-40

SIDs RWY 26

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

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

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

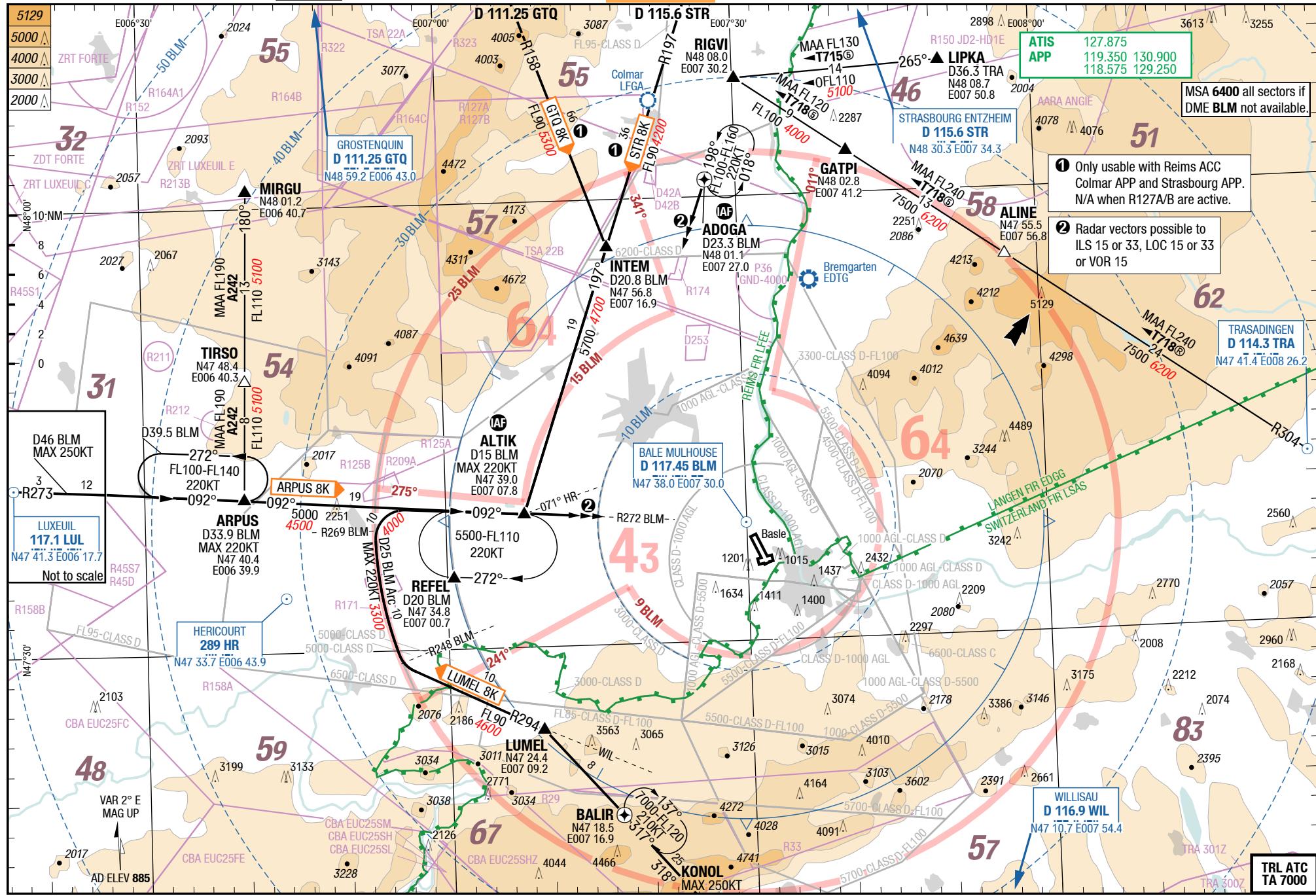
6-10

France Basle Mulhouse

**STARS**

STAR

Mulhouse Basle Franc  
NIL  
**STARs**



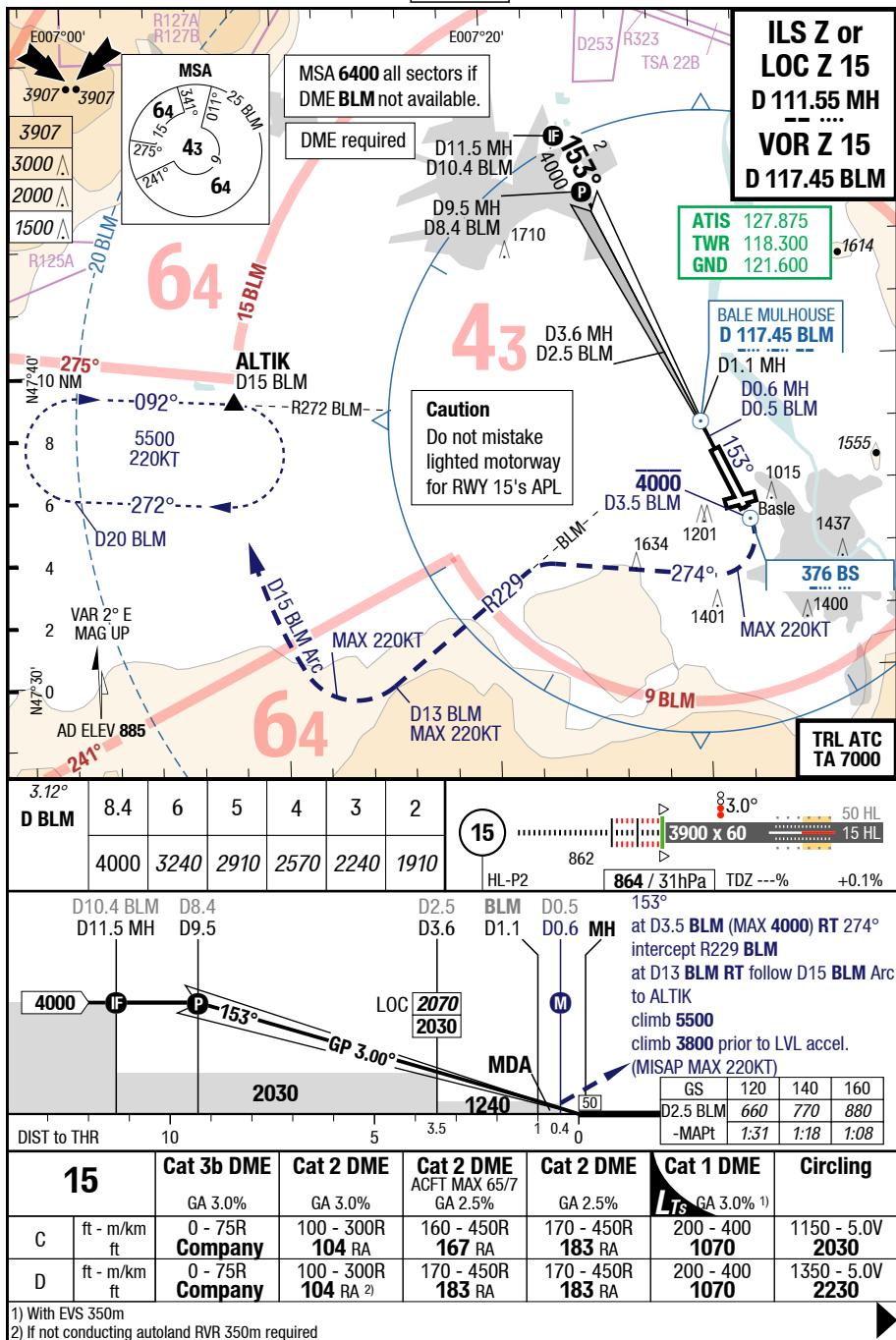
25-JAN-2018

BSL-LFSB

7-10

ILS Z or LOC Z 15 / VOR Z 15

IAC



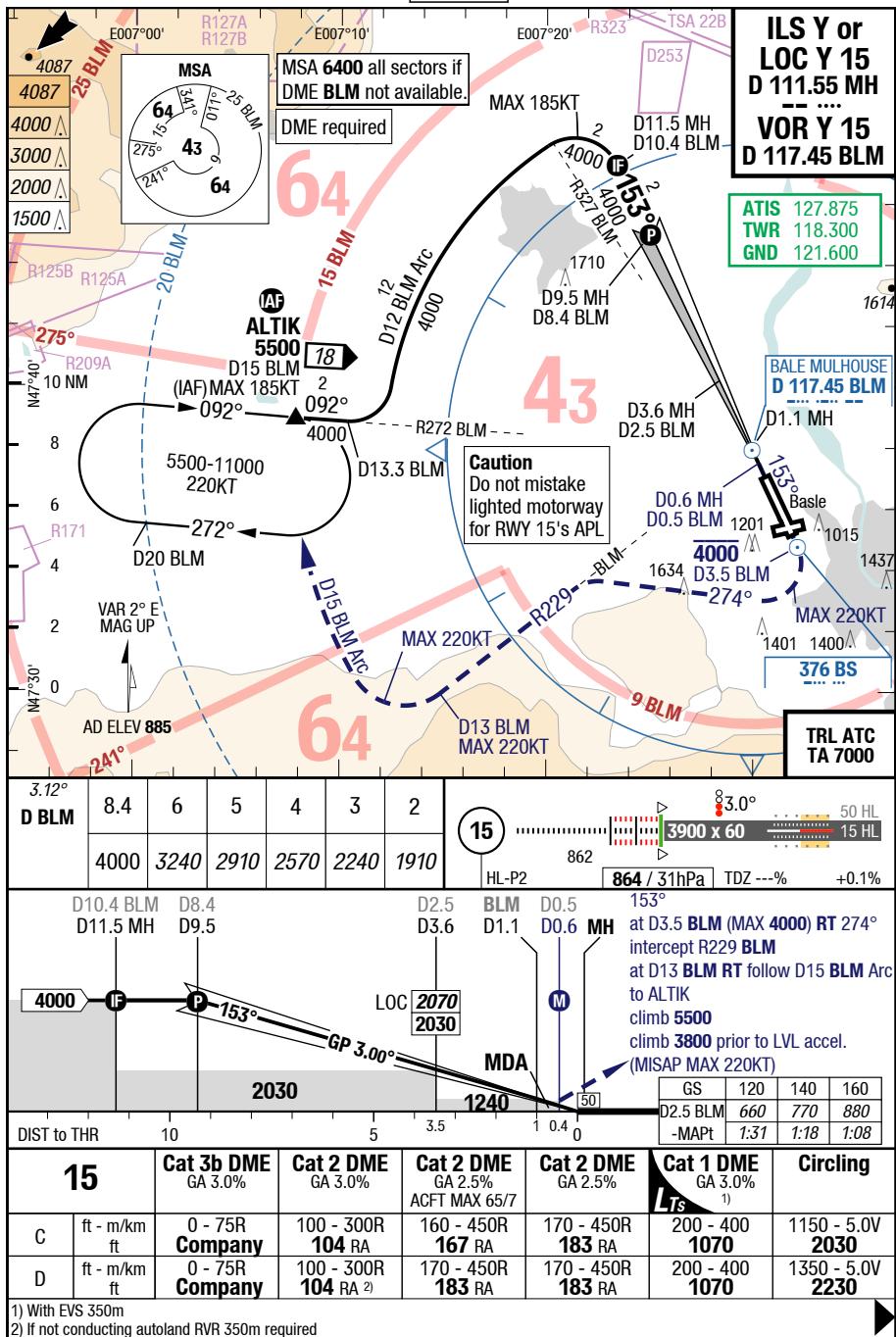
Changes: MIN

25-JAN-2018

## BSL-LFSB

7-20

## ILS Y or LOC Y 15 / VOR Y 15



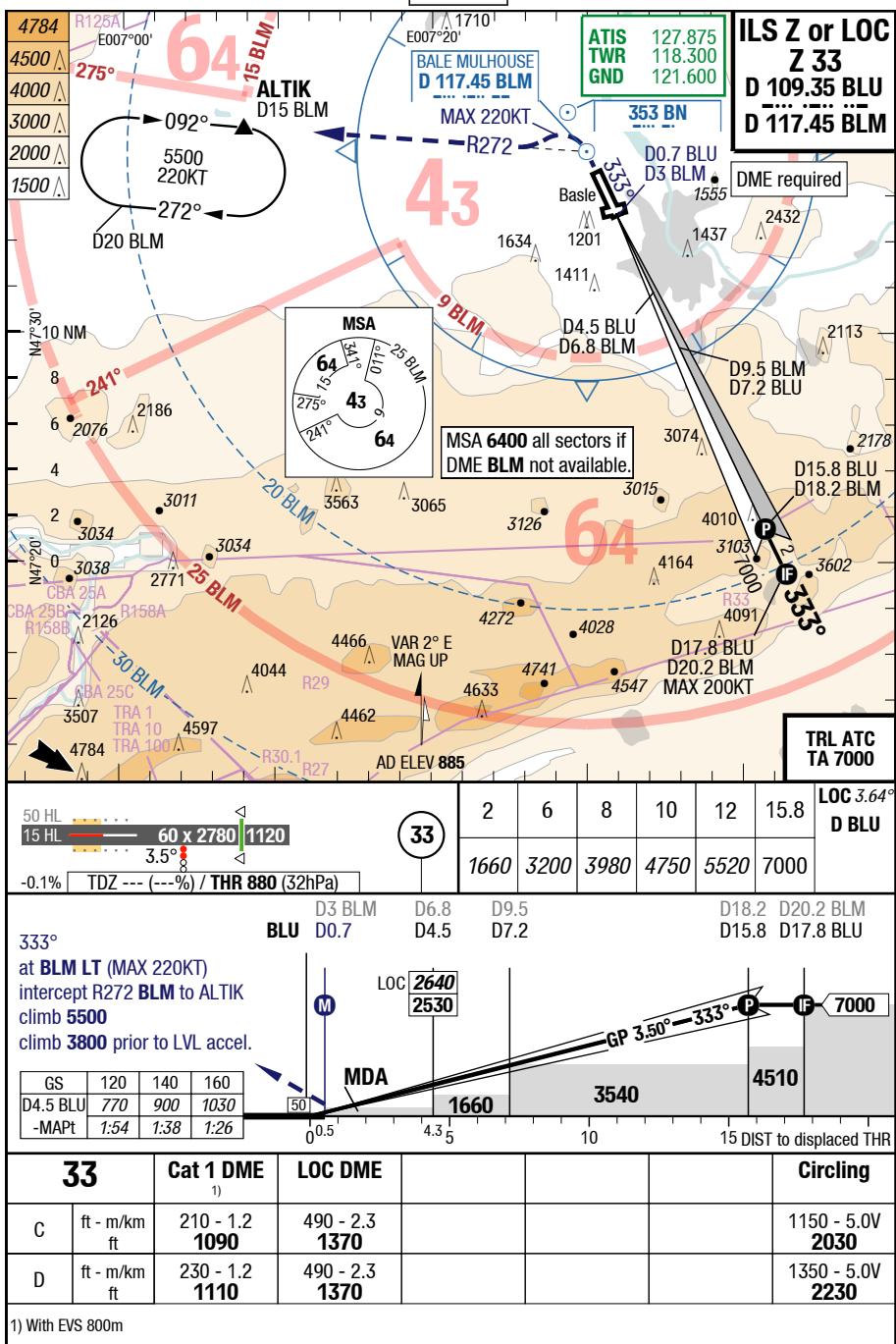
Changes: MIN

14-JUN-2018

## BSL-LFSB

7-30

## ILS Z or LOC Z 33



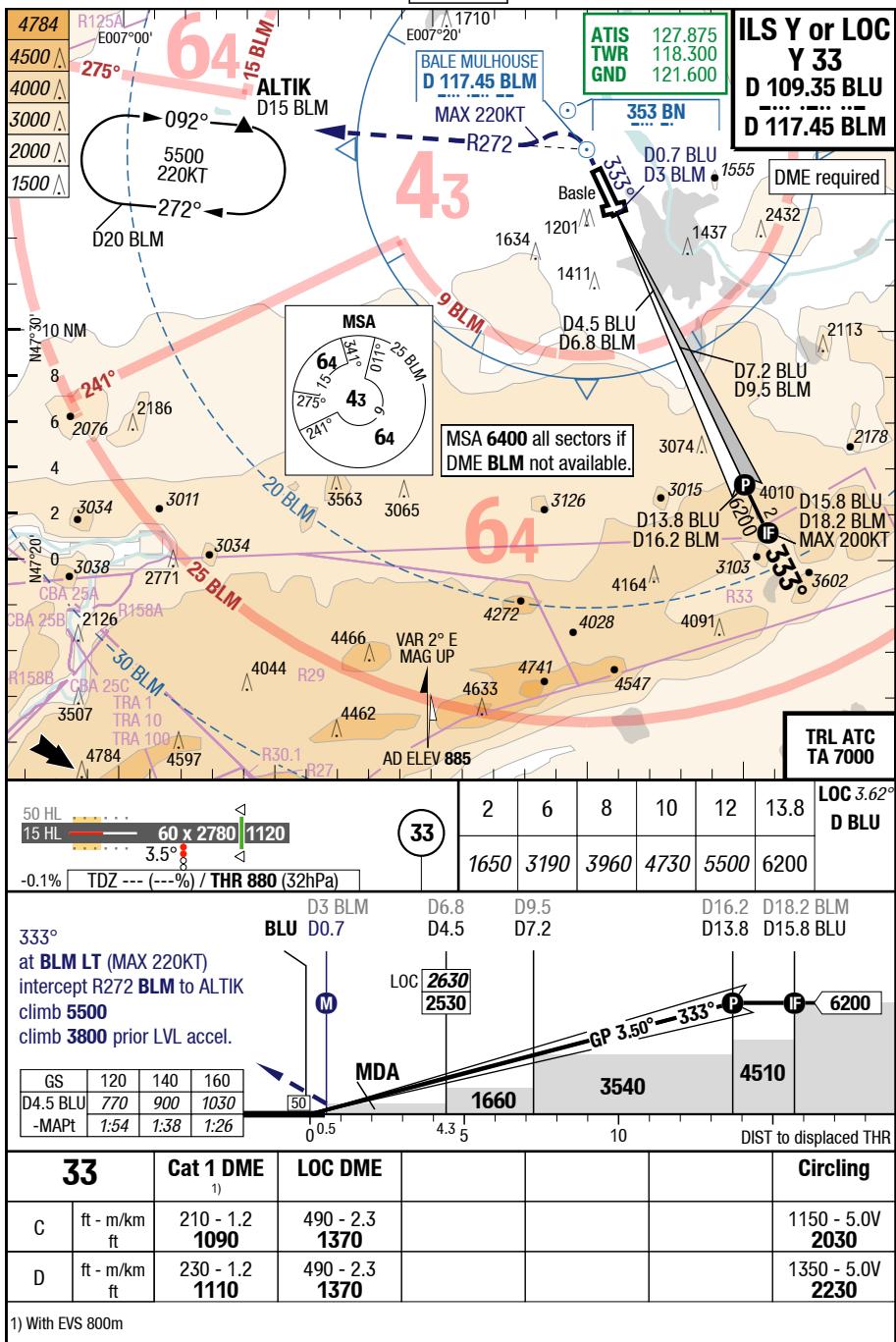
Changes: APL, OBST

14-JUN-2018

## BSL-LFSB

7-40

## ILS Y or LOC Y 33

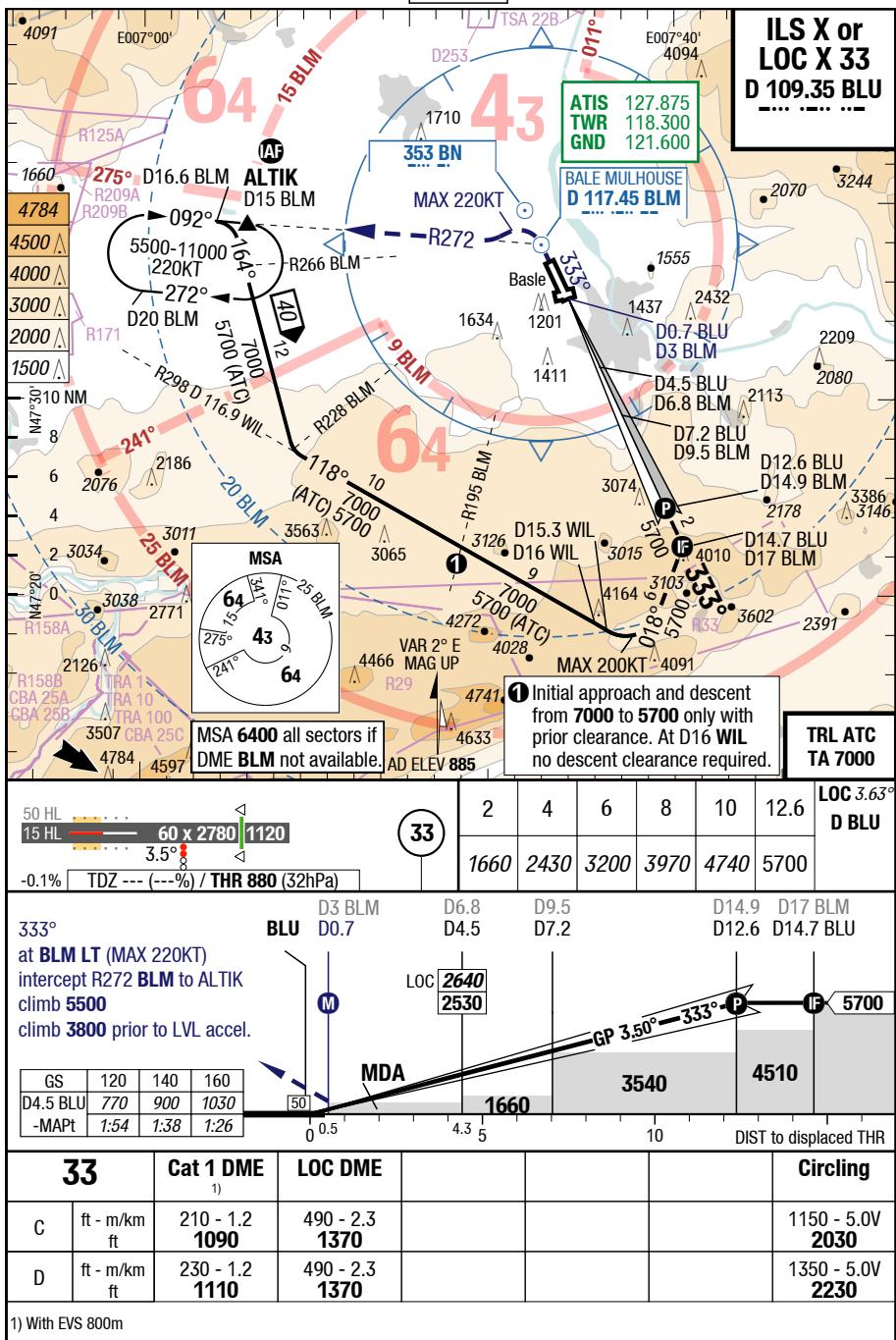


Changes: APL, OBST

## BSL-LFSB

7-50

## ILS X or LOC X 33



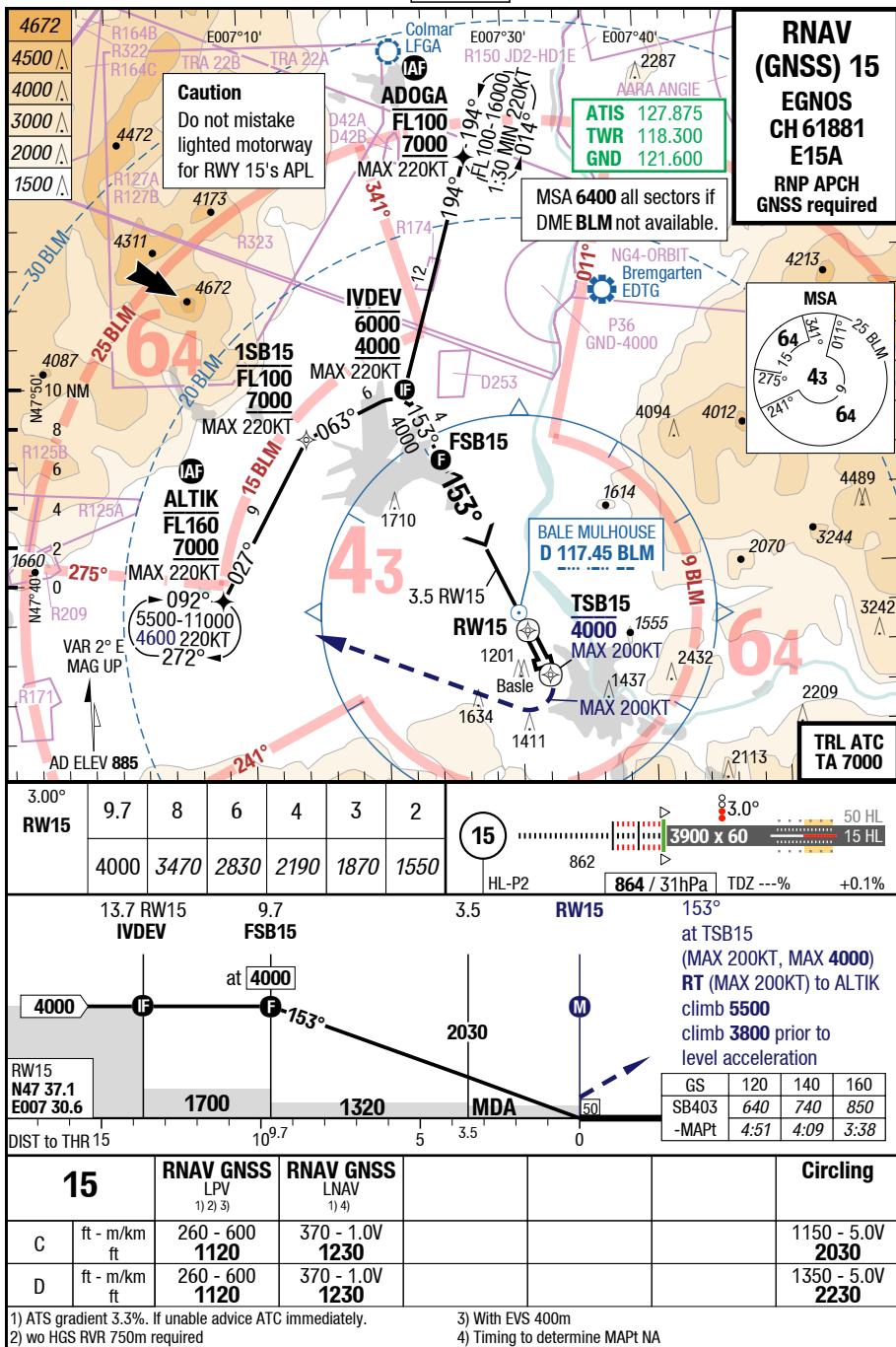
14-JUN-2018

## BSL-LFSB

7-70

## RNAV (GNSS) 15

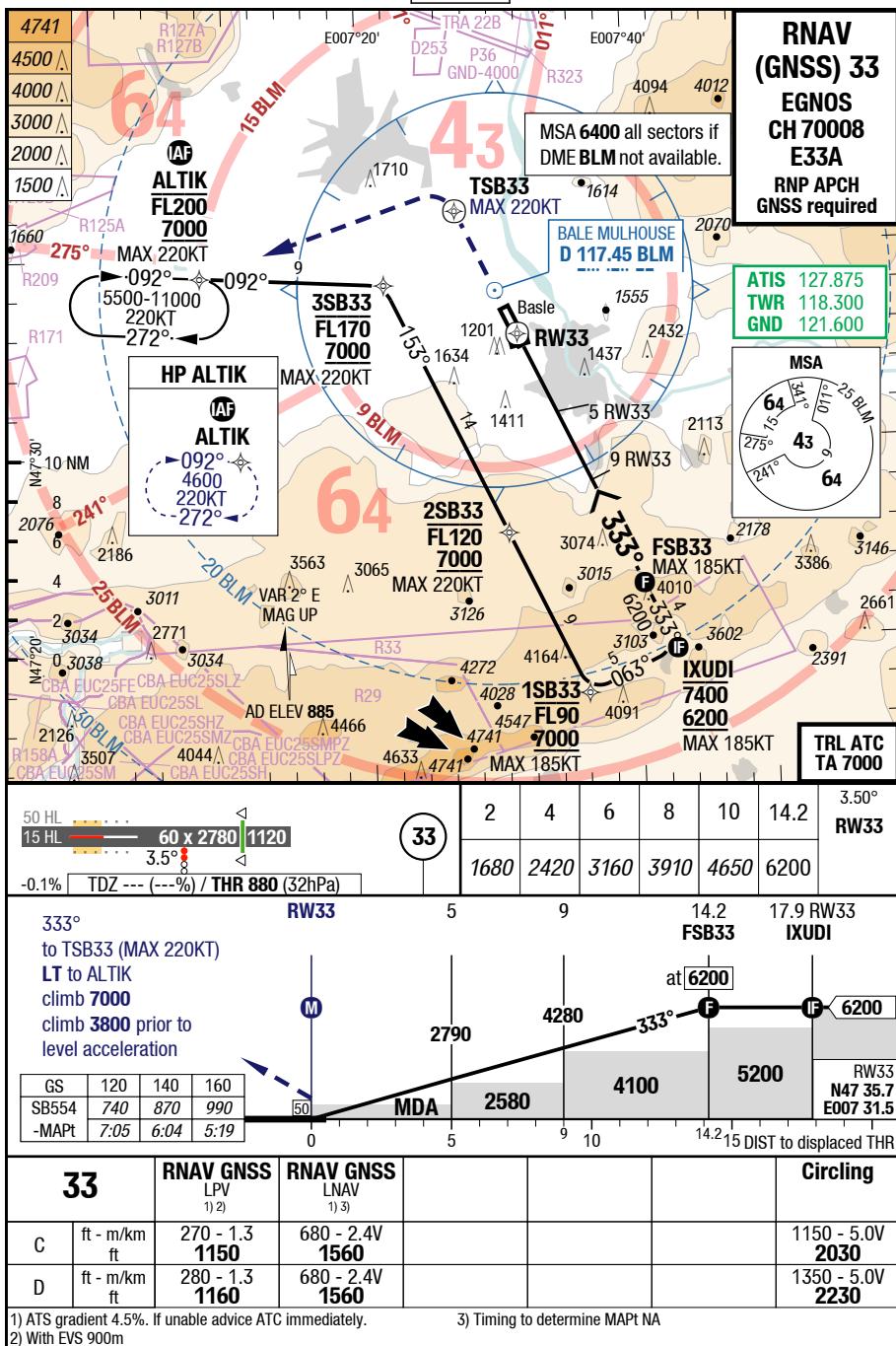
IAC



Changes: WPT, OBST, HLDG, SUAs

7-80

## RNAV (GNSS) 33



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

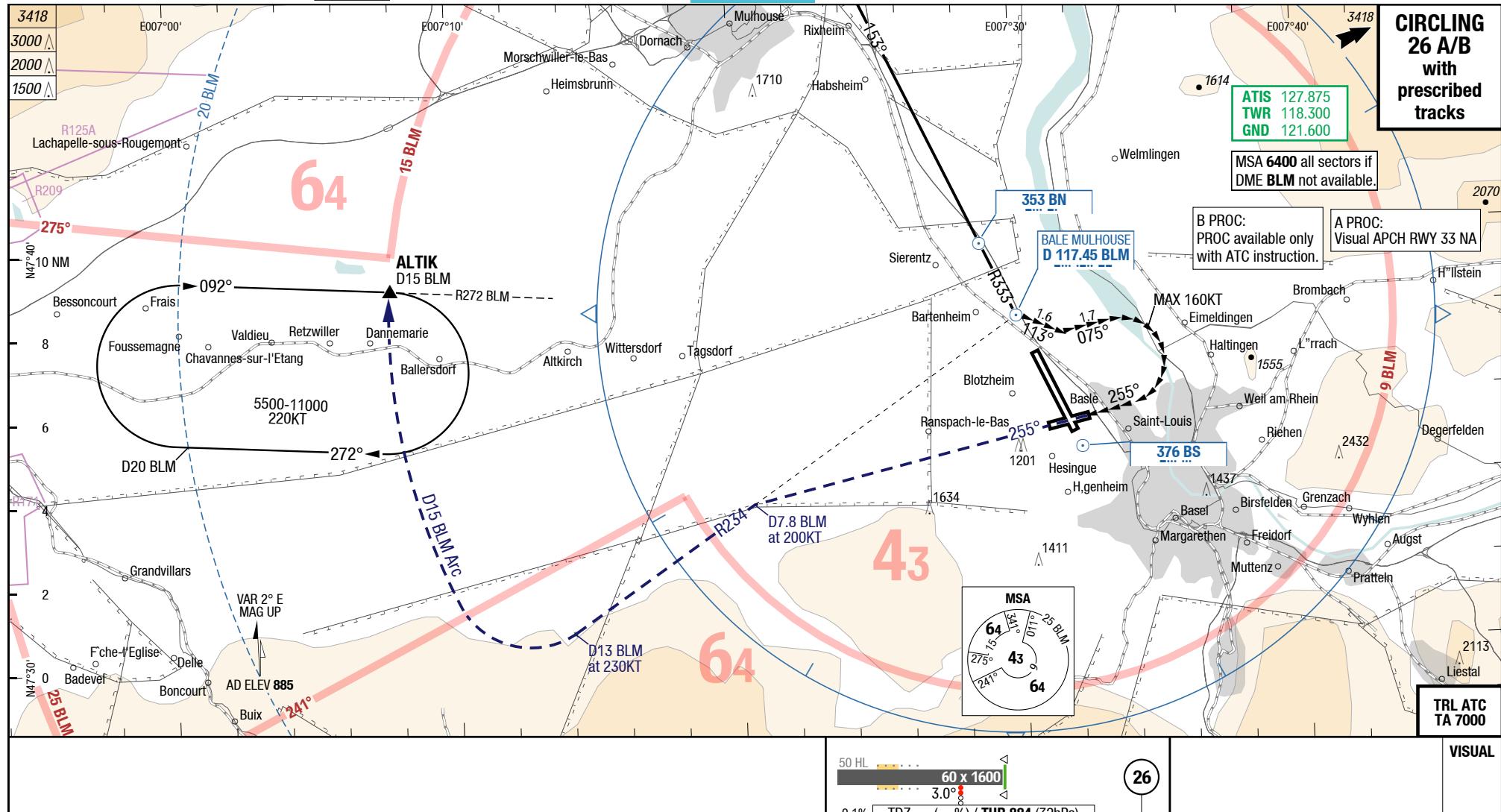
IAC

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 ft				920 - 2.4V <b>1800</b>	1160 - 2.4V <b>2040</b>
D	ft - m/km ft				Not published	Not published

1) Do not descent below MDA before aligned on final

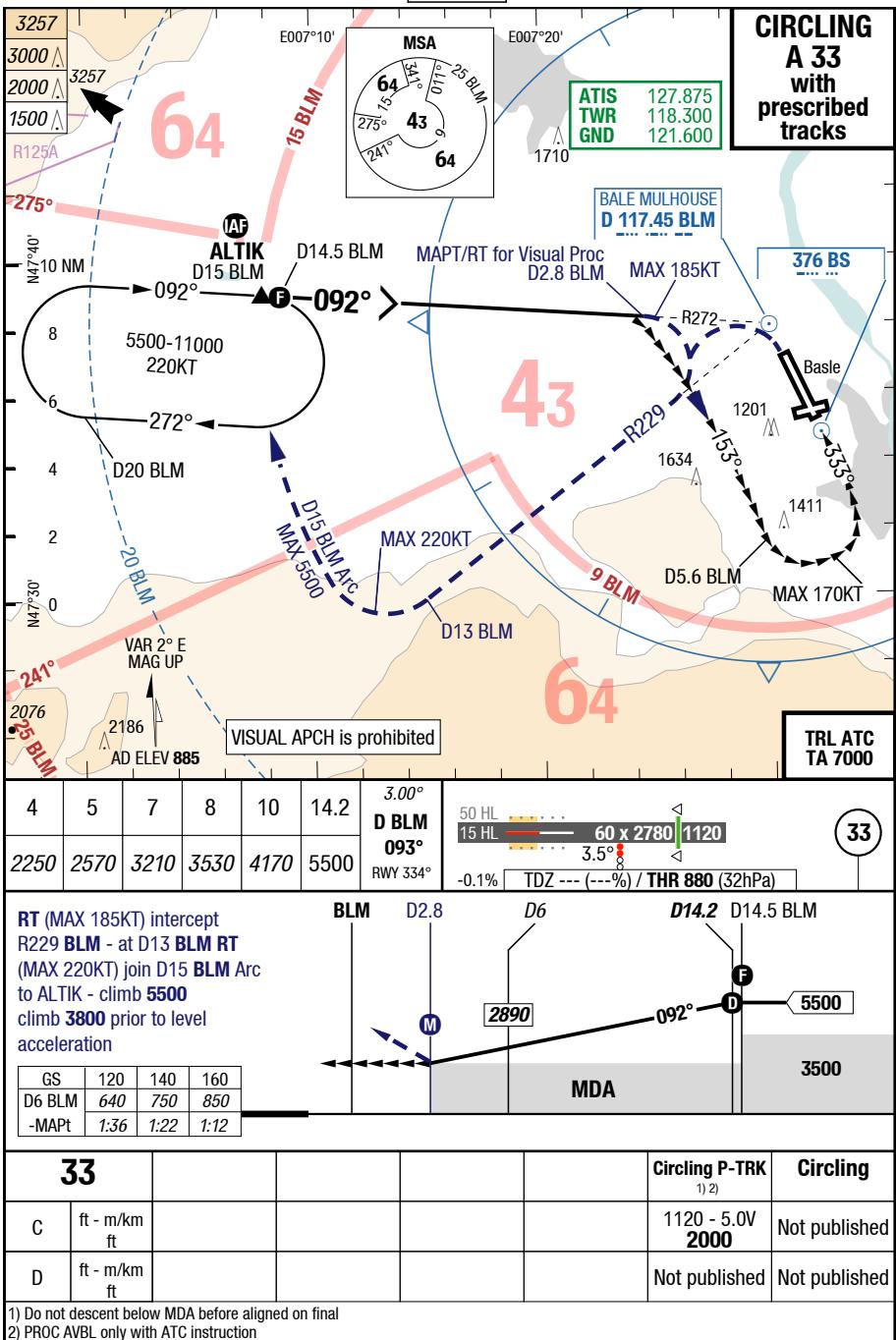
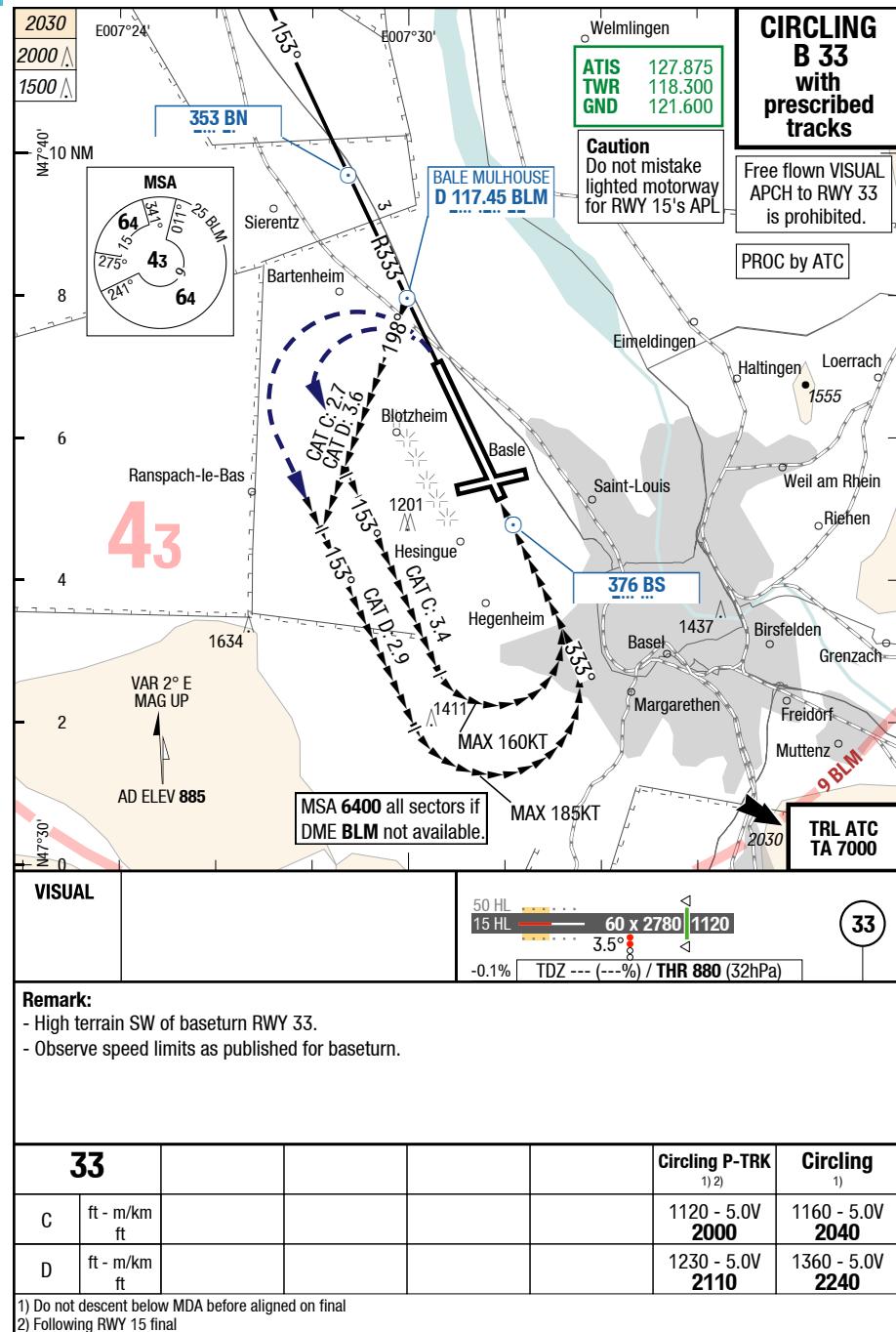
3) To RWY 33, VIS 5.0km required

2) Following RWY 15 final

Changes: APL, OBST, SUAs

Effective 21-JUN-2018

14-JUN-2018

**BSL-LFSB****France Basle Mulhouse****7-100****Circling A 33 with prescribed tracks****Mulhouse Basle France****Circling B 33 with prescribed tracks**

Changes: APL, OBST

25-JAN-2018

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

<b>15</b>		<b>Cat 1 DME</b> GA 3.0% 1) ACFT MAX 65/7	<b>Cat 1 DME</b> GA 2.5%	<b>Cat 1 DME</b> GA 2.5% 2)	<b>LOC DME</b> BLM 3)	<b>VOR DME</b> 3)	
C	ft - m/km ft	200 - 550 <b>1070</b>	270 - 600 <b>1140</b> 4)	290 - 650 <b>1160</b>	370 - 1.0 <b>1230</b>	370 - 1.0 <b>1230</b>	
D	ft - m/km ft	200 - 550 <b>1070</b>	290 - 650 <b>1160</b> 2)	290 - 650 <b>1160</b>	370 - 1.0 <b>1230</b>	370 - 1.0 <b>1230</b>	

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**

France Basle Mulhouse

**MRC**

Mulhouse Basle Franc

**MRC**

BSL-LFSB

8-10

