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LFSB/MLH
BASLE-MULHOUSE

**3 JEPPESEN**5 OCT 07 (10-1P)

BASLE-MULHOUSE, FRANCE AIRPORT BRIEFING

1. GENERAL

#### 1.1. ATIS

ATIS 127.87

#### 1.2. NOISE ABATEMENT PROCEDURES

#### 1.2.1. **GENERAL**

These procedures are established to avoid excessive ACFT noise at and around the APT and may only be deviated from for safety reasons. Operators unable to comply shall submit those procedures they intend to apply to the APT authority for approval. Turbojet ACFT certified according to ICAO Annex 16, Chapter 2 are prohibited.

#### 1.2.2. NIGHTTIME RESTRICTIONS

2200-0600LT noise abatement procedures must be strictly adhered to.

Movements are prohibited from 2400LT to

- 0500LT (arrival time at the parking position) for landing
- 0600LT (departure time from the parking position) for take-off.

#### **GENERAL AIR TRAFFIC**

Take-off and landing prohibited 2200-0600LT (arrival/departure time at/from the parking position).

#### TURBOJET AIRCRAFT

Turbojet ACFT certified according ICAO Annex 16, Chapter 3, with an effective perceived noise level that has an accumulated margin of less than 5 EPNdB are prohibited 2200-0600LT (arrival/departure time at/from the parking position).

#### NON-SCHEDULED FLIGHTS

Take-off and landing prohibited 2300-0600LT (arrival/departure time at/from the parking position).

#### **EXCEPTIONS**

Flights not subjected to these restrictions:

- emergency flights for safety reasons
- ambulance and humanitanian flights
- governmental flights
- flights with ACFT mentioned in article L. 110-2 of Civil Aviation Code.

#### 1.2.3. REVERSE THRUST

Reverse thrust exceeding reverse idle power should not be used between 2200-0600LT on landing on RWY 16 except for safety reasons.

#### 1.2.4. RUN-UP TESTS

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

#### 1.2.5. AUXILIARY POWER UNITS (APUs)

Use of APU limited to 60 minutes prior to departure and to 20 minutes after arrival. Longer use requires authorization. APU use for maintenance reasons shall be kept to a minimum.

#### 1.3. RWY OPERATIONS

RWY 08 to be used VFR during DAY only.

Visual approach RWY 34 prohibited.

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LFSB/MLH BASLE-MULHOUSE

CHANGES: None.

5 OCT 07 (10-1P1)

BASLE-MULHOUSE, FRANCE

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1. GENERAL

**XJEPPESEN** 

### 1.4. PARKING INFORMATION

#### 1.4.1. USE OF PARKING STANDS

Push-back required for all ACFT/stands not mentioned in tables below:

	F1 thru F3	F1A, F4 thru F6	F7	F8, F9	F10	F11, F12	F81
B190, E120	SR	SL	SL		SL	Р	P <sup>1)</sup>
E145	Р	Р	SL	Р	Р	Р	Р
D328	SR	SL	SL		SL	Р	P <sup>1)</sup>
CARJ	Р	Р	SL		Р	Р	Р
SF340, G159, SB2000	SR	SL	SL		SL	Р	P <sup>1)</sup>
F28, BA46	Р	Р		Р	Р	Р	Р
AT43	SR	SL			SL	Р	P <sup>1)</sup>
AT72	Р	Р			SL	Р	P <sup>1)</sup>
CRJ7	Р	Р		Р	Р	Р	Р
F70	Р	Р		Р	Р	Р	Р
F100	Р	Р		Р	Р	Р	Р
DC9-15/30/50	Р	Р		Р	Р	Р	Р
B737-100 thru 500	Р	Р		Р	Р	Р	Р
F50	SR	SL			SL	Р	P <sup>1)</sup>
MD80/81/82/83	Р	Р		Р	Р		Р
MD87	Р	Р		Р	Р	Р	Р
MD88	Р	Р		Р	Р		Р
MD90	Р	Р		Р	Р		
B721/722	Р	Р		Р	Р		
A319, A320, A321	Р	Р		Р	Р	Р	
B737-600 thru 800	Р	Р		Р	Р	Р	
B737-800W		Р		Р	Р	Р	
TU54				Р	Р		
B757-200		Р		Р	Р		
C160, C130		Р		Р	Р		
TU 204				Р	Р		
A310		Р		Р	Р		
B707, A300-600, DC8-70, B767-300, IL86, L1011, IL76, DC10-30, MD11				Р	Р		
A330, A340-300				Р			
A340-600							
B777-200, B747-100 thru 400				Р			
A124			$\vdash$	P	<del></del>		

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# JEPPESEN LFSB/MLH (10-1P2)

**BASLE-MULHOUSE** 

23 FEB 07

BASLE-MULHOUSE, FRANCE AIRPORT BRIEFING

1. GENERAL

	F82, F83	F91	F92	F93	1	1A	2, 3	3A	4	5	6	7
B190, E120	P <sup>1)</sup>	P <sup>1)</sup>	P <sup>1)</sup>	SL	P <sup>1)</sup>		P <sup>1)</sup>		Р		Р	Р
E145	Р	Р	Р	SL	Р		Р		Р		Р	Р
D328	P <sup>1)</sup>	P <sup>1)</sup>	P <sup>1)</sup>	SL	P <sup>1)</sup>		P <sup>1)</sup>		Р		Р	Р
CARJ	Р	Р	Р	SL	Р		Р		Р		Р	Р
SF340, G159, SB2000	P <sup>1)</sup>	P <sup>1)</sup>	P <sup>1)</sup>	SL	P <sup>1)</sup>		P <sup>1)</sup>		Р		Р	Р
F28, BA46	Р	Р	Р	SL	Р		Р		Р	Р	Р	Р
AT43	P1)	$P^{1)}$	P <sup>1)</sup>	SL	$P^{1)}$		P <sup>1)</sup>		Р		Р	Р
AT72	P <sup>1)</sup>	P <sup>1)</sup>	P <sup>1)</sup>	SL	P <sup>1)</sup>		P <sup>1)</sup>		Р		Р	
CRJ7	Р	Р	Р	Р	Р		Р		Р		Р	
F70	Р	Р	Р	Р	Р		Р		Р	Р	Р	
F100	Р	Р	Р	Р	Р		Р		Р	Р	Р	
DC9-15/30/50		Р			Р		Р		Р	Р		
B737-100 thru 500	Р	Р	Р	Р	Р		Р		Р	Р	P <sup>2</sup> )	
F50	P <sup>1)</sup>		P <sup>1)</sup>		Р		Р					
MD80/81/82/83		Р			Р		Р			Р		
MD87		Р			Р		Р		Р	Р		
MD88		Р			Р		Р			Р		
MD90					Р		Р			Р		
B721/722							Р			Р		
A319, A320, A321					Р		Р		Р	Р		
B737-600 thru 800					Р		Р		Р	Р		
B737-800W					Р	Р	Р	Р	Р	Р		
TU54						Р		Р		Р		
B757-200						Р		Р		Р		
C160, C130						Р		Р		Р		
TU 204						Р		Р		Р		
A310						Р		Р		Р		
B707, A300-600, DC8-70, B767-300, IL86, L1011, IL76, DC10-30, MD11						Р		Р		Р		
A330, A340-300										Р		
A340-600										Р		
B777-200, B747-100 thru 400										Р		
A124												

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BASLE-MULHOUSE, FRANCE AIRPORT BRIEFING

## (10-1P3) 1. GENERAL

	8 thru 12	9A	11A	12A, 14 thru 16	14A, 16A	17	18	20, 22
B190, E120	Р			Р				
E145	Р			Р				
D328	Р			Р				
CARJ	Р			Р				
SF340, G159, SB2000	Р			Р				
F28, BA46				Р		Р		Р
AT43				Р		Р		Р
AT72		Р	Р		Р	Р		Р
CRJ7		Р	Р		Р	Р		Р
F70		Р	Р		Р	Р		Р
F100		Р	Р		Р	Р		Р
DC9-15/30/50		Р	Р		Р	Р		Р
B737-100 thru 500		Р	Р		Р	Р		Р
F50		Р	Р		Р	Р		Р
MD80/81/82/83		Р	Р			Р		Р
MD87		Р	Р		Р	Р		Р
MD88		Р	Р			Р		Р
MD90		Р				Р		Р
B721/722						Р		Р
A319, A320, A321		Р	Р		Р	Р		Р
B737-600 thru 800		Р	Р		Р			
B737-800W		Р	Р		Р			
TU54								
B757-200							Р	
C160, C130							Р	
TU 204							Р	
A310							Р	
B707, A300-600, DC8-70, B767-300, IL86, L1011, IL76, DC10-30, MD11							Р	
A330, A340-300							Р	
A340-600							Р	
B777-200, B747-100 thru 400							Р	
A124								

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23 FEB 07

BASLE-MULHOUSE, FRANCE
7 (10-1P4)
BASLE-MULHOUSE, FRANCE
AIRPORT BRIEFING

1. GENERAL

	23	24	26, 28	26A, 28A	29 thru 33	29A	30A	32A	34
B190, E120			Р		Р	Р			Р
E145			Р		Р	Р			Р
D328			Р		Р	Р			Р
CARJ			Р		Р	Р			Р
SF340, G159, SB2000			Р		Р	Р			Р
F28, BA46		Р	Р			Р	Р	Р	Р
AT43		Р	Р			Р	Р	Р	Р
AT72		Р		Р			Р	Р	Р
CRJ7		Р		Р			Р	Р	Р
F70		Р		Р			Р	Р	Р
F100		Р		Р			Р	Р	Р
DC9-15/30/50				Р			Р	Р	Р
B737-100 thru 500		Р		Р			Р	Р	Р
F50				Р			Р	Р	Р
MD80/81/82/83							Р	Р	Р
MD87							Р	Р	Р
MD88							Р	Р	Р
MD90								Р	Р
B721/722									Р
A319, A320, A321				Р			Р	Р	Р
B737-600 thru 800	Р			Р			Р	Р	Р
B737-800W	Р			Р			Р	Р	Р
TU54	Р								
B757-200	Р								
C160, C130	Р								
TU 204	Р								
A310	Р								
B707, A300-600, DC8-70, B767-300, IL86, L1011, IL76, DC10-30, MD11	Р								
A330, A340-300									
A340-600									
B777-200, B747-100 thru 400									
A124									

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23 FEB 07

JEPPESEN BASI
7 (10-1P5)

BASLE-MULHOUSE, FRANCE AIRPORT BRIEFING

# 1. GENERAL

	35, 36	37	38	39 thru 43	44	45	46	47	48
B190, E120	P <sup>1)</sup>	P <sup>1)</sup>	P <sup>1)</sup>	P <sup>1)</sup>	SR	P <sup>1)</sup>	SL <sup>3)</sup>	P <sup>1)</sup>	SR <sup>3)</sup>
E145	Р	Р	Р	Р	SR	Р	Р	Р	Р
D328	P <sup>1)</sup>	P <sup>1)</sup>	P <sup>1)</sup>	P <sup>1)</sup>	SR	P <sup>1)</sup>	SL <sup>3)</sup>	P <sup>1)</sup>	SR <sup>3)</sup>
CARJ	Р	Р	Р	Р	SR	Р	Р	Р	Р
SF340, G159, SB2000	P <sup>1)</sup>	P <sup>1)</sup>	P <sup>1)</sup>	P <sup>1)</sup>	SR	P <sup>1)</sup>	SL <sup>3)</sup>	P <sup>1)</sup>	SR <sup>3)</sup>
F28, BA46	Р	Р	Р	Р	SR		Р		Р
AT43	Р	Р	Р	Р	SR		SL <sup>3)</sup>	P <sup>1)</sup>	$SR^{3)}$
AT72	Р	Р	Р	Р	SR		Р		Р
CRJ7	Р	Р	Р	Р					Р
F70	Р	Р	Р	Р	SR		Р		Р
F100	Р	Р	Р	Р					Р
DC9-15/30/50	Р	Р	Р						
B737-100 thru 500	Р	Р	Р	Р					Р
F50	Р	Р	Р	Р					Р
MD80/81/82/83	Р	Р	Р						
MD87	Р	Р	Р						
MD88	Р	Р	Р						
MD90	Р								
B721/722	Р	Р	Р						
A319, A320, A321	Р	Р	Р						
B737-600 thru 800	Р	Р	Р						
B737-800W	Р	Р	Р						
TU54		Р							
B757-200	Р	Р	Р						
C160, C130		Р	Р						
TU 204		Р	Р						
A310		Р	Р						
B707, A300-600, DC8-70, B767-300, IL86, L1011, IL76, DC10-30, MD11									
A330, A340-300									
A340-600									
B777-200, B747-100 thru 400									
A124									

<sup>1)</sup> Selfmanoeuvring via neighboring stand, if not occupied.

<sup>3)</sup> Selfmanoeuvring via Apron GA entrance, if not occupied.

Ì	LEGEND						
	Р	Push-back					
	SR	Selfmanoeuvring RIGHT					
	SL	Selfmanoeuvring LEFT					

<sup>&</sup>lt;sup>2)</sup> Except B737-400.

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BASLE-MULHOUSE

3 JEPPESEN 16 NOV 07 (10-1P6)

BASLE-MULHOUSE, FRANCE

#### 1. GENERAL

#### 1.5. OTHER INFORMATION

High terrain. Birds in the vicinity of APT. Helicopter activity. APT operated by French and Swiss authorities.

RWY 26 right-hand circuit.

#### 2. ARRIVAL

#### 2.1. NOISE ABATEMENT PROCEDURES

#### RWYs 16, 34

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

- ILS RWY 16: 3° (5.24%).
- ILS or PAPI RWY 34: 3.5° (6.11%)

The descent path shall be selected so as to maintain the clean configuration as long as possible, considering safety and ATC requirements. Landing configuration and correct approach speed should be reached at the latest at a point 4 NM before landing threshold.

#### **RWY 16**

Between 2200-0600LT reverse thrust and propeller pitch reversal may be set to a position exceeding the reverse idle power only when required for safety reason.

#### 2.2. CAT II/III OPERATIONS

RWY 16 approved for CAT  $\rm II/III$  operations, special aircrew and ACFT certification required.

#### 2.3. RWY OPERATIONS

After landing on RWY 34 preferred vacating via TWY H.

#### 2.4. TAXI PROCEDURES

ACFT with wingspan MIM 118 '/36m have to vacate RWY 16 via TWY D, except when otherwise cleared by ATC.

TWYs A, C and J MAX wingspan 118 '/36m.

ACFT with wingspan of less than 118 '/36m have to enter Main Apron via blue taxi routes, other ACFT have to use vellow taxi routes.

#### 2.5. OTHER INFORMATION

Do not mistake brightly illuminated highway for HIALS RWY 16.

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LFSB/MLH BASLE-MULHOUSE 3 **JEPPESEN**16 NOV 07 (10-1P7)

BASLE-MULHOUSE, FRANCE AIRPORT BRIEFING

# 7 (10-1P7) **3. DEPARTURE**

#### 3.1. START-UP AND 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.

#### RWY 16

Authorized ACFT for SID BASUD 5Y (refer to 10-3) and SID HOC 5Y (refer to 10-3C) are:

- prop ACFT with Certificate of Noise Limitation (CLN);
- turbo-jet ACFT licensed according to ICAO Annex 16, Volume I,Part 11, Chapter 3 and with an overflying certification noise level of less than 89 EPNdB.

#### **RWY 26**

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 34**

CHANGES: None

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.

#### 3.3. OTHER INFORMATION

#### 3.3.1. DATALINK DEPARTURE CLEARANCE (DCL)

The following time parameters apply:

- t<sub>i</sub> 15 min before starting up time
- t, 5 min before starting up time
- t<sub>1</sub> 10 min before starting up time

No DCL service when RWY 34 in use.

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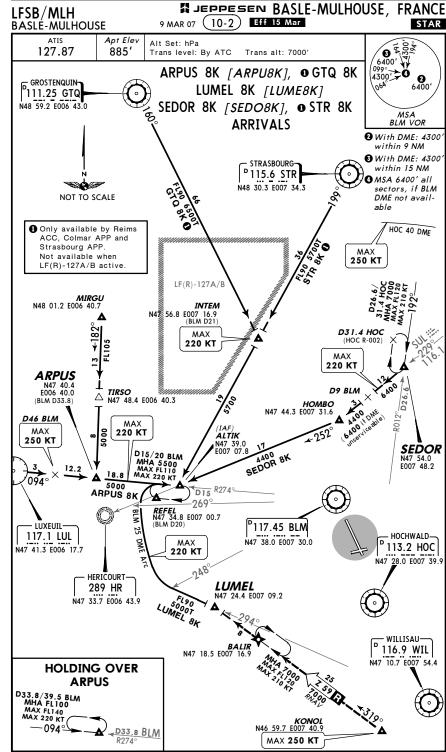
CHANGES: Reissue.

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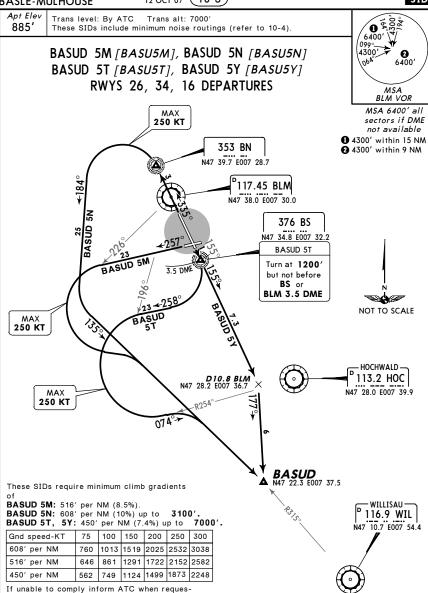
CHANGES: STARs GTQ 8K, STR 8K restriction revised.

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BASLE-MULHOUSE

12 OCT 07 10-3

SID



Ιf	unable	tο	comply	inform	ATC	when	reques-	
tir	ig start	-up	cleara	nce.				

	Initial climb clearance 7000'								
SID	RWY	ROUTING							
BASUD 5M	26	Climb straight ahead, when passing BLM R-226 turn LEFT, intercept WIL R-315 inbound to BASUD.							
BASUD 5N	34	Climb to BN, turn LEFT, 184° track, intercept WIL R-315 inbound to BASUD.							
BASUD 5T	16	Climb straight ahead, at 1200', but not before BS or BLM 3.5 DME, turn RIGHT, 258° track, when passing BLM R-196 turn LEFT, 074° track, intercept WIL R-315 inbound to BASUD.							
BASUD 5Y€		Climb on BLM R-155 to D10.8 BLM, turn RIGHT, 177° track to BASUD.							
On requies	+ 60+11	year 0700 2200LT for givereft outberized by givenet outberity (vefer to							

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

CHANGES: SIDs BASUD 5T, 5Y climb gradient.

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LFSB/MLH BASLE-MULHOUSE

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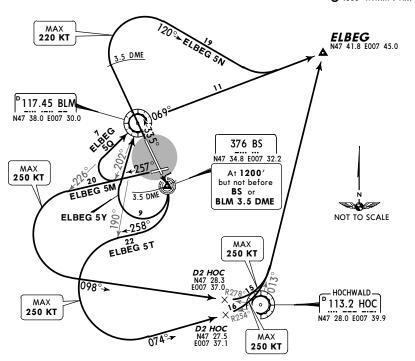
Apt Elev Trans level: By ATC Trans alt: 7000'
These SIDs include minimum noise routings (refer to 10-4).

ELBEG 5M [ELBE5M], ELBEG 5N [ELBE5N] ELBEG 5Q [ELBE5Q], ELBEG 5T [ELBE5T] ELBEG 5Y [ELBE5Y] RWYS 26, 34, 16 DEPARTURES



MSA 6400' all sectors if DME not available

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



These SIDs require minimum climb gradients

ELBEG 5M, 5Q: 516' per NM (8.5%).

**ELBEG 5N:** 304' per NM (5%).

**ELBEG 5T, 5Y:** 450' per NM (7.4%) up to **7000'.** If unable to comply inform ATC when requesting start-up clearance.

 Gnd speed-KT
 75
 100
 150
 200
 250
 300

 516' per NM
 646
 861
 1291
 1722
 2152
 2582

 450' per NM
 562
 749
 1124
 1499
 1873
 2248

 304' per NM
 380
 506
 760
 1013
 1266
 1519

	Initial climb clearance 7000'							
SID	RWY	ROUTING						
ELBEG 5M	26	Climb straight ahead, when passing BLM R-226 turn LEFT, intercept HOC R-278 inbound to D2 HOC, intercept HOC R-013 to ELBEG.						
ELBEG 5N	34	Climb on 335° track to BLM 3.5 DME, turn RIGHT, 120° track, intercept BLM R-069 to ELBEG.						
ELBEG 5Q	26	Climb straight ahead, when passing BLM R-202, turn RIGHT to BLM, BLM R-069 to ELBEG.						
ELBEG 5T	16	Climb straight ahead, at 1200', but not before BS or BLM 3.5 DME, turn RIGHT, 258° track, when passing BLM R-190 turn LEFT, intercept HOC R-254 inbound to D2 HOC, intercept HOC R-013 to ELBEG.						
ELBEG 5Y		Climb straight ahead, at 1200', but not before BS or BLM 3.5 DME, turn RIGHT to BLM, BLM R-069 to ELBEG.						

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M JEPPESEN BASLE-MULHOUSE, FRANCE

LFSB/MLH BASLÉ-MULHOUSE Trans level: By ATC Trans alt: 7000' These SIDs include minimum noise routings (refer to 10-4) 6400' V 099° 4300' MSA 6400' all GROSTENQUINsectors if DME 111.25 GTQ not available N48 59.2 E006 43.0 1 4300' within 15 NM 2 4300' within 9 NM BLM VOR GTQ 5M, GTQ 5T **HOMBO** N47 44.3 LF(R)-127A/E

E007 31.6

87 GTQ

RWYS 26, 16 DEPARTURES GTQ 5N, GTQ 5Q, GTQ 5Y RWYS 34, 26, 16 DEPARTURES ONLY AVAILABLE BY REIMS ACC AND IF FL PLANNED ABOVE FL145 NOT AVAILABLE WHEN LF(R)-127A/B ACTIVE

N47 38.0 E007 30.0 376 BS 47 34.8 E007 32.2 At 1200' but not before BS or BLM 3.5 DME NOT TO SCALE 250 KT HOCHWALD-113.2 HOC N47 28.0 E007 39.9 Gnd speed-KT 75 100 150 200 250 300

516' per NM

450' per NM

117.45 BLM

These SIDs require minimum climb gradients GTQ 5M. 5Q: 516' per NM (8.5%).

MAX

250 KT

250 KT

If unable to comply inform ATC when requesting

646 861 1291 1722 2152 2582

562 749 1124 1499 1873 2248

GTQ 5T, 5Y: 450' per NM (7.4%) up to 7000'. start-up clearance

Initial climb clearance 7000 RWY ROUTING SID GTQ 5M 26 Climb straight ahead, when passing BLM R-226 turn LEFT, intercept HOC R-278 inbound to D3 HOC, intercept HOC R-341 to HOMBO, intercept GTQ R-156 inbound to GTQ. GTQ 5N 34 Climb to BLM, BLM R-339 to GTQ. GTQ 5Q 26 Climb straight ahead, when passing BLM R-202 turn RIGHT, 009° track, intercept BLM R-339 to GTQ. Climb straight ahead, at 1200', but not before BS or BLM 3.5 DME, turn RIGHT, GTQ 5T 16 258° track, when passing BLM R-190 turn LEFT, intercept HOC R-254 inbound to D3 HOC, intercept HOC R-341 to HOMBO, intercept GTQ R-156 inbound to GTQ. GTQ 5Y Climb straight ahead, at 1200', but not before BS or BLM 3.5 DME, turn RIGHT, 009° track, intercept BLM R-339 to GTQ.

CHANGES: SIDs GTQ 5T, 5Y climb gradient.

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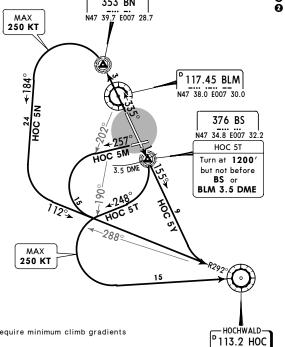
Trans level: By ATC Trans alt: 7000

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LFSB/MLH BASLÉ-MULHOUSE MJEPPESEN BASLE-MULHOUSE, FRANCE

These SIDs include minimum noise routings (refer to 10-4). HOC 5M, HOC 5N, HOC 5T, HOC 5Y RWYS 26, 34, 16 DEPARTURES





These SIDs require minimum climb gradients

HOC 5M: 516' per NM (8.5%).

HOC 5N: 608' per NM (10%) up to 3100'.

HUC 51, 51: 45	u per	NM (	7.4%)	up to	70	00.
Gnd speed-KT	75	100	150	200	250	300
608' per NM	760	1013	1519	2025	2532	3038
516' per NM	646	861	1291	1722	2152	2582
450' per NM	562	749	1124	1499	1873	2248

If unable to comply inform ATC when reques-

ting start-up clearance.

Initial climb clearance 7000'								
SID	RWY	ROUTING						
HOC 5M	26	Climb straight ahead, when passing BLM R-202 turn LEFT, intercept HOC R-292 inbound to HOC.						
HOC 5N	34	Climb to BN, turn LEFT, 184° track, intercept HOC R-292 inbound to HOC.						
HOC 5T	16	Climb straight ahead, at 1200', but not before BS or BLM 3.5 DME, turn RIGHT, 248° track (remain north of HOC R-288), when passing BLM R-190 turn LEFT to HOC.						
HOC 5Y		Climb straight ahead, intercept 155° bearing from BS, intercept HOC R-292 inbound to HOC.						

3 On request between 0700-2200LT for aircraft authorized by airport authority (refer to

N47 28.0 E007 39.9

NOT TO SCALE

Trans level: By ATC Trans alt: 7000'

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BASLÉ-MULHOUSE

M JEPPESEN BASLE-MULHOUSE, FRANCE

12 OCT 07 (10-3D)

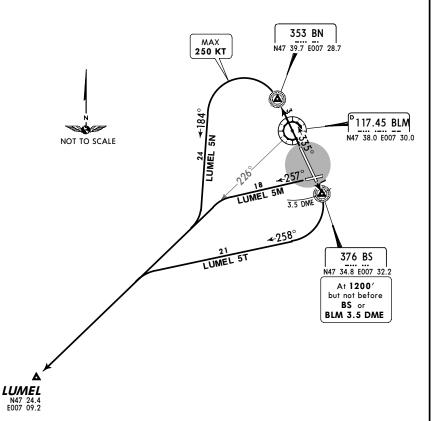
LUMEL 5M [LUME5M], LUMEL 5N [LUME5N] LUMEL 5T [LUME5T] RWYS 26, 34, 16 DEPARTURES

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



MSA 6400' all sectors if DME not available

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



These SIDs require minimum climb gradients

LUMEL 5M: 516' per NM (8.5%).

**LUMEL 5N:** 608' per NM (10%) up to 3100'. **LUMEL 5T:** 450' per NM (7.4%) up to **7000'.** 

Gnd speed-KT	75	100	150	200	250	300
608' per NM	760	1013	1519	2025	2532	3038
516' per NM	646	861	1291	1722	2152	2582
450' per NM	562	749	1124	1499	1873	2248

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

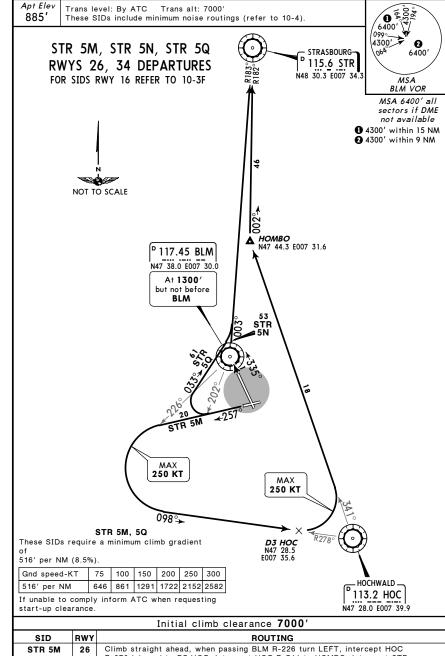
Initial climb clearance 7000'											
SID	RWY	ROUTING									
LUMEL 5M	26	Climb straight ahead, intercept BLM R-226 to LUMEL.									
LUMEL 5N	34	Climb to BN, turn LEFT, 184° track, intercept BLM R-226 to LUMEL.									
LUMEL 5T	16	Climb straight ahead, at 1200', but not before BS or BLM 3.5 DME, turn									
	1 1	DIGHT 250° track intercent DIM D 226 to LUME!									

CHANGES: SID LUMEL 5T climb gradient.

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# JEPPESEN BASLE-MULHOUSE, FRANCE LFSB/MLH BASLÉ-MULHOUSE



tercept BLM R-003 to STR.

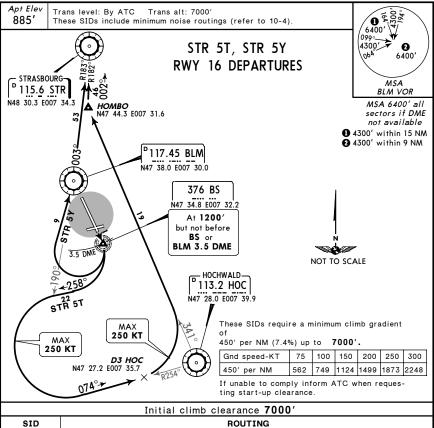
CHANGES: None.

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LFSB/MLH
BASLE-MULHOUSE
12 OCT 07 (10-3F)

SID



SID	ROUTING									
STR 5T	Climb straight ahead, at 1200', but not before BS or BLM 3.5 DME, turn RIGHT, 258° track, when passing BLM R-190 turn LEFT, intercept HOC R-254 inbound to D3 HOC, intercept HOC R-341 to HOMBO, intercept STR R-182 inbound to STR.									
STR 5Y	Climb straight ahead, at 1200', but not before BS or BLM 3.5 DME, turn RIGHT to BLM, BLM R-003 to STR.									

### RWYS 16, 26, 34 OMNIDIRECTIONAL DEPARTURES

These Departures require minimum climb gradients of

Rwy 16 to eastern side of runway centerline 243' per NM (4%).
Rwy 16 to western side of runway centerline

Rwy 16 to western side of runway centerline 304' per NM (5%) up to 1300'.

Rwy 26

CHANGES: STR SIDs climb gradient.

516' per NM (8.5%).

Rwy 34 to eastern side of runway centerline
365' per NM (6%).

Gnd speed-KT						300
516' per NM	646	861	1291	1722	2152	2582
365' per NM	456	608	911	1215	1519	1823
304' per NM	380	506	760	1013	1266	1519
243' per NM	304	405	608	810	1013	1215

RWY	ROUTING
16	Eastern side of runway centerline: Climb on 155° track to 3000', then depart omni- directional and climb to enroute safe altitude.
	Western side of runway centerline: Climb on 155° track to 1200', then depart omni- directional and climb to enroute safe altitude.
26	Climb on 257° track to $2000'$ , then depart omnidirectional and climb to enroute safe altitude.
34	Eastern side of runway centerline: Climb on 335° track to directional and climb to enroute safe altitude.  Western side of runway centerline: Climb on 335° track to 1300', then depart omnide and climb to enroute safe altitude.  BLM, then depart omnidirectional and climb to enroute safe altitude.

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BASLE-MULHOUSE, FRANCE JEPPESEN LFSB/MLH (10-4) Eff 12 Apr **BASLÉ-MULHOUSE** Apt Elev NOISE ABATEMENT 8851 1200 Noise monitoring point Hospital STR GTQ STR 5N, For AIRPORT BRIEFING refer to 10-1P pages BN G7Q 5Q **+** 184° BASUD 5N ELBEG 5N HOC 5N LUMEL 5N BASUD 5N HOC 5N LUMEL 5N BLM 60 ELBEG 5Q GTQ 5Q STR 5Q UMEL BASUD 5M ELBEG 5M GTQ 5M LUMEL 5M STR 5M ELBEG 5Y GTQ 5Y STR 5Y £248° 2N ≠ 258° BASUD 1120 LUMEL 5T 5M, 5N BASUD ≥ BASUD

CHANGES: SIDs redesignated, withdrawn & established.

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LFSB/MLH Apt Elev 885' N47 35.4 E007 31.8 A JEPPESEN BASLE-MULHOUSE, FRANCE 5 OCT 07 (10-9) BASLE-MULHOUSE BASLE Flight Data (Cpt) ACARS BASLE Ground Tower ATIS 118.3 127.87 120.5 121.6 DCL 07-33 07-31 07-32 VAR 0° For AIRPORT BRIEFING refer to 10-1P pages 47-37 J<sub>1000′</sub> Touchdown point and take-off posn rwy 16 for acft up to 5.7 tons under VFR. FOR PARKING POSITIONS B SEE 10-9B **—** 47-36 47-36 Control Towe **4**997′ 1 630m ev 880' MAINTENANCE 1148' Take-off posn rwy 34 for acft up to 5.7 tons under VFR. 597 1' 1820m **COMPASS BASE** 1030' 730° 1099, 17 1099, 17 47-35 Elev 882' 47-35 938' 4000 •1023<sup>'</sup> 07-33 07-31 07-32

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CHANGES: None.

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LESB/MLH

## MASIE MULHOUSE, FRANCE

**JEPPESEN** 

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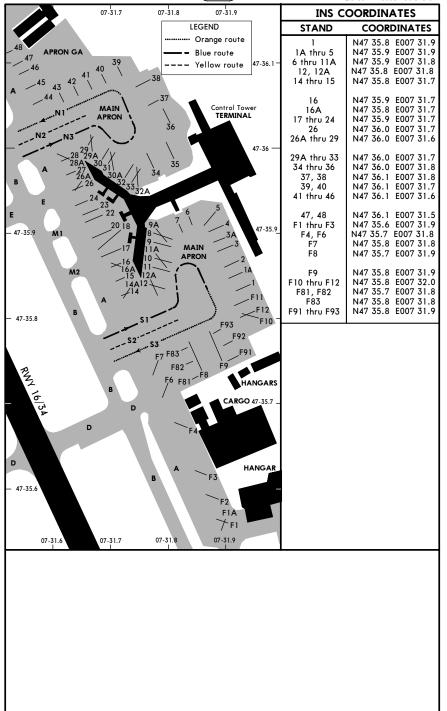
	JD/ 1	*1611		5 OCT 07		BASLE-MULHOUSE						
				ADDITIONA	AL RUNWAY	INFORMATION	V					
						LANDING	G BEYC	ND —	5			
	RWY					Threshold	Glid	e Slope	TAKE-OFF	WIDTH		
08		RL (50m)	DADI I (7.09)		VIBAL VIBAL	E0.40/ 1/00	-			197' 60m		
	26	RL (50m)	PAPI-L (3.0°)		VIDAL	5249' 1600m				80111		
16	5	HIRL (50	m) CL(15m) HIAL	S-II REIL TDZ	RVR	0	11,860	)′ 3615m	0	197′		
	34		m) REIL PAPI-L	(3.5°)	RVR	9120' 2780m	8269	2520m	<u> </u>	60m		
A	cft up t	o 5.7 ton	s under VFR:	. <b>.</b>	ahaam Tuu	C						
	ě	Rwy 3	6: 7776' (2370m) 4: 9120' (2780m)	from displace	d thresh.	G.						
FI			n to ATC before									
16		Grass ru	ınwav							98'		
	34	0143311								30m		
	R-OP					_						
7/	IK-OF	,	D	17	TAKE-OFF	. E	D 1	17/74	l n.	0/		
			Rwy LVP must b	oe in Force		Rwy	10/34	Rv	vy 26			
	Ani	proved							1			
		oroved erators RL, CL	RL, CL		RCLM (DAY	only) RCLM (DA	اريامه ٧	NIL				
	& mul	t. RVR req	& mult. RVR req	RL & CL	or RL	or RL	· only)	(DAY c	nly)			
Α												
ВС	1	25m	150m	200m	250m	400r	n	500	m   1.	500m		
D	1	50m	200m	250m	300m							
				•								

CHANGES: Usable lengths.

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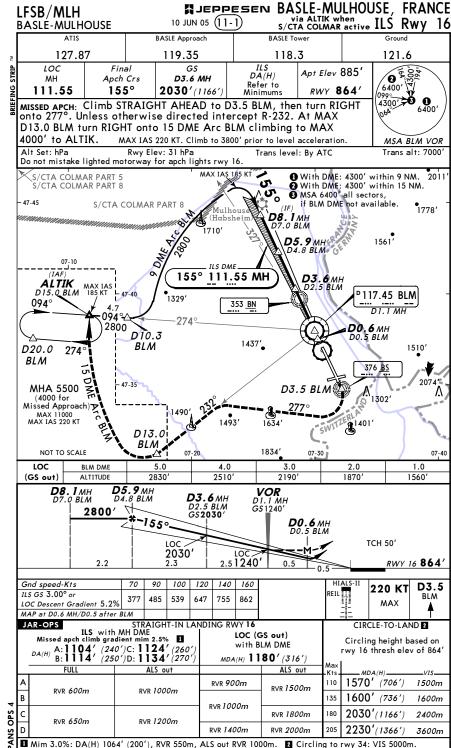
#### MASLE-MULHOUSE, FRANCE LFSB/MLH 23 FEB 07 (10-9B) **BASLE-MULHOUSE**



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CHANGES: Notes. Stand 18 added. Twy designations.

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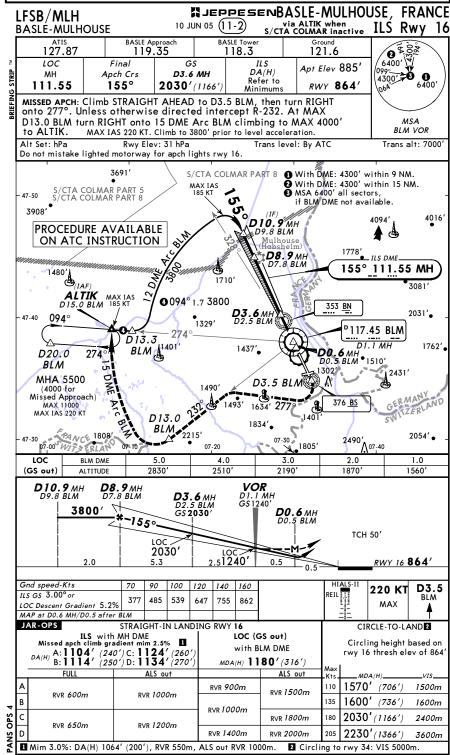
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BASLE-MULHOUSE, FRANCE MJEPPESEN LFSB/MLH 10 JUN 05 11-1A S/CTA COLMAR active CAT II ILS RWy 16 **BASLE-MULHOUSE** BASLE Approach ATIS BASLE Tower 127.87 119.35 118.3 121.6 CAT II ILS LOC Final GS 6400' V Apt Elev 885' RA/DA(H) MH Apch Crs D3.6 MH Refer to 111.55 155° 2030'(1166' RWY 864 Minimums 099° 4300′**>9** 640 MISSED APCH: Climb STRAIGHT AHEAD to D3.5 BLM, then turn RIGHT onto 277°. Unless otherwise directed intercept R-232. At MAX D13.0 BLM turn RIGHT onto 15 DME Arc BLM climbing to MAX 4000' to ALTIK. MSA BLM VOR MAX IAS 220 KT. Climb to 3800' prior to level acceleration. Alt Set: hPa Rwy Elev: 31 hPa Trans level: By ATC Trans alt: 7000 Special Aircrew & Acft Certification Required. Do not mistake lighted motorway for apch lights rwy 16. MAX IAS 185 KT 1 With DME: 4300' within 9 NM. 2011 S/CTA COLMAR PART 5 S/CTA COLMAR PART 8 With DME: 4300' within 15 NM. 3 MSA 6400 all sectors, 47-45 (IF) if BLM DME not available. S/CTA COLMAR PART 8 1561 D5.9 MH D4.8 BLM 07-10 ILS DME 155° 111.55 MH **D3.6** MH ALTIK MAX IAS D15.0 BLM 185 KT D 117.45 BLM L 47-40 1329' 094° 353 <u>BN</u> D1.1 MH 2800 D10.3 1437' BLMD20.0 274 1510' BLM376 B 47-35 MHA 5500 D3.5 BLM A 1302 (4000 for Missed Approach) MAX 11000 MAX IAS 220 KT 1493' 1634' D13.0 BLM1834 NOT TO SCALE 07-30 07-40 **VOR D8.1** MH D1.1 MH GS1240' **D3.6**<sub>MH</sub> D4.8 BLM D7.0 BLM 2800' GS 2030 1550 TCH 50' RWY 16 864 2.5 2.2 2.3 70 90 100 120 140 160 Gnd speed-Kts D3.5 220 KT 3.00° 377 485 539 647 755 862 MAX JAR-OPS STRAIGHT-IN LANDING RWY 16 CAT II ILS Missed apch climb gradient mim 3.0% Missed apch climb gradient mim 2.5% B: RA 152'DA(H) 1010' (146' RA 102 A: RA 137' C: RA 167'DA(H) 1026' (162' DA(H) 996' (132' DA(H) 964'(100' D: RA 178'DA(H) 1036'(172' RVR 300m RVR 400m RVR 450m Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

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BASLE-MULHOUSE, FRANCE MJEPPESEN LFSB/MLH 10 JUN 05 Via ALTIK when S/CTA COLMAR inactive CAT II ILS Rwy 16 **BASLE-MULHOUSE** ATIS BASLE Approach BASLE Tower 127.87 119.35 118.3 121.6 CAT II ILS RA/DA(H) LOC Final GS 6400' \$6400 6400' \$6 6400' \$6 Apt Elev 885' MH Apch Crs D3.6 MH Refer to 155° 2030'(1166') 111.55 RWY 864' Minimums MISSED APCH: Climb STRAIGHT AHEAD to D3.5 BLM, then turn RIGHT onto 277°. Unless otherwise directed intercept R-232. 6400' At MAX D13.0 BLM turn RIGHT onto 15 DME Arc BLM climbing to MAX 4000' to ALTIK. MSA BLM VOR MAX IAS 220 KT. Climb to 3800' prior to level acceleration. Alt Set: hPa Rwv Elev: 31 hPa Trans level: By ATC Trans alt: 7000 1. Special Aircrew & Acft Certification Required 2. Do not mistake lighted motorway for apch lights rwy 16. S/CTA COLMAR PART 8 1 With DME: 4300' within 9 NM. With DME: 4300' within 15 NM. S/CTA COLMAR PART 5 MSA 6400' all sectors, 47-50 S/CTA COLMAR PART 8 S if BLM DME not available. ず 3908' 4016 D10.9 MH PROCEDURE AVAILABLE ON ATC INSTRUCTION 1778' \* D8.9 MH LIS DME. 155° 111.55 MH 1480′ 1710' 3081 ALTIK MAX IAS D15.0 BLM 185 KT **4** 094° 1.7 3800 2031 47-40 1329' 117.45 BLM D13.3. 1762' BLM 1401' 1437' D1.1 MH D20.0 274° • 1510<sup>'</sup> BLMMHA 5500 D3.5 BLM → 1490' (4000 for Missed Approach) MAX 11000 MAX IAS 220 KT D13.0 BLM. 2054 2490' <sup>07-30</sup> 1805' 07-20 1 07-40 **D10.9** мн **D8.9** мн **VOR D3.6** MH D2.5 BLM D1.1 MH D9.8 BLM D7.8 BLM G\$1240' 3800' GS 2030 550 TCH 50' RWY 16 864' 2.0 5.3 70 90 100 120 140 160 Gnd speed-Kts D3.5 220 KT 3.00° 377 485 539 647 755 862 RI M MAX JAR-OPS STRAIGHT-IN LANDING RWY 16 CAT II ILS Missed apch climb gradient mim 3.0% Missed apch climb gradient mim 2.5% B: RA 152'DA(H) 1010' (146') A: RA 137' RA 102' C: RA 167'DA(H) 1026' (162' DA(H) 964'(100' DA(H) 996'(132' D: RA 178'DA(H) 1036'(172' r∨r 300m **1** RVR 400m RVR 450m Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

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	ATIS	-	BASLE A						_		Grou		, '		
¥	127.8		, 1	119					118.3	<u> </u>			121	.6	
STRIP	<i>LOC</i> MH	Fina Apch		D	GS <b>3.6 M</b>	н	L	ILS DA(H)	) .	Apt El	ev l	885'	1/		
5	111.55	155		203			R	efer to	0	RW/	⁄ 8	64′	1/		/
BRIEFING														6400'	)
BRI	MISSED APCH: (MAX IAS 2	CIIMB 21	KAIG	HIA	HEA	סז ע	R2 I	cir,	inen	i turn	ΚI	GHI	1\		/
	(MAX IAS 2	(20 KI) 0	mio J	D4 C	ECT	oing	10 J	$\Box \bigcirc \bigcirc$	. Unit	2000 2000	, <sub>+</sub> .				
	otherwise directed remain WEST of R-304 HOC. At 3800' turn RIGHT to rejoin holding at 4300'.											`			
	Climb to 2200' p	•	. 00								١,	MSA BN ND	B		
	Alt Set: hPa	orior to leve	Rwy Ele	-D-			Trans	lovali	By ATO				ns alt:		
	Do not mistake l	ighted moto				ghts rv	wy 16.	ITans	ievei:	ву Ат	_		IIai	15 dii:	7000
		_ IL\$ DME											' <b>(</b>	4094'	
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				06.1	о мн	<b>K</b> \	\ /		<b>\</b>					• 3	3081′
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	-47-40	<ul><li>1329'</li></ul>			DS	7.6 IH		J <u>L</u>	1_	MHA — MAX					
	300		_	(IAF)		- N				MAX IA	S 22	0 KT			
	7		3	53 <u>BI</u>	N P			4	CC						
	1401'			3.0 MI				( )	PZ	3		376	BS		
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	<b>(4)</b>	***		140	,		1	X.		X		•151	0'		
	47-35														
	Procedu	uro to bo	70C !	₹				√ 130 Λ	J2 K		<i>i</i>	24	31'		
	Procedure to be used when BLM										(4)				
		erviceab		40	`~	<b>,</b>		NCE	EWI		~	1	-		N.
		1490'	93'	1634		F	SAL	140	11'	1	1		O ERA	MAND	
	,	20	1 1071			®				07-40				ZA.	
					1497	2177									
	D12.0	,		<b>BN N</b> D3.0									NE: NS 150 KT 2 Min		
	CLR TAC	<u>,                                     </u>		_	_ 33	-0 -		00'							
	02800			D3.6	<b>5</b> MI			IAS above 150 KT 1½ <b>Mi</b>							
	0 2000	<del></del> *- <i>1</i>	550_		GS 20	30'				D0.	6				
		1		_	$\preceq$					МН					
		<b>D6.1</b> M	1	LOC	>4		1			-		_			
	l '	D13.5 CLR 	IAC	2030	)'				$\geq$	<u>₩</u> /-	1		TCH 50	)'	
		i		2	.4	70	.5		RV	VY 16	864				
	Gnd speed-Kts		70	90	100	120	140	160					HIALS-I		BS
	ILS GS 3.00° or LOC Descent Grad	lient 5.29	377	485	539	647	755	862					REIL	'	376
	MAP at D0.6 MH	0.12	,,,										===		Ť
	JAR-OPS	II S with MI	STRAIC	SHT-IN	ILAŅ	ING R						CIR	CLE-TO-I	AND	
	Missed apch	climb gradier	it mim 2.	5% 🗓	ı			(GS o				Circli	ing heigh	t base	d on
	DA(H) A: 110	DA(H) A: 1104' (240') C: 1 B: 1114' (250') D: 1			60')	with MH DME				,		rwy 16	thresh o	elev o	f 864'
	B: I I I	(250')			, 0 )	мД	A(H)	1240' (376')		<u>.</u>	Max				
	T		ALS out			R∨R 9	00m	ALS out			Kts. 110		DA(H) <b>O'</b> (706		.vis 500m
	RVR 600	m	RVR 1	000m	F	KVK 9	COIII	R	RVR 1500m						
4	В					RVR 10	000m				135	1600	0' (736	) 1	600m
PS	C BVB 650		RVR <i>1200m</i>				. <del></del>	RVR 1800m		0m 1	180	2030	0'(1166	') <b>2</b> -	400m
PANS OPS	RVR 650					RVR 1400m			VR 2000			0'(1366		600m	
Mim 3.0%: DA(H) 1064′ (200′), RVR 550m, ALS out RVR 1000m.													- (.555	, 5	
	ı — <i>0.0,0. D</i> ,	.,,	// '		, / 1	- 001		111							

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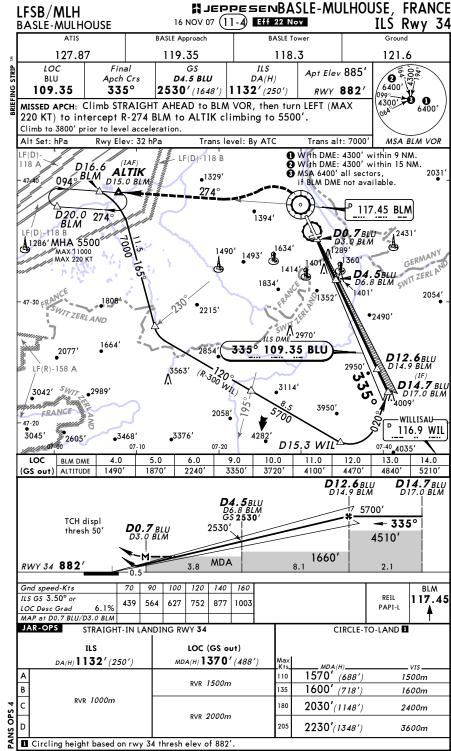
MILEPPESEN BASLE-MULHOUSE, FRANCE LFSB/MLH (11-3A) CAT II NDB ILS DME Rwy 16 **BASLÉ-MULHOUSE** ATIS BASLE Tower 127.87 119.35 118.3 121.6 CAT II ILS LOC Final GS Apt Elev 885' MH Apch Crs D3.6 MH Refer to 111.55 155° 2030'(1166' RWY 864' Minimums 6400' MISSED APCH: Climb STRAIGHT AHEAD to BS Lctr, then turn RIGHT (MAX IAS 220 KT) onto 304° climbing to 3800'. Unless otherwise directed remain WEST of R-304 HOC. At 3800' turn RIGHT to rejoin holding at 4300'. MSA Climb to 2200' prior to level acceleration BN NDB Rwy Elev: 31 hPa Alt Set: hPa Trans level: By ATC Trans alt: 7000 1. Special Aircrew & Acft Certification Required. 2. Do not mistake lighted motorway for approach lights rwy 16. **△** 4094′ ILS DME 155° 111.55 MH D12.0 CLR TAC • 1778 (Habsheim) **№**110.0**:::::**) S/CTA COLMAR PART T • 1561' • 3081 **D6.1** MH D13.5 CLR TAC (110.0;;;;;; • 1329' **D3.6** MHA 4300 MAX 11000 MAX IAS 220 KT (IAF) 353 BN D3.0 MH 376 BS 1401 • 1437' •1510' 47-35 Procedure to be used when BLM VOR unserviceable 1493' 1634 1490' 07-20 07-40 **BN NDB** D12.0 **●** W/o DME: D3.0 MH CLR TAC 4300' MAX IAS 150 KT 2 Min IAS above 150 KT 11/2 Min 2800' **D3.6** MH GS 2030 1550 **D6.1** мн D13.5 CLR TAC TCH 50' RWY 16864 2.5 70 90 100 120 140 160 Gnd speed-Kts BS 376 3.00° 377 485 539 647 755 862 JAR-OPS STRAIGHT-IN LANDING RWY 16 CAT II ILS Missed apch climb gradient mim 3.0% Missed apch climb gradient mim 2.5% ABCD B: RA 152'DA(H)1010' (146' A. RA 137' RA 102' C: RA 167'DA(H) 1026' (162' DA(H) 964'(100' DA(H) 996' (132' D: RA 178' DA(H) 1036'(172') RVR 300m ■ RVR 400m RVR 450m ■ Operators applying U.S. Ops Specs: CAT III authorization required below RVR 350m.

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CHANGES: Trans alt. TCH. RA.

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I Circling to rwy 34: VIS 5000m

CHANGES: Minimums.

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MJEPPESEN BASLE-MULHOUSE, FRANCE LFSB/MLH

10 JUN 05 (13-1) via ALTIK when VOR DME RWY 16 BASLÉ-MULHOUSE BASLE Approach BASLE Tower 127.87 118.3 121.6 ∕0 6400' 📆 VOR Final Minimum Alt Apt Elev 885' MDA(H)BLM Apch Crs D4.8 1200′ (336′) 155° 117.45 2800'(1936' RWY 864' MISSED APCH: Climb STRAIGHT AHEAD to D3.5, then turn RIGHT onto 277°. Unless otherwise directed intercept R-232. At MAX D13.0 turn RIGHT onto 15 DME Arc climbing to MAX 4000' to ALTIK. MSA BLM VOR MAX IAS 220 KT. Climb to 3800' prior to level acceleration. Rwy Elev: 31 hPa Trans level: By ATC Trans alt: 7000 1. Initial apch restricted to MAX IAS 185 KT. 2. Do not mistake lighted motorway for apch lights rwy 16. S/CTA COLMAR PART 5 Mulhouse (1) With DME: 4300' within 9 NM. S/CTA COLMAR PART 8 Habsheim 2 With DME: 4300' within 15 NM. 47-45 3 MSA 6400' all sectors, if BLM DME not available. 1778' S/CTA COLMAR PART D7.0 • 1561′ D4.8 J D2.5 1329' ALTÍK 117.45 BLM 094° 353 <u>BN</u> D15.0 2800 D10.3 DO.5 1437' D20.0 274 1510 MHA 5500 N 47-35 (4000 for Missed Approach MAX 11000 **(**1401) MAX IAS 220 KT 1634 D13.0 1834' 07-30 07-40 NOT TO SCALE 5.0 BLM DME 4.0 3.0 2.0 1.0 2830' 2510' 2190 1870' ALTITUDE 1560' D7.0 D4.8 **VOR** D2.5 2800' [25VOR] ~1<sub>55°</sub> D0.5 2030 1240 2.2 2.5 0.5 RWY 16 864 1.0 Gnd speed-Kts 70 90 100 120 140 160 D3.5 Descent Gradient 5.35% of 220 KT 380 489 543 652 760 869 Descent angle [3.07° MAX MAP at D0.5 after BLM JAR-OPS STRAIGHT-IN LANDING RWY 16 CIRCLE-TO-LAND 1 Circling height based on rwy 16 thresh elev of 864' MDA(H) 1200' (336') ALS out MDA(H) RVR 900m 1570' (706') 1500m RVR 1500m 135 1600' (736') 1600m RVR 1000m RVR 1800m 180 2030' (1166') 2400m 2230' (1366') RVR 1400m RVR 2000m 3600m

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BASLE-MULHOUSE, FRANCE **MATERIAL SEN** LFSB/MLH via ALTIK when S/CTA COLMAR inactive VOR DME Rwy 16 10 JUN 05 (13-2) BASLE Approach **BASLE Tower** 

**BASLÉ-MULHOUSE** 6400' \$ 6400' \$ 6400' 127.87 119.35 118.3 121.6 VOR Final Minimum Alt Apt Elev 885' MDA(H)BLM Apch Crs D7.8 1200' (336') 155° 117.45 3800' (2936' RWY 864' MISSED APCH: Climb STRAIGHT AHEAD to D3.5, then turn RIGHT onto 277°. Unless otherwise directed intercept R-232. At MAX D13.0 turn RIGHT onto 15 DME Arc climbing to MAX 4000' to ALTIK. MSA BLM VOR MAX IAS 220 KT. Climb to 3800' prior to level acceleration. Rwy Elev: 31 hPa Trans level: By ATC Trans alt: 7000' 1. Initial apch restricted to MAX IAS 185 KT. 2. Do not mistake lighted motorway for apch lights rwy 16. With DME: 4300' within 9 NM.
 With DME: 4300' within 15 NM. S/CTA COLMAR PART 8 S/CTA COLMAR PART 5 MSA 6400' all sectors, 47-50 S/CTA COLMAR PART 8 if BLM DME not available. • 3908' 4016 PROCEDURE AVAILABLE D9.8 ON ATC INSTRUCTION 1778 Mulhouse (Habsheim) ัฬ **∕6**5 1710′ 1480' S 1561' 3081' (IAF) **0**094°1.7 3800 **ALTIK** 2031 D2. 47-40 094° D15.0 1329 274 117.45 BLM ) D13.3 1437' 274 D20.0 (A) 1401' • 1510' MHA 5500 (4000 for Missed Approach) 1634' MAX IAS 220 KT 1493′ 1401 1834 2054 2490' 107-00 Win 07-20 1805 5.0 4.0 3.0 2.0 1.0 ALTITUDE 2830 2510 2190 1870 1560 VOR D7.8 D9.8 3800 D2.5 -155°\_ D0.5 2030 1240 RWY 16 864 2.0 2.5 0.5 0.5 5.3 1.0 Gnd speed-Kts 70 90 100 120 140 160 220 KT D3.5 REIL ... Descent Gradient 5.2% 369 474 527 632 737 843 MAP at D0.5 after BLM MAX JAR-OPS STRAIGHT-IN LANDING RWY 16 CIRCLE-TO-LAND Circling height based on MDA(H) 1200' (336') rwy 16 thresh elev of 864 ALS out 1570' RVR 900m 110 (706' 1500m RVR 1500m 135 1600' (736' 1600m RVR 1000m 180 RVR 1800m 2030' (1166' 2400m 2230' (1366') RVR 1400m RVR 2000m 3600m

CHANGES: Procedure. Minimums

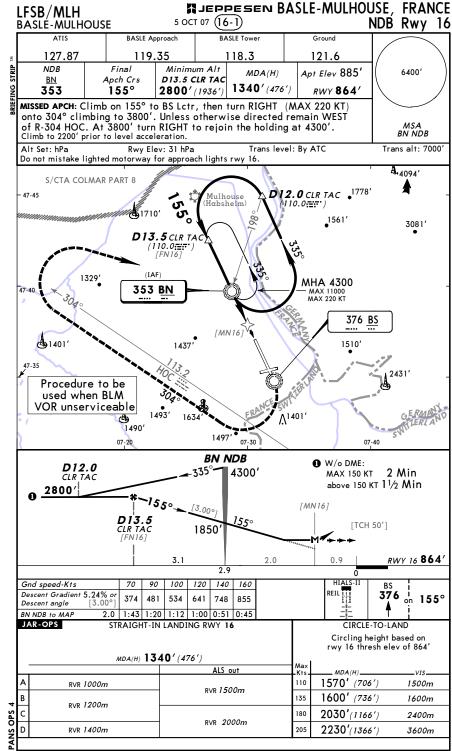
JEPPESEN JeppView 3.5.2.0

MJEPPESEN BASLE-MULHOUSE, FRANCE LFSB/MLH 5 OCT 07 (13-3) CIRCLINGVOR DME RWY 34 BASLÉ-MULHOUSE ATIS BASLE Approach BASLE Tower 127.87 119.35 118.3 121.6 VOR Final Minimum Alt MDA(H) 6400, 4300, 194°, D14.5 Apch Crs Apt Elev 885 BLM Refer to 117.45 094° 5500' (4615' Minimums MISSED APCH: Turn RIGHT (MAX 185 KT) to intercept R-232 and climb. Unless otherwise directed turn RIGHT (MAX 220 KT) at MAX D13.0 onto 15 DME Arc climbing to MAX 4000' to ALTIK. Climb to 3800' prior to level acceleration. MSA BLM VOR Apt Elev: 32 hPa Trans alt: 7000' Alt Set: hPa Trans level: By ATC S/CTA COLMAR PART 8 Do not descent BLM VOR DME 094° below MDA NUCLEAR POWER before starting CIRCLE-TO-LAND PLANT LOW to align final. WITH PRESCRIBED OVERFLYING FLIGHT TRACKS PROHIBITED 1 4300' within 9 NM. 4300' within 15 NM. MSA 6400' all sectors, 4094 if BLM DME not available. 1634 MAX Rwy **3**4 1561 1710' MAX 3081, 185 KT 094° ALTIK D14.5 1329′ 117.45 BLM D2.8 1381′ 1401 376 <u>BS</u> D20.0 LF(D)-• 1510 531 B MHA 5500 (4000 for Missed Apch) MAX 11000 MAX 220 KT 1493' 1834 D13.0 1808'FR 07#30 07-40 BLM DME 10.0 9.0 6.0 5.0 4.0 3.0 3460 ALTITUDE 4090' 3780' 3190 2830 2510' 2200 1880' VOR ALTIK D14.5 D20.0 CAT D: CAL D. 2.2 CAT A & B: 5500 094°-APT 885 0.5 10.8 0.9 70 90 100 120 140 160 Gnd speed-Kts 185 KT 5.2% 369 474 527 632 737 843 Descent Gradient 117.45 MAX MAP at CAT A & B: D2.2, C: D2.8 and D: D3.7 RT R-232 JAR-OPS CIRCLE-TO-LAND WITH PRESCRIBED FLIGHT TRACKS TO RWY 34 1640' (755') 5000m 1860'(975') 5000m

D 205 2110'(1225') 5000m
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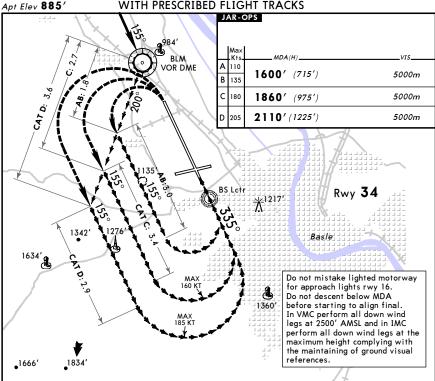


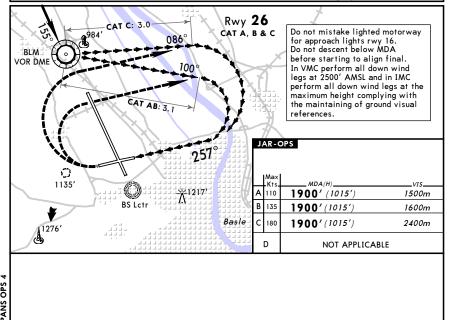
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#### MJEPPESENBASLE-MULHOUSE, FRANCE 5 OCT 07 (19-10) **BASLE-MULHOUSE**

CIRCLE-TO-LAND WITH PRESCRIBED FLIGHT TRACKS





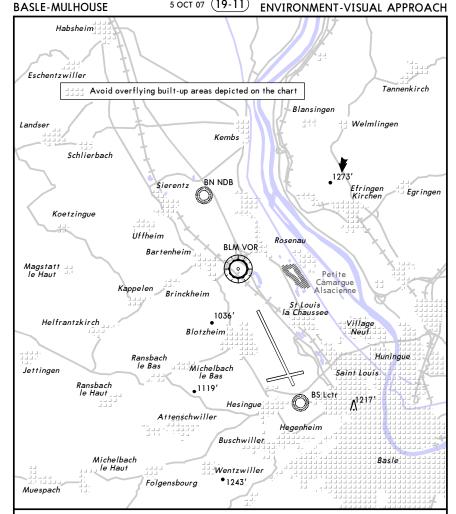
CHANGES: Procedure. Minimums

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#### MJEPPESEN BASLE-MULHOUSE, FRANCE 5 OCT 07 (19-11) ENVIRONMENT-VISUAL APPROACH



#### Instructions, except for safety requirement:

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

#### **RWY 16**

- On final approach respect descent gradient equal or above to GS 3.0° or 5.24% Trajectory must be chosen in order to be lined up in the RWY axis at last crossing BN NDB (D1.9 BLM), 2.9 NM THR 16.

#### **RWY 34**

- Visual approach prohibited.