

Basel-Mulhouse (EuroAirport Basel Mulhouse Freiburg)

IATA/ICAO CODE: BSL,MLH/LFSB
 CITY: Basle and Mulhouse
 COUNTRY: Switzerland and France

AIRPORT CONTACT

Information updated by the airport 3/2011

Name:	Aéroport de Bale-Mulhouse	Jean-Jacques Abecassis
Title:		Service Environnement
Airport:	Aéroport de Bale-Mulhouse	
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ELEVATION: 885 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
08/26	1820	-	-	60
15/33	3900	-	-	60

NOISE ABATEMENT PROCEDURES

Verify information below with AIP Switzerland or AIP France AD2 LFSB-INI 1a

1. General

1.1 The following procedures are designed to avoid excessive aircraft noise in and around the Bale Mulhouse airport.

1.2 They are applicable to landing and takeoff for any aircraft flying in IFR.

1.3 These procedures are mandatory and Captains cannot ignore them unless if required by the safety of their aircraft.

1.4 Aircraft owners or operators not able to apply these prescriptions shall submit those they intend to adopt to the airport management for approval.

1.5 Hereafter, the word night includes the period 2000-0400 and day the period 0400-2000 (WIN + 1hr)

1.6 Noise measuring stations are located near thresholds of runway 15, 24 08, 26 and in the vicinity.

2. Departure Procedures

2.1 Aircraft shall adopt the climbing configuration and rating corresponding to noise abatement conditions of the moment.

2.2 The initial climb path shall be followed depending on the operational standards specific to each aircraft, in order to reach 5000ft AMSL as soon as possible.

2.3 At night, it is recommended to use RWY 33, except when not allowed by operational conditions.

2.4 At day, it is recommended for certain types of aircraft as noisy by the airport management.

2.5 The use of RWY 26 is recommended for takeoffs depending on the operational standards specific to each aircraft and the operational conditions of the moment.

Unless otherwise specified by ATC services, RWY 15 (1820 m) is the preferential runway for 'LUMEL', 'ELBEG', 'STR', and 'GTQ' SID takeoffs.

2.6 For aircraft categories A, B, C and D, paths are protected.

2.7 RWY 15 Departures

- The minimum climb gradient is set to 5%
- The HOC 2D departure can be used only during the period 0600-2000 (WIN + 1hr) on request from the Captain after checking that the aircraft belongs to the authorized aircraft.

The authorized aircraft are:

- Propeller aircraft with certificate of nuisance limitation (CLN)
- Turbo jet aircraft with a maximum takeoff weight less than 70 T and certified to the standards of ICAO Annex 16 Chapter 3, and whose over flying certification noise level is less than 89 EPNdB.

2.8 RWY 26 Departures

The minimum climb gradient is set to 8.5%

3. Arrival Procedures

3.1 Approaches shall be performed along an angle greater than or equal to the angle of the descent path defined by the ILS (RWY 15) or by the visual approach slope indicator system, VASES (RWY 33).

3.2 The descent path shall be selected so as to maintain clean configuration as long as possible with regard to safety and requirements of the air traffic control services.

3.3 Speed-down and trail out are performed to that the aircraft has the configuration and landing speed at the latest at 4 NM from the runway threshold.

3.4 Between 2000 and 0400 (WIN + 1hr) on landing on RWY 15, thrust reversers and pitch reversers may be set to a position exceeding the reverse idle power only when required for safety reasons.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS

No aircraft is authorized to take off between 2200 and 0400 or land between 2200 and 0300 at the airport. In block times or off block times (WIN + 1 hr).

Most Noisy aircraft in Chapter 3 (Cumulative margin less than 5 EPNdB)

None of the most noisy aircraft included in Chapter 3 is authorized to land or take off between 2000 and 0400 at the airport. In block times or off block times (WIN + 1 hr).

General Aviation

No aircraft of General Aviation is authorized to take off or land between 2000 and 0400 at the airport. In block times or off block times (WIN + 1 hr).

Operating Restrictions

Movements of non-scheduled flights are prohibited between 2100 and 0400. In block times or off block times (WIN + 1 hr)

Exemptions and Dispensations

These restrictions do not prevent the following aircraft from landing and taking off exceptionally:

- aircraft performing ambulance or humanitarian transport missions
- aircraft in emergency situation due to flight safety reasons
- aircraft mentioned in article L. 110-2 of Civil Aviation Code
- aircraft operating for government missions.

The Airport Manager may exceptionally grant dispensations from these restrictions.

Exemption request sheets can be obtained (0)3 89 90 26 12(14)

Aircraft Ground Movements

Between 2000 and 0400 aircraft ground movements between hangars and aircraft stands must be carried out with tractors.

Aircraft pushing-back by means of their own engines is prohibited between 2000 and 0400 (WIN + 1hr).

Non Scheduled flights are prohibited between 2100 and 0400 (WIN + 1hr).

PREFERENTIAL RUNWAYS

See information under Noise Abatement Procedures.

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

Engine run-up is prohibited between 2000 and 0400 from Monday to Saturday and prohibited on Sunday all day long, except when they are carried out with noise suppressor. (Winter + 1 hour)

APU OPERATING RESTRICTIONS

On aprons, auxiliary power units can only be started for:

- 60 minutes prior to departure
- 20 minutes after arrival

Exemptions for special operations should be requested to EAP management.

The operating period of these APU for maintenance reasons shall be minimum.

NOISE BUDGET RESTRICTIONS - [NONE](#)

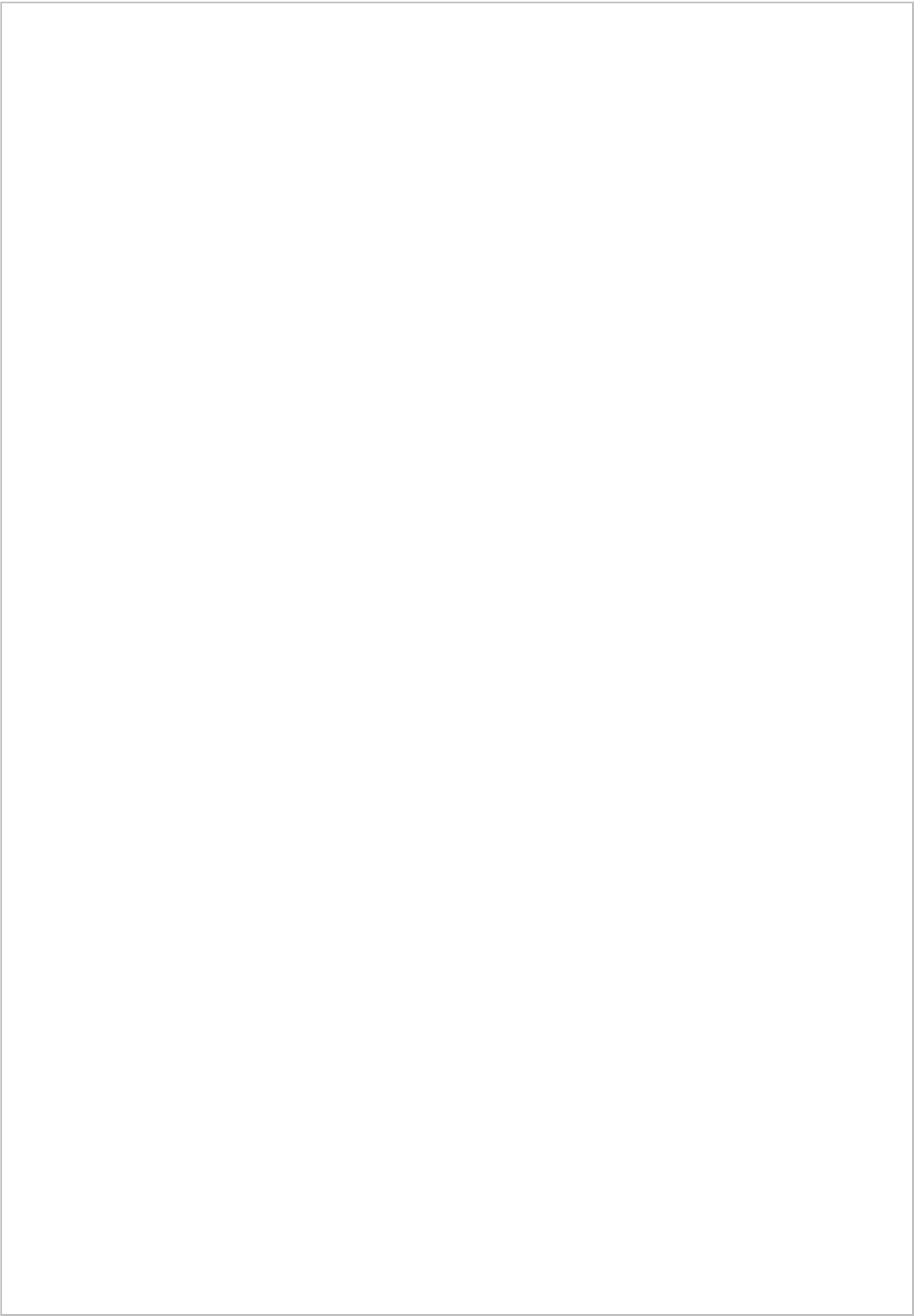
EMISSIONS Surcharge
[2011 Charges at Basel Mulhouse Emissions List](#)

NOISE SURCHARGE
[2011 Charges at Basel Mulhouse](#)
[Basel combined acoustic group, emissions classes and ACI Aircraft Noise Rating Index List](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented		Status
Sound Insulation (Residences and Public Buildings)	-	-	
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-	
Avigation Easements	-	-	
Zoning Laws	-	-	
Real Estate/Property Disclosure Laws	-	-	
Acquire Land for Noise Compatibility to date	-	-	
Population within each noise contour level relative to aircraft operations	-	-	
Airport Noise Contour Overlay Maps	-	-	
Total Cost of Noise Mitigation Programs to Date	-	-	
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-	

NOISE MONITORING SYSTEM



The airport operates a CIEMAS (Computer Integrated Environmental Management System). Supplied by Lochard Environment Systems PTY LTD/AUS, it handles real time noise monitoring, complaint handling, real time flight tracking monitoring, real time air quality monitoring and water quality analysis. The system was completed in December 1998. There are 6 fixed and 4 semi-mobile NMT units (FEM and MEM). (FEM=Fixed Environmental Monitor, MEM=Mobile Environmental Monitor). The noise measuring stations are located near the thresholds of runway 15/33 and 08/26 and in the vicinity.

FLIGHT TRACK MONITORING SYSTEM

Yes - see information under Noise Monitoring System

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes are ban from operating at airports in Switzerland as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes operating at airports in Switzerland must comply with Chapter 3 standards. See information below:

The Swiss Federal Rule for Chapter 2 Phase out

The Swiss Federal Council has decreed oChapter 2 airplanes >75,000 lbs are ban from operating at airports in EU Member States as of April 1, 2002.n 23rd February 1994 an Ordinance on noise related operating restrictions for jet aircraft (SR 748,121,12)

For information and convenience of english speaking readers, the contents of this Ordinance is translated as follows:

Article 1 Principle

Subsonic jet aircraft which are not certificated according to the standards of Chapter 3 (of ICAO Annex 16) may not operate at Swiss airports after 1 April 1995, except for those defined in Article 2 and 3 hereafter.

Article 2 General Exemptions

Subsonic jet aircraft with a noise certification corresponding at least to Chapter 2 (of ICAO Annex 16) may operate at Swiss airports for a period of 25 years after their year of manufacture, but no longer than 31 March 2002.

Article 3 Authorized Exemptions

The Federal Office for Civil Aviation may grant exemptions to Article 1 for important reasons, namely:

- a) for aircraft registered in developing countries
- b) for aircraft of historical interest
- c) for flights for the purpose of alteration, repair or maintenance

Article 4 Airport Operating Conditions

Airport operators may impose conditions for airport use by aircraft subject to Article 2 and 3, provided these conditions are approved by the Federal Office for Civil Aviation

Article 5 Fees

The fee due for any exemption granted under Article will be SF140

Article 6

This Ordinance will come into force on 15 March 1994

CHAPTER 3 RESTRICTIONS

As shown in AIP AD 2 LFSB-7 December 25, 2003

No aircraft whose noise certification meets the standards specified in Chapter 3 of the Annex 16 to ICAO and which have an accumulated margin of certified noise levels with respect to permissible noise limits defined in this chapter, being less than 5 EPNdB can land or take-off from 2000 to 0400. Departure or arrival times on the parking area.

COMMENTS

This airport is operated by France and Switzerland as a joint facility.