

SUBJECT : Implementation of VFR points and recommended routes on behalf of aerodrome traffic at Mulhouse Habsheim LFGB

1 GENERAL

Mulhouse Habsheim aerodrome, located in class G airspace, below TMA 1 Bale Mulhouse, is site of cross-border flights in «plaine d'Alsace» on axis France Germany and France Switzerland. It is reminded that flight plan and radio contact are compulsory for the cross-border flights in VFR.

As from 2008, a great number of penetrations in the aerodrome traffic without radio contact had generated many flight safety problems.

40% of reported events in 2009 during ATS HOR are due to this violation of regulation. 8/57 events (2008) – 23/57 events (2009) – 7/28 events (2010).

These events increase the difficulty to manage the flight safety by local users and the ATC taking into account the vicinity of Basel Mulhouse controlled airspaces and the miscellaneous activities of the aerodrome.

Consequently, in order to improve the flight safety in aerodrome traffic, recommended VFR routes and associated reporting points are implemented.

Permanent publication of this device is planned with AMDT 11/2010 in accordance with following instructions, enforcement will be effective in anticipation, after publication of this AIC, by NOTAM.

Moreover, it is reminded to users that the applicable rules for joining an aerodrome circuit dictate a radio contact when this aerodrome is controlled. These rules are published in AIP France, Atlas VAC, pages GEN 64 to 70.

Out of aerodrome circuit, radio contact may be established with the FIS Bale (121.250) in the scope of flight information and alert services.

Cf. Atlas VAC BALE AD2 SIV 1.

On the other hand, ACFT without radio equipment and not in destination to Mulhouse Habsheim are recommended to transit northbound of the town of Mulhouse.

This safety device will be subject of a regular exploitation report.

2 DESCRIPTION

With notification from Mulhouse Habsheim ATC, following arrival, departures and transit conditions may be affected to mothORIZED ACFT

Implementation of following reporting points

Outcomings : EH : Point over taken out motorway wood to Ottmarsheim bridge, then course to the north.
SH ; Abeam south of Bruebach. village(sector 235°/245° 5 NM ARP).

Incomings : NH : Interchange A35/A36
WH: Abeam south of Mulhouse antenna

Radio contact compulsory with HABSHEIM TWR 125.250 MHz ;

In case of important traffic and with HABSHEIM TWR notification, arrival, departures and transit conditions may be assigned to motorized ACFT

Radio contact compulsory for arrivals and transits one minute before overhead of reporting points :

. NH for arrivals by the north ;

. WH for arrivals by the west

TRANSITS

Transits are recommended and with instruction from HABSHEIM TWR coming from :

East and north Via NH at 1800 ft AMSL MAX

West Via WH -> overhead TWR -> EH at 1800 ft AMSL MAX

ARRIVAL RWY 20:

From South-east and West via WH

From North and East via NH

ARRIVAL RWY 02 :

From South-east and West via WH

From North and North-east via NH

DEPARTURES RWY 20:

To the West after initial climb avoid the village of Habsheim then south of Habsheim heading to the West sector 245°/255° during 5 NM. Cf attached chart.

To the East and the North via EH

DEPARTURES RWY 02

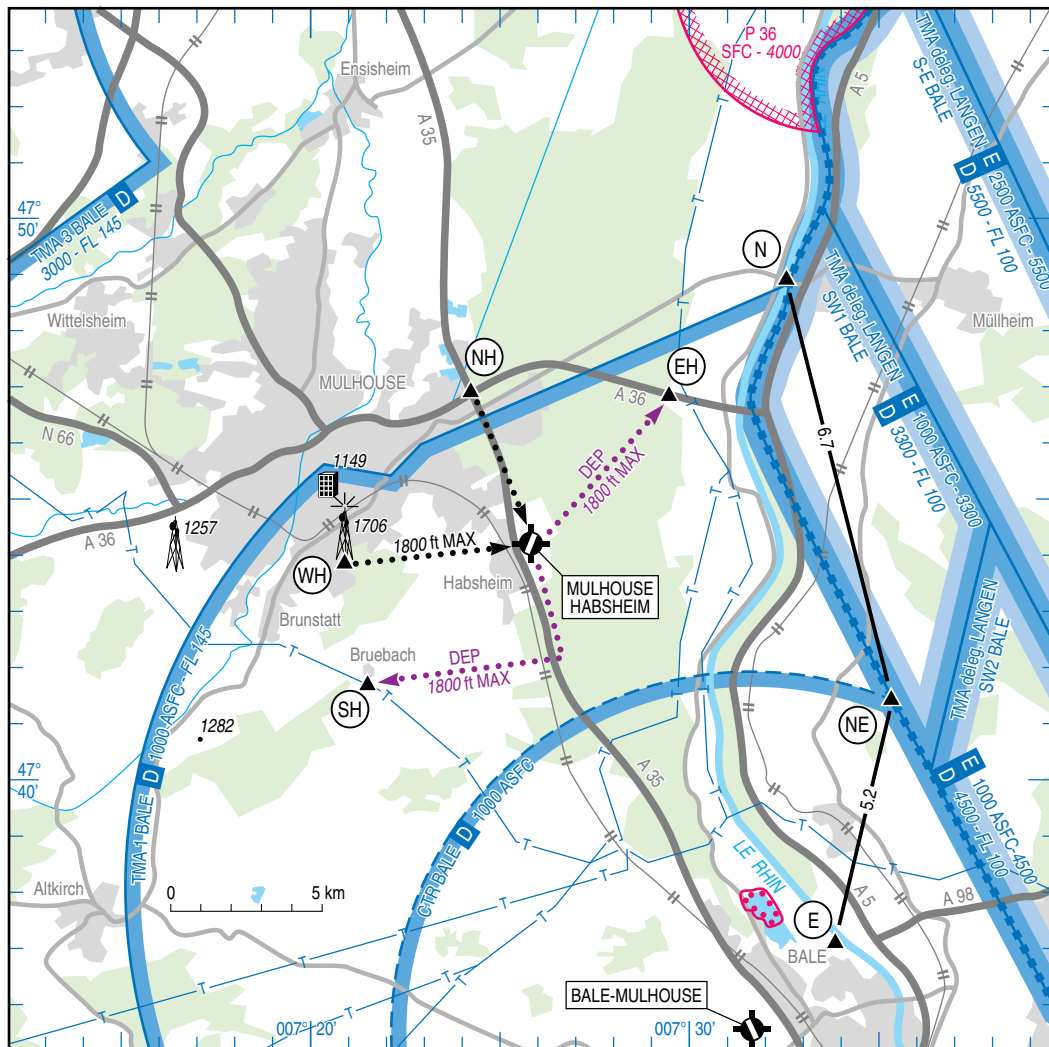
To the West, down wind avoiding village of Habsheim then south of Habsheim heading to the West sector 245°/255° during 5 NM.

To the East and the North via EH

GENERAL INSTRUCTION :

Particular attention is due to the proximity of the CTR BALE and the transit routes from and with destination to Basel Mulhouse AD by the N and NE points : Cf. VAC AD2 LFSB APP 01.

MULHOUSE HABSHEIM (LFGB)



..... Itinéraires VFR recommandés pour la circulation d'aérodrome de Mulhouse Habsheim