



Service
de l'Information
Aéronautique

D S N A



Internet : www.sia.aviation-civile.gouv.fr

AIRAC AIP SUP 208/25

AIRAC date : 22 JAN 2026

Publication date : 11 DEC 2025

Subject: Modification of RNAV SID RWY 15 at Bâle Mulhouse AD LFSB (evaluation)

With effect : From 22 January 2026, 0000 UTC to 21 January 2027, 2359 UTC

Location : AD : Bâle Mulhouse (LFSB)

THIS AIP SUP SUPERSEDES AIP SUP 097/25

EVALUATION DESCRIPTION

- RWY 15 : creation of SID TORPA 8T, MOROK 8T, ELBEG 8B for use by all CAT of ACFT
- These procedures become the standard departures for all aircraft RNAV equipped.

CONDITIONS FOR TAKING PART IN THE EVALUATION

Any difficulty encountered while flying these procedures must be reported to Air Traffic Services (with an Air Safety Report - ASR) and a copy must be sent by e-mail to :

« Subdivision contrôle de l'Organisme de Contrôle de BALE MULHOUSE » (BALE MULHOUSE ATC) :
bale.atm-procedures@aviation-civile.gouv.fr

« Subdivision Etudes et Environnement du Service de la Navigation aérienne Nord-Est » (local civil aviation authorities) :
Sna-ne-mise-a-jour-aip@aviation-civile.gouv.fr

Feedback may be requested from airliners who used these SID, in order to make an assessment.

SID WAYPOINTS AND CHARTS, CODING PROPOSITION AND SID INSTRUCTIONS:

See APPENDIXES.

APPENDIX 1

WAYPOINTS / PROCEDURES MAIN FIXES

Identification	Coordonnées <i>Coordinates</i>	RNP	CONV	SID STAR	IAC
SB532	47°39'34.0" N 007°27'43.5" E	X		X	
SB515	47°34'47.0" N 007°32'10.5" E	X		X	
SB600	47°32'15.8"N 007°26'46.2"E	X		X	
SB612	47°31'47.1"N 007°26'05.9"E	X		X	
SB614	47°26'27.9"N 007°27'45.8"E	X		X	
SB616	47°28'11.8"N 007°36'44.7"E	X		X	
SB618	47°27'55.2"N 006°59'45.7"E	X		X	

←					
←					
	ELBEG	voir / see ENR4.4	X	X	X
	LUMEL	voir / see ENR4.4	X	X	X
	OLBEN	47°18'16.0"N 007°37'46.0"E	X		X
	TORPA	voir / see ENR4.4	X		X
	MOROK	voir / see ENR4.4	X		X

APPENDIX 2

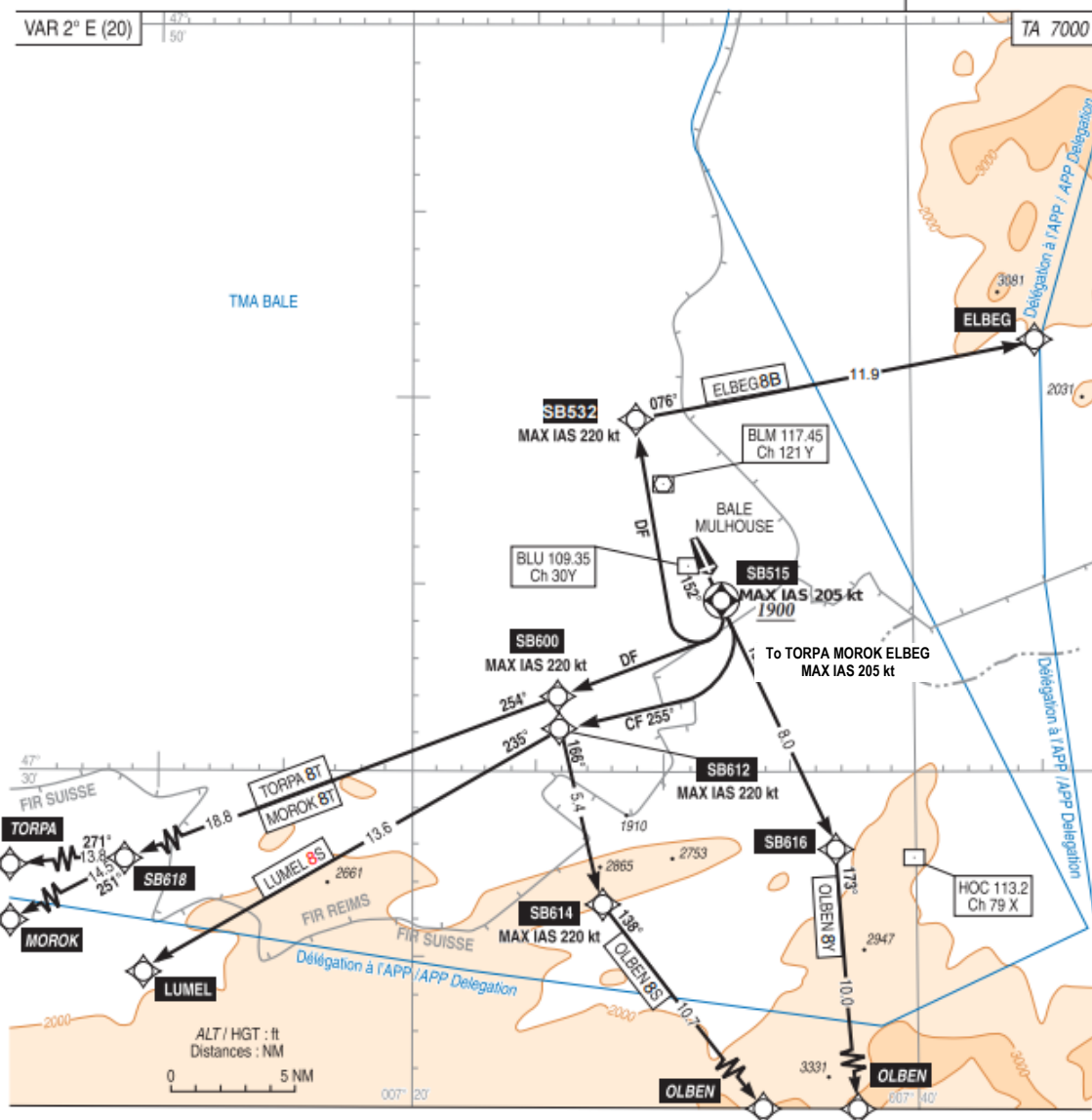
AIP SUP
FRANCE

AD 2 LFSB SID RWY15 RNAV

BALE MULHOUSE
SID RNAV (GNSS) RWY 15
 (Protégés pour/Protected for CAT A, B, C, D)

FREQ : Voir / See AD 2 LFSB COM 01

RNAV 1
 GNSS seulement / only



SERVICE
 DE L'INFORMATION
 AERONAUTIQUE

© SIA

APPENDIX 3

AD 2 LFSB DATA SID RWY 15 RNAV CODE

SID RNAV RWY 15											
RMK	GNSS only						MAG VAR 2020 2,5°E			Ref NAVAID :	
Procedure Identification	Path Terminator	Waypoint Identification	Fly Over	Direction MAG (°)	Direction True (°)	Distance (NM)	Turn direction	MNM Altitude (FL or AMSL ft)	MAX Altitude (FL or AMSL ft)	MAX IAS (kt)	Nav Spec
ELBEG8B											
	CF	SB515	Y	152	154.9						RNAV 1
	CA			152	154.9			1900		205 kt	RNAV 1
	DF	SB532					R			220 kt	RNAV 1
	TF	ELBEG		076	078.9	11.9	R				RNAV 1
OLBEN8Y											
	CF	SB616		152	154.9						RNAV 1
	TF	OLBEN		173	176.0	10.0	R				RNAV 1
OLBEN8S											
	CF	SB515	Y	152	154.9						RNAV 1
	CA			152	154.9			1900			RNAV 1
	CF	SB612		255	257.7		R			220 kt	RNAV 1
	TF	SB614		166	168.0	5.4	L			220 kt	RNAV 1
	TF	OLBEN		138	140.3	10.7	L				RNAV 1
LUMEL8S											
	CF	SB515	Y	152	154.9						RNAV 1
	CA			152	154.9			1900			RNAV 1
	CF	SB612		255	257.7		R			220 kt	RNAV 1
	TF	LUMEL		235	237.4	13.6	L				RNAV 1
TORPA8T											
	CF	SB515	Y	152	154.9						RNAV 1
	CA			152	154.9			1900		205kt	RNAV 1
	DF	SB600					R			220 kt	RNAV 1
	TF	SB618		254	256.8	18.8	L				RNAV 1
	TF	TORPA		271	273.6	13.8	R				RNAV 1
MOROK8T											
	CF	SB515	Y	152	154.9						RNAV 1
	CA			152	154.9			1900		205kt	RNAV 1
	DF	SB600					R			220 kt	RNAV 1
	TF	SB618		254	256.8	18.8	L				RNAV 1
	TF	MOROK		251	253.6	14.5	L				RNAV 1

APPENDIX 4

AD 2 LFSB SID RNAV RWY 15 INSTR 01 - CAT A, B, C, D			
PBN Box	RNAV 1 GNSS only		
Climb gradient	See RMK		
General RMK	Underlined waypoints are « flyover » WP For unequipped acft and acft not able to fly an RNAV 1 SID, follow ATC instructions. Pilots in command must inform ATC upon start up. These SID are defined for ACFT whose climbing capacity is compatible with the minimal ATS slope. If complying with this slope is difficult, pilots in command must inform ATC at start up. Omnidirectional departures : see AIP France AD 2 LFSB 2.22		
	(1) Trees on high terrain ALT 972 (90) and 1037 (156), 569 m and 1160 m from DER, on the right of RWY axis, require a minimal climb gradient of 5% (2) If 1900 (1036) cannot be complied with over SB515, the pilot in command must inform ATC and follow their instructions.		
SID	Routes	Initial clearance	RMK
ELBEG 8B	Climb on RWY heading. At the earliest over <u>SB515</u> , and at 1900 (1015) (2) minimum, turn right towards SB532 (IAS MAX 205 kt in the turn) then ELBEG	7000ft	Theoretical climb gradient: 5% (1) up to en route safety altitude. ATS climb gradient : 7.8% up to 7000 ft
TORPA 8T	Climb on RWY heading. At the earliest over <u>SB515</u> , and at 1900 (1015) (2) minimum, turn right towards SB600 (IAS MAX 205kt), then SB618 and TORPA	7000ft	Theoretical climb gradient: 5% (1) up to en route safety altitude. ATS climb gradient : 7.8% up to 7000 ft
MOROK 8T	Climb on RWY heading. At the earliest over <u>SB515</u> , and at 1900 (1015) (2) minimum, turn right towards SB600 (IAS MAX 205 kt), then SB618 and MOROK	7000ft	Theoretical climb gradient: 5% (1) up to en route safety altitude. ATS climb gradient : 7.8% up to 7000 ft
LUMEL 8S	Climb on RWY heading. At the earliest over <u>SB515</u> , and at 1900 (1015) (2) minimum, turn right MAG 255° then SB612 (IAS MAX 220 kt), and LUMEL	7000ft	Theoretical climb gradient: 5% (1) up to en route safety altitude. ATS climb gradient : 7.8% up to 7000 ft
OLBEN 8S	Climb on RWY heading. At the earliest over <u>SB515</u> , and at 1900 (1015) (2) minimum, turn right MAG 255° then SB612 (IAS MAX 220 kt), then SB614 (IAS MAX 220 kt) and OLBEN	7000ft	Theoretical climb gradient: 5% (1) up to en route safety altitude. ATS climb gradient : 7.8% up to 7000 ft
OLBEN 8Y	Climb on RWY heading to SB616, then OLBEN	7000ft	Theoretical climb gradient: 5% (1) up to en route safety altitude. ATS climb gradient : 7.8% up to 7000 ft Can only be used between 0600 and 2100 (SUM : -1 HR) upon request from Captain after checking their ACFT is included in authorized ACFT: - propeller aircraft with a CLN (noise level certificate) - turbojet aircraft certified to the standards of the Convention on International Civil Aviation, Volume 1, Part 2, Chapter 3, with a noise level certified at the overflight point of less than 89 EPNdB