

BALE (BSL/LFSB)

Elevation 885ft

CATEGORY B

AV brief - required

BAV AV brief – not yet available

GENERAL

- Located in the Rhine valley 3.5nm NW of Basle.
- Refer to airport as 'Basel' in Pa's.
- If an engineer is required, contact ground staff as early as possible.

Threats**CFIT**

- Terrain 7nm to the S to 2750ft amsl in an E/W range.
- Terrain continues to rise within 25nm to the S to ~4500ft amsl.
- Terrain 10nm to the E – NE to ~3000ft amsl. Further peaks to 5000ft amsl beyond.
- Beyond 17nm to the NW to 4700ft amsl.
- Rwy 33 ILS approach crosses terrain of 4000ft amsl at 17d BLM.
- Rwy 33 Circling with prescribed tracks crosses terrain of ~1500ft amsl on LH base turn.

Mid Air Collision

- Extensive light aircraft using the grass strip parallel to and just W of Rwy 15/33.
- Light aircraft controlled in French.

Loss of Control

- Bird concentrations on the airfield between Jun and Sep.

Special Considerations

- RUSHED APPROACHES are a real possibility.
- ATC clearances and/or reliance on FMC approach routing may result in the aircraft being too high and fast close in.

ARRIVAL

Diversions Airports

ZURICH	ZRH/LSZH	042 nm/101°T	CAT B
GENEVA	GVA/LSGG	100 nm/216°T	CAT B
STRASBOURG ENTZHEIM	SXB/LFST	57 nm/004°T	CAT A
STUTTGART	STR/EDDS	95 nm/046°T	CAT B
FRANKFURT	FRA/EDDF	152 nm/016°T	CAT A
PARIS	CDG/LFPG	217 nm/293°T	CAT B

The airfield is in France but is jointly administered by the French and Swiss. ATC may vector the aircraft outside controlled airspace or towards the overhead. It may not be obvious what ATC intend for approach routeing so a quick call may be prudent.

Approach

- Aircraft are usually vectored to a holding fix or to finals.
- Rwy 08/26 is only to be used when the Rwy 15/33 crosswind component is excessive.

Runway 33

- ILS Rwy 33. ATC can vector the aircraft to the S for long finals. Note, terrain clearance reduces to 1700ft at 17d BLM (IF). The ILS glideslope is 3.5° due to the terrain to the S.
- When the ILS is unavailable the Rwy 33 Circling with prescribed tracks procedure will be used as described in the Lido IAC. Circling A starts with an offset VOR final approach procedure from ALTIK. Circling B follows any instrument approach to Rwy 15. Crew should ensure the aircraft is configured with gear down on the downwind leg to prevent warnings due to rising terrain to the SW. Unusually for Circling approaches, owing to the rising terrain, both Circling A and Circling B designs are predicated on flying a prescribed track with a level finals turn until aligned on the final approach track.
- At night the runway is difficult to see with no approach lights (and very bright apron lights).
- PAPIs are set at 3.5°
- The landing threshold is displaced by 1120m from the runway threshold.
- Breakcloud VOR/DME Rwy 33. The FAF is at 14.5d BLM but check altitudes do not start until 10d BLM in the Lido IAC. Crew may wish to work out 13d, 12d and 11d crossing altitudes.

The descent profile is straightforward with no track changes and a continuous descent for over 11nm.

Depending on conditions (aircraft weight, tailwind etc.) consideration can be given to descending with an intermediate flap setting and delaying circling configuration (ie. gear down and circling flap) until established in the descent.

If a missed approach is flown then a right turn is required to intercept a radial from BLM.

- When flying downwind LH to Rwy 33 on the 'Indirect Approach' the aircraft is only 500ft RA at some points.

If visual reference is lost when downwind on the 'Indirect Approach' then a climbing left turn towards the airfield is required followed by an intercept of the Breakcloud VOR/DME missed approach procedure.

Runway 15

- ILS Rwy 15. Instead of flying the DME arc procedure, ATC may vector the aircraft E of the airfield before turning N.
- ATC may use the phrase "expect left vector to Rwy 15" to indicate a LH pattern is being used.
- Track miles may be less than expected as aircraft may be given a very short LH downwind leg or an almost continuous left turn on to the intercept heading.
- Final turn to intercept the LOC often occurs around 10d BLM.
- Do not confuse Rwy 15 approach lights with the brightly lit motorway.

GROUND

- When taxiing at night keep a look out for deer.

DEPARTURE

- Emergency Turn Procedures available from CARD and Performance Manuals.
- An acceleration altitude (Aa) of more than 1000ft aal may be required for some aircraft types. This will be output on CARD or in the Performance Manual.

BAV Crew Reports
<ul style="list-style-type: none"> • <i>Crew sometimes offered a full push back (engines shut down) to a remote stand by ground crew. This could be asked for proactively in case of slot notification.</i>

WEATHER

- Summer brings thunderstorm activity and temperatures between 25°C and 38°C.
- Winter brings low cloud, poor visibility and fog with temperatures between -2°C and -23°C.
- Low stratus cloud occurs in the early hours of the morning in spring, summer and autumn.
- Bale has a slightly better weather record than Zurich and is frequently clear when Zurich has fog.

OPERATIONAL INFORMATION

Handling Agent	SWISSPORT
Handling Agent VHF	131.75
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power for contracted time ONLY (60mins) – then use APU
If BOTH electrical power and air conditioning is required:	Use APU (but also use GPU for "pre-paid" time ONLY to reduce APU fuel burn)

