

6/10/2026

FOR YOUR INFORMATION

2026-202/11-37

To: Airport Manager, EuroAirport Basel-Mulhouse-Freiburg (LFSB/BSL), 2356809
Mulhouse, France

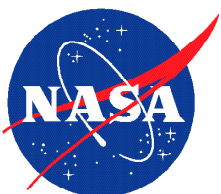
Info: FAA (AFS-260, AFS-200, NYC-IFO, AVP-1, AVP-200), ATSG, ALPA, IFALPA,
APA, ASAP, A4A, IATA, CAPA, ICAO, ICASS, IPA, NBAA, NTSB, EuroAirport,
Jeppesen Sanderson Inc.

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: LFSB/BSL NOTAM Accuracy

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2356809**DATE / TIME**

Date of Occurrence	202604
Local Time Of Day	0601 to 1200

PLACE

Locale	LFSB.Airport
State	FO

AIRCRAFT / EQUIPMENT X

Make Model Name	Medium Large Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part	91

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2356809

PERSON 2

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2356808

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Published
	Material / Policy
Detector - Person	Flight Crew
Result - Flight Crew	Became Reoriented
Result - Flight Crew	Requested ATC Assistance / Clarification

NARRATIVE 1

No documentation available to the crew during pre-flight preparation or in flight (e.g., master flight document/release/FliteDeck Pro Notam information) gave any indication that the longer runway (15/33) was closed for construction work. In fact, reviewed NOTAM information indicated runway 25 was closed (7 not approved for landing). It was only during ATIS review did we find out the Airport was landing runway 25... This runway was not closed after all...

Therefore, during our last 8 to 10 minutes of the flight, the two-pilot Crew (having flown 7.5 hours over our normal rest time and previously set up for and briefed for landing runway 15) had to set up and brief/conduct an approach to runway 15 with a circle to runway 25 for landing. Even though the weather was CAVOK on this day, this last-minute adjustment created a significant gap in Safety because a very tired crew had to review for obstacles, and brief a circling approach at an unfamiliar airport in a tight timeframe.

Suggestions: Any runway closure should be a critical highlighted note in the performance section for any departure or landing airport. More to the point, Company X needs to adjust its Dispatch review process when operating internationally to scoop up the Aeronautical Information Publication (AIP) supplemental information.

NARRATIVE 2

While on approach into LFSB, was planning on landing on runway 33. On contact with approach control was instructed to use the RNAV 33 circle 25. This caught us off guard as winds favored a 33 landing, and according to the NOTAMs runway 25/7 was closed. Once on final saw runway 33 was closed. This was not in the NOTAMs nor was it in any of the release information packet. Nor was it reported on the ATIS. We inquired tower about the closure and he stated it was known that the runway was and will be closed for 6 to 8 weeks. What is posted in the NOTAMs is that runway 25/07 is closed. It only says there is work in progress on runway 33/15.

SYNOPSIS

Fractional flight crew reported incorrect NOTAM information on a runway closure was discovered during descent into LFSB/BSL.