

SXB-LFST**1-10****AOI****AOI****GENERAL****Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** Not published**Night Restrictions**

No TKOF 2230-0500‡ (delayed SKED flights until 2300‡).

No LDG 2300-0400‡ (delayed SKED flights until 2330‡).

LDG between 0400-0500‡ with PPR only, with PN 4 weeks.

Airport Information

RFF: 01 NOV-31 MAR CAT 7 0500-2255
 CAT 5 2255-0500
 01 APR-31 OCT CAT 7 0400-2155, extension O/R.
 CAT 8 PN 48HR working day

Fuel: SUN-FRI 0430-2130‡, SAT 0430-2030‡.
 O/T for SKED and delayed commercial flights only.

PCM: RWY 05/23: 64/F/C/W/T

Customs: 0500-2200‡, HN O/R.

Operation**Low Visibility Procedure**

LVP in force when RVR at or below 800m or ceiling is equal to or less than 200ft.

TWY F and G CLSD when LVP in force.

RWY 23: LVTO is authorized when RVR < 150/200m.

TWY Restrictions

TWY M width 19m / 62ft + 7.8m / 26ft overwidth.

TWY Q width 19m / 62ft, MAX landing gear width 9m / 30ft.

TWY F, G MAX wingspan 52m / 171ft.

TWY M, Q MAX wingspan 36m / 118ft.

APU: Use of APU restricted to MAX 60min before DEP and 20min after ARR.**Warnings**

Stands A21-A28 and A1-A6, taxi with caution if ACFT are parked on these stands.

Birds, parachuting and gliders in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT below FL100.

ARRIVAL**Communication****COM Failure**

In VMC: Continue to fly in VMC conditions and land at nearest suitable AD. Notify appropriate ATS unit of time of ARR using the most expeditious means AVBL.

In IMC: Proceed to IAF SAV (RWY 23), IAF ANDLO (RWY 05) at last assigned and acknowledged LVL if AVBL, otherwise at highest LVL of HLDG pattern.

Maintain this LVL until the latest of following times:

- EAT if it has been acknowledged.
- ETA.
- Time of ARR in the HLDG pattern + 8min.

Descend 5500ft QNH in the HLDG pattern then follow APCH PROC for RWY 05.

Descend 7000ft QNH in the HLDG pattern then follow APCH PROC for RWY 23.

If RWY in use is not known: Proceed to IAF SAV at last assigned and acknowledged LVL if AVBL, otherwise at highest LVL of HLDG pattern.

Maintain this LVL until the latest of following times:

- EAT if it has been acknowledged.
- ETA.
- Time of ARR in the HLDG pattern + 8min.

Descend 7000ft if QNH in the HLDG pattern then follow APCH PROC for RWY 23, possibly followed by visual circling if the wind determined by pilot indicates that RWY 05 is in use.

COM Failure after MISAP: If second APCH failed:

After RWY 23 PROC: Clear TMA following SID POGOL 7H, climbing to FL90 and seek VMC.

After RWY 05 PROC: Clear TMA following SID BERUG 7J, climbing to FL90 and seek VMC.

Arrival Procedure**Reverse**

Do not use more than idle reverse, except when necessary for operational and safety purposes.

RWY 23: In case of activation of LF R122 MAX FL110 at D8 SAV. In case of activation LF R123 MAX FL140 at BERUG, D21 SAV on LUL 6V and at TMA BDRY from GTQ.

Non-standard GP intercept position on RWY 23

GP intercepts RWY 23 at 314m / 1030ft after landing threshold.

Remaining DIST beyond GP is 2086m / 6844ft.

DEPARTURE**Take-off Minima**

RWY		23	
All ACFT	ft - m/km	0 - 75R	-
RWY		05	
A, B, C	ft - m/km	0 - 150R	-
D		0 - 200R	-

04-JAN-2018

SXB-LFST

1-30

AOI

AOI

DEPARTURE**Speed**

MAX IAS 250KT below FL100.

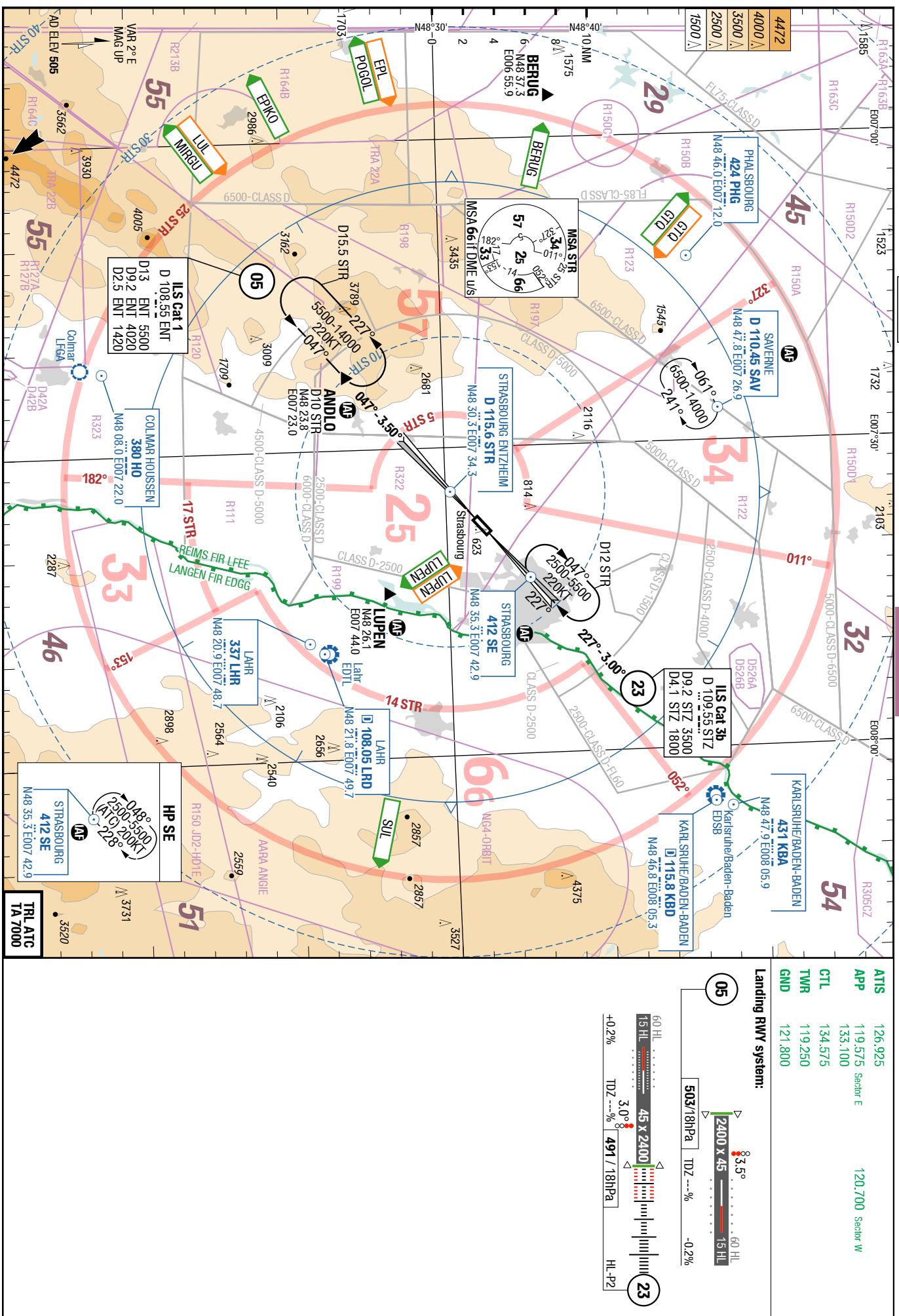
Communication**COM Failure**

In VMC: Return to AD.

In IMC: Keep on flying until the TMA limits and comply with DEP routing at last FL assigned or at last safe FL (obstructions), then follow current flight planned route.

De-Icing

AVBL



Effective 24-MAY-2018

17-MAY-2018

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AGC

AGC

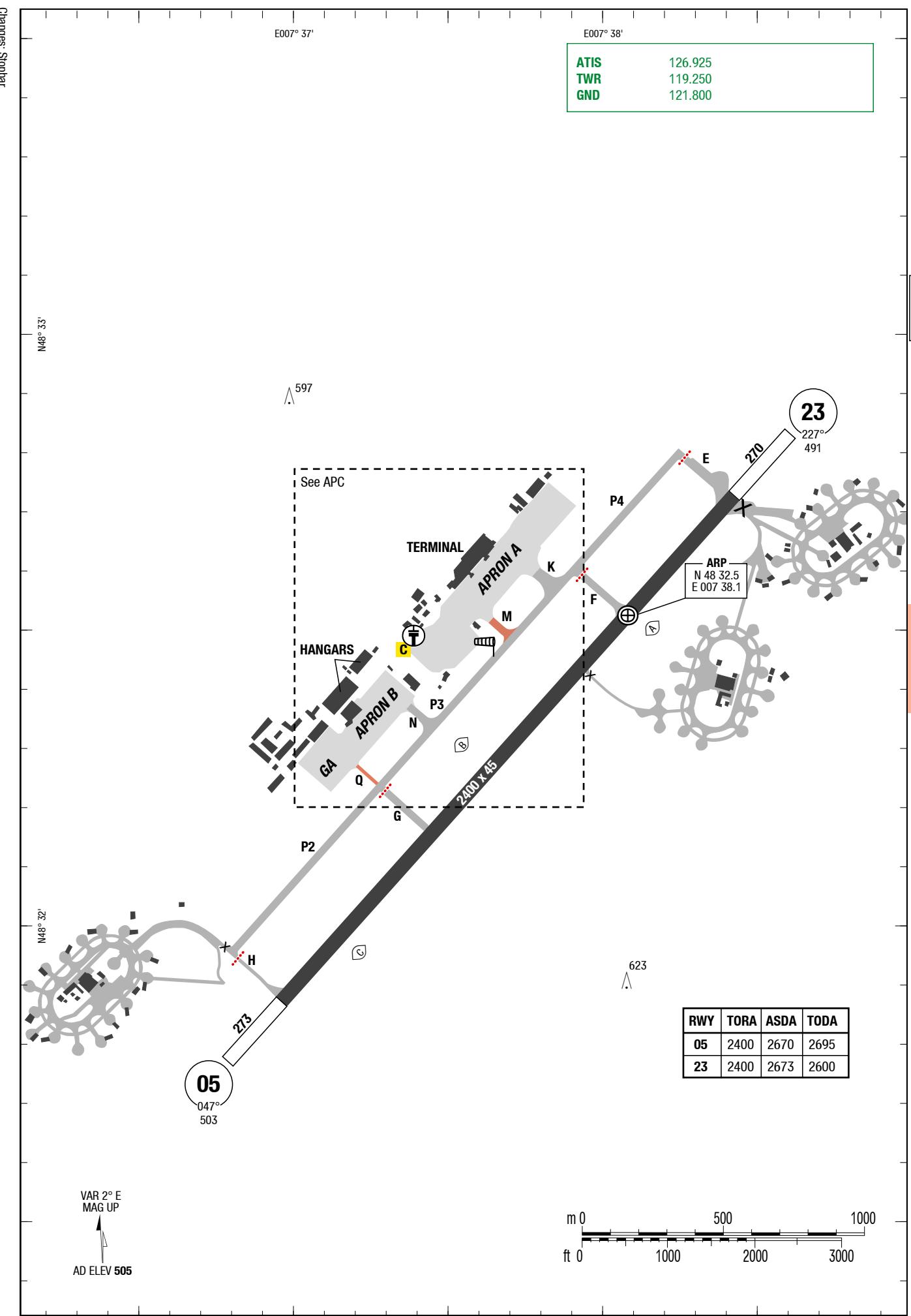
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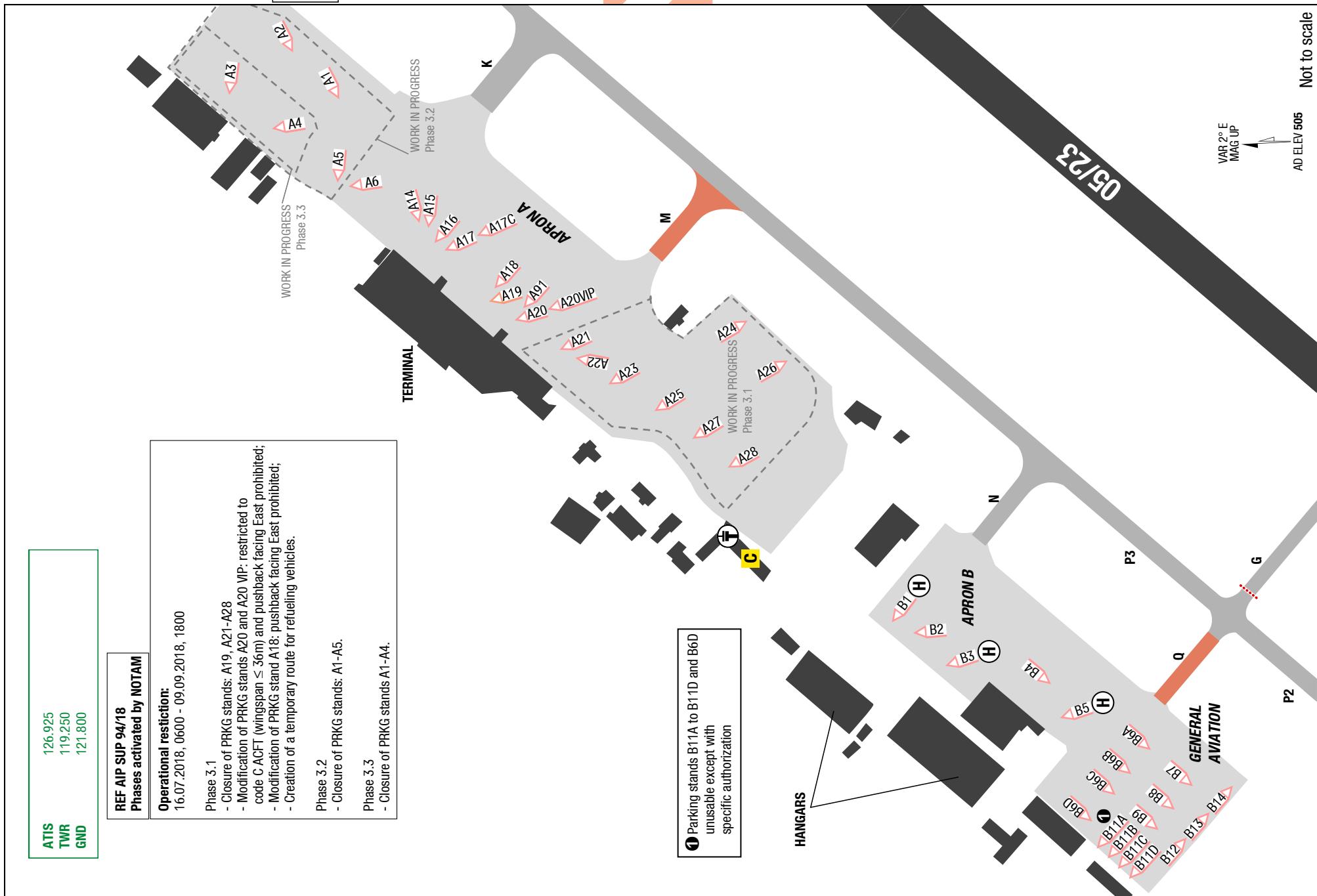
Entzheim Strasbourg France

ATIS 126.925
TWR 119.250
GND 121.800

3-20



RWY	TORA	ASDA	TODA
05	2400	2670	2695
23	2400	2673	2600



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APC
NIL
APC

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APC
NIL
APC

3-30



24-MAY-2018/UFN

17-MAY-2018

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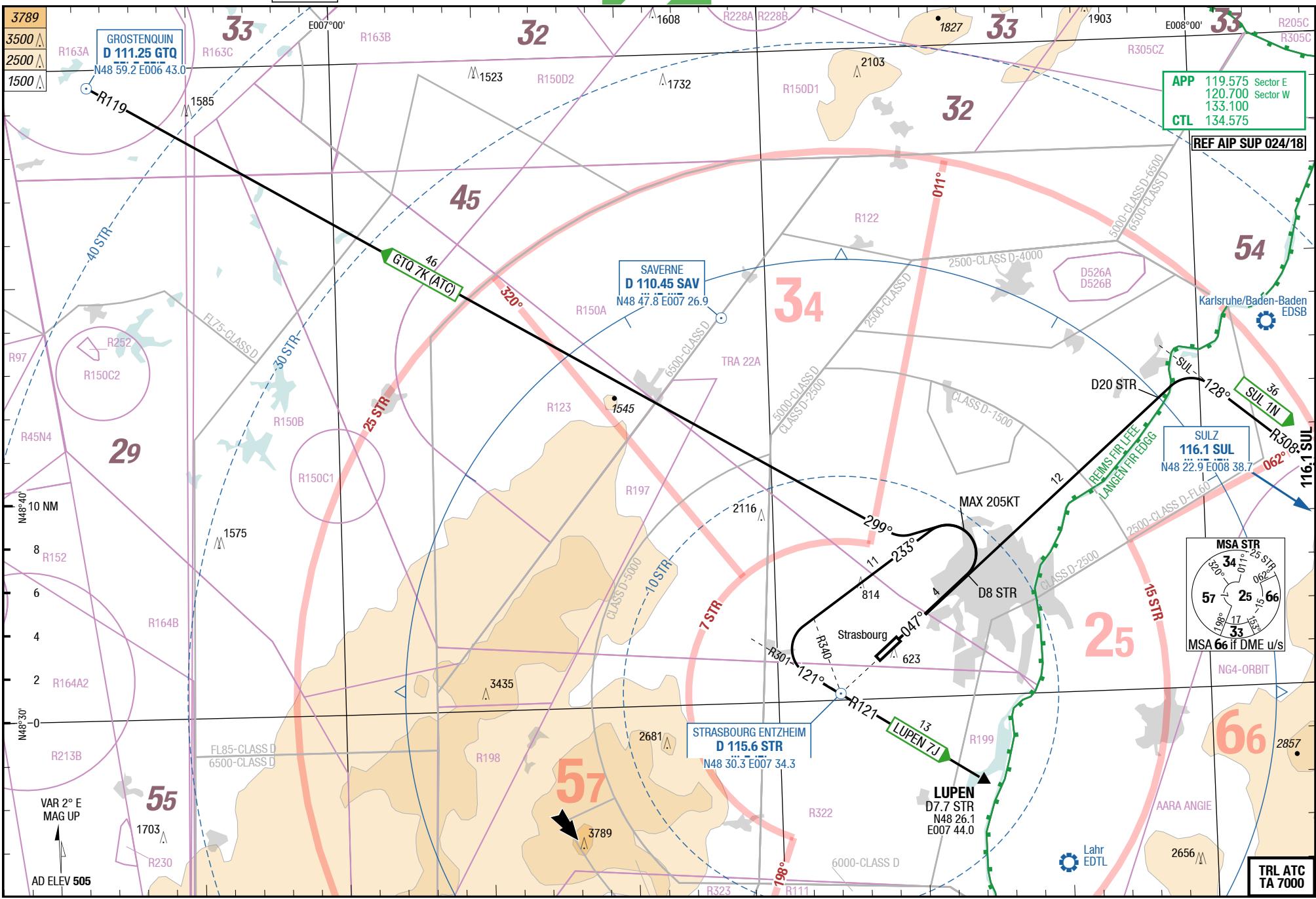
Tempo SIDs RWY 05

SID

SID

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Tempo SIDs RWY 05



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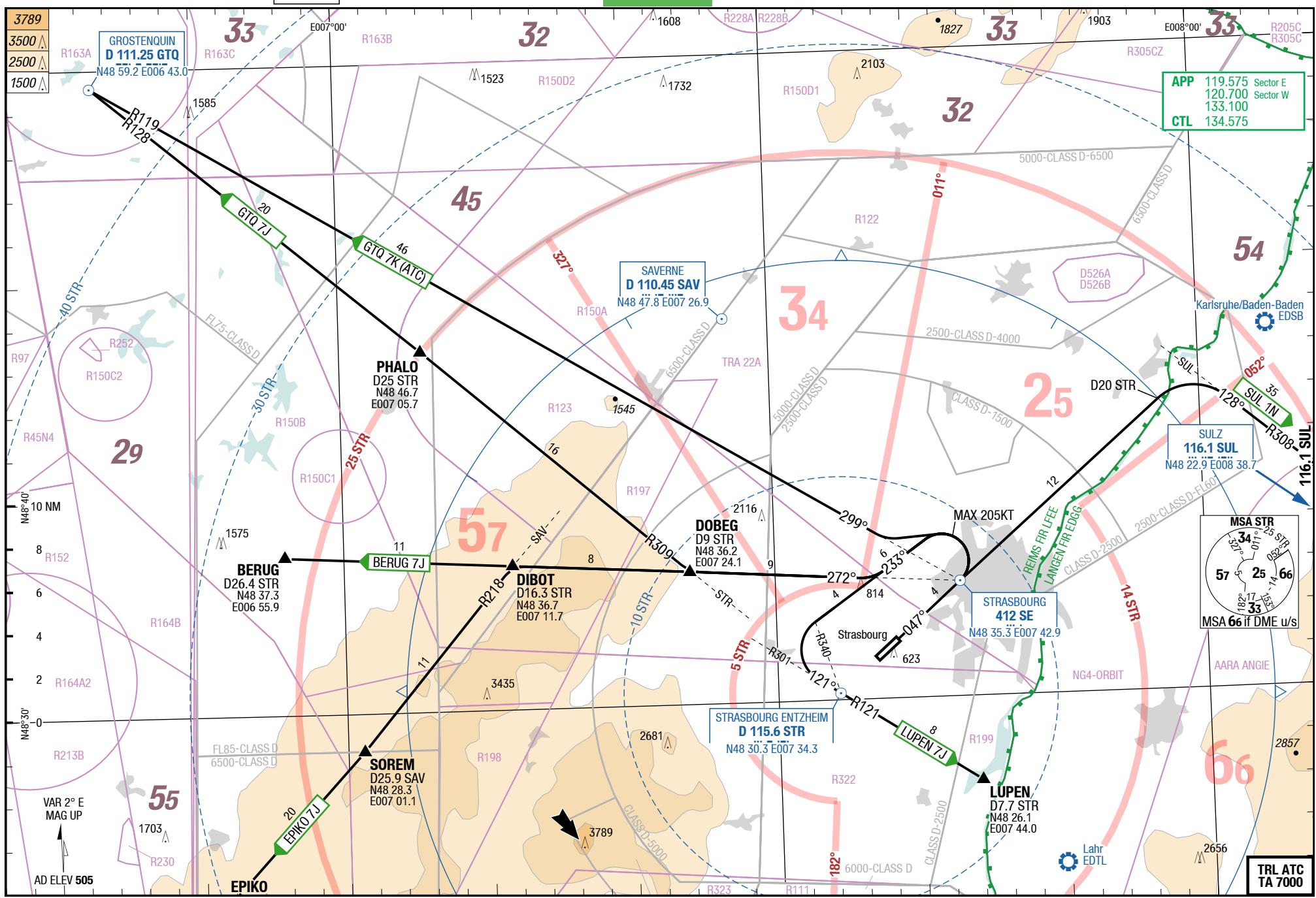
France **Strasbourg** Entzheim

SIDs RWY 05

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SIDs RWY 05

-10



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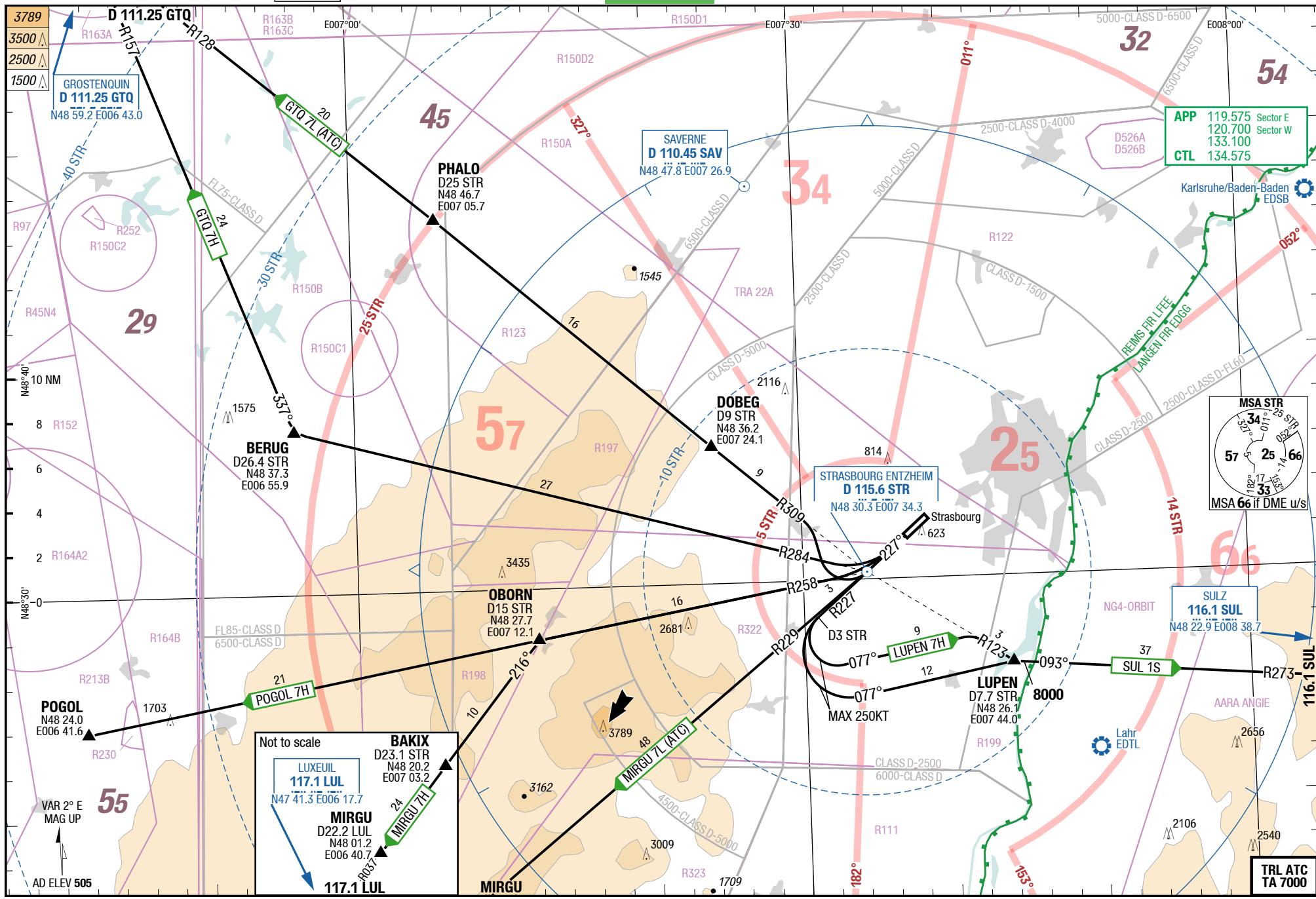
France Strasbourg Entzheim

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SIDs RWY 23

SIDs RWY 23

-20



5-08

GROSTENQUIN 7K / LUPEN 7J / OMNIDIRECTIONAL DEP / SULZ 1N

RWY 05 (047°)

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100
4.1%	ft/MIN	500	700	800	900	1000	1200
5.0%	ft/MIN	700	800	1000	1100	1300	1400
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
7.3%	ft/MIN	900	1200	1400	1600	1800	2000
8.4%	ft/MIN	1100	1300	1600	1800	2100	2300

DESIGNATOR	ROUTING	ALTITUDES
Runway 05		
GROSTENQUIN 7K GTQ 7K (ATC) 7.0% 120.700 ①②	at D8 STR LT (MAX 205KT) intercept R119 GTQ to GTQ	
LUPEN 7J 5.0% 119.575 ①③	at D8 STR LT (MAX 205KT) 233° - crossing R340 STR LT intercept R301 STR to STR - R121 STR to LUPEN	
OMNIDIRECTIONAL DEP (ATC) 4.1% 120.700 119.575 ①⑥	at 1500 proceed direct route climbing to MEA	
SULZ 1N SUL 1N 7.3% 8.4% 119.575 ①④⑤	at D20 STR RT intercept R308 SUL to SUL	

- ① If unable to comply with climb gradients, advise TWR upon first contact.
- ② Climb gradient 7.0% to 7000 when R197 (Dabo) and R198 (Donon) are active.
- ③ Climb gradient 3.8% to 5000 when R199 (Neuhof) is active.
- ④ Climb gradient 7.3% in order to receive VOR SUL at MNM 8000ft.
- ⑤ Climb gradient 8.4% applies in case of reclassification from D to G of one or both of the 1.2 Haguenau Sud and 2.3 Haguenau Nord parts of the Strasbourg TMA.
- ⑥ Theoretical climb gradient due to TWR altitude 4377ft at 23NM 079° of the ARP.

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5-10

SIDs RWY 05

BERUG 7J / EPIKO 7J / GROSTENQUIN 7J / GROSTENQUIN 7K / LUPEN 7J

RWY 05 (047°)

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05	
BERUG 7J 7.0% 120.700 ①②	at SE LT (MAX 205KT) 233° intercept QDR 272 SE to BERUG	
EPIKO 7J 7.0% 120.700 ①②	at SE LT (MAX 205KT) 233° intercept QDR 272 SE - at DIBOT LT intercept R218 SAV to SOREM - EPIKO	
GROSTENQUIN 7J GTQ 7J 7.0% 120.700 ①②	at SE LT (MAX 205KT) 233° intercept QDR 272 SE - at DOBEG RT intercept R309 STR to PHALO - GTQ	
GROSTENQUIN 7K GTQ 7K (ATC) 7.0% 120.700 ①③	at SE LT (MAX 205KT) intercept QDR 299 SE to GTQ	
LUPEN 7J 5.0% 119.575 ①④	at SE LT (MAX 205KT) 233° - crossing R340 STR LT intercept R301 STR to STR - R121 STR to LUPEN	

① If unable to comply with climb gradients, advise TWR upon first contact.

② Climb gradient 6.5% to 7000 when R197 (DABO) and R198 (DONON) are active.

③ Climb gradient 7.0% to 7000 when R197 (DABO) and R198 (DONON) are active.

④ Climb gradient 3.8% to 5000 when R199 (Neuhof) is active.

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5-20

SIDs RWY 05

OMNIDIRECTIONAL DEP / SULZ 1N

RWY 05 (047°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
7.3%	ft/MIN	900	1200	1400	1600	1800	2000
8.4%	ft/MIN	1100	1300	1600	1800	2100	2300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05	
OMNIDIRECTIONAL DEP 4.1% to MEA 120.700 119.575 ①	at 1500 proceed direct route climbing to MEA	
SULZ 1N SUL 1N 7.3% 8.4% 119.575 ①②③	at D20 STR RT intercept R308 SUL to SUL	

① If unable to comply with climb gradients, advise TWR upon first contact.

② Climb gradient 7.3% in order to receive SUL at MNM 8000ft.

③ Climb gradient 8.4% applies in case of reclassification from D to G of one or both of the 1.2 Haguenau Sud and 2.3 Haguenau Nord parts of the Strasbourg TMA

GROSTENQUIN 7H / GROSTENQUIN 7L / LUPEN 7H / MIRGU 7H / MIRGU 7L

RWY 23 (227°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200
8.5%	ft/MIN	1100	1300	1600	1900	2100	2400
8.9%	ft/MIN	1100	1400	1700	1900	2200	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
GROSTENQUIN 7H GTQ 7H 8.0% 120.700 ①②	direct STR - R284 STR - at BERUG RT intercept R157 GTQ to GTQ	
GROSTENQUIN 7L GTQ 7L (ATC) 8.0% 120.700 ①②	direct STR - R309 STR to GTQ	
LUPEN 7H 5.0% 119.575 ①③	direct STR - R227 STR - at D3 STR LT (MAX 250KT) 077° intercept R123 STR to LUPEN	
MIRGU 7H 8.0% 120.700 ①②	direct STR - R258 STR - at OBORN LT intercept R037 LUL inbound to BAKIX - MIRGU	
MIRGU 7L (ATC) 8.0% 120.700 ①	direct STR - R229 STR to MIRGU	

- ① If unable to comply with climb gradients, advise TWR upon first contact.
 ② Climb gradient 8.9% to 7000 when R197 (DABO) and R198 (DONON) are active.
 ③ Climb gradient 8.5% to 5000 when R199 (Neuhof) is active.

OMNIDIRECTIONAL DEP / POGOL 7H / SULZ 1S

RWY 23 (227°)

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400
5.0%	ft/MIN	700	800	1000	1100	1300	1400
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200
8.9%	ft/MIN	1100	1400	1700	1900	2200	2500
9.1%	ft/MIN	1200	1400	1700	2000	2300	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
OMNIDIRECTIONAL DEP 4.9% to MEA 120.700 119.575 ①	at 1500 proceed direct route climbing to MEA	
POGOL 7H 8.0% 120.700 ①②	direct STR - R258 STR to POGOL	
SULZ 1S SUL 1S 5.0% 119.575 ①③	direct STR - R227 STR - at D3 STR LT (MAX 250KT) 077° - at LUPEN intercept R273 SUL to SUL	R273 SUL at 8000

- ① If unable to comply with climb gradients, advise TWR upon first contact.
 ② Climb gradient 8.9% to 7000 when R197 (DABO) and R198 (DONON) are active.
 ③ Climb gradient 9.1% to receive SUL at MNM 8000ft.

24-MAY-2018/UFN

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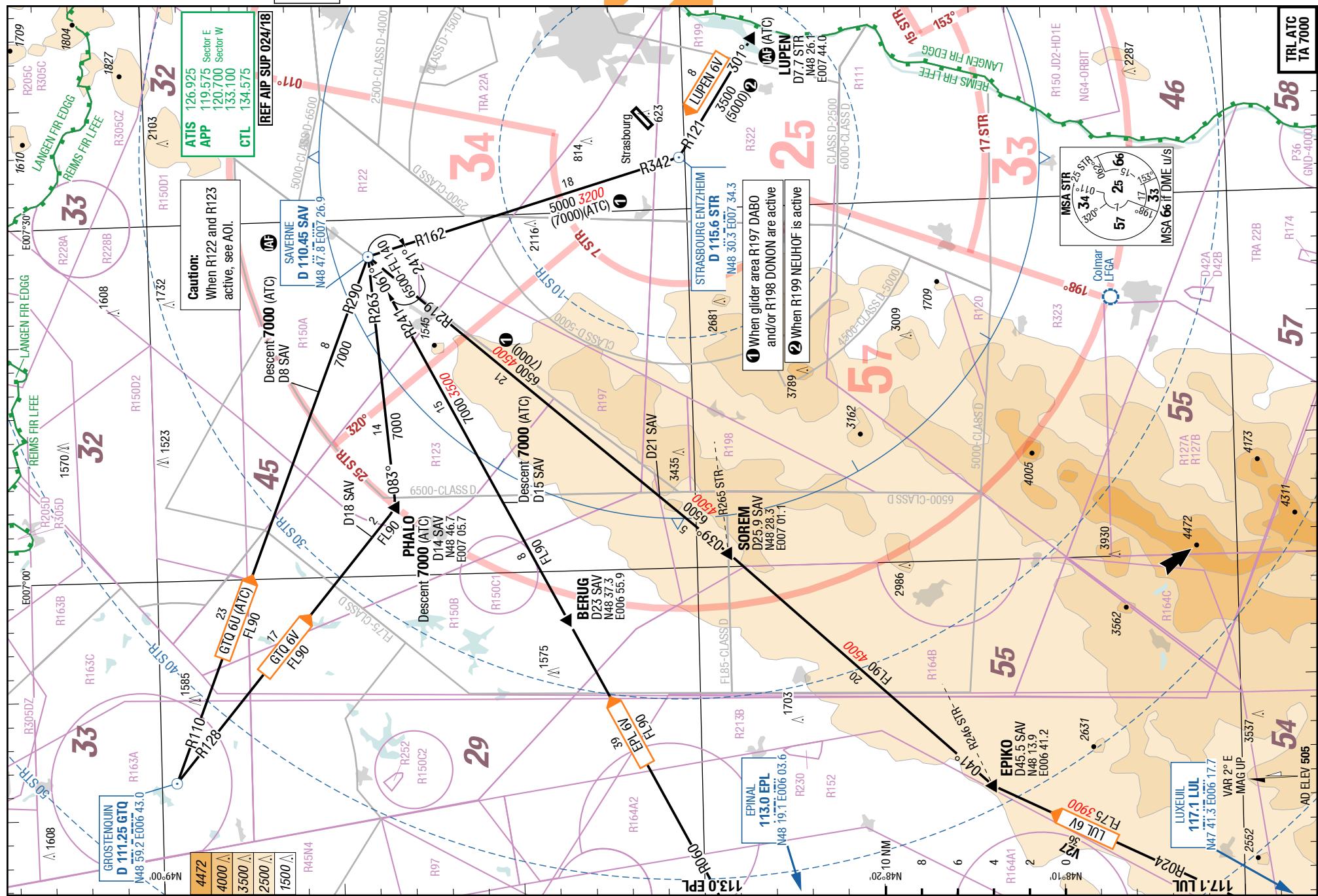
6-08

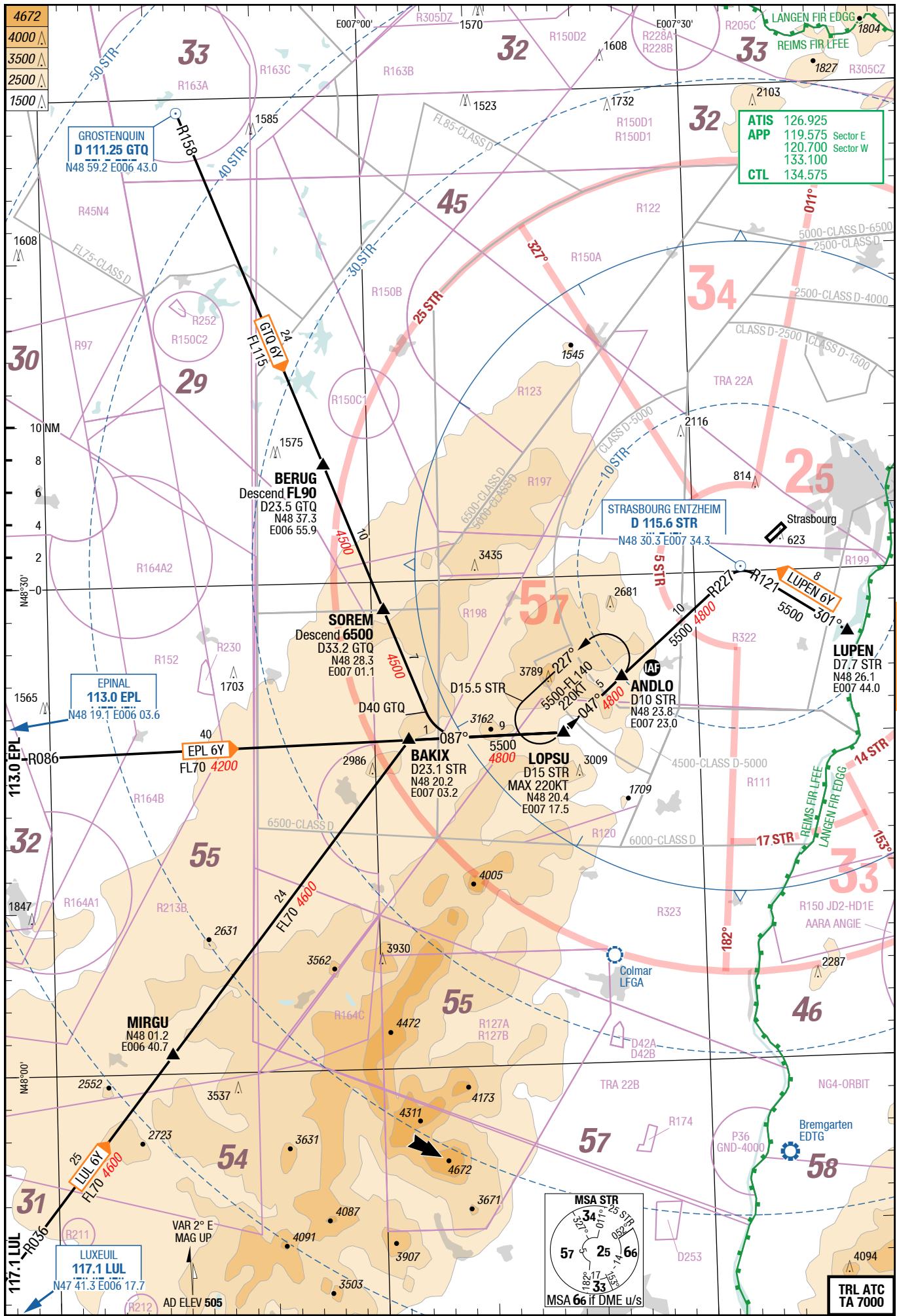
Tempo STARs RWY 23

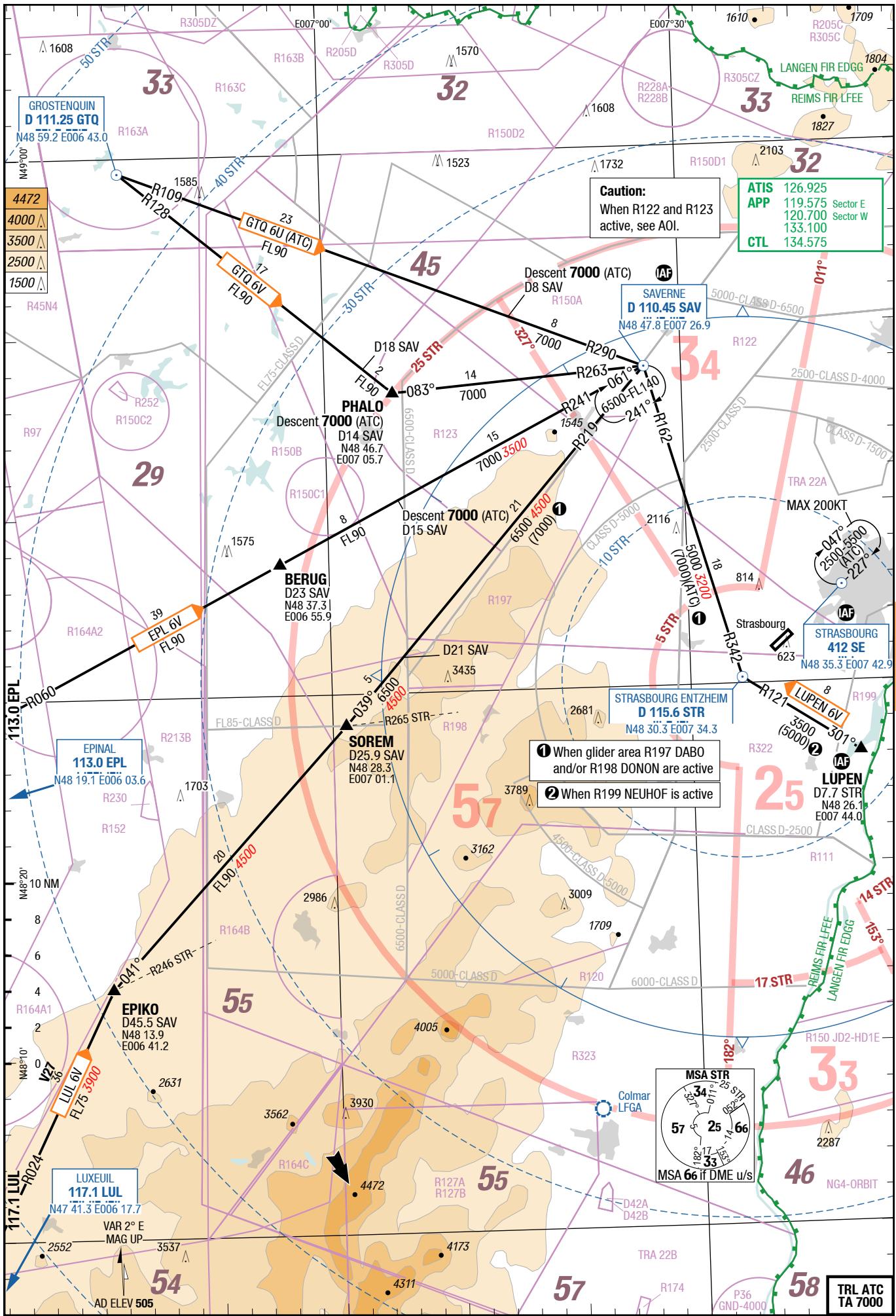
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CTAD

Tempo STARs RWY 23







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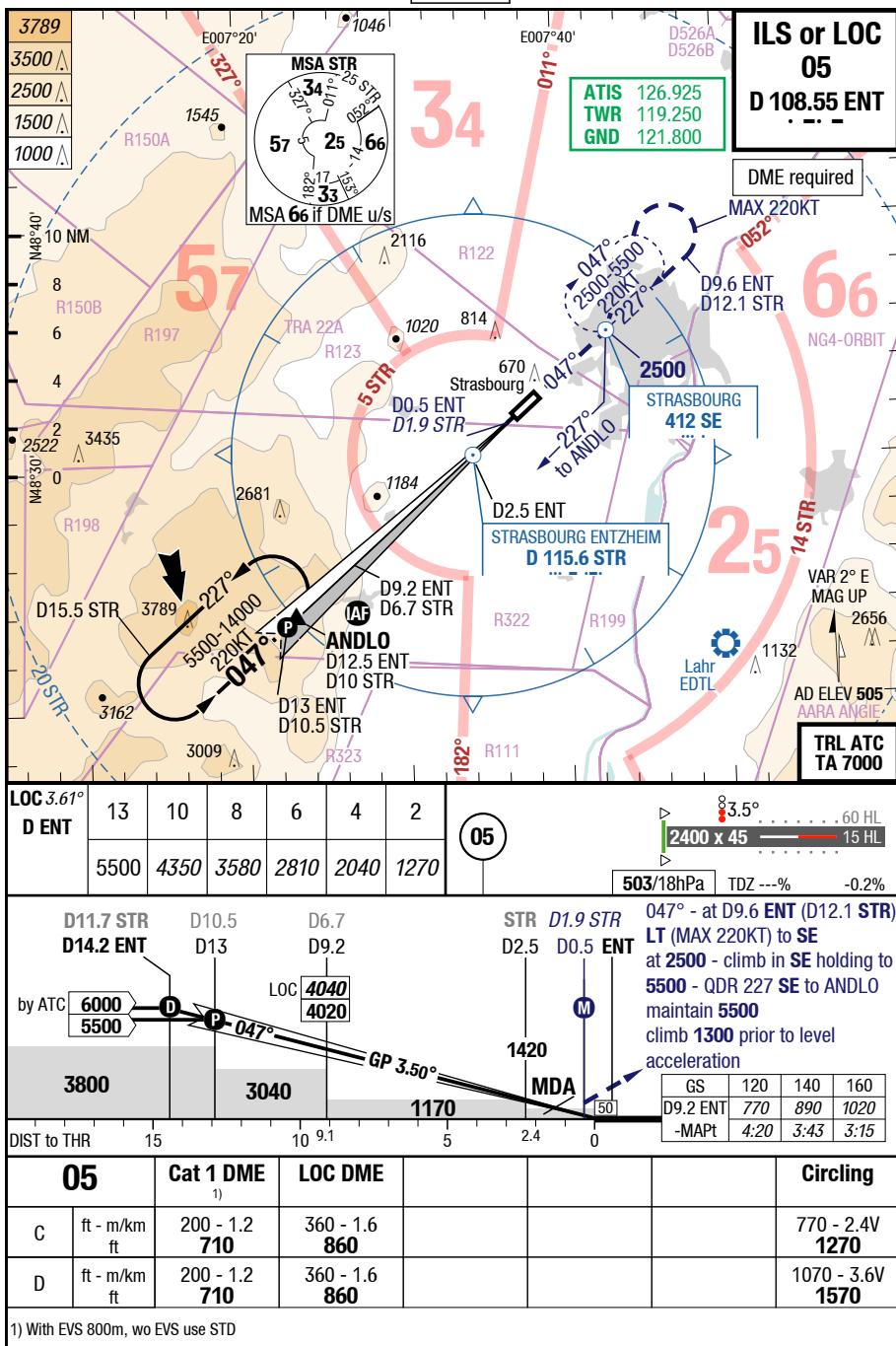
17-MAY-2018

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France Strasbourg Entzheim

7-10

ILS or LOC 05



Changes: MSA, OBST, SUAs, Editorial

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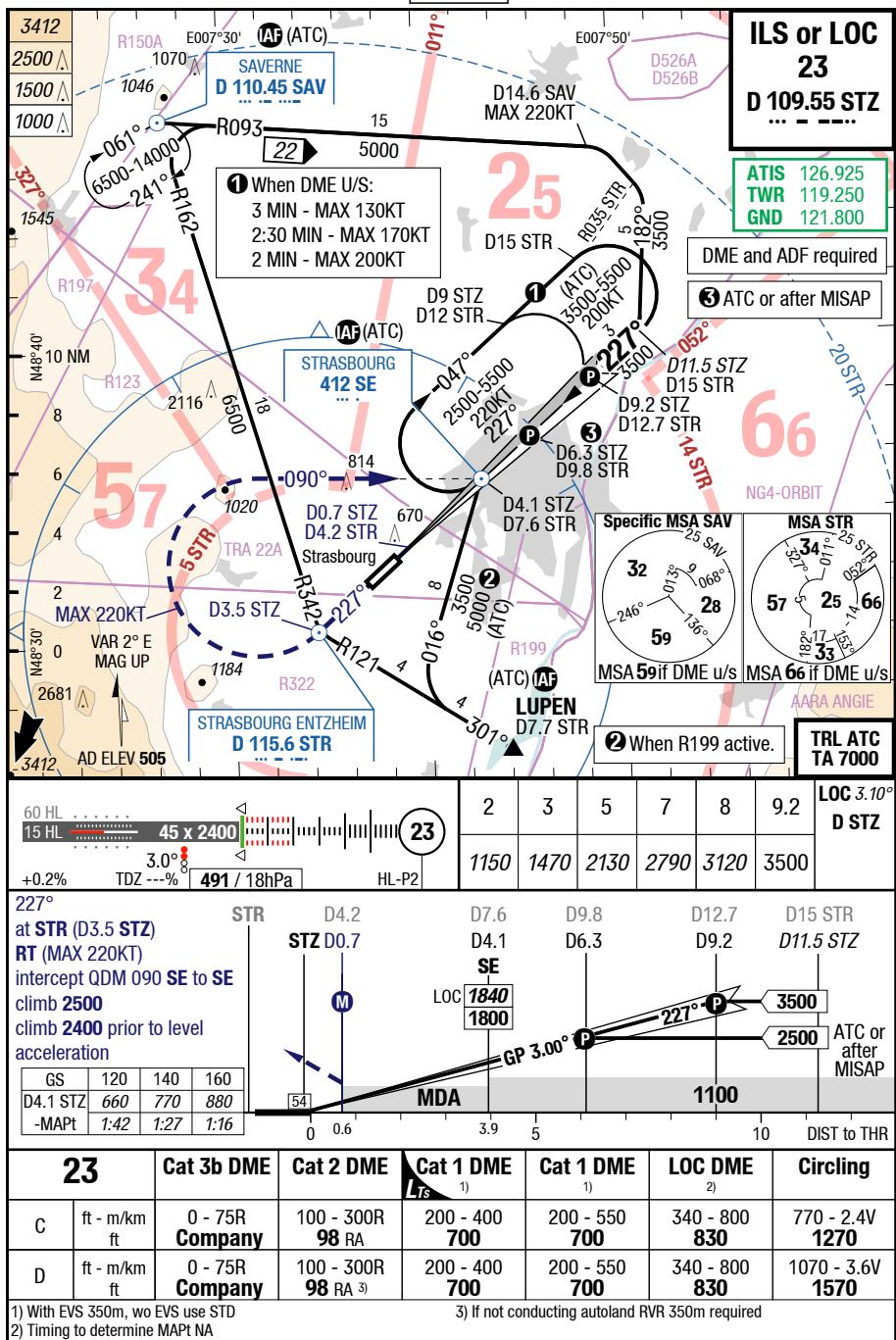
17-MAY-2018

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7-20

ILS or LOC 23



Changes: MSA, OBST, SUAs, Editorial

3) If not conducting autoland RVR 350m required

2) Timing to determine MAPt NA

2) Fitting to determine MAPt N

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ILS or LOC 23 (RNAV CDA)

7-30

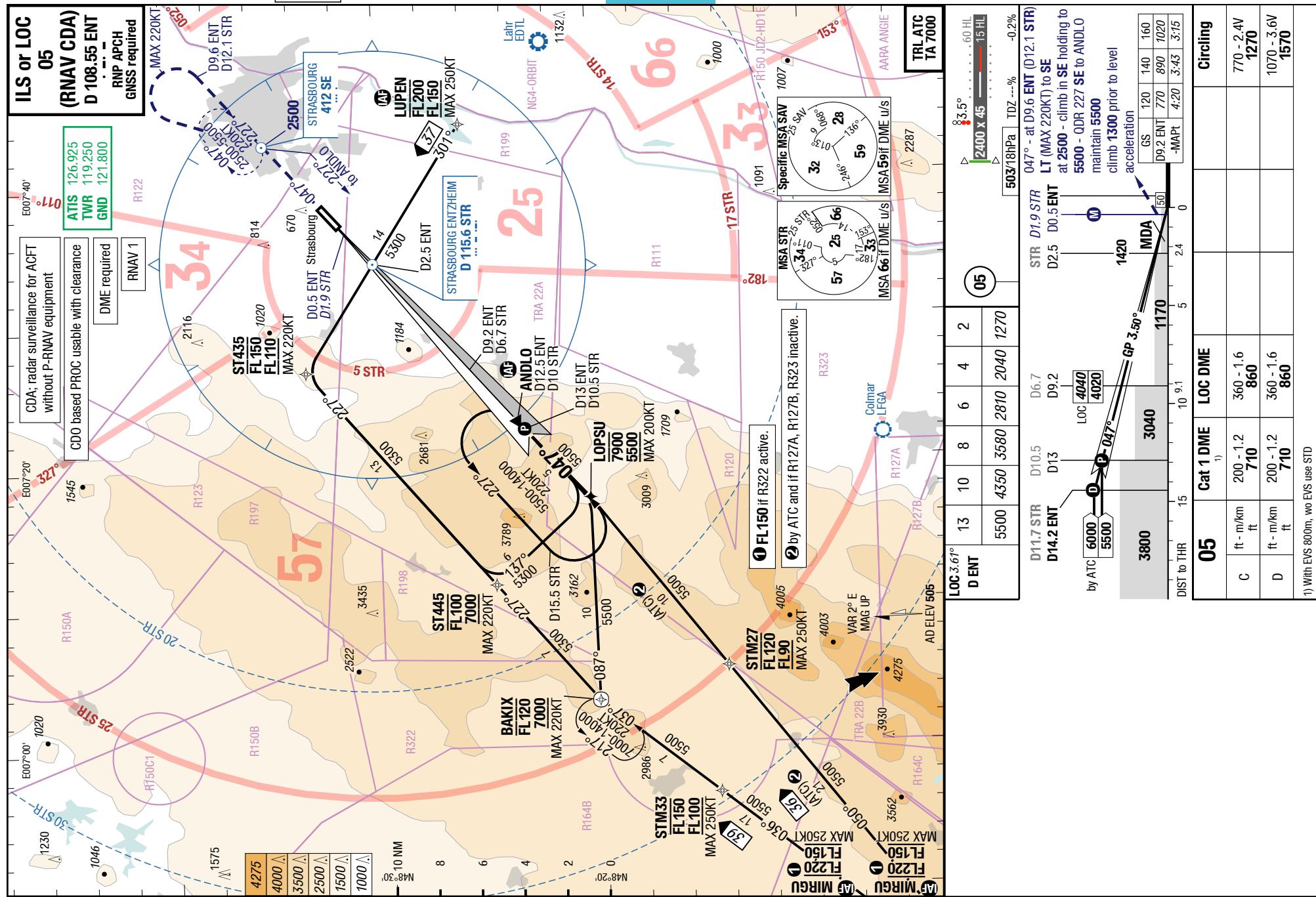
ILS or LOC 05 (RNAV CDA)

IAC

Entzheim Strasbourg Franc

ILS or LOC 23 (RNAV CDA)

ILS or LOC 05 (RNAV CDA)



Changes: MSA, Track, OBST, SUAs, Editorial

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7-40

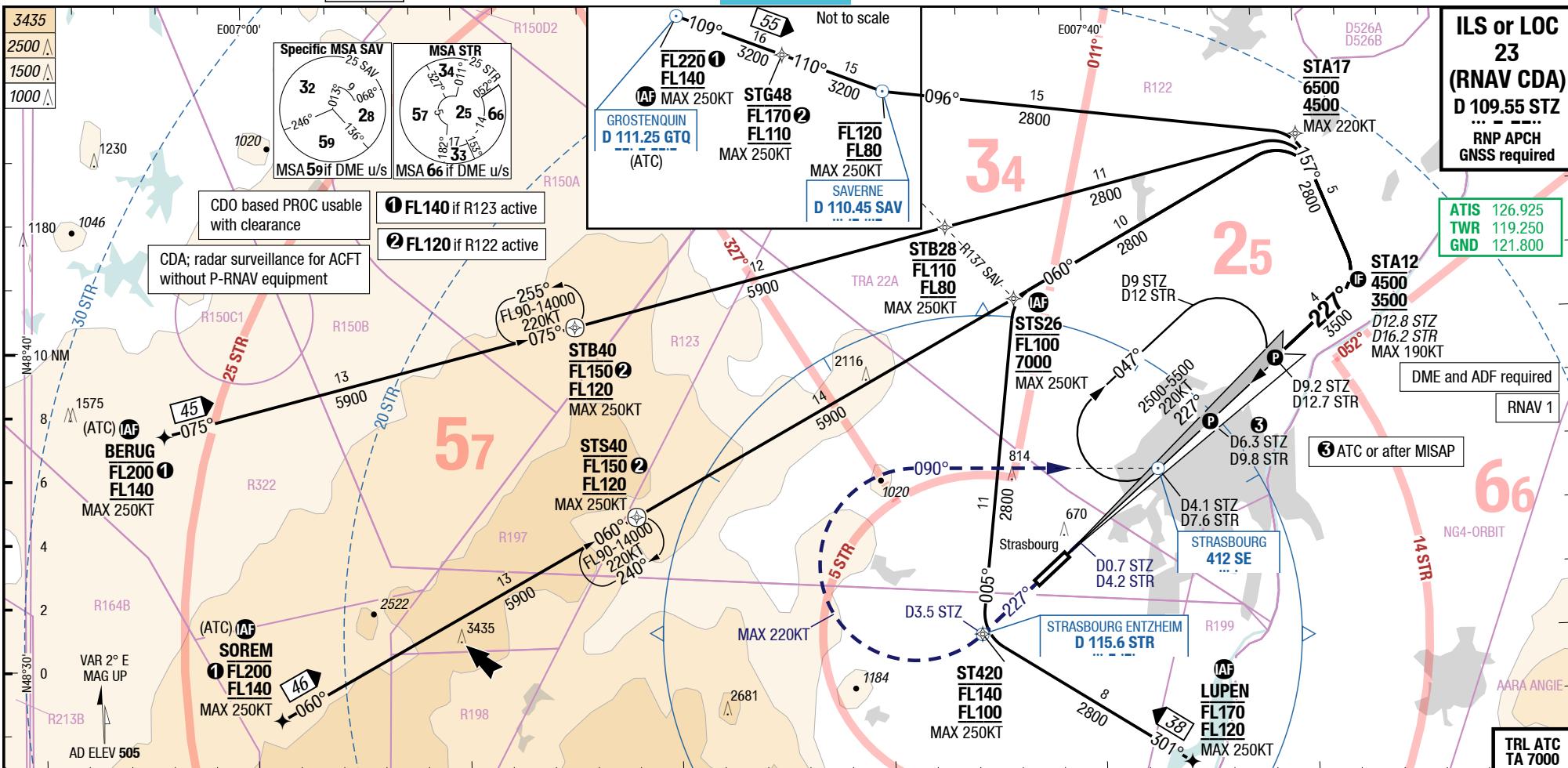
ILS or LOC 23 (RNAV CDA)

IAC

IAC

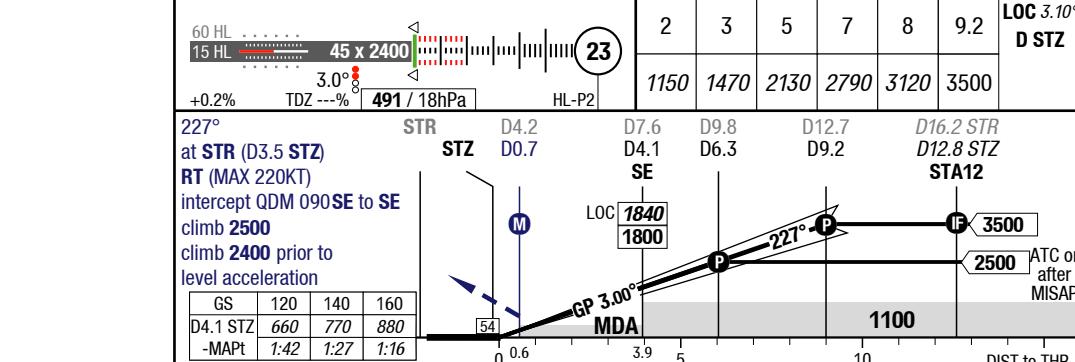
Entzheim Strasbourg France

ILS or LOC 23 (RNAV CDA)



23		Cat 3b DME	Cat 2 DME	Cat 1 DME	Cat 1 DME	LOC DME	Circling
C	ft - m/km	0 - 75R Company	100 - 300R 98 RA	200 - 400 700	200 - 550 700	340 - 800 830	770 - 2.4V 1270
D	ft - m/km	0 - 75R Company	100 - 300R 98 RA	200 - 400 700	200 - 550 700	340 - 800 830	1070 - 3.6V 1570

1) With EVS 350m, w/o EVS use STD
2) Timing to determine MAPt NA
3) If not conducting autoland RVR 350m required



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RNAV (GNSS) 23 (CDA)

RNAV (GNSS) 05 (CDA)

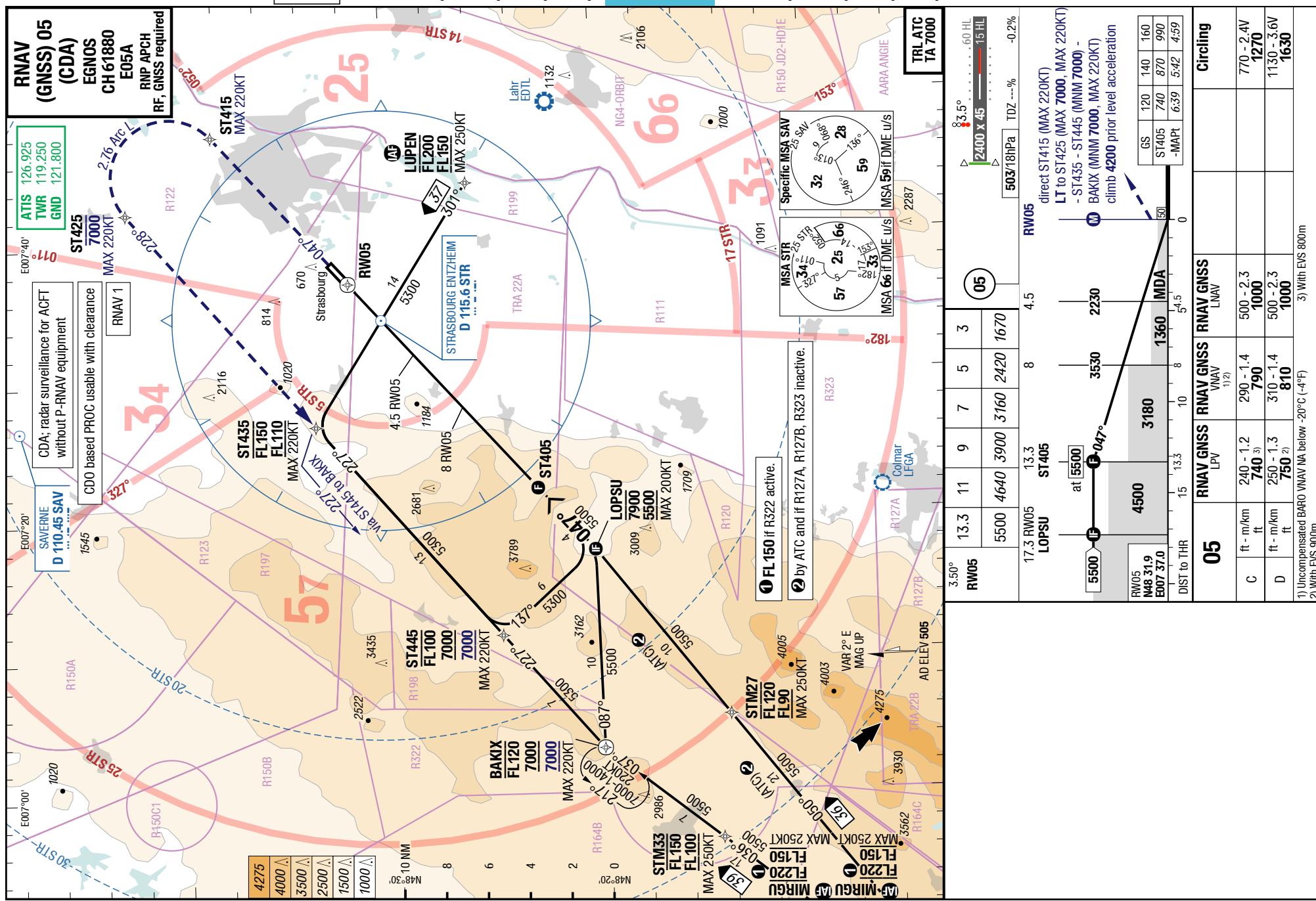
7-50

IAC

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RNAV (GNSS) 23 (CDA)

RNAV (GNSS) 05 (CDA)



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Entzheim **Strasbourg** France

14

7-60

RNAV (GNSS) 23 (CDA)

3435
2500
1500
1000

E007°00'

R150D2

25 SAV-068°

Specific MSA SAV

MSA STR

FL220 ①
FL140
IAF MAX 250KT **STC48**

RNAV GNSS 23 (CDA)

MSA 59 if DME u/s
MSA 66 if DME u/s

CDO based PROC usable
with clearance

- FL140 if R123 active
- FL120 if R122 active

SAVERNE
D 110.45 SAV

RNAV 1

ATIS 126.925
TWR 119.250

BERUG (ATC IAF) 1575

MAX 250KT

10 NM

8 6

30 STR

25 STR

R150C1

R150B

R322

13

5900

20 STR

075°

255
FL90-14000
220KT
075°

57

STB40
FL150
FL120
MAX 250KT

STS40
FL150
FL120
MAX 250KT

STRASBOURG ENTZHEIM D 115.6 STR

RW23

R199

IAF LUPEN

ST420
FL140
FL100
MAX 220KT
MAX 250KT

LUPEN
FL170
FL120
MAX 250KT

670
2800
301

2
005°
227°

A
R

TRL ATC TA 7000

106

60 Hz
15 Hz
+0.2%

45 x 2400

3.0°
TDZ ---%

491 / 18 hPa

HL-P2

	3	4	5	6	7	9.3
1500	1820	2140	2460	2780	3500	3.00° RW23

23	RNAV GNSS LPV 1) 2)	RNAV GNSS VNAV 3) 4)	RNAV GNSS LNAV		
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227°
RT to
STS20
(between
climb)

Runway RW23 (MAX 220KT) is aligned with ST420 (MAX 3500, MAX 220KT). Runway ST410 (MAX 3500, MAX 220KT) is aligned with STA12 (MAX 3500, MAX 220KT). The distance between the runways is 1790 meters. A point M is marked on the extension of RW23. An angle of 1° is indicated between the extension of RW23 and the extension of ST410. The runway IF is shown at the end of the alignment.

C	ft - m/km ft	240 - 600 730	280 - 750 770	430 - 1.3 920	
D	ft - m/km ft	250 - 600 740	290 - 750 780	430 - 1.3 920	

1) wo HGS RVR 750m required
 2) WTH EVO 400
 3) Uncompensated BARO VNAV NA below -20°C (-4°)
 4) WTH EVO 500

3.0m
level a

The timeline diagram illustrates the progression of the Minimum Detonation Assembly (MDA) over time. The x-axis represents time in seconds, ranging from 0 to 10. The y-axis represents the MDA value, ranging from 54 to 1700. A solid black line shows the MDA increasing linearly from 54 at 0 seconds to 1100 at 3.9 seconds, and then continuing to 1700 at approximately 9.3 seconds. A dashed blue arrow points from the text '221 prior to acceleration' towards the start of the MDA curve. A vertical grey shaded band highlights the interval between 3.9 and 9.3 seconds. The text '221' is written above the curve near the 9.3 mark.

Changes: MSA Track SJAs Editorial

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17-MAY-2018

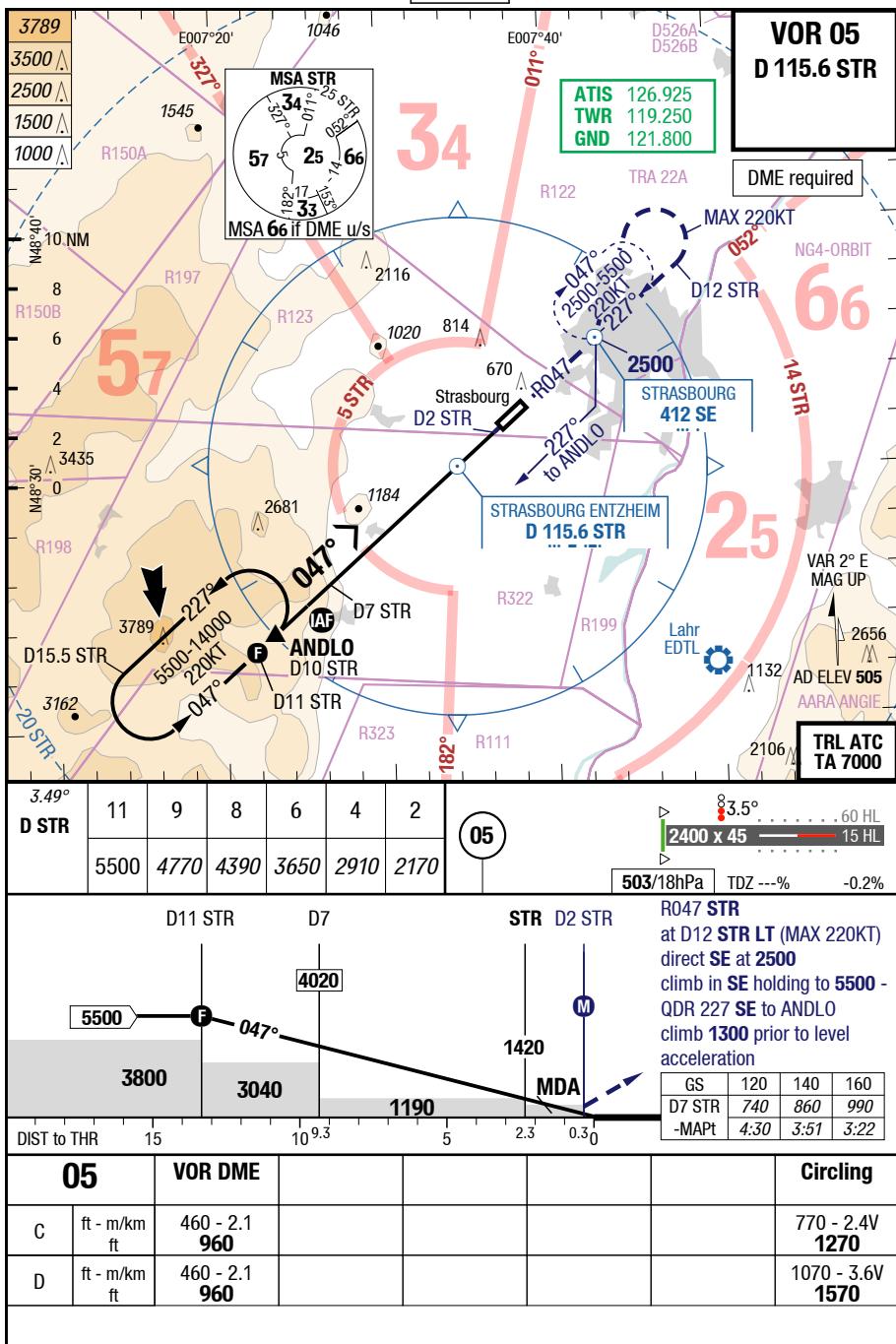
SXB-LFST

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7-70

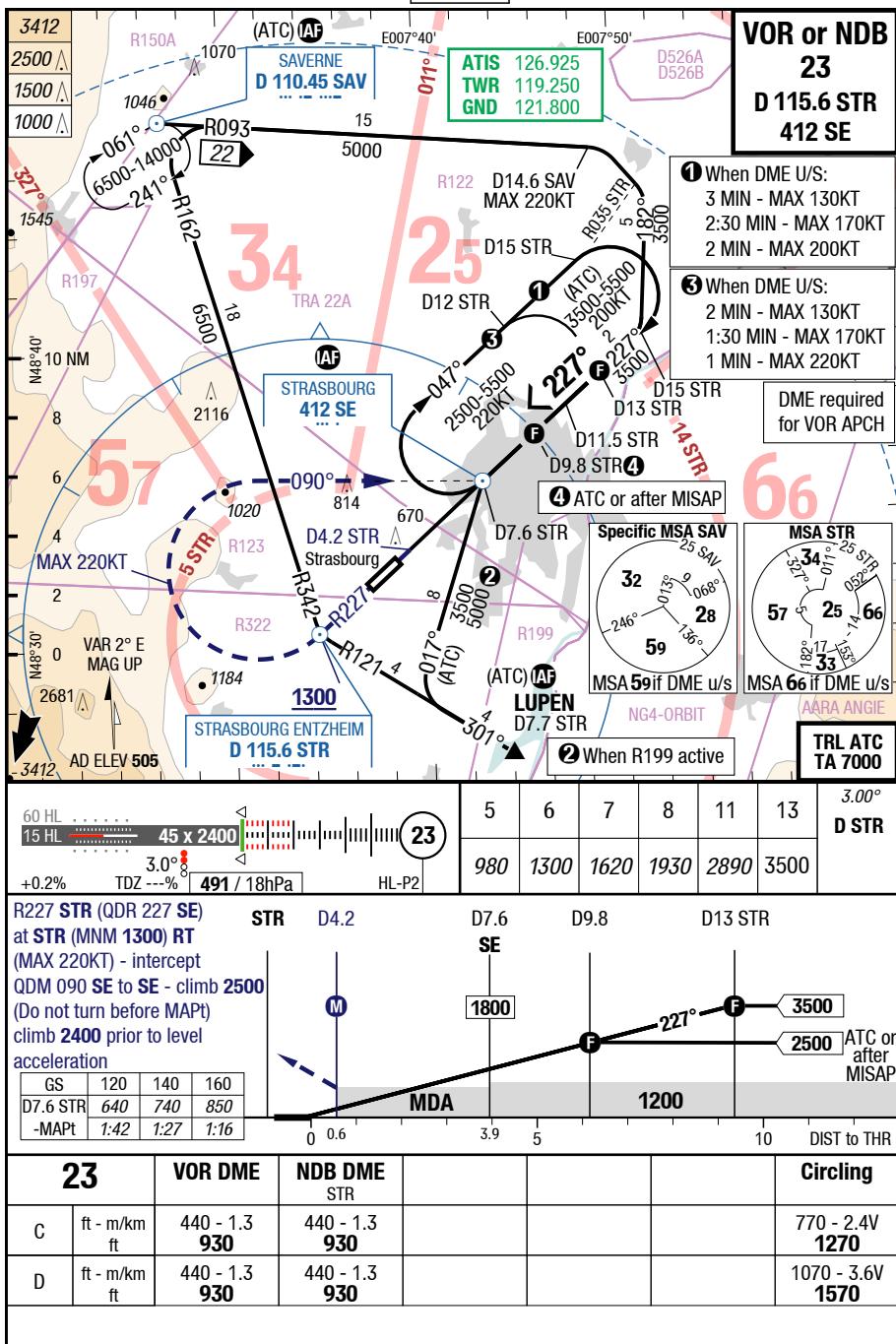
VOR 05

IAC



7-80

VOR or NDB 23



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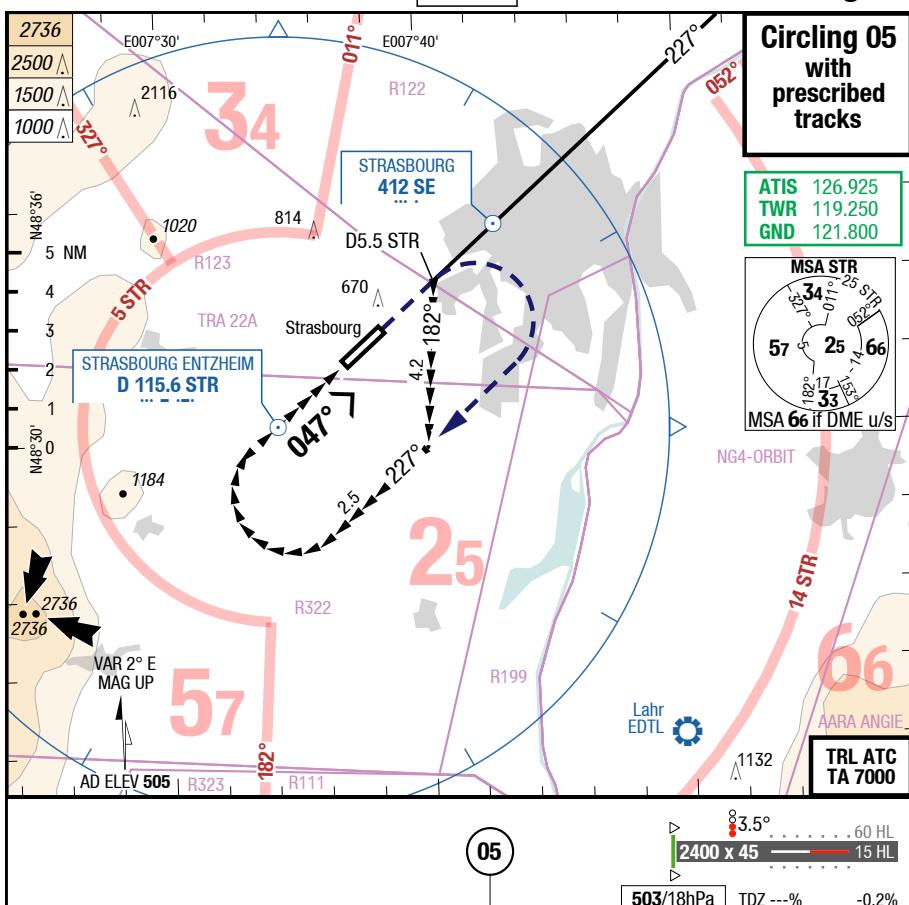
17-MAY-2018

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7-90

IAC

Circling 05

05						Circling P-TRK	Circling
C	ft - m/km ft					650 - 2.4V 1150	Not published
D	ft - m/km ft					710 - 3.6V 1210	Not published

Changes: MSA, SUAs

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17-MAY-2018

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MRC

MRC

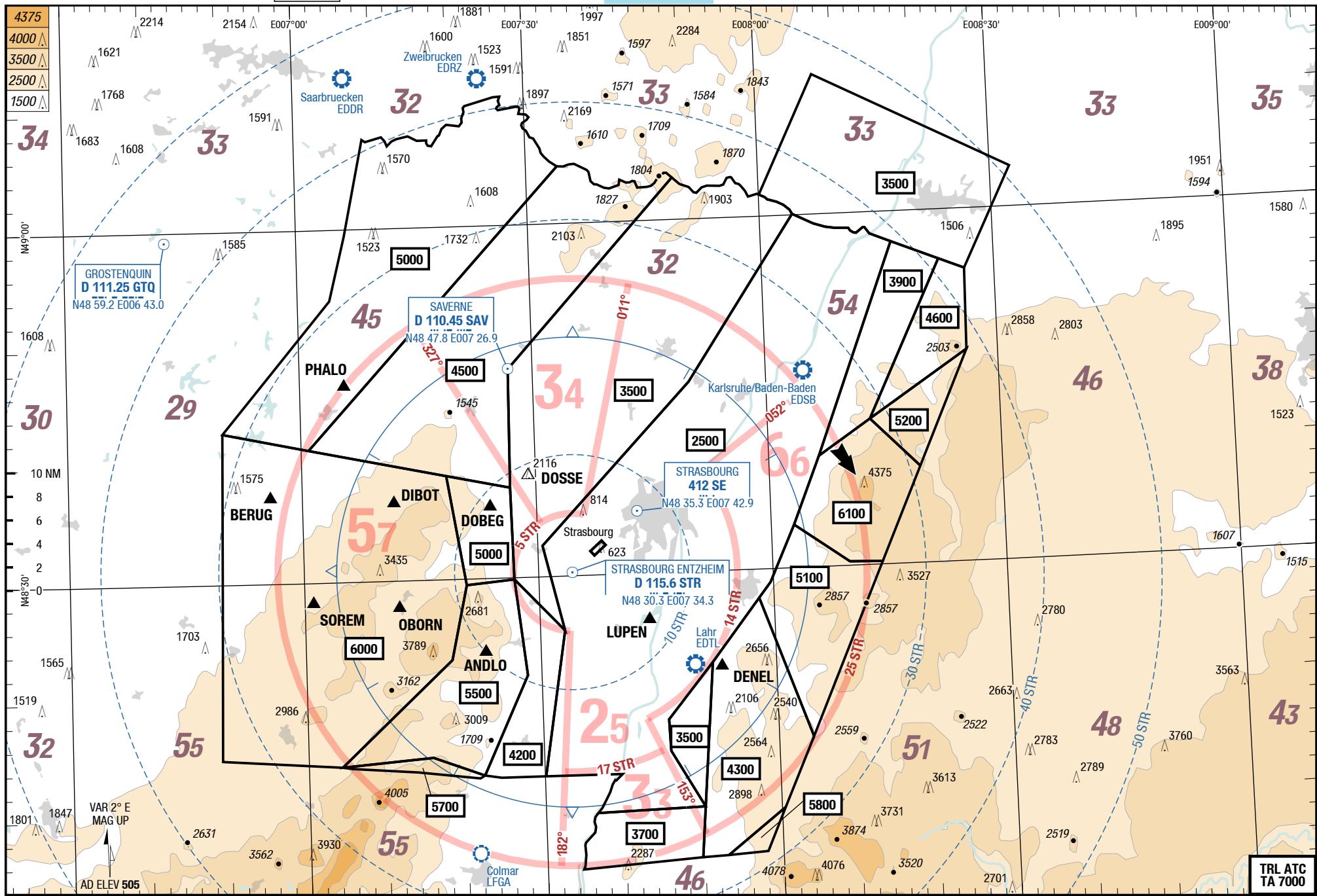
Entzheim Strasbourg France

NIL

NIL

MRC

8-10



Changes: MSA, MGA, OBST