STRASBOURG, FRANCE **MALEPPESEN** LFST/SXB 6 JUL 07 (10-1R) RADAR MINIMUM ALTITUDES ENTZHEIM Apt Elev West East Alt Set: hPa Trans level: By ATC Trans alt: 7000' 505' 120.7 119.45 5200 <: 3500 5800 2500 3500 3700 3500 STRASBOURG 4200 4500 DME 5700 VOR \$5000-5000 0009

CHANGES: Reissue.

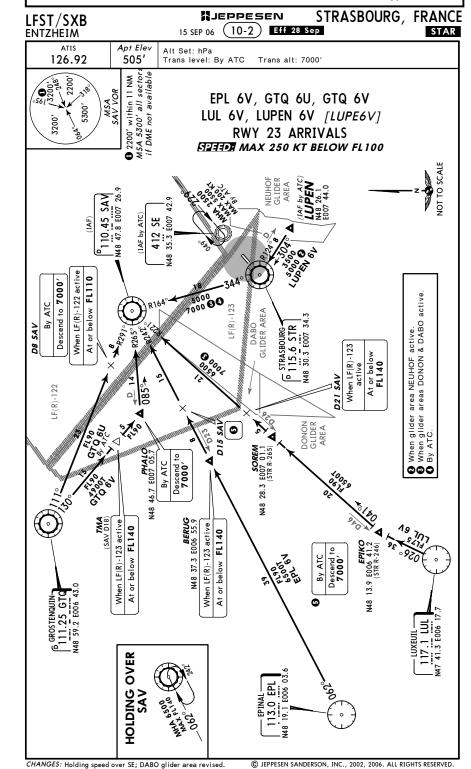
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STRASBOURG, FRANCE M JEPPESEN LFST/SXB 15 SEP 06 (10-2A) Eff 28 Sep ENTZHEIM Apt Elev Alt Set: hPa 126.92 505' Trans level: By ATC Trans alt: 7000 5700' Ø EPL 6Y, GTQ 6Y, LUL 6Y, LUPEN 6Y [LUPE6Y] &**0**& **RWY 05 ARRIVALS** MSA STR VOR 52410 MAX 250 KT BELOW FL100 1 2500' within 15 NM 2 2500' within 17 NM 3 2500' within 7 NM MSA 6600' all sectors if DME not available G GROSTENQUIN→ 111.25 GTQ N48 59.2 E006 43.0 TI.5.6 STR N48 30.3 E007 34.3 **BERUG** N48 37.3 E006 55.9 Descend to FL90 **SOREM** N48 28.3 E007 01.1 Descend to 6500 **D40 GTQ** N48 22.1 E007 05.4 **LUPEN** N48 26.1 E007 44.0 5500 E007 23.0 FL70 5500T BAKIX N48 20.2 E007 03.2 (STR D22) LOPSU N48 20.4 E007 17.5 EPL 6Y **EPINAL** 113.0 EPL N48 19.1 E006 03.6 N48 01.2 E006 40.7 **HOLDING OVER** NOT TO SCALE **ANDLO** - LUXEUIL -117.1 LUL N47 41.3 E006 17.7

CHANGES: STARs redesignated.

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STRASBOURG, FRANCE JEPPESEN LFST/SXB 2 JUL 04 (10-3) Eff 8 Jul ENTZHEIM Apt Elev Trans level: By ATC Trans alt: 7000' 505' BERUG 7J [BERU7J] EPIKO 7J [EPIK7J] **6 © RWY 05 DEPARTURES** MAX 205 KT 412 SE 35.3 E007 (STR D8) **DOBEG** N48 36.2 E007 24.1 (STR D9) ATC requirements and 7000' when glider to BERUG. to DIBOT, SE from bearing bearing If unable to comply a contact. DABO GLIDER AREA DONON GLIDER AREA To SE, turn turn LEFT, ir SID BERUG 7J EP IKO 7J CHANGES: MSA. © JEPPESEN SANDERSON, INC., 2004. ALL RIGHTS RESERVED.

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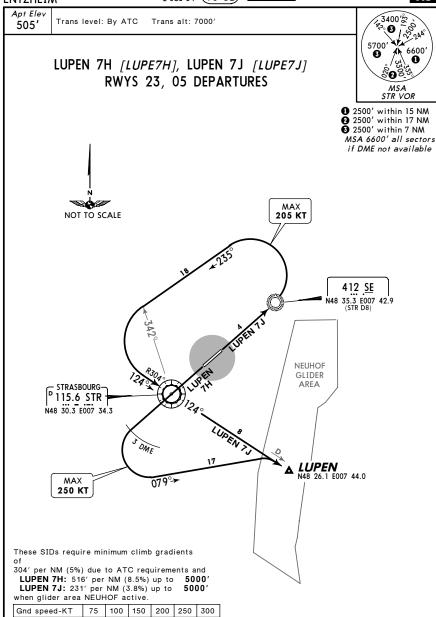
STRASBOURG, FRANCE #JEPPESEN LFST/SXB 2 JUL 04 (10-3A) Eff 8 Jul ENTZHEIM Trans level: By ATC Trans alt: 7000' 505' GTQ 7H, GTQ 7J, GTQ 7K, GTQ 7L 3400, 412 SE 35.3 E007 (STR D8) RWYS 23, 05 DEPARTURES MAX 205 KT N48 © 2500' © 2500' © 2500' MSA 660 if DME GTQ 7H, 7L: 541′ per NM (5%) due to FNM (7%) when glider areas DONON & DGNd speed-KT 75 100 1 541′ per NM 676 901 11. 425′ per NM 532 709 11 395′ per NM 494 658 9 To STR, turn RIGHT, STR R-28 intercept GTQ R-159 inbound to SE, turn LEFT, 235° track, SE to DOBEG, intercept STR F To SE, turn LEFT, intercept 31 P 115.6 STR N48 30.3 E007 34.3 RW 23 05 **DOBEG** 36.2 E007 24.1 GTQ 7K By ATC GTQ 7L By ATC SID GTQ 7H GTQ 7J DABO GLIDER AREA DONON GLIDER AREA 6 GROSTENQUIN 111.25 GTQ N48 59.2 E006 43.0

CHANGES: MSA.

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STRASBOURG, FRANCE **¾** JEPPESEN LFST/SXB 2 JUL 04 (10-3B) Eff 8 Jul ENTZHEIM ິ 3400′໕ Trans level: By ATC Trans alt: 7000 505' ₹્.€



646 861 1291 1722 2152 2552 516' per NM 506 760 1013 1266 1519 304' per NM 380 231' per NM 289 385 | 577 | 770 | 962 | 1155

If unable to comply advise Tower on first

SID

RWY ROUTING **LUPEN 7H** 23 To STR 3 DME, turn LEFT, 079° track, intercept STR R-124 to LUPEN. LUPEN 7J To SE, turn LEFT, 235° track, when passing STR R-342 turn LEFT, intercept STR R-304 inbound to STR, then to LUPEN.

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STRASBOURG, FRANCE MJEPPESEN LFST/SXB (10-3C) Eff 8 Jul SID ENTZHEIM Apt Elev Trans level: By ATC Trans alt: 7000' 505' MIRGU 7H [MIRG7H] MIRGU 7L [MIRG7L] **RWY 23 DEPARTURES** 000 To STR, turn RIGHT, STR R-260 to OBORN, turn LEFT, intercept LUL R-038 inbound to MIRGU. To STR, STR R-231 to MIRGU. Gnd speed-KT 304' per NM 541' per NM If unable to co E007 MIRGU 7L By ATC SID MIRGU 7H DABO GLIDER AREA DONON GLIDER AREA **BAKIX** N48 20.2 E007 03.2

CHANGES: MSA.

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STRASBOURG, FRANCE **¾** JEPPESEN LFST/SXB ENTZHEIM 10 MAR 06 (10-3D) Eff 16 Mar Apt Elev 3400′⋩ Trans level: By ATC Trans alt: 7000 505' E 3 70 744 6600' 33, **0** POGOL 7H [POGO7H] **RWY 23 DEPARTURE** MSA STR VOR 1 2500' within 15 NM 2 2500' within 17 NM 3 2500' within 7 NM MSA 6600' all sectors if DME not available NOT TO SCALE DABO GLIDER AREA DONON GLIDER AREA **OBORN** N48 27.7 E007 12.1 STRASBOURG 115.6 STR **POGOL** N48 30.3 E007 34.3 This SID requires minimum climb gradients 304' per NM (5%) due to ATC requirements and 541' per NM (8.9%) up to 7000' when glider areas DONON & DABO active. 75 | 100 | 150 | 200 | 250 | 300 Gnd speed-KT 304' per NM 380 506 760 1013 1266 1519 676 901 1352 1803 2253 2704 541' per NM If unable to comply advise Tower on first ROUTING Climb on runway heading to STR, turn RIGHT, STR R-260 to POGOL

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LFST/SXB ENTZHEIM

M JEPPESEN

STRASBOURG, FRANCE

10 MAR 06 (10-3E) Eff 16 Mar

Apt Elev 505'

Trans level: By ATC Trans alt: 7000'

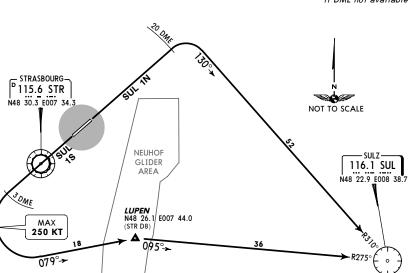
SUL 1N, SUL 1S RWYS 05, 23 DEPARTURES





1 2500' within 15 NM 2500' within 17 NM 3 2500' within 7 NM

MSA 6600' all sectors if DME not available



These SIDs require minimum climb gradients

304' per NM (5%) due to ATC requirements and SUL 1N: 444' per NM (7.3%) to receive SUL at or above **8000'.** 510' per NM (8.4%) when glider area

HAGUENAU active (if unable to comply, advise ATC).

SUL 1S: 292' per NM (4.8%) up to 5000' when glider area NEUHOF active and 553' per NM (9.1%) to receive SUL at or above 8000'.

Gnd speed-KT	75	100	150	200	250	300
553' per NM	691	922	1382	1843	2304	2765
510' per NM	638	851	1276	1701	2127	2552
444' per NM	554	739	1109	1479	1848	2218
304' per NM	380	506	760	1013	1266	1519
292' per NM	365	486	729	972	1215	1458

If unable to comply advise Tower on first contact.

SID	RWY	ROUTING
SUL 1N	05	Climb on runway heading to STR 20 DME, turn RIGHT, intercept SUL R-310 inbound to SUL.
SUL 1S	23	Climb on runway heading to STR 3 DME, turn LEFT, 079° track to LUPEN, intercept SUL R-275 inbound to SUL.

RWYS 05, 23 OMNIDIRECTIONAL DEPARTURES

These SIDs require minimum climb gradients

RWY 05: 249' per NM (4.1%) due to obstacle of 4377' at 080°/23 NM from ARP. RWY 23: 298' per NM (4.9%) due to obstacle

of 2799' at 232°/11 NM from ARP

Gnd speed-KT	75	100	150	200	250	300
249' per NM	311	415	623	830	1038	1246
298' per NM	372	496	744	992	1241	1489

ROUTING

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Climb to 1500', then depart omnidirectional and climb to enroute safe altitude

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" JEPPESEN LFST/SXB 27 NOV 98 10-4 **ENTZHEIM**

STRASBOURG, FRANCE

NOISE ABATEMENT

SUMMER : LT minus 2 HOURS = UTC (Z) WINTER : LT minus 1 HOUR = UTC (Z)

ARRIVALS

SPEED RESTRICTION

MAX IAS 250 KT within controlled airspace.

NIGHT FLYING RESTRICTIONS

Aircraft licensed in accordance with ICAO Annex 16, Chapter 2:

Take-offs and landings are prohibited between 2300-0600LT.

Other aircraft:

Take-offs are prohibited between 2330-0600LT (delayed scheduled flights between

Landings are prohibited between 0000-0500LT (delayed scheduled flights between 0030-

All landings planned to take place between 0500-0600LT are subject to prior permission from the North East Civil Aviation Directorate (DAC/NE) giving 4 weeks notice.

Flights not being subject to the above given restrictions are

- emergency landings;
- diverted aircraft due to meteorological conditions;
- civil security flights;
- official mail service flights;
- search and rescue flights;
- medical flights:
- state aircraft or aicraft on state business;
- humanitarian flights.

RUN-UP TESTS

Testing of engines is prohibited between 2200-0600LT, on an exceptional basis between 2300-0500LT.

AUXILIARY POWER UNITS (APU)

The use of APUs is only allowed for 60 minutes before departure or 20 minutes after arrival.

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LFST/SXB STRASBOURG, FRANCE M JEPPESEN Apt Elev **505**' N48 32.5 E007 38.1 26 JAN 07 (10-9) **ENTZHEIM** STRASBOURG Ground Tower 126.92 126.87 121.8 o⁰o⁰⁷⁻³⁷ 0 000 0 07-39 07-38 48-33 FOR PARKING 48-33 000 00 **POSITIONS** SEE 10-9A to o FOR PARKING POSÍTIONS SEE 10-9A VAR 0° Rwy 23 is approved for CAT II/III operations, special aircrew and aircraft certification required. Birds in vicinity of airport. 48-32 ·14: 623' 886' 270m Stopway 400 Meters 0 07-37 07-38 07-39 ADDITIONAL RUNWAY INFORMATION USABLE LENGTHS LANDING BEYOND-Glide Slope RWY Threshold TAKE-OFF WIDTH HIRL (60m) CL (15m) KEIL FAIT-LUSS /
HIRL (60m) CL (15m) HIALS-II TDZ REIL RVR HIRL (60m) CL (15m) REIL PAPI-L(3.5°) 7021' 2140m 148' 45m 6901' 2103m Rwy grooved. 2 PAPI-L (3.0°)

PREFERENTIAL RUNWAY SYSTEM:

If not directed otherwise and wind speed is less than 2 m/sec, use rwy 23.

LOW VISIBILITY PROCEDURE:

Twy F and G closed.

J	JAR-OPS TAKE-OFF														
	Rwy 23		All Rwys												
	LVP must be	L	VP must be in Fo												
	in Force Approved Operators														
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)									
A B	125m	150m	200m	250m	400	500									
CD	150m	200m	250m	300m	400m	500m									
0	Operators applying	g U.S. Ops Specs:	CL required below	/ 300m; approved g	uidance system rec	uired									

CHANGES: LVP.
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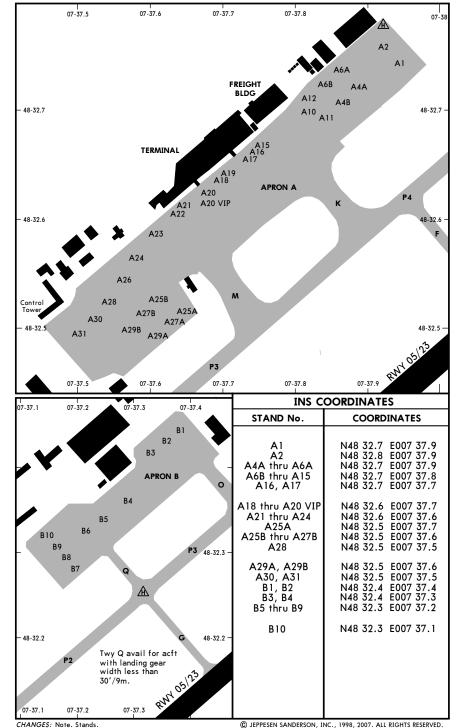
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LFST/SXB STRASBOURG, FRANCE
26 JAN 07 (10-9A)

STRASBOURG, FRANCE
ENTZHEIM



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JEPPESEN STRASBOURG, FRANCE LFST/SXB 13 AUG 04 (10-9B) ENTZHEIM

					0 700	J 04	<u> </u>	- 70	/							ENTZHEIN
				ΑI	TER	NA	ΓIVE	USI	E OF	STA	AND	S				
STANDS OCCUPIED							S	TAND	S NO	T AV	AILA	BLE				
	A 1	A 2	A 4A	A 4B	A 6A	A 6B	A 10	A 11	A 12	A 15	A 16	A 17	A 18	A 19	A 20	
A1 SELF- MANEUVERING																
A2 SELF- MANEUVERING																
A4A SELF- MANEUVERING				х												
A4B SELF- MANEUVERING			х													
A6A SELF- MANEUVERING						х										
A6B SELF- MANEUVERING					х											
A10 PUSH-BACK								х	х							
A10 SELF- MANEUVERING			х	х	х	х		х	х							
A11 SELF- MANEUVERING							х									
A12 SELF- MANEUVERING							х									
A15 PUSH-BACK										s	х					
A16 PUSH-BACK										х		х				
A17 PUSH-BACK											х	s				
A18 PUSH-BACK													s	х		
A19 PUSH-BACK													х		х	
A20 PUSH-BACK														х		

① Only when blast fence is available.

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LFST/SXB

∏ JEPPESEN 13 AUG 04 (10-9C)

STRASBOURG, FRANCE ENTZHEIM

ENTZHEI/													IM							
ALTERNATIVE USE OF STANDS STANDS OCCUPIED STANDS NOT AVAILABLE																				
STANDS OCCUPIED								ST.	AND:	_	T AV									
	A 21	A 22	A 23	A 24	A 25	A 26	A 27	A 28	A 29	A 30	A 31	В 1А	B 1B	B 1C	B 2A	B 2B	B 2C	B 3A	В 3В	B 3C
A21 PUSH-BACK	s	х																		
A21 SELF- MANEUVERING	Р	х																		
A22 SELF- VIP MANEUVERING	х		х	х																
A23 PUSH-BACK		х	S	S																
A23 SELF- MANEUVERING		х	Р	S																
A24 PUSH-BACK		х		S		S														
A24 SELF- MANEUVERING		х	Х	Р		s														
A25A PUSH-BACK					S															
A25B SELF- MANEUVERING					Р															
A26 PUSH-BACK						S		s												
A26 SELF- MANEUVERING				х		Р		s												
A27A PUSH-BACK							s													
A27 SELF- MANEUVERING							Р													
A28 PUSH-BACK								s		S										
A28 SELF- MANEUVERING						S		Р		S										
A29A PUSH-BACK									Р											
A29B SELF- MANEUVERING									s											
A30 PUSH-BACK										S	х									
A30 SELF- MANEUVERING								х		Р	х									
A31 PUSH-BACK										Х										
B1A SELF- MANEUVERING													Х	Х	х	х	х			
B1B SELF- MANEUVERING												Х		Х	х	Х	х			
B1C PUSH-BACK												Х	Х		х	х	х			
B2A SELF- MANEUVERING												Х	Х	Х		Х	Х	х	Х	Х
B2B PUSH-BACK												Х	Х	Х	х		х	х	х	Х
B2C PUSH-BACK												Х	Х	Х	х	Х		х	х	Х
B3A SELF- MANEUVERING															х	Х	х		х	Χ
B3B SELF- MANEUVERING															х	Х	Х	Х		Χ
B3C PUSH-BACK	_														Χ	Χ	Χ	Х	Χ	
Additional stands B4	thru	R10	are s	elt-r	nane	uver	ıng.													

Additional stands B4 thru B10 are self-maneuvering. Stands B4 thru B6 usable only when blast fence is available.

Only when blast fence is available. X = All traffic prohibited

CHANGES: Stand availability.

S = Self-maneuvering prohibited

P = Push-back prohibited

X = All traffic prohibited
S = Self-maneuvering prohibited

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STRASBOURG, FRANCE MJEPPESEN. LFST/SXB 2 JUL 04 (11-1) Eff 8 Jul ILS Rwy 05 ENTZHEIM STRASBOURG Tower ATIS STRASBOURG Approach 126.92 120.7 119.45 126.87 121.8 ILS LOC Final GS Apt Elev 505' 3400′° ENT Apch Crs D9.2 ENT DA(H) 5700' 0 6600' RWY 503 108.55 049° 4020' (3517') 703' (200') MISSED APCH: Climb STRAIGHT AHEAD to D9.6 ENT, then turn LEFT (MAX IAS 220 KT) to Lctr climbing to 2500'. Climb in Lctr holding to 5500', then proceed on 229° to join ANDLO at 5500'. 3300 Climb to 1300' prior to level acceleration. MSA Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC STR VOR 1352' LF(R)-150 A MSA 2500' Within 15 NM MSA 6600' all sectors if 2388 MSA 2500' within 17 NM MSA 2500' within 7 NM DME not available. LF(R)-123 Center of psychiatry LOW OVERFLYING PROHIBITED MHA 2500 6 939' D12.1 STR MAX 5500 MAX JAS 220 KT LF(R)-150 B 2435' LF(R)-123 STRASBOURG— 115.6 STR 1305′ 3314 412 SE 3435 ILS DME. ຝ 049° 108.55 ENT 48-30 **∆**3383′ 3078 2710 1359 3790′**A** D12.5 ENT/D10.0 STR **D 13.0** ENT D15.5 1345′ • 3166' MHA 5500 MAX 14000 MAX 1AS 220 KT 48-20 MHA 5500 1444' 07-30 07-50 LOC ENT DME 11.0 10.0 8.0 7.0 6.0 5.0 4.0 3.0 (GS out) ALTITUDE 4590' 4220' 3480' 3110' 2740' 2360' 1990 1620' D15.5STR **ANDLO** By ATC D12.5 ENT/ 6000 D10.0 STR **D9.2** ENT VOR D2.5 ENT GS 4020' GS 1420' LOC 1420 **D13.0** ENT LOC D10.4 STR 4020 RWY 05 503 Gnd speed-Kts 70 90 100 120 140 160 D9.6 ILS GS 3.50° or ENT 439 | 564 | 627 | 752 | 877 | 1003 PAPI-L LOC Descent Gradient 6.1% MAP at D0.5 ENT JAR-OPS STRAIGHT-IN LANDING RWY 05 ILS I LOC (GS out) CIRCLE-TO-LAND Circling height based on with ENT DME rwy 05 thresh elev of 503' DA(H) 703' (200') MDA(H) 860' (357') MDA(H)_ 1110' (607') 1500m RVR 1500m 1110' (607') 1600m RVR 1000m (767') 2400m RVR 1800m 1570'(1067') 3600m RVR 2000m

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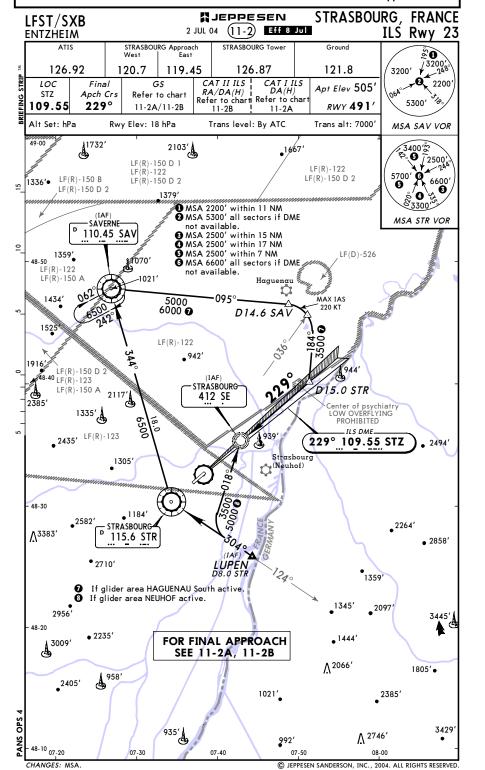
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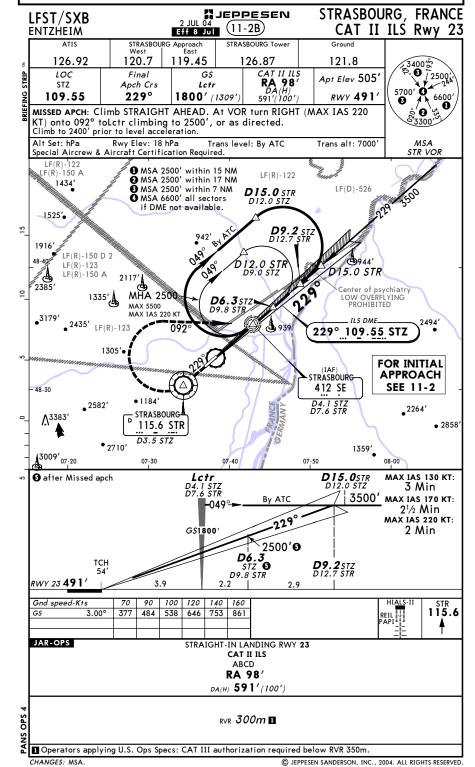
JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 23-2007 STRASBOURG, FRANCE **∏** JEPPESEN LFST/SXB 2 JUL 04 (11-2A) Eff 8 Jul ILS Rwy 23 ENTZHEIM STRASBOURG Tower STRASBOURG Approach Ground 126.92 120.7 119.45 126.87 121.8 \$ 0 \(\tilde{2500}\) LOC Final GS ILS Apt Elev 505 STZ Apch Crs Lctr DA(H) 5700′ 6600′ 109.55 **691**′ (200′) 229° 1800′ (1309′) RWY 491 0 **6** 53 83300' MISSED APCH: Climb STRAIGHT AHEAD. At VOR turn RIGHT (MAX IAS 220 KT) onto 092° to Lctr climbing to 2500', or as directed. Climb to 2400' prior to level acceleration. MSA STR VOR Rwy Elev: 18 hPa Trans alt: 7000' Alt Set: hPa Trans level: By ATC LF(R)-122 •1434^{*} LF(R)-150 A LF(R)-122 LF(D)-526 **D15.0** STR MSA 2500' within 15 NM D12.0 STZ 2 MSA 2500' within 17 NM 3 MSA 2500' within 7 NM MSA 6600' all sectors if DME D9.2 FOR INITIAL not available. 🍇 D12.7 **APPROACH** 1916' LF(R)-150 D 2 SEE 11-2 ′D12.0 STR\ 5.0 STR LF(R)-123 2117' D9.0 STZ 2385' LF(R)-150 A 1335 MHA 2500 MAX 5500 LOW OVERFLYING PROHIBITED 48-20 **D6.3** STZ MAX IAS 220 KT ILS DME-2435' LF(R)-123 092 229° 109.55 STZ 2494 DO.7 ST 1305′● D4.2 STR STRASBOURG-412 SE 48-30 ●1184['] • 2582' D4.1 STZ •²²⁶⁴′ D7.6 STR $\Lambda^{3383'}$ STRASBOURG-2858' 115.6 STR 2710' D3.5 STZ 1359' • 08-00 07-20 LOC STZ DME 2.0 3.0 4.0 5.0 1130 1450 1770 2090 ALTITUDE (GS out) Lctr D4.1 STZ D 15.0STR MAX IAS 130 KT: after Missed apch D12.0 STZ 3 Min D7.6 STR 3500' MAX IAS 170 KT: By ATC -049° $2^{1/2}$ Min MAX IAS 220 KT: GS1800 2 Min **D0.7** STZ D4.2 STR 2500′€ D6.3 LOC TCH 54' 1800' 514 STR **D9.2** STZ D12.7 STR STZ 🖸 RWY 23**491**′ 3.4 2.2 Gnd speed-Kts 90 | 100 | 120 | 140 | 160 ILS GS 3.00° or REIL PAPI 115.6 646 753 861 377 484 538 LOC Desc Grad 5.2% MAP at DO.7 STZ/ 4.2 STR JAR-OPS STRAIGHT-IN LANDING RWY 23 CIRCLE-TO-LAND I ILS LOC (GS out) with STZ DME MDA(H) **830'** (339') DA(H) 691' (200') ALS out FULL ALS out MDA/H RVR 900m 110 1110' (619') 1500m RVR 1500m 1110 (619') 1600m RVR 1000m RVR 550m RVR 1000m 1270 RVR 1800m 180 (779') 2400m RVR 1400m RVR 2000m 1570' (1079') 3600m Circling height based on rwy 23 threshold elevation of 491

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STRASBOURG, FRANCE ::JEPPESEN LFST/SXB 2 JUL 04 (13-1) Eff 8 Jul VOR DMÉ RWY 05 **ENTZHEIM** STRASBOURG Tower STRASBOURG Approach West East Ground 126.92 120.7 119.45 126.87 121.8 5700' 6600' Minimum Alt VOR Final Apt Elev 505 MDA(H) STR Apch Crs D11.0 910' (407') 049° 5500' (4997' RWY 503 115.6 \$\frac{1}{2} \frac{1}{2} \frac MISSED APCH: Climb on R-049 to D12.0, then turn LEFT (MAX IAS 220 KT) to Lctr climbing to 2500'. Climb in Lctr holding to 5500', then proceed on 229° to rejoin ANDLO. Climb to 1300' prior to level acceleration. MSASTR VOR Rwv Elev: 18 hPa Trans level: By ATC Trans alt: 7000' Alt Set: hPa • 1352' 1916' • MSA 2500' within 15 NM • MSA 6600' all sectors if LF(R)-150 A • MSA 2500' within 17 NM • DME not available. 944 MSA 2500' within 7 NM LF(R)-123 2385 D12.0 PROHIBITED 1335' MHA 2500 000 MAX 5500 MAX IAS 220 KT LF(R)-150 B 2435' LF(R)-123 412 SE 1305 3314 3435′ 2333 D2.0 48-30 2582' D7.0 <u>^</u>3383′ STRASBOURG- 3078 D115.6 STR 1359' ANDLO 3790 ₹D11.0 D15.5 •2956 • 1345' • 3166['] 9 D12.3 48-20 MHA 5500 • 2235 • 1444' ₫3009′ MAX 14000 MAX IAS 220 KT 07-30 07-50 10.0 9.0 8.0 6.0 5.0 4.0 3.0 2.0 1.0 STR DME ALTITUDE 5130' 4760 4390' 3650 3280 2910' 2540 2170' 1790 D15.5 By ATC **ANDLO** 6000 D10.0 D7.0 **VOR** 5500 049°-[TCH 50'] 4020' D12.3 D11.0 [FDØ5] 1420 RWY 05 503 1.3 2.4 Gnd speed-Kts 70 90 100 120 140 160 STR D12.0 REII Descent Gradient 6.10% of <u>i</u> 115.6 434 557 619 743 867 Descent angle [3.50° PAPI-L R-049 MAP at D2.0 after VOR CIRCLE-TO-LAND Circling height based on rwy 05 thresh elev of 503' MDA(H) 910' (407' 110 1110' (607' 1500m RVR 1500m 135 1110' (607') 1600m 180 1270' RVR 1800m (767')2400m 1570' (1067') RVR 2000m 205

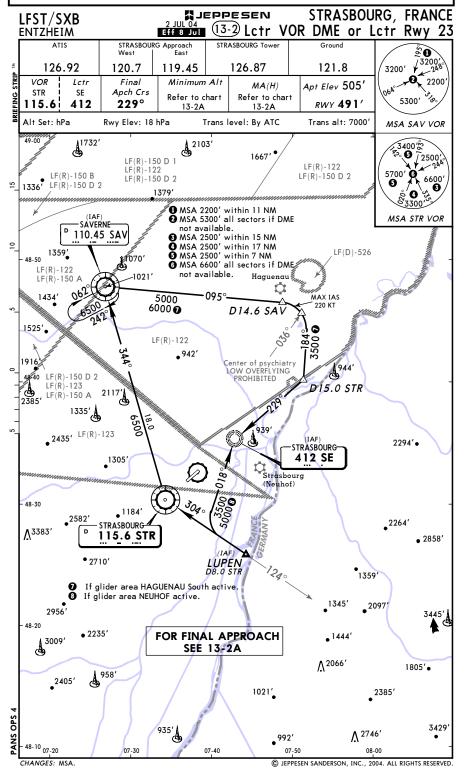
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CHANGES: MSA. VNAV added.

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JEPPESEN Licensed to Elefant air. Printed on 27 Feb 2008. JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 23-2007 STRASBOURG, FRANCE JEPPESEN 2 JUL 04 17 0A LFST/SXB (13-2A) Letr VOR DME or Letr Rwy 23 **ENTZHEIM** Eff 8 Jul STRASBOURG Tower STRASBOURG Approach 120.7 126.92 119.45 126.87 121.8 \$. 3 \[\frac{1}{2500'} \] VOR Lctr Final Minimum Alt MDA(H)STR SE Apch Crs D13.0 Apt Elev 505' 5700′ 0 6600′ 930'(425') 115.6 412 229° 3500'(2995') 1300° MISSED APCH: Climb on 229° to VOR or MIM 1300', then turn RIGHT (MAX ′3300′ IAS 220KT) to intercept and follow 092° to Lctr climbing to 2500' or as directed. Do not turn before passing MAP. Climb to 2400' prior to level MSA acceleration. STR VOR Alt Set: hPa Apt Elev: 18 hPa Trans level: By ATC Trans alt: 7000' 1434' • LF(R)-122 ■ MSA 2500' within 15 NM LF(R)-122 2 MSA 2500' within 17 NM F(R)-150 A 3 MSA 2500' within 7 NM 1525′∙ D15.0 MSA 6600' all sectors if DME not available. LF(R)-150 D 2 D12.0 LF(R)-123 944'Center of psychiatry LOW OVERFLYING PROHIBITED LF(R)-150 A 2117 2385' D13.0 D 11 1335 MHA 2500 MAX 5500 MAX IAS 220 KT 2435' LF(R)-123 • 2494' D4.2 TRASBOURG 1305 412 SE STRASBOURG 115.6 STR 48-30 1184′● •²²⁶⁴′ • 2582' ↑ 3383′ 07-20 07-30 07-40 07-50 • 2858' STR DME 5.0 6.0 7.0 8.0 9.0 ALTITUDE 990' 1310' 1630 1950' 2260' MAX IAS 130 KT: after Missed apch 3 Min **MAX IAS 170 KT:** 21/2 Min Lctr D15.0 MAX IAS 200 KT: D7.6 By ATC 3500′ 2 Min D4.2 2500′€ D13.0 [FD23] [TCH 54'] 1800′ **D**9.**8**9 APT 505' 90 | 100 | 120 | 140 | 160 Gnd speed-Kts 70 1300 STR Descent Gradient 5.24% or 372 REIL ---PAPI 478 531 637 743 Descent angle [3.00°] VOR DME: 115.6 Lctr: Lctr to MAP 3.4 2:55 2:16 2:02 1:42 1:27 1:16 MAP at D4.2 JAR-OPS STRAIGHT-IN LANDING RWY 23 CIRCLE-TO-LAND MDA(H) 930' (425')

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135

MDA(H) 1110' (605')

1110' (605')

1270' (765')

1570' (1065')

1500m

1600m

2400m

3600m

ALS out

RVR 1500m

RVR 1800m

RVR 2000m

RVR 900m

RVR 1000m

RVR 1400m

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JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 23-2007 . JEPPESEN STRASBOURG, FRANCE LFST/SXB 17 MAR 06 (19-10) **ENTZHEIM** CIRCLE-TO-LAND Apt Elev 505' WITH PRESCRIBED FLIGHT TRACKS Rwy **05** A351 689 D5.5 STR Strasbourg 670' 787 Entzheim - STRASBOURG-□ 115.6 STR Illkirch-Graffenstaden JAR-OPS VIS 666 A 110 1140' (635') 1500m 135 **1140**′*(635*′ 1600m 180 1140'(635' 2400m 1210'(705' 3600m