

General Information

Location: KARLSRUHE/BADEN-BADEN DEU
ICAO/IATA: EDSB / FKB
Lat/Long: N48° 46.76', E008° 04.83'
Elevation: 409 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 2.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Traffic Pattern Altitude: 1402 ft (993 ft AGL)

Sunrise: 0705 Z
Sunset: 1532 Z

Runway Information

Runway: 03
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 406 ft
Lighting: Edge, ALS, Centerline, REIL
Displaced Threshold: 853 ft

Runway: 21
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 405 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 853 ft

Communication Information

ATIS: 121.275 At or below 33564432 ft Out to 25 mi.
Baden Tower: 134.100 Out to 25 mi.
Baden Ground: 121.825
Strasbourg Approach: 119.575

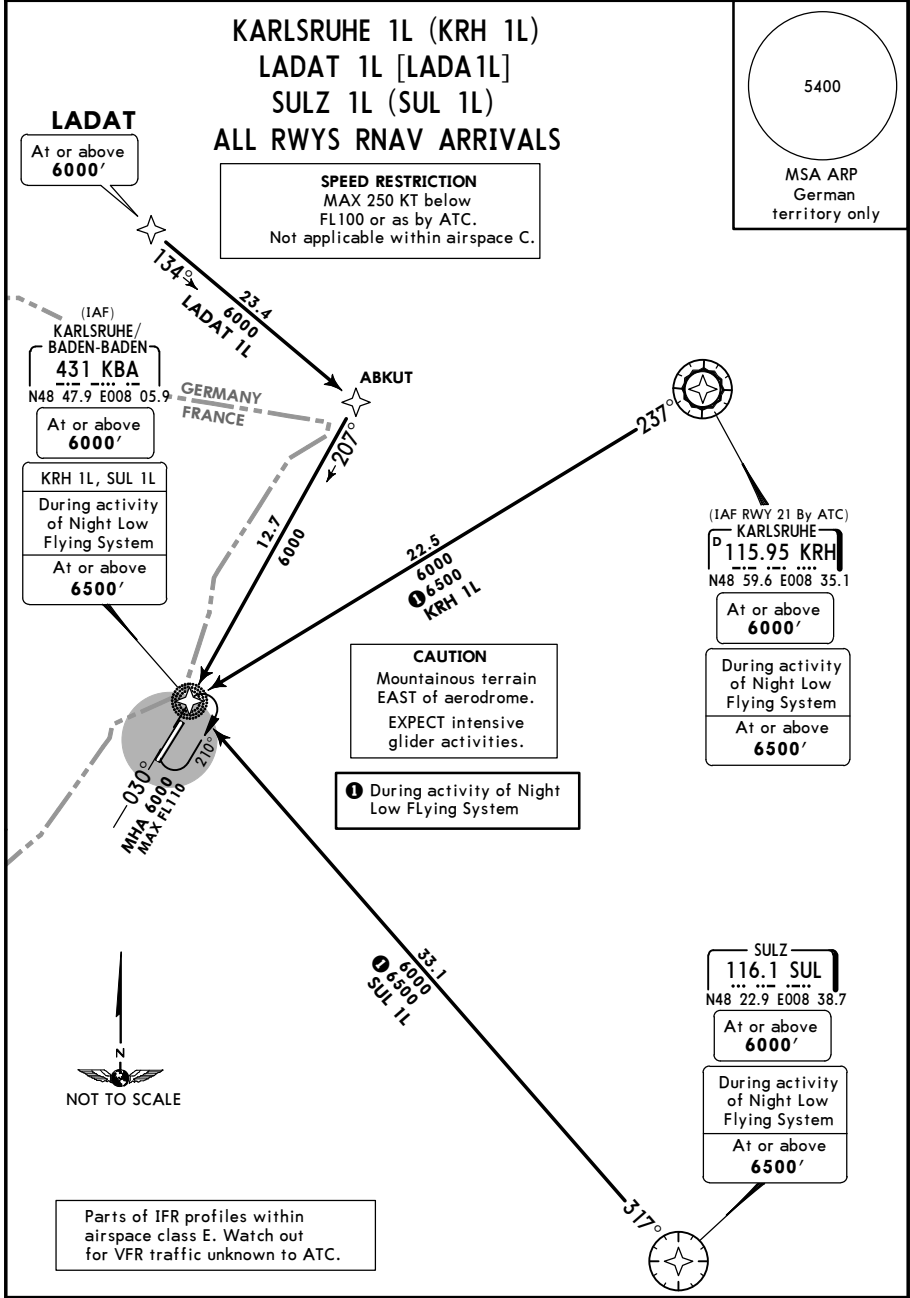
EDSB/FKB **JEPPESSEN** KARLSRUHE/BADEN-BADEN, GERMANY

KARLSRUHE/BADEN-BADEN 14 APR 17 (10-2) Eff 27 Apr **RNAV STAR**

*ATIS 121.275 Apt Elev 409'

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000'

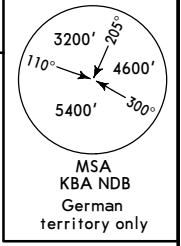
- RNAV-1 or RNP-1 or A-RNP equivalent.
- GPS required.
- DME/DME, DME/DME/IRU not authorized.



STAR	ROUTING
KRH 1L	KRH (6000'+) - KBA (6000'+).
LADAT 1L	LADAT (6000'+) - ABKUT - KBA (6000'+).
SUL 1L	SUL (6000'+) - KBA (6000'+).

EDSB / FKB **JEPPESEN** **KARLSRUHE / BADEN-BADEN, GERMANY**
 KARLSRUHE / BADEN-BADEN 14 APR 17 (10-2A) Eff 27 Apr **STAR**

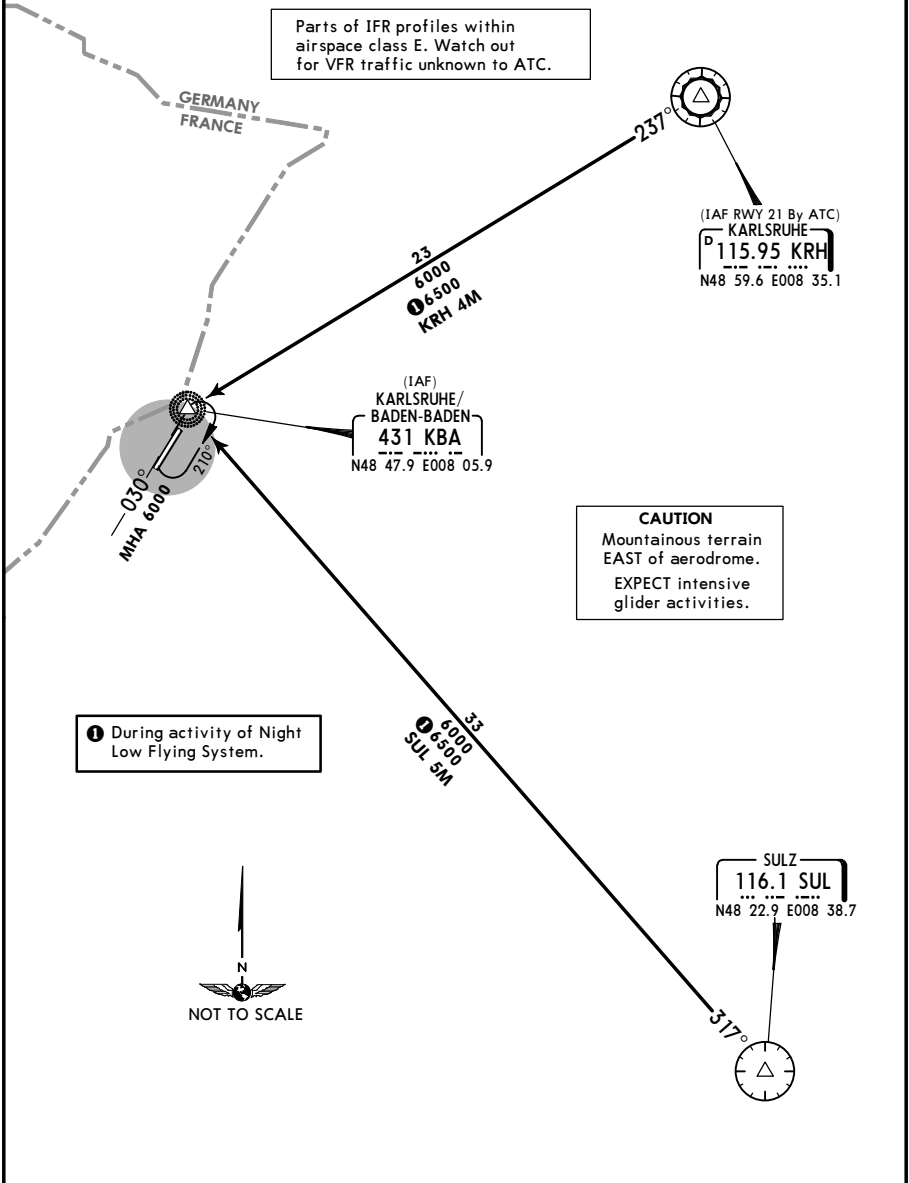
*ATIS 121.275	Apt Elev 409'	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000'
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KARLSRUHE 4M (KRH 4M)
SULZ 5M (SUL 5M)
ALL RWYS ARRIVALS

SPEED RESTRICTION
 MAX 250 KT below
 FL100 or as by ATC.
 Not applicable within airspace C.

Parts of IFR profiles within
 airspace class E. Watch out
 for VFR traffic unknown to ATC.



(IAF RWY 21 By ATC)
KARLSRUHE
115.95 KRH
 N48 59.6 E008 35.1

(IAF)
KARLSRUHE /
BADEN-BADEN
431 KBA
 N48 47.9 E008 05.9

CAUTION
 Mountainous terrain
 EAST of aerodrome.
 EXPECT intensive
 glider activities.

1 During activity of Night
 Low Flying System.



SULZ
116.1 SUL
 N48 22.9 E008 38.7

EDSB/FKB **JEPPESSEN** **KARLSRUHE/BADEN-BADEN, GERMANY**
 KARLSRUHE/BADEN-BADEN 14 APR 17 (10-3) Eff 27 Apr **RNAV SID**

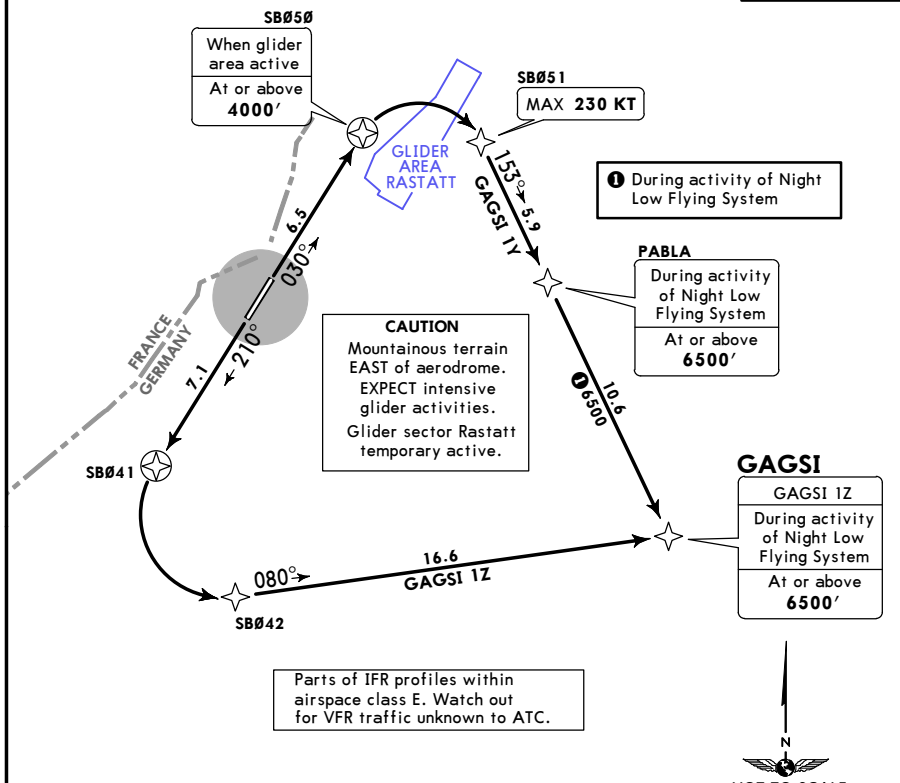
STRASBOURG
 Approach
 119.575
 Apt Elev
 409'

- Trans level: By ATC Trans alt: 5000'
1. RNAV-1 or RNP-1 or A-RNP equivalent.
 2. GPS required.
 3. DME/DME, DME/DME/IRU not authorized.
 4. Contact STRASBOURG Approach immediately after take-off.
 5. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.
 6. RWY 03: EXPECT close-in obstacles.

**GAGSI 1Y [GAGSIY]
 GAGSI 1Z [GAGSIZ]
 RNAV DEPARTURES**

SPEED RESTRICTION
 MAX 250 KT below
 FL100 or as by ATC.
 Not applicable within airspace C.

5400
 MSA ARP
 German
 territory only



These SIDs require minimum climb gradients of

GAGSI 1Y: 462' per NM (7.6%) when glider area active.
 364' per NM (6.0%) when Night Low Flying System is active.

GAGSI 1Z: 328' per NM (5.4%) until passing 5100'.
 210' per NM (3.4%) when Night Low Flying System is active.

Gnd speed-KT	75	100	150	200	250	300
210' per NM	263	350	525	700	875	1050
328' per NM	410	547	820	1093	1367	1640
364' per NM	455	607	910	1213	1517	1820
462' per NM	578	770	1155	1540	1925	2310

If unable to comply advise ATC prior start-up.

Initial climb clearance FL70

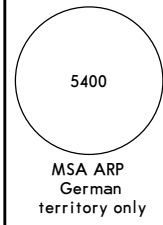
SID	RWY	ROUTING
GAGSI 1Y	03	Climb on 030° track to SB050, turn RIGHT direct to SB051, to PABLA, to GAGSI.
GAGSI 1Z	21	Climb on 210° track to SB041, turn LEFT direct to SB042, to GAGSI.

EDSB/FKB **JEPPESSEN** **KARLSRUHE/BADEN-BADEN, GERMANY**
 KARLSRUHE/BADEN-BADEN 14 APR 17 (10-3A) Eff 27 Apr **RNAV SID**

STRASBOURG
 Approach
 119.575
 Apt Elev
 409'

- Trans level: By ATC Trans alt: 5000'
1. RNAV-1 or RNP-1 or A-RNP equivalent.
 2. GPS required.
 3. DME/DME, DME/DME/IRU not authorized.
 4. Contact STRASBOURG Approach immediately after take-off.
 5. SIDs are alsominimum noise routings. Strict adherence within the limits of performance criteria is mandatory.
 6. RWY 03: EXPECT close-in obstacles.

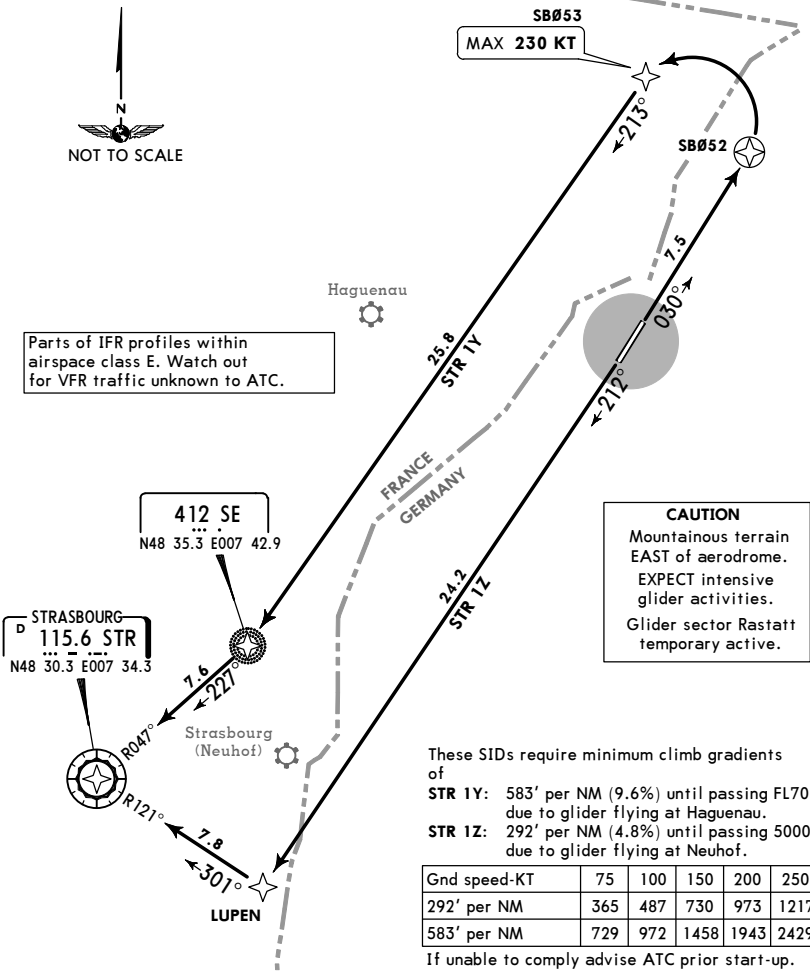
STRASBOURG 1Y (STR 1Y)
STRASBOURG 1Z (STR 1Z)
RNAV DEPARTURES



SPEED RESTRICTION
 MAX 250 KT below
 FL100 or as by ATC.
 Not applicable within airspace C.



Parts of IFR profiles within
 airspace class E. Watch out
 for VFR traffic unknown to ATC.



These SIDs require minimum climb gradients of

STR 1Y: 583' per NM (9.6%) until passing FL70 due to glider flying at Haguenau.

STR 1Z: 292' per NM (4.8%) until passing 5000' due to glider flying at Neuhof.

Gnd speed-KT	75	100	150	200	250	300
292' per NM	365	487	730	973	1217	1460
583' per NM	729	972	1458	1943	2429	2915

If unable to comply advise ATC prior start-up.

Initial climb clearance FL70

SID	RWY	ROUTING
STR 1Y	03	Climb on 030° track to SB052, turn LEFT direct to SB053, to SE, to STR.
STR 1Z	21	Climb on 212° track to LUPEN, to STR.

EDSB/FKB **JEPPESSEN** **KARLSRUHE/BADEN-BADEN, GERMANY**
 KARLSRUHE/BADEN-BADEN 14 APR 17 (10-3B) Eff 27 Apr **RNAV SID**

STRASBOURG
 Approach
119.575

Apt Elev
409'

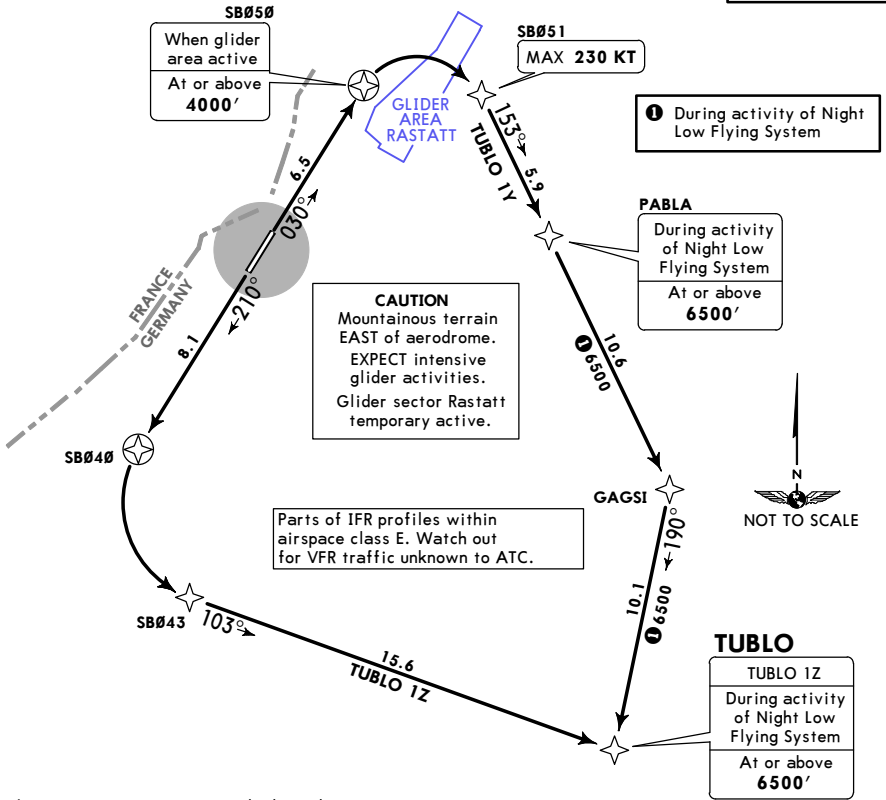
- Trans level: By ATC Trans alt: 5000'
1. RNAV-1 or RNP-1 or A-RNP equivalent. 2. GPS required.
 3. DME/DME, DME/DME/IRU not authorized.
 4. Contact STRASBOURG Approach immediately after take-off.
 5. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.
 6. RWY 03: EXPECT close-in obstacles.

TUBLO 1Y [TUBL1Y]
TUBLO 1Z [TUBL1Z]
RNAV DEPARTURES

SPEED RESTRICTION
 MAX 250 KT below
 FL100 or as by ATC.
 Not applicable within airspace C.

5400

MSA ARP
 German
 territory only



These SIDs require minimum climb gradients of

TUBLO 1Y: 462' per NM (7.6%) when glider area is active.
 364' per NM (6.0%) when Night Low Flying System is active.

TUBLO 1Z: 237' per NM (3.9%) until passing 4700'.
 225' per NM (3.7%) when Night Low Flying System is active.

Gnd speed-KT	75	100	150	200	250	300
225' per NM	281	375	563	750	938	1125
237' per NM	296	395	593	790	988	1185
364' per NM	455	607	910	1213	1517	1820
462' per NM	578	770	1155	1540	1925	2310

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
TUBLO 1Y	03	Climb on 030° track to SB050, turn RIGHT direct to SB051, to PABLA, to GAGSI, to TUBLO.
TUBLO 1Z	21	Climb on 210° track to SB040, turn LEFT direct to SB043, to TUBLO.

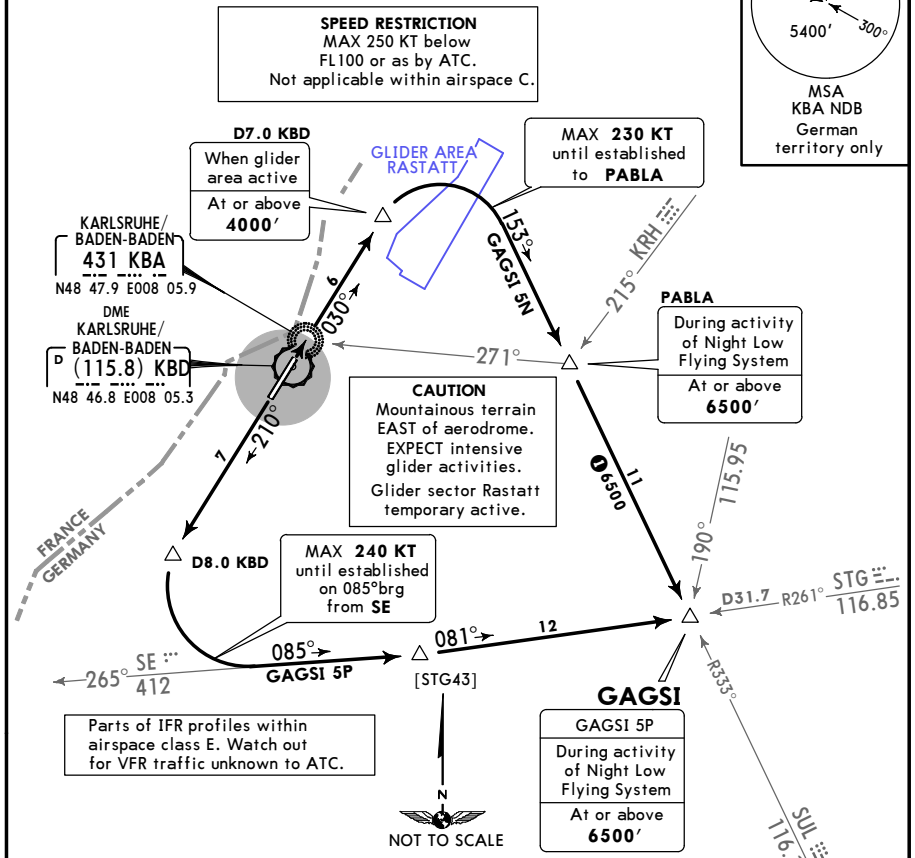
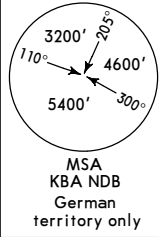
EDSB/FKB **KARLSRUHE/BADEN-BADEN, GERMANY**

KARLSRUHE/BADEN-BADEN 14 APR 17 10-3C Eff 27 Apr **SID**

STRASBOURG Approach 119.575	Apt Elev 409'	Trans level: By ATC Trans alt: 5000' 1. Contact STRASBOURG Approach immediately after take-off. 2. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory. 3. RWY 03: EXPECT close-in obstacles.
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GAGSI 5N [GAGS5N], GAGSI 5P [GAGS5P] DEPARTURES

SPEED RESTRICTION
MAX 250 KT below
FL100 or as by ATC.
Not applicable within airspace C.



These SIDs require minimum climb gradients of

- GAGSI 5N:** 346' per NM (5.7%) until passing 5400' due to navaid coverage (SUL). 364' per NM (6.0%) when Night Low Flying System is active. 462' per NM (7.6%) when glider area active.
- GAGSI 5P:** 328' per NM (5.4%) until passing 5100'. 355' per NM (5.8%) until passing FL70 due to navaid coverage (STG). 210' per NM (3.4%) when Night Low Flying System active.

Gnd speed-KT	75	100	150	200	250	300
210' per NM	263	350	525	700	875	1050
328' per NM	410	547	820	1093	1367	1640
346' per NM	433	577	865	1153	1442	1730
355' per NM	444	592	888	1183	1479	1775
364' per NM	455	607	910	1213	1517	1820
462' per NM	578	770	1155	1540	1925	2310

If unable to comply advise ATC prior start-up.

Initial climb clearance FL70		
SID	RWY	ROUTING
GAGSI 5N	03	Climb on 030° bearing from KBA to D7.0 KBD, turn RIGHT, intercept SUL R-333 inbound via PABLA to GAGSI.
GAGSI 5P	21	Climb on 210° bearing from KBA to D8.0 KBD, turn LEFT, intercept 085° bearing from SE, intercept STG R-261 inbound to GAGSI.

EDSB/FKB **JEPPESSEN** **KARLSRUHE/BADEN-BADEN, GERMANY**
 KARLSRUHE/BADEN-BADEN 14 APR 17 **(10-3D)** **Eff 27 Apr** **SID**

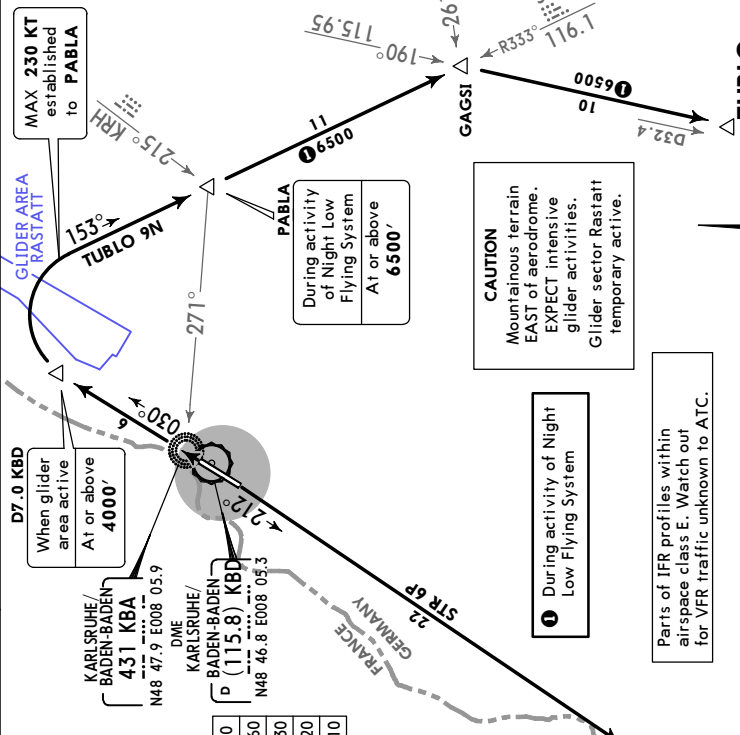
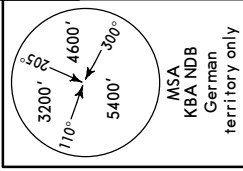
STRASBOURG
 Approach
119.575

Apt Elev
409'

Trans level: By ATC Trans alt: 5000'
 1. Contact STRASBOURG Approach immediately after take-off.
 2. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.
 3. RWY 03: EXPECT close-in obstacles.

**STRASBOURG 6P (STR 6P), TUBLO 9N [TUBL9N]
 DEPARTURES**

SPEED RESTRICTION
 MAX 250 KT below
 FL100 or as by ATC.
 Not applicable within airspace C.



These SIDs require minimum climb gradients of

STR 6P: 292' per NM (4.8%) until passing 5000' due to glider flying at Neuhof.
 346' per NM (5.7%) until passing 5400' due to no-avoid coverage (SUL).
 364' per NM (7.6%) when glider area active.

TUBLO 9N: 364' per NM (6.0%) when Night Low Flying System is active.

Gnd speed-KT	75	100	150	200	250	300
292' per NM	365	487	730	973	1217	1460
346' per NM	433	577	865	1153	1442	1730
364' per NM	455	607	910	1213	1517	1820
462' per NM	578	770	1155	1540	1925	2310

If unable to comply advise ATC prior start-up.

STRASBOURG
 D 115.6 STR
 N48 30.3 E007 34.3

Strasbourg (Neuhof)

SID	RWY	Initial climb clearance FL70 ROUTING	
		SID	ROUTING
STR 6P	21	Climb on 212° bearing from KBA, when passing STR R-102 turn RIGHT, intercept STR R-121 inbound to STR.	
TUBLO 9N	03	Climb on 030° bearing from KBA to D7.0 KBD, turn RIGHT, intercept SUL R-333 inbound via PABLA to GAGSI, turn RIGHT, intercept KRH R-190 to TUBLO.	

Parts of IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

CAUTION
 Mountainous terrain EAST of aerodrome. EXPECT intensive glider activities. Glider sector Rastatt temporary active.

PABLA
 During activity of Night Low Flying System
 At or above 6500'

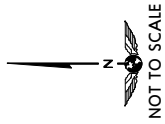
MAX 230 KT established to PABLA

GLIDER AREA RASTATT
 TUBLO 9N

D7.0 KBD
 When glider area active
 At or above 4000'

KARLSRUHE/
 BADEN-BADEN
 D 431 KBA
 N48 47.9 E008 05.9

KARLSRUHE/
 BADEN-BADEN
 D 115.8 KBD
 N48 46.8 E008 05.3



EDSB/FKB

JEPPesen KARLSRUHE/BADEN-BADEN, GERMANY

KARLSRUHE/BADEN-BADEN

3 JUN 16

10-4

NOISE

NOISE ABATEMENT

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

GENERAL

The following types of ACFT are authorized to use the aerodrome:

1. Jet aeroplanes up to a size in line with code letter E as laid down in ICAO Annex 14, Volume I, Chapter 1, Table 1.1, provided they comply with the provisions laid down in ICAO Annex 16, Volume I, Part II, Chapter 3 or 4.
2. Aeroplanes of types Airbus 380, Boeing 747-800 and Antonov 124 (all of them of a size in line with ICAO code letter F as laid down in ICAO Annex 14, Volume 1, Part I, Chapter 1, Table 1.1) if the flight uses the APT as an alternate APT for meteorological, technical or other safety reasons; additionally, aeroplanes of types Airbus 380 and Boeing 747-800 in the case of training flights without passengers or cargo.
3. Propeller aeroplanes.
4. Powered sailplanes in keeping with the requirements of the repair hangars resident at the APT after prior permission (PPR) from Baden-Airpark GmbH.
5. Triple-axled ultra-light aeroplanes in keeping with the requirements of the repair hangars resident at the APT after prior permission (PPR) from Baden-Airpark GmbH.

NIGHT FLYING RESTRICTIONS

Flight operations at Karlsruhe/Baden-Baden APT are restricted between 2200-0600LT (early morning) to avoid disturbing the night peace. During this time, flights are permitted only as follows:

Flights are permitted between 2200-2300LT after prior permission (PPR) from Baden-Airpark GmbH:

- with ACFT exceeding 5700kg MTOM which are included in the currently valid version of the Bonus list published by the Ministry of Transport, Building and Urban Development (BMVBS);
- with ACFT exceeding 2000kg up to 5700kg MTOM with location Karlsruhe/Baden-Baden APT.

Flights are permitted between 2300-0000LT after prior permission (PPR) from Baden-Airpark GmbH for:

- Landings of delayed aeroplanes exceeding 5700kg MTOM which are included in the currently valid version of the Bonus list published by the Ministry of Transport, Building and Urban Development (BMVBS).
- Take-offs of delayed aeroplanes on scheduled air services and air inclusive tours exceeding 5700kg MTOM which are included in the currently valid version of the Bonus list published by the Ministry of Transport, Building and Urban Development (BMVBS) but with not more than 15 such delayed take-offs per month.

EXCEPTIONS

Take-offs and/or landings of ACFT are also permitted at night between 2200-0600LT:

- when using the APT as an emergency or alternate APT for meteorological, technical or other safety reasons;
- on a mission in disasters or when rendering medical assistance;
- on a mission by the police of the Land of Baden-Wuerttemberg.

EDSB/FKB

JEPPesen KARLSRUHE/BADEN-BADEN, GERMANY

KARLSRUHE/BADEN-BADEN

3 JUN 16

10-4A

NOISE

NOISE ABATEMENT

RESTRICTIONS OF FLIGHT OPERATIONS

Restrictions on Sundays and official German holidays:

Flights are prohibited for ACFT of less than 2000kg MTOM and/or for non-resident ACFT exceeding 2000kg up to 5700kg on Sundays and official German holidays between 0600-0900LT and between 2000-2200LT.

Rest periods for traffic circuit flights:

Traffic circuit flights with propeller aeroplanes of less than 2000kg MTOM may be conducted Mon-Fri prior to 0700LT and between 1300-1500LT as well as Sat, Sun and HOL after 1300LT with increased sound proofing only.

REVERSE THRUST

When landing, reverse thrust, other than idle thrust, may be used only to an extent indispensable for safety reasons.

RUN-UP TESTS

Test-runs and run-ups of engines are permitted only after prior permission and exact instructions from the Aviation Supervision Office.

ENGINE START

The cross-bleed start procedure is only permitted at ACFT stands.

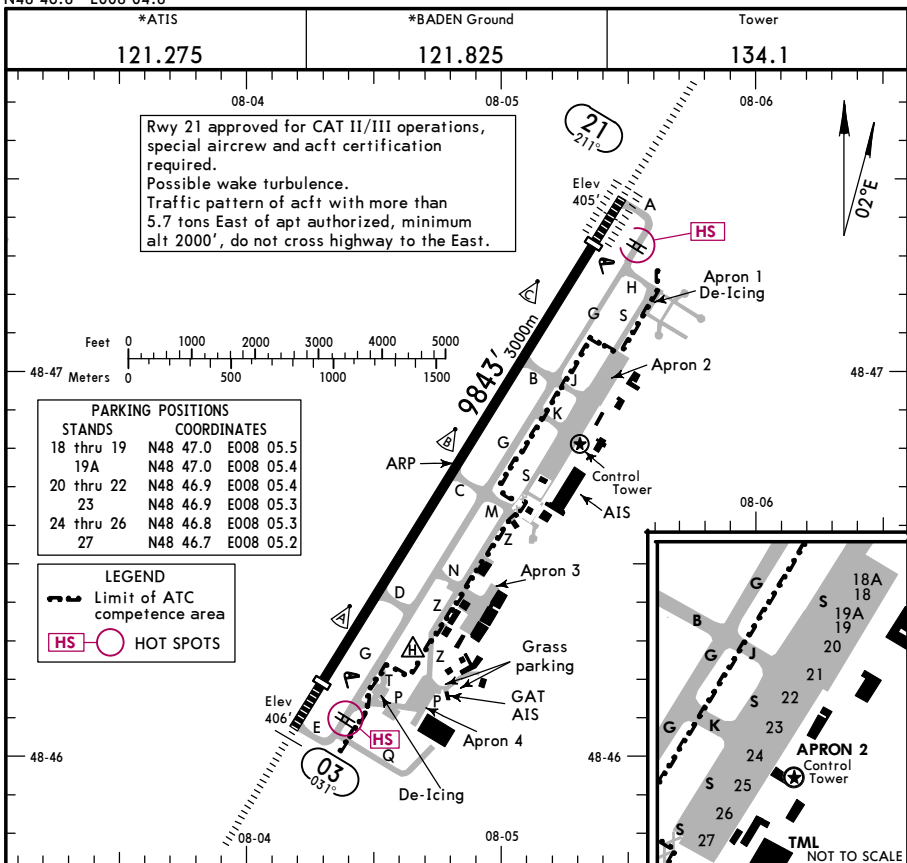
EDSB/FKB

Apt Elev **409'**
N48 46.8 E008 04.8

JEPPesen KARLSRUHE/BADEN-BADEN, GERMANY

14 APR 17 **(10-9)** Eff 27 Apr

KARLSRUHE/BADEN-BADEN



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS				TAKE-OFF	WIDTH
	LANDING BEYOND		GLIDE SLOPE			
	Threshold		Glide Slope			
03	HIRL CL (15m) HIALS SFL REIL PAPI-L (3.0°) RVR	8990'	2740m	7957' 2425m	1	148'
21	HIRL CL (15m) ALSF-II TDZ REIL PAPI-L (3.0°) RVR			8018' 2444m		45m

1 TAKE-OFF RUN AVAILABLE

RWY 03: From rwy head	9843' (3000m)	RWY 21: From rwy head	9843' (3000m)
twy D int	7382' (2250m)	twy B int	6890' (2100m)
twy C int	5184' (1580m)	twy C int	4790' (1460m)
twy B int	3018' (920m)	twy D int	2559' (780m)

LOW VISIBILITY PROCEDURE (LVP)

During LVP unaided taxiing with switched on twy center line lights only. Taxiing on apron with follow-me car only.

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

[HS] CAT I holding point located direct behind CAT II/III holding point before turn towards the RWY.

Standard

TAKE-OFF

	Low Visibility Take-off			Adequate vis ref (Day only)	
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL
A					
B	TDZ, MID, RO	TDZ, MID, RO			
C	RVR 125m	RVR 150m	RVR 200m	RVR 300m	400m
D					500m

1 RWY 21: RVR 75m with approved guidance system or HUD/HUDLS.

EDSB/FKB
KARLSRUHE/BADEN-BADEN

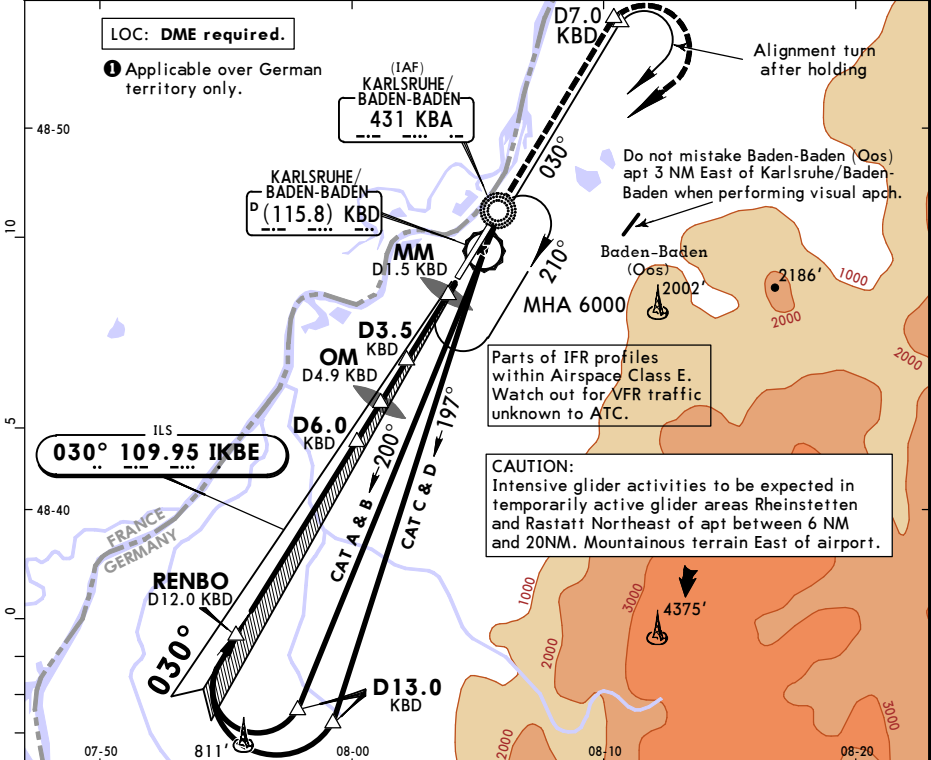
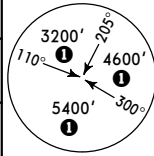


KARLSRUHE/BADEN-BADEN
GERMANY
ILS or LOC Rwy 03

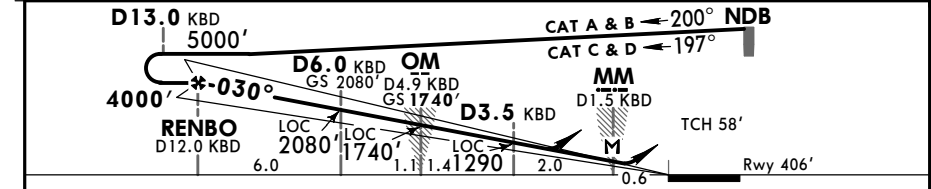
BREFLING STRIP™	*ATIS	STRASBOURG Approach		BADEN Tower	*Ground
	121.275	119.575		134.1	121.825
LOC IKBE	Final Apch Crs	GS OM	ILS DA(H)		Apt Elev 409'
109.95	030°	1740' (1334')	606' (200')		Rwy 406'

MISSED APCH: Climb on 030° to 6000'; when passing D7.0 KBD or 5000', whichever is later, turn RIGHT direct to NDB.

Alt Set: hPa(IN on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 5000' MSA KBA NDB



LOC (GS out)	KBD DME	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3680'	3360'	3040'	2720'	2400'	2080'	1770'	1450'	1130'	810'



Gnd speed-Kts	70	90	100	120	140	160				
ILS GS or LOC Descent Angle	3.00°									
MAP at MM/D1.5 KBD										

PANS OPS	Standard		ILS STRAIGHT-IN LANDING RWY 03				LOC (GS out) CDFA	
	FULL		DA(H) 606' (200')		ALS out		DA/MDA(H) 800' (394')	
	RVR 550m I				RVR 1200m		RVR 1100m	
							ALS out	
						RVR 1500m		
						RVR 1800m		

EDSB/FKB KARLSRUHE/BADEN-BADEN, GERMANY

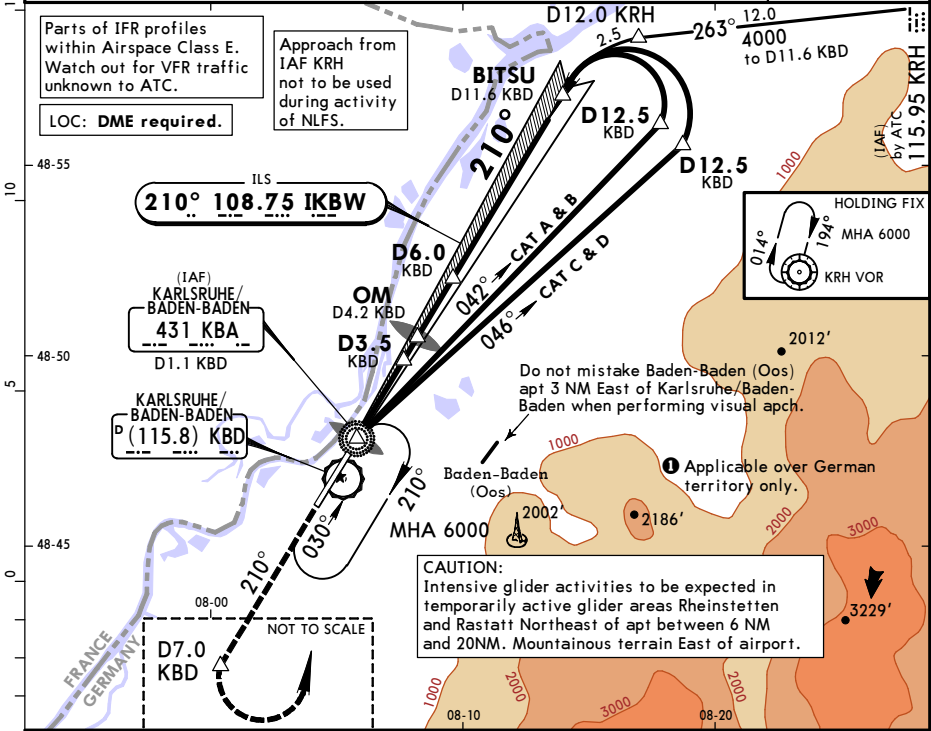
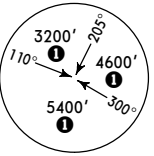
KARLSRUHE/BADEN-BADEN ILS or LOC Rwy 21

JEPPesen 11-2 Eff 27 Apr

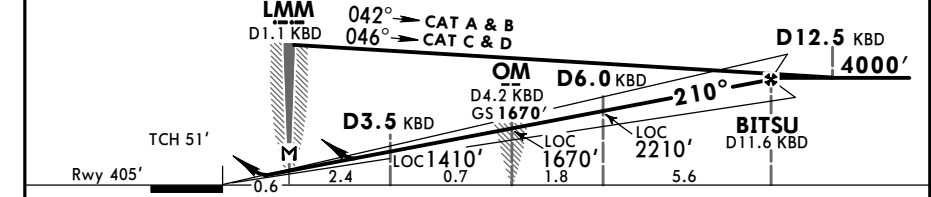
*ATIS 121.275	STRASBOURG Approach 119.575	BADEN Tower 134.1	*Ground 121.825
LOC IKBW 108.75	Final Apch Crs 210°	GS OM 1670' (1265')	ILS DA(H) Refer to Minimums
Apt Elev 409'		Rwy 405'	

MISSED APCH: Climb on 210° to 6000'; when passing D7.0 KBD or 5000', whichever is later, turn LEFT direct to NDB.

Alt Set: hPa(IN req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 5000' MSA KBA NDB



LOC (GS out)	KBD DME ALTITUDE	2.0	3.0	4.0	5.0	7.0	8.0	9.0	10.0	11.0
		940'	1260'	1570'	1890'	2530'	2850'	3170'	3490'	3800'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	Refer to Missed Apch above
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		

MAP at LMM/D1.1 KBD

Standard		ILS 1		STRAIGHT-IN LANDING RWY 21		LOC (GS out) CDA	
		DA(H) 605' (203')				DA/MDA(H) 810' (405')	
		FULL		TDZ or CL out		ALS out	
PANS OPS	A						
	B	RVR 550m	RVR 550m 2	RVR 1200m	RVR 1200m	RVR 1500m	
	C					RVR 1900m	
	D						

1 LACFT: DA(H) 608' (203'). 2 W/o HUD/AP/FD: RVR 750m

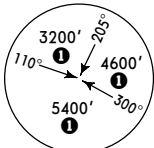
CHANGES: Missed approach. Notes. © JEPPESEN, 2002, 2017. ALL RIGHTS RESERVED.

EDSB/FKB KARLSRUHE/BADEN-BADEN, GERMANY

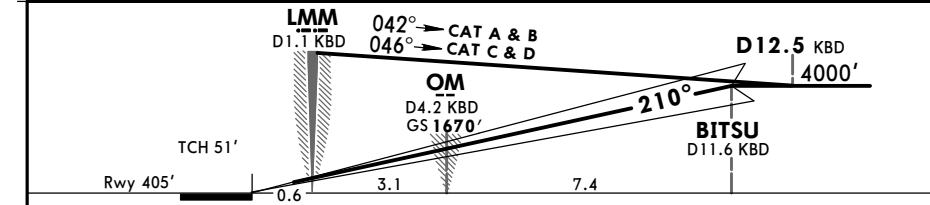
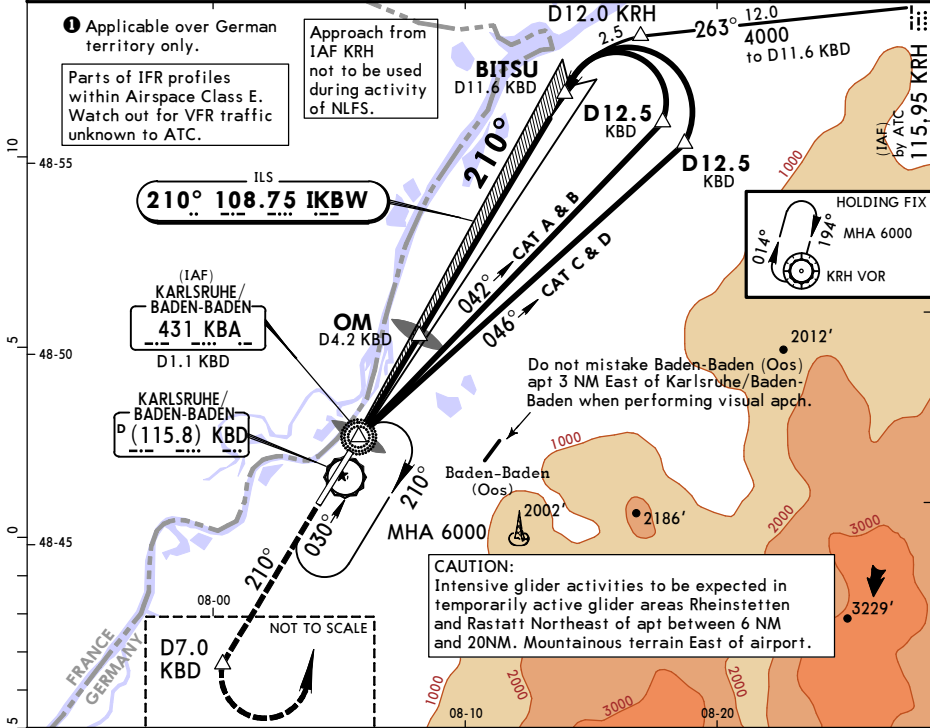
CAT II/III ILS Rwy 21

JEPPesen 14 APR 17 **11-2A** Eff 27 Apr

*ATIS 121.275	STRASBOURG Approach 119.575	BADEN Tower 134.1	*Ground 121.825
LOC IKBW 108.75	Final Apch Crs 210°	GS OM 1670' (1265')	CAT II&IIIA ILS Refer to Minimums
MISSED APCH: Climb on 210° to 6000'; when passing D7.0 KBD or 5000', whichever is later, turn LEFT direct to NDB.			Apt Elev 409' Rwy 405'
Alt Set: hPa(IN on req)		Rwy Elev: 15 hPa	Trans level: By ATC
Special Aircrew & Aircraft Certification Required.			Trans alt: 5000'



MSA
KBA NDB



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	Refer to Missed Apch above
	GS	3.00°	372	478	531	637		

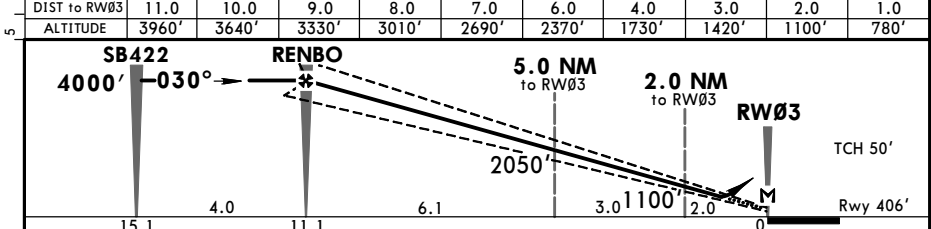
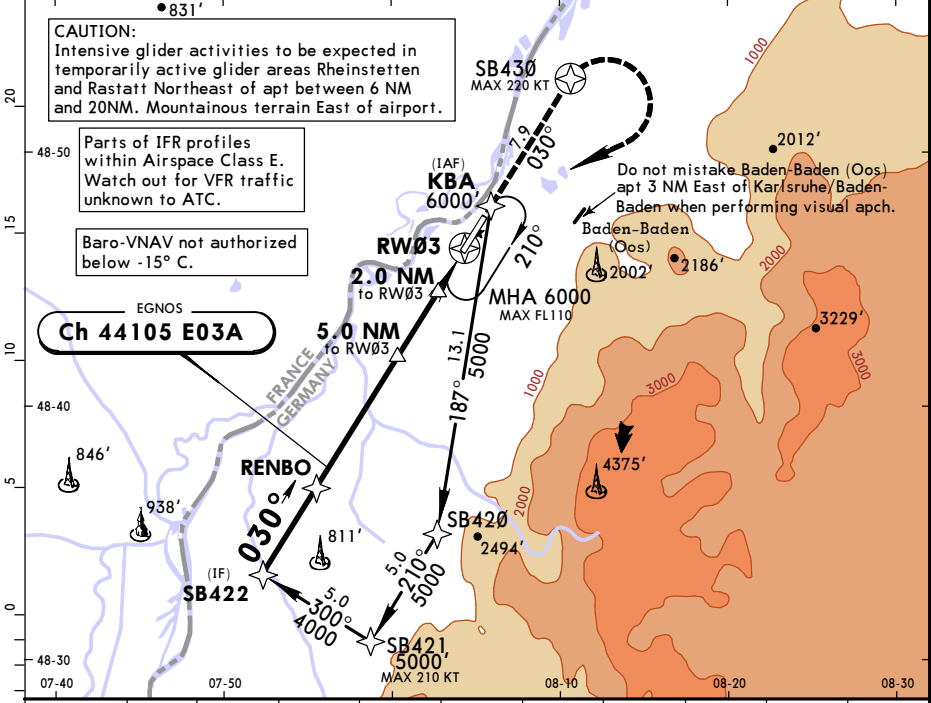
Standard	STRAIGHT-IN LANDING RWY 21
CAT IIIA ILS 1	CAT II ILS
DH 50'	RA 100' DA(H) 505'(100')
RVR 200m	RVR 300m
1 CAT IIIB: Min RVR 75m.	

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JEPESEN **KARLSRUHE/BADEN-BADEN**,
GERMANY
RNP Rwy 03

5 MAY 17 (12-1)

BRIEFING STRIP™	*ATIS 121.275	STRASBOURG Approach 119.575	BADEN Tower 134.1	*Ground 121.825	5400
	EGNOS Ch 44105 E03A	Final Aptch Crs 030°	Minimum Alt RENBO 4000' (3594')	LPV DA(H) 606' (200')	
MISSED APCH: Climb on 030° to 6000', when passing SB430 or 5000', whichever is later, turn RIGHT direct to KBA.					
Alt Set: hPa (IN on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 5000' MSA ARP					



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	SB430 5000' whichever later
Glide Path Angle	3.00°	372	478	531	637	849		
LPV, LNAV/VNAV: MAP at DA								
LNAV: MAP at RW03								

Standard		STRAIGHT-IN LANDING RWY 03			
LPV CAT I		LNAV/VNAV		LNAV CDFA	
DA(H) 606' (200')		A: 685' (279') C: 704' (298')		DA/MDA(H) ABC: 810' (404') D: 820' (414')	
FULL		ALS out		ALS out	
RVR 550m I		RVR 1200m		RVR 1500m	
		RVR 750m		RVR 1200m	
				RVR 1400m	
				RVR 1900m	

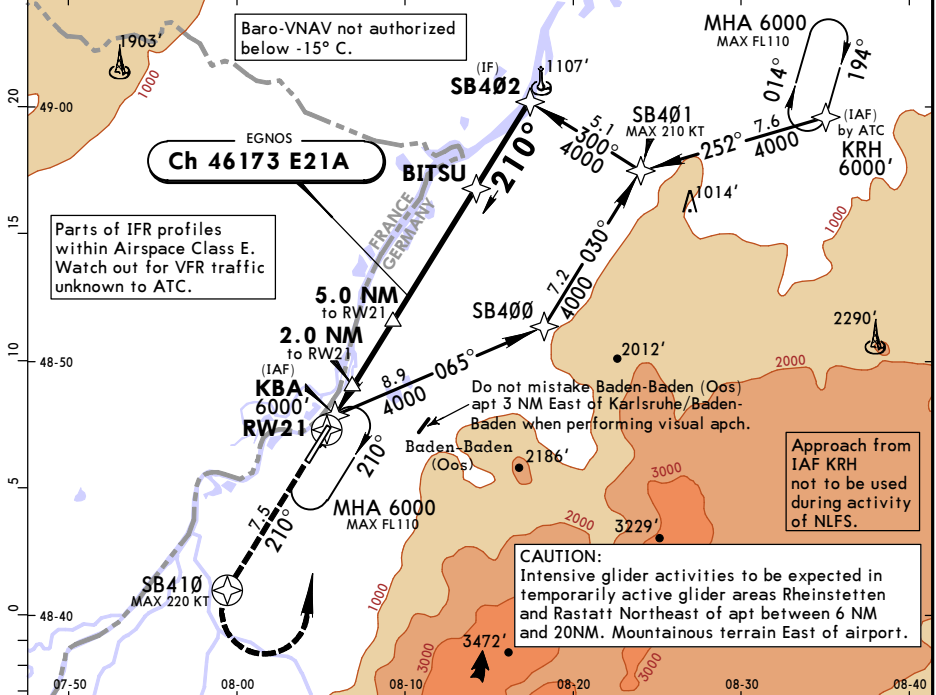
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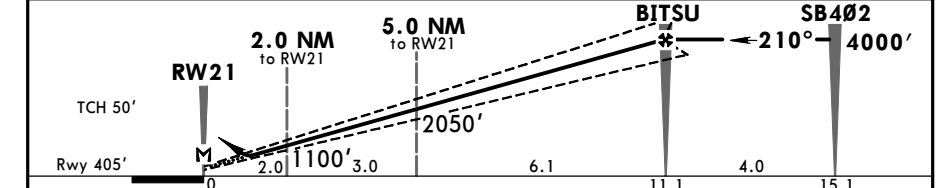
KARLSRUHE/BADEN-BADEN,
GERMANY
RNP Rwy 21

5 MAY 17 (12-2)

BRIEFING STRIP™	ATIS 121.275	STRASBOURG Approach 119.575	BADEN Tower 134.1	*Ground 121.825	5400	
	EGNOS Ch 46173 E21A	Final Aptch Crs 210°	Minimum Alt BITSU 4000' (3595')	LPV DA(H) Refer to Minimums		Apt Elev 409' Rwy 405'
	MISSED APCH: Climb on 210° to 6000', when passing SB410 or 5000', whichever is later, turn LEFT direct to KBA. Alt Set: hPa (IN on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 5000' MSA ARP					



DIST to RW21	1.0	2.0	3.0	4.0	6.0	7.0	8.0	9.0	10.0	11.0
ALTITUDE	780'	1100'	1420'	1730'	2370'	2690'	3010'	3330'	3640'	3960'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	SB410: 5000' whichever later	
Glide Path Angle	3.00°	372	478	531	637	743			849
LPV, LNAV/VNAV: MAP at DA									

PANS OPS	Standard			STRAIGHT-IN LANDING RWY 21 LNAV/VNAV			LNAV CDFA	
	LPV CAT I 1			DA(H) A: 701' (296') C: 720' (315')			DA/MDA(H) 820' (415')	
	DA(H) 605' (200')			B: 711' (306') D: 730' (325')			ALS out	
	FULL	TDZ or CL out	ALS out	ALS out			ALS out	
A	RVR 550m	RVR 550m 2	RVR 1200m	RVR 750m 3	RVR 1400m	RVR 1200m	RVR 1500m	
B								
C								
D				RVR 800m	RVR 1500m		RVR 1900m	

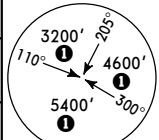
1 LACFT: DA(H) 608' (203') 2 W/o HUD/AP/FD: RVR 750m 3 With TDZ & CL & HUD: CAT A RVR 650m, CAT B&C RVR 700m

CHANGES: Minimums. © JEPPesen, 2015, 2017. ALL RIGHTS RESERVED.

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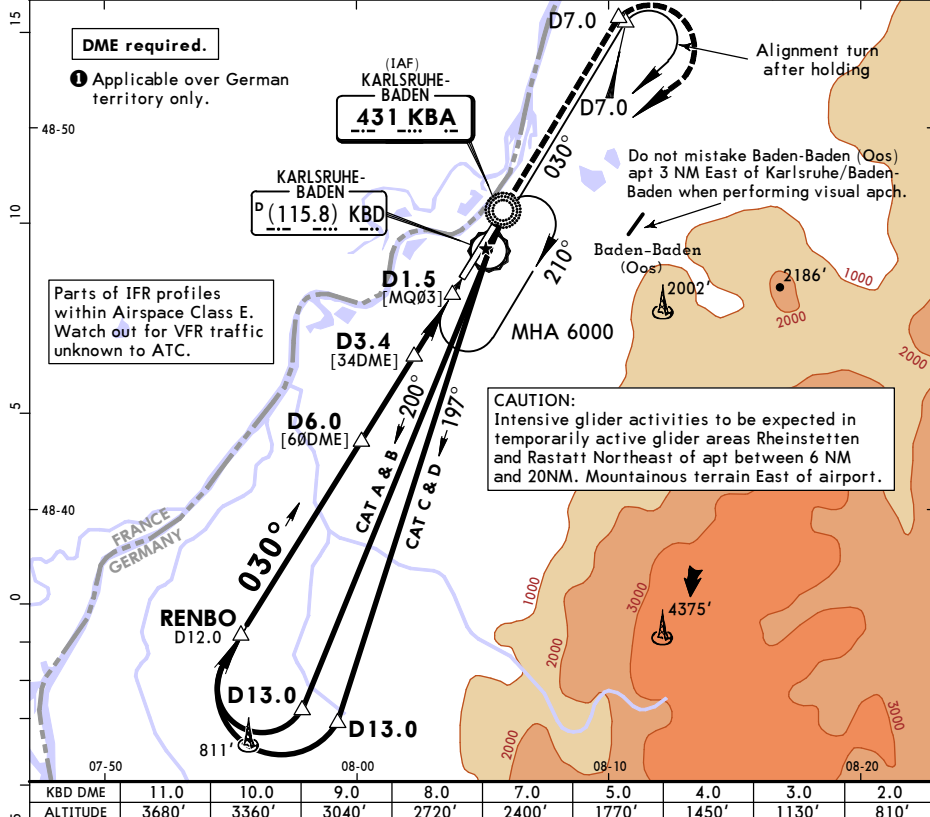
JEPESEN **KARLSRUHE/BADEN-BADEN**,
GERMANY
 14 APR 17 **(16-1)** **Eff 27 Apr**
NDB Rwy 03

*ATIS 121.275	STRASBOURG Approach 119.575	BADEN Tower 134.1	*Ground 121.825
NDB KBA 431	Final Apch Crs 030°	Minimum Alt RENBO 4000' (3594')	DA/MDA(H) 980' (574')
		Apt Elev 409' Rwy 406'	

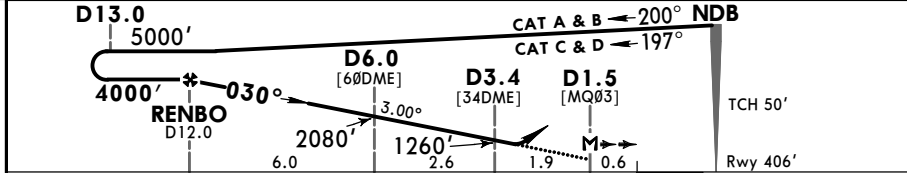


MISSED APCH: Climb on 030° to 6000'; when passing D7.0 or 5000', whichever is later, turn RIGHT to NDB.

Alt Set: hPa(IN on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 5000' MSA KBA NDB



KBD DME	11.0	10.0	9.0	8.0	7.0	5.0	4.0	3.0	2.0
ALTITUDE	3680'	3360'	3040'	2720'	2400'	1770'	1450'	1130'	810'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	Refer to Missed Apch above
Descent Angle	3.00°	372	478	531	637	743		
MAP at D1.5								

Standard **STRAIGHT-IN LANDING RWY 03**
 CDFA
 DA/MDA(H) **980'** (574')

ALS out	
A	RVR 1500m
B	
C	RVR 1900m
D	RVR 2400m

PANS OPS

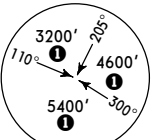
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KARLSRUHE/BADEN-BADEN, GERMANY
NDB Rwy 21

14 APR 17 **16-2** Eff 27 Apr

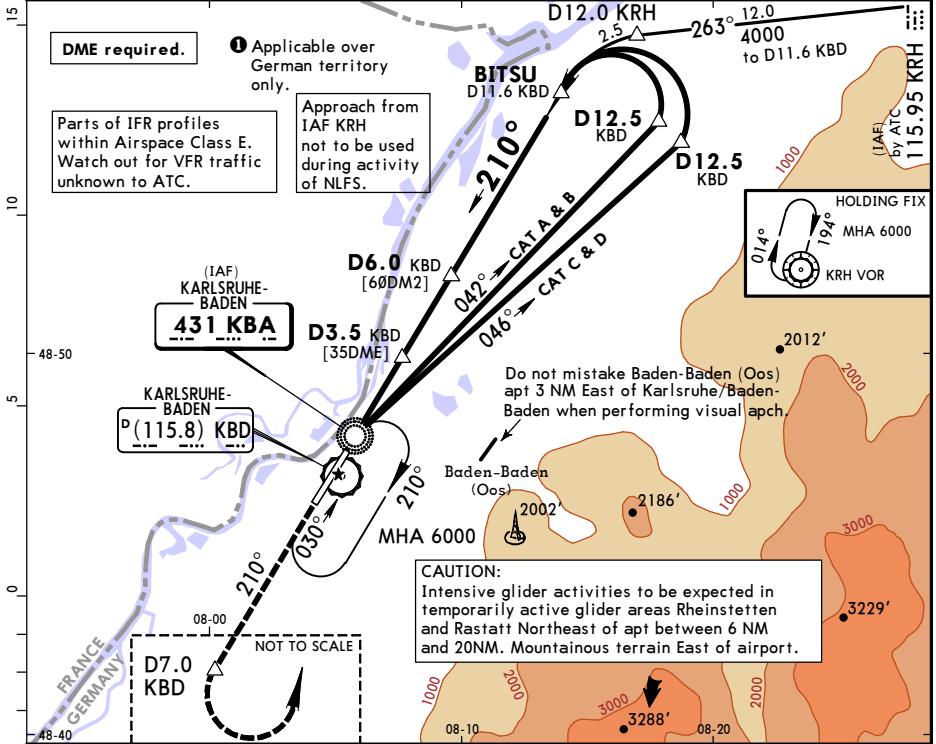
ATIS 121.275	STRASBOURG Approach 119.575	BADEN Tower 134.1	*Ground 121.825
NDB KBA 431	Final Apch Crs 210°	Minimum Alt BITSU 4000' (3595')	DA/MDA(H) 990' (585')
Apt Elev 409' Rwy 405'			



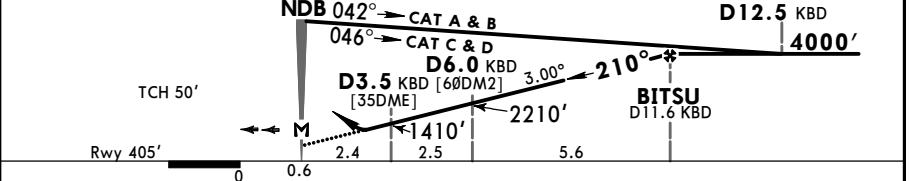
MISSED APCH: Climb on 210° to 6000'; when passing D7.0 KBD or 5000', whichever is later, turn LEFT direct to NDB.

Alt Set: hPa(IN on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 5000'

MSA KBA NDB



KBD DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0
ALTITUDE	940'	1250'	1570'	1890'	2210'	2530'	2850'	3170'	3480'	3800'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	Refer to Missed Apch above
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at NDB								

Standard STRAIGHT-IN LANDING RWY 21
 CDFA
 DA/MDA(H) **990'** (585')

PANS OPS	A	RVR 1500m	
	B	RVR 1500m	
	C	RVR 2000m	RVR 2400m
	D	RVR 2000m	RVR 2400m