

ETZ-LFJL

1-10

AOI

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GENERAL**Operational Hours****ATS Hours:** SUN 0800‡ - SAT 1900‡.

Other times O/R at the latest on previous THU 1100‡ for the following slots:

SAT 1900‡ - SUN 0100‡

SUN 0500-0800‡

AD ADMIN Hours: MON-FRI 0430-2130‡. SAT, SUN, HOL and day before HOL according to SKED FLTs.**Airport Information**

RFF:	CAT 7: MON-FRI except HOL and day before HOL 0800-1700‡
	CAT 5: MON-FRI except HOL and day before HOL 0500-0800, 1700-2100‡
	CAT 2: MON-FRI 0000-0500, 2100-2359‡
	SAT 0000-1900‡
	SUN 1030-2359‡
	HOL H24
	CAT 1: SAT 1900-2359‡
	SUN 0000-1030‡

Fuel: MON-FRI:0430-1730‡, other times O/R SAT, SUN, HOL, day before HOL: O/R AD operator**PCM:** RWY 04/22: 80F/C/W/T**Customs:** O/R 2HR**Operation****Low Visibility Procedure**

LVP in force when RVR at/or below 800m or when ceiling at/or below 200ft.

CAT II/III LDG: ACFT must vacate RWY via TWY C.

Warnings

Wildlife in vicinity and on AD.

ARRIVAL**Speed**

MAX IAS 250KT below FL100.

Communication**COM Failure**

Apply PROC as described in national regulation.

Followed by MISAP: Apply PROC as described on IAC and proceed a second APCH.

SBN 2A: For ACFT bound to AD turn right at D3.3 GTQ to join R341 GTQ and continue APCH complying with authorized PROC.**PHALO 2B:** For ACFT bound to AD at GTQ join R341 GTQ and continue APCH complying with authorized PROC.**Arrival Procedure****VFR Traffic Pattern:** RWY 04 right-hand circuit.**Visual APCH**

From west on RWY 22 are allowed only under condition of being on RWY axis at more than 8NM DME MLY.

RWY 04 are allowed only under condition of being on RWY axis at more than 6NM DME MLY.

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DEPARTURE**| Take-off Minima**

RWY		22	
All ACFT	ft - m/km	0 - 75R	-
		0 - 400R/400V	wo ATS

RWY		04	
A, B, C	ft - m/km	0 - 150R	-
D		0 - 200R	-
All ACFT		0 - 400R/400V	wo ATS

Speed

MAX IAS 250KT below FL100.

Communication**COM Failure**

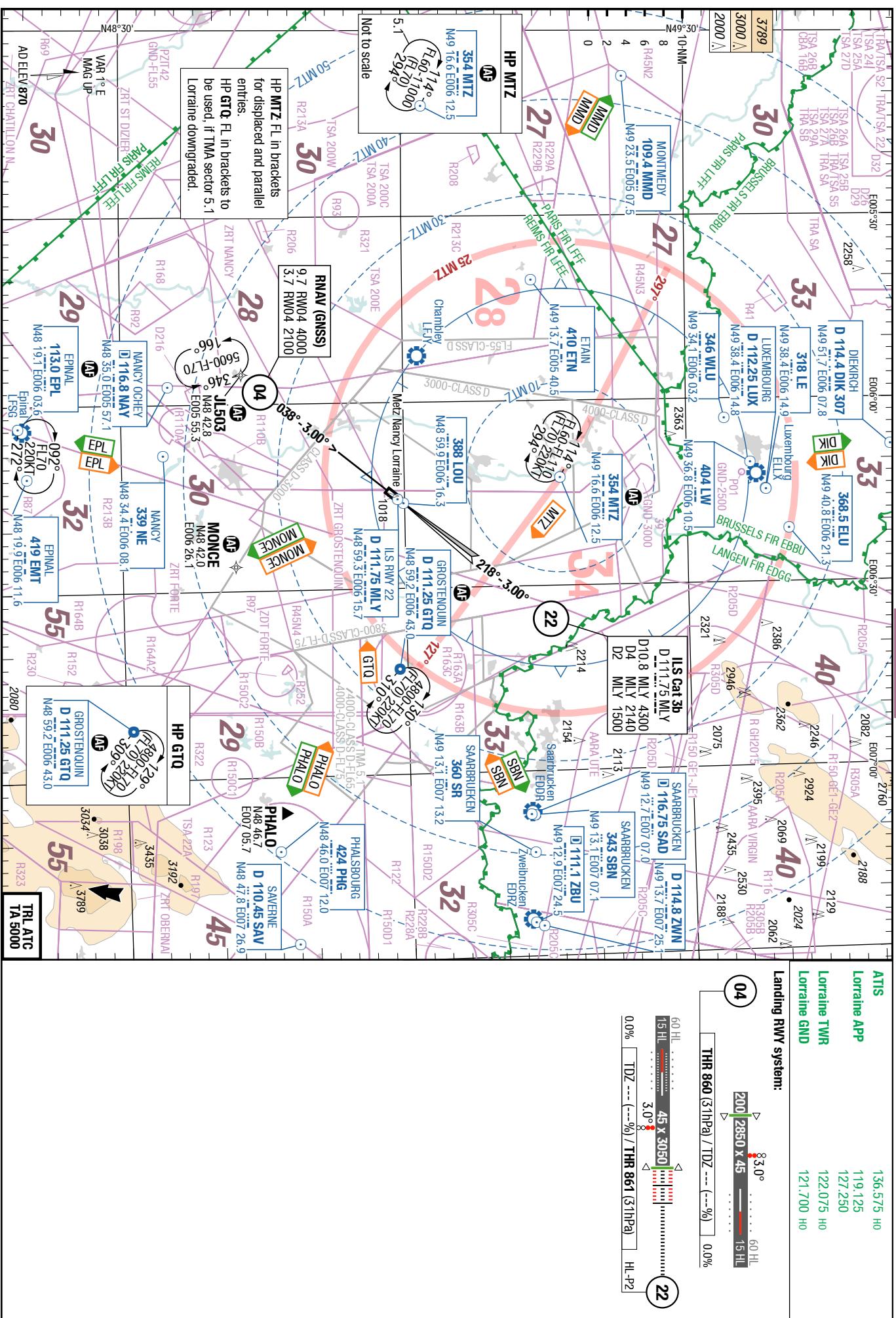
- VMC: turn back to land on AD.
- IMC: Comply with last received CLR then with FPL in force.

De-Icing

AVBL.

AFC  **raine**

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AGC
AFC



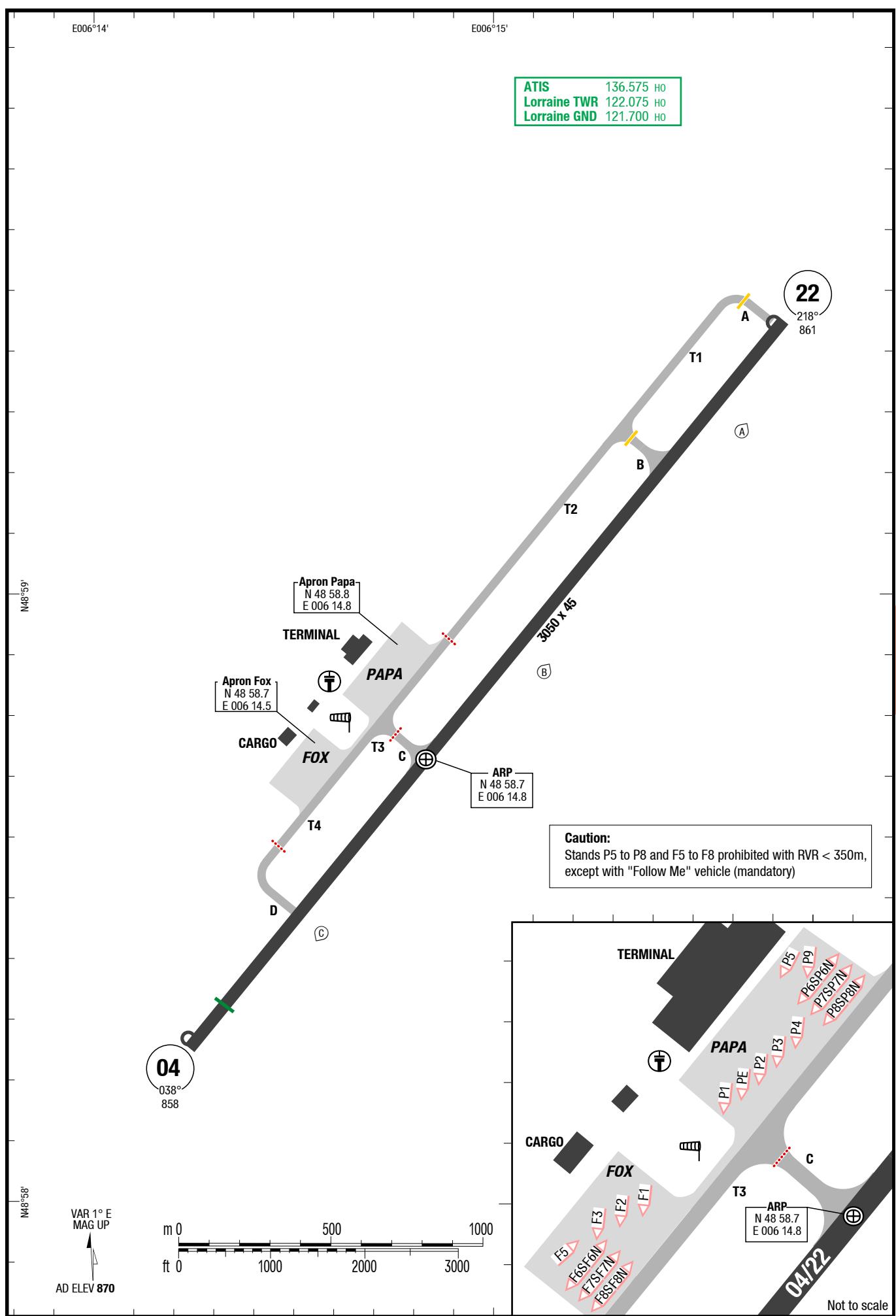
Effective 17-AUG-2017
10-AUG-2017

ETZ-LFJL

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AGC AGC
AGC AGC
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ATIS 136.575 HO
Lorraine TWR 122.075 HO
Lorraine GND 121.700 HO



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03-NOV-2016

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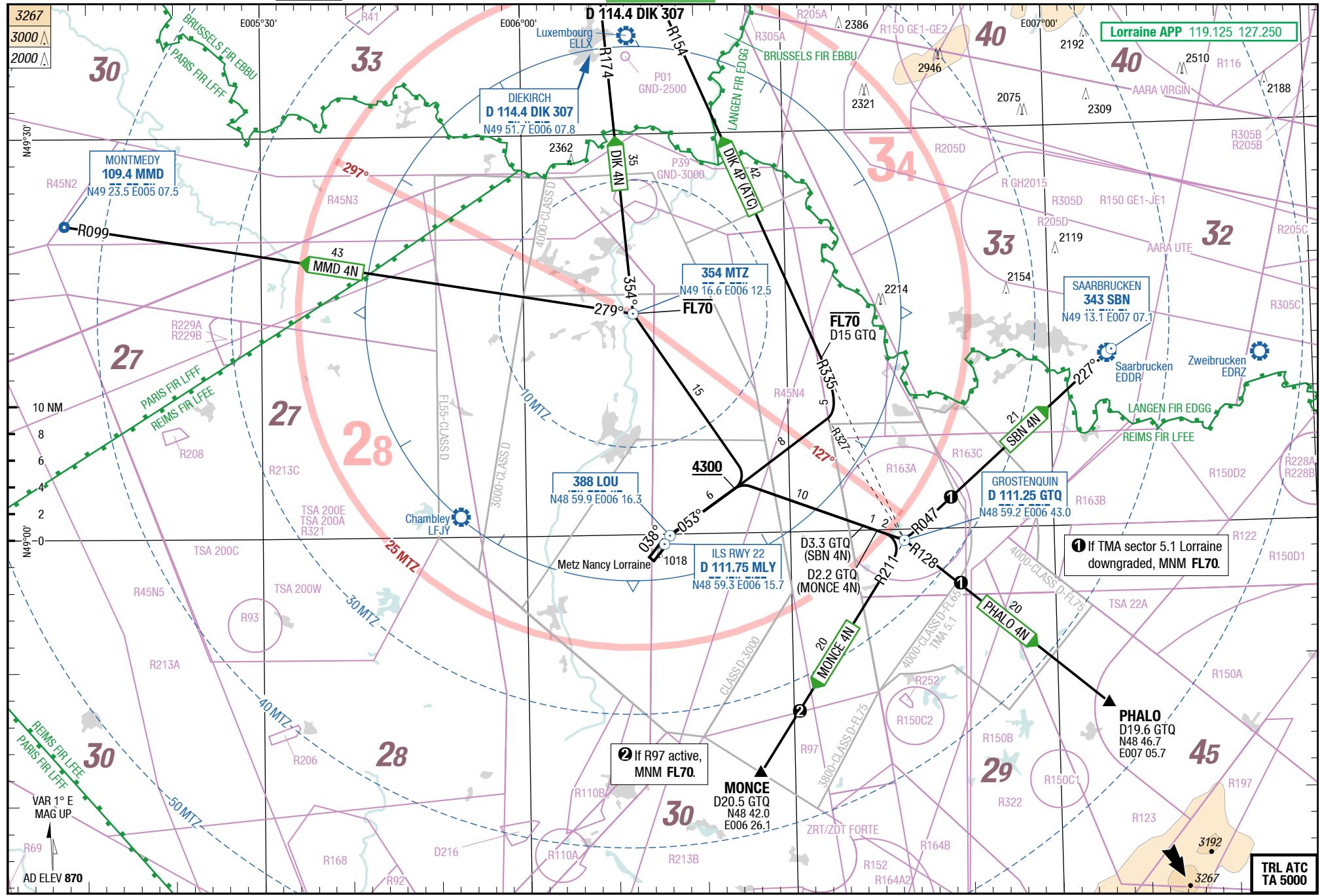
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SIDs RWY 04

-10

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SIDs RWY 22



Effective 10-NOV-2016

03-NOV-2016

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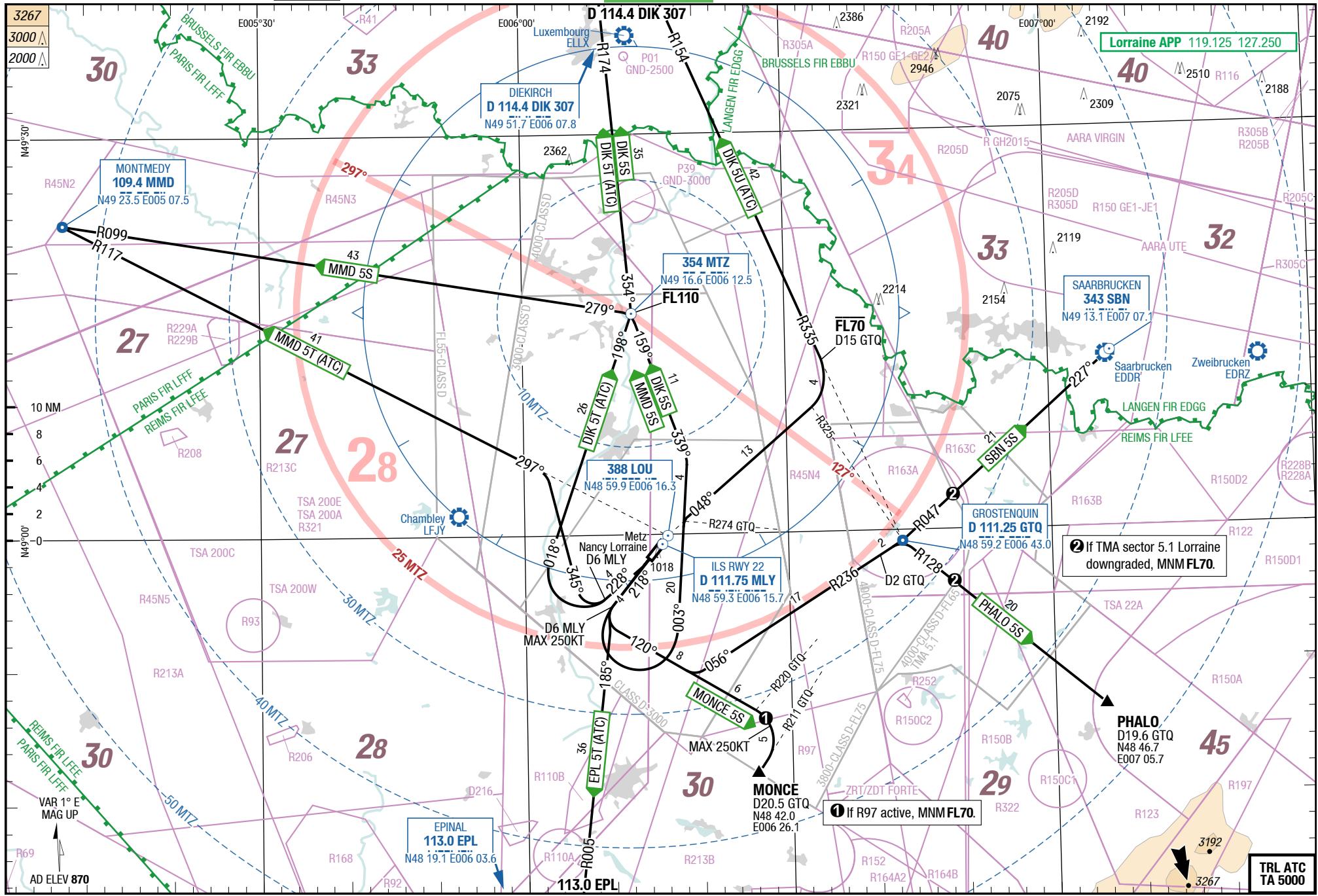
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SIDs RWY 22

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SIDs RWY 22



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SIDs RWY 04

**DIEKIRCH 4N / DIEKIRCH 4P / MONCE 4N / MONTMEDY 4N / OMNIDIRECTIONAL DEP
RWY 04 (038°)**

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
6.7%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
Runway 04		
DIEKIRCH 4N DIK 4N 3.5% 6.7% to 4300 119.125 (2)(3)	QDM 038 LOU to LOU - QDR 053 LOU - at MNM 4300 LT direct MTZ - QDR 354 MTZ to DIK	MTZ MAX FL70
DIEKIRCH 4P DIK 4P (ATC) 3.5% 6.7% to 4300 119.125 (2)(3)	QDM 038 LOU to LOU - QDR 053 LOU - crossing R327 GTQ LT intercept R335 GTQ to DIK	R335/D15 GTQ MAX FL70
MONCE 4N 3.5% 6.7% to 4300 119.125 (2)(3)	QDM 038 LOU to LOU - QDR 053 LOU - at MNM 4300 RT direct GTQ - at D.2. GTQ RT intercept R211 GTQ to MONCE	entering R97 MNM FL70 , if R97 active
MONTMEDY 4N MMD 4N 3.5% 6.7% to 4300 119.125 (2)(3)	QDM 038 LOU to LOU - QDR 053 LOU - at MNM 4300 LT direct MTZ - QDR 279 MTZ to MMD	MTZ MAX FL70
OMNIDIRECTIONAL DEP (ATC) 3.5% 6.5% to assigned FL 119.125 (1)(2)	at 2000 - depart omnidirectional	

- ① Climb gradient 6.5% due to R45N4. If unable to comply, advise ATC on start-up.
- ② Theoretical climb gradient 3.5% due to OBST 1300m from DER.
- ③ Climb gradient 6.7% due to R45N4. If unable to comply, advise ATC on start-up.

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SIDs RWY 04

OMNIDIRECTIONAL DEP ALTERNATE / PHALO 4N / SAARBRUCKEN 4N

RWY 04 (038°)

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
3.9%	ft/MIN	500	600	800	900	1000	1100
6.7%	ft/MIN	900	1100	1300	1500	1700	1900
6.9%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04	
OMNIDIRECTIONAL DEP ALTERNATE (ATC) 3.5% 119.125 ①	at D4.5 MLY RT direct LOU - depart omnidirectional	LOU at 2700
PHALO 4N 3.5% 6.7% to 4300 119.125 ①②④	QDM 038 LOU to LOU - QDR 053 LOU - at MNM 4300 RT direct GTQ - R128 GTQ to PHALO	entering TMA 5.1 MNM FL70 , if TMA sector 5.1 Lorraine downgraded
SAARBRUCKEN 4N SBN 4N 3.5% 6.7% to 4300 119.125 ①③④	QDM 038 LOU to LOU - QDR 053 LOU - at MNM 4300 RT direct GTQ - at D3.3 GTQ LT intercept R047 GTQ to SBN	entering TMA 5.1 MNM FL70 , if TMA sector 5.1 Lorraine downgraded

- ① Theoretical climb gradient 3.5% due to OBST 1300m from DER.
- ② If TMA sector 5.1 Lorraine downgraded, climb gradient 3.9% from 4300ft to FL70. If unable to comply, advise ATC on start-up.
- ③ If TMA sector 5.1 Lorraine downgraded, climb gradient 6.9% from 4300ft to FL70. If unable to comply, advise ATC on start-up.
- ④ Climb gradient 6.7% due to R45N4. If unable to comply, advise ATC on start-up.

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SIDs RWY 22

DIEKIRCH 5S / DIEKIRCH 5T / DIEKIRCH 5U / EPINAL 5T / MONCE 5S / MONTMEDY 5S
RWY 22 (218°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
7.3%	ft/MIN	900	1200	1400	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22	
DIEKIRCH 5S DIK 5S 5.0% 119.125 ①③	QDR 218 LOU - at D6 MLY LT (MAX 250KT) 003° - intercept QDM 339 MTZ to MTZ - QDR 354 MTZ to DIK	MTZ MAX FL110
DIEKIRCH 5T DIK 5T (ATC) 5.0% 119.125 ①	228° - at D6 MLY RT intercept QDM 018 MTZ to MTZ - QDR 354 MTZ to DIK	MTZ MAX FL110
DIEKIRCH 5U DIK 5U (ATC) 5.0% 119.125 ①	QDR 218 LOU - at D6 MLY LT (MAX 250KT) 003° - crossing R274 GTQ RT intercept QDR 048 LOU - crossing R325 GTQ LT intercept R335 GTQ to DIK	R335/D15 GTQ MAX FL70
EPINAL 5T EPL 5T (ATC) 5.0% 119.125 ①	QDR 218 LOU - at D6 MLY LT (MAX 250KT) intercept R005 EPL to EPL	
MONCE 5S 5.0% 119.125 ①②	QDR 218 LOU - at D6 MLY LT (MAX 250KT) 120° - crossing R220 GTQ RT (MAX 250KT) intercept R211 GTQ to MONCE	entering R97 MMN FL70 , if R97 active
MONTMEDY 5S MMD 5S 5.0% 119.125 ①	QDR 218 LOU - at D6 MLY LT (MAX 250KT) 003° - intercept QDM 339 MTZ to MTZ - QDR 279 MTZ to MMD	MTZ MAX FL110

① If unable to comply with climb gradient 5.0%, advise ATC on start-up.

② If R97 active, climb gradient 7.3% to FL70.

③ Climb gradient 5.0% due to R45N4. If unable to comply, advise ATC on start-up.

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SIDs RWY 22

MONTMEDY 5T / OMNIDIRECTIONAL DEP / OMNIDIRECTIONAL DEP ALTERNATE / PHALO 5S / SAARBRUCKEN 5S
RWY 22 (218°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22	
MONTMEDY 5T MMD 5T (ATC) 5.0% 119.125 ①	228° - at D6 MLY RT 345° - intercept QDR 297 LOU to MMD	
OMNIDIRECTIONAL DEP (ATC) 5.0% to assigned FL (East sector) 119.125 ②③	at 2000 - depart omnidirectional	
OMNIDIRECTIONAL DEP ALTERNATE (ATC) 119.125 ②	at D5.4 MLY LT direct LOU - depart omnidirectional	LOU at 2700
PHALO 5S 5.0% 119.125 ①	QDR 218 LOU - at D6 MLY LT (MAX 250KT) 120° - LT intercept R236 GTQ inbound - at D2 GTQ RT intercept R128 GTQ to PHALO	entering TMA 5.1 MNM FL70 , if TMA sector 5.1 Lorraine downgraded
SAARBRUCKEN 5S SBN 5S 5.0% 119.125 ①	QDR 218 LOU - at D6 MLY LT (MAX 250KT) 120° - LT intercept R236 GTQ to GTQ - R047 GTQ to SBN	entering TMA 5.1 MNM FL70 , if TMA sector 5.1 Lorraine downgraded

- ① If unable to comply with climb gradient 5.0%, advise ATC on start-up.
- ② Do not turn before DER.
- ③ Climb gradient 5.0% due to R45N4. If unable to comply, advise ATC on start-up.

Effective 02-FEB-2017

26-JAN-2017

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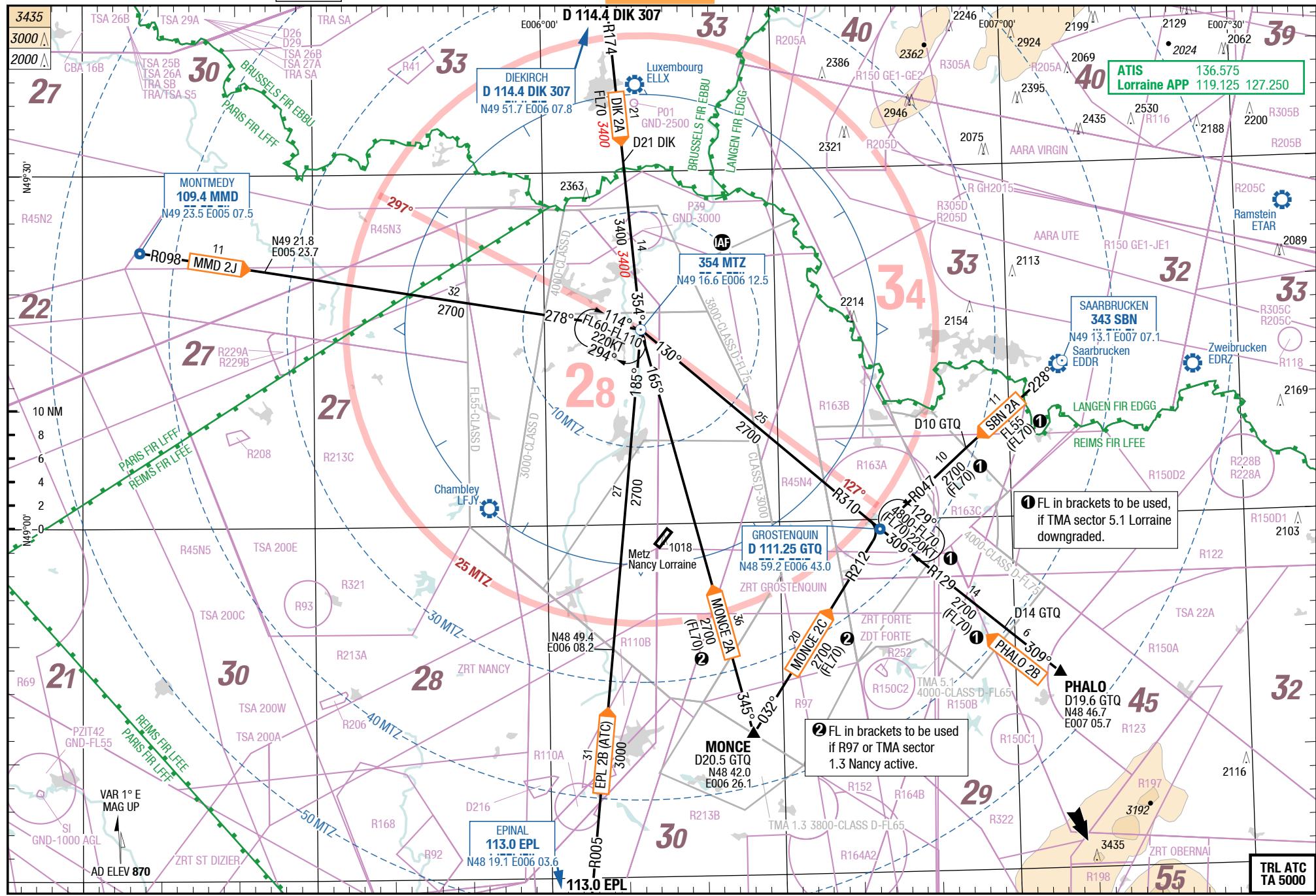
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6-10

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STARs

SAR

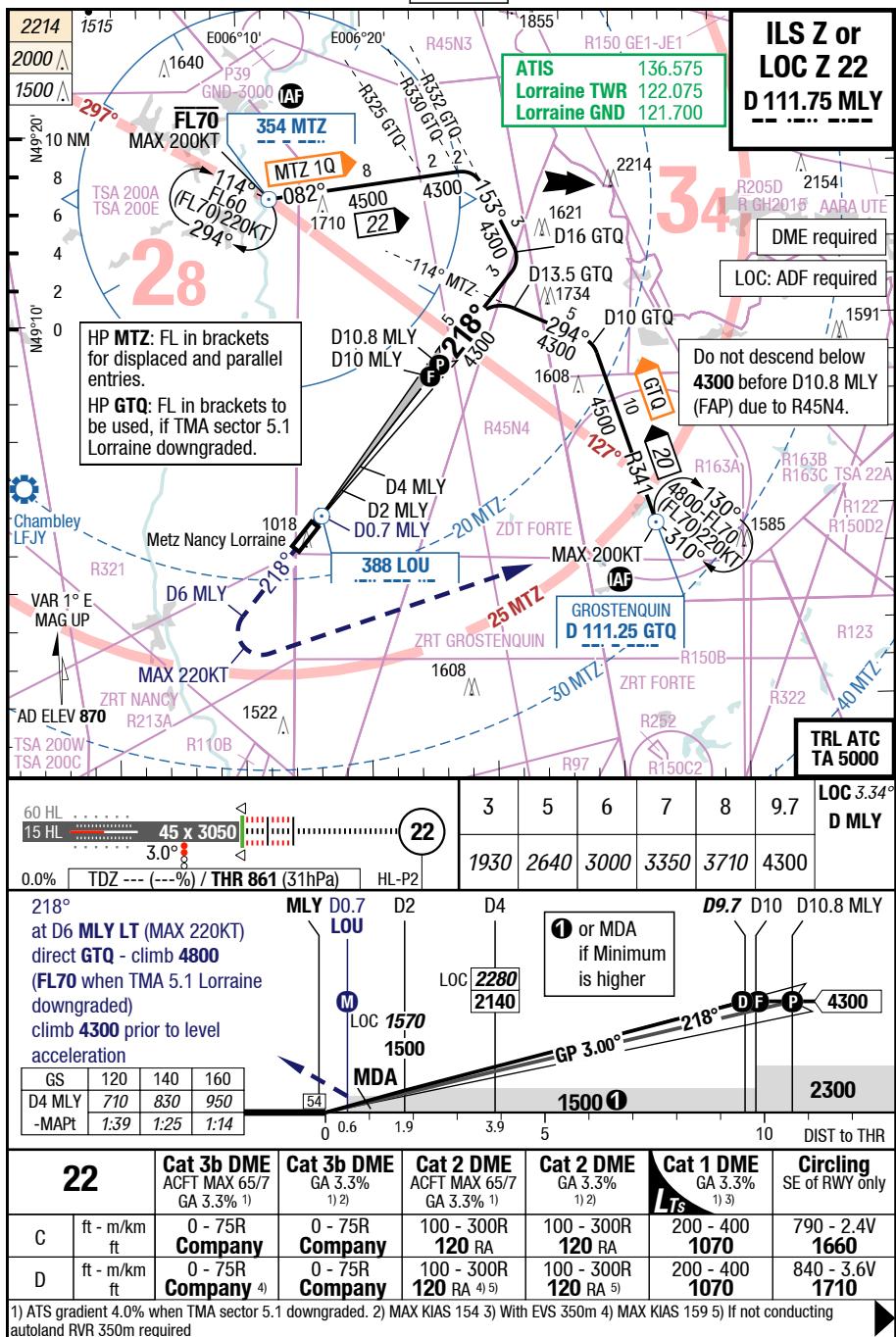
The logo consists of the word "Metz" in a bold, black, sans-serif font at the top. Below it is a white right-pointing arrow containing the letters "NIL". At the bottom is the word "STAR" in a large, bold, black, sans-serif font.



ETZ-LFJL

7-10

ILS Z or LOC Z 22



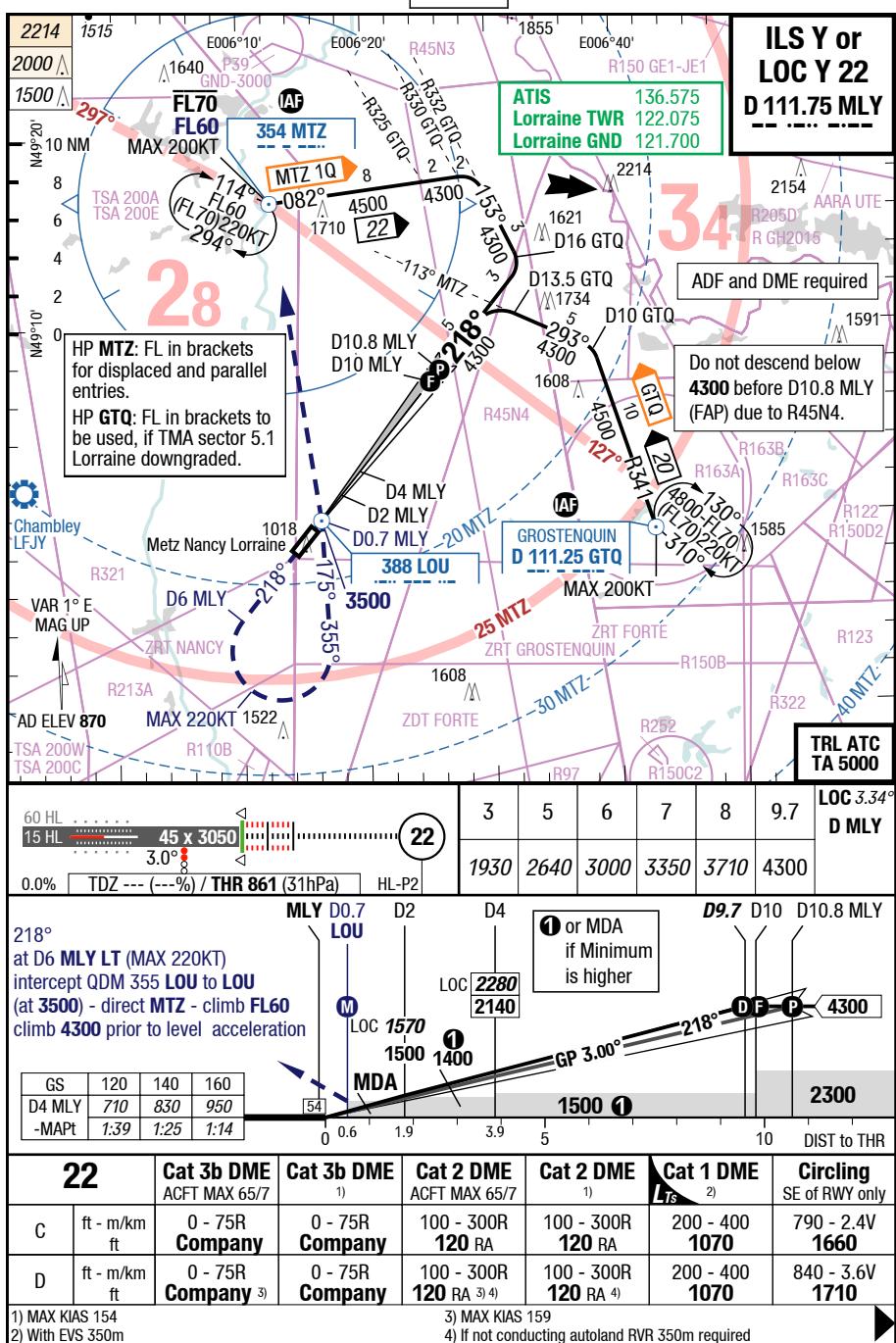
1) ATS gradient 4.0% when TMA sector 5.1 downgraded. 2) MAX KIAS 154 3) With EVS 350m 4) MAX KIAS 159 5) If not conducting autoland RVR 350m required

Changes: FREQ

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7-20

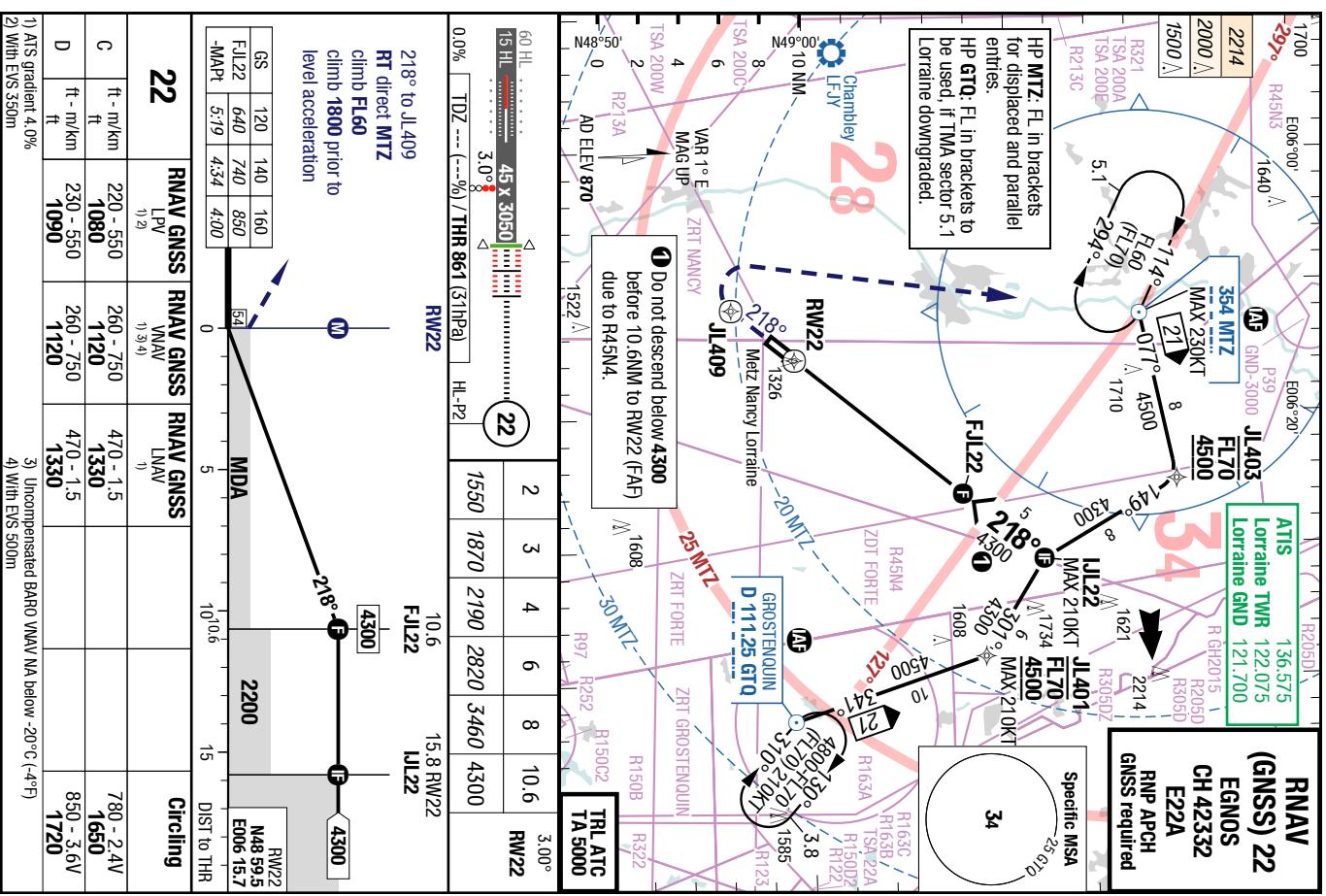
ILS Y or LOC Y 22



7-40

205D BN&V

100



Changes: MIN, Speed RESTR, WPT, OBST, SUAS, TCH

D	ft - m/km	230 -
	ft	10
1) ATS gradient 4.0%		
2) With EVS 350m		

550
90 | 260 - 75
1120

0 470 - 1.5
1330

BARO VNAV NA below -20°C (-4°F)

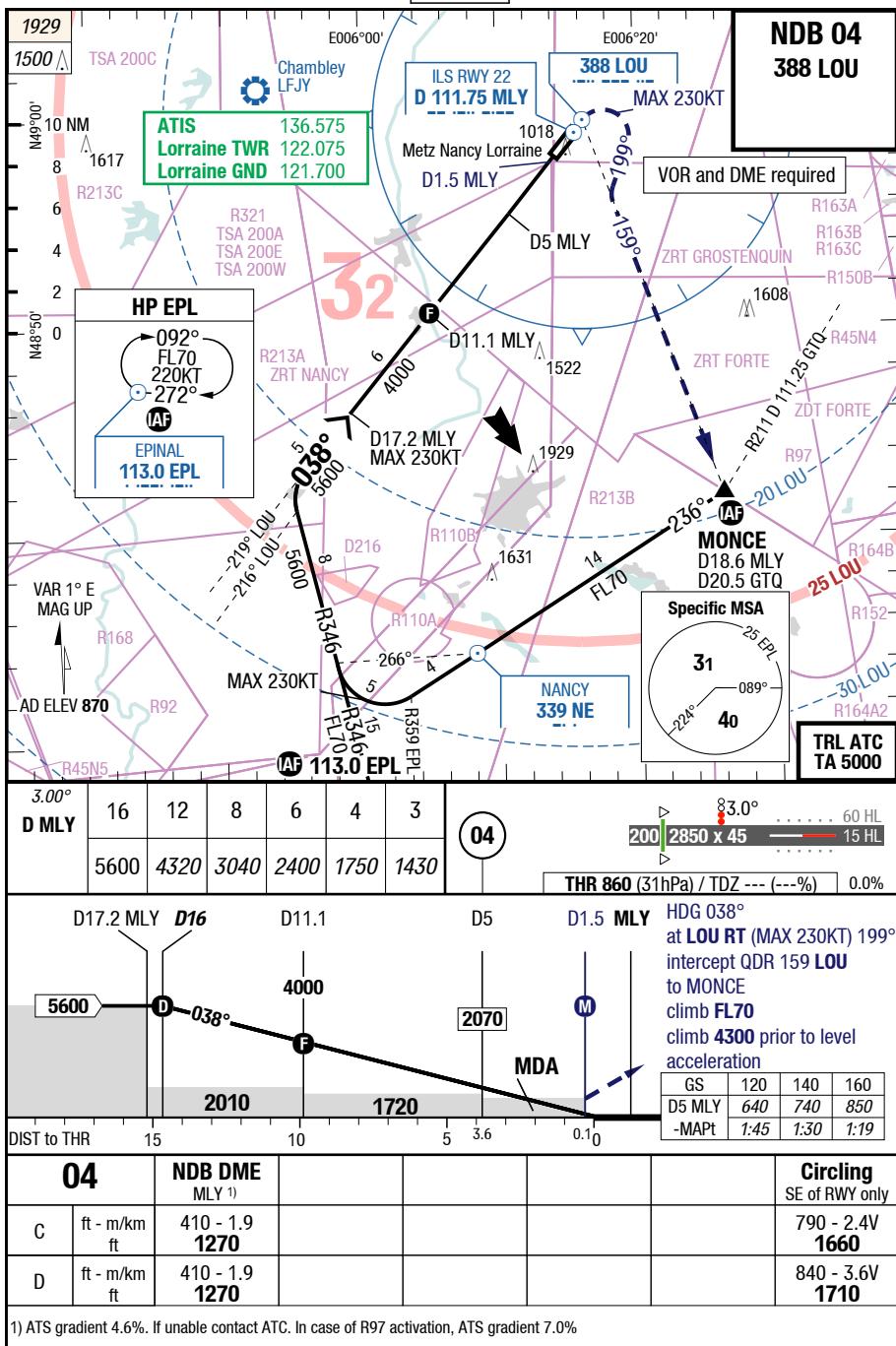
50 - 3.6V
1720

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7-50

NDB 04

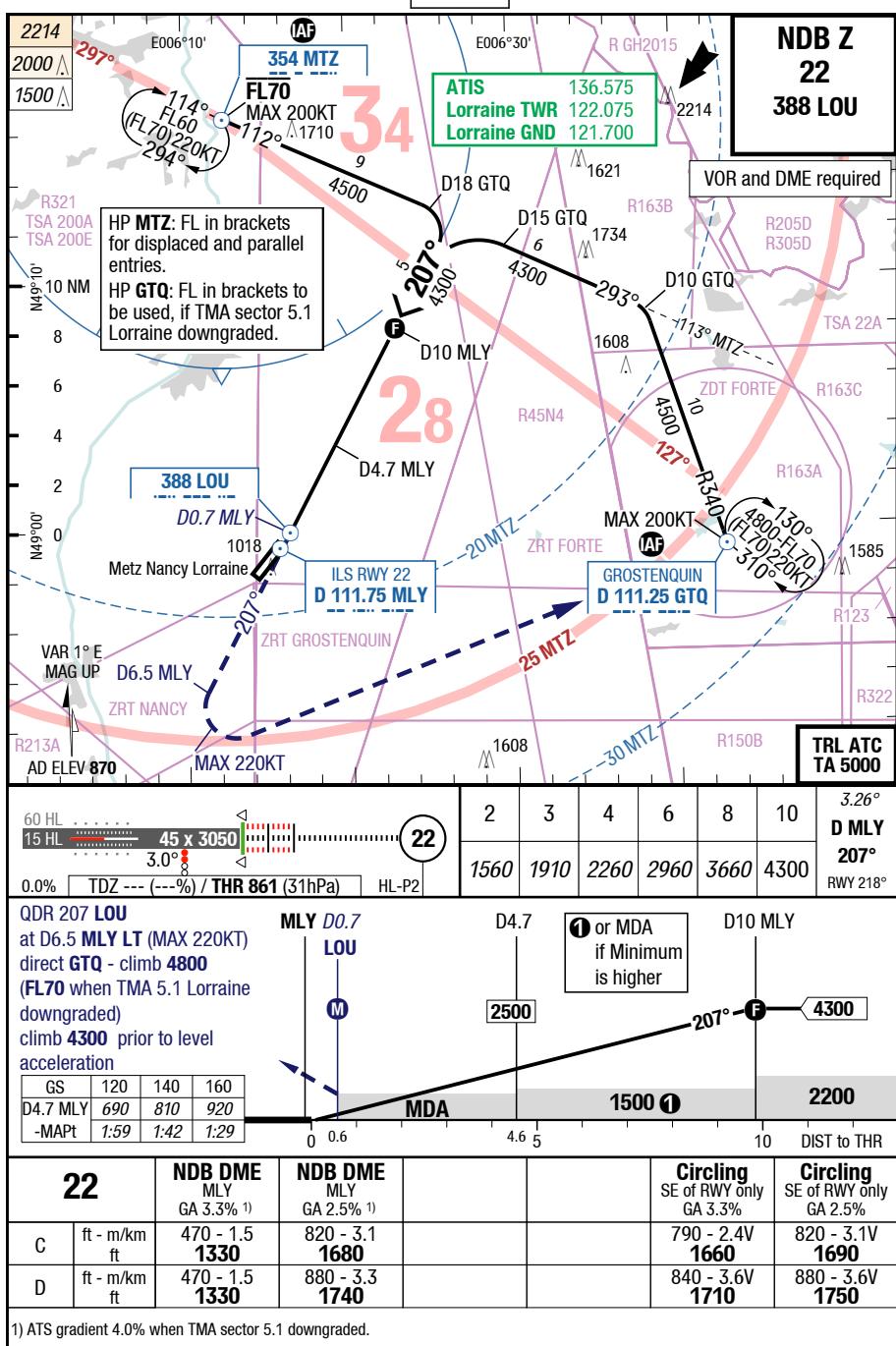


23-FFB-2017

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7-60

NDB Z 22

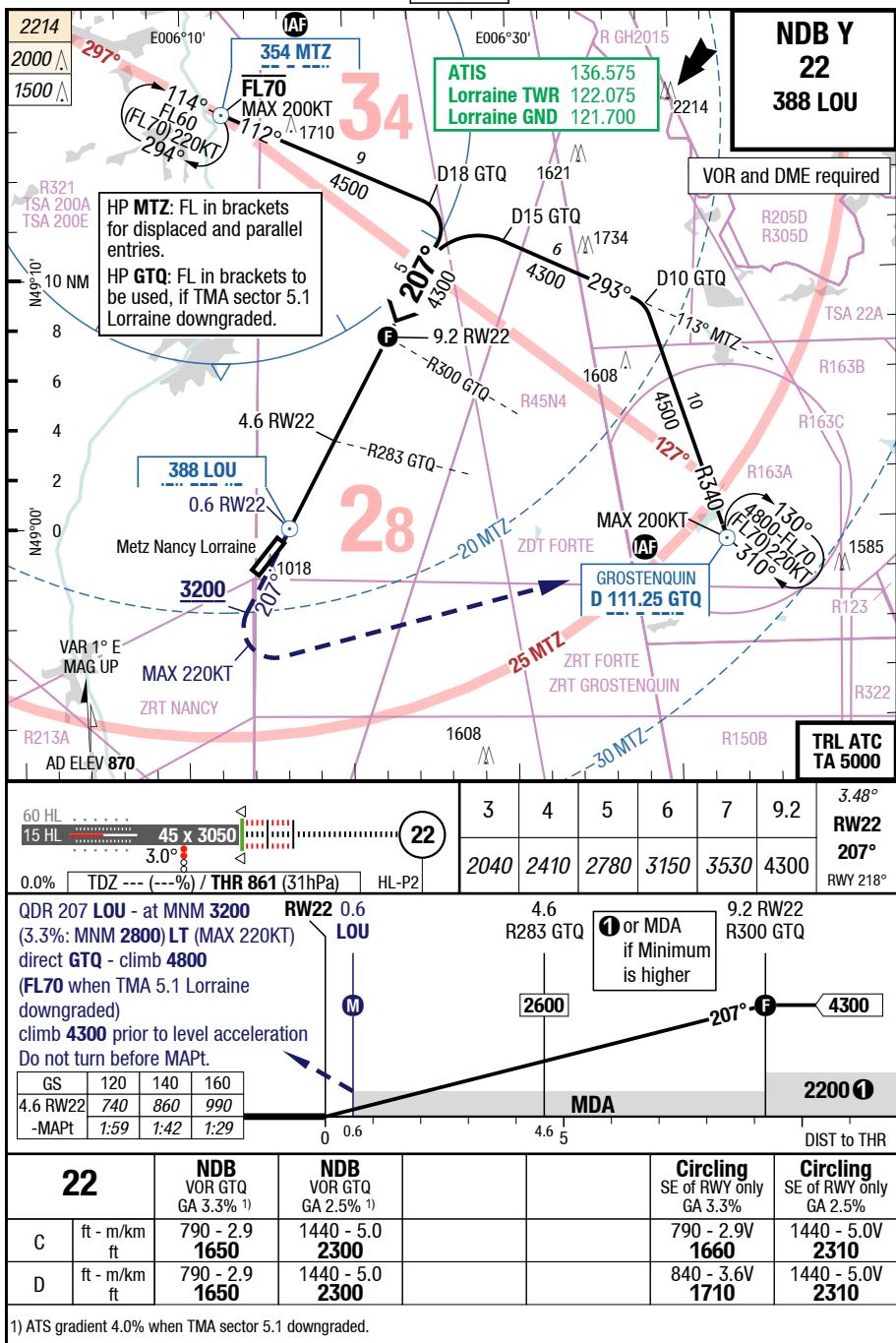


1) ATS gradient 4.0% when TMA sector 5.1 downgraded.

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7-70

NDB Y 22



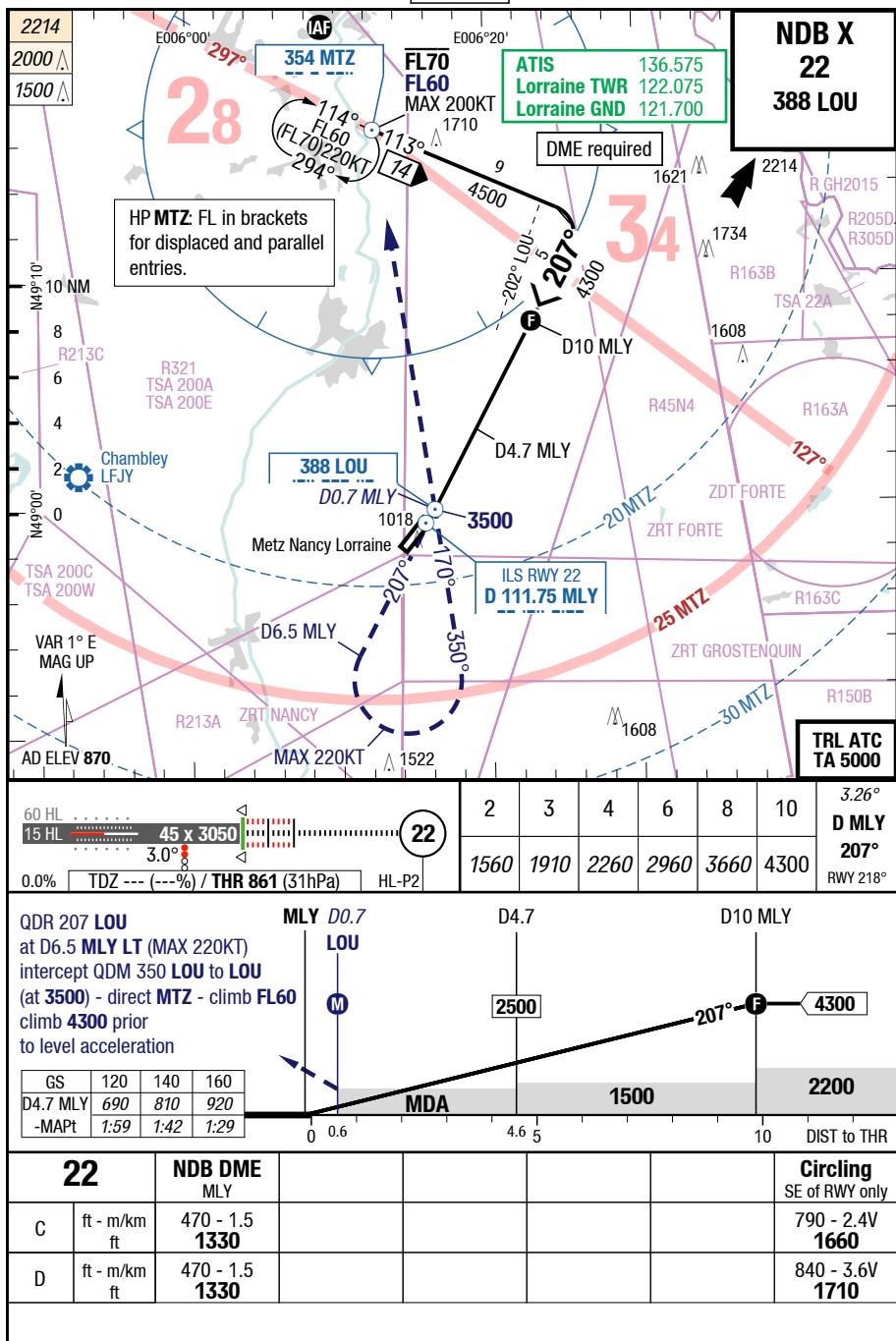
(1) ATS gradient 4.0% when TMA sector 5.1 downgraded.

Changes: FREQ

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7-80

NDB X 22



ETZ-LFJL

7-90

WxMinima Overflow

22		Cat 1 DME GA 3.3% 1) 2)	Cat 1 DME GA 2.5% 1) 3)	LOC DME GA 3.3% 1)	LOC DME GA 2.5% 1) 4)		Circling LOC GA 2.5% SE of RWY only
C	ft - m/km ft	200 - 550 1070	760 - 2.4 1630	440 - 1.3 1300	920 - 2.4 1780		920 - 2.4V 1790
D	ft - m/km ft	200 - 550 1070	780 - 2.4 1650	440 - 1.3 1300	940 - 2.4 1800		940 - 3.6V 1810

1) ATS gradient 4.0% when TMA sector 5.1 downgraded. 2) With EVS 350m 3) With EVS 1.6km 4) Timing to determine MAPt NA

22		Cat 1 DME YANKEE 1)	LOC DME YANKEE				
C	ft - m/km ft	200 - 550 1070	440 - 1.3 1300				
D	ft - m/km ft	200 - 550 1070	440 - 1.3 1300				

1) With EVS 350m

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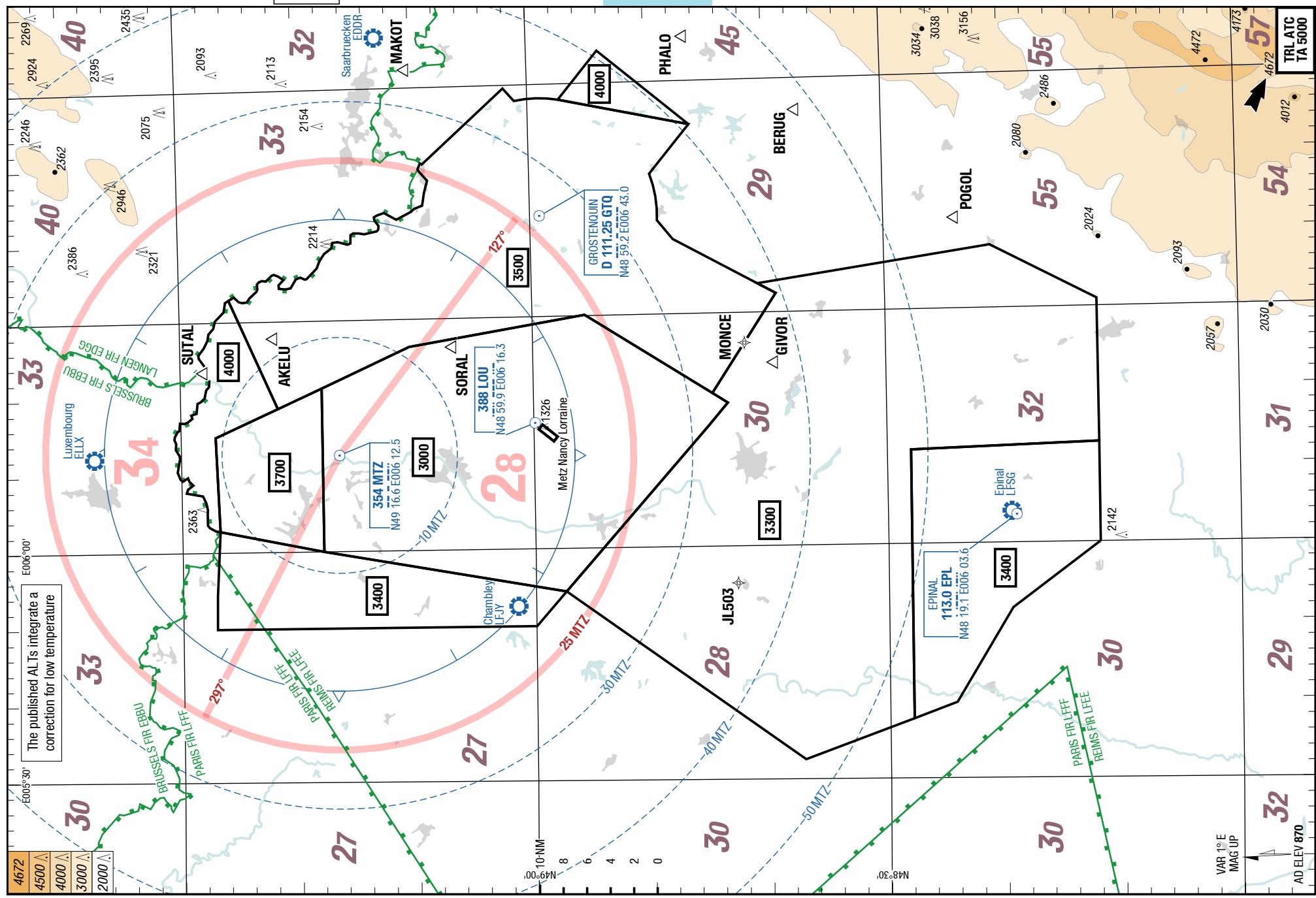
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MRC

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MRC



Changes: MRVA, RADAR SECT, OBST, Note