

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

PCN: 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.

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.

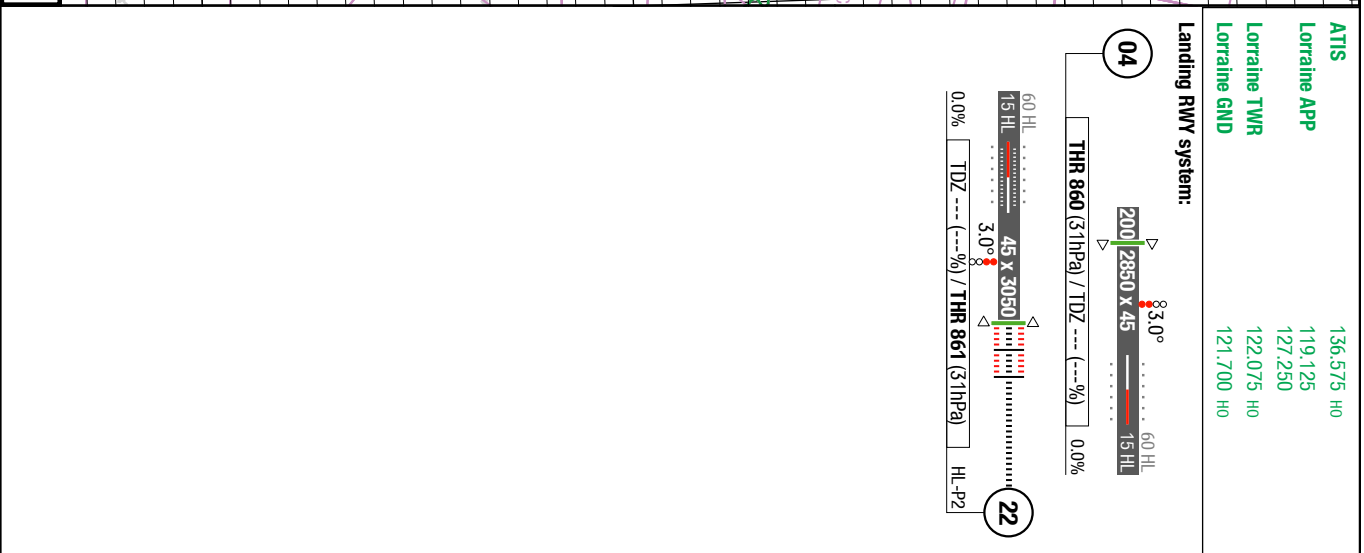
De-Icing

AVBL.

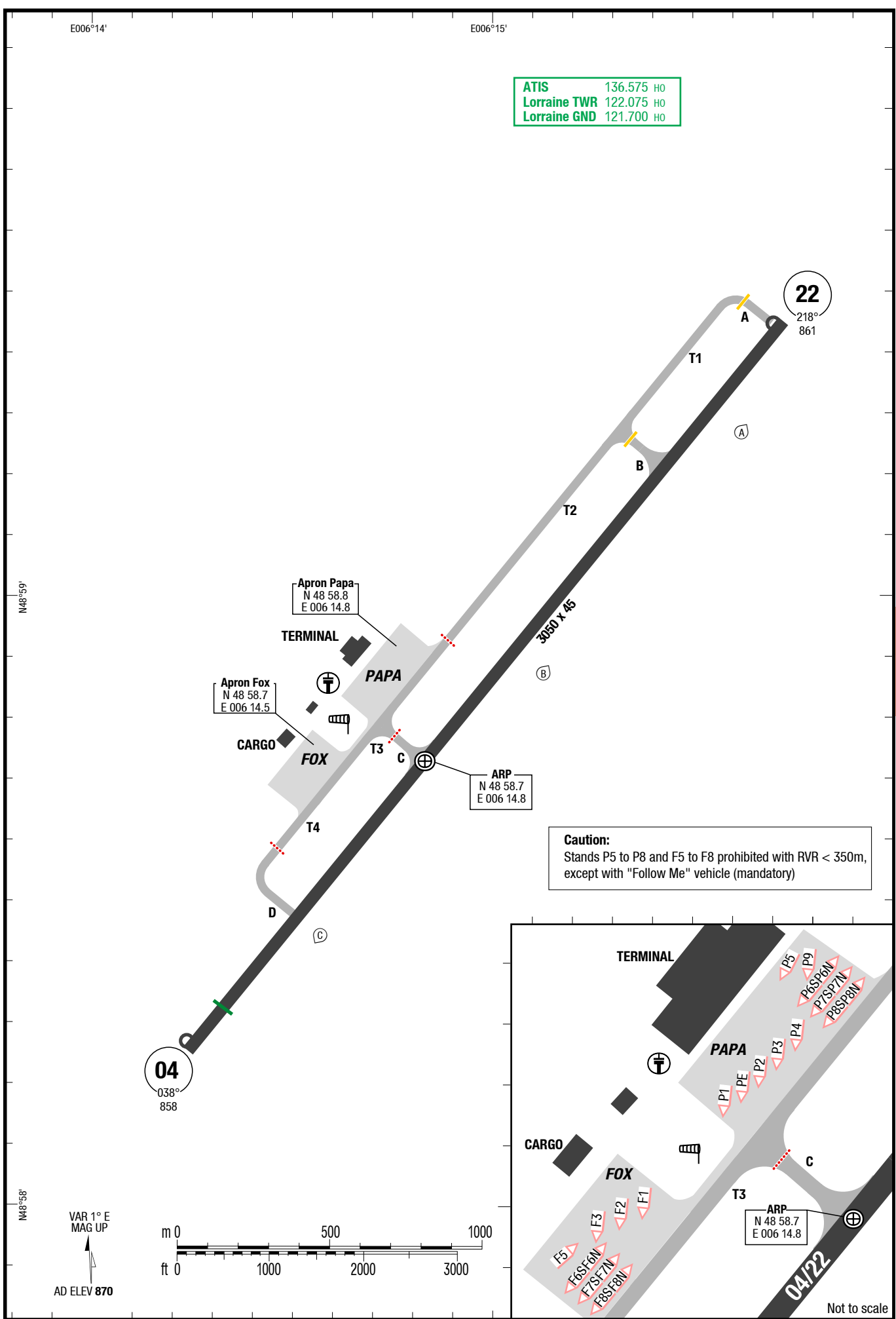
Metz Nancy Lorraine France

AGC

AFG



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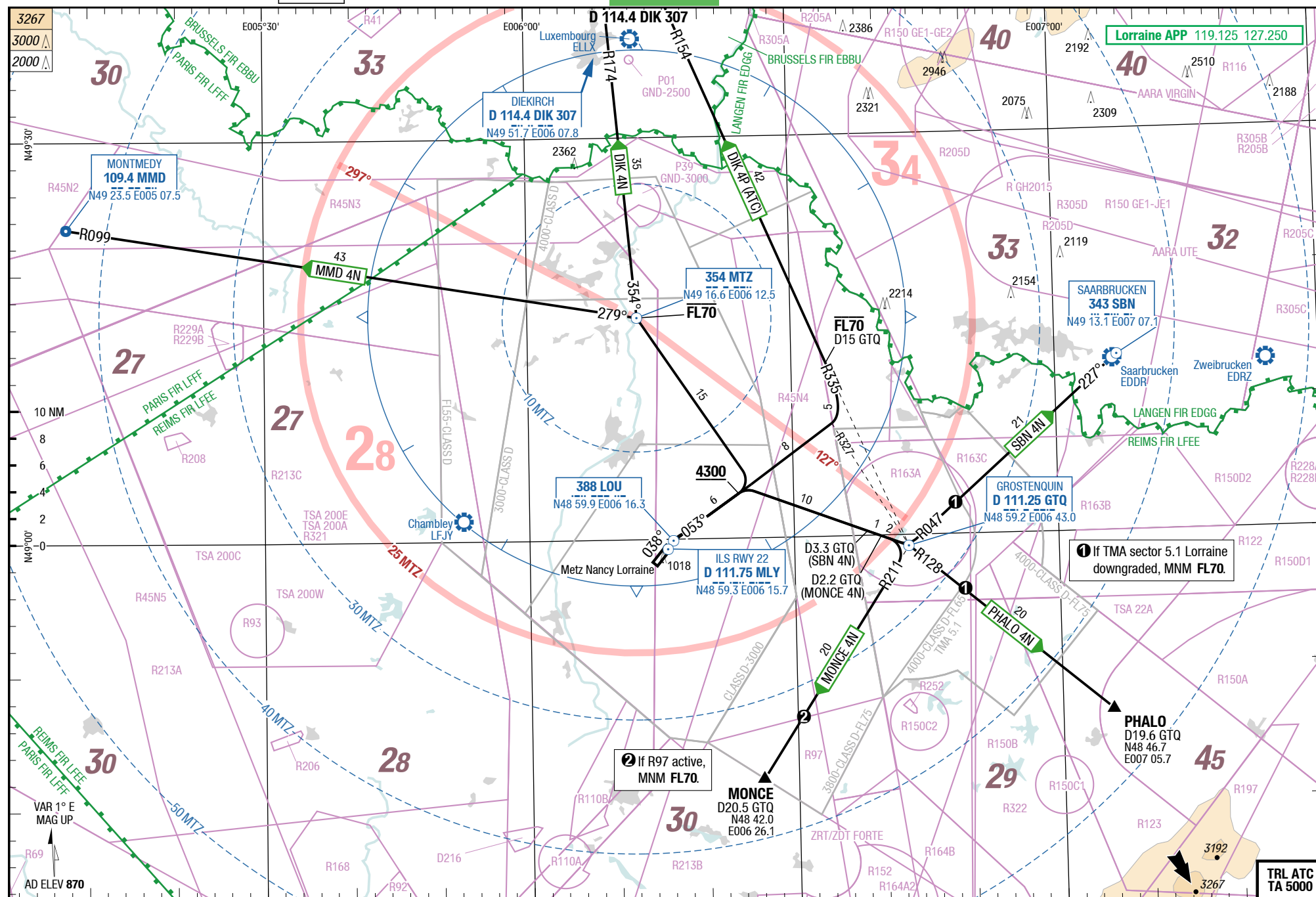
SIDs RWY 04

SID

SID

SIDs RWY 04

4-10



Changes: ASP, Track, SUAs, Note, Editorial

TRL ATC
TA 5000

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03-NOV-2016

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4-20

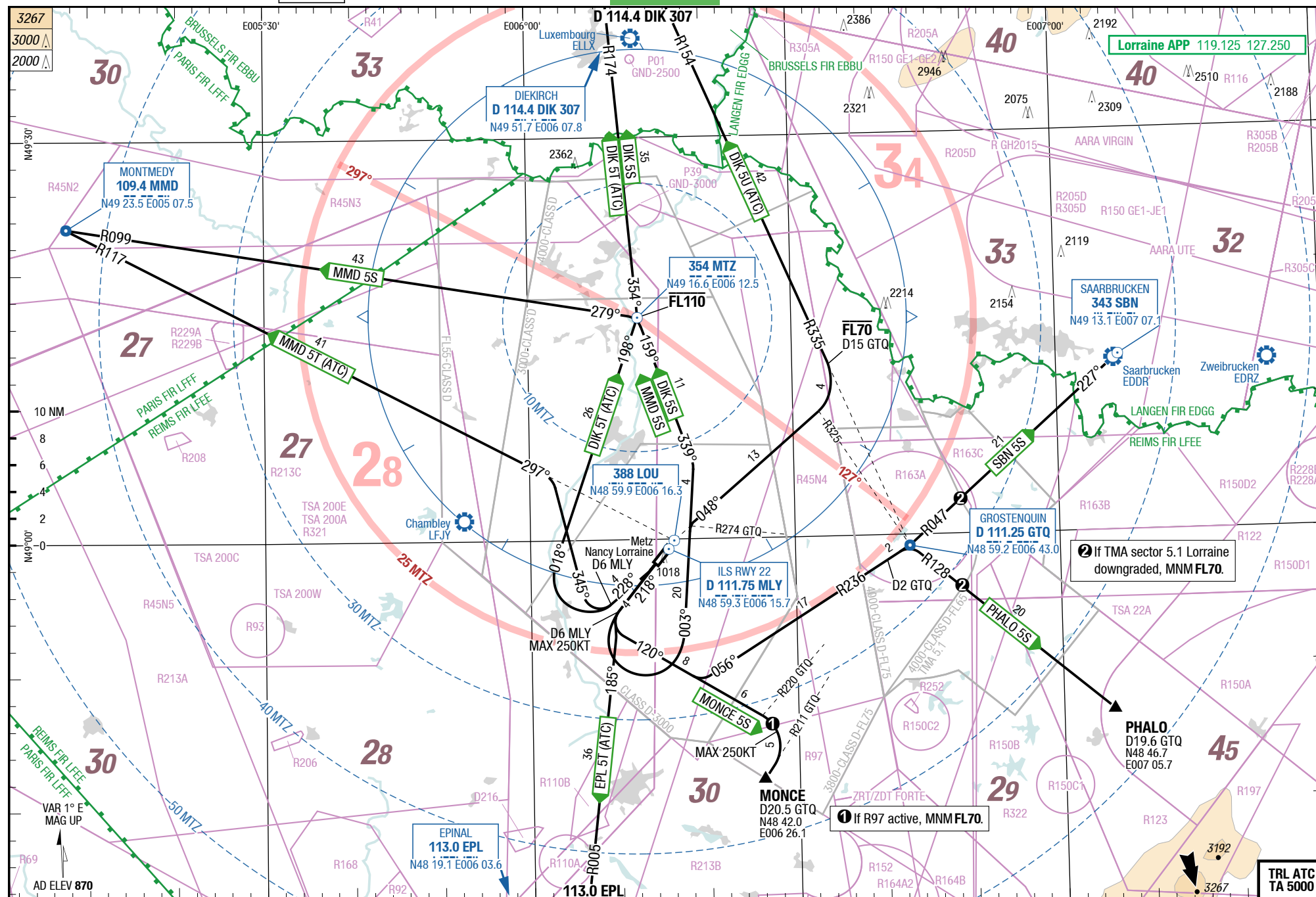
France **Metz Nancy Lorraine**

SIDs RWY 22

SID

Metz Nancy Lorraine France

SIDs RWY 22



Changes: ASP, Track, SUAs, Note, Editorial

**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 ②③	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 ②③	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 ②③	QDM 038 LOU to LOU - QDR 053 LOU - at MNM 4300 RT direct GTQ - at D2.2 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 ②③	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 ①②	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.

03-NOV-2016

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5-20

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.

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 MNM 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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5-40

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.

26-JAN-2017

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6-10

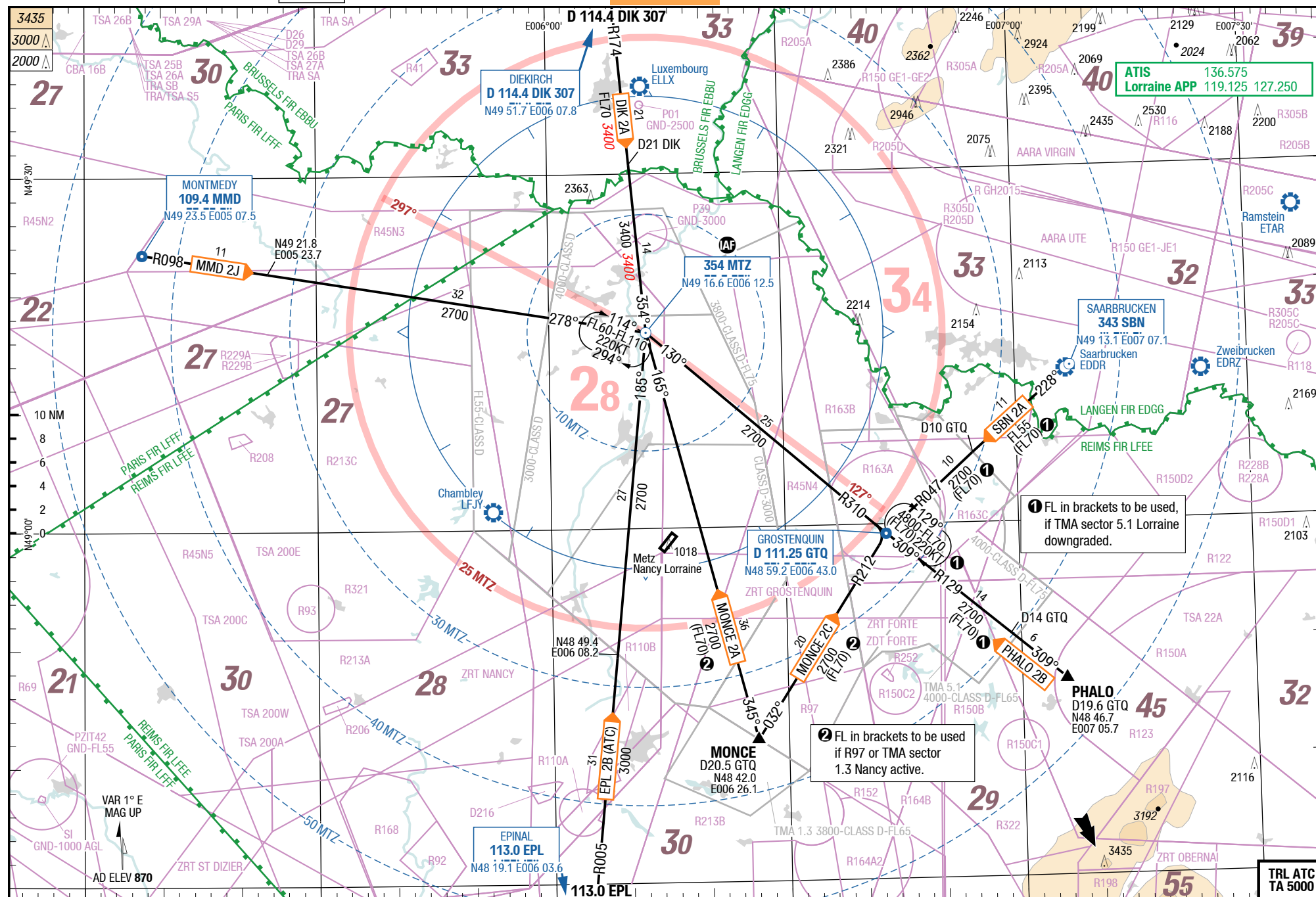
France Metz Nancy Lorraine

STARS

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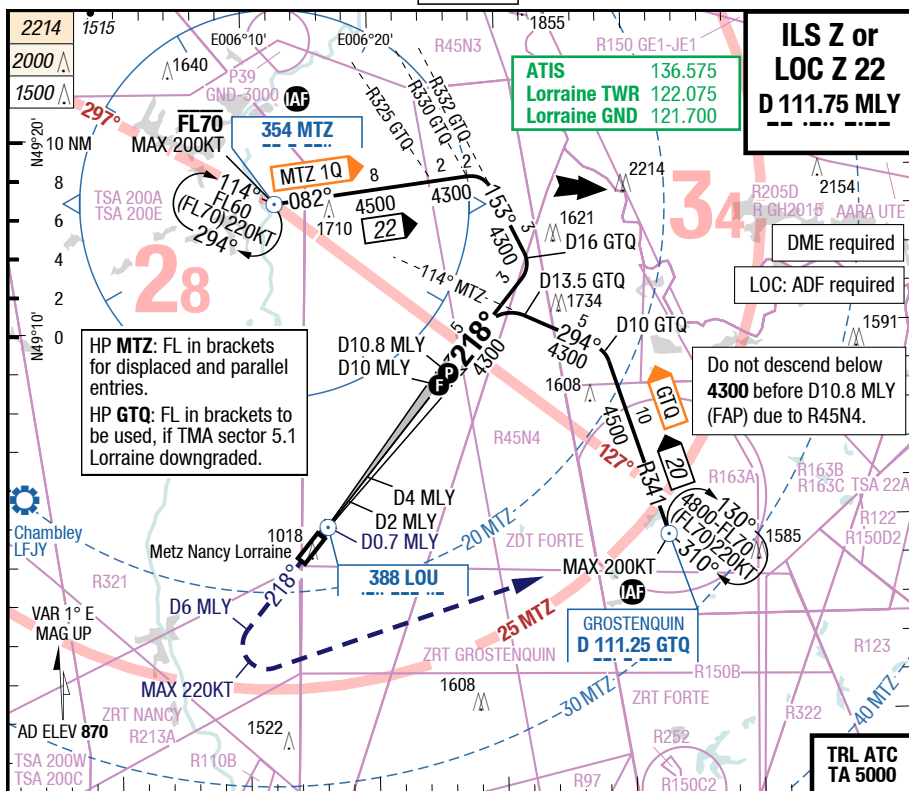


Changes: Track, HLDG, OBST, SUAs

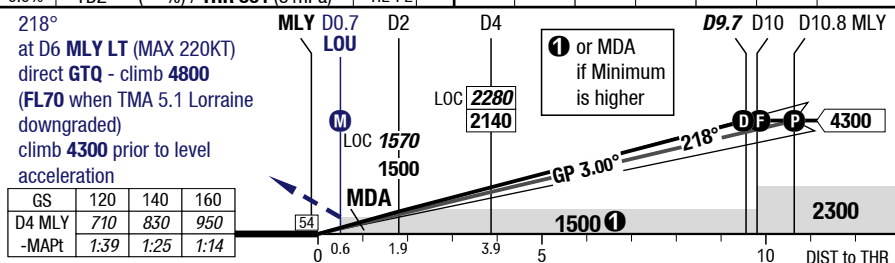
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7-10

ILS Z or LOC Z 22



60 HL	45 x 3050	3.0°	TDZ --- (---%) / THR 861 (31hPa)	HL-P2	3	5	6	7	8	9.7	LOC 3.34° D MLY
15 HL					1930	2640	3000	3350	3710	4300	



22	Cat 3b DME ACFT MAX 65/7 GA 3.3% 1)	Cat 3b DME GA 3.3% 1) 2)	Cat 2 DME ACFT MAX 65/7 GA 3.3% 1)	Cat 2 DME GA 3.3% 1) 2)	Cat 1 DME GA 3.3% 1) 3)	Circling SE of RWY only
C	ft - m/km ft	0 - 75R Company	0 - 75R Company	100 - 300R 120 RA	100 - 300R 120 RA	790 - 2.4V 1660
D	ft - m/km ft	0 - 75R Company 4)	0 - 75R Company	100 - 300R 120 RA 4) 5)	100 - 300R 120 RA 5)	840 - 3.6V 1710

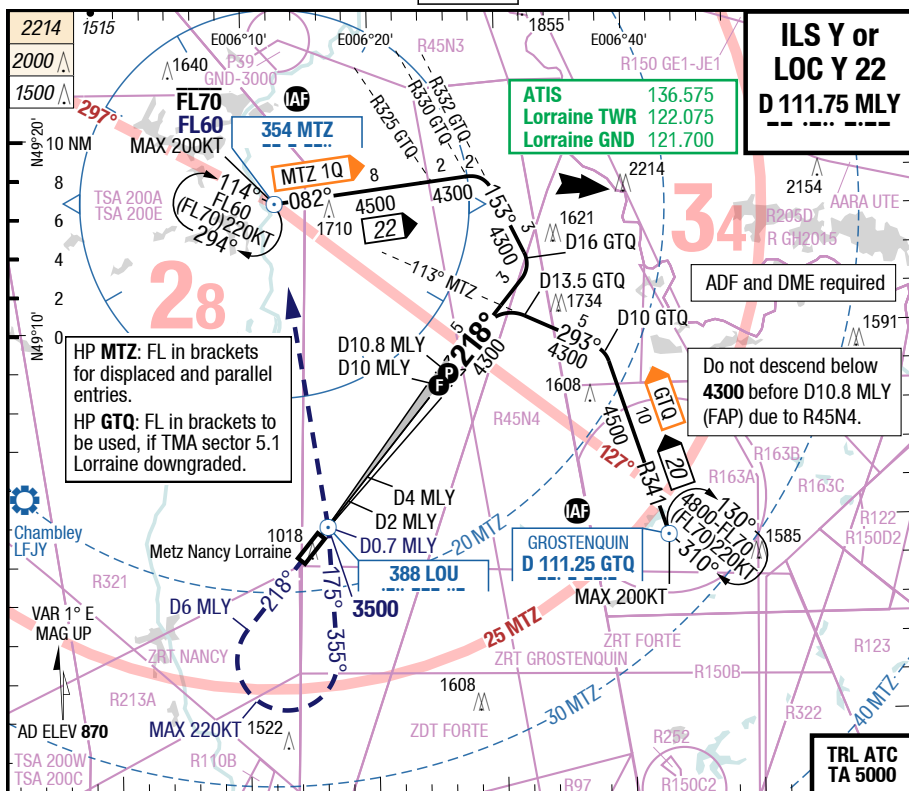
1) ATS gradient 4.0% when TMA sector 5.1 downgraded. 2) MAX KIAS 154 3) With EVS 350m 4) MAX KIAS 159 5) If not conducting autoland RVR 350m required

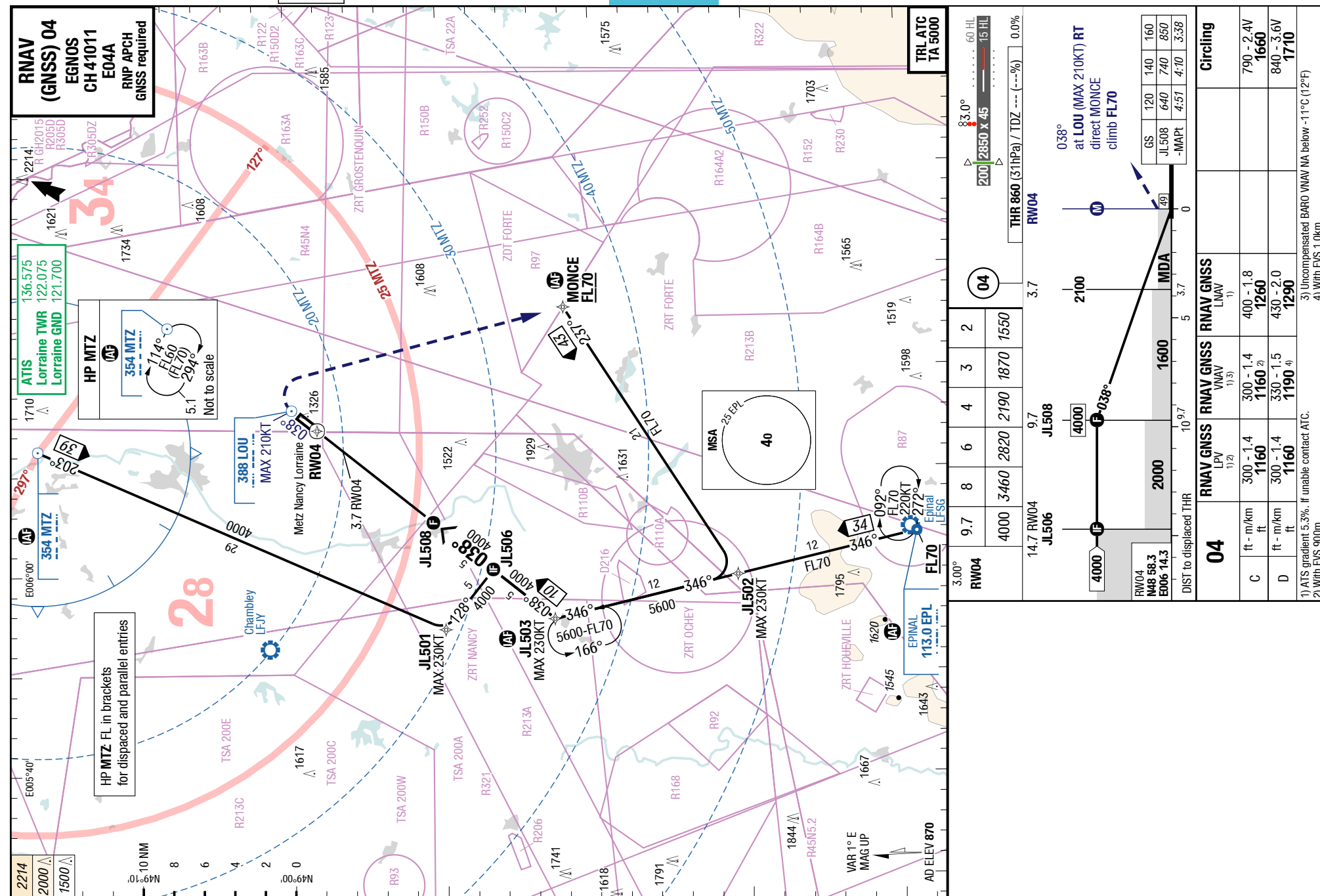
Changes: FREQ

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7-20

ILS Y or LOC Y 22

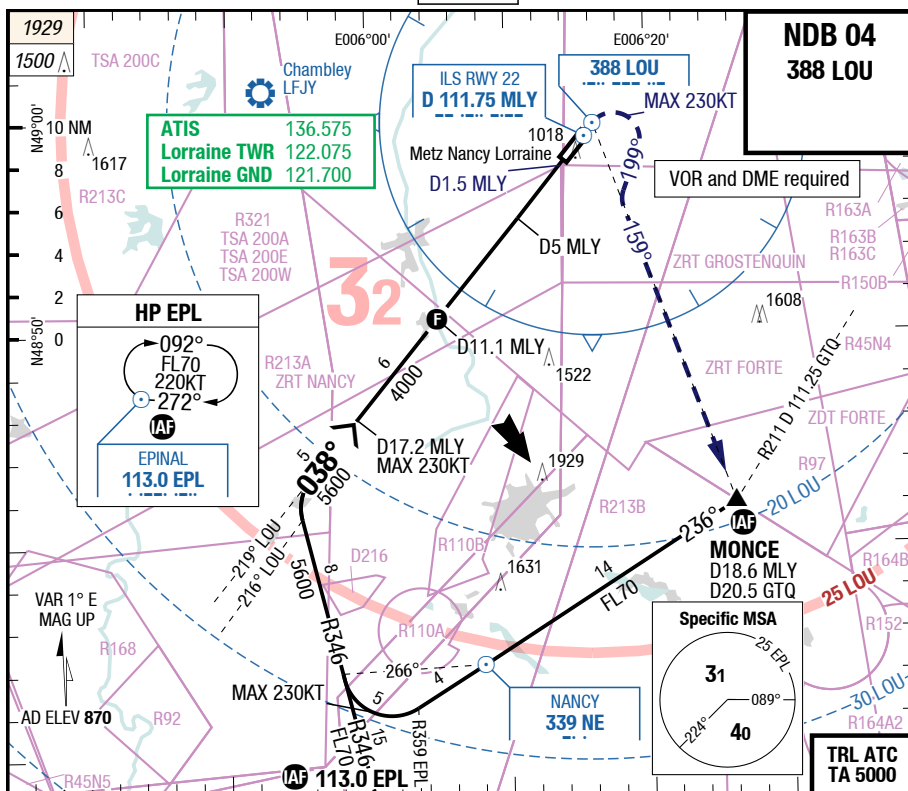




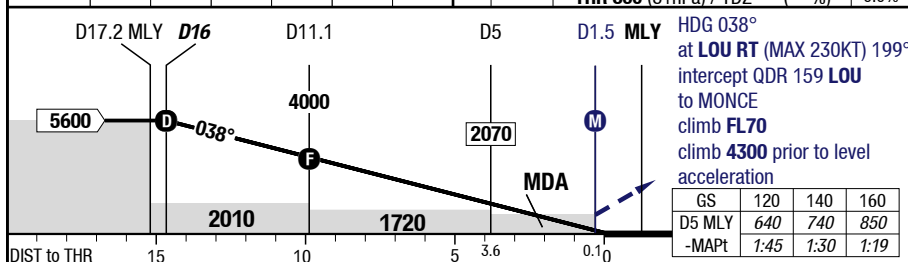
ETZ-LFJL

7-50

NDB 04



3.00°	16	12	8	6	4	3		83.0°	60 HL	15 HL	
D MLY	5600	4320	3040	2400	1750	1430	04	200	2850 x 45		
THR 860 (31hPa) / TDZ --- (---%) 0.0%											



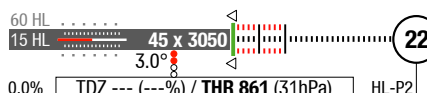
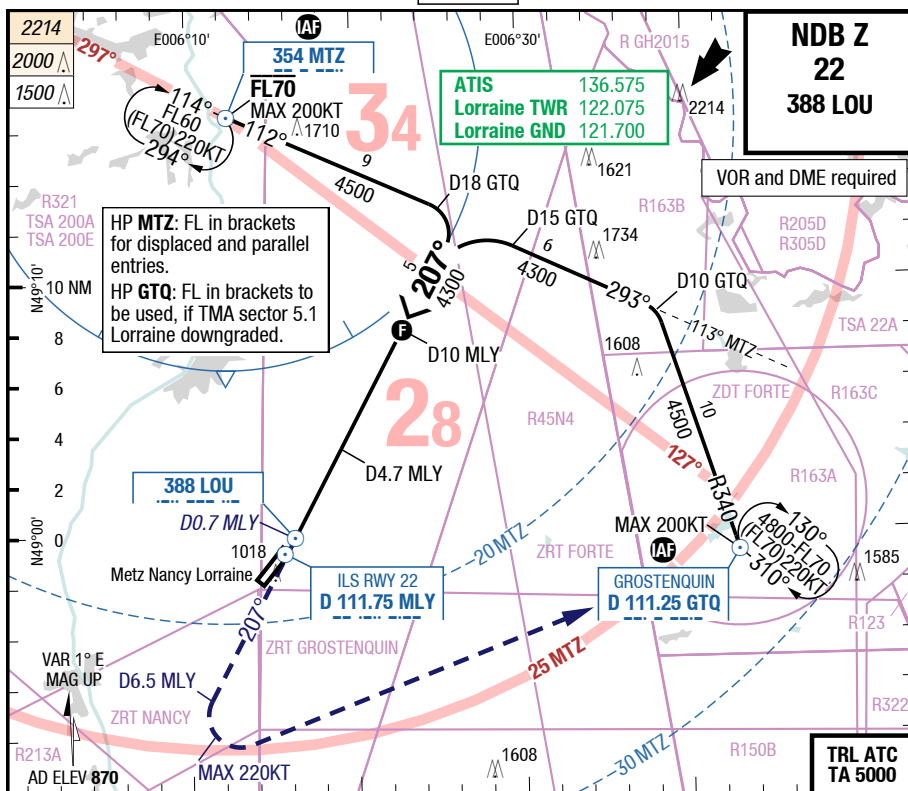
04	NDB DME MLY 1)						Circling SE of RWY only
C	ft - m/km ft	410 - 1.9 1270					790 - 2.4V 1660
D	ft - m/km ft	410 - 1.9 1270					840 - 3.6V 1710

1) ATS gradient 4.6%. If unable contact ATC. In case of R97 activation, ATS gradient 7.0%

ETZ-LFJL

7-60

NDB Z 22



2	3	4	6	8	10	3.26°
1560	1910	2260	2960	3660	4300	D MLY 207°
						RWY 218°

QDR 207 LOU

at D6.5 MLY LT (MAX 220KT)
direct GTQ - climb 4800
(FL70 when TMA 5.1 Lorraine
downgraded)
climb 4300 prior to level
acceleration

GS	120	140	160
D4.7 MLY	690	810	920
-MAPt	1:59	1:42	1:29

MLY D0.7
LOU

D4.7

① or MDA
if Minimum
is higher

D10 MLY

2500

207°

4300

MDA

1500 ①

2200

0

0.6

4.6

5

10

DIST to THR

22

NDB DME
MLY
GA 3.3% ①)

NDB DME
MLY
GA 2.5% ①)

Circling
SE of RWY only
GA 3.3%

Circling
SE of RWY only
GA 2.5%

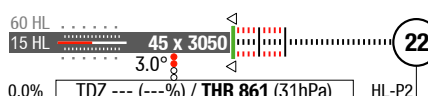
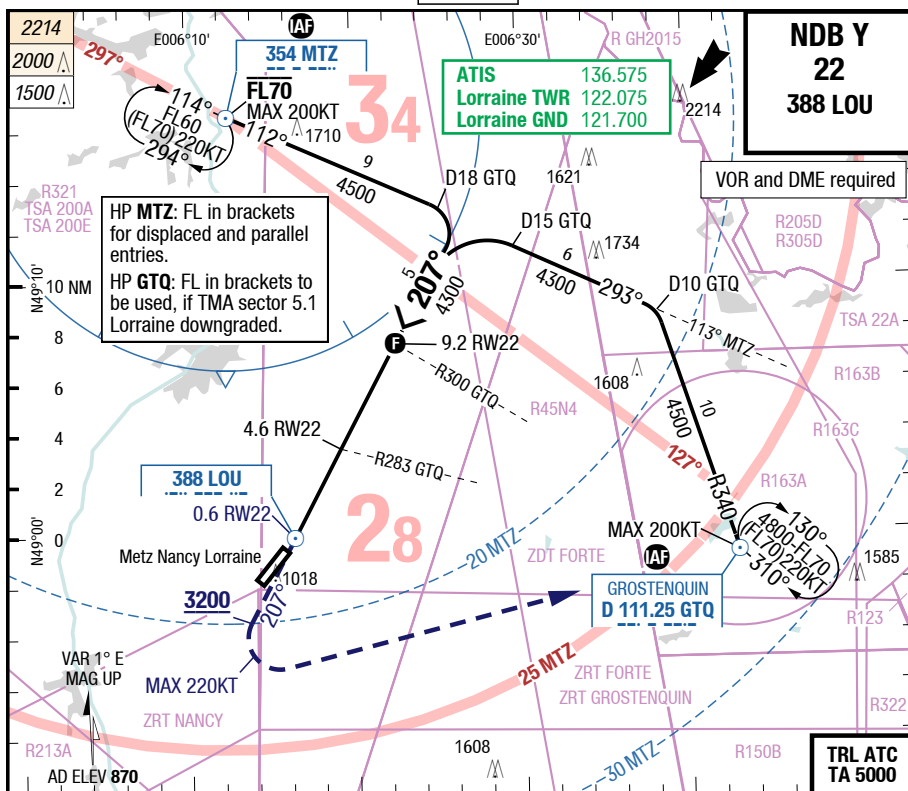
C	ft - m/km ft	470 - 1.5 1330	820 - 3.1 1680	790 - 2.4V 1660	820 - 3.1V 1690
D	ft - m/km ft	470 - 1.5 1330	880 - 3.3 1740	840 - 3.6V 1710	880 - 3.6V 1750

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

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7-70

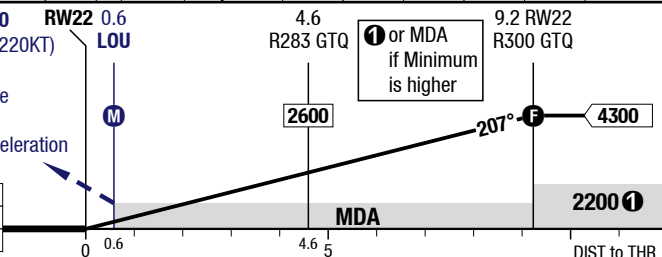
NDB Y 22



3	4	5	6	7	9.2	3.48°
2040	2410	2780	3150	3530	4300	RW22 207° RWY 218°

QDR 207 LOU - at MNM 3200 RW22 0.6
(3.3%: MNM 2800) LT (MAX 220KT)
direct GTQ - climb 4800
(FL70 when TMA 5.1 Lorraine
downgraded)
climb 4300 prior to level acceleration
Do not turn before MAPt.

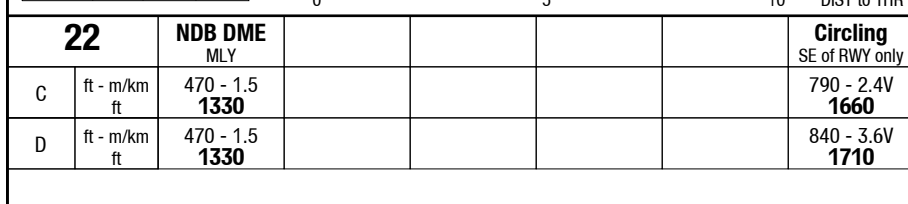
GS	120	140	160
4.6 RW22	740	860	990
-MAPt	1:59	1:42	1:29



22		NDB VOR GTQ GA 3.3% ①	NDB VOR GTQ GA 2.5% ①		Circling SE of RWY only GA 3.3%	Circling SE of RWY only GA 2.5%
C	ft - m/km ft	790 - 2.9 1650	1440 - 5.0 2300		790 - 2.9V 1660	1440 - 5.0V 2310
D	ft - m/km ft	790 - 2.9 1650	1440 - 5.0 2300		840 - 3.6V 1710	1440 - 5.0V 2310

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

NDB X 22



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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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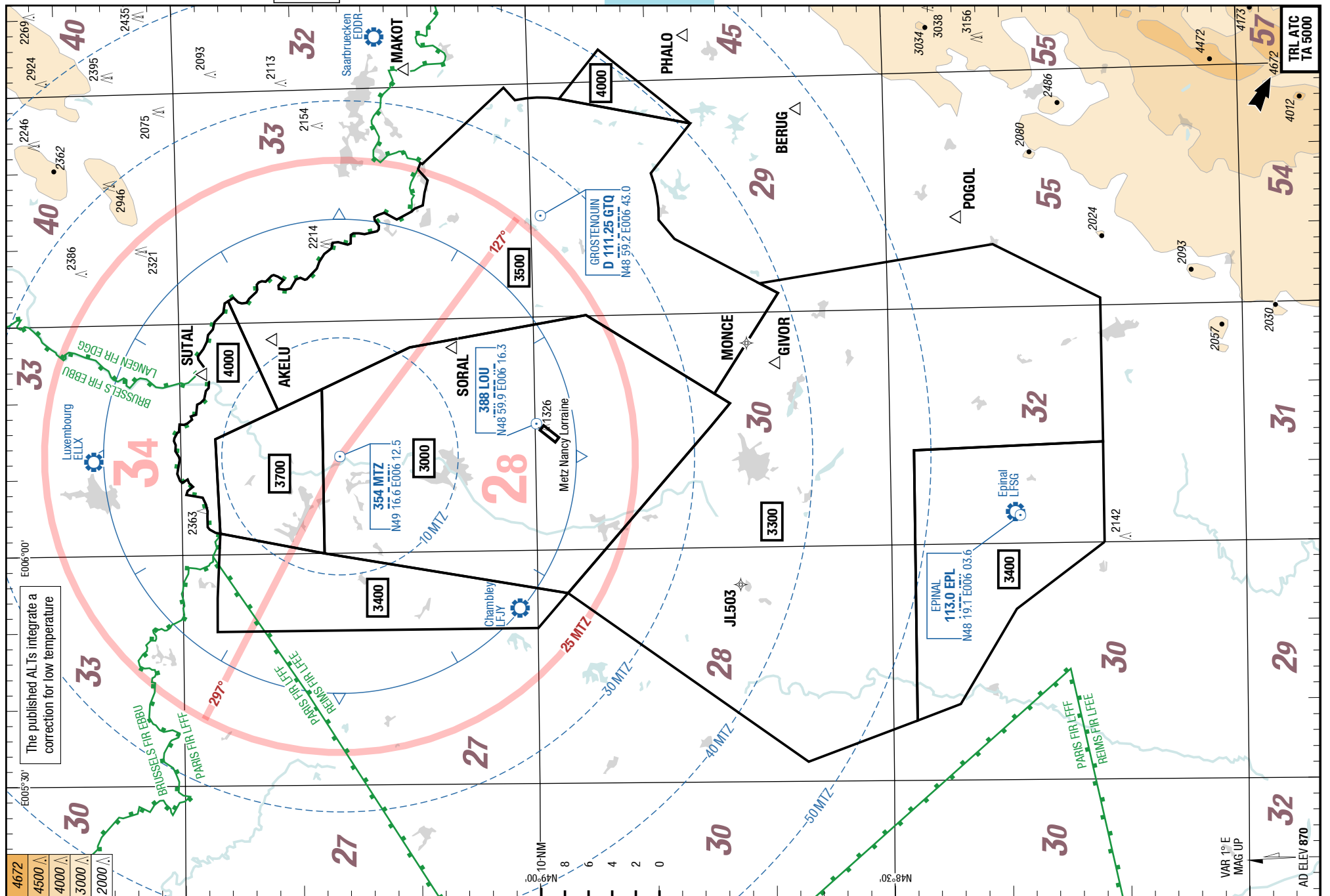
NIL
MRC

MRC

MRC

NIL
MRC

8-10



Changes: MRVA, RADAR SECT, OBST, Note

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