

GENERAL**Operational Hours**

ATS Hours: MON-SAT 0600-2000‡, SUN and HOL 0700-2000‡

AD ADMIN Hours: 0600-2000‡

Airport Information

RFF: CAT 7 for SKED commercial FLTs and PPR PN 48 HRs,
CAT 5 during ATS HRs,
CAT 1 outside ATS HRs.

Fuel: 0700-1900‡, other times O/R

PCN: RWY 09/27: 59/F/A/W/T

Customs: As ATS Hours, other times O/R

Operation**RWY Restriction**

RWY 27 LDG forbidden outside ATS hours or if PAPI U/S.

TWY Restrictions

TWY T width 20m / 66ft.

TWY N6, N7 width 10m / 33ft.

TWY S2, S3 AVBL for ACFT up to code letter D and MAX outer main gear wheel span of 9m / 30ft.

TWY N6 AVBL for code letter A ACFT only.

TWY N7 MAX wingspan 12m / 39ft, AVBL during daytime only.

Taxi

Wide-body ACFT and B757 strictly taxi according centerline with MAX speed of 16KT.

Warnings

Wildlife in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT below FL100 unless otherwise instructed or agreed with ATC.

Communication**COM Failure**

Follow or join the STAR assigned or, failing that, the nearest one.

Proceed over IAF at last assigned acknowledged FL, if this one is usable in the HLDG pattern, or, for lack of this, at the upper level of the HLDG stack.

Perform HLDG pattern until the latest of the following times:

- EAT
- ARR time in the pattern plus 10min.

Then descend in the HLDG stack towards FL noted on IAC in accordance with PROC in use (ex: FL70, FL80, FL100).

Leave IAF and perform APCH PROC.

ARRIVAL

In case of MISAP

Comply with MISAP described on IAC, then perform a new APCH.

If this second attempt is followed by a new MISAP, divert towards the AD stated in FPL climbing up to MNM safety ENRT ALT.

Warnings

Use caution while vacating the RWY due to space less than 60m / 197ft between indication signs and the turn tangent point.

DEPARTURE

| Take-off Minima

RWY	09/27		
All ACFT	ft - m/km	0 - 400R/400V	-

Speed

MAX IAS 250KT below FL100 unless otherwise instructed or agreed with ATC.

Communication

COM Failure

VMC: Turn back and land on AD.

IMC: If compatible with MNM radar safety ALT maintain the latest cleared FL until the last SID WPT, then climb to requested cruising FL. If not compatible with MNM radar safety ALT, climb to requested cruising FL.

Departure Procedure

Departure Notes

All SIDs

If unable to comply with notified ATS gradient, advise ATC on start up.

De-Icing

AVBL.

Effective 09-NOV-2017

02-NOV-2017

GNB-LFLS

2-10

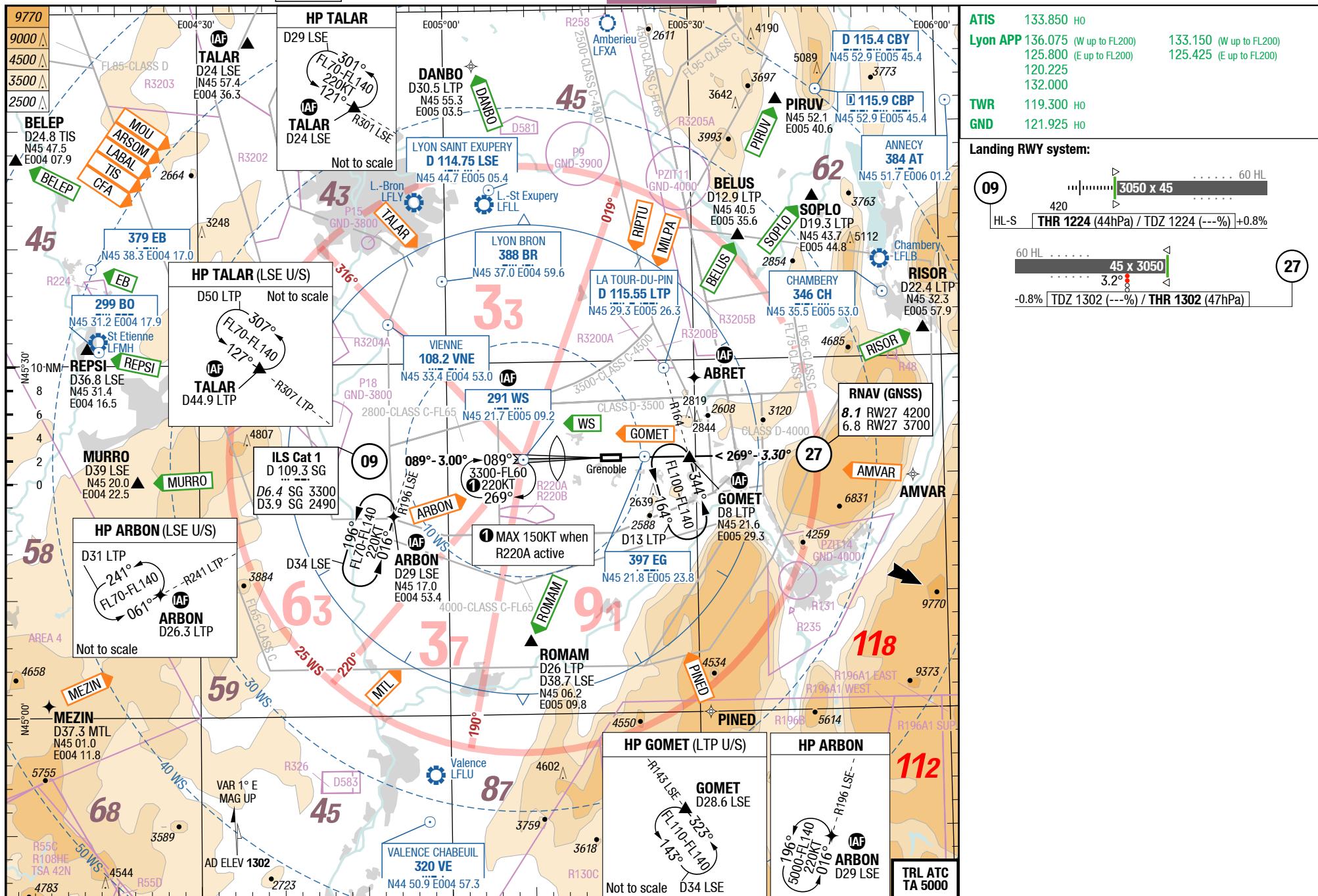
France **Grenoble** Isere

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Isere Grenoble Franc

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Changes: ASP, PROC, SUAs, OBST

Effective 09-NOV-2017

02-NOV-2017

GNB-LFLS

France Grenoble Isere

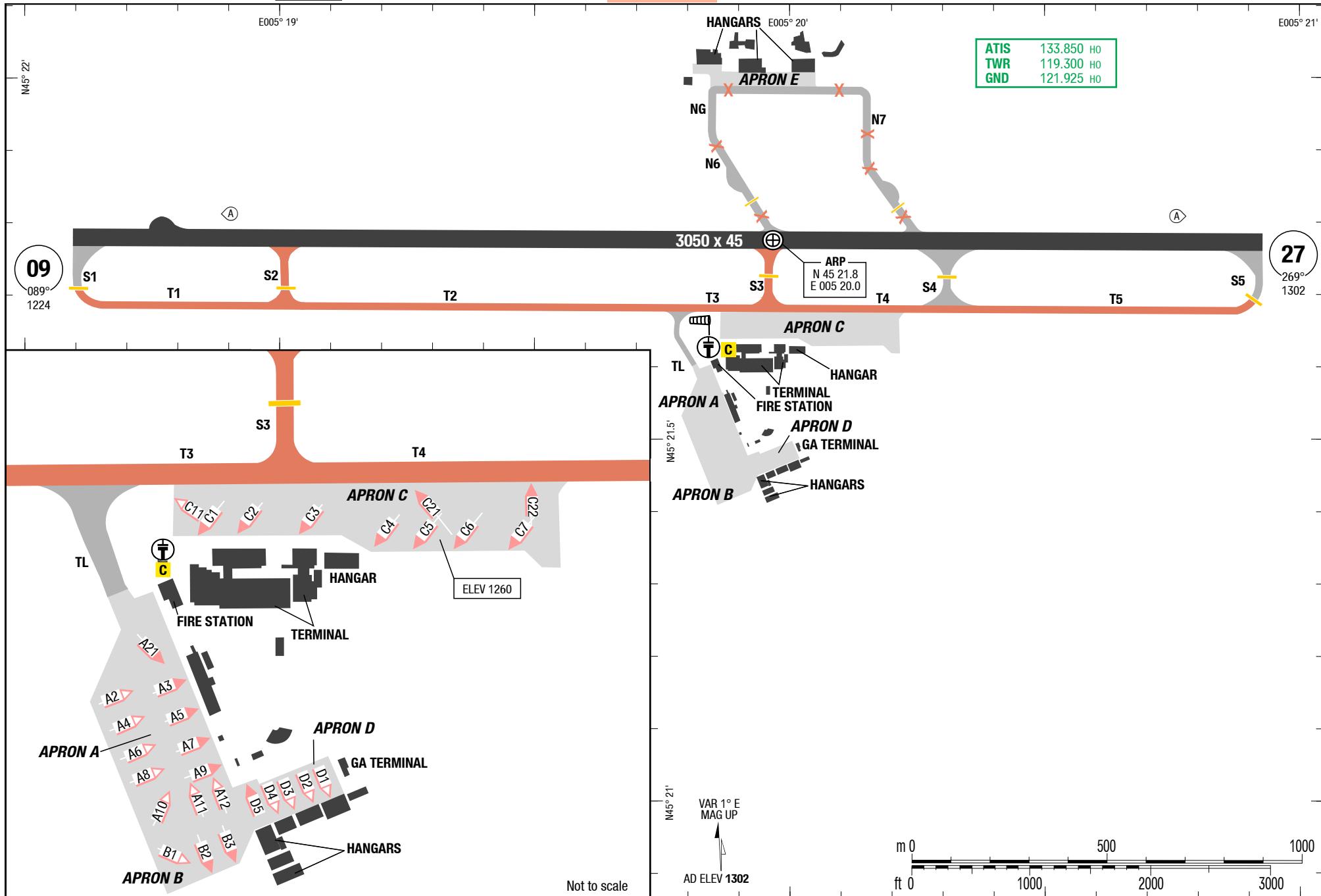
Isere Grenoble France

3-20

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Changes: Nil

Effective 09-NOV-2017

02-NOV-2017

GNB-LFLS

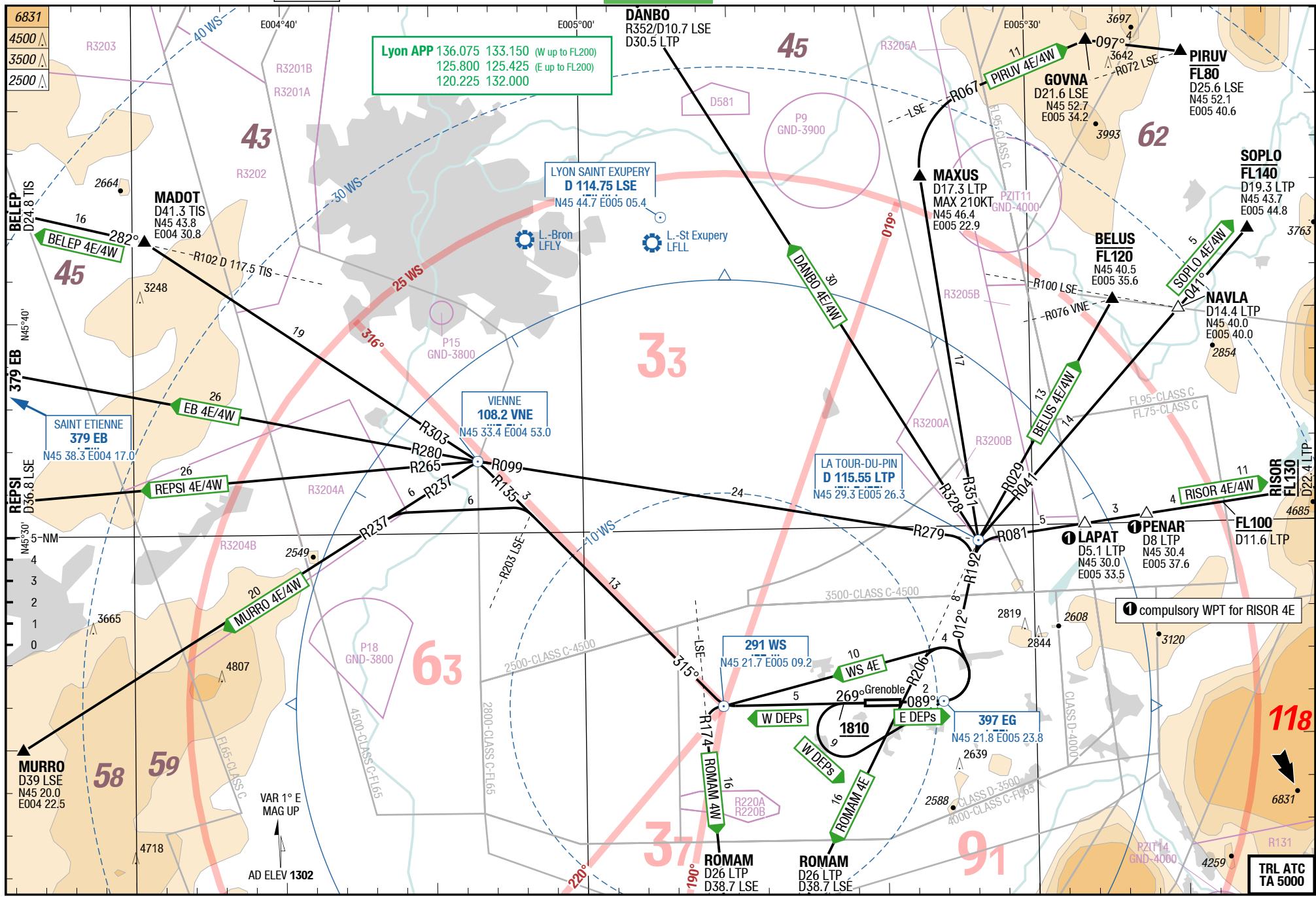
4-10

France Grenoble Isere

SIDs

Isere Grenoble France

SIDS



GNB-LFLS**5-10****SIDs****BELEP 4E / BELUS 4E / DANBO 4E / GRENOBLE 4E / MURRO 4E / PIRUV 4E / REPSI 4E**

RWY 09 (089°)

	GS	120	150	180	210	240	270
5.1%	ft/MIN	700	800	1000	1100	1300	1400
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
BELEP 4E 5.1% 6.0% to FL140 ①②	at EG LT intercept R192 LTP to LTP - R279 LTP to VNE - R303 VNE to MADOT - intercept R102 TIS inbound to BELEP	
BELUS 4E 5.1% 6.0% to FL120 ①②	at EG LT intercept R192 LTP to LTP - R029 LTP to BELUS	BELUS MAX FL120
DANBO 4E 5.1% 6.0% to FL140 ①②	at EG LT intercept R192 LTP to LTP - R328 LTP to DANBO	
GRENOBLE 4E WS 4E 5.1% 6.0% to FL140 ①②	at EG LT direct WS	
MURRO 4E 5.1% 6.0% to FL140 ①②	at EG LT intercept R192 LTP to LTP - R279 LTP to VNE - R237 VNE to MURRO	
PIRUV 4E 5.1% 6.0% to FL140 ①②	at EG LT intercept R192 LTP to LTP - R351 LTP to MAXUS (MAX 210KT) - RT intercept R067 LSE to GOVNA - PIRUV	PIRUV MAX FL80
REPSI 4E 5.1% 6.0% to FL140 ①②	at EG LT intercept R192 LTP to LTP - R279 LTP to VNE - R265 VNE to REPSI	

① Theoretical climb gradient 5.1% due to relief 2365ft.

② If unable to comply with climb gradient, advise ATC prior start-up.

GNB-LFLS

5-20

SIDs

RISOR 4E / ROMAM 4E / SOPLO 4E / ST. ETIENNE 4E

RWY 09 (089°)

	GS	120	150	180	210	240	270
4.6%	ft/MIN	600	700	900	1000	1200	1300
5.1%	ft/MIN	700	800	1000	1100	1300	1400
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
7.2%	ft/MIN	900	1100	1400	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
RISOR 4E 5.1% 7.2% to FL100 4.6% to RISOR ①②	at EG LT intercept R192 LTP to LTP - R081 LTP to LAPAT - PENAR - RISOR	D11.6 LTP MNM FL100 RISOR MNM FL130
ROMAM 4E 5.1% 6.0% to FL140 ①②	at EG LT intercept R206 LTP to ROMAM	
SOPLO 4E 5.1% 6.0% to FL140 ①②	at EG LT intercept R192 LTP to LTP - R041 LTP to NAVLA - SOPLO	SOPLO MAX FL140
ST. ETIENNE 4E EB 4E 5.1% 6.0% to FL140 ①②	at EG LT intercept R192 LTP to LTP - R279 LTP to VNE - R280 VNE to EB	

① Theoretical climb gradient 5.1% due to relief 2365ft.

② If unable to comply with climb gradient, advise ATC prior start-up.

BELEP 4W / BELUS 4W / DANBO 4W / MURRO 4W / OMNIDIRECTIONAL DEP / PIRUV 4W / REPSI 4W

RWY 27 (269°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
4.4%	ft/MIN	600	700	900	1000	1100	1300
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 27	
BELEP 4W 6.0% to FL140 ②	at WS RT intercept R135 VNE to VNE - R303 VNE to MADOT - intercept R102 TIS inbound to BELEP	
BELUS 4W 4.4% 6.0% to FL120 ①②	at MNM 1810 LT direct EG - intercept R192 LTP to LTP - R029 LTP to BELUS	BELUS MAX FL120
DANBO 4W 4.4% 6.0% to FL140 ①②	at MNM 1810 LT direct EG - intercept R192 LTP to LTP - R328 LTP to DANBO	
MURRO 4W 6.0% to FL140 ②	at WS RT intercept R135 VNE inbound - crossing R203 LSE LT intercept R237 VNE to MURRO	
OMNIDIRECTIONAL DEP 6.0% to FL140 ②③	at WS turn (MAX 210KT) to assigned HDG	
PIRUV 4W 4.4% 6.0% to FL80 ①②	at MNM 1800 LT direct EG - intercept R192 LTP to LTP - R351 LTP to MAXUS (MAX 210KT) - RT intercept R067 LSE to GOVNA - PIRUV	PIRUV MAX FL80
REPSI 4W 6.0% to FL140 ②	at WS RT intercept R135 VNE to VNE - R265 VNE to REPSI	

① Theoretical climb gradient 4.4% due to vegetation 2639ft.

② If unable to comply with climb gradient, advise ATC prior start-up.

③ Departures on QDR 080 WS to QDR 151 WS: climb gradient 4.1% to 9400ft required due to relief.

RISOR 4W / ROMAM 4W / SOPLO 4W / ST. ETIENNE 4W

RWY 27 (269°)

	GS	120	150	180	210	240	270
4.4%	ft/MIN	600	700	900	1000	1100	1300
4.6%	ft/MIN	600	700	900	1000	1200	1300
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
7.2%	ft/MIN	900	1100	1400	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 27	
RISOR 4W 4.4% 7.2% to FL100 6.0% to FL140 4.6% to RISOR ①②③	at MNM 1810 LT direct EG - intercept R192 LTP to LTP - R081 LTP to LAPAT - PENAR - RISOR	D11.6 LTP MNM FL100 RISOR MNM FL130
ROMAM 4W 6.0% to FL140 ②	at WS LT intercept R174 LSE to ROMAM	
SOPLO 4W 4.4% 6.0% to FL140 ①②	at MNM 1810 LT direct EG - intercept R192 LTP to LTP - R041 LTP to NAVLA - SOPLO	SOPLO MAX FL140
ST. ETIENNE 4W EB 4W 6.0% to FL140 ②	at WS RT intercept R135 VNE to VNE - R280 VNE to EB	

① Theoretical climb gradient 4.4% due to vegetation 2639ft.

② If unable to comply with climb gradient, advise ATC prior start-up.

③ Climb gradients of 7.2% and 4.6% due to airspace restrictions.

GNB-LFLS

6-10

STARs / RNAV STARs North

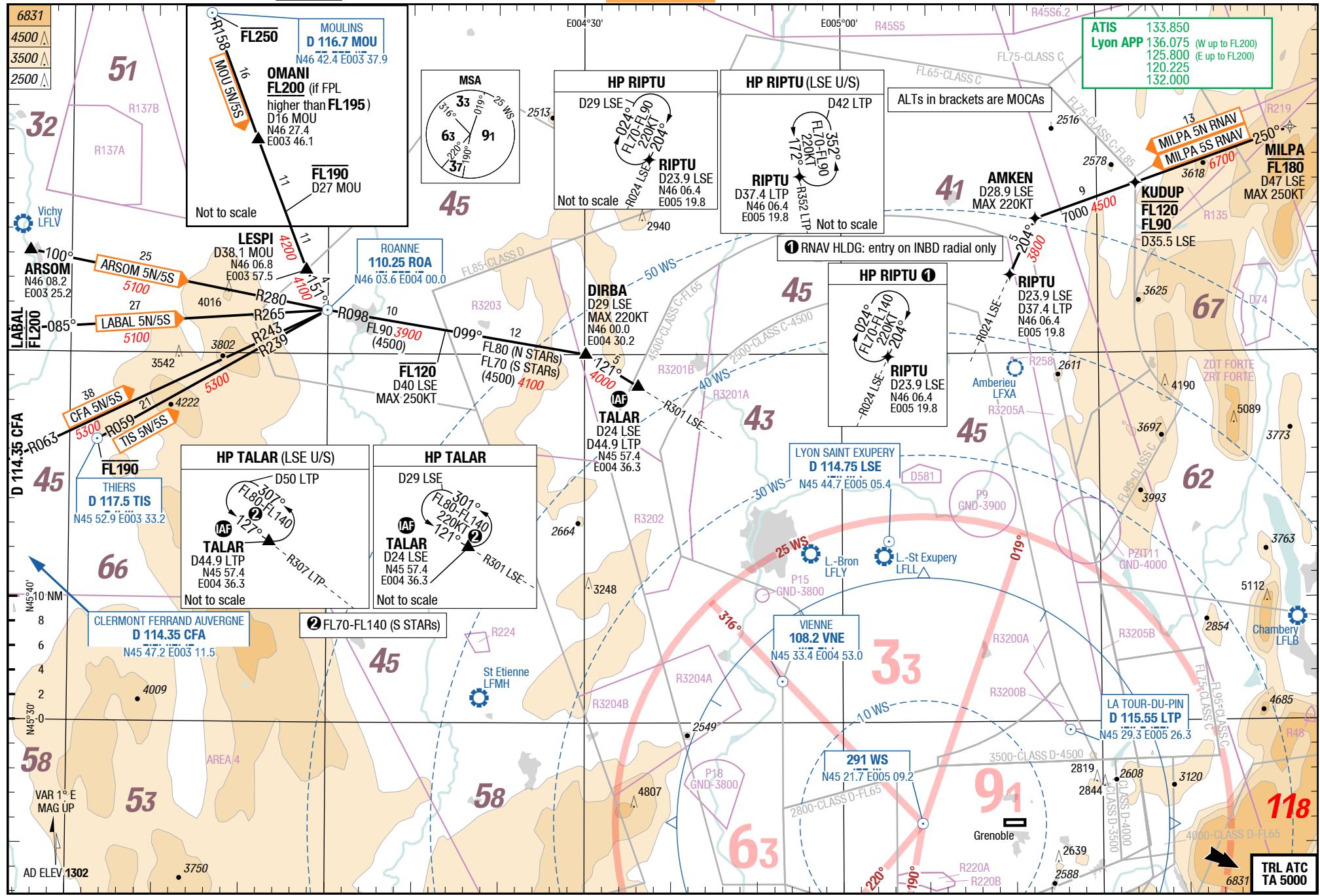
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STARs / RNAV STARs So

STARs / RNAV STARs North



Effective 27-APR-2017

20-APR-2017

GNB-LFLS

France **Grenoble** Isere

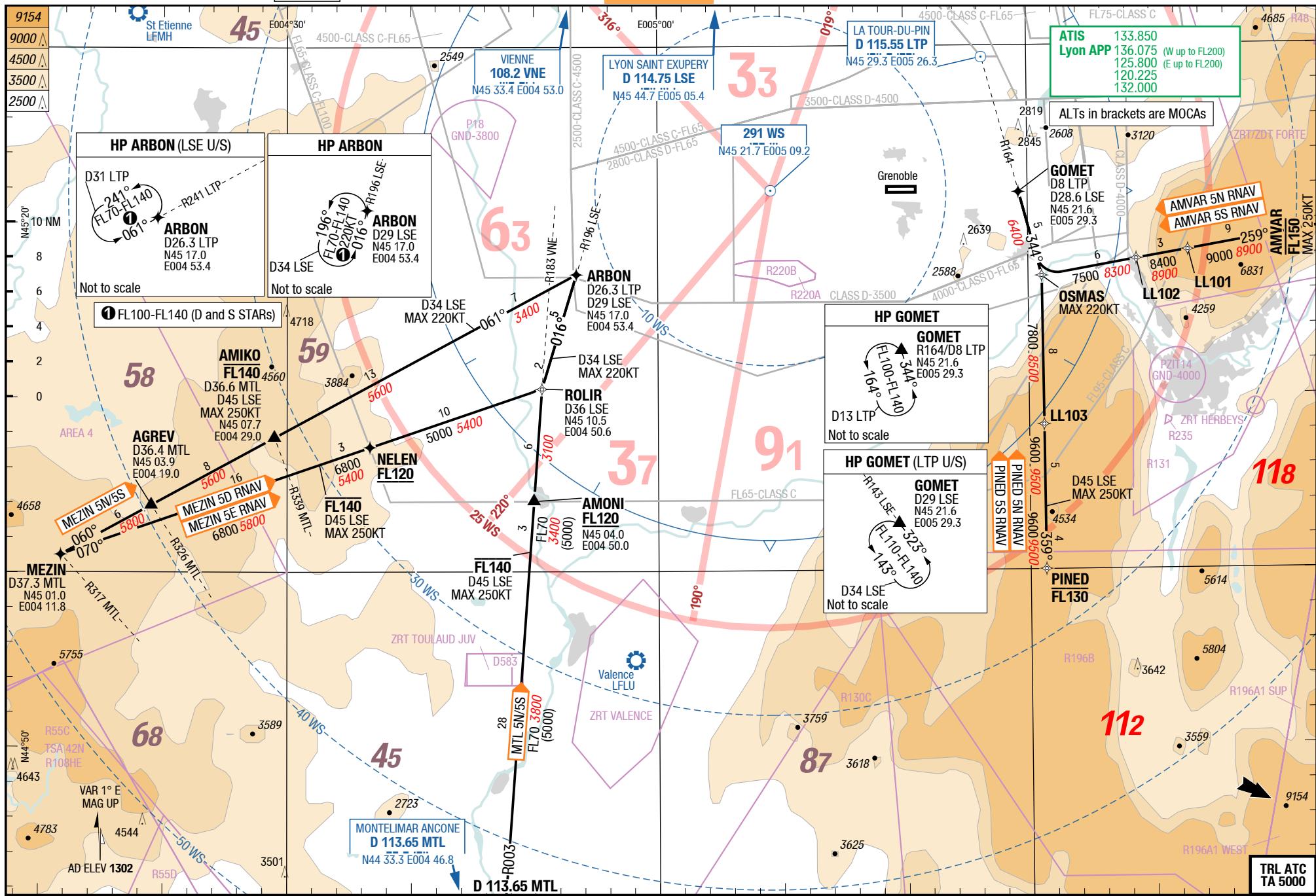
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6-20 STARs / RNAV STARs South

STAR

STAR

STARs / RNAV STARs South



Effective 13-OCT-2016

06-OCT-2016

GNB-LFLS

France **Grenoble** Isere

ILS or LOC 09

Isere **Grenoble** France

ILS or LOC 09

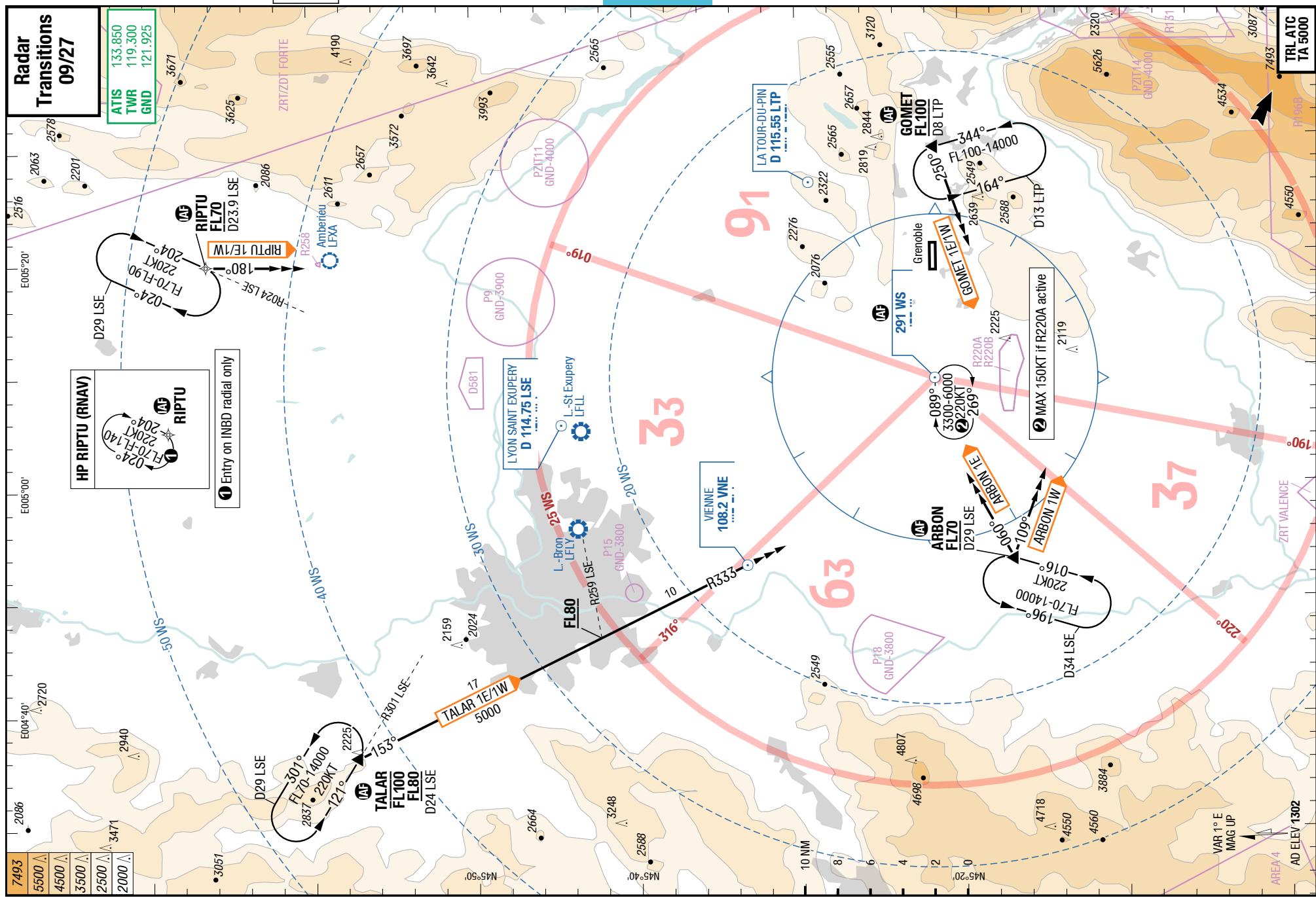
7-10

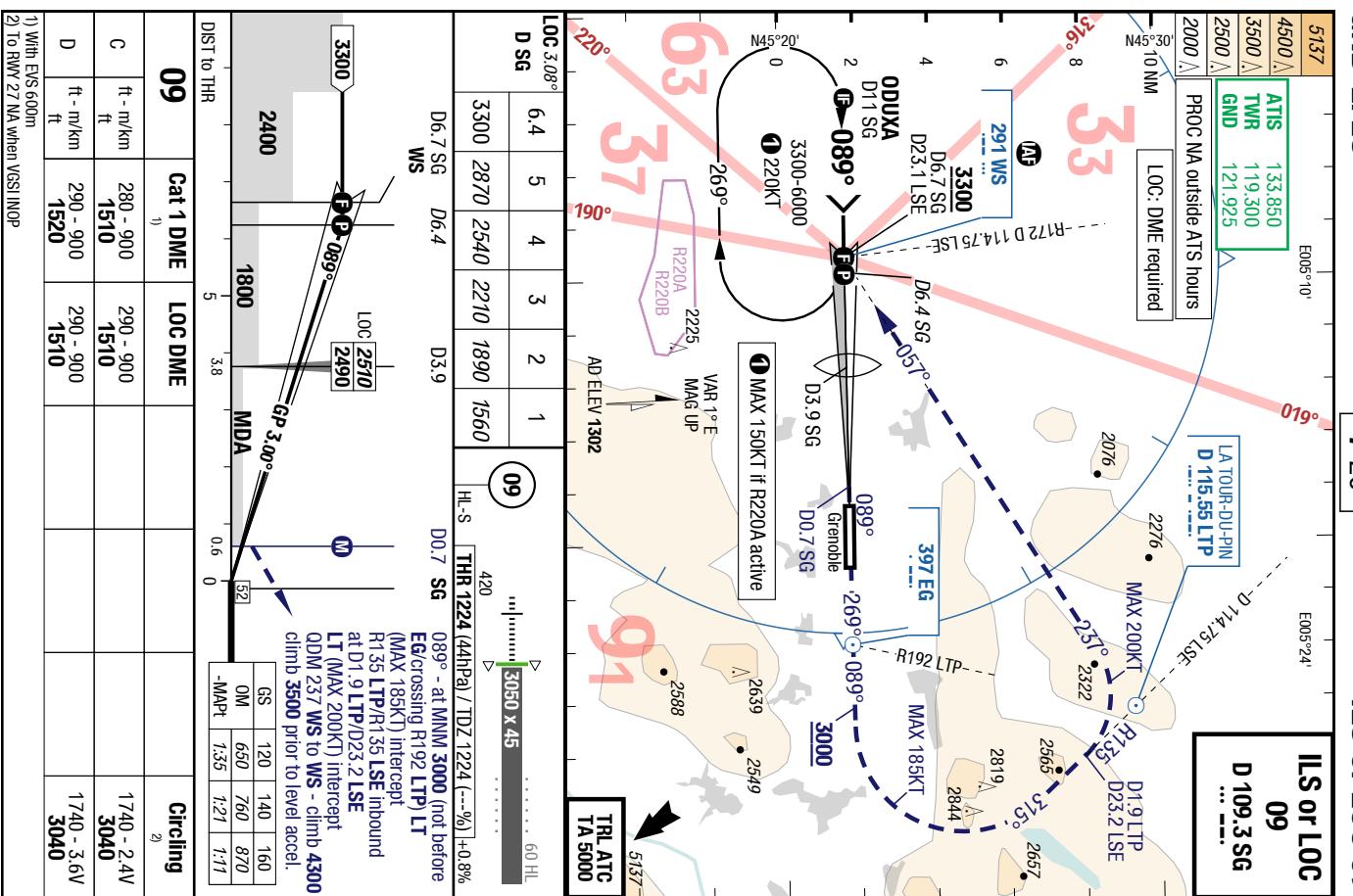
Radar Transitions 09/27

IAC

IAC

Radar Transitions 09/27



GNB-LFLS**7-20****ILS or LOC 09****IAC****ILS or LOC 09****France Grenoble Isere****Isere Grenoble France**

Changes: Completely revised

1) With EVS 600m	
C	ft - m/km

2) To RWY 27 MA when GS<1000	
D	ft - m/km

1) With EVS 600m	
C	ft - m/km

2) To RWY 27 MA when GS<1000	
D	ft - m/km

1) With EVS 600m	
C	ft - m/km

2) To RWY 27 MA when GS<1000	
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D	ft - m/km

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C	ft - m/km

2) To RWY 27 MA when GS<1000	
D	ft - m/km

1) With EVS 600m	
C	ft - m/km

2) To RWY 27 MA when GS<1000	
D	ft - m/km

1) With EVS 600m	
C	ft - m/km

2) To RWY 27 MA when GS<1000	
D	ft - m/km

1) With EVS 600m	
C	ft - m/km

2) To RWY 27 MA when GS<1000	
D	ft - m/km

1) With EVS 600m	
C	ft - m/km

2) To RWY 27 MA when GS<1000	
D	ft - m/km

1) With EVS 600m	
C	ft - m/km

2) To RWY 27 MA when GS<1000	
D	ft - m/km

1) With EVS 600m	
C	ft - m/km

2) To RWY 27 MA when GS<1000	
D	ft - m/km

1) With EVS 600m	
C	ft - m/km

2) To RWY 27 MA when GS<1000	
D	ft - m/km

1) With EVS 600m	
C	ft - m/km

2) To RWY 27 MA when GS<1000	
D	ft - m/km

1) With EVS 600m	
C	ft - m/km

2) To RWY 27 MA when GS<1000	
D	ft - m/km

1) With EVS 600m	
C	ft - m/km

2) To RWY 27 MA when GS<1000	
D	ft - m/km

1) With EVS 600m	
C	ft - m/km

2) To RWY 27 MA when GS<1000	
D	ft - m/km

1) With EVS 600m	
C	ft - m/km

2) To RWY 27 MA when GS<1000	
D	ft - m/km

1) With EVS 600m	
C	ft - m/km

2) To RWY 27 MA when GS<1000	
D	ft - m/km

1) With EVS 600m	
C	ft - m/km

2) To RWY 27 MA when GS<1000	
D	ft - m/km

1) With EVS 600m	
C	ft - m/km

2) To RWY 27 MA when GS<1000	
D	ft - m/km

1) With EVS 600m	
C	ft - m/km

2) To RWY 27 MA when GS<1000	
D	ft - m/km

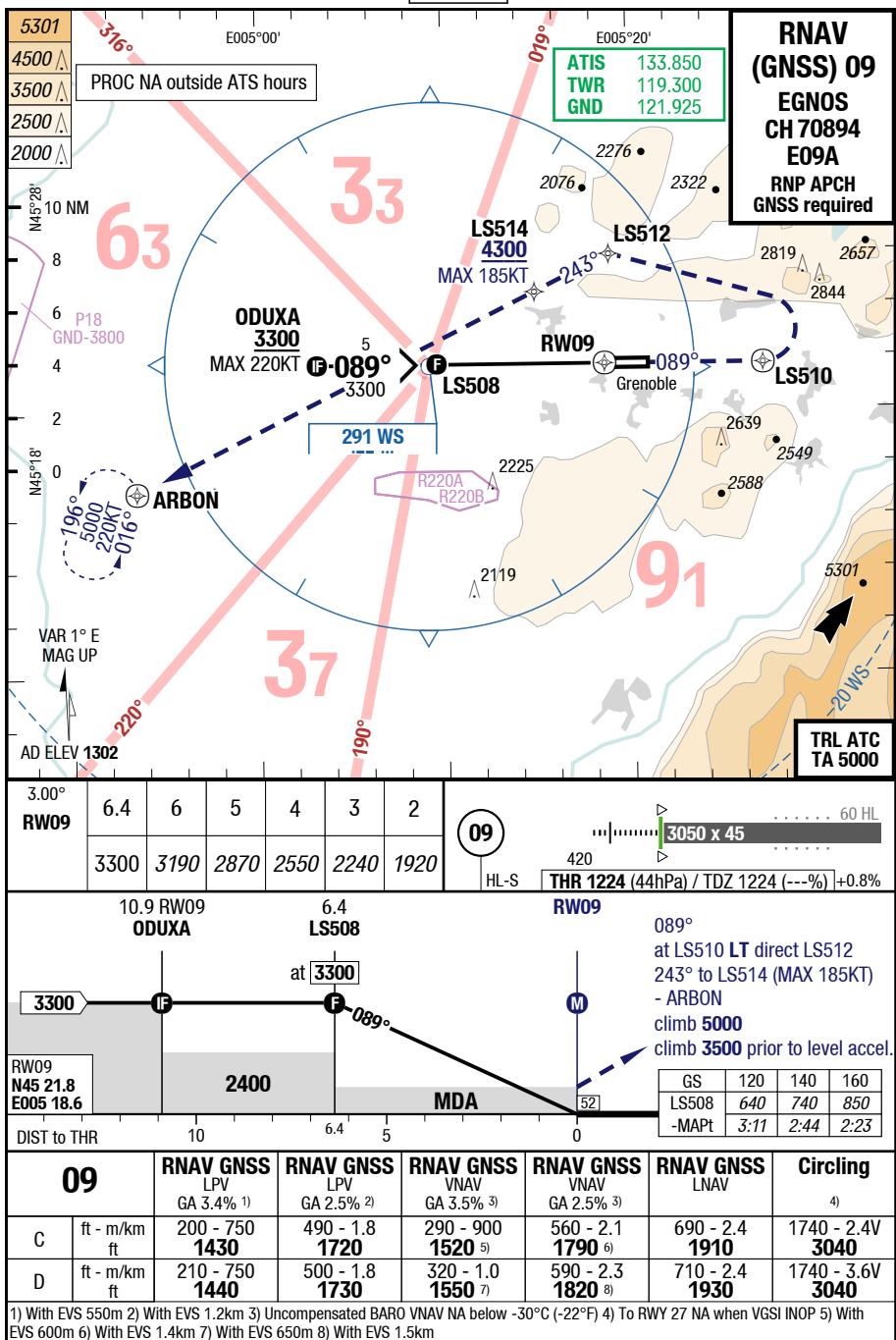
1) With EVS 600m	
C	ft - m/km

2) To RWY 27 MA when GS<1000	

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7-30

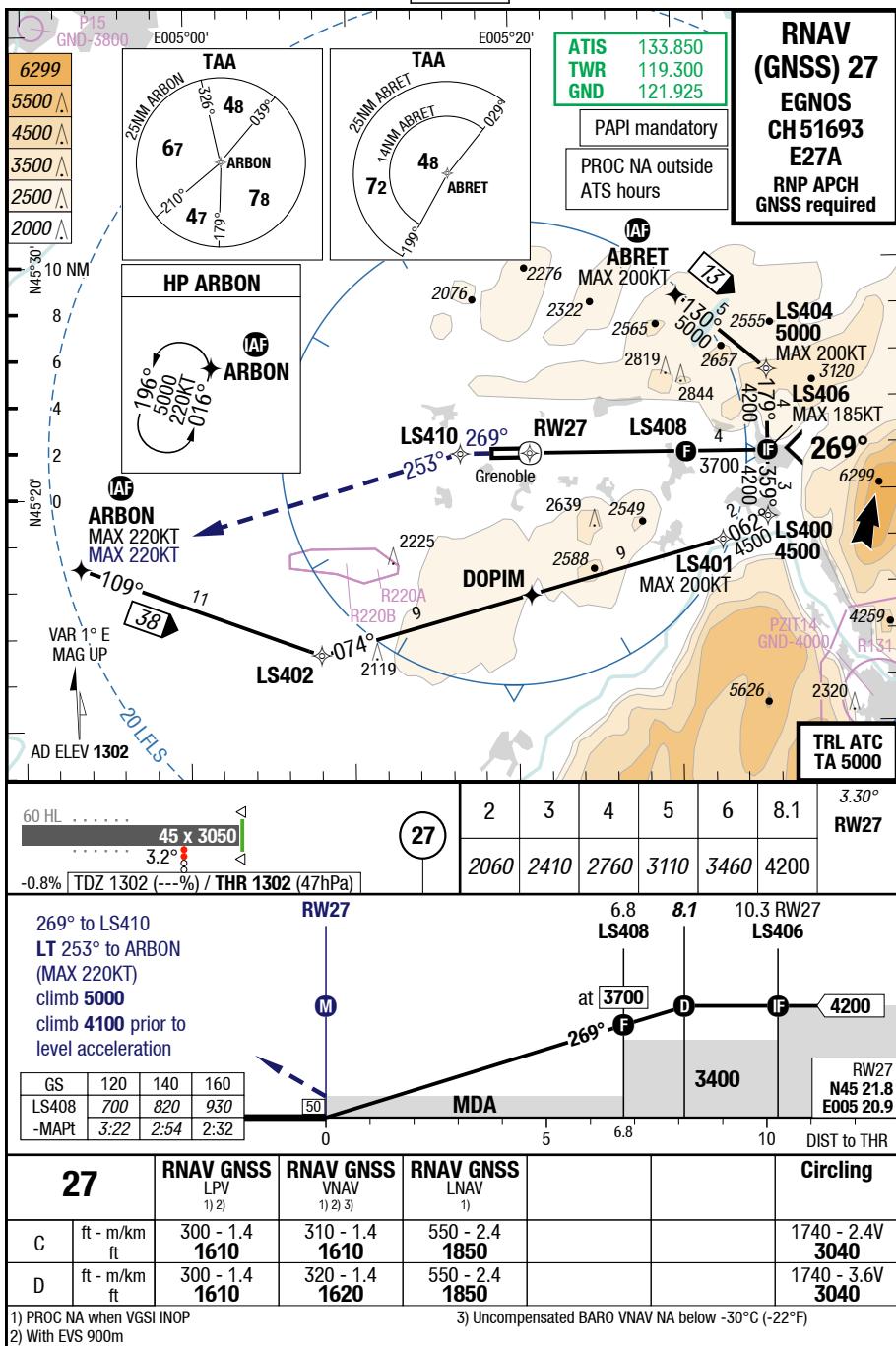
RNAV (GNSS) 09



Changes: New

7-40

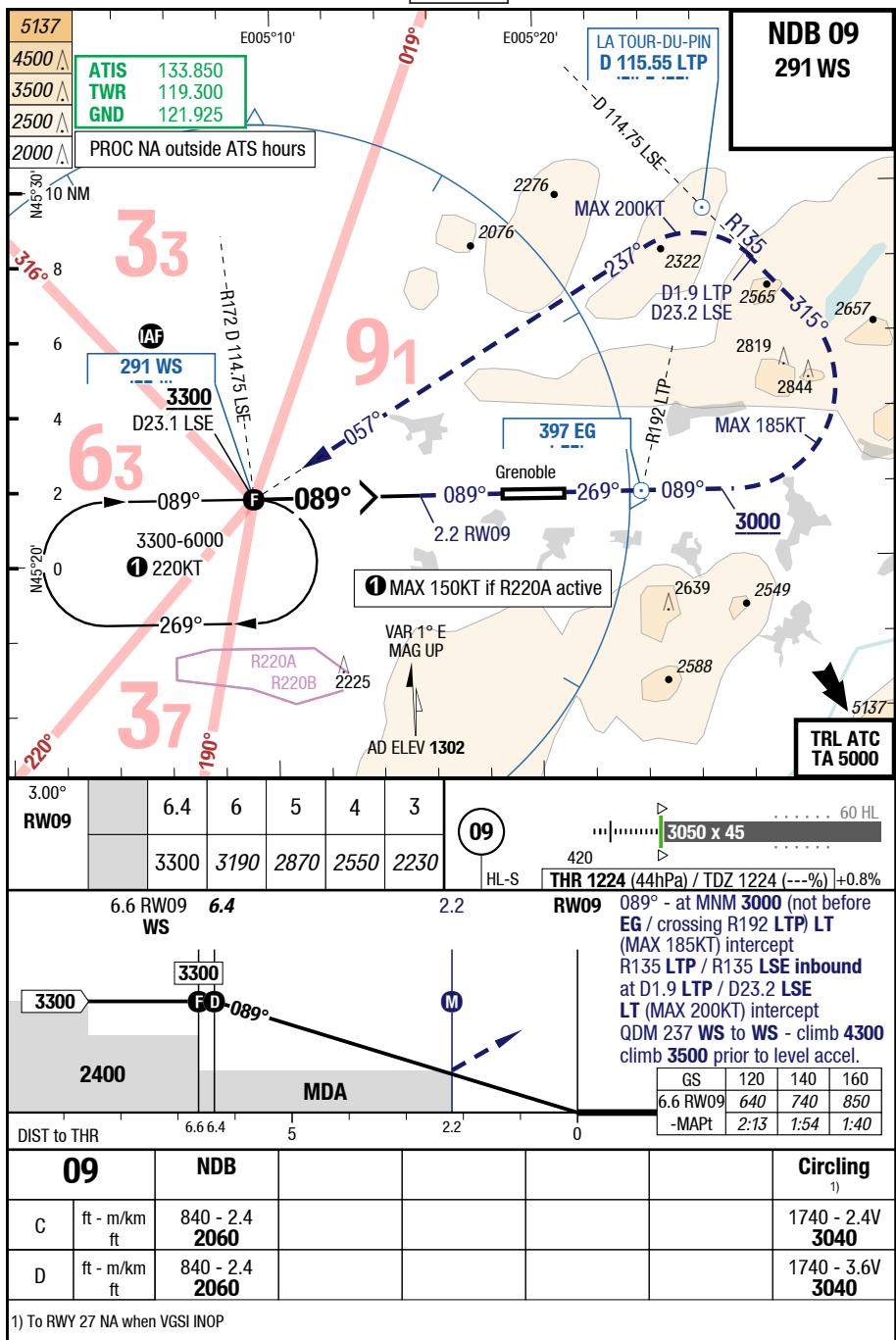
RNAV (GNSS) 27



GNB-LFLS

7-50

NDB 09

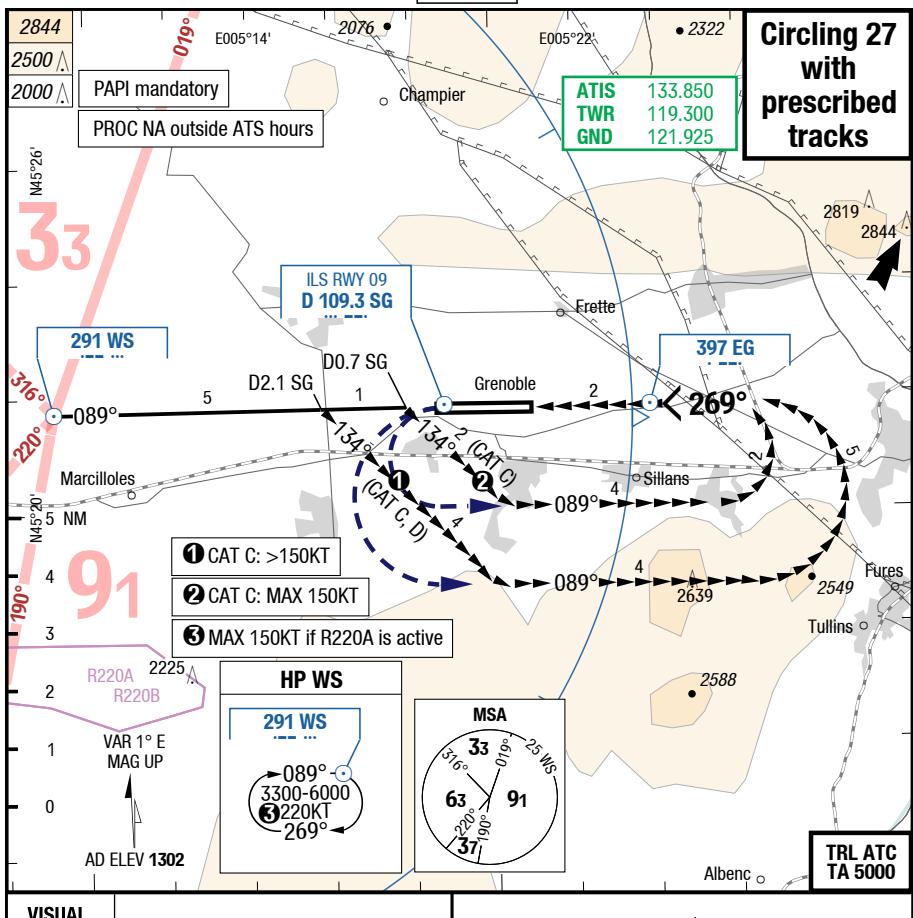


1) To RWY 27 NA when VGSI INOP

GNB-LFLS

7-60

Circling 27 with prescribed tracks

**Missed Approach:**LT to visual circuit
climb to circling MNM.

27				Circling P-TRK HJ only 1) 2)	Circling P-TRK HJ only 1) 2)	Circling 1)
C	ft - m/km ft			1160 - 2.4V 2460 3)	1740 - 2.4V 3040	Not published
D	ft - m/km ft				1740 - 3.6V 3040	Not published

1) To RWY 27 NA when VGS INOP

3) MAX KIAS 150

2) ILS and LOC/ RNAV/ NDB

Effective 09-NOV-2017

02-NOV-2017

GNB-LFLS

France Grenoble Isere

Isere Grenoble Franc

MRC

MR

8-10

