

**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

France Grenoble Isere

AGC  
AFC

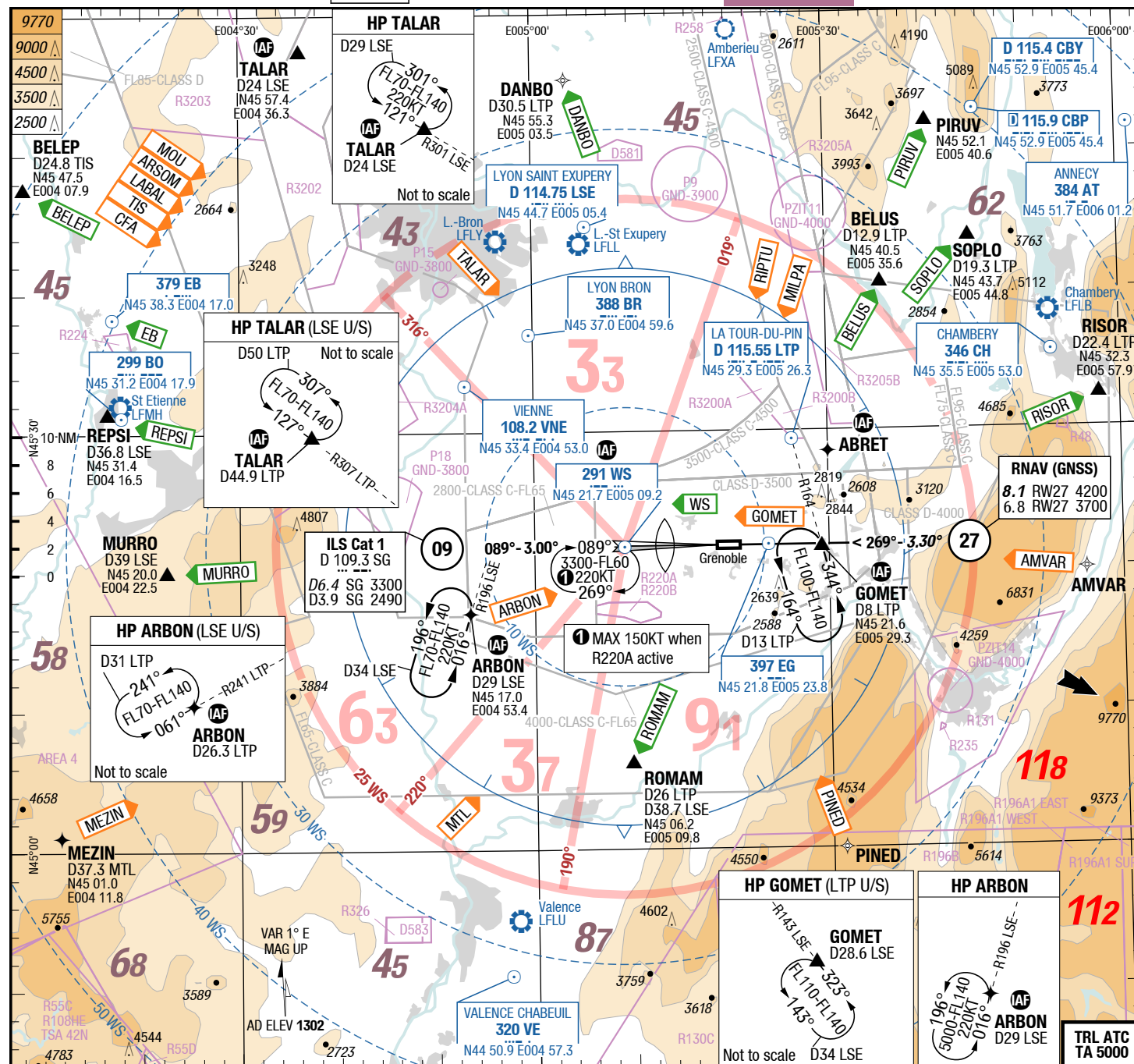
AFC

AFC

Isere Grenoble France

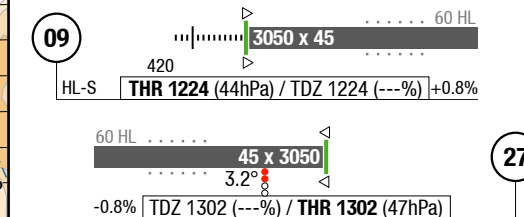
AGC  
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2-10



**ATIS** 133.850 HO  
**Lyon APP** 136.075 (W up to FL200) 133.150 (W up to FL200)  
125.800 (E up to FL200) 125.425 (E up to FL200)  
120.225  
132.000  
**TWR** 119.300 HO  
**GND** 121.925 HO

**Landing RWY system:**



Changes: ASP, PROC, SUAS, OBST

Effective 09-NOV-2017

02-NOV-2017

GNB-LFLS

France Grenoble Isere

AGC

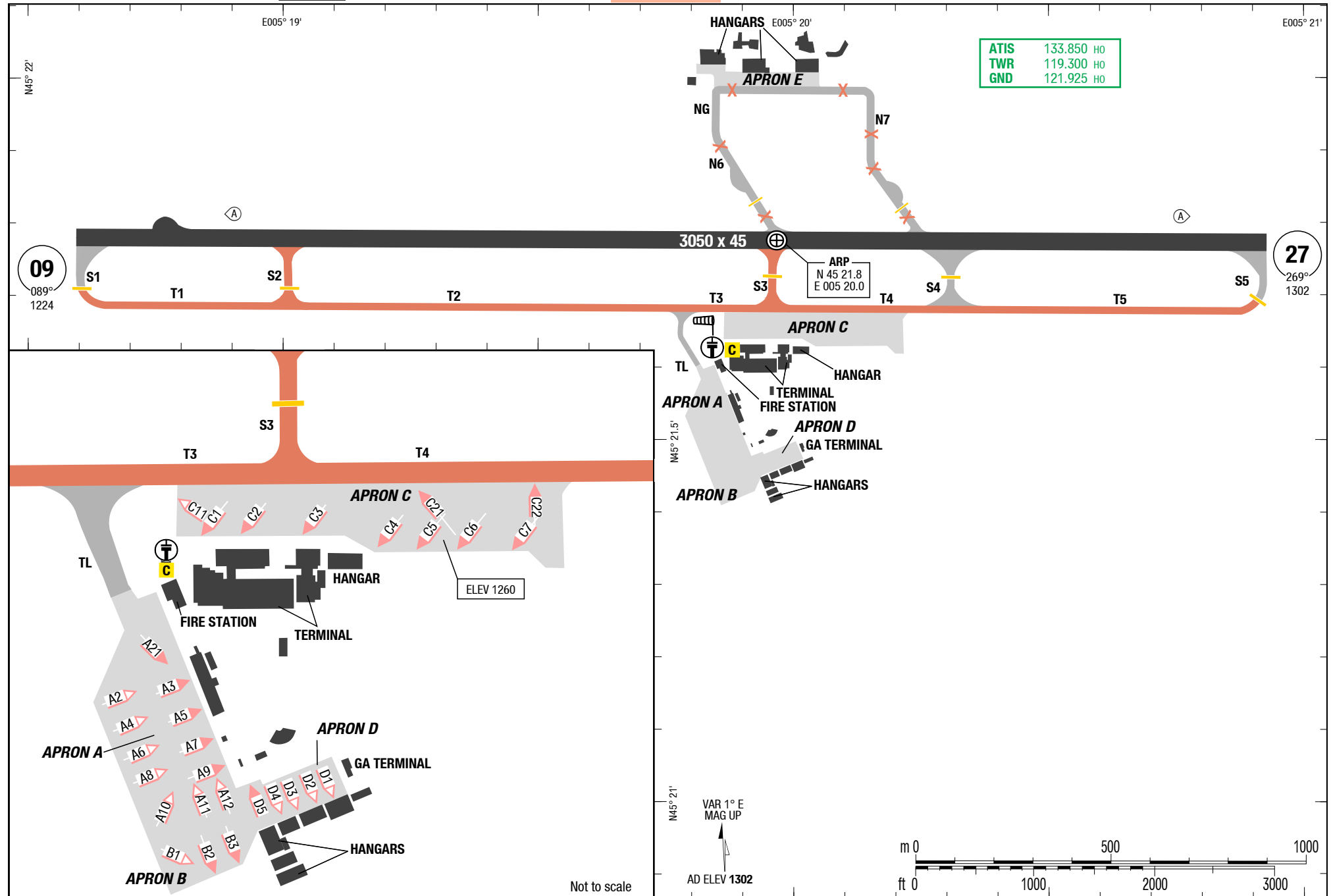
AGC

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Isere Grenoble France

AGC

3-20



Changes: Nil

## GNB-LFLS

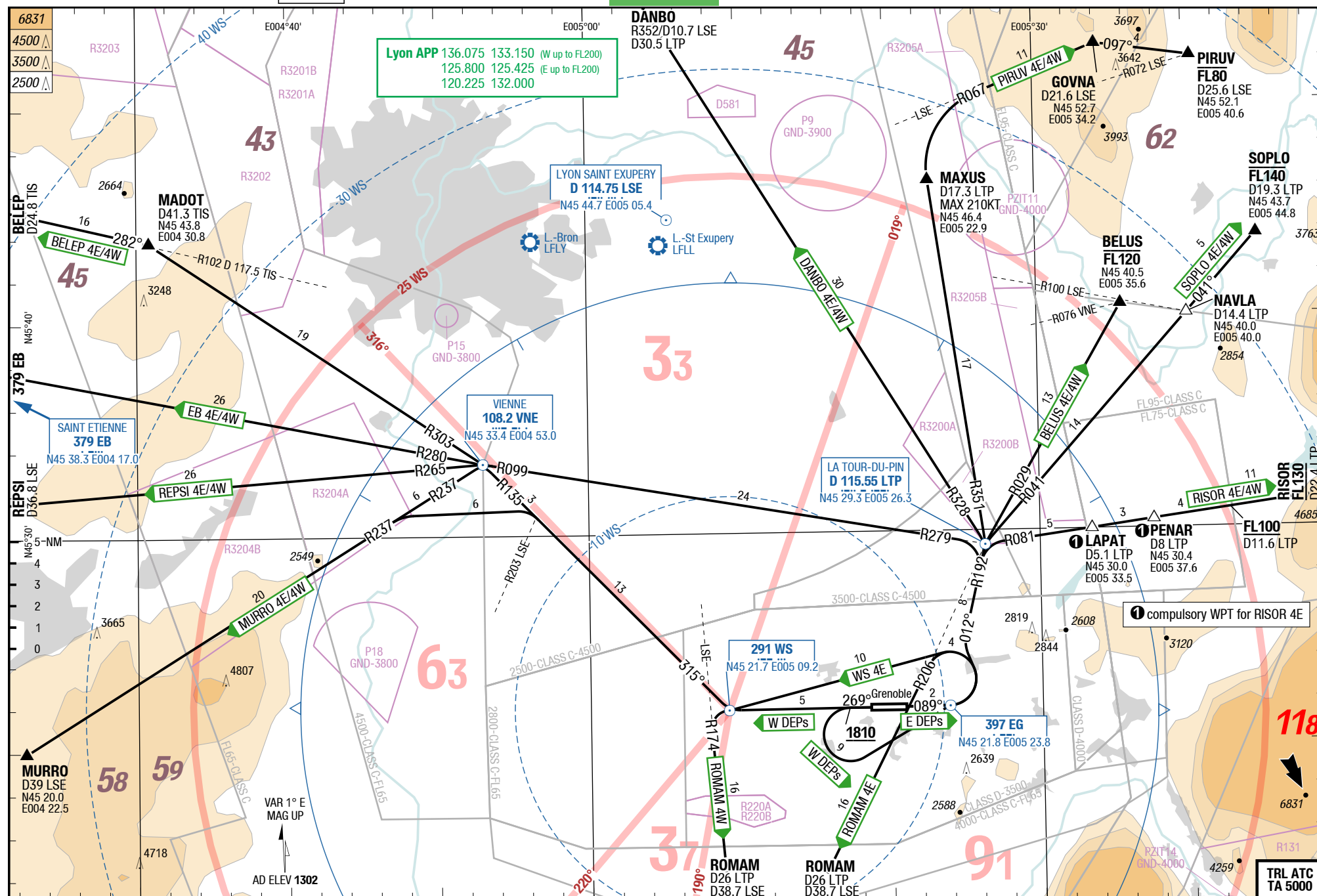
**SIDs**

SID

SID

**NIL**  
**SIDs**

4-10



Changes: ASP, PROC, chart layout, SUAs

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

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

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
	<b>Runway 27</b>	
<b>BELEP 4W</b> 6.0% to FL140 ②	at <b>WS RT</b> intercept R135 <b>VNE</b> to <b>VNE</b> - R303 <b>VNE</b> to MADOT - intercept R102 <b>TIS</b> inbound to BELEP	
<b>BELUS 4W</b> 4.4% 6.0% to FL120 ①②	at MNM <b>1810 LT</b> direct <b>EG</b> - intercept R192 <b>LTP</b> to <b>LTP</b> - R029 <b>LTP</b> to BELUS	BELUS MAX <b>FL120</b>
<b>DANBO 4W</b> 4.4% 6.0% to FL140 ①②	at MNM <b>1810 LT</b> direct <b>EG</b> - intercept R192 <b>LTP</b> to <b>LTP</b> - R328 <b>LTP</b> to DANBO	
<b>MURRO 4W</b> 6.0% to FL140 ②	at <b>WS RT</b> intercept R135 <b>VNE</b> inbound - crossing R203 <b>LSE LT</b> intercept R237 <b>VNE</b> to MURRO	
<b>OMNIDIRECTIONAL DEP</b> 6.0% to FL140 ②③	at <b>WS</b> turn (MAX 210KT) to assigned HDG	
<b>PIRUV 4W</b> 4.4% 6.0% to FL80 ①②	at MNM <b>1800 LT</b> direct <b>EG</b> - intercept R192 <b>LTP</b> to <b>LTP</b> - R351 <b>LTP</b> to MAXUS (MAX 210KT) - <b>RT</b> intercept R067 <b>LSE</b> to GOVNA - PIRUV	PIRUV MAX <b>FL80</b>
<b>REPSI 4W</b> 6.0% to FL140 ②	at <b>WS RT</b> intercept R135 <b>VNE</b> to <b>VNE</b> - R265 <b>VNE</b> 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
	<b>Runway 27</b>	
<b>RISOR 4W</b> 4.4% 7.2% to FL100 6.0% to FL140 4.6% to RISOR ①②③	at MNM <b>1810 LT</b> direct <b>EG</b> - intercept R192 <b>LTP</b> to <b>LTP</b> - R081 <b>LTP</b> to LAPAT - PENAR - RISOR	D11.6 <b>LTP MNM FL100</b> RISOR MNM <b>FL130</b>
<b>ROMAM 4W</b> 6.0% to FL140 ②	at <b>WS LT</b> intercept R174 <b>LSE</b> to ROMAM	
<b>SOPLO 4W</b> 4.4% 6.0% to FL140 ①②	at MNM <b>1810 LT</b> direct <b>EG</b> - intercept R192 <b>LTP</b> to <b>LTP</b> - R041 <b>LTP</b> to NAVLA - SOPLO	SOPLO MAX <b>FL140</b>
<b>ST. ETIENNE 4W</b> <b>EB 4W</b> 6.0% to FL140 ②	at <b>WS RT</b> intercept R135 <b>VNE</b> to <b>VNE</b> - R280 <b>VNE</b> to <b>EB</b>	

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.

20-APR-2017

## GNB-LFLS

France **Grenoble** Isere

STARs / RNAV STARs South

6-10

## STARs / RNAV STARs North

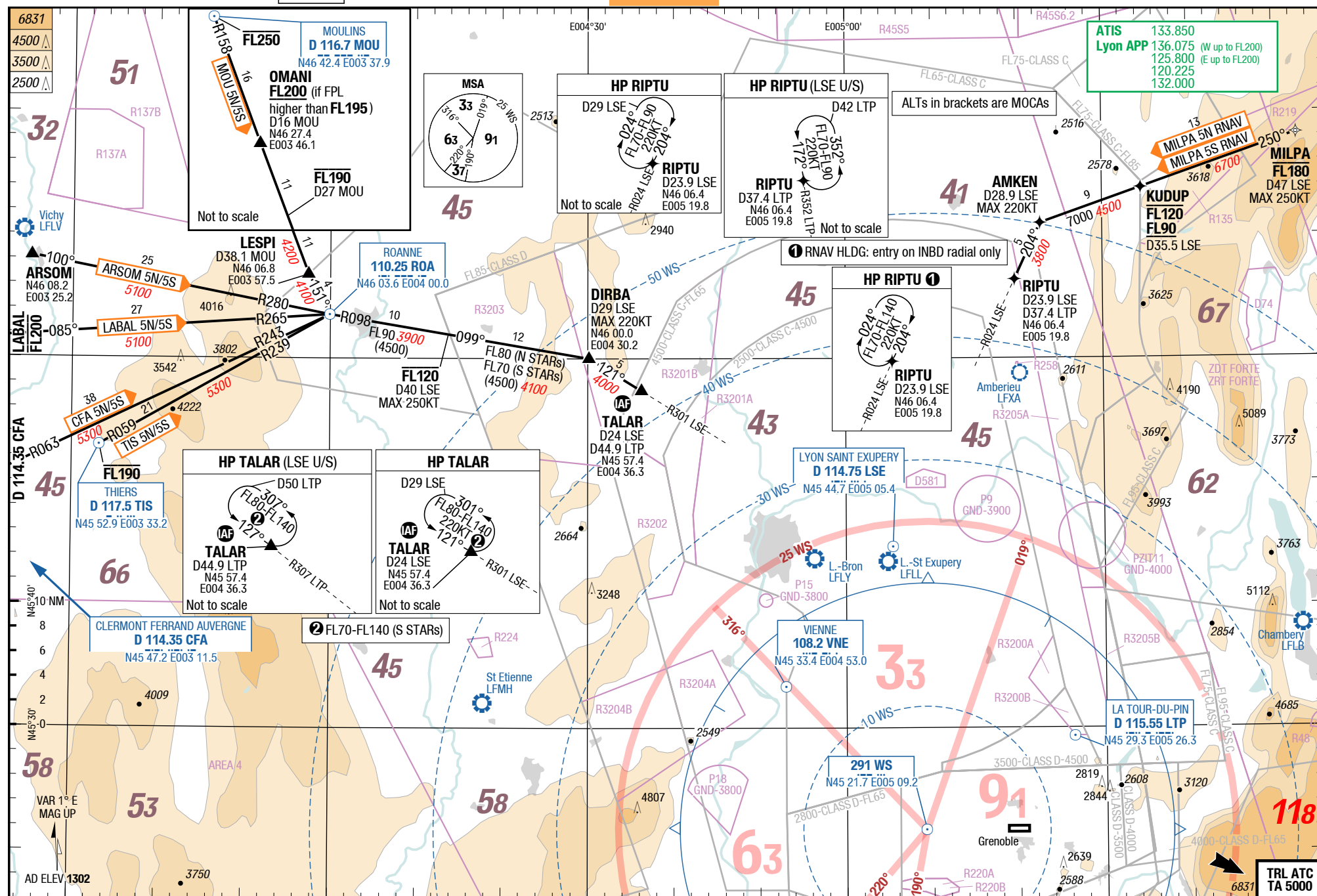
# STAR

# STAR

Iserre **Grenoble** France

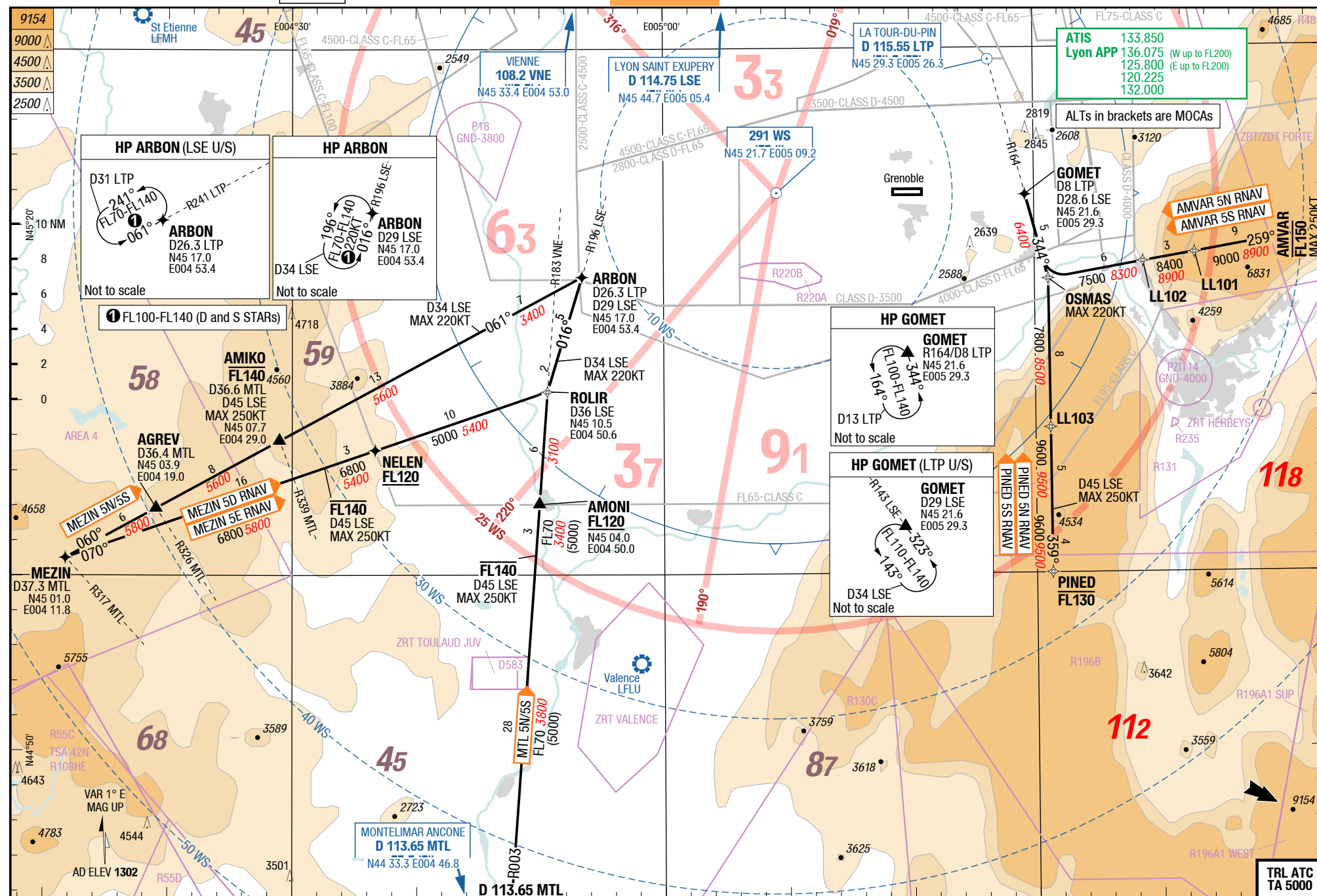
STARs / RNAV STARs South

## STARs / RNAV STARs North



Changes: MGA, MTCA, ASP, OBST, SUAs

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Effective 13-OCT-2016

06-OCT-2016

GNB-LFLS

France Grenoble Isere

ILS or LOC 09

7-10

Radar Transitions 09/27

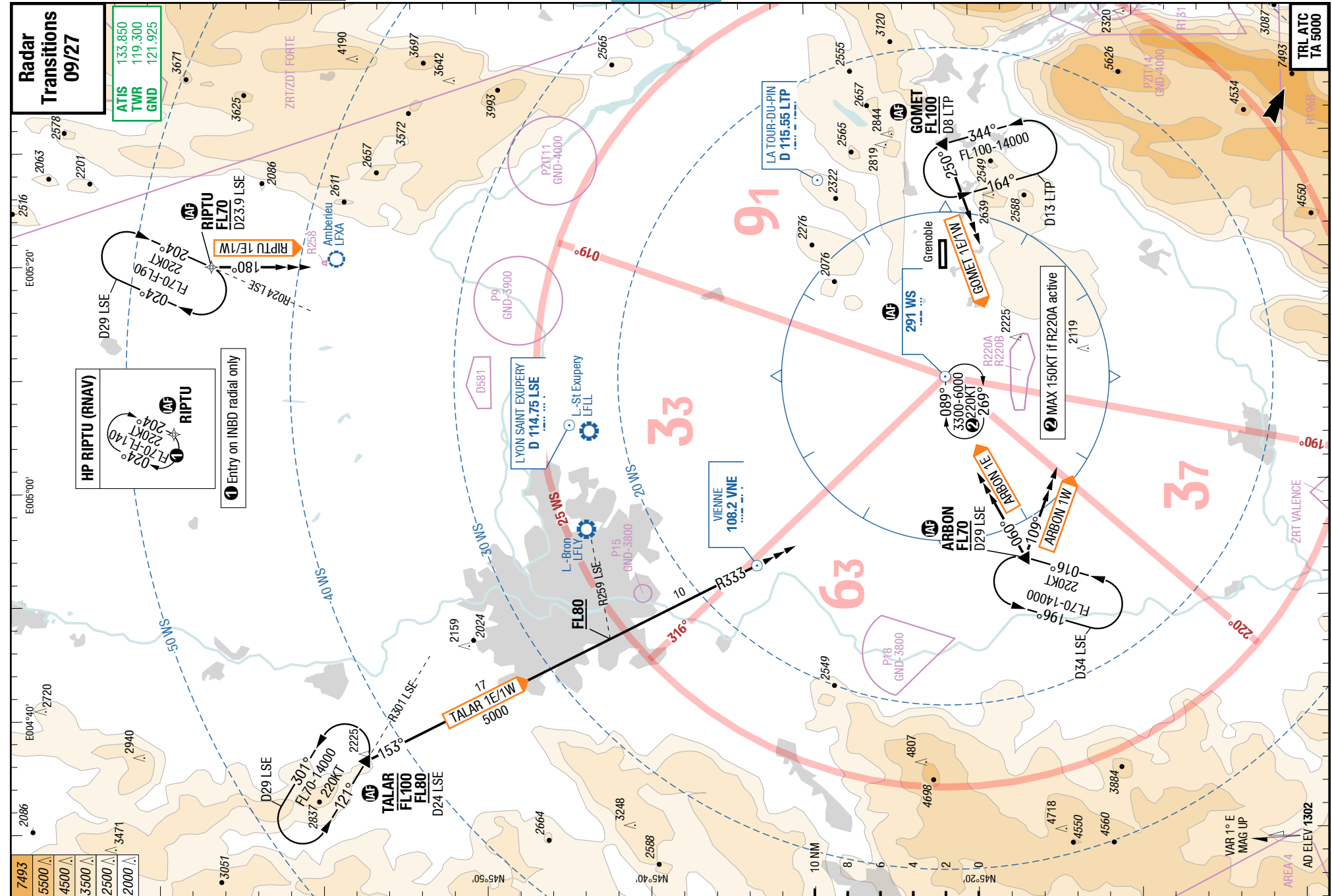
IAC

IAC

Isere Grenoble France

ILS or LOC 09

Radar Transitions 09/27



Changes: new



Isere **Grenoble** France

AC

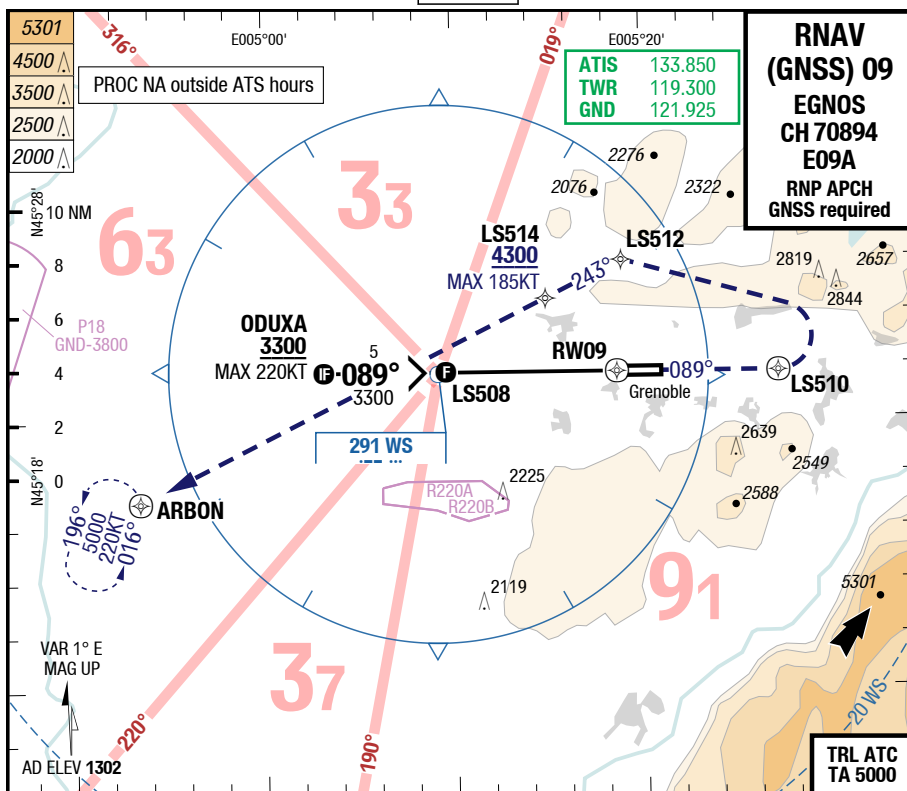
# ILS or LOC 09



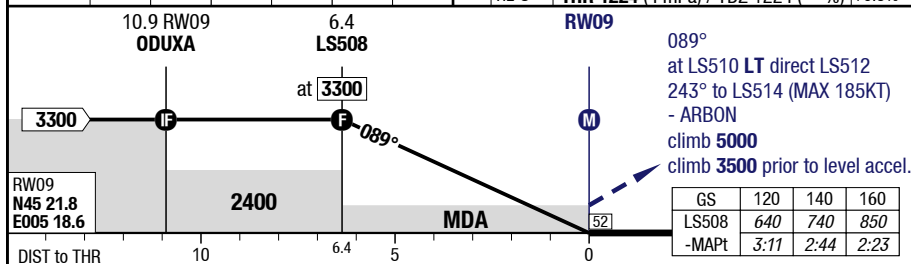
## GNB-LFLS

7-30

## RNAV (GNSS) 09



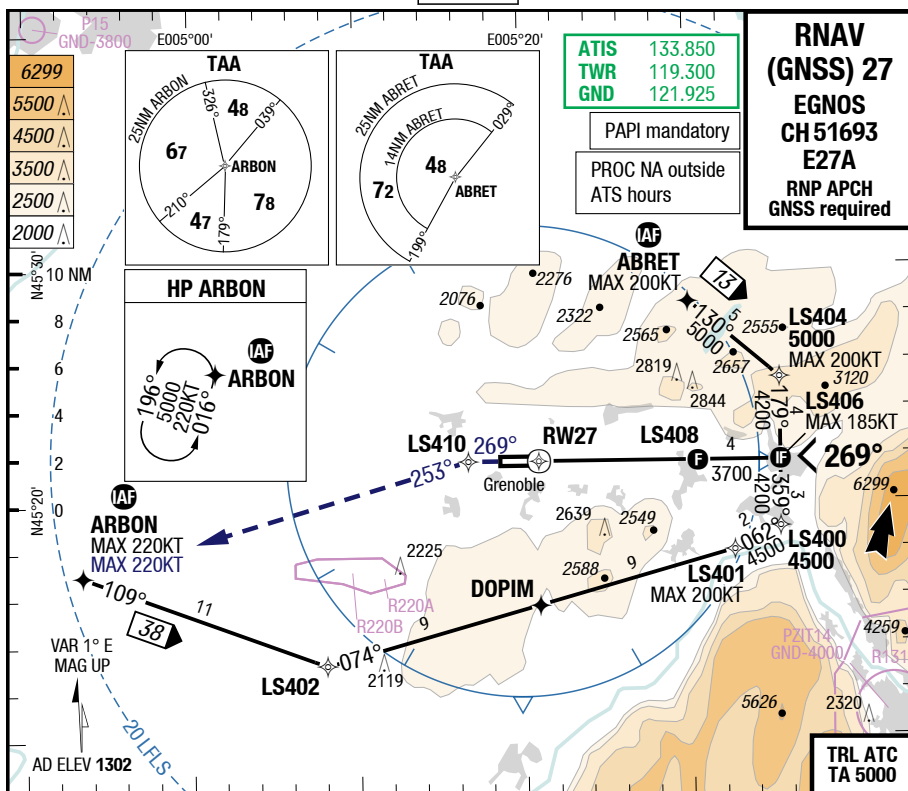
3.00° <b>RW09</b>	6.4	6	5	4	3	2	
	3300	3190	2870	2550	2240	1920	



09		RNAV GNSS LPV GA 3.4% <sup>1)</sup>	RNAV GNSS LPV GA 2.5% <sup>2)</sup>	RNAV GNSS VNAV GA 3.5% <sup>3)</sup>	RNAV GNSS VNAV GA 2.5% <sup>3)</sup>	RNAV GNSS LNAV	Circling  <sup>4)</sup>
C	ft - m/km ft	200 - 750 <b>1430</b>	490 - 1.8 <b>1720</b>	290 - 900 <b>1520</b> <sup>5)</sup>	560 - 2.1 <b>1790</b> <sup>6)</sup>	690 - 2.4 <b>1910</b>	1740 - 2.4V <b>3040</b>
D	ft - m/km ft	210 - 750 <b>1440</b>	500 - 1.8 <b>1730</b>	320 - 1.0 <b>1550</b> <sup>7)</sup>	590 - 2.3 <b>1820</b> <sup>8)</sup>	710 - 2.4 <b>1930</b>	1740 - 3.6V <b>3040</b>

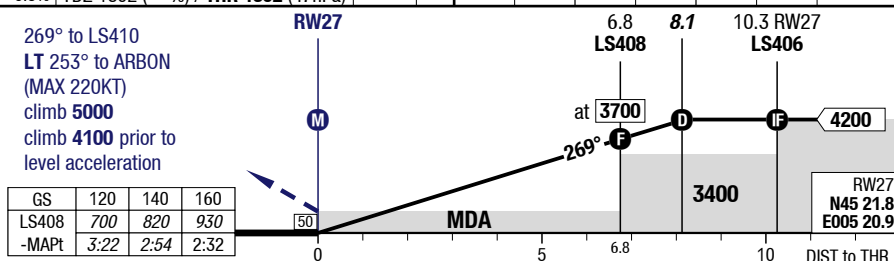
1) With EVS 550m 2) With EVS 1.2km 3) Uncompensated BARO VNAV NA below -30°C (-22°F) 4) To RWY 27 NA when VGSI INOP 5) With EVS 600m 6) With EVS 1.4km 7) With EVS 650m 8) With EVS 1.5km

Changes: New



60 HL . . . . .	45 x 3050	3.2°	27	2	3	4	5	6	8.1	3.30° RW27
-0.8% TDZ 1302 (---%) / THR 1302 (47hPa)				2060	2410	2760	3110	3460	4200	

269° to LS410  
LT 253° to ARBON  
(MAX 220KT)  
climb **5000**  
climb **4100** prior to  
level acceleration



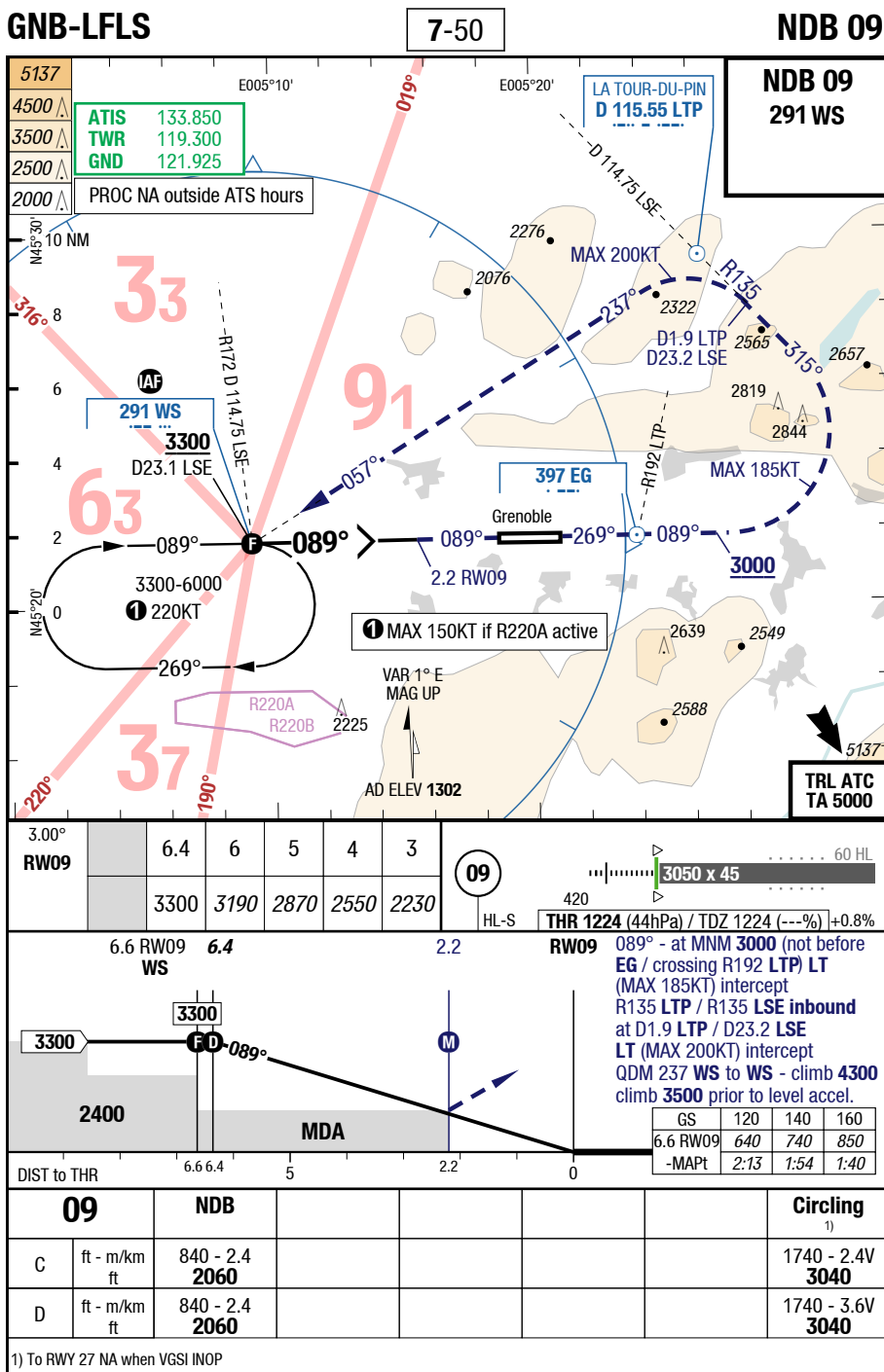
<b>27</b>		<b>RNAV GNSS</b> LPV 1) 2)	<b>RNAV GNSS</b> VNAV 1) 2) 3)	<b>RNAV GNSS</b> LNAV 1)		<b>Circling</b>
C	ft - m/km ft	300 - 1.4 <b>1610</b>	310 - 1.4 <b>1610</b>	550 - 2.4 <b>1850</b>		1740 - 2.4V <b>3040</b>
D	ft - m/km ft	300 - 1.4 <b>1610</b>	320 - 1.4 <b>1620</b>	550 - 2.4 <b>1850</b>		1740 - 3.6V <b>3040</b>

1) PROC NA when VGSI INOP

3) Uncompensated BARO VNAV NA below -30°C (-22°F)

2) With EVS 900m

Changes: Track, FAT, MIN, Note, TAA, OBST, HLDG

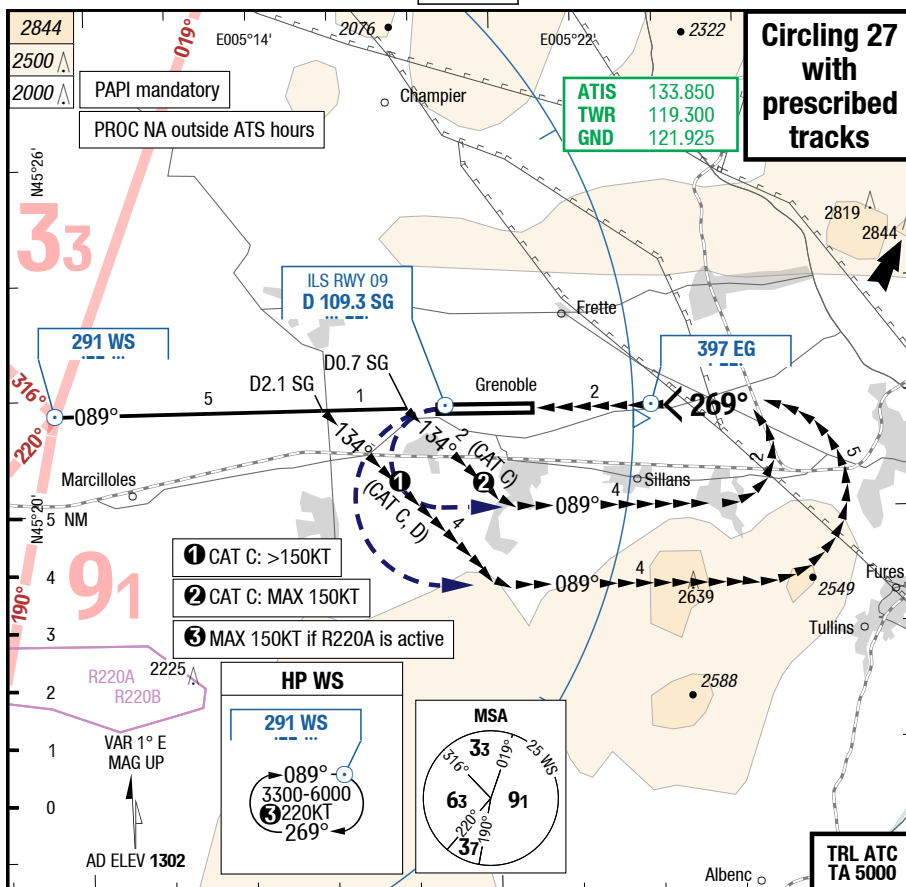




## GNB-LFLS

7-60

Circling 27 with prescribed tracks



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 VGSI INOP  
2) ILS and LOC/ RNAV/ NDB  
3) MAX KIAS 150

