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# List of pages in this Trip Kit

Trip Kit Index
Airport Information For LFLL
Terminal Charts For LFLL
Revision Letter For Cycle 08-2013
Change Notices
Notebook

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## General Information

Location: Lyon  Fra
IATA Code: LYS
Lat/Long: N45° 43.5' E005° 04.9'
Elevation: 821 ft

Airport Use: Public
Magnetic Variation: 0.8°E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No
Pattern Altitude: 1000 ft AGL

Sunrise: 0455 Z
Sunset: 1825 Z,

## Runway Information

Runway: 18L
Length x Width: 8760 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 780 ft
Lighting: Edge, ALS, Centerline

Runway: 18R
Length x Width: 13123 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 758 ft
Lighting: Edge, ALS, Centerline, REIL

Runway: 36L
Length x Width: 13123 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 813 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 36R
Length x Width: 8760 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 821 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

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## Communication Information

ATIS 126.175
Saint Ex Preflight Tower 121.65
Saint Ex Ground Tower 121.825
Saint Ex Tower 132.0
Saint Ex Tower 120.45
Lyon Approach Control 136.075
Lyon Approach Control 133.15
Lyon Approach Control 132.0
Lyon Approach Control 125.8
Lyon Approach Control 125.425
Lyon Approach Control 120.225

# 1. GENERAL

## 1.1. ATIS

ATIS 126.17

## 1.2. NOISE ABATEMENT PROCEDURES

### 1.2.1. NIGHTTIME RESTRICTIONS

In order to reduce the noise pollution in the vicinity of aerodrome, the Ministerial Order defined the following category:
'The most noisy ACFT of Chapter 3' - turbojet ACFT whose noise certification is according to ICAO Annex 16, Volume I, Part II, Chapter 3 and which have an accumulated margin of the certified noise levels, with respect to permissible noise limits defined in this Chapter, being less than 5 EPNdB.
'The most noisy ACFT of Chapter 3' are not permitted to:
- take-off between 2200-0600LT;
- land between 2215-0615LT of arrival on parking area.

**EXEMPTIONS**
These restrictions do not apply to ACFT in emergency for flight safety reasons, humanitarian or ambulance flights, ACFT operating for government missions, ACFT mentioned in article L. 110-2 of Civil Aviation Code.

### 1.2.2 LOCAL FLYING RESTRICTIONS

Visual approaches are prohibited except for safety or health emergency.

The passing of a RWY to the parallel RWY can be allowed on pilot's request if ACFT is lined up on final approach axis and is located less than 10 NM from THR.

### 1.2.3. REVERSE THRUST

Reverse thrust and propeller pitch reversal may be set on landing between 2200-0600LT to a position exceeding the reverse idle power position only for operational and safety reasons.

### 1.2.4. RUN-UP TESTS

Run-up tests mean any operations carried out on a stationary ACFT with engines running for more than 5 minutes or with engine power higher than that used for starting or taxiing sequences.
Prior agreement of air traffic services through telephone (04.72.22.56.76) or radio (Ground Frequency 121.82) is required before any engine test. These services will notify the location where tests are possible, as also the ACFT orientation to be observed. A listening watch on Ground Frequency shall be maintained by the team in charge of the ACFT during all the test duration, except otherwise specified by the Control Tower.

## 1.3. LOW VISIBILITY PROCEDURES (LVP)

RWY 36L is the preferred RWY.

Parallel RWYs will be used, when RVR is lower than or equal to 550m, or when ceiling is lower than or equal to 200'.
Landings are performed on RWY 36R and take-offs are performed on RWY 36L.

RWY 36R will be cleared via TWYs B3 or B4 only.
The high-speed exit TWY W4 is prohibited during the LVP phases.
Only one ACFT will be present between the two RWYs at holding points B3 or B4.
Pilots shall draw particular care to the authorisation to cross RWY 36L, after RWY 36R has been cleared, because of a take-off may be in progress.

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# 1. GENERAL

## 1.4. TAXI PROCEDURES

A340-600, B777-300 and ACFT with wingspan more than 213'/65m taxi with caution particularly in turns. It is recommended to use the oversteering technique.
All ACFT moving by own means on apron must switch its taxilights on.
TWYs K1 and K3 usable for Apron K only.

TWY TJ MAX wingspan 245'/74.8m.
TWYs T6 and T7 MAX wingspan 240'/73.3m.
TWY TB MAX wingspan 118'/36m.
TWYs TN1 thru TN3 MAX wingspan 95'/29m.
TWYs K1 and K3 MAX wingspan 95'/28.9m.
TWY K5 MAX wingspan 81'/24.6m.

## 1.5. PARKING INFORMATION

On stands A21 thru A29, A32 thru B16, B61 thru D27, J11 thru J41, L11 thru M11 and M13 push-back required.

## 1.6. OTHER INFORMATION

180° turn prohibited on RWYs for ACFT exceeding wingspan of 118'/36m.
Apron S usable as holding area and overtaking area for all ACFT with wingspan less than 112'/34m.
RWYs 36L and 36R right-hand circuit.
Wildlife strike hazard.

# 2. ARRIVAL

## 2.1. NOISE ABATEMENT PROCEDURES

Pilots must perform their approach so as to maintain last assigned altitude by ATC until ILS GS interception. The final approach must then be performed without flying below GS.

## 2.2. CAT II/III OPERATIONS

RWY 36L/R approved for CAT II/III operations, special aircrew and ACFT certification required.

## 2.3. RWY OPERATIONS

RWY 18L/36R preferred for landing.

## 2.4. TAXI PROCEDURES

ILS CAT II/III landing traffic exit RWY 36L via TWYs A3 or A4 and RWY 36R via TWYs B3 or B4.
Pilots are encouraged to vacate RWY 36R expeditiously except LVP conditions, via exit W4 each time it is possible according with safety.
When not in LVP, aircrews are asked to taxi to the holding point located 90m from RWY axis without asking ATC clearance.

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# 3. DEPARTURE

## 3.1. NOISE ABATEMENT PROCEDURES

SIDs must be followed strictly, except otherwise instructed by ATC or for safety reasons.
Climb rate must allow (according to operational specifications of each ACFT) to reach 4000' (3000' AAL) as early as possible.
SIDs for propeller ACFT may be only used by piston engine ACFT or turbo-prop ACFT. They are prohibited between 2200-0600LT.

## 3.2. PUSH-BACK PROCEDURE

For stands A21 thru A36, push-back could be announced on SAINT EX Fight Data frequency.

## 3.3. RWY OPERATIONS

RWY 18R/36L preferred for take-off.

## 3.4. OTHER INFORMATION

### 3.4.1. DATALINK DEPARTURE CLEARANCE (DCL)

The following time parameters apply:

$t_i$ 10 min before start-up time
$t_f$ 3 min before start-up time
$t_l$ 10 min

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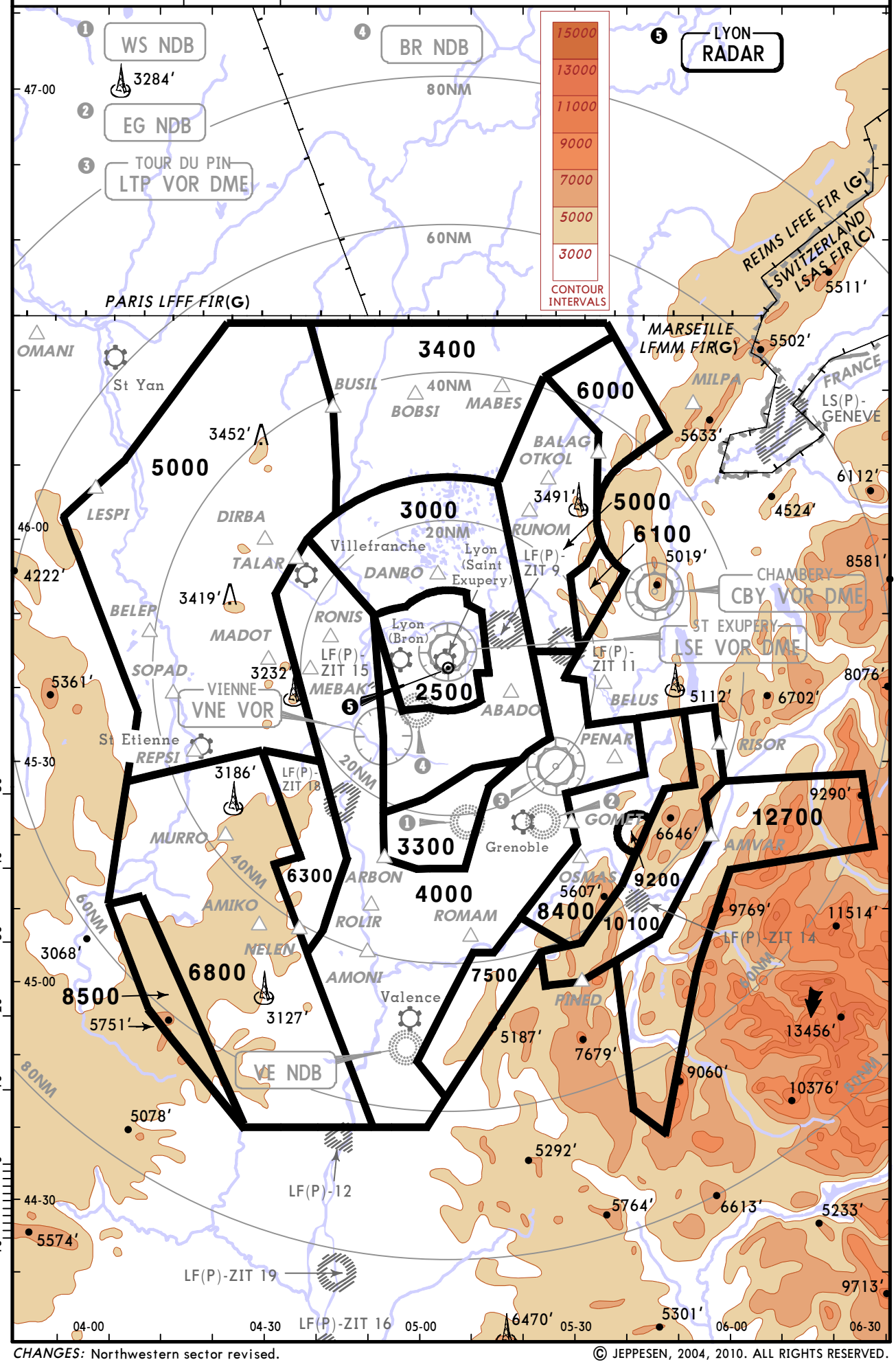
| LYON Approach (R) | Apt Elev | |
|---|---|---|
| 120.22 | 821′ | Alt Set: hPa<br>Trans level: By ATC  Trans alt: 5000′<br>The published minimum altitudes integrate a correction for low temperatures. |




CHANGES: Northwestern sector revised.

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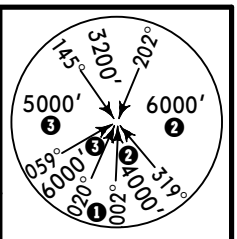
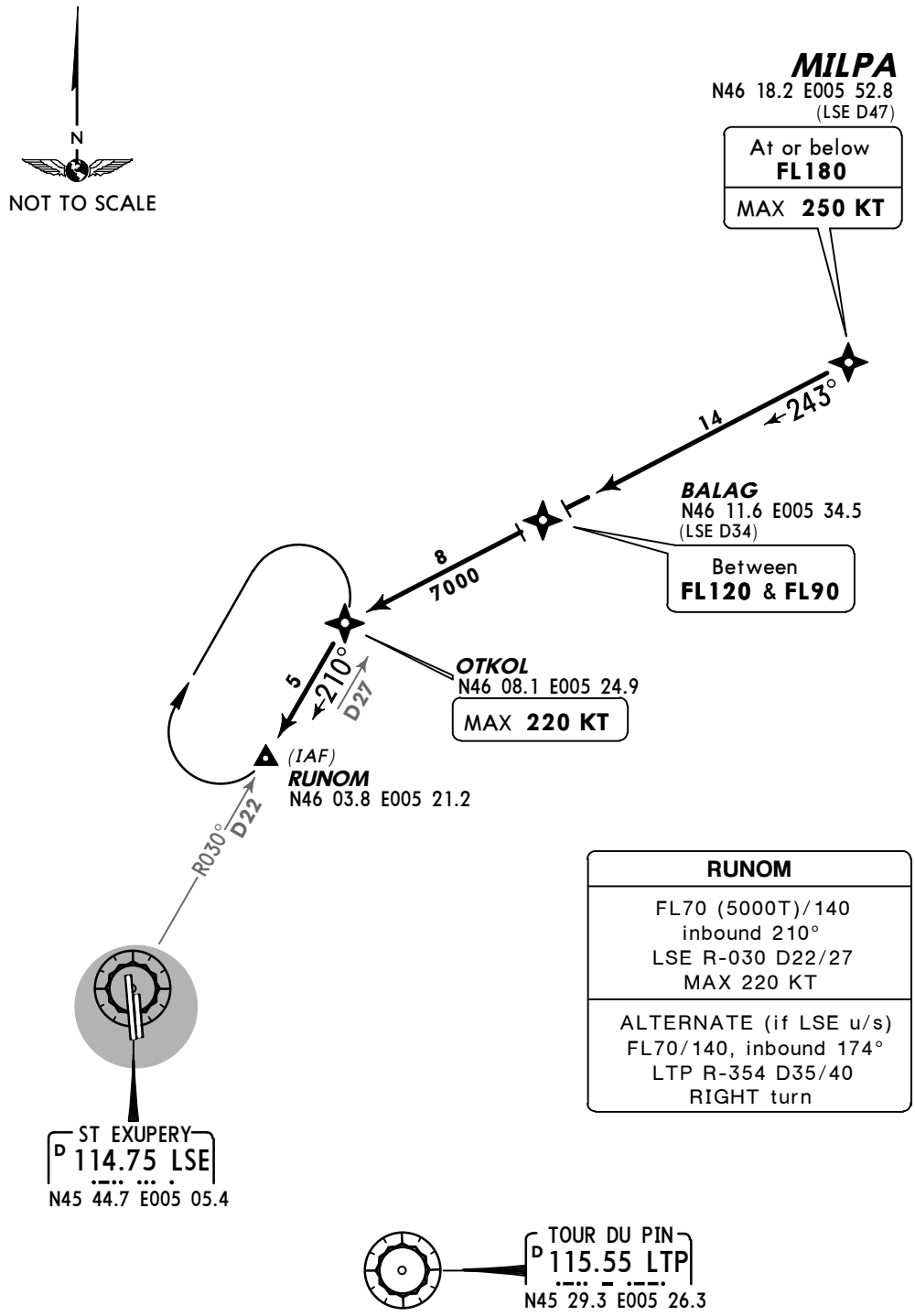
| ATIS | Apt Elev | |
|---|---|---|
| 126.17 | 821′ | Alt Set: hPa Trans level: By ATC Trans alt: 5000′<br>1. In case of radar vectoring cross LSE 45 DME at or below FL140/MAX 250 KT, LSE 29 DME at MAX 220 KT.<br>2. If LSE VOR or DME unserviceable use alternate holding RUNOM and comply with CTL instructions to join the cleared approach procedure. |




❶ 3200′
❷ 3200′ within 14 NM
❸ 3200′ within 17 NM

# MILPA 1
## RNAV ARRIVAL
RNAV (VOR/DME, DME/DME AND GNSS)




| RUNOM |
|---|
| FL70 (5000T)/140<br>inbound 210°<br>LSE R-030 D22/27<br>MAX 220 KT |
| ALTERNATE (if LSE u/s)<br>FL70/140, inbound 174°<br>LTP R-354 D35/40<br>RIGHT turn |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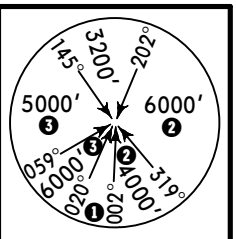
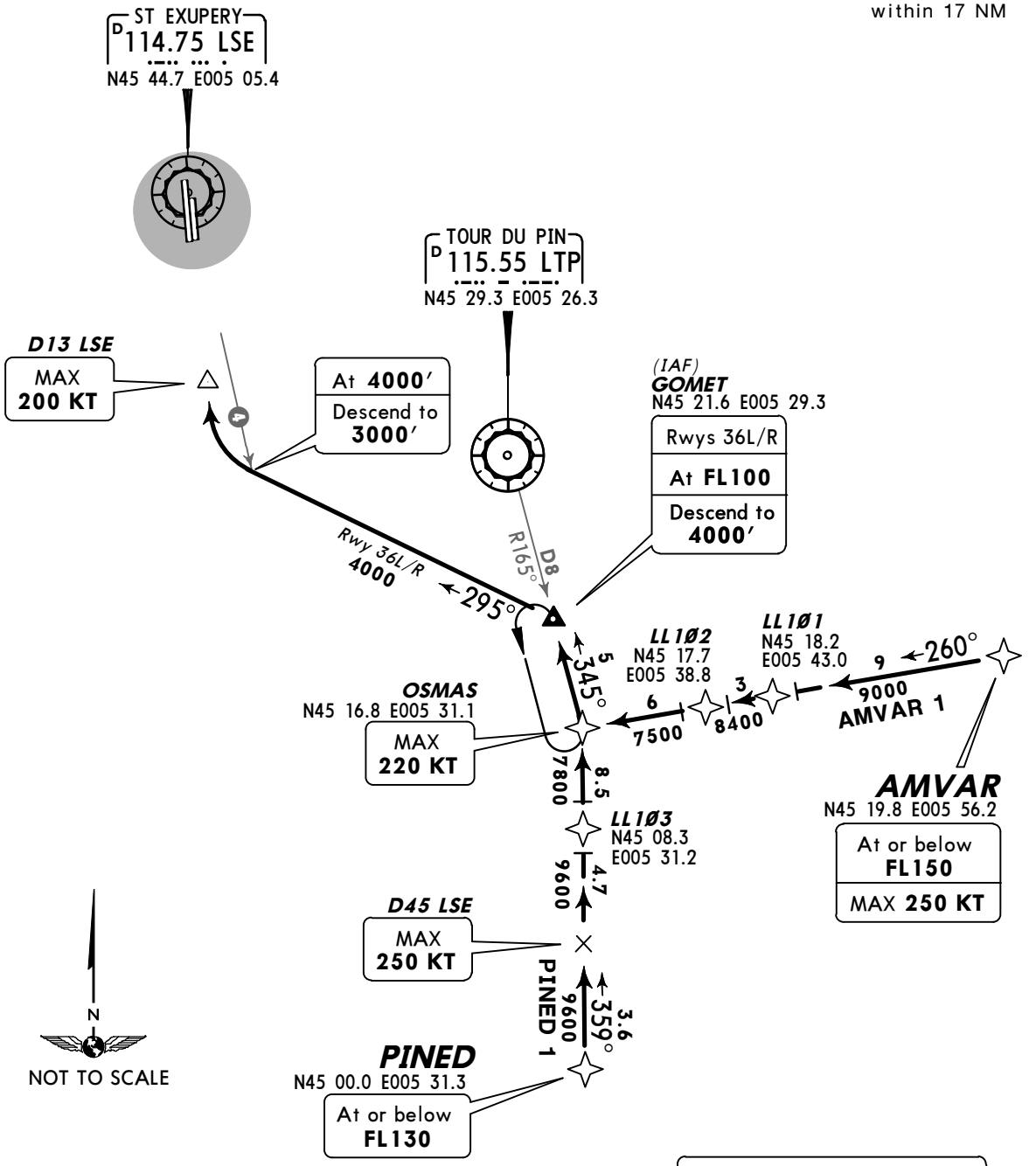
| ATIS | Apt Elev | |
|---|---|---|
| 126.17 | 821′ | Alt Set: hPa Trans level: By ATC Trans alt: 5000′<br>1. In case of radar vectoring cross LSE 45 DME at or below FL140/MAX 250 KT, LSE 29 DME at MAX 220 KT.<br>2. If LTP VOR or DME unserviceable use alternate holding GOMET and comply with CTL instructions to join the cleared approach procedure. |




MSA
LSE VOR

❶ 3200′
❷ 3200′ within 14 NM
❸ 3200′ within 17 NM

# AMVAR 1, PINED 1
## RNAV ARRIVALS
### RNAV (VOR/DME, DME/DME AND GNSS)




| GOMET |
|---|
| FL100 (7500T)/140<br>inbound 345°<br>LTP R-165 D8/13 |
| ALTERNATE (if LTP u/s)<br>FL110/140, inbound 324°<br>LSE R-144 D29/34<br>LEFT turn |

❹ VOR APCH RWY 36L: R-172;
VOR APCH RWY 36R: R-170.

*CHANGES:* Tracks updated.

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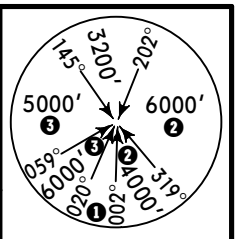
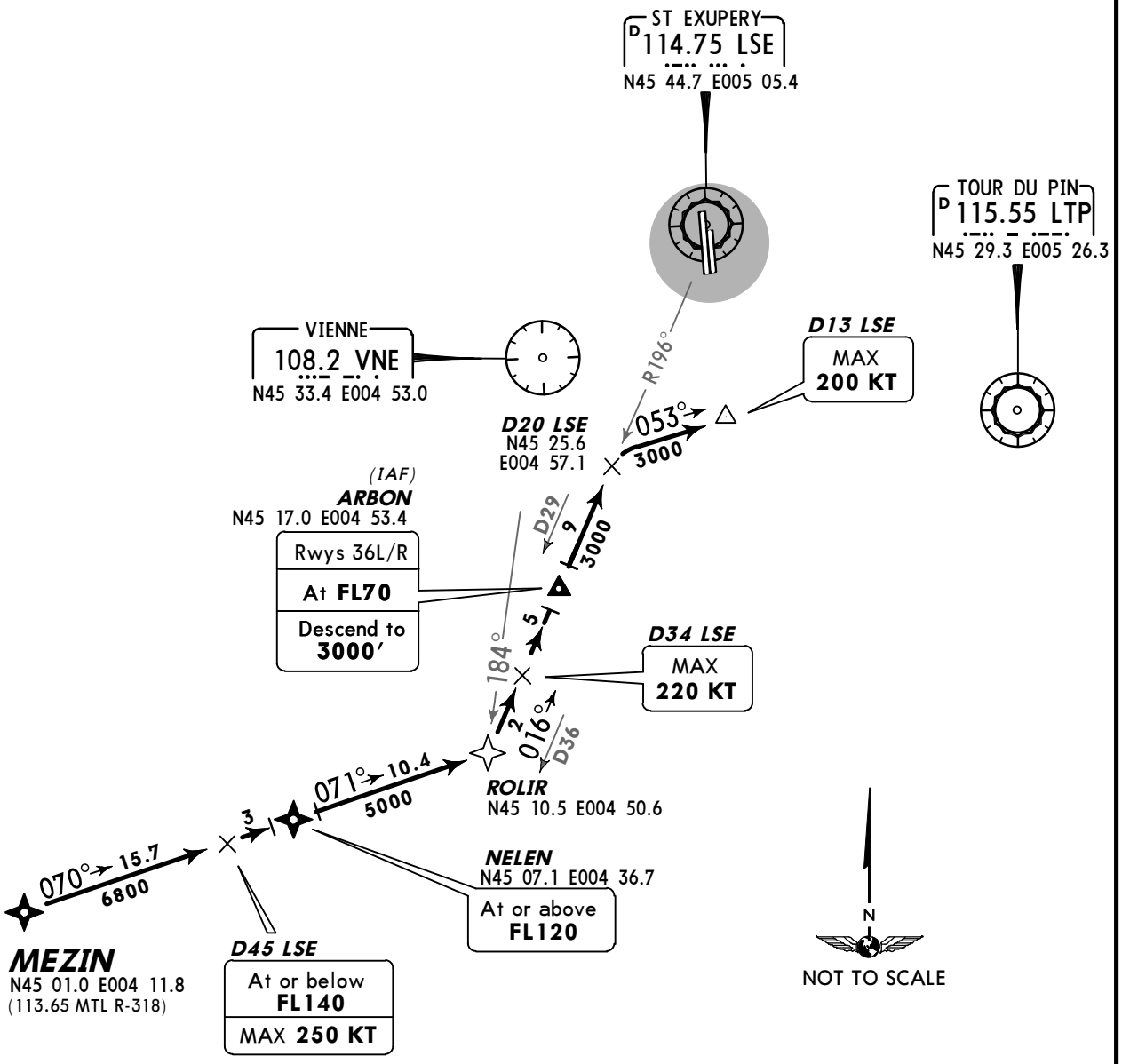
| ATIS | Apt Elev | |
|---|---|---|
| 126.17 | 821′ | Alt Set: hPa Trans level: By ATC Trans alt: 5000′<br>1. In case of radar vectoring cross LSE 45 DME at or below FL140/MAX 250 KT, LSE 29 DME at MAX 220 KT.<br>2. If LSE VOR or DME unserviceable use alternate holding ARBON and comply with CTL instructions to join the cleared approach procedure. |




MSA
LSE VOR

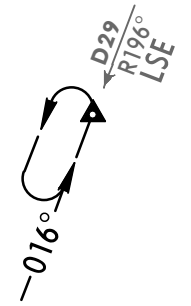
❶ 3200′
❷ 3200′ within 14 NM
❸ 3200′ within 17 NM

# MEZIN 1D *[MEZI1D]*
## RNAV ARRIVAL
RNAV (VOR/DME, DME/DME AND GNSS)




| ARBON |
|---|
| RWYS 18L/R: FL100 (5000T)/140<br>RWYS 36L/R: FL70 (5000T)/140<br>inbound 016°<br>LSE R-196 D29/34<br>MAX 220 KT |
| ALTERNATE (if LSE u/s)<br>FL70/140, inbound 061°<br>LTP R-241 D26/31<br>LEFT turn |

## HOLDING OVER ARBON




*CHANGES:* Tracks updated.

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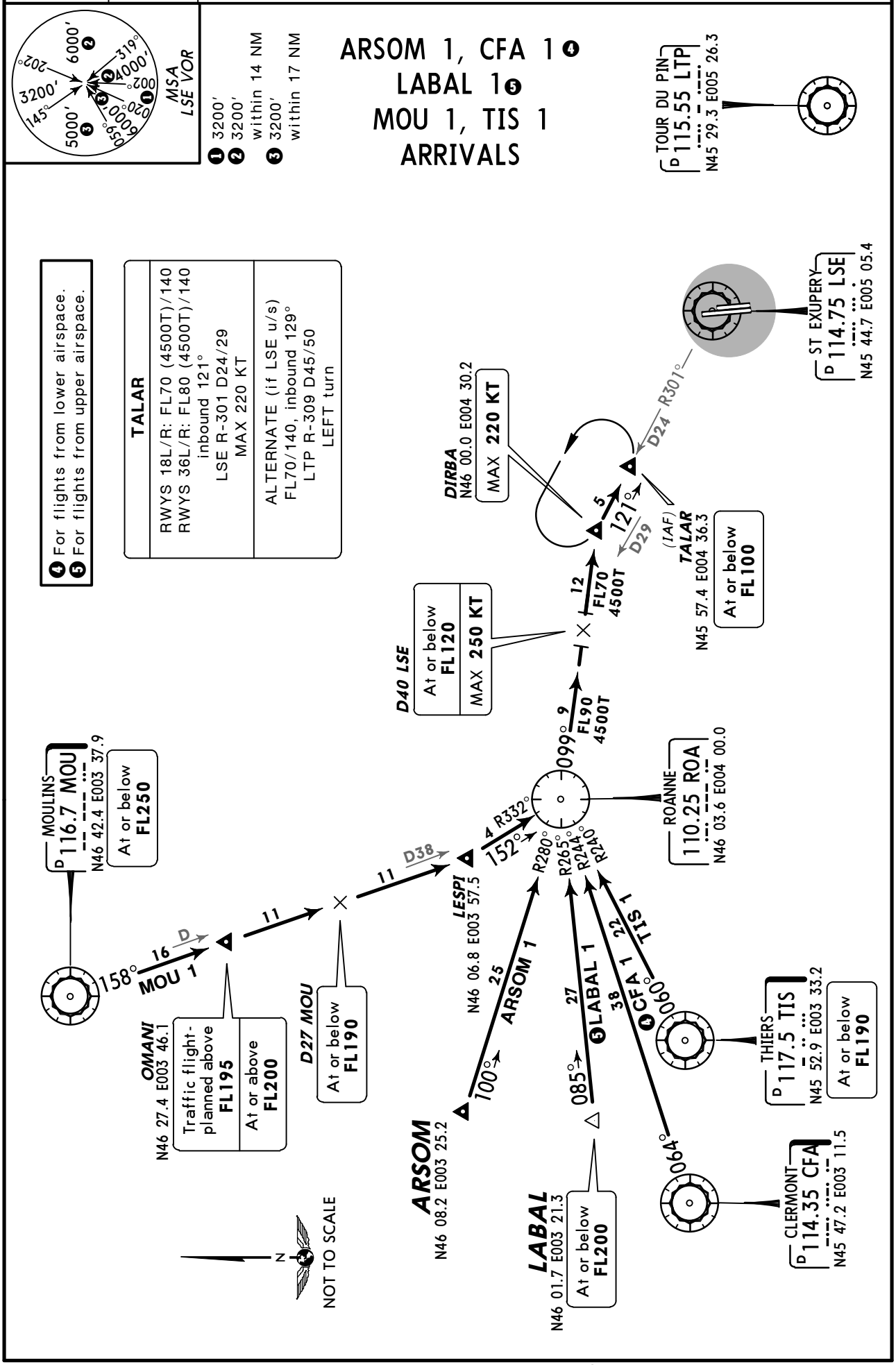
| ATIS | Apt Elev |
|---|---|
| 126.17 | 821′ |

Alt Set: hPa Trans level: By ATC Trans alt: 5000′
1. In case of radar vectoring cross LSE 40 DME at or below FL120/MAX 250 KT.
2. If LSE VOR or DME unserviceable use alternate holding TALAR and comply with CTL instructions to join the cleared approach procedure.





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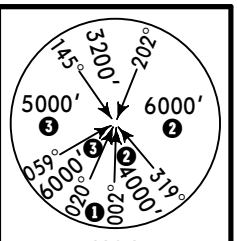
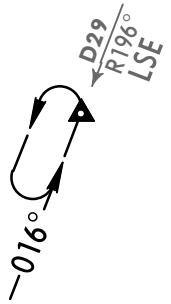
| ATIS | Apt Elev | |
|---|---|---|
| 126.17 | 821′ | Alt Set: hPa Trans level: By ATC Trans alt: 5000′<br>1. In case of radar vectoring cross LSE 45 DME at or below FL140/MAX 250 KT, LSE 29 DME at MAX 220 KT.<br>2. If LSE VOR or DME unserviceable use alternate holding ARBON and comply with CTL instructions to join the cleared approach procedure. |



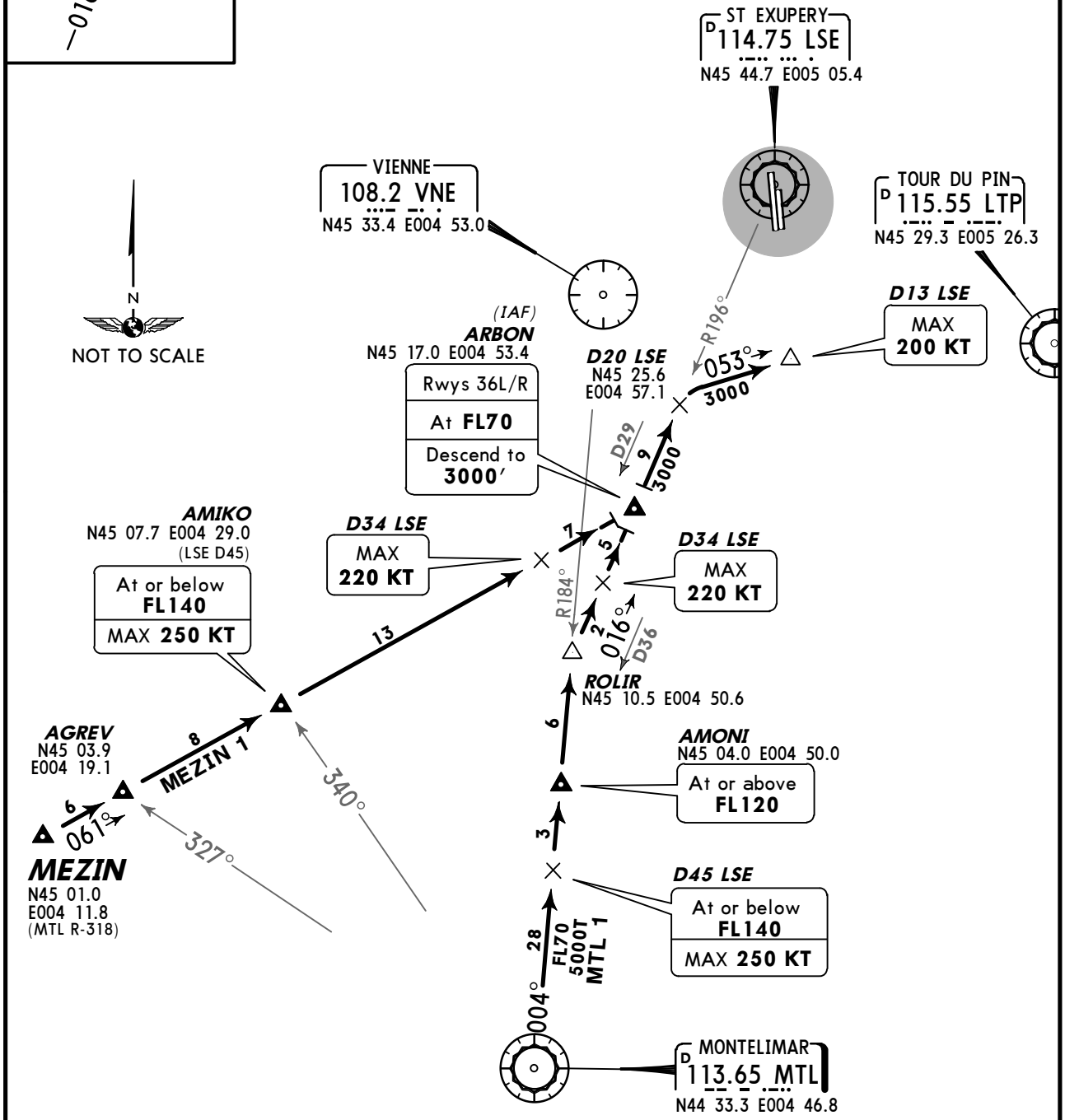

❶ 3200′
❷ 3200′ within 14 NM
❸ 3200′ within 17 NM

# MEZIN 1, MTL 1 ARRIVALS

## HOLDING OVER ARBON




| ARBON |
|---|
| RWYS 18L/R: FL100 (5000T)/140<br>RWYS 36L/R: FL70 (5000T)/140<br>inbound 016°<br>LSE R-196 D29/34<br>MAX 220 KT |
| ALTERNATE (if LSE u/s)<br>FL70/140, inbound 061°<br>LTP R-241 D26/31<br>LEFT turn |




*CHANGES:* Tracks updated.

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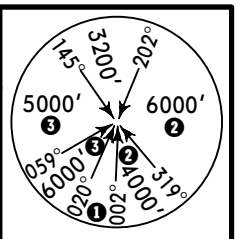
| ATIS | Apt Elev | |
|---|---|---|
| 126.17 | 821′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 5000′ |

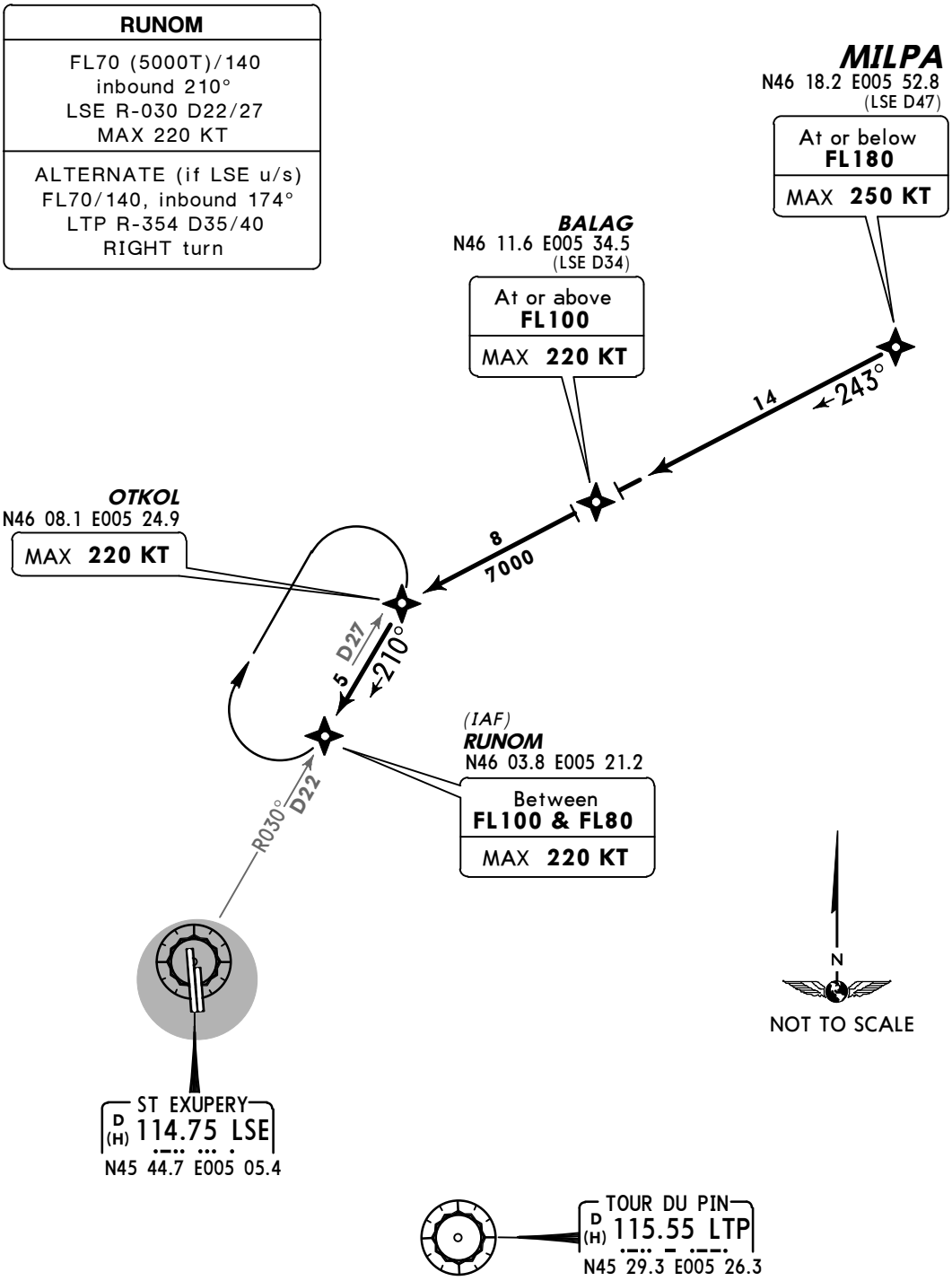
# MILPA 1C *[MILP1C]*
# RNAV ARRIVAL




❶ 3200′
❷ 3200′ within 14 NM
❸ 3200′ within 17 NM

**TEMPORARY PROCEDURE**
**REFER ALSO TO LATEST NOTAMS**

| RUNOM |
|---|
| FL70 (5000T)/140<br>inbound 210°<br>LSE R-030 D22/27<br>MAX 220 KT |
| ALTERNATE (if LSE u/s)<br>FL70/140, inbound 174°<br>LTP R-354 D35/40<br>RIGHT turn |




*CHANGES:* Speed limit at OTKOL.

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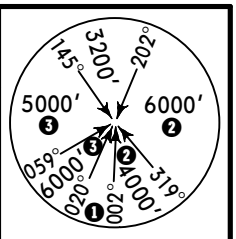
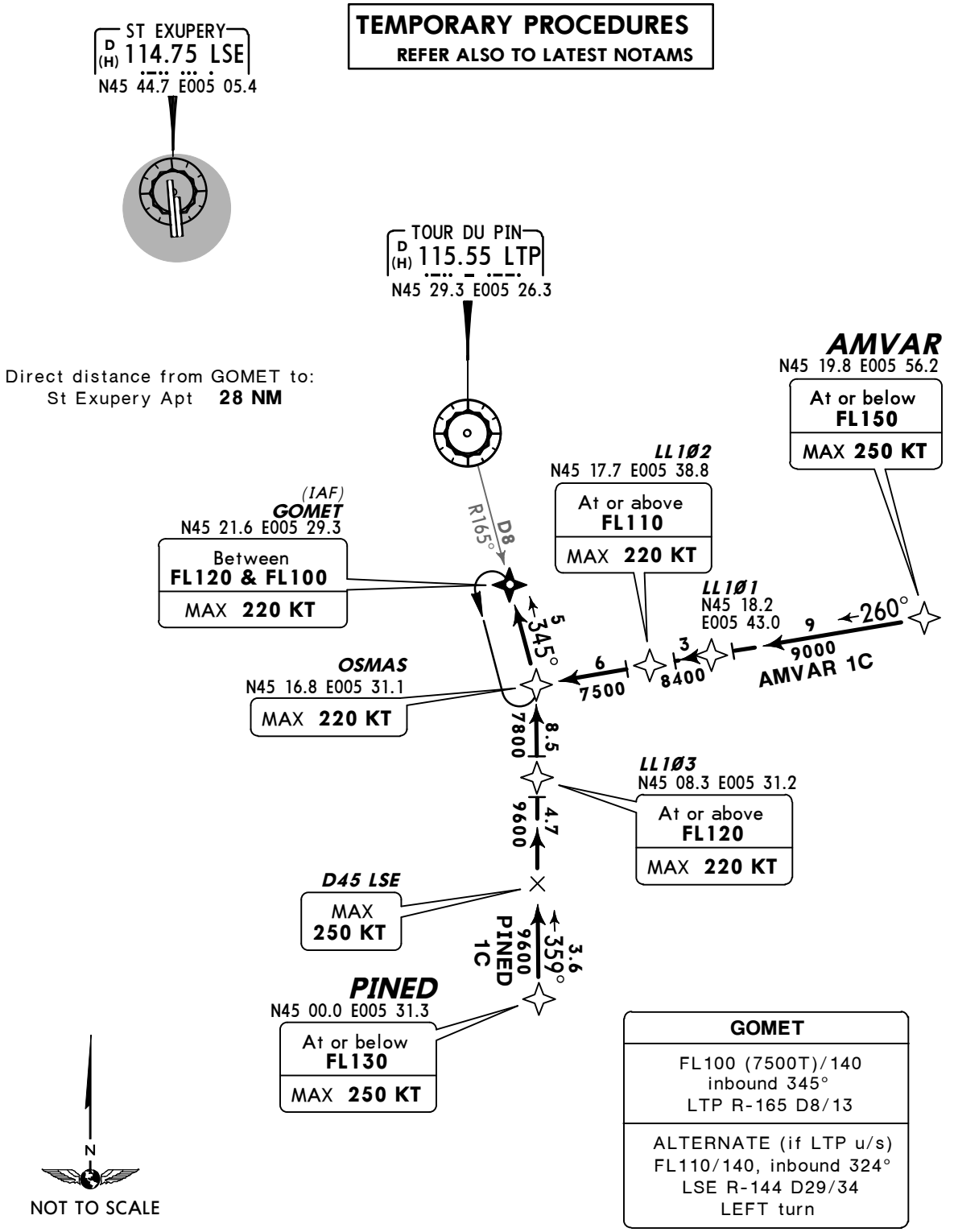
| ATIS | Apt Elev | |
|---|---|---|
| 126.17 | 821′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 5000′ |




❶ 3200′
❷ 3200′ within 14 NM
❸ 3200′ within 17 NM

# AMVAR 1C *[AMVA1C]*
# PINED 1C *[PINE1C]*
# RNAV ARRIVALS

**TEMPORARY PROCEDURES**
**REFER ALSO TO LATEST NOTAMS**




| GOMET |
|---|
| FL100 (7500T)/140<br>inbound 345°<br>LTP R-165 D8/13 |
| ALTERNATE (if LTP u/s)<br>FL110/140, inbound 324°<br>LSE R-144 D29/34<br>LEFT turn |

*CHANGES:* Speed limit at OSMAS & PINED.

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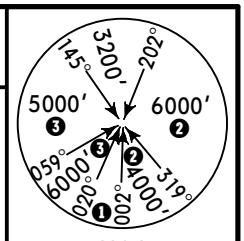
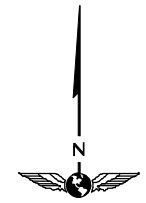
| ATIS | Apt Elev | |
|---|---|---|
| 126.17 | 821′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 5000′ |

# MEZIN 1C *[MEZI1C]*
## RNAV ARRIVAL

## MTL 1C
## ARRIVAL

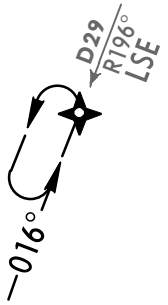



❶ 3200′
❷ 3200′ within 14 NM
❸ 3200′ within 17 NM



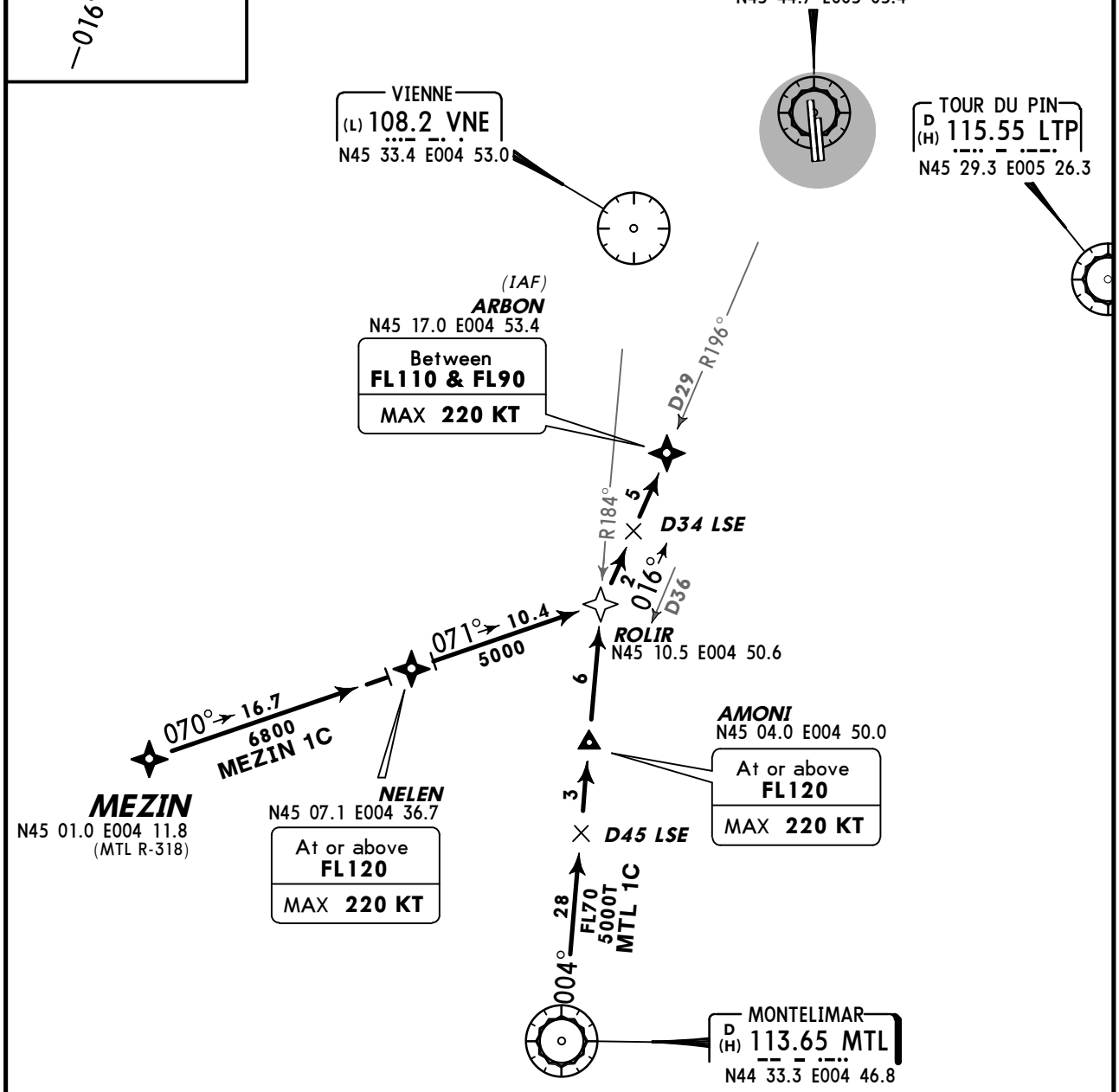

NOT TO SCALE

## HOLDING OVER ARBON




| ARBON |
|---|
| FL70 (5000T)/140<br>inbound 016°<br>LSE R-196 D29/34<br>MAX 220 KT |
| ALTERNATE (if LSE u/s)<br>FL70/140, inbound 061°<br>LTP R-241 D26/31<br>LEFT turn |

**TEMPORARY PROCEDURES**
REFER ALSO TO LATEST NOTAMS





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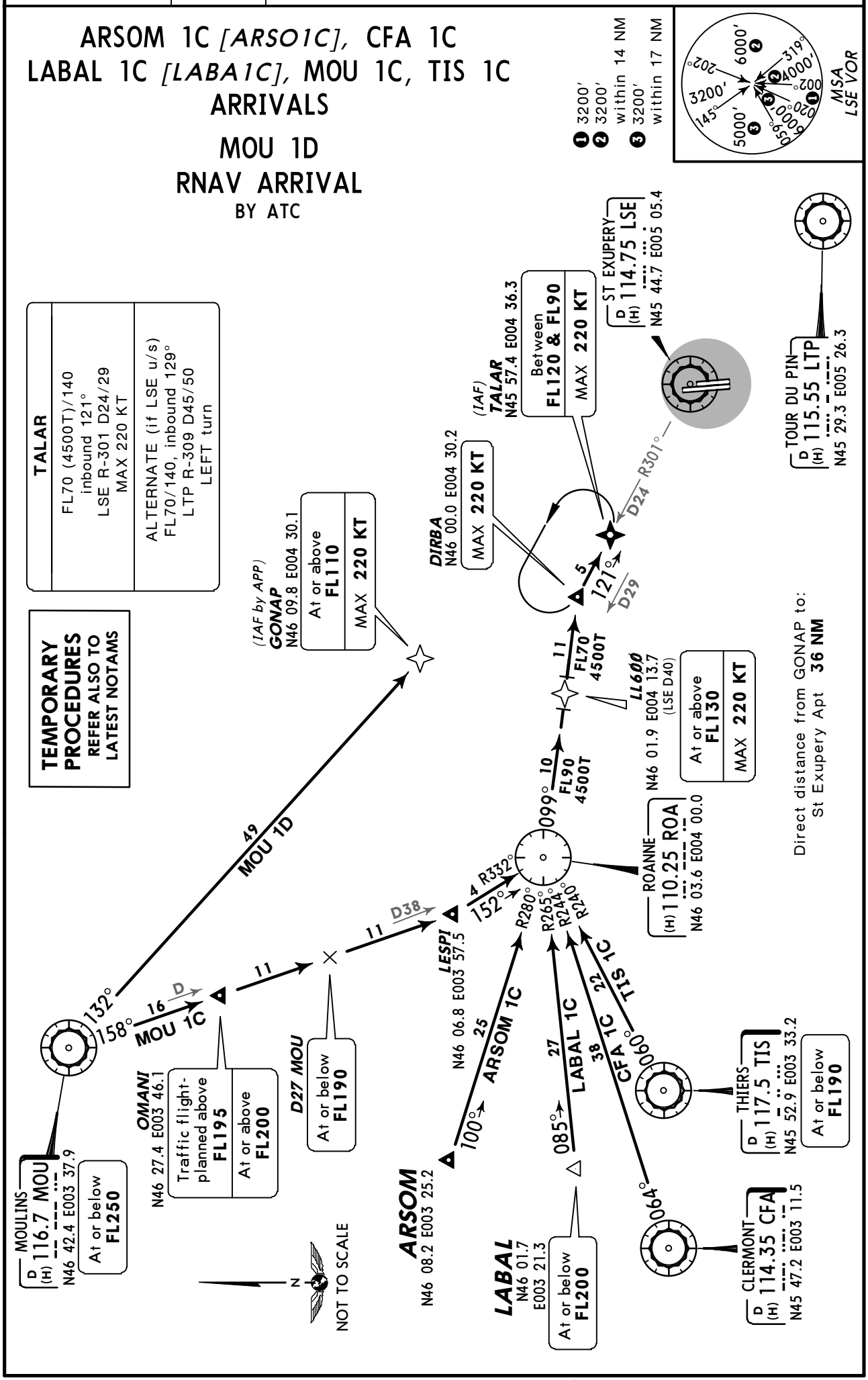
| ATIS | Apt Elev | |
|---|---|---|
| 126.17 | 821′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 5000′ |

# ARSOM 1C *[ARSO1C]*, CFA 1C
# LABAL 1C *[LABA1C]*, MOU 1C, TIS 1C
# ARRIVALS

## MOU 1D
## RNAV ARRIVAL
BY ATC





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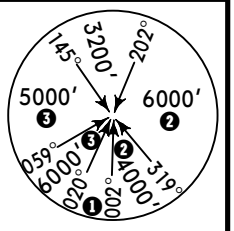
| ATIS | Apt Elev | |
|---|---|---|
| 126.17 | 821′ | Alt Set: hPa Trans level: By ATC Trans alt: 5000′<br>Approach will be performed on crews request at first contact with LYON APP and after confirmation of its feasibility by APP control. |

# GONAP 1C *[GON1C]*
# RUNOM 1C *[RUN1C]*, TALAR 1C *[TAL1C]*
# RWY 18L
# RNAV INITIAL APPROACH PROCEDURES (CDA)

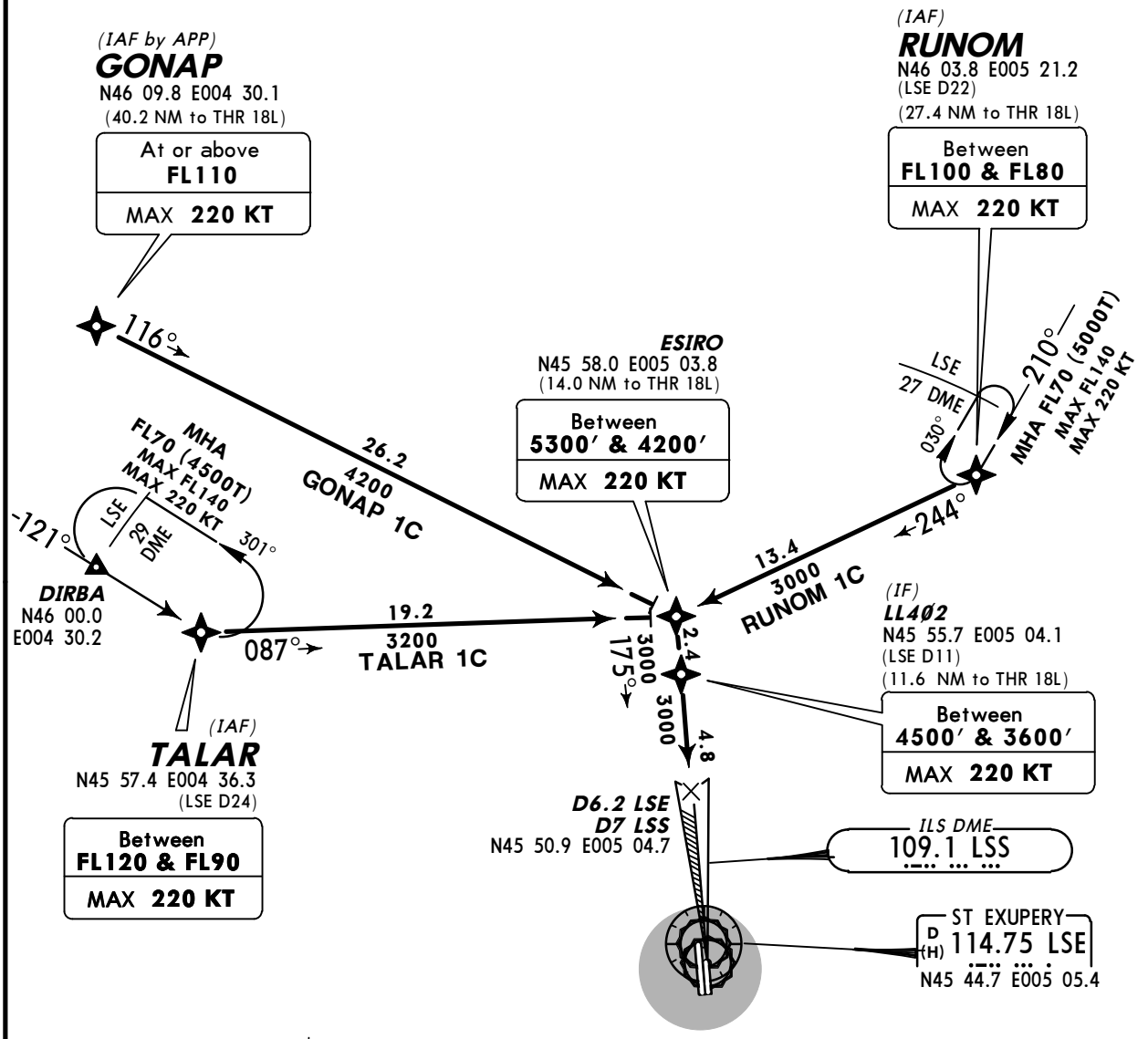
RNAV 1 (GNSS OR DME/DME)
WITH RADAR CONTROL
TO ILS OR LOC RWY 18L
USABLE BETWEEN 2000-0500LT




❶ 3200′
❷ 3200′ within 14 NM
❸ 3200′ within 17 NM

**FOR FINAL APPROACH SEE APPROACH CHARTS**

**TEMPORARY PROCEDURES**
**REFER ALSO TO LATEST NOTAMS**




*CHANGES:* Holding over TALAR MHA revised.

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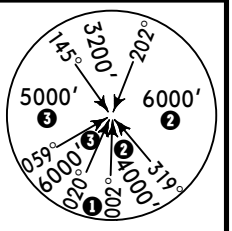
| ATIS | Apt Elev | |
|---|---|---|
| 126.17 | 821′ | Alt Set: hPa Trans level: By ATC Trans alt: 5000′<br>Approach will be performed on crews request at first contact with LYON APP and after confirmation of its feasibility by APP control. |

# ARBON 1C *[ARB1C]*
# GOMET 1C *[GOM1C]*
# RWY 36R
# RNAV INITIAL APPROACH PROCEDURES (CDA)

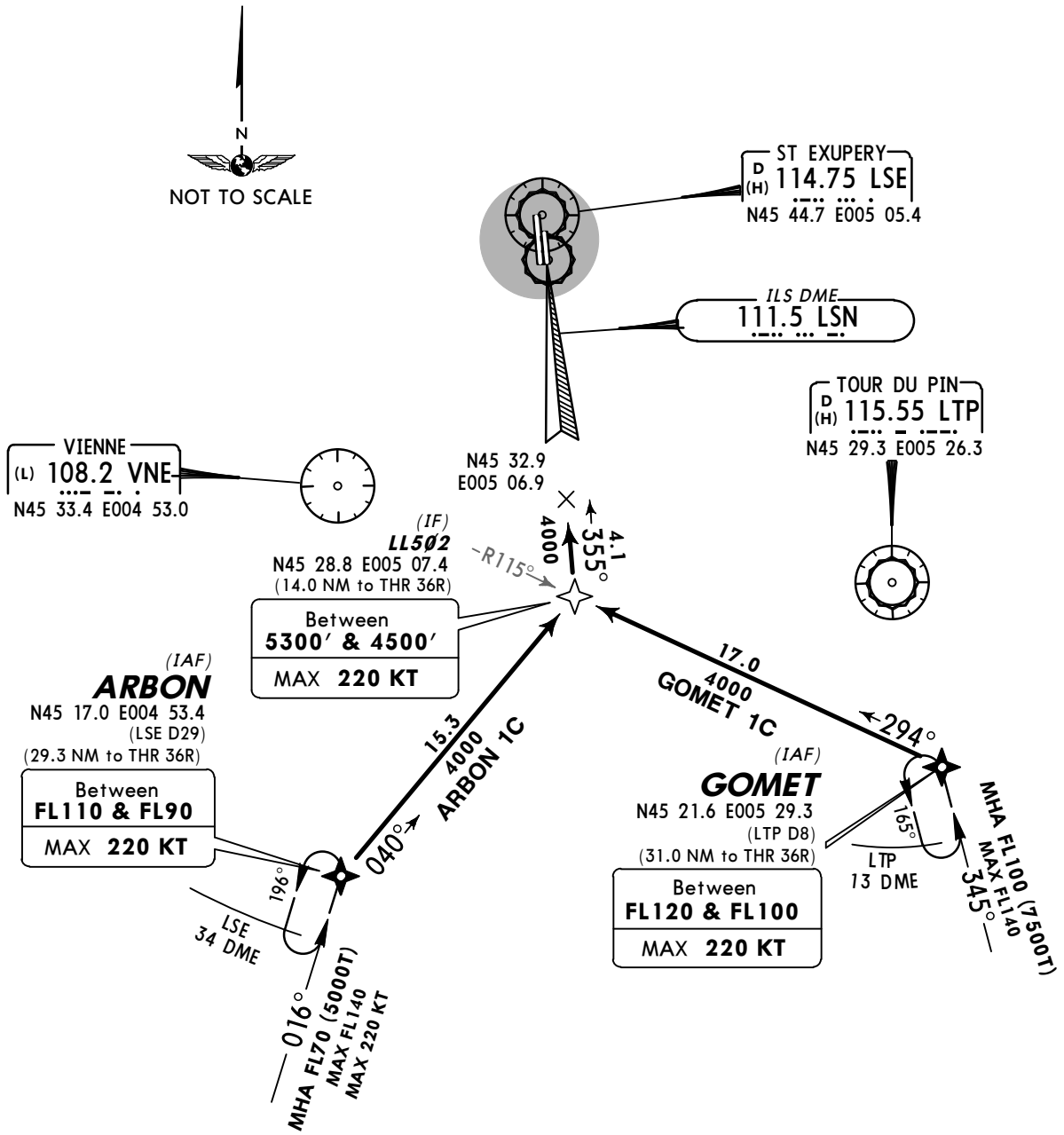
RNAV 1 (GNSS OR DME/DME)
WITH RADAR CONTROL
TO ILS Y OR LOC Y RWY 36R
USABLE BETWEEN 2000-0500LT




❶ 3200′
❷ 3200′ within 14 NM
❸ 3200′ within 17 NM

**FOR FINAL APPROACH SEE APPROACH CHARTS**

**TEMPORARY PROCEDURES**
**REFER ALSO TO LATEST NOTAMS**





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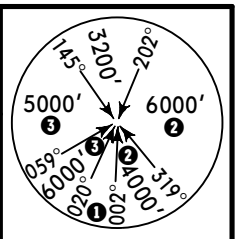
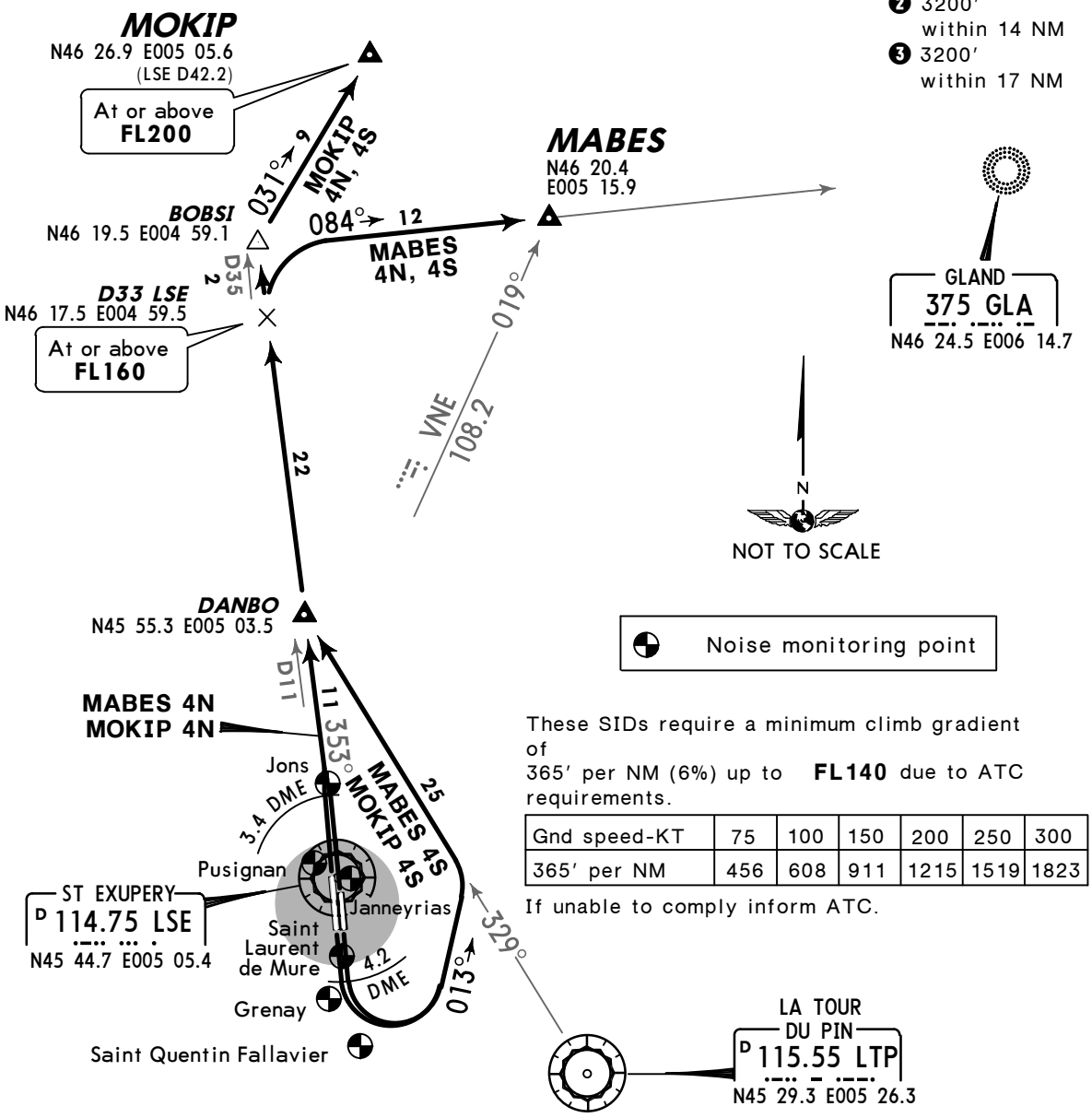
| Apt Elev | |
|---|---|
| 821′ | Trans level: By ATC Trans alt: 5000′<br>SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. |




❶ 3200′
❷ 3200′ within 14 NM
❸ 3200′ within 17 NM

# MABES 4N *[MABE4N]*, MABES 4S *[MABE4S]*
# MOKIP 4N *[MOKI4N]*, MOKIP 4S *[MOKI4S]*
# RWYS 36L/R, 18L/R DEPARTURES
## TO NORTH

***SPEED: MAX 250 KT PRIOR TO TRANSFER TO ACC***




These SIDs require a minimum climb gradient of 365′ per NM (6%) up to **FL140** due to ATC requirements.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 365′ per NM | 456 | 608 | 911 | 1215 | 1519 | 1823 |

If unable to comply inform ATC.

**MABES 4N, MOKIP 4N:** Initial climb clearance **FL140**
**MABES 4S, MOKIP 4S:** Initial climb clearance **FL100**

| SID | RWY | ROUTING |
|---|---|---|
| **MABES 4N** ❹❺ | **36L/R** | Climb to LSE 3.4 DME, intercept LSE R-353 towards BOBSI, at D33 LSE turn RIGHT, intercept 084° bearing towards GLA to MABES. |
| **MABES 4S** ❹ | **18L/R** | Climb to LSE 4.2 DME, turn LEFT, 013° track, intercept LTP R-329 to DANBO, turn RIGHT, intercept LSE R-353 to D33 LSE, turn RIGHT, intercept 084° bearing towards GLA to MABES. |
| **MOKIP 4N** ❻ | **36L/R** | Climb to LSE 3.4 DME, intercept LSE R-353 to BOBSI, turn RIGHT, 031° track to MOKIP. |
| **MOKIP 4S** ❻ | **18L/R** | Climb to LSE 4.2 DME, turn LEFT, 013° track, intercept LTP R-329 to DANBO, turn RIGHT, intercept LSE R-353 to BOBSI, turn RIGHT, 031° track to MOKIP. |

❹ For flights with destination EDDH, EDDK, EDDL, LFJL, LFST, BELGIUM, LUXEMBOURG and NETHERLANDS. If requested FL is below **FL145** exit via FLORY and KORED. Prohibited for destinations within Geneva TMA.
❺ For departures via airway **UL 47.**
❻ For flights into upper airspace with destination LFPG, LFPC, LFPB, LFPT & LFOB.

*CHANGES:* Ballnote 4.

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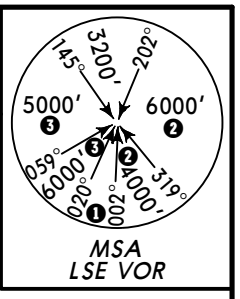
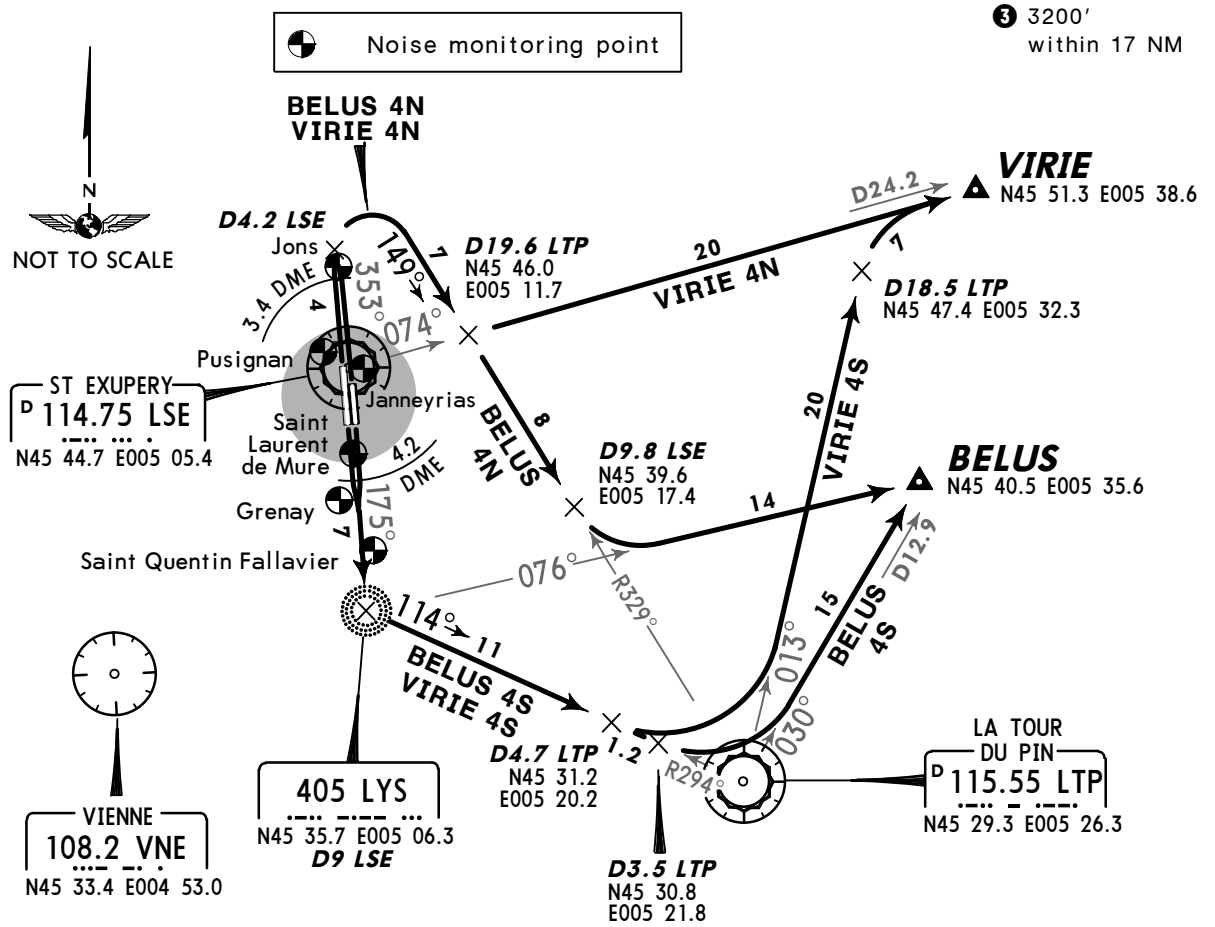
| Apt Elev 821′ | Trans level: By ATC Trans alt: 5000′<br>SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. |
|---|---|




❶ 3200′
❷ 3200′ within 14 NM
❸ 3200′ within 17 NM

# BELUS 4N *[BELU4N]*, BELUS 4S *[BELU4S]*
# VIRIE 4N *[VIRI4N]*, VIRIE 4S *[VIRI4S]*
# RWYS 36L/R, 18L/R DEPARTURES
## TO EAST

***SPEED: MAX 250 KT PRIOR TO TRANSFER TO ACC***




These SIDs require minimum climb gradients of
**BELUS 4N:** 486′ per NM (8%) up to **FL100** due to ATC requirements.
**BELUS 4S, VIRIE 4S:** 365′ per NM (6%) up to **FL80** due to ATC requirements.
**VIRIE 4N:** 486′ per NM (8%) up to **FL80** due to ATC requirements.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 486′ per NM | 608 | 810 | 1215 | 1620 | 2025 | 2430 |
| 365′ per NM | 456 | 608 | 911 | 1215 | 1519 | 1823 |

If unable to comply inform ATC.

**BELUS 4N:** Initial climb clearance **FL100**
**BELUS 4S, VIRIE 4N, 4S:** Initial climb clearance **FL80**

| SID | RWY | ROUTING |
|---|---|---|
| **BELUS 4N** ❹ | **36L/R** | Climb to LSE 3.4 DME, intercept LSE R-353 to D4.2 LSE, turn RIGHT, intercept LTP R-329 inbound to D9.8 LSE, turn LEFT, intercept VNE R-076 to BELUS. |
| **BELUS 4S** ❹ | **18L/R** | Climb to LSE 4.2 DME, intercept LSE R-175 to D9 LSE, turn LEFT, intercept LTP R-294 inbound to D3.5 LTP, turn LEFT, intercept LTP R-030 to BELUS. |
| **VIRIE 4N** ❺ | **36L/R** | Climb to LSE 3.4 DME, intercept LSE R-353 to D4.2 LSE, turn RIGHT, intercept LTP R-329 inbound to D19.6 LTP, turn LEFT, intercept LSE R-074 to VIRIE. |
| **VIRIE 4S** ❺ | **18L/R** | Climb to LSE 4.2 DME, intercept LSE R-175 to D9 LSE, turn LEFT, intercept LTP R-294 inbound to D4.7 LTP, turn LEFT, intercept LTP R-013 to D18.5 LTP, turn RIGHT, intercept LSE R-074 to VIRIE. |

❹ For destinations within Geneva TMA & non-RNAV transits in Geneva TMA. At or below **FL120.**
❺ For destinations within Chambery TMA. At or below **FL80.**

*CHANGES:* None.

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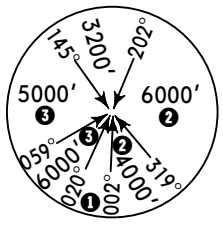
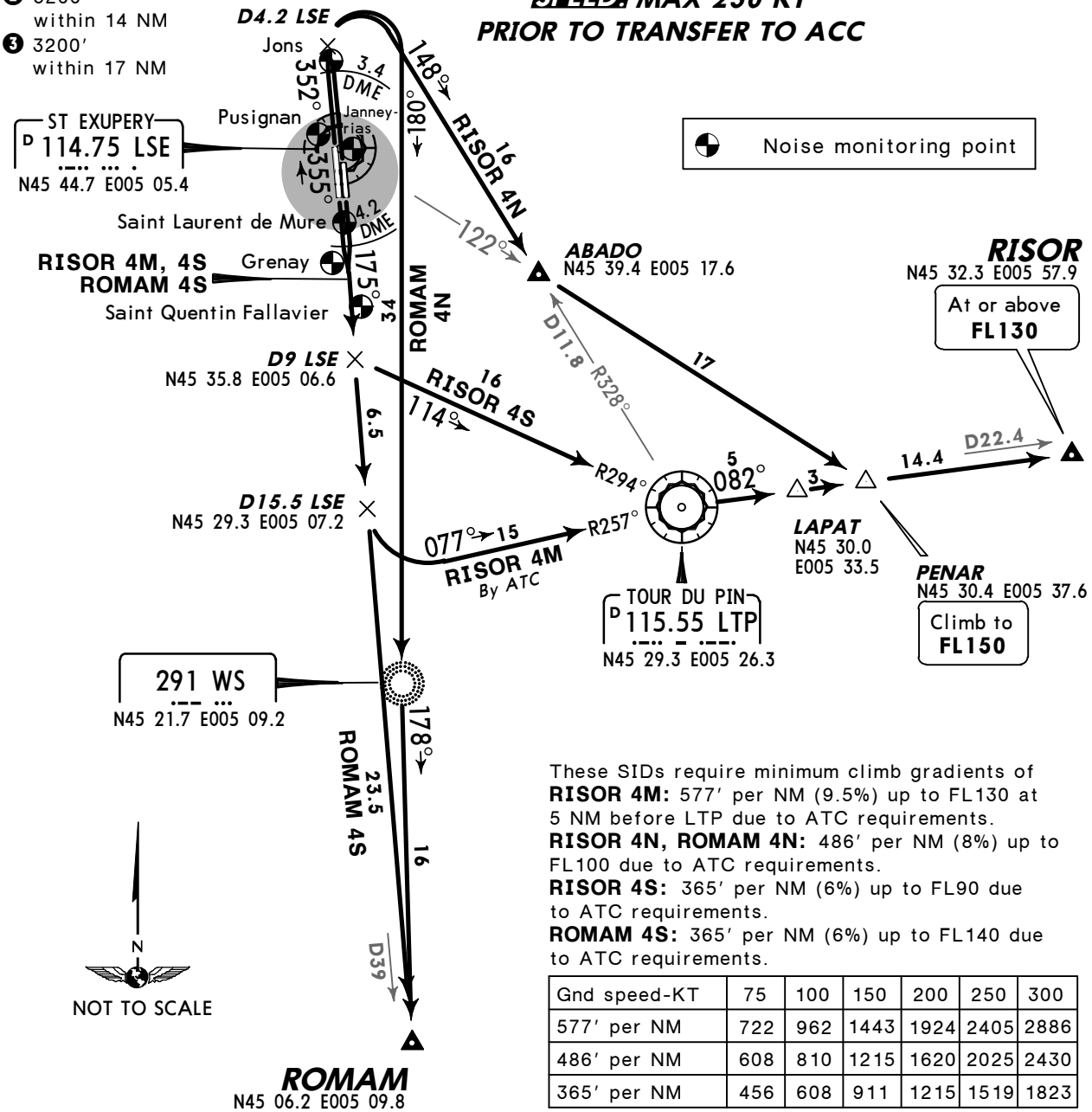



❶ 3200'
❷ 3200' within 14 NM
❸ 3200' within 17 NM

| Apt Elev | |
|---|---|
| 821' | Trans level: By ATC Trans alt: 5000'<br>SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. |

# RISOR 4M *[RISO4M]*, RISOR 4N *[RISO4N]*
# RISOR 4S *[RISO4S]*
# ROMAM 4N *[ROMA4N]*, ROMAM 4S *[ROMA4S]*
# RWYS 18L/R, 36L/R DEPARTURES

***SPEED: MAX 250 KT***
***PRIOR TO TRANSFER TO ACC***




These SIDs require minimum climb gradients of
**RISOR 4M:** 577' per NM (9.5%) up to FL130 at 5 NM before LTP due to ATC requirements.
**RISOR 4N, ROMAM 4N:** 486' per NM (8%) up to FL100 due to ATC requirements.
**RISOR 4S:** 365' per NM (6%) up to FL90 due to ATC requirements.
**ROMAM 4S:** 365' per NM (6%) up to FL140 due to ATC requirements.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 577' per NM | 722 | 962 | 1443 | 1924 | 2405 | 2886 |
| 486' per NM | 608 | 810 | 1215 | 1620 | 2025 | 2430 |
| 365' per NM | 456 | 608 | 911 | 1215 | 1519 | 1823 |

If unable to comply inform ATC.

**RISOR 4M, ROMAM 4S:** Initial climb clearance **FL140**
**RISOR 4N, ROMAM 4N:** Initial climb clearance **FL100**
**RISOR 4S:** Initial climb clearance **FL90**

| SID | RWY | ROUTING |
|---|---|---|
| **RISOR 4M** By ATC | **18L/R** | Climb to LSE 4.2 DME, intercept LSE R-175 to D15.5 LSE, turn LEFT, intercept LTP R-257 inbound to LTP, turn RIGHT, LTP R-082 to RISOR. |
| **RISOR 4N** | **36L/R** | Climb on 355° track to LSE 3.4 DME, intercept LSE R-352 to D4.2 LSE, turn RIGHT, intercept LTP R-328 inbound to ABADO, intercept LSE R-122 to PENAR, intercept LTP R-082 to RISOR. |
| **RISOR 4S** | **18L/R** | Climb to LSE 4.2 DME, intercept LSE R-175 to D9 LSE, turn LEFT, intercept LTP R-294 inbound to LTP, turn LEFT, LTP R-082 to RISOR. |
| **ROMAM 4N** | **36L/R** | Climb on 355° track to LSE 3.4 DME, intercept LSE R-352 to D4.2 LSE, turn RIGHT, intercept 180° bearing to WS, turn LEFT, 178° bearing to ROMAM. |
| **ROMAM 4S** | **18L/R** | Climb to LSE 4.2 DME, intercept LSE R-175 to ROMAM. |

*CHANGES:* Tracks updated; crossing at LTP withdrawn.

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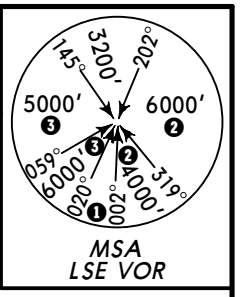
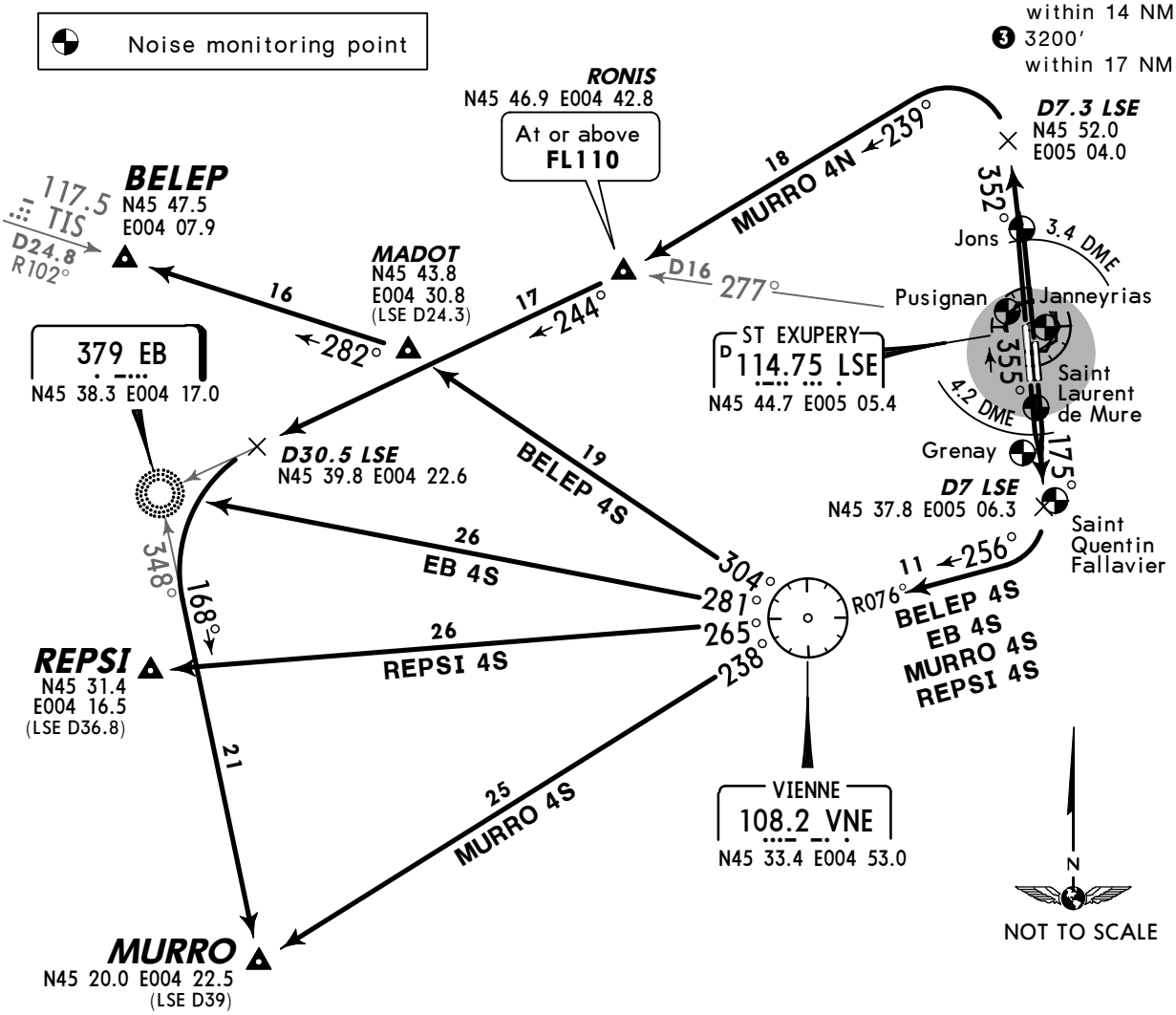
| Apt Elev | |
|---|---|
| 821′ | Trans level: By ATC Trans alt: 5000′<br>SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. |




# BELEP 4S *[BELE4S]*, EB 4S, MURRO 4N *[MURO4N]*
# MURRO 4S *[MURO4S]*, REPSI 4S *[REPS4S]*
# RWYS 18L/R, 36L/R DEPARTURES

**SPEED: *MAX 250 KT PRIOR TO TRANSFER TO ACC***

❶ 3200′
❷ 3200′ within 14 NM
❸ 3200′ within 17 NM




| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 486′ per NM | 608 | 810 | 1215 | 1620 | 2025 | 2430 |

If unable to comply inform ATC.

These SIDs require a minimum climb gradient of
**Rwys 18L/R:** 486′ per NM (8%) up to FL90 due to ATC requirements.
**Rwys 36L/R:** 486′ per NM (8%) up to FL100 due to ATC requirements.

**BELEP 4S, EB 4S, MURRO 4S, REPSI 4S:** Initial climb clearance **FL90**
**MURRO 4N:** Initial climb clearance **FL140**

| SID | RWY | ROUTING |
|---|---|---|
| **BELEP 4S** | **18L/R** | Climb to LSE 4.2 DME, intercept LSE R-175 to D7 LSE, turn RIGHT, intercept VNE R-076 inbound to VNE, turn RIGHT, VNE R-304 to MADOT, intercept TIS R-102 inbound to BELEP. |
| **EB 4S** ❹ | | Climb to LSE 4.2 DME, intercept LSE R-175 to D7 LSE, turn RIGHT, intercept VNE R-076 inbound to VNE, turn RIGHT, VNE R-281 to EB. |
| **MURRO 4N** ❺❻ | **36L/R** | Climb on 355° track to LSE 3.4 DME, intercept LSE R-352 to D7.3 LSE, turn LEFT, 239° track to RONIS, turn RIGHT, intercept 244° bearing towards EB, at D30.5 LSE turn LEFT, intercept 168° bearing to MURRO. |
| **MURRO 4S** ❺ | **18L/R** | Climb to LSE 4.2 DME, intercept LSE R-175 to D7 LSE, turn RIGHT, intercept VNE R-076 inbound to VNE, turn LEFT, VNE R-238 to MURRO. |
| **REPSI 4S** ❼ | | Climb to LSE 4.2 DME, intercept LSE R-175 to D7 LSE, turn RIGHT, intercept VNE R-076 inbound to VNE, turn RIGHT, VNE R-265 to REPSI. |

❹ For destinations within Clermont TMA & Saint Etienne TMA. ❺ For flights into lower airspace.
❻ For non-RNAV flights. ❼ For flights into upper airspace.

*CHANGES:* Tracks updated.

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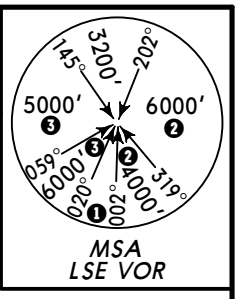
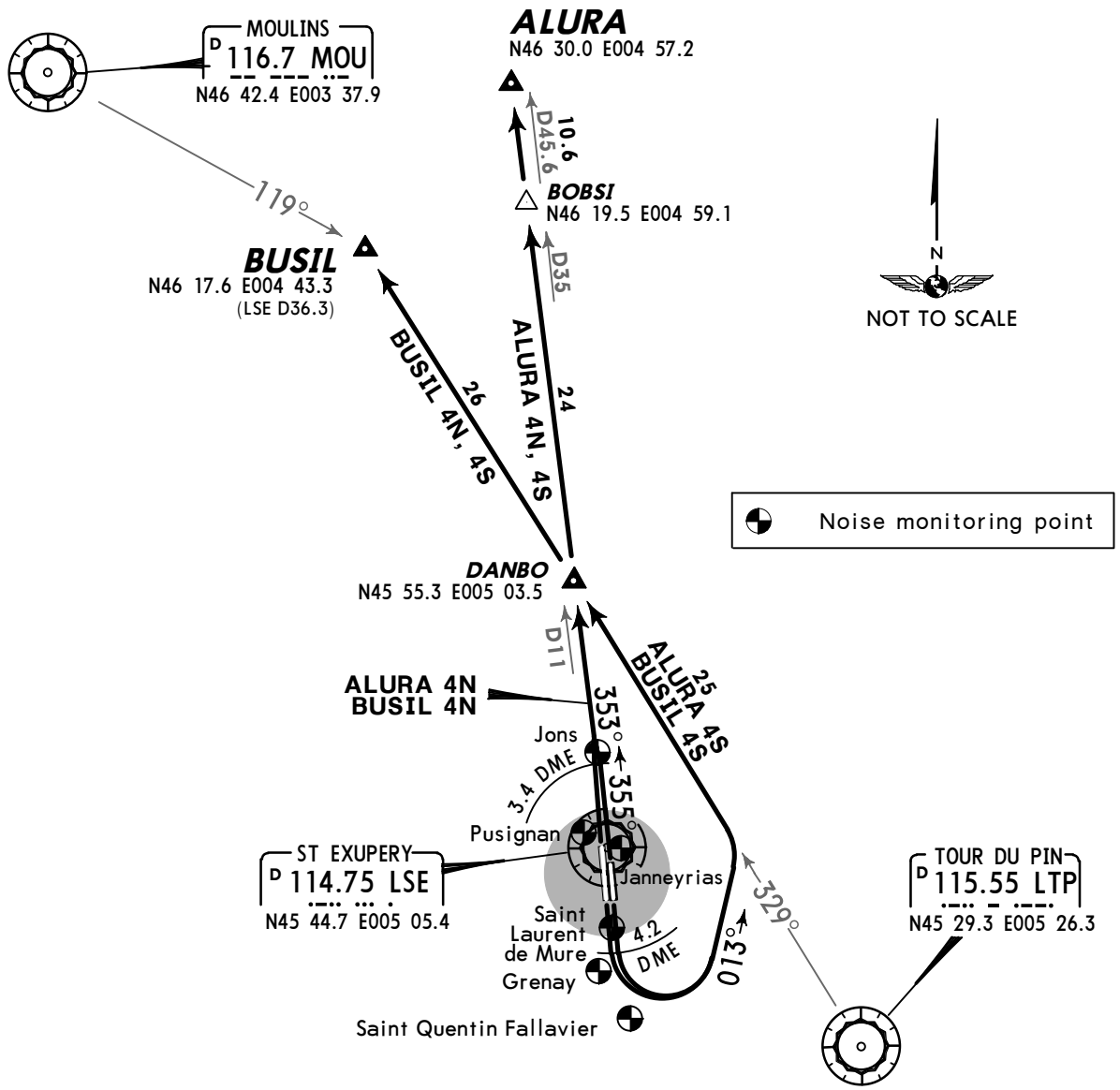
| Apt Elev 821′ | Trans level: By ATC Trans alt: 5000′<br>SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. |
|---|---|




❶ 3200′
❷ 3200′ within 14 NM
❸ 3200′ within 17 NM

# ALURA 4N *[ALUR4N]*, ALURA 4S *[ALUR4S]*
# BUSIL 4N *[BUSI4N]*, BUSIL 4S *[BUSI4S]*
# RWYS 36L/R, 18L/R DEPARTURES
## TO NORTHWEST

***SPEED: MAX 250 KT PRIOR TO TRANSFER TO ACC***




These SIDs require a minimum climb gradient of 365′ per NM (6%) up to **FL140** due to ATC requirements.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 365′ per NM | 456 | 608 | 911 | 1215 | 1519 | 1823 |

If unable to comply inform ATC.

**ALURA 4N, BUSIL 4N:** Initial climb clearance **FL140**
**ALURA 4S, BUSIL 4S:** Initial climb clearance **FL100**

| SID | RWY | ROUTING |
|---|---|---|
| **ALURA 4N ❹** | **36L/R** | Climb on 355° track to LSE 3.4 DME, intercept LSE R-353 to ALURA. |
| **ALURA 4S ❹** | **18L/R** | Climb to LSE 4.2 DME, turn LEFT, 013° track, intercept LTP R-329 to DANBO, turn RIGHT, intercept LSE R-353 to ALURA. |
| **BUSIL 4N** | **36L/R** | Climb on 355° track to LSE 3.4 DME, intercept LSE R-353 to DANBO, turn LEFT, intercept LTP R-329 to BUSIL. |
| **BUSIL 4S** | **18L/R** | Climb to LSE 4.2 DME, turn LEFT, 013° track, intercept LTP R-329 to BUSIL. |

❹ For flights into lower airspace.

*CHANGES:* None.

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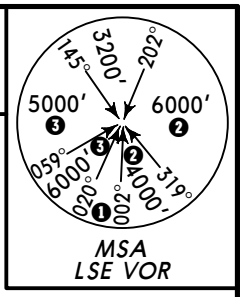
| Apt Elev 821′ | Trans level: By ATC Trans alt: 5000′<br>SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. |
|---|---|




❶ 3200′
❷ 3200′ within 14 NM
❸ 3200′ within 17 NM

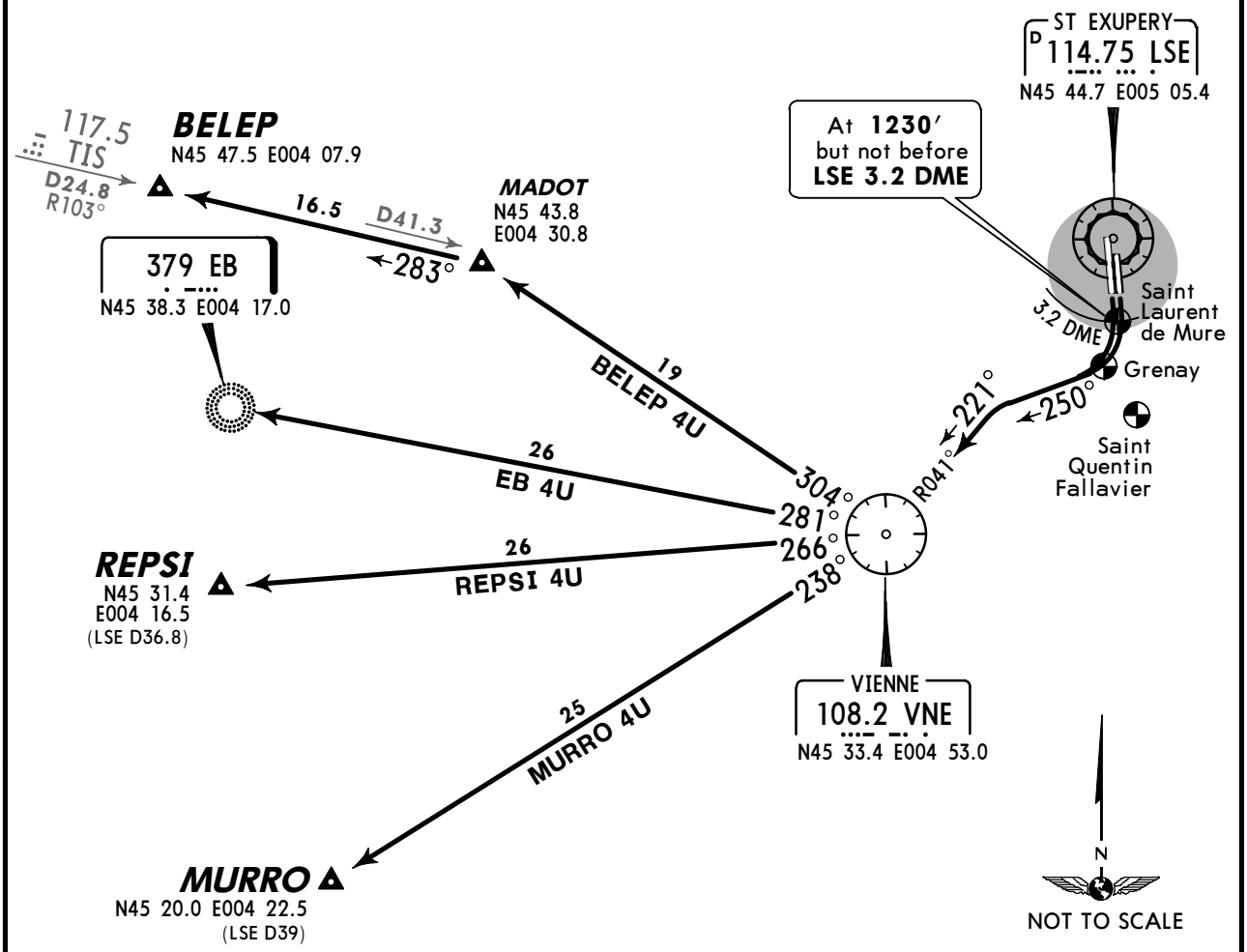
# BELEP 4U *[BELE4U]*, EB 4U
# MURRO 4U *[MURO4U]*, REPSI 4U *[REPS4U]*
# RWYS 18L/R DEPARTURES

PROP AIRCRAFT

CAT A, B & C

**SPEED: MAX 250 KT PRIOR TO TRANSFER TO ACC**

Noise monitoring point




These SIDs require a minimum climb gradient of 365′ per NM (6%) up to **5000′** due to ATC requirements.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 365′ per NM | 456 | 608 | 911 | 1215 | 1519 | 1823 |

If unable to comply inform ATC.

Initial climb clearance **5000′**

| SID | ROUTING |
|---|---|
| **BELEP 4U** | Climb to **1230′,** not before LSE 3.2 DME turn RIGHT, 250° track, intercept VNE R-041 inbound to VNE, turn RIGHT, VNE R-304 to MADOT, intercept TIS R-103 inbound to BELEP. |
| **EB 4U** ❹ | Climb to **1230′,** not before LSE 3.2 DME turn RIGHT, 250° track, intercept VNE R-041 inbound to VNE, turn RIGHT, VNE R-281 to EB. |
| **MURRO 4U** ❺ | Climb to **1230′,** not before LSE 3.2 DME turn RIGHT, 250° track, intercept VNE R-041 inbound to VNE, turn RIGHT, VNE R-238 to MURRO. |
| **REPSI 4U** ❻ | Climb to **1230′,** not before LSE 3.2 DME turn RIGHT, 250° track, intercept VNE R-041 inbound to VNE, turn RIGHT, VNE R-266 to REPSI. |

❹ For destinations within Clermont TMA.
❺ For flights into lower airspace. ❻ For flights into upper airspace.

*CHANGES:* Ballnote 4.

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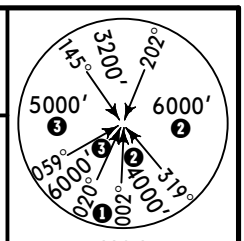
| Apt Elev 821′ | Trans level: By ATC Trans alt: 5000′<br>SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. |
|---|---|



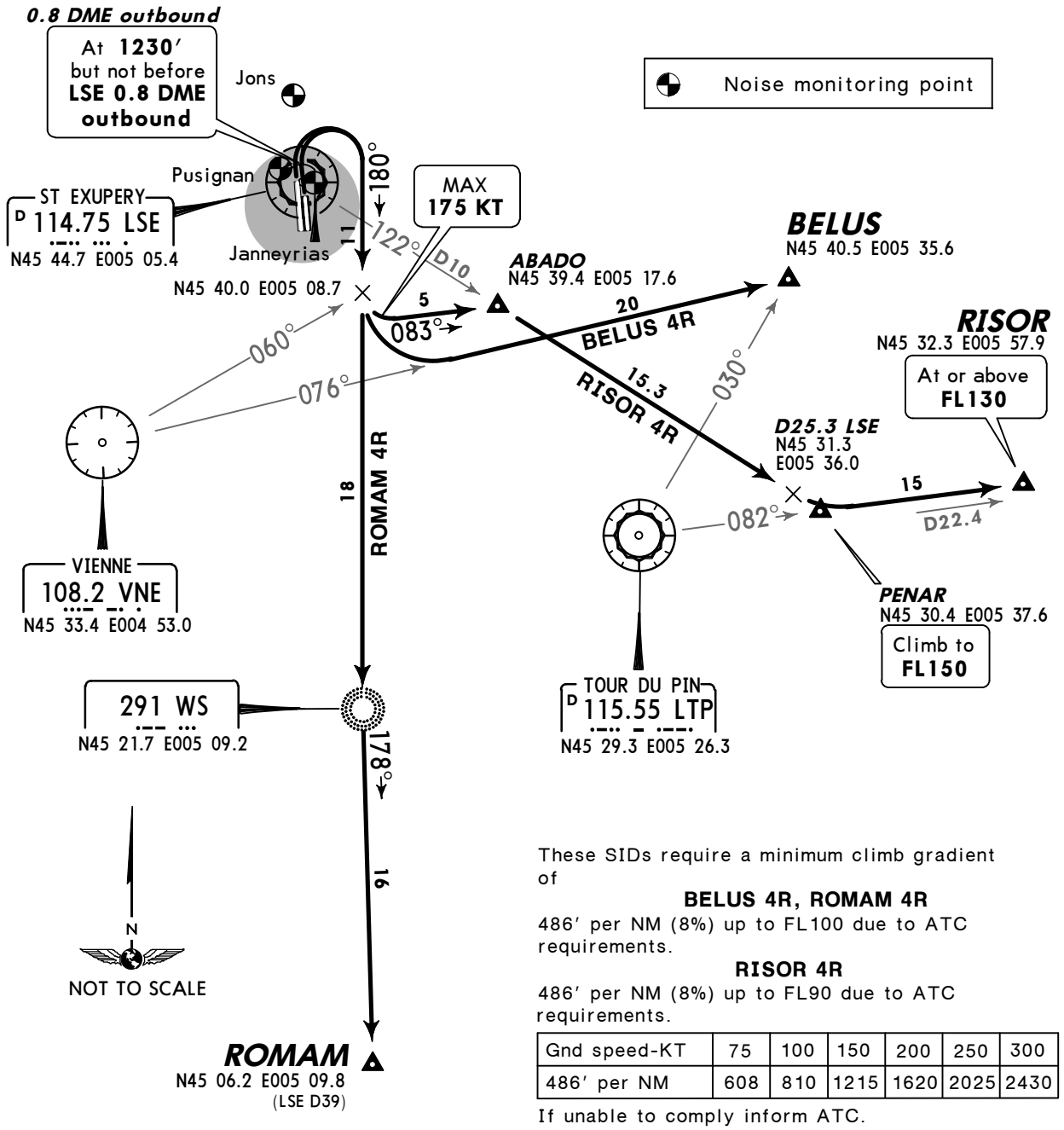

❶ 3200′
❷ 3200′ within 14 NM
❸ 3200′ within 17 NM

# BELUS 4R *[BELU4R]*, RISOR 4R *[RISO4R]*
# ROMAM 4R *[ROMA4R]*
# RWYS 36L/R DEPARTURES

PROP AIRCRAFT

CAT A, B & C

***SPEED: MAX 250 KT PRIOR TO TRANSFER TO ACC***




These SIDs require a minimum climb gradient of

**BELUS 4R, ROMAM 4R**

486′ per NM (8%) up to FL100 due to ATC requirements.

**RISOR 4R**

486′ per NM (8%) up to FL90 due to ATC requirements.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 486′ per NM | 608 | 810 | 1215 | 1620 | 2025 | 2430 |

If unable to comply inform ATC.

Initial climb clearance **FL100**

| SID | ROUTING |
|---|---|
| **BELUS 4R** ❹ | Climb to 1230′, not before LSE 0.8 DME outbound turn RIGHT, intercept 180° bearing towards WS, when passing VNE R-060 turn LEFT, intercept VNE R-076 to BELUS. |
| **RISOR 4R** | Climb to 1230′, not before LSE 0.8 DME outbound turn RIGHT, intercept 180° bearing towards WS, when passing VNE R-060 turn LEFT, 083° track to ABADO, intercept LSE R-122 towards PENAR to D25.3 LSE, intercept LTP R-082 to RISOR. |
| **ROMAM 4R** | Climb to 1230′, not before LSE 0.8 DME outbound turn RIGHT, intercept 180° bearing to WS, turn LEFT, 178° bearing to ROMAM. |

❹ For destinations within Geneva TMA & non-RNAV transits in Geneva TMA. At or below FL120.

*CHANGES:* Tracks updated.

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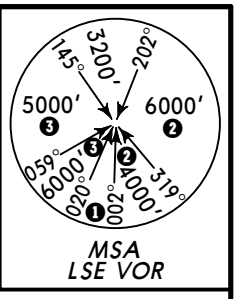
| Apt Elev 821′ | Trans level: By ATC Trans alt: 5000′<br>SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. |
|---|---|




❶ 3200′
❷ 3200′ within 14 NM
❸ 3200′ within 17 NM

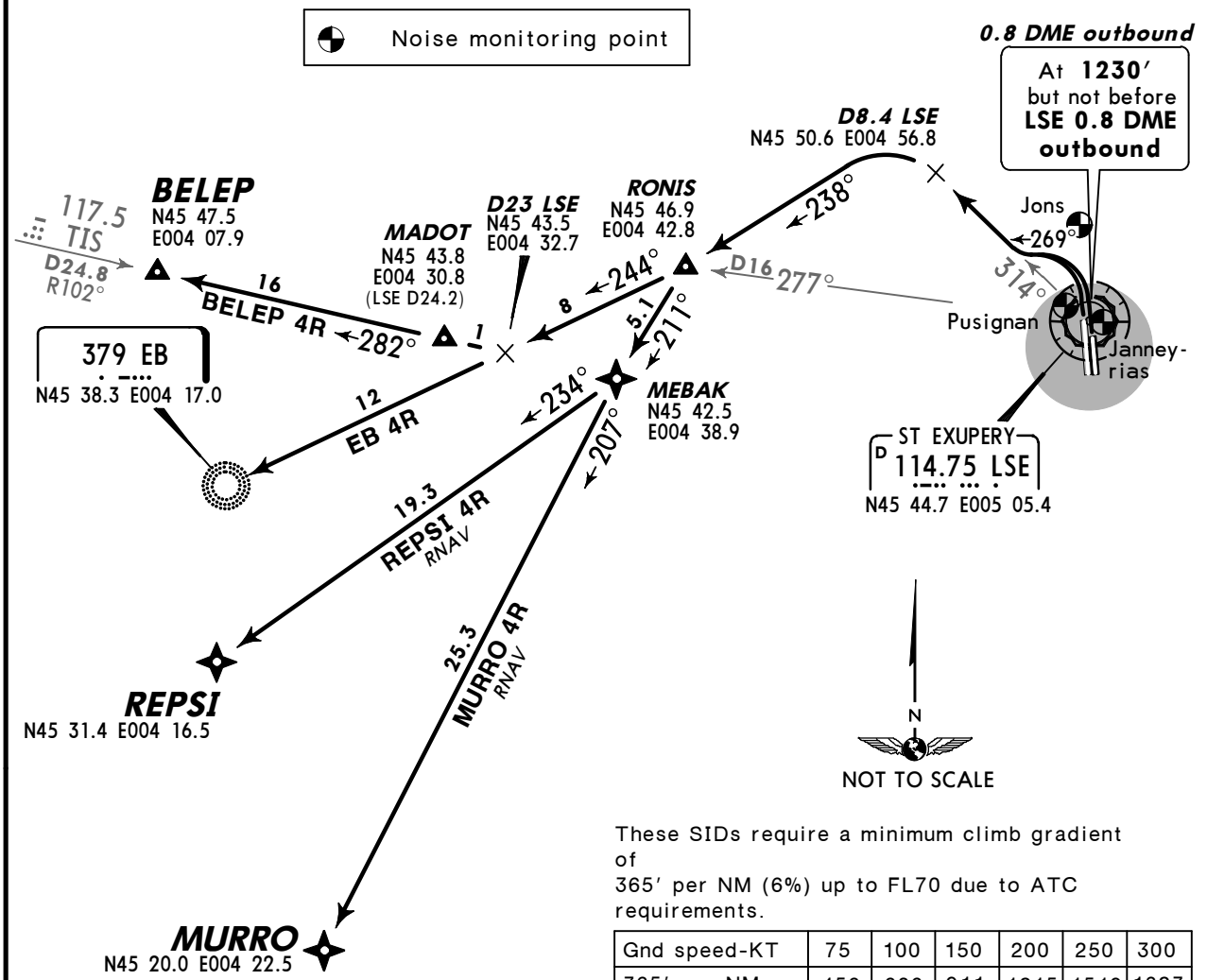
# BELEP 4R *[BELE4R]*, EB 4R RWYS 36L/R DEPARTURES

# MURRO 4R *[MURO4R]*, REPSI 4R *[REPS4R]* RWYS 36L/R RNAV DEPARTURES

PROP AIRCRAFT

CAT A, B & C

**SPEED: MAX 250 KT PRIOR TO TRANSFER TO ACC**




These SIDs require a minimum climb gradient of
365′ per NM (6%) up to FL70 due to ATC requirements.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 365′ per NM | 456 | 608 | 911 | 1215 | 1519 | 1823 |

If unable to comply inform ATC.

Initial climb clearance **5000′**

| SID | ROUTING |
|---|---|
| **BELEP 4R** | Climb to 1230′, not before LSE 0.8 DME outbound turn LEFT, 269° track, intercept LSE R-314 to D8.4 LSE, turn LEFT, 238° track to RONIS, turn RIGHT, intercept 244° bearing towards EB to D23 LSE, turn RIGHT, intercept TIS R-102 inbound via MADOT to BELEP. |
| **EB 4R** ❹ | Climb to 1230′, not before LSE 0.8 DME outbound turn LEFT, 269° track, intercept LSE R-314 to D8.4 LSE, turn LEFT, 238° track to RONIS, intercept 244° bearing to EB. |
| **MURRO 4R** ❺ | Climb to 1230′, not before LSE 0.8 DME outbound turn LEFT, 269° track, intercept LSE R-314 to D8.4 LSE, turn LEFT, 238° track to RONIS, then to MEBAK, then to MURRO. |
| **REPSI 4R** ❻ | Climb to 1230′, not before LSE 0.8 DME outbound turn LEFT, 269° track, intercept LSE R-314 to D8.4 LSE, turn LEFT, 238° track to RONIS, then to MEBAK, then to REPSI. |

❹ For destinations within Clermont TMA & Saint Etienne TMA.
❺ For flights into lower airspace. ❻ For flights into upper airspace.

*CHANGES:* Tracks updated.

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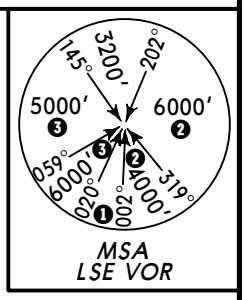
| Apt Elev 821′ | Trans level: By ATC  Trans alt: 5000′<br>1. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.<br>2. Equipment usually required must be approved P-RNAV. Nevertheless aircraft non P-RNAV but B-RNAV equipped regarding to the RNAV in terminal areas specifications could perform departures under operational conditions as follows:<br>- after take-off proceed on conventional navigation until 2500′<br>- follow RNAV SID reaching 2500′.<br>3. If unable to use RNAV SID inform "NON RNAV terminal area" on start-up clearance. |
|---|---|

# BELEP 4E *[BELE4E]*, EB 4E
# MURRO 4E *[MURO4E]*, REPSI 4E *[REPS4E]*
# RWYS 36L/R RNAV DEPARTURES

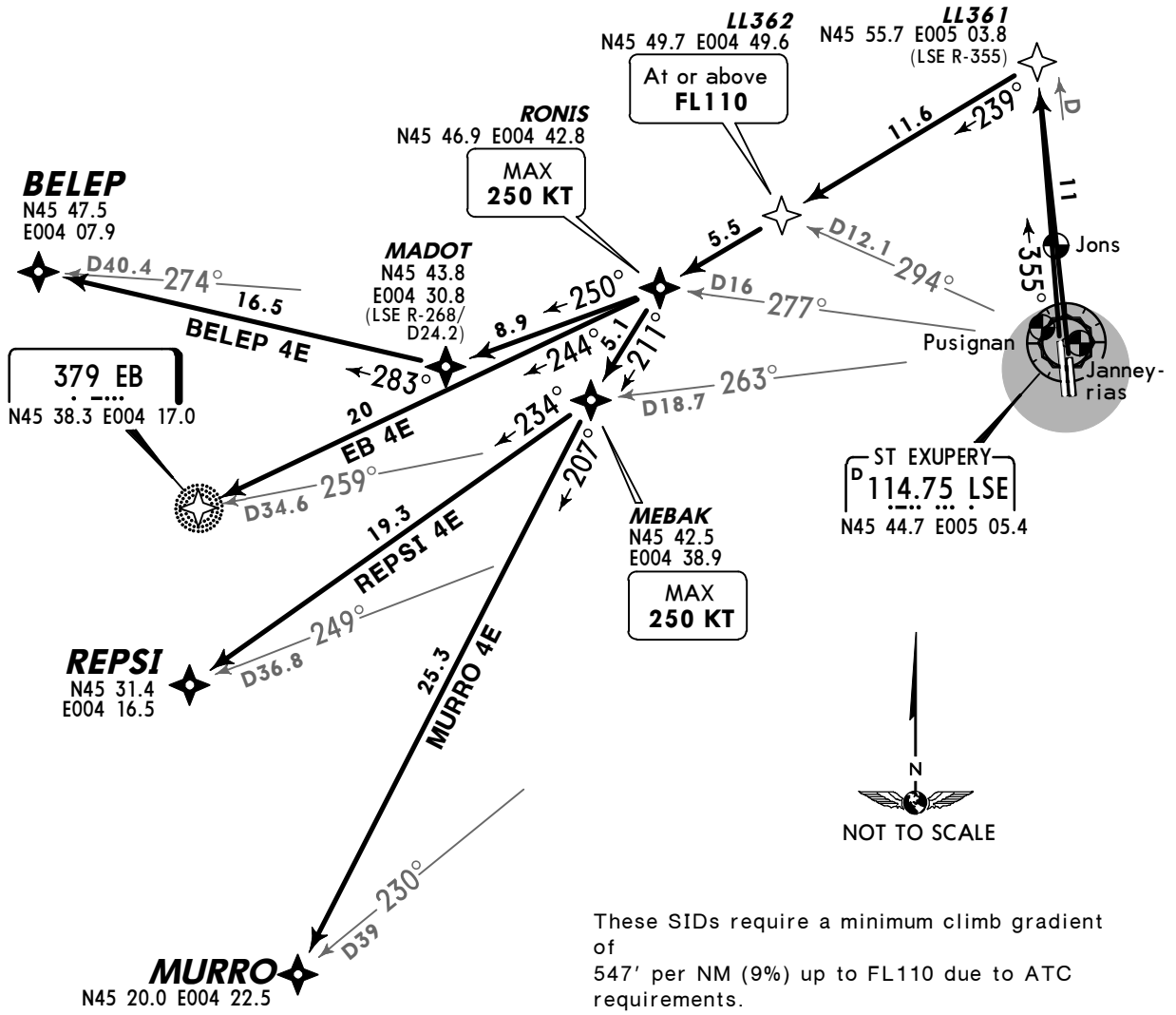
JET AIRCRAFT

P-RNAV (VOR/DME LSE, DME/DME AND GNSS)

***SPEED: MAX 250 KT PRIOR TO TRANSFER TO ACC***




❶ 3200′
❷ 3200′ within 14 NM
❸ 3200′ within 17 NM




These SIDs require a minimum climb gradient of
547′ per NM (9%) up to FL110 due to ATC requirements.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 547′ per NM | 684 | 911 | 1367 | 1823 | 2279 | 2734 |

If unable to comply inform ATC.

Initial climb clearance **FL140**

| SID | ROUTING |
|---|---|
| **BELEP 4E** | (2500′) - LL361 - LL362 (FL110+) - RONIS (K250-) - MADOT - BELEP. |
| **EB 4E** | (2500′) - LL361 - LL362 (FL110+) - RONIS (K250-) - EB. |
| **MURRO 4E** | (2500′) - LL361 - LL362 (FL110+) - RONIS (K250-) - MEBAK (K250-) - MURRO. |
| **REPSI 4E** | (2500′) - LL361 - LL362 (FL110+) - RONIS (K250-) - MEBAK (K250-) - REPSI. |

*CHANGES:* Tracks updated.

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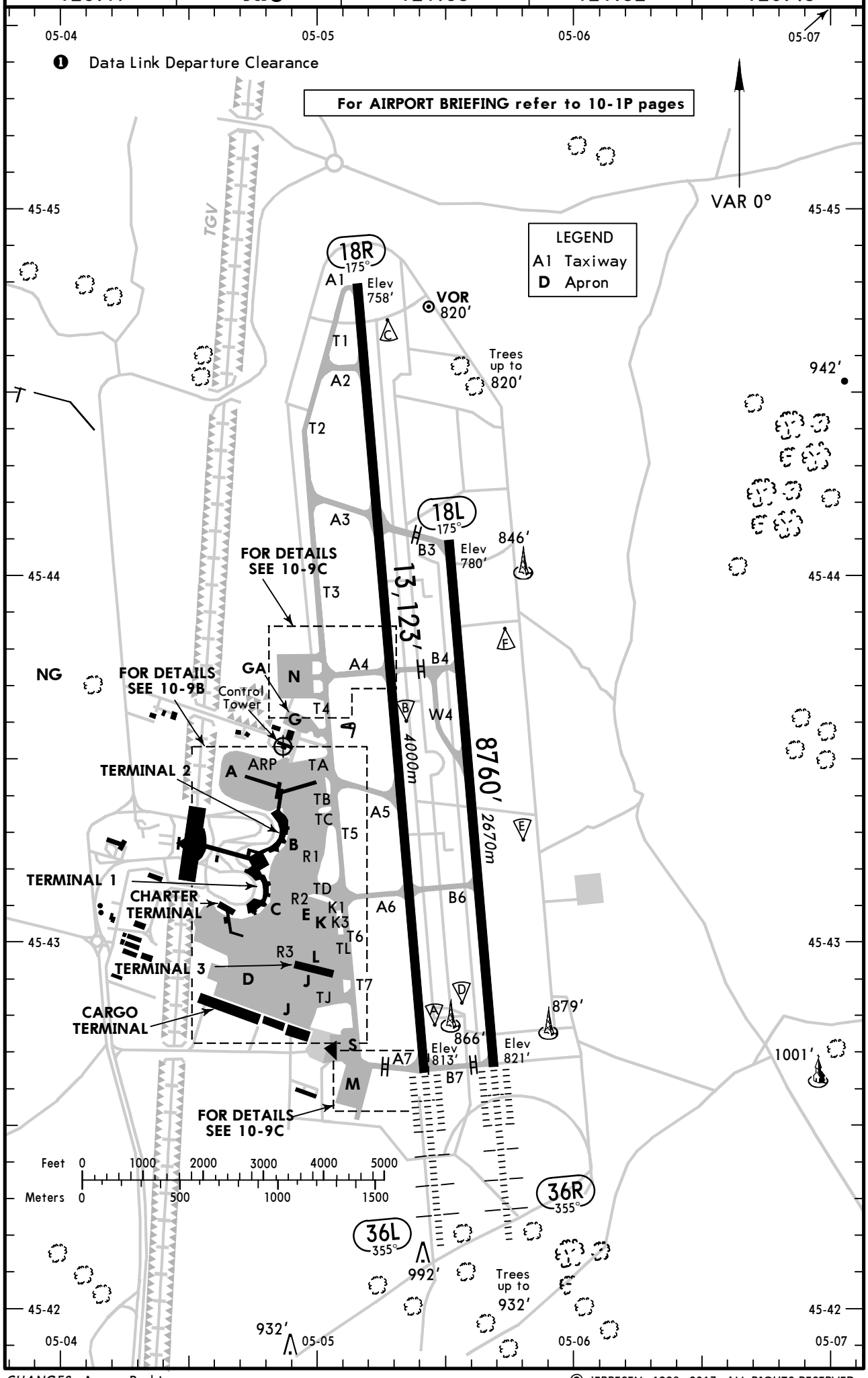
| ATIS | ACARS | SAINT EX Flight Data (Cpt) | SAINT EX Ground | Tower |
|---|---|---|---|---|
| 126.17 | DCL ❶ | 121.65 | 121.82 | 120.45 |





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ADDITIONAL RUNWAY INFORMATION

| RWY | | USABLE LENGTHS LANDING BEYOND Threshold | Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|
| 18L | HIRL *(60m)* CL *(15m)* SFL PAPI-L (angle 3.0°) RVR | | 7828′ *2386m* | ❶ | 148′ *45m* |
| 36R | HIRL *(60m)* CL *(15m)* HIALS TDZ REIL RVR | | 7789′ *2374m* | | |

❶ TAKE-OFF RUN AVAILABLE

RWY 18L:
From twy B3 int 8760′ (2670m)
twy B4 int 6857′ (2090m)

RWY 36R:
From twy B7 int 8760′ (2670m)
twy B6 int 5545′ (1690m)

| | | | | | |
|---|---|---|---|---|---|
| 18R | HIRL *(60m)* CL *(15m)* SFL PAPI-L (angle 3.0°) RVR | | | ❷ | 148′ *45m* |
| 36L | HIRL *(60m)* CL *(15m)* HIALS-II TDZ REIL RVR | | 11,876′ *3620m* | | |

❷ TAKE-OFF RUN AVAILABLE

RWY 18R:
From twy A1 int 13,123′ (4000m)
twy A2 int 12,008′ (3660m)
twy A3 int 9416′ (2870m)
twy A4 int 6857′ (2090m)

RWY 36L:
From twy A7 int 13,123′ (4000m)
twy A6 int 9908′ (3020m)
twy A5 int 8432′ (2570m)
twy A4 int 6266′ (1910m)

**Standard**

TAKE-OFF [1]

| | Rwys 36L, 36R LVP must be in Force Approved Operators HIRL, CL & mult. RVR req | All Rwys LVP must be in Force RL, CL & mult. RVR req | RL & CL | RCLM (DAY only) or RL | RCLM (DAY only) or RL | NIL (DAY only) |
|---|---|---|---|---|---|---|
| A | *125m* | *150m* | *200m* | *250m* | *400m* | *500m* |
| B | | | | | | |
| C | | | | | | |
| D | *150m* | *200m* | *250m* | *300m* | | |

[1] Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

*CHANGES:* None.

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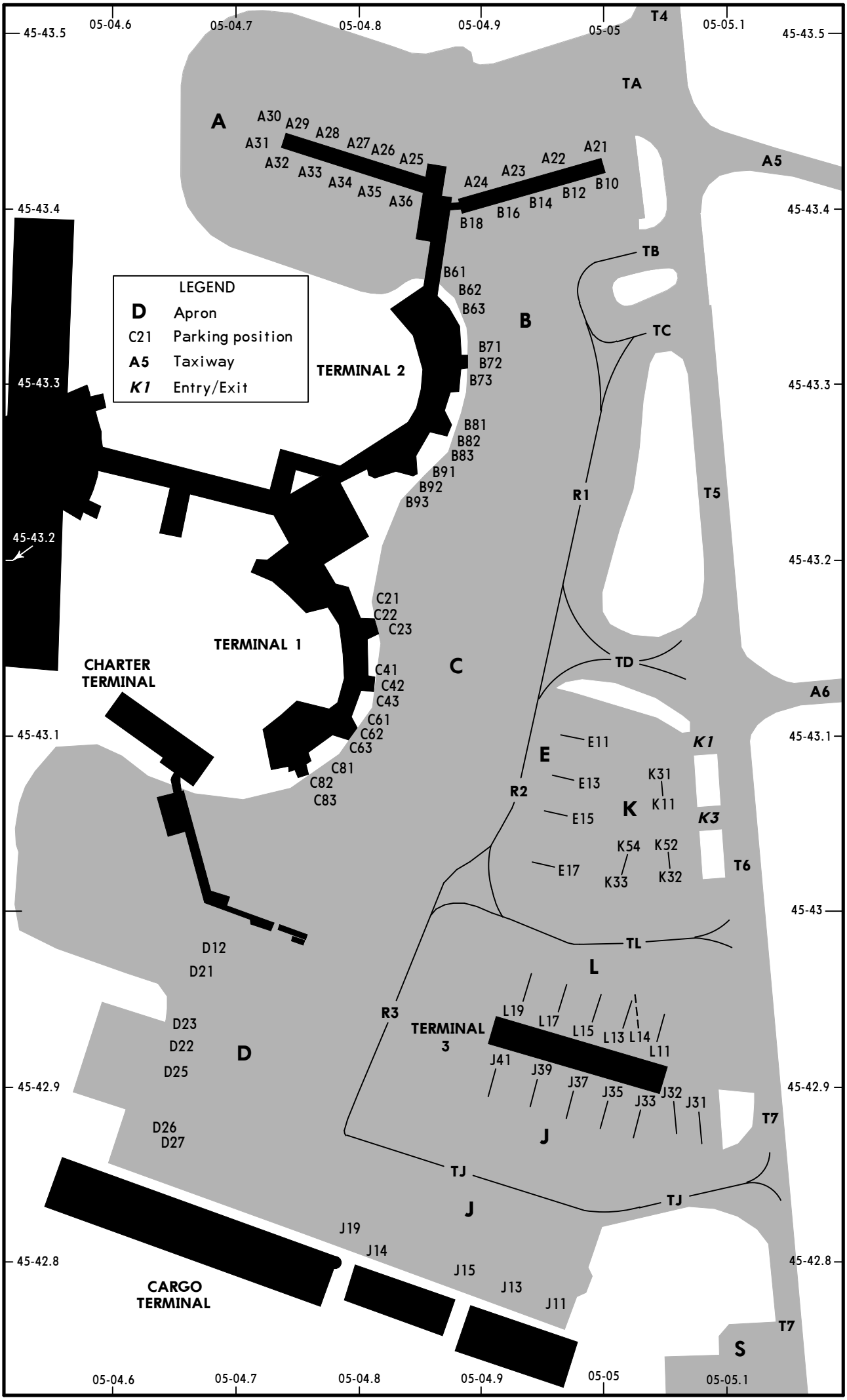



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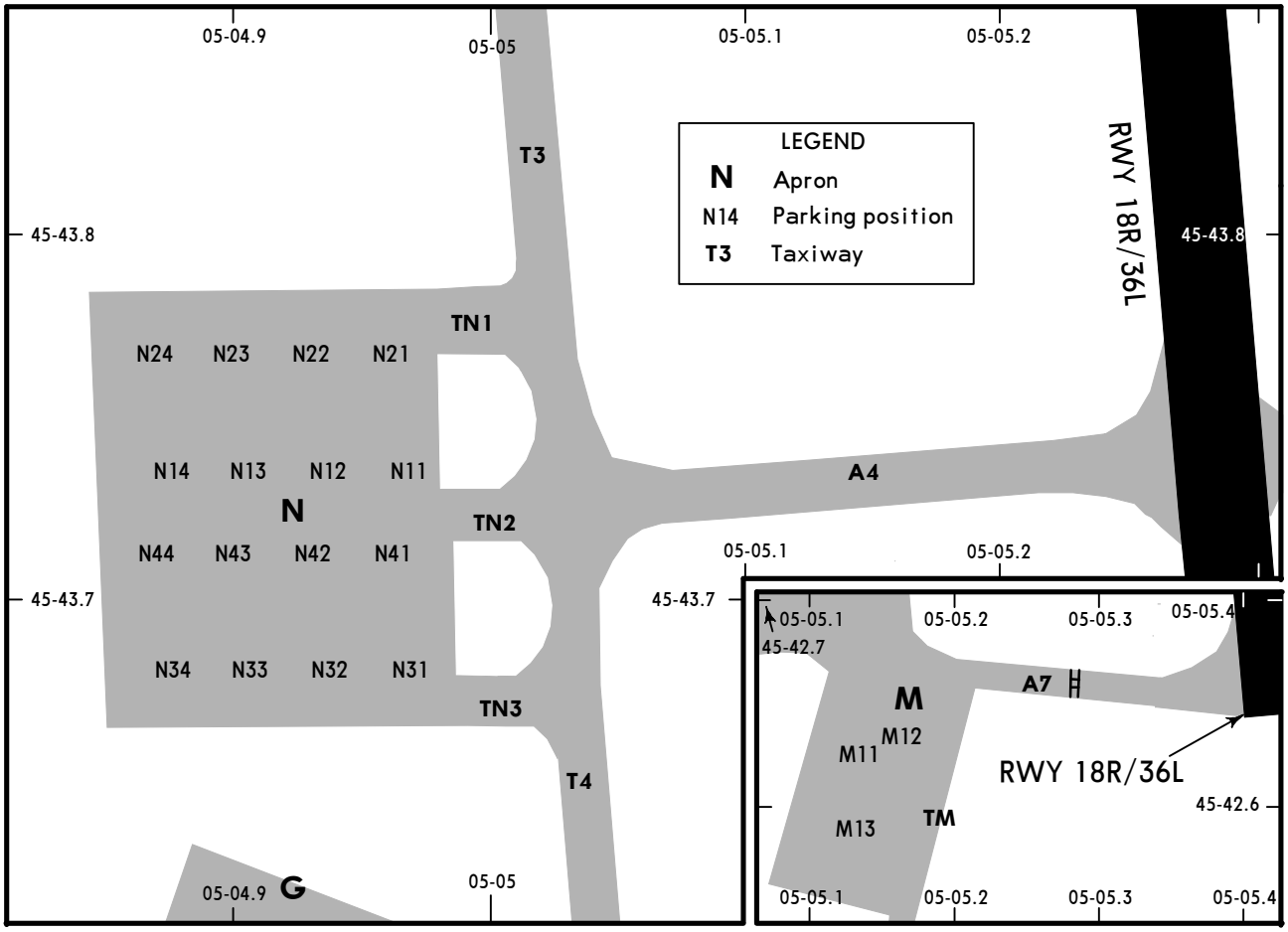


## INS COORDINATES

| STAND No. | COORDINATES | STAND No. | COORDINATES |
|---|---|---|---|
| A21, A22 | N45 43.4 E005 05.0 | J39, J41 | N45 42.9 E005 04.9 |
| A23, A24 | N45 43.4 E005 04.9 | K11 | N45 43.1 E005 05.1 |
| A25 thru A29 | N45 43.4 E005 04.8 | K31 | N45 43.1 E005 05.0 |
| A30 | N45 43.5 E005 04.7 | K32 | N45 43.0 E005 05.1 |
| A31, A32 | N45 43.4 E005 04.7 | K33 thru K54 | N45 43.0 E005 05.0 |
| A33 thru A36 | N45 43.4 E005 04.8 | L11 thru L17 | N45 42.9 E005 05.0 |
| B10, B12 | N45 43.4 E005 05.0 | L19 | N45 42.9 E005 04.9 |
| B14 thru B62 | N45 43.4 E005 04.9 | M11 | N45 42.6 E005 05.1 |
| B63 thru B83 | N45 43.3 E005 04.9 | M12 | N45 42.6 E005 05.2 |
| B91, B92 | N45 43.2 E005 04.9 | M13 | N45 42.6 E005 05.1 |
| B93 | N45 43.2 E005 04.8 | N11 | N45 43.7 E005 05.0 |
| C21 thru C23 | N45 43.2 E005 04.8 | N12 thru N14 | N45 43.7 E005 04.9 |
| C41 thru C83 | N45 43.1 E005 04.8 | N21 | N45 43.8 E005 05.0 |
| D12, D21 | N45 43.0 E005 04.7 | N22 thru N24 | N45 43.8 E005 04.9 |
| D22 thru D25 | N45 42.9 E005 04.7 | N31 | N45 43.7 E005 05.0 |
| D26, D27 | N45 42.9 E005 04.6 | N32 thru N34 | N45 43.7 E005 04.9 |
| E11, thru E15 | N45 43.1 E005 05.0 | N41 | N45 43.7 E005 05.0 |
| E17 | N45 43.0 E005 05.0 | N42 thru N44 | N45 43.7 E005 04.9 |
| J11 | N45 42.8 E005 05.0 | | |
| J13 | N45 42.8 E005 04.9 | | |
| J14 | N45 42.8 E005 04.8 | | |
| J15 | N45 42.8 E005 04.9 | | |
| J19 | N45 42.8 E005 04.8 | | |
| J31, J32 | N45 42.9 E005 05.1 | | |
| J33 thru J37 | N45 42.9 E005 05.0 | | |

*CHANGES:* INS coordinates.

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# LFLL/LYS
## ST EXUPERY

JEPPESEN

19 AUG 11
Eff 25 Aug
(11-1)

via ARBON or GOMET

# LYON, FRANCE
## ILS or LOC Rwy 18L

BRIEFING STRIP

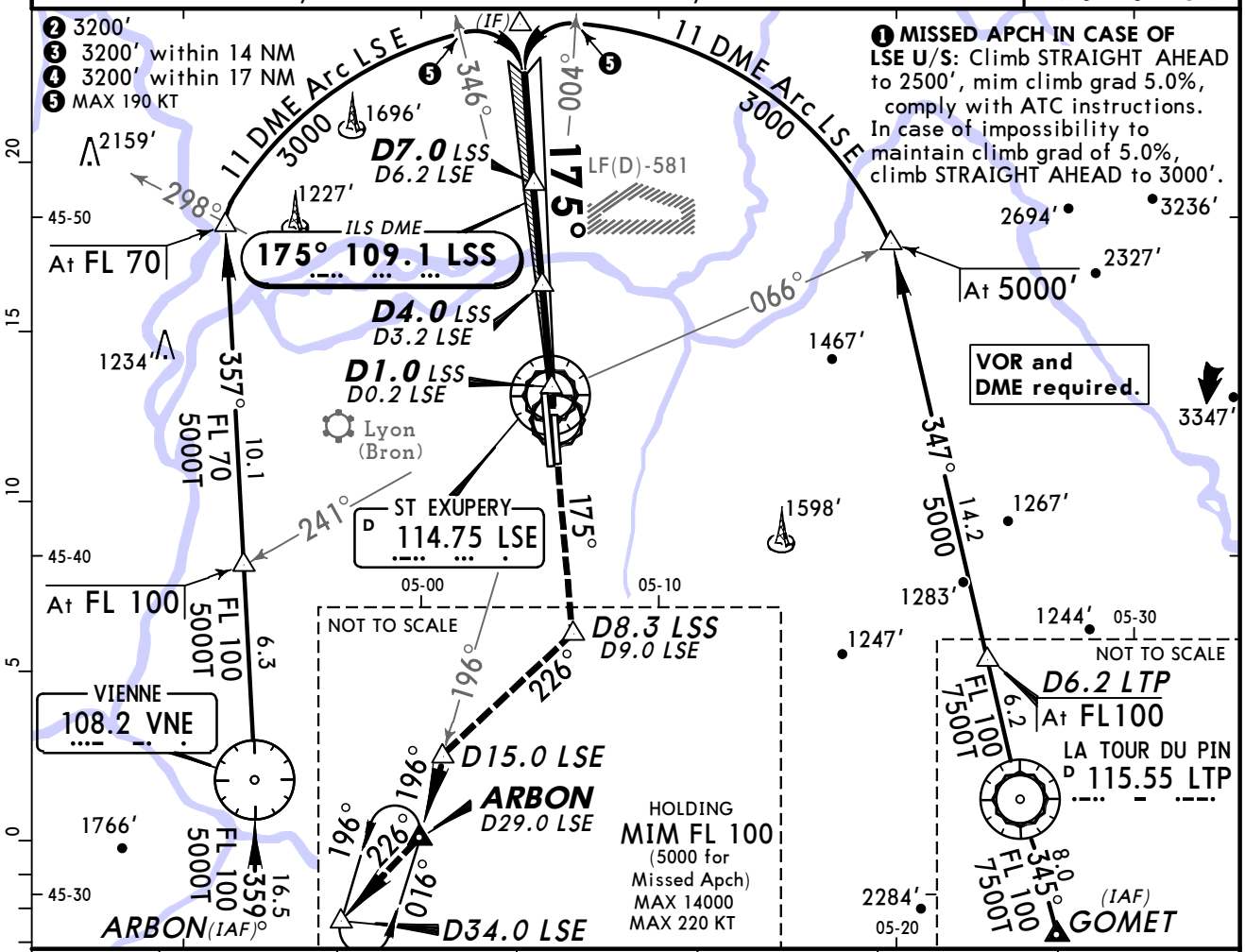
| ATIS | LYON Approach West Sector | LYON Approach East Sector | SAINT EX Tower | Ground |
|---|---|---|---|---|
| 126.17 | 136.07 | 125.8 | 120.45 | 121.82 |

| LOC LSS | Final Apch Crs | GS D4.0 LSS | ILS DA(H) | Apt Elev / RWY |
|---|---|---|---|---|
| 109.1 | 175° | 2060′ (1280′) | 980′ (200′) | 821′ / 780′ |

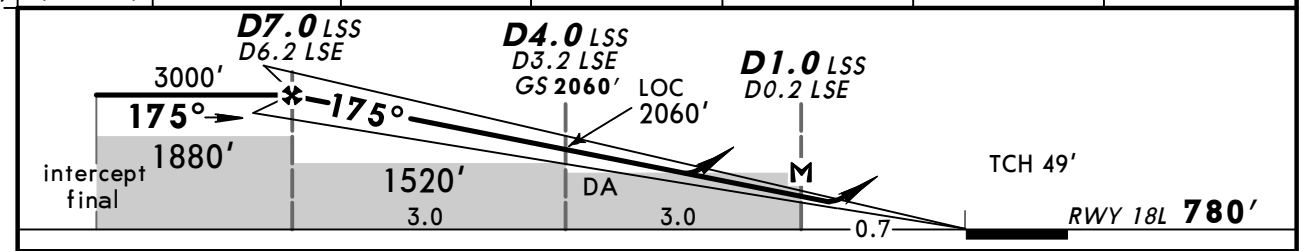
**MISSED APCH:** Climb STRAIGHT AHEAD to D8.3 LSS, then turn RIGHT onto 226° to intercept and follow R-196 LSE climbing to 5000′ to ARBON and hold. ❶

Alt Set: hPa  Rwy Elev: 28 hPa  Trans level: By ATC  Trans alt: 5000′

MSA LSE VOR




| LOC (GS out) | LSS DME | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|---|---|
| | ALTITUDE | 2720′ | 2390′ | 2060′ | 1740′ | 1420′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS or LOC Descent Angle 3.00° | 377 | 484 | 538 | 646 | 753 | 861 |
| MAP at D1.0 LSS/D0.2 LSE | | | | | | |

PAPI-L

Refer to Missed Apch above

PANS OPS 4

**Standard** STRAIGHT-IN LANDING RWY 18L

| | ILS DA(H) 980′ (200′) | LOC (GS out) CDFA DA/MDA(H) ❶1120′ (340′) |
|---|---|---|
| A | RVR 1200m | RVR 1500m |
| B | | |
| C | | |
| D | | |

CIRCLE-TO-LAND ❷

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 110 | 1300′ (520′) | 1500m |
| 135 | 1410′ (630′) | 1600m |
| 180 | 1580′ (800′) | 2400m |
| 205 | 1720′ (940′) | 3600m |

❶ For add-on to the MDA(H), see ATC pages FRANCE.
❷ Circling height based on rwy 18L thresh elev of 780′.

*CHANGES:* Missed approach. ARBON holding.

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LFLL/LYS
ST EXUPERY

JEPPESEN

19 AUG 11
Eff 25 Aug

(11-2)

via TALAR or RUNOM

# LYON, FRANCE
# ILS or LOC Rwy 18L

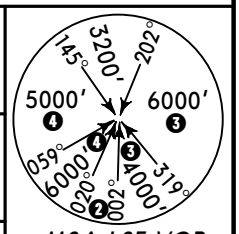
BRIEFING STRIP ™

| ATIS | LYON Approach West Sector | LYON Approach East Sector | SAINT EX Tower | Ground |
|---|---|---|---|---|
| 126.17 | 136.07 | 125.8 | 120.45 | 121.82 |

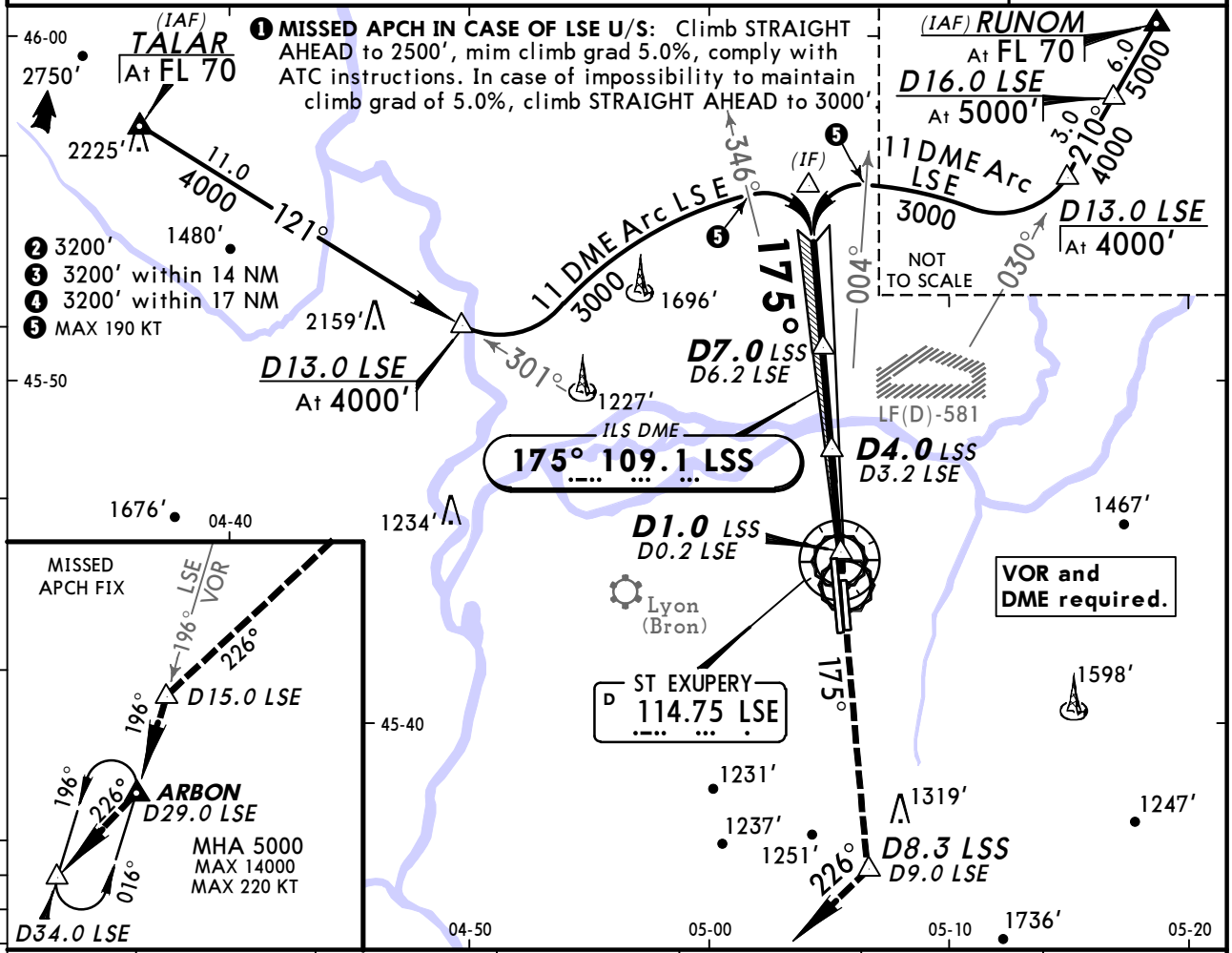
| LOC LSS | Final Apch Crs | GS D4.0 LSS | ILS DA(H) | Apt Elev 821' |
|---|---|---|---|---|
| 109.1 | 175° | 2060' (1280') | 980' (200') | RWY 780' |

**MISSED APCH:** Climb STRAIGHT AHEAD to D8.3 LSS, then turn RIGHT onto 226° to intercept and follow R-196 LSE climbing to 5000' to ARBON and hold. ❶

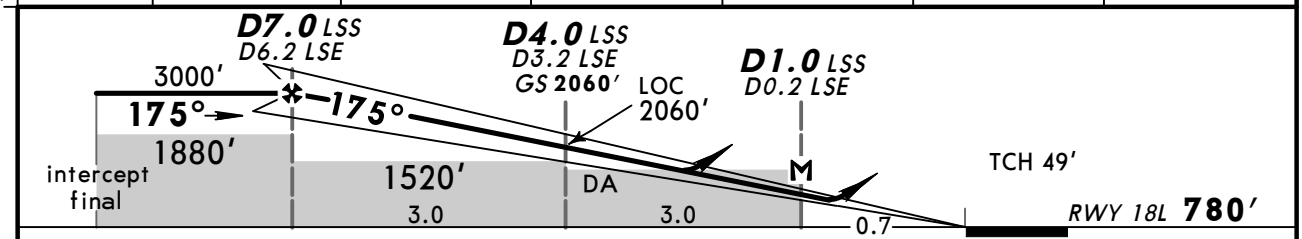
Alt Set: hPa | Rwy Elev: 28 hPa | Trans level: By ATC | Trans alt: 5000'




MSA LSE VOR




| LOC (GS out) | LSS DME | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|---|---|
| | ALTITUDE | 2720' | 2390' | 2060' | 1740' | 1420' |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS or LOC Descent Angle 3.00° | 377 | 484 | 538 | 646 | 753 | 861 |
| MAP at D1.0 LSS/D0.2 LSE | | | | | | |

PAPI-L

Refer to Missed Apch above

**Standard**

STRAIGHT-IN LANDING RWY 18L

| | ILS DA(H) 980' (200') | LOC (GS out) CDFA DA/MDA(H) ❶ 1120' (340') |
|---|---|---|
| A | RVR 1200m | RVR 1500m |
| B | | |
| C | | |
| D | | |

CIRCLE-TO-LAND ❷

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 110 | 1300' (520') | 1500m |
| 135 | 1410' (630') | 1600m |
| 180 | 1580' (800') | 2400m |
| 205 | 1720' (940') | 3600m |

❶ For add-on to the MDA(H), see ATC pages FRANCE.
❷ Circling height based on rwy 18L thresh elev of 780'.

PANS OPS 4

CHANGES: Arrival via TALAR. Missed approach. ARBON holding.

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BRIEFING STRIP

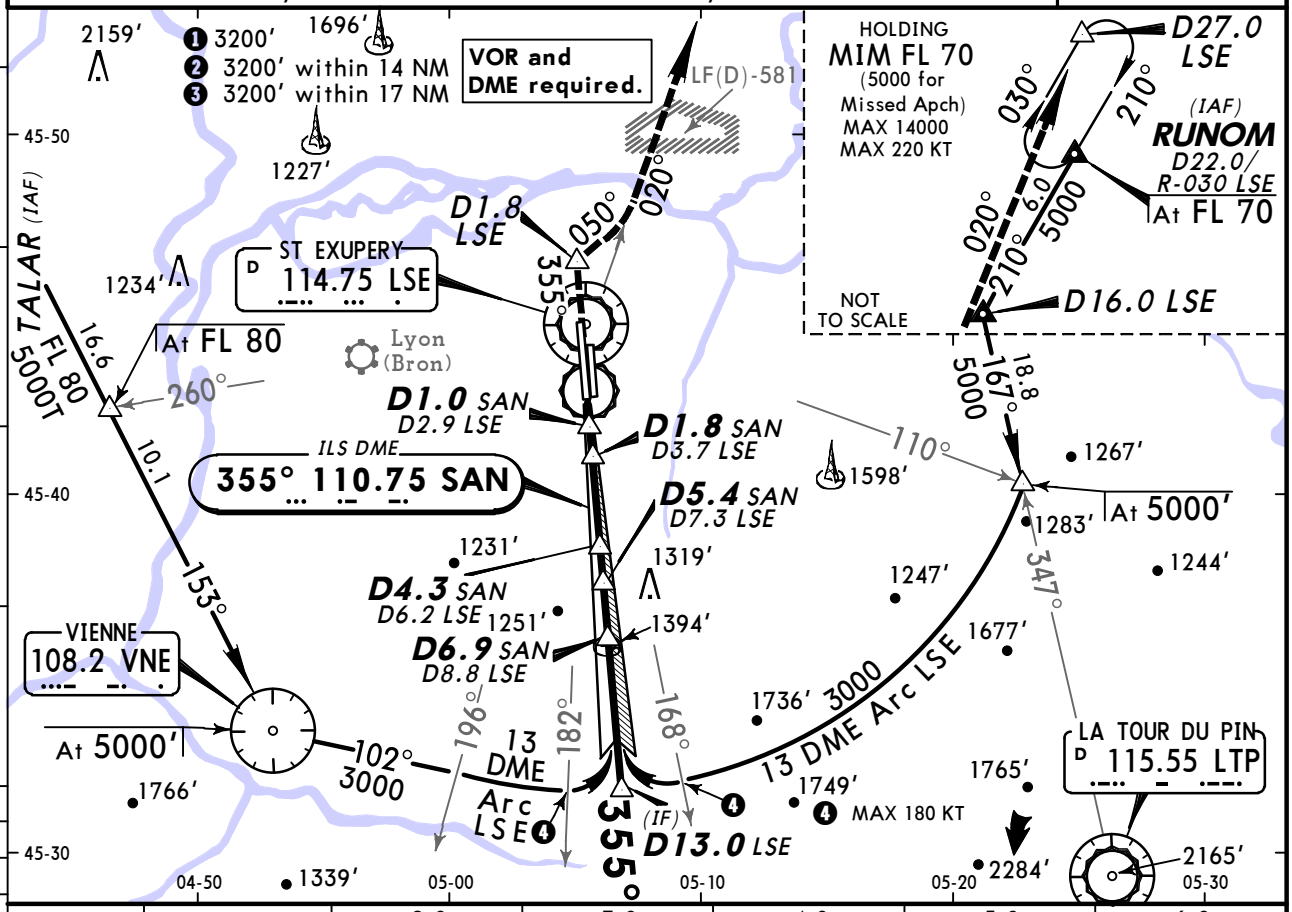
| ATIS | LYON Approach West Sector | LYON Approach East Sector | SAINT EX Tower | Ground |
|---|---|---|---|---|
| 126.17 | 136.07 | 125.8 | 120.45 | 121.82 |

| LOC SAN | Final Apch Crs | GS D5.4 SAN | ILS DA(H) | Apt Elev 821′ |
|---|---|---|---|---|
| 110.75 | 355° | 2550′ (1737′) | 1013′ (200′) | RWY 813′ |

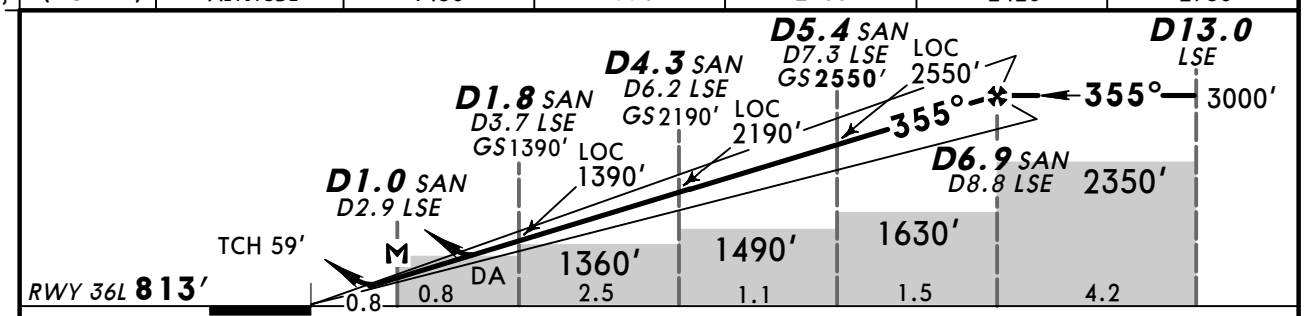
**MISSED APCH:** Climb STRAIGHT AHEAD to D1.8 LSE, then turn RIGHT (MAX 185 KT) onto 050° to intercept and follow R-020 LSE climbing to 5000′. At D27.0 LSE turn RIGHT to join holding at RUNOM.

Alt Set: hPa | Rwy Elev: 29 hPa | Trans level: By ATC | Trans alt: 5000′

MSA LSE VOR




| LOC (GS out) | SAN DME | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 |
|---|---|---|---|---|---|---|
| | ALTITUDE | 1450′ | 1770′ | 2100′ | 2420′ | 2750′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS or LOC Descent Angle 3.00° | 377 | 484 | 538 | 646 | 753 | 861 |
| MAP at D1.0 SAN/D2.9 LSE | | | | | | |

HIALS-II
REIL
D1.8 LSE

**Standard** STRAIGHT-IN LANDING RWY 36L

| | ILS DA(H) 1013′ (200′) FULL | Limited | ALS out | LOC (GS out) CDFA DA/MDA(H) ❶1250′ (437′) | ALS out |
|---|---|---|---|---|---|
| A | RVR 550m | RVR 750m | RVR 1200m | RVR 1300m | RVR 1500m |
| B | | | | | |
| C | | | | | RVR 2000m |
| D | | | | | |

CIRCLE-TO-LAND ❷

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 110 | 1310′ (497′) | 1500m |
| 135 | 1420′ (607′) | 1600m |
| 180 | 1580′ (767′) | 2400m |
| 205 | 1720′ (907′) | 3600m |

❶ For add-on to the MDA(H), see ATC pages FRANCE.
❷ Circling height based on rwy 36L thresh elev of 813′.

PANS OPS 4

CHANGES: Arrival via TALAR.

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BRIEFING STRIP

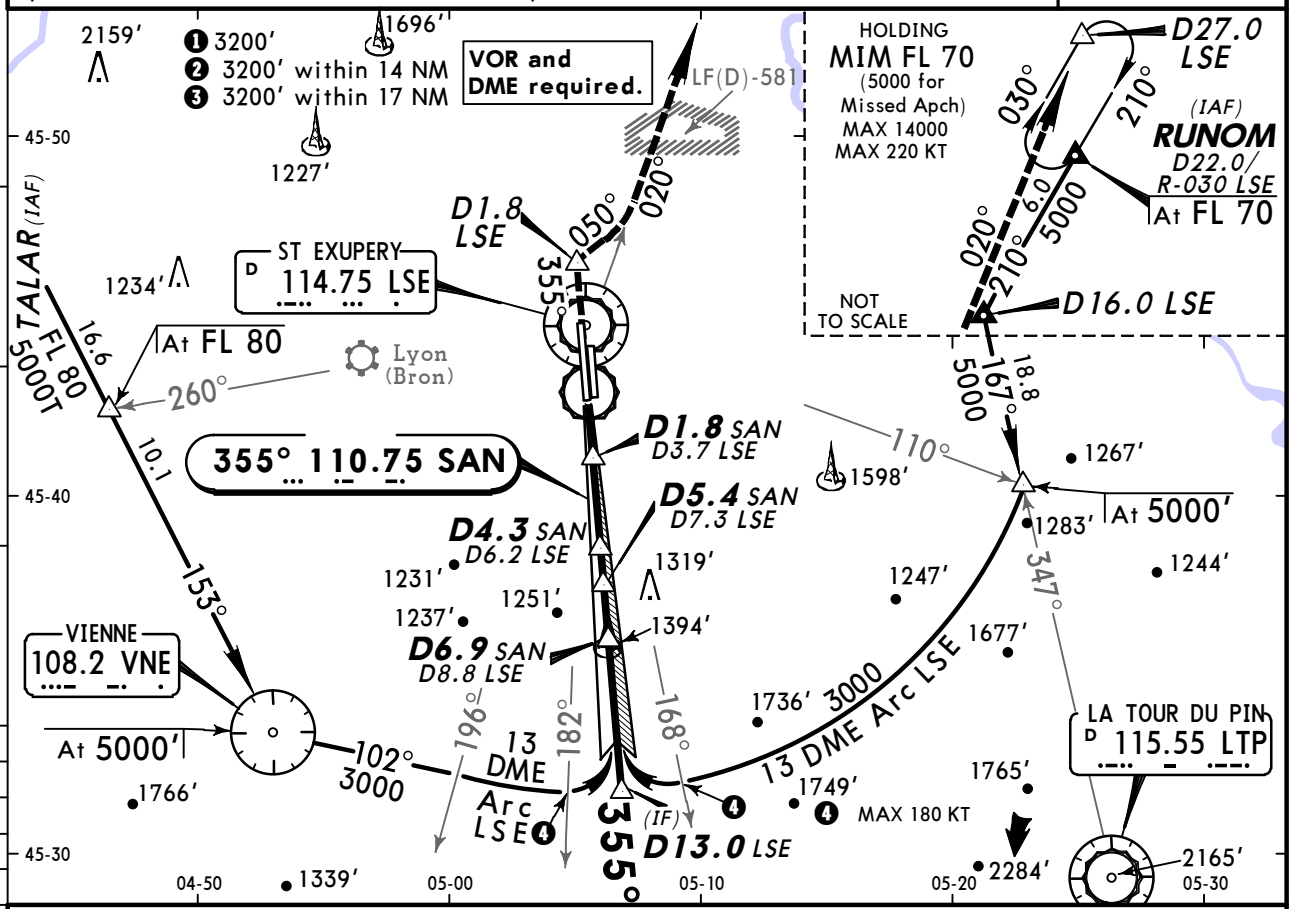
| ATIS | LYON Approach West Sector | LYON Approach East Sector | SAINT EX Tower | Ground |
|---|---|---|---|---|
| 126.17 | 136.07 | 125.8 | 120.45 | 121.82 |

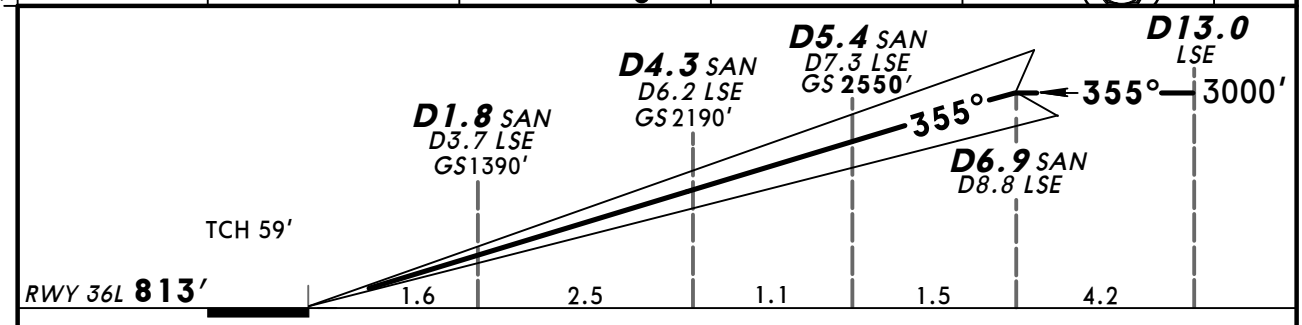
| LOC | Final Apch Crs | GS | CAT II & IIIA ILS | Apt Elev 821′ |
|---|---|---|---|---|
| SAN 110.75 | 355° | D5.4 SAN 2550′ (1737′) | Refer to Minimums | RWY 813′ |

**MISSED APCH:** Climb STRAIGHT AHEAD to D1.8 LSE, then turn RIGHT (MAX 185 KT) onto 050° to intercept and follow R-020 LSE climbing to 5000′. At D27.0 LSE turn RIGHT to join holding at RUNOM.

Alt Set: hPa  Rwy Elev: 29 hPa  Trans level: By ATC  Trans alt: 5000′
Special Aircrew & Aircraft Certification required.

MSA LSE VOR




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| GS 3.00° | 377 | 484 | 538 | 646 | 753 | 861 |

HIALS-II
REIL
D1.8 LSE

**Standard** STRAIGHT-IN LANDING RWY 36L

| CAT IIIA ILS | CAT II ILS ABCD |
|---|---|
| DH 50′ | RA 98′<br>DA(H) 913′ (100′) |
| RVR 200m | RVR 300m ❶ |

PANS OPS 4

❶ Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

*CHANGES:* Arrival via TALAR.

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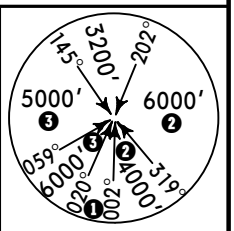
BRIEFING STRIP

| ATIS | LYON Approach West Sector | LYON Approach East Sector | SAINT EX Tower | Ground |
|---|---|---|---|---|
| 126.17 | 136.07 | 125.8 | 120.45 | 121.82 |

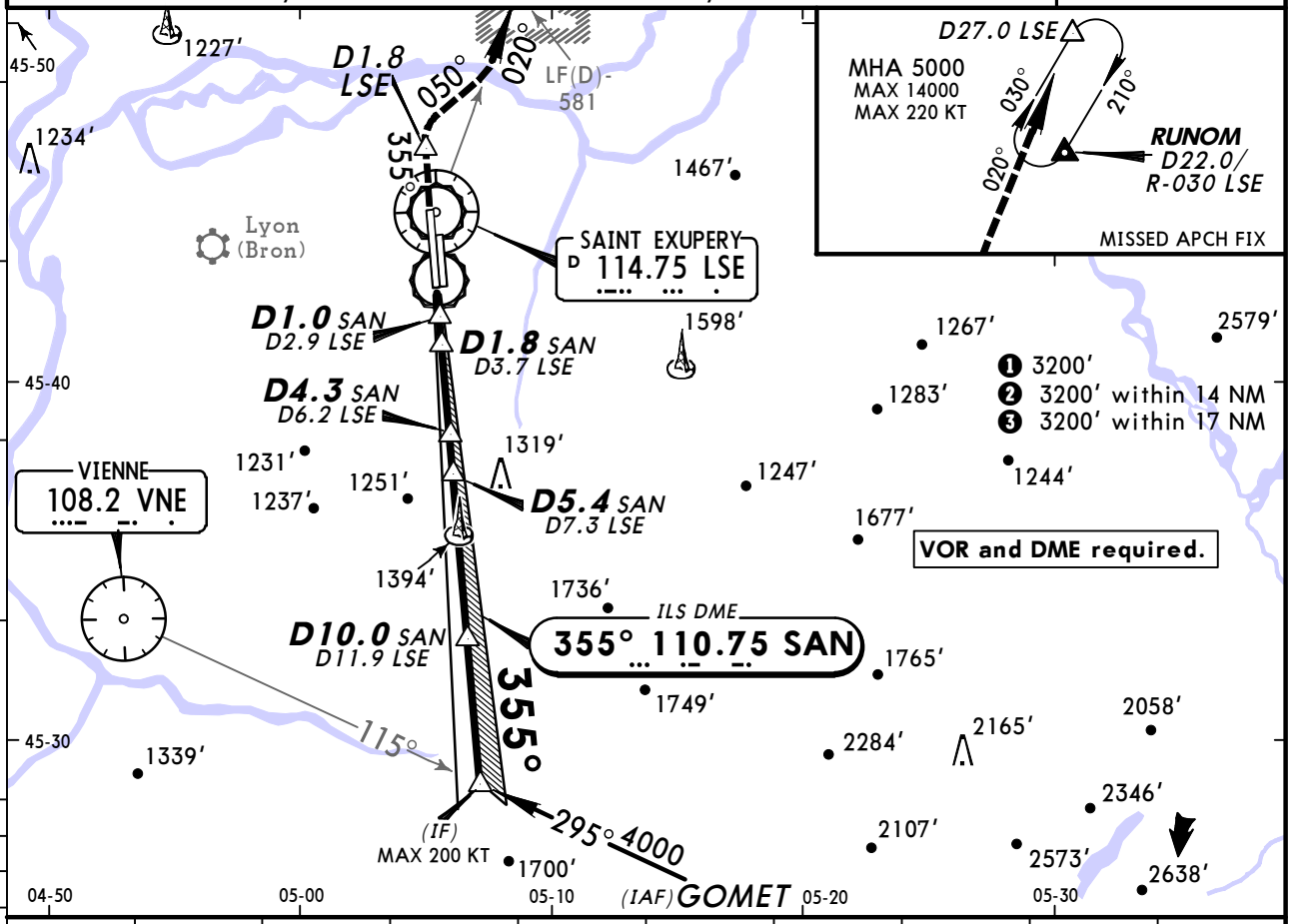
| LOC SAN | Final Apch Crs | GS | ILS DA(H) | Apt Elev / RWY |
|---|---|---|---|---|
| 110.75 | 355° | D5.4 SAN 2550′ (1737′) | 1013′ (200′) | Apt Elev 821′ / RWY 813′ |

**MISSED APCH:** Climb STRAIGHT AHEAD to D1.8 LSE, then turn RIGHT (MAX 185 KT) onto 050° to intercept and follow R-020 LSE climbing to 5000′. At D27.0 LSE turn RIGHT to join holding at RUNOM.

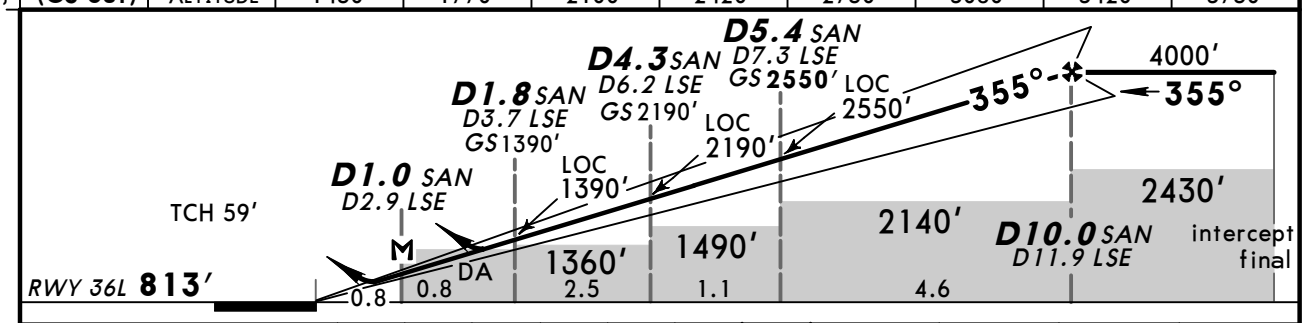
Alt Set: hPa  Rwy Elev: 29 hPa  Trans level: By ATC  Trans alt: 5000′



MSA LSE VOR




| LOC (GS out) | SAN DME | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | 9.0 |
|---|---|---|---|---|---|---|---|---|---|
| | ALTITUDE | 1450′ | 1770′ | 2100′ | 2420′ | 2750′ | 3080′ | 3420′ | 3750′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS or LOC Descent Angle 3.00° | 377 | 484 | 538 | 646 | 753 | 861 |
| MAP at D1.0 SAN/D2.9 LSE | | | | | | |

HIALS-II
REIL

D1.8 LSE

050° RT

185 KT MAX

**Standard** STRAIGHT-IN LANDING RWY 36L

| | ILS DA(H) 1013′ (200′) FULL | Limited | ALS out | LOC (GS out) CDFA DA/MDA(H) [1] 1250′ (437′) | ALS out |
|---|---|---|---|---|---|
| A | RVR 550m | RVR 750m | RVR 1200m | RVR 1300m | RVR 1500m |
| B | | | | | |
| C | | | | | RVR 2000m |
| D | | | | | |

CIRCLE-TO-LAND [2]

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 110 | 1310′ (497′) | 1500m |
| 135 | 1420′ (607′) | 1600m |
| 180 | 1580′ (767′) | 2400m |
| 205 | 1720′ (907′) | 3600m |

[1] For add-on to the MDA(H), see ATC pages FRANCE.
[2] Circling height based on rwy 36L thresh elev of 813′.

PANS OPS 4

*CHANGES:* FAP by ATC withdrawn.

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| ATIS | LYON Approach West Sector | LYON Approach East Sector | SAINT EX Tower | Ground |
|---|---|---|---|---|
| 126.17 | 136.07 | 125.8 | 120.45 | 121.82 |

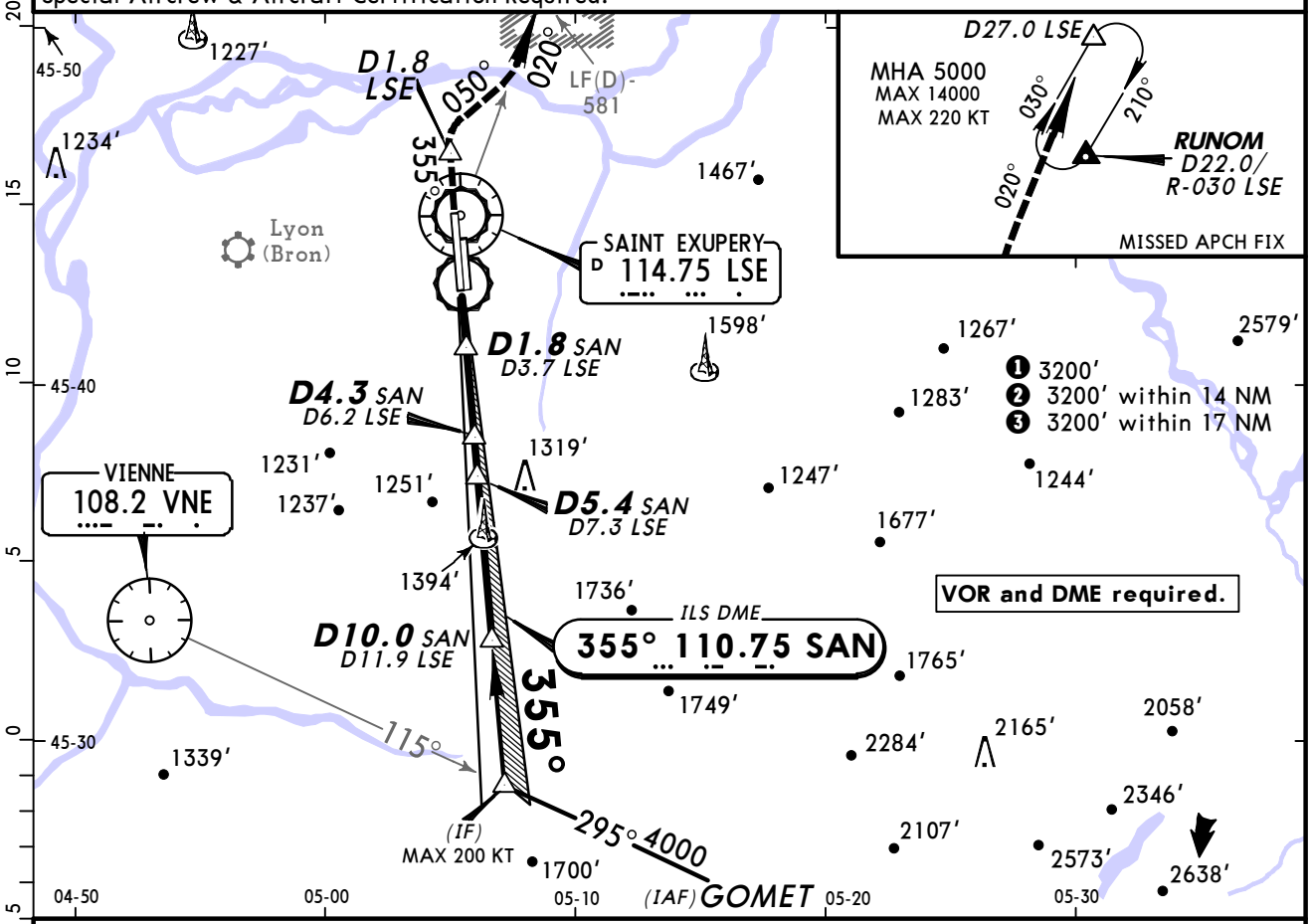
| LOC | Final Apch Crs | GS | CAT II & IIIA ILS | Apt Elev / RWY |
|---|---|---|---|---|
| SAN 110.75 | 355° | D5.4 SAN 2550′ (1737′) | Refer to Minimums | Apt Elev 821′ RWY 813′ |

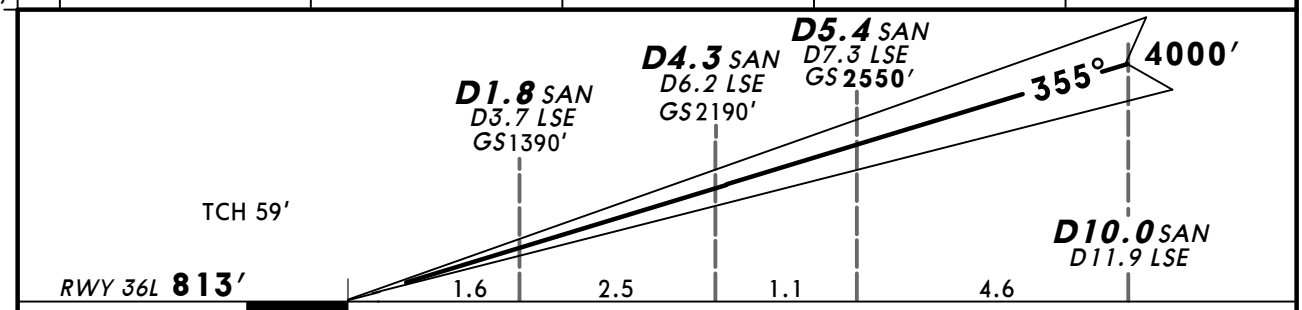
**MISSED APCH:** Climb STRAIGHT AHEAD to D1.8 LSE, then turn RIGHT (MAX 185 KT) onto 050° to intercept and follow R-020 LSE climbing to 5000′. At D27.0 LSE turn RIGHT to join holding at RUNOM.

MSA LSE VOR: 145°–202° 3200′; 202°–319° 4000′; 319°–059° 6000′; 059°–020° 6000′; 020°–145° 5000′

Alt Set: hPa  Rwy Elev: 29 hPa  Trans level: By ATC  Trans alt: 5000′

Special Aircrew & Aircraft Certification Required.




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| GS 3.00° | 377 | 484 | 538 | 646 | 753 | 861 |

HIALS-II REIL | D1.8 LSE | 050° RT | 185 KT MAX

**Standard** STRAIGHT-IN LANDING RWY **36L**

| CAT IIIA ILS | CAT II ILS ABCD |
|---|---|
| DH 50′ | RA 98′ DA(H) 913′ (100′) |
| RVR 200m | RVR 300m ❶ |

❶ Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

*CHANGES:* FAP by ATC withdrawn.

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BRIEFING STRIP ™

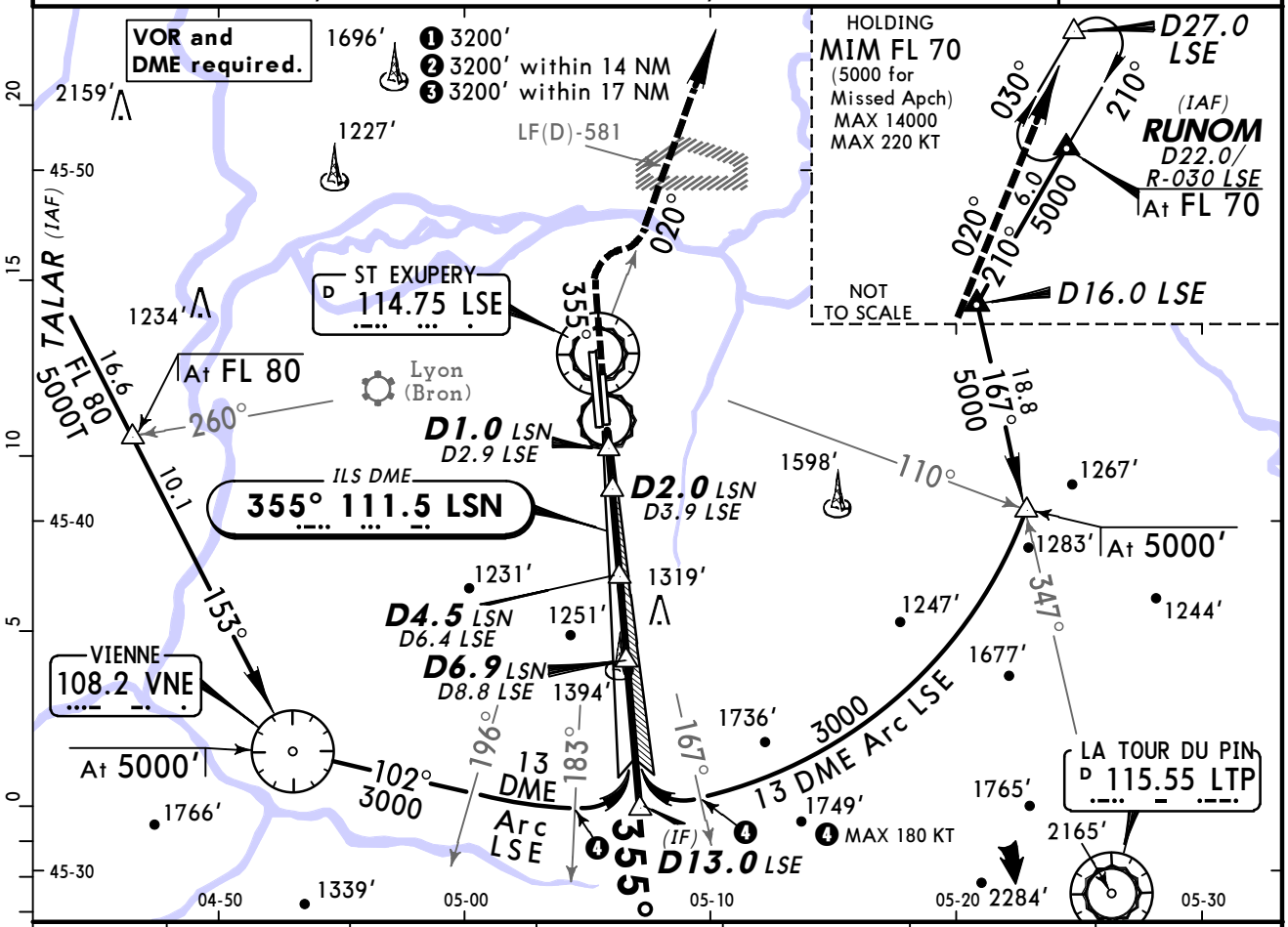
| ATIS | LYON Approach West Sector | LYON Approach East Sector | SAINT EX Tower | Ground |
|---|---|---|---|---|
| 126.17 | 136.07 | 125.8 | 120.45 | 121.82 |

| LOC LSN | Final Apch Crs | GS D4.5 LSN | ILS DA(H) | Apt Elev / RWY |
|---|---|---|---|---|
| 111.5 | 355° | 2260′ (1439′) | Refer to Minimums | 821′ / 821′ |

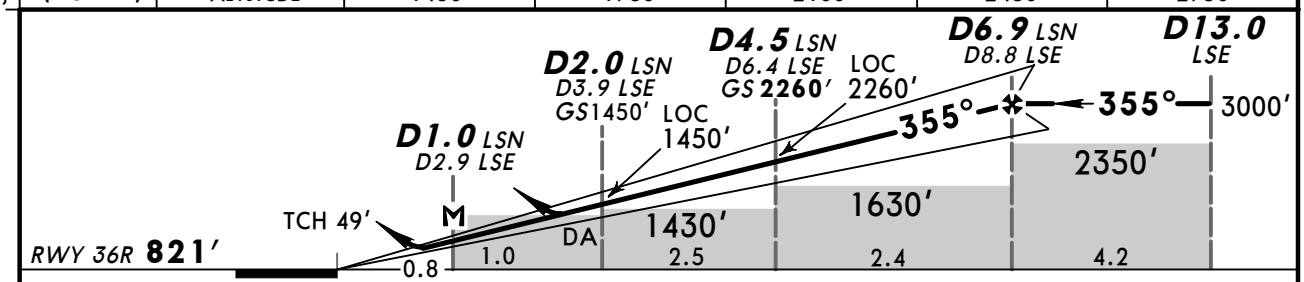
**MISSED APCH:** Climb STRAIGHT AHEAD to 1200′, then turn RIGHT (MAX 185 KT) to intercept and follow R-020 LSE climbing to 5000′. At D27.0 LSE turn RIGHT to join holding at RUNOM.

Alt Set: hPa | Rwy Elev: 30 hPa | Trans level: By ATC | Trans alt: 5000′

MSA LSE VOR: 3200′, 145°, 202°, 5000′ ❸, 6000′ ❷, 059°, 6000′ ❸, 020°, 002°, 4000′ ❷, 319°, ❶




| LOC (GS out) | LSN DME | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 |
|---|---|---|---|---|---|---|
| | ALTITUDE | 1450′ | 1780′ | 2100′ | 2430′ | 2750′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS or LOC Descent Angle 3.00° | 377 | 484 | 538 | 646 | 753 | 861 |
| MAP at D1.0 LSN/D2.9 LSE | | | | | | |

HIALS-II REIL | 1200′ | 185 KT MAX RT | LSE 114.75 R-020

**Standard** STRAIGHT-IN LANDING RWY 36R

ILS: DA(H) ABC: 1021′ (200′) D: 1031′ (210′)

LOC (GS out) CDFA: DA/MDA(H) ❶ 1250′ (429′)

| | FULL | Limited | ALS out | | ALS out |
|---|---|---|---|---|---|
| A | RVR 550m | RVR 750m | RVR 1200m | RVR 1300m | RVR 1500m |
| B | | | | | |
| C | | | | | RVR 2000m |
| D | | | | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 110 | 1300′ (479′) | 1500m |
| 135 | 1410′ (589′) | 1600m |
| 180 | 1570′ (749′) | 2400m |
| 205 | 1720′ (899′) | 3600m |

❶ For add-on to the MDA(H), see ATC pages FRANCE.

PANS OPS 4

CHANGES: None.

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BRIEFING STRIP ™

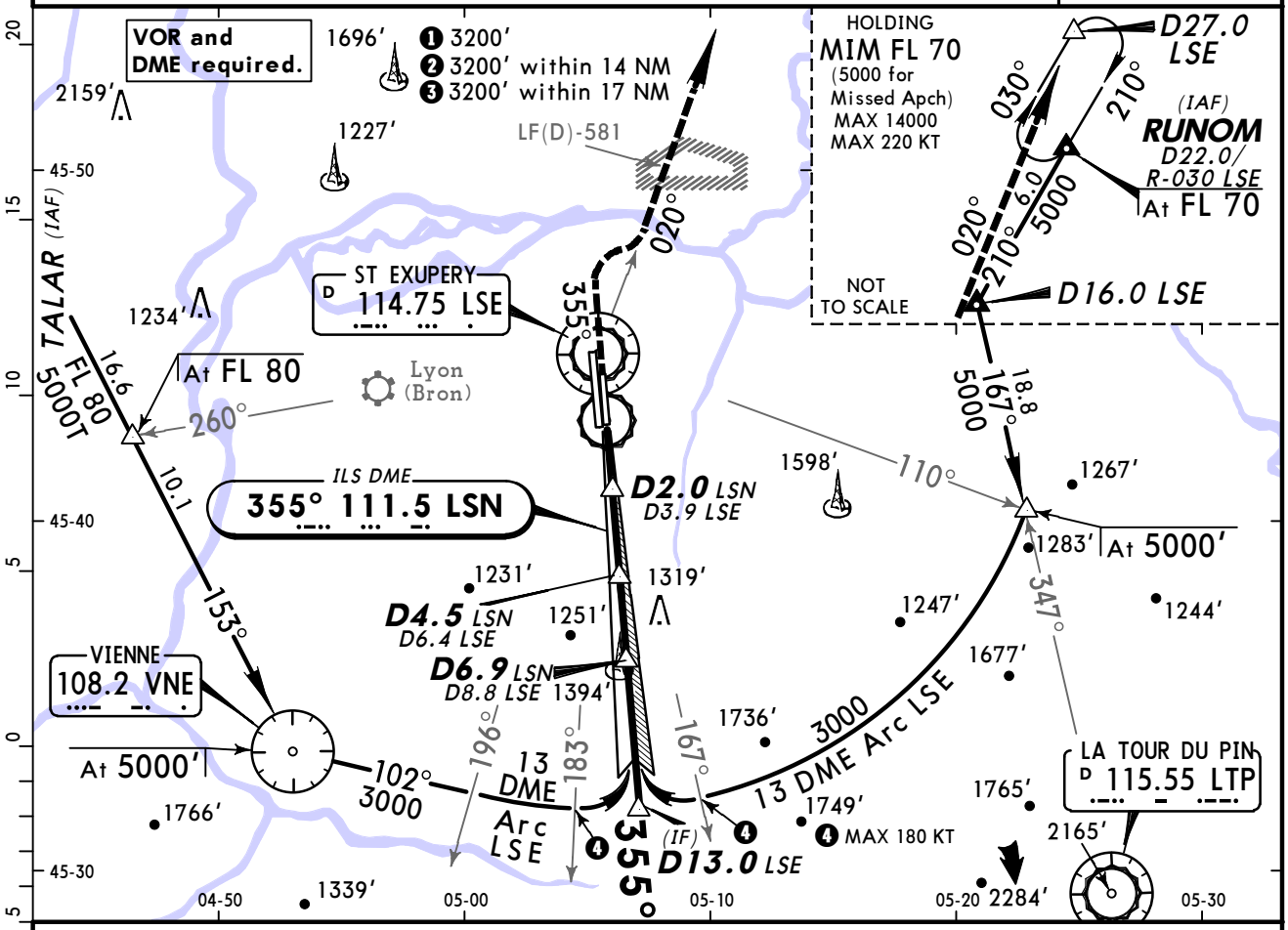
| ATIS | LYON Approach West Sector | LYON Approach East Sector | SAINT EX Tower | Ground |
|---|---|---|---|---|
| 126.17 | 136.07 | 125.8 | 120.45 | 121.82 |

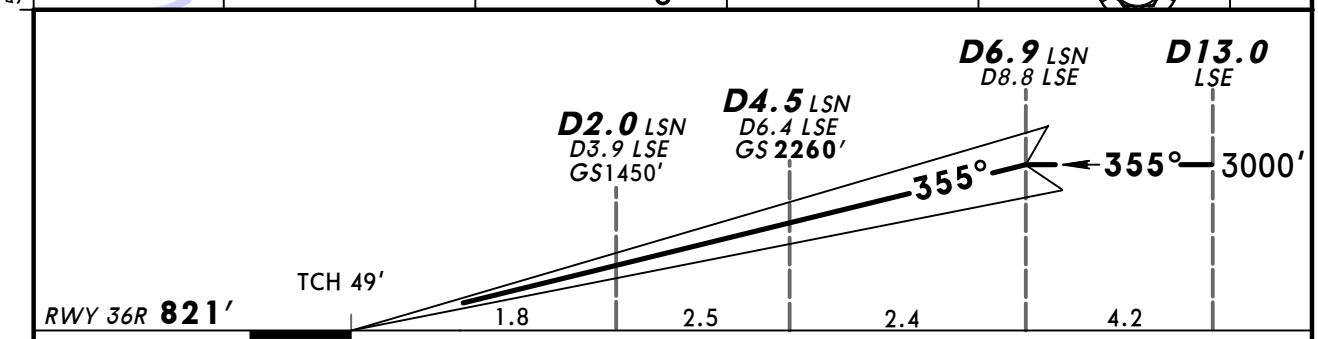
| LOC LSN | Final Apch Crs | GS | CAT II & IIIA ILS | Apt Elev / RWY |
|---|---|---|---|---|
| 111.5 | 355° | D4.5 LSN 2260′ (1439′) | Refer to Minimums | Apt Elev 821′ RWY 821′ |

**MISSED APCH:** Climb STRAIGHT AHEAD to 1200′, then turn RIGHT (MAX 185 KT) to intercept and follow R-020 LSE climbing to 5000′. At D27.0 LSE turn RIGHT to join holding at RUNOM.

Alt Set: hPa Rwy Elev: 30 hPa Trans level: By ATC Trans alt: 5000′
Special Aircrew & Acft Certification Required.

MSA LSE VOR




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 377 | 484 | 538 | 646 | 753 | 861 |

HIALS-II REIL | 1200′ | 185 KT MAX RT | LSE 114.75 R-020

**Standard** STRAIGHT-IN LANDING RWY **36R**

| CAT IIIA ILS ❶ | CAT II ILS ABCD ❶ |
|---|---|
| DH 50′ | RA 91′ DA(H) 921′ (100′) |
| RVR 200m | RVR 300m ❷ |

PANS OPS 4

❶ CAT D: MAX 160 KT. ❷ Operators applying U.S. Ops Specs: Autoland or HUD required below 350m.

CHANGES: Note.

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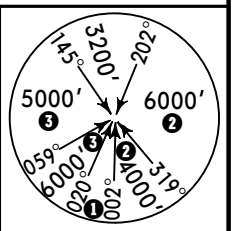
| ATIS | LYON Approach West Sector | LYON Approach East Sector | SAINT EX Tower | Ground |
|---|---|---|---|---|
| 126.17 | 136.07 | 125.8 | 120.45 | 121.82 |

BRIEFING STRIP ™

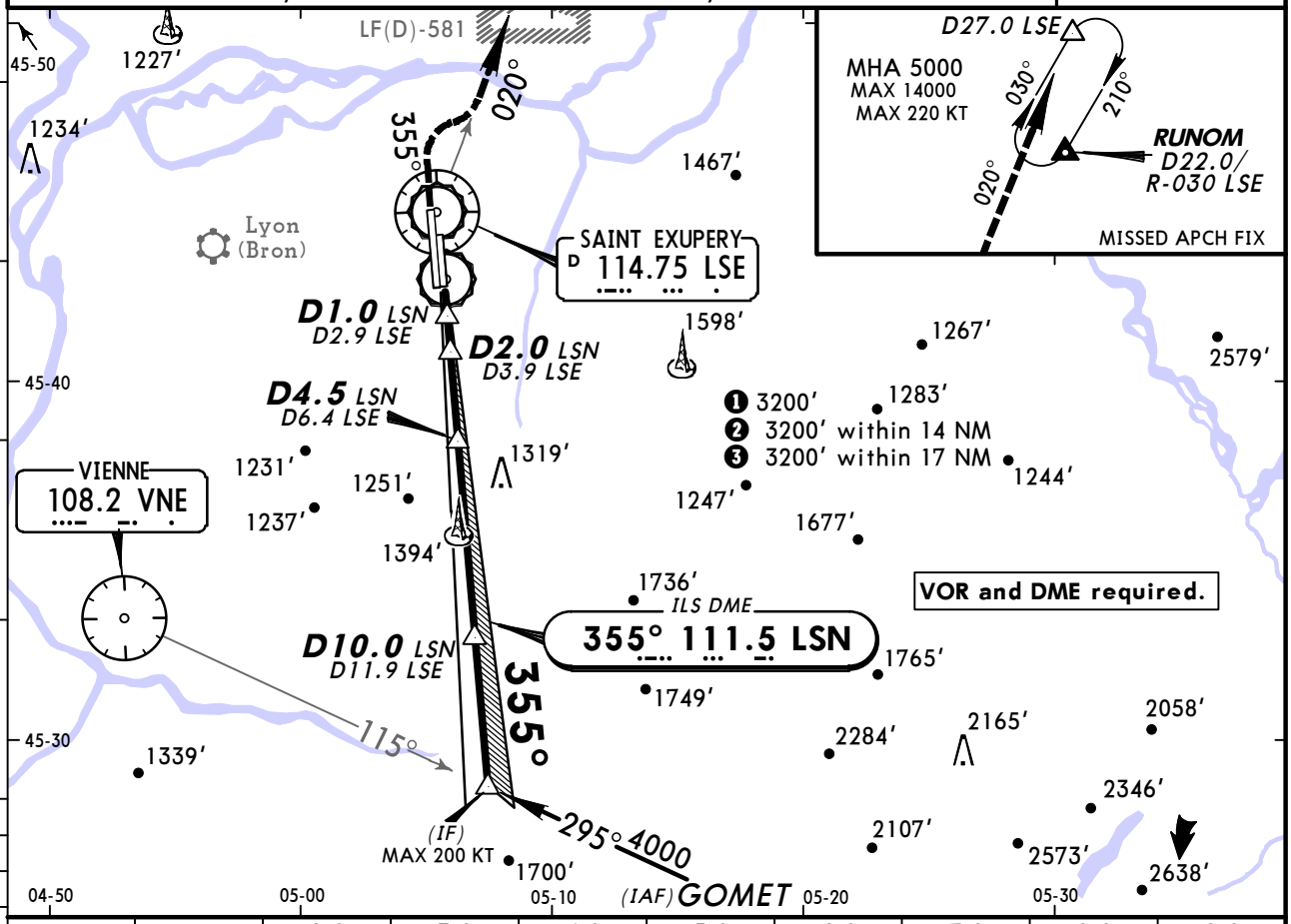
| LOC LSN | Final Apch Crs | GS | ILS DA(H) | Apt Elev / RWY |
|---|---|---|---|---|
| 111.5 | 355° | D4.5 LSN 2260′ (1439′) | Refer to Minimums | Apt Elev 821′ RWY 821′ |

**MISSED APCH:** Climb STRAIGHT AHEAD to 1200′, then turn RIGHT (MAX 185 KT) to intercept and follow R-020 LSE climbing to 5000′. At D27.0 LSE turn RIGHT to join holding at RUNOM.

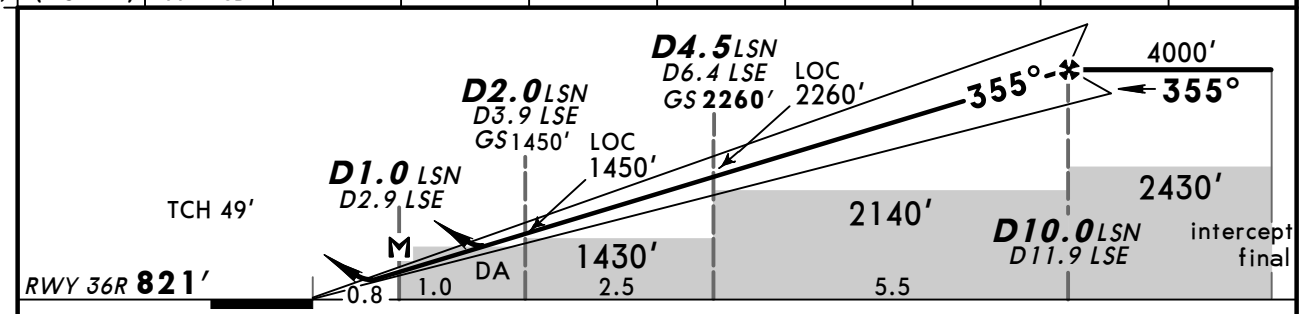
Alt Set: hPa  Rwy Elev: 30 hPa  Trans level: By ATC  Trans alt: 5000′




MSA LSE VOR




| LOC (GS out) | LSN DME | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | 9.0 |
|---|---|---|---|---|---|---|---|---|---|
| | ALTITUDE | 1450′ | 1780′ | 2100′ | 2430′ | 2750′ | 3080′ | 3420′ | 3750′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS or LOC Descent Angle 3.00° | 377 | 485 | 539 | 647 | 755 | 862 |
| MAP at D1.0 LSN/D2.9 LSE | | | | | | |

HIALS-II
REIL

1200′

185 KT MAX
RT

LSE 114.75
R-020

**Standard** STRAIGHT-IN LANDING RWY **36R**

| | ILS | | | LOC (GS out) CDFA | |
|---|---|---|---|---|---|
| DA(H) | ABC: 1021′ (200′) D: 1031′ (210′) | | | DA/MDA(H) ❶ 1250′ (429′) | |
| | FULL | Limited | ALS out | | ALS out |
| A | RVR 550m | RVR 750m | RVR 1200m | RVR 1300m | RVR 1500m |
| B | | | | | |
| C | | | | | RVR 2000m |
| D | | | | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 110 | 1300′ (479′) | 1500m |
| 135 | 1410′ (589′) | 1600m |
| 180 | 1570′ (749′) | 2400m |
| 205 | 1720′ (899′) | 3600m |

❶ For add-on to the MDA(H), see ATC pages FRANCE.

PANS OPS 4

CHANGES: None.

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BRIEFING STRIP

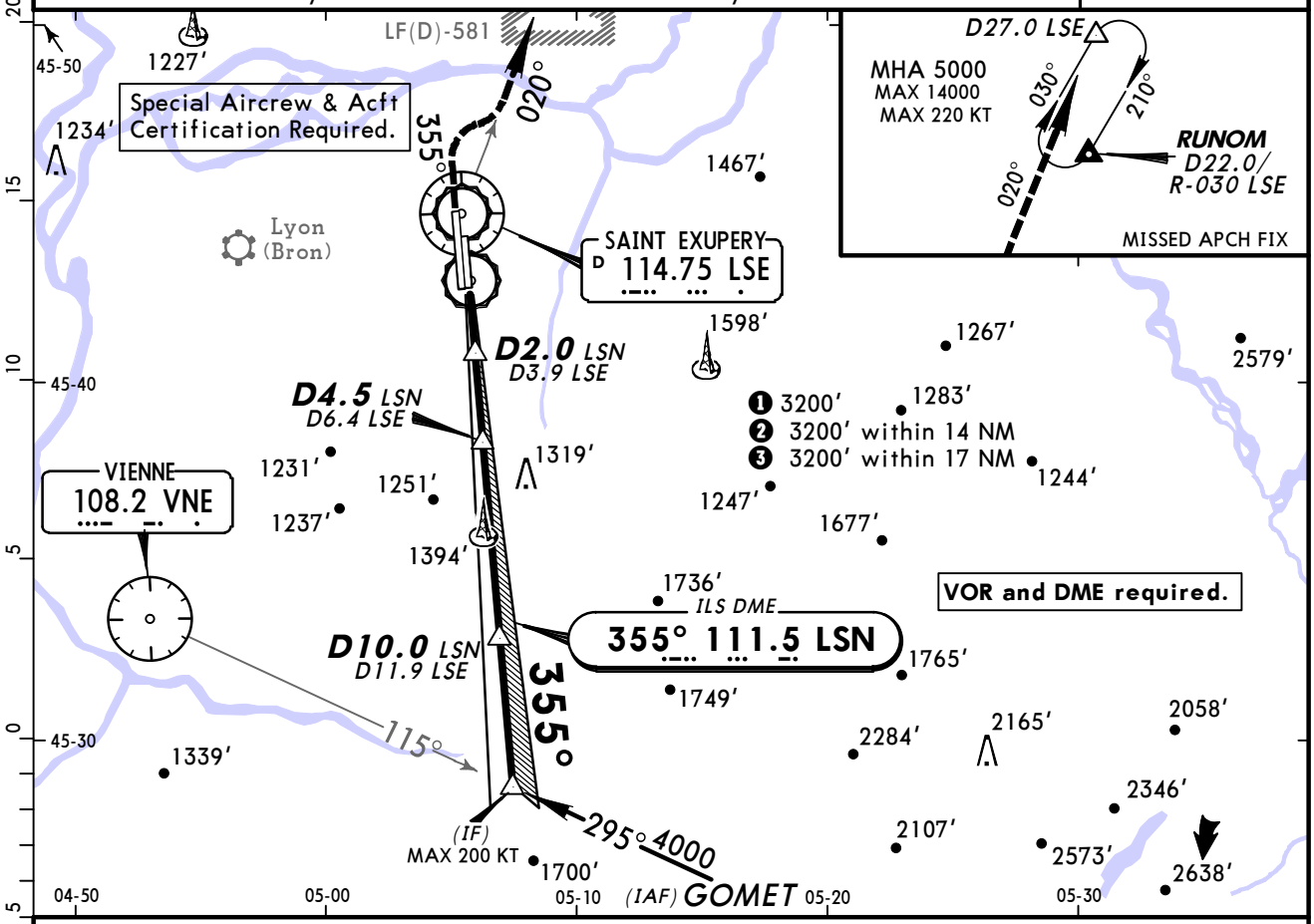
| ATIS | LYON Approach West Sector | LYON Approach East Sector | SAINT EX Tower | Ground |
|---|---|---|---|---|
| 126.17 | 136.07 | 125.8 | 120.45 | 121.82 |

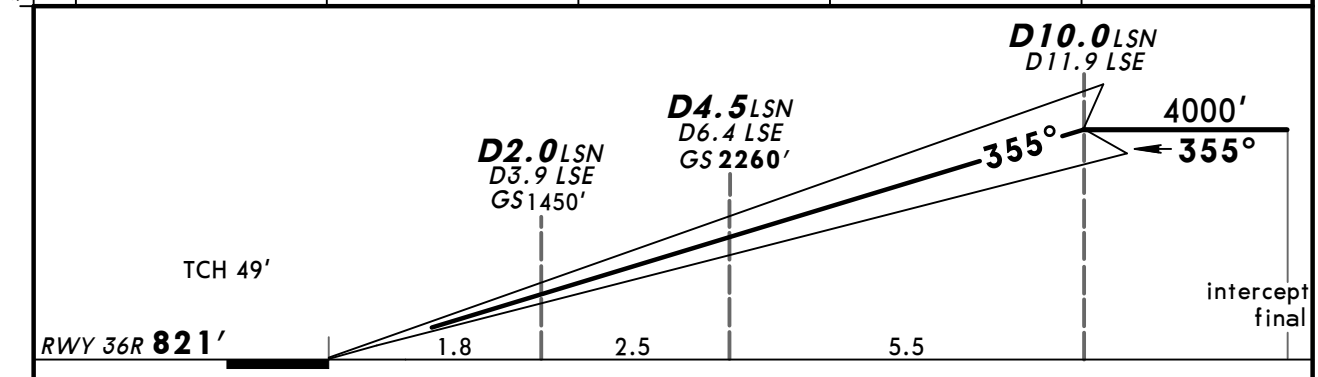
| LOC LSN | Final Apch Crs | GS | CAT II & IIIA ILS | Apt Elev / RWY |
|---|---|---|---|---|
| 111.5 | 355° | D4.5 LSN 2260′ (1439′) | Refer to Minimums | Apt Elev 821′ RWY 821′ |

**MISSED APCH:** Climb STRAIGHT AHEAD to 1200′, then turn RIGHT (MAX 185 KT) to intercept and follow R-020 LSE climbing to 5000′. At D27.0 LSE turn RIGHT to join holding at RUNOM.

Alt Set: hPa | Rwy Elev: 30 hPa | Trans level: By ATC | Trans alt: 5000′

MSA LSE VOR




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 377 | 485 | 539 | 647 | 755 | 862 |

HIALS-II REIL | 1200′ | 185 KT MAX RT | LSE 114.75 R-020

**Standard** STRAIGHT-IN LANDING RWY **36R**

| CAT IIIA ILS ❶ | CAT II ILS ABCD ❶ |
|---|---|
| DH 50′ | RA 91′ DA(H) 921′ (100′) |
| RVR 200m | RVR 300m ❷ |

❶ CAT D: MAX 160 KT. ❷ Operators applying U.S. Ops Specs: Autoland or HUD required below 350m.

PANS OPS 4

CHANGES: Note.

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BRIEFING STRIP ™

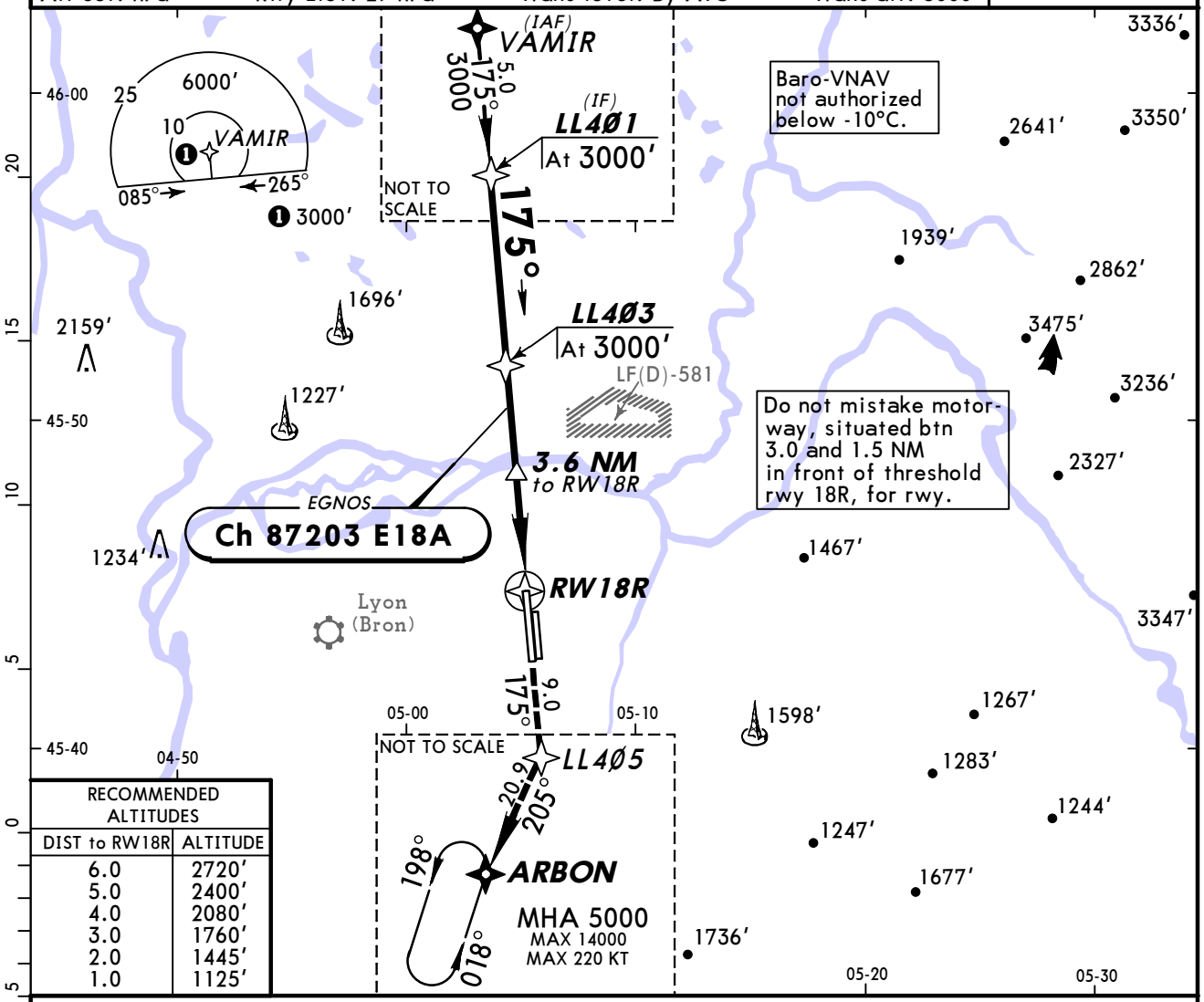
| ATIS | LYON Approach West Sector | LYON Approach East Sector | SAINT EX Tower | Ground |
|---|---|---|---|---|
| 126.17 | 136.07 | 125.8 | 120.45 | 121.82 |

| EGNOS | Final Apch Crs | Procedure Alt | LPV DA(H) | Apt Elev / RWY |
|---|---|---|---|---|
| Ch 87203 E18A | 175° | LL4Ø3 3000′ (2242′) | 1010′ (252′) | Apt Elev 821′ / RWY 758′ |

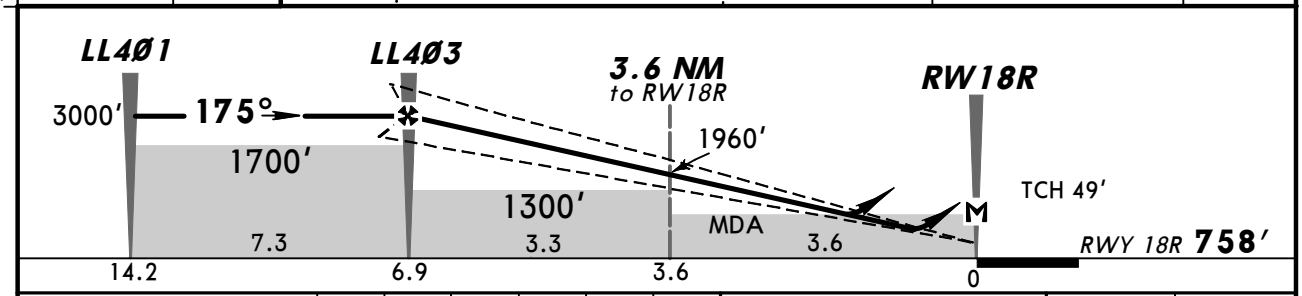
**MISSED APCH:** Climb to LL4Ø5, then turn RIGHT to ARBON climbing to 5000′ and join holding.

TAA 25 NM IAF

Alt Set: hPa  Rwy Elev: 27 hPa  Trans level: By ATC  Trans alt: 5000′




| RECOMMENDED ALTITUDES | |
|---|---|
| DIST to RW18R | ALTITUDE |
| 6.0 | 2720′ |
| 5.0 | 2400′ |
| 4.0 | 2080′ |
| 3.0 | 1760′ |
| 2.0 | 1445′ |
| 1.0 | 1125′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at RW18R | | | | | | | |

PAPI-L  LL4Ø5

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY **18R**

| | LPV DA(H) 1010′ (252′) | LNAV/VNAV DA(H) 1080′ (322′) | LNAV CDFA DA/MDA(H) 1120′ (362′) |
|---|---|---|---|
| A | RVR 1300m | RVR 1400m | RVR 1500m |
| B | | | |
| C | | | RVR 1700m |
| D | | | |

CIRCLE-TO-LAND [1]

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 110 | 1300′ (542′) | 1500m |
| 135 | 1410′ (652′) | 1600m |
| 180 | 1580′ (822′) | 2400m |
| 205 | 1720′ (962′) | 3600m |

[1] Circling height based on rwy 18R thresh elev of 758′.

*CHANGES:* New procedure.

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LFLL/LYS
ST EXUPERY

JEPPESEN

19 AUG 11
Eff 25 Aug

(13-1)

via ARBON or GOMET

# LYON, FRANCE
# VOR Rwy 18R

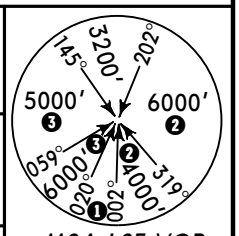
BRIEFING STRIP ™

| ATIS | LYON Approach West Sector | LYON Approach East Sector | SAINT EX Tower | Ground |
|---|---|---|---|---|
| 126.17 | 136.07 | 125.8 | 120.45 | 121.82 |

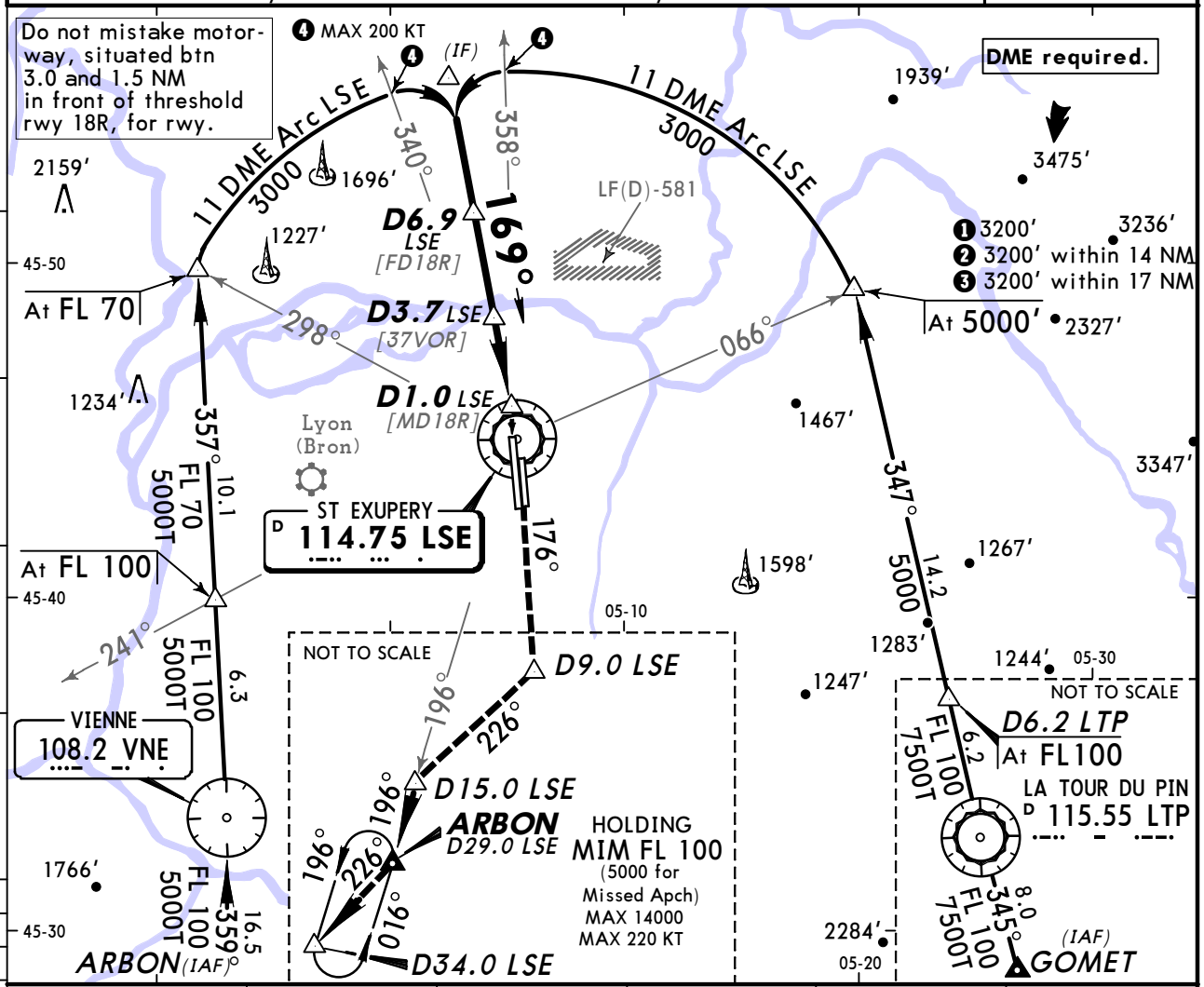
| VOR LSE | Final Apch Crs | Procedure Alt D6.9 LSE | DA/MDA(H) | Apt Elev 821′ |
|---|---|---|---|---|
| 114.75 | 169° | 3000′ (2242′) | 1200′ (442′) | RWY 758′ |

**MISSED APCH:** Climb on 169° to LSE VOR. Follow R-176 LSE to D9.0 LSE, then turn RIGHT onto 226° to intercept and follow R-196 LSE climbing to 5000′ to ARBON and hold.

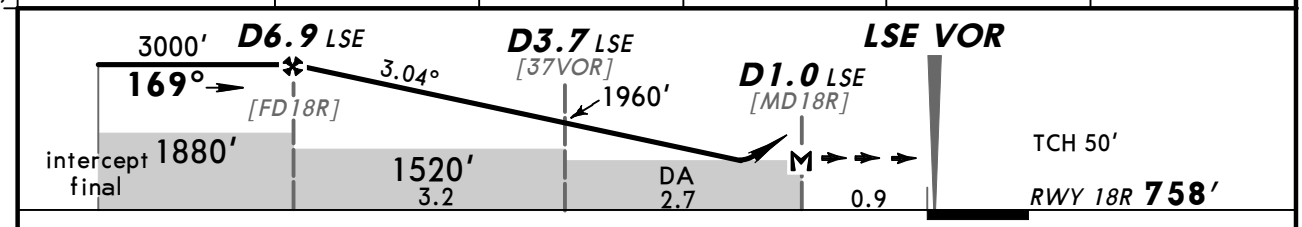
Alt Set: hPa  Rwy Elev: 27 hPa  Trans level: By ATC  Trans alt: 5000′




MSA LSE VOR




| LSE DME | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|---|
| ALTITUDE | 2690′ | 2370′ | 2050′ | 1730′ | 1420′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.04° | 376 | 484 | 538 | 645 | 753 | 861 |
| MAP at D1.0 LSE | | | | | | | |

PAPI-L  LSE 114.75 on 169°

**Standard**

STRAIGHT-IN LANDING RWY 18R
CDFA
DA/MDA(H) 1 1200′ (442′)

| | | Max Kts | CIRCLE-TO-LAND 2 MDA(H) | VIS |
|---|---|---|---|---|
| A | RVR 1500m | 110 | 1300′ (542′) | 1500m |
| B | | 135 | 1410′ (652′) | 1600m |
| C | RVR 2000m | 180 | 1580′ (822′) | 2400m |
| D | | 205 | 1720′ (962′) | 3600m |

1 For add-on to the MDA(H), see ATC pages FRANCE.
2 Circling height based on rwy 18R thresh elev of 758′.

PANS OPS 4

CHANGES: Missed approach. ARBON holding.

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# LFLL/LYS
## ST EXUPERY

JEPPESEN

19 AUG 11
**Eff 25 Aug**

(13-2)

# LYON, FRANCE
## VOR Rwy 18R

via TALAR or RUNOM

BRIEFING STRIP ™

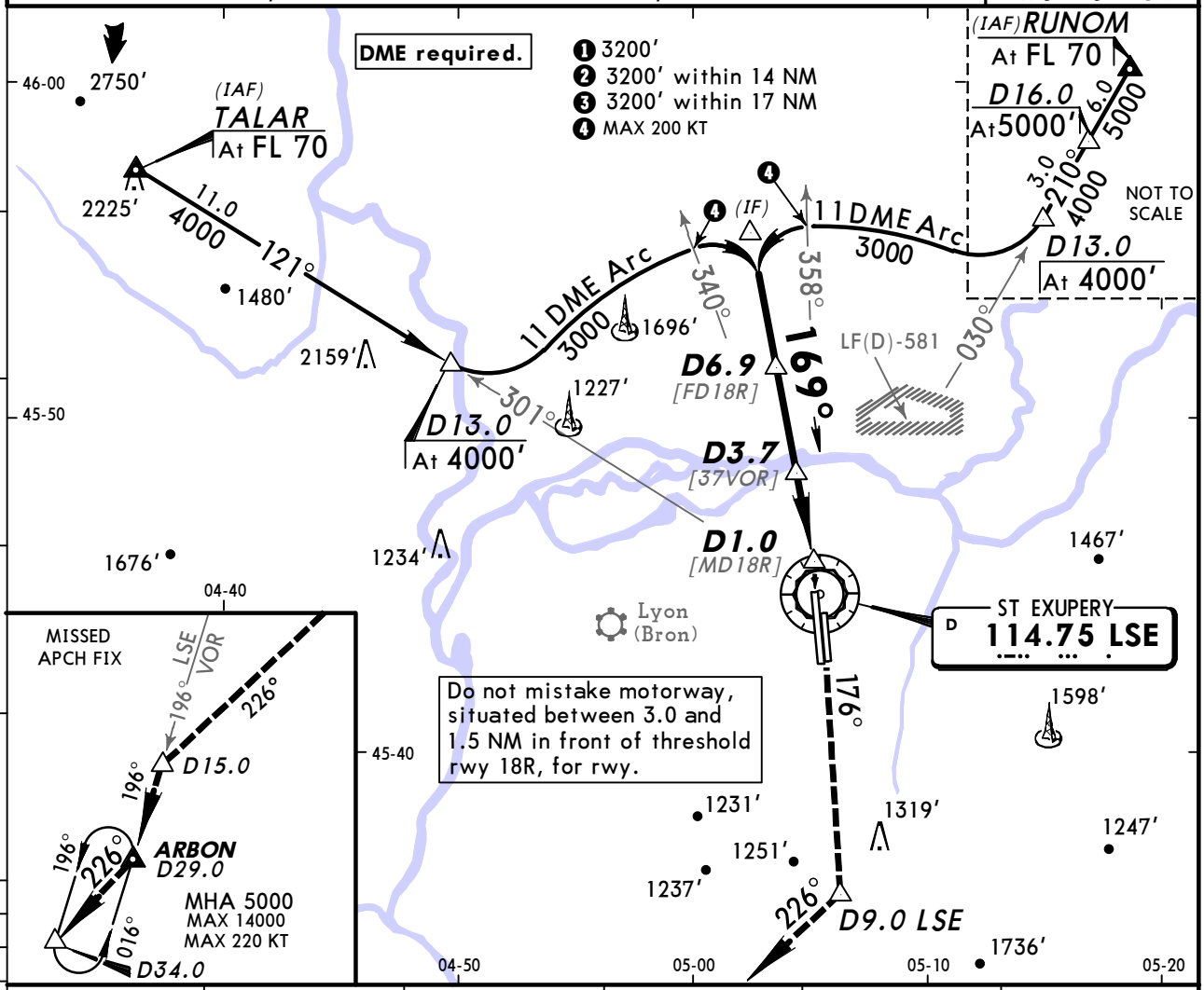
| ATIS | LYON Approach West Sector | LYON Approach East Sector | SAINT EX Tower | Ground |
|---|---|---|---|---|
| 126.17 | 136.07 | 125.8 | 120.45 | 121.82 |

| VOR | Final Apch Crs | Procedure Alt | DA/MDA(H) | Apt Elev / RWY |
|---|---|---|---|---|
| LSE 114.75 | 169° | D6.9 3000′ (2242′) | 1200′ (442′) | Apt Elev 821′ RWY 758′ |

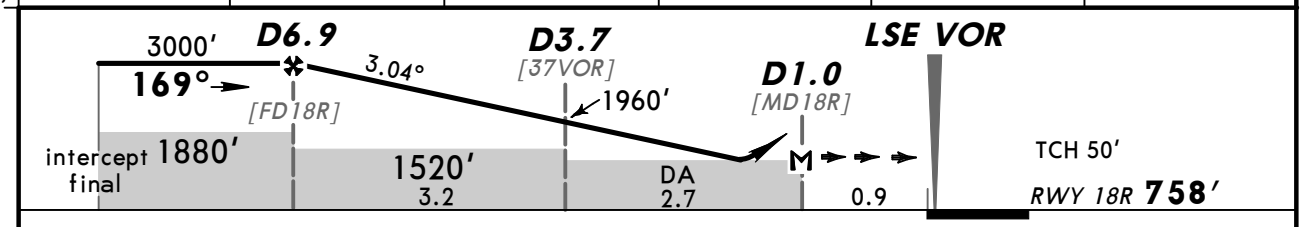
**MISSED APCH:** Climb on 169° to LSE VOR. Follow R-176 LSE to D9.0, then turn RIGHT onto 226° to intercept and follow R-196 LSE climbing to 5000′ to ARBON and hold.

Alt Set: hPa | Rwy Elev: 27 hPa | Trans level: By ATC | Trans alt: 5000′

MSA LSE VOR




| LSE DME | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|---|
| ALTITUDE | 2690′ | 2370′ | 2050′ | 1730′ | 1420′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.04° | 376 | 484 | 538 | 645 | 753 | 861 |
| MAP at D1.0 | | | | | | | |

PAPI-L | LSE 114.75 on 169°

**Standard** STRAIGHT-IN LANDING RWY **18R**

CDFA DA/MDA(H) ❶ **1200′ (442′)**

| | | |
|---|---|---|
| A | RVR 1500m | |
| B | | |
| C | RVR 2000m | |
| D | | |

CIRCLE-TO-LAND ❷

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 110 | 1300′ (542′) | 1500m |
| 135 | 1410′ (652′) | 1600m |
| 180 | 1580′ (822′) | 2400m |
| 205 | 1720′ (962′) | 3600m |

PANS OPS 4

❶ For add-on to the MDA(H), see ATC pages FRANCE.
❷ Circling height based on rwy 18R thresh elev of 758′.

*CHANGES:* Arrival via TALAR. Missed approach. ARBON holding.

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BRIEFING STRIP ™

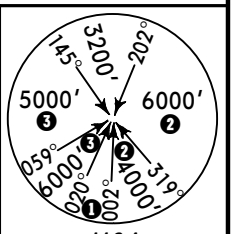
| ATIS | LYON Approach West Sector | LYON Approach East Sector | SAINT EX Tower | Ground |
|---|---|---|---|---|
| 126.17 | 136.07 | 125.8 | 120.45 | 121.82 |

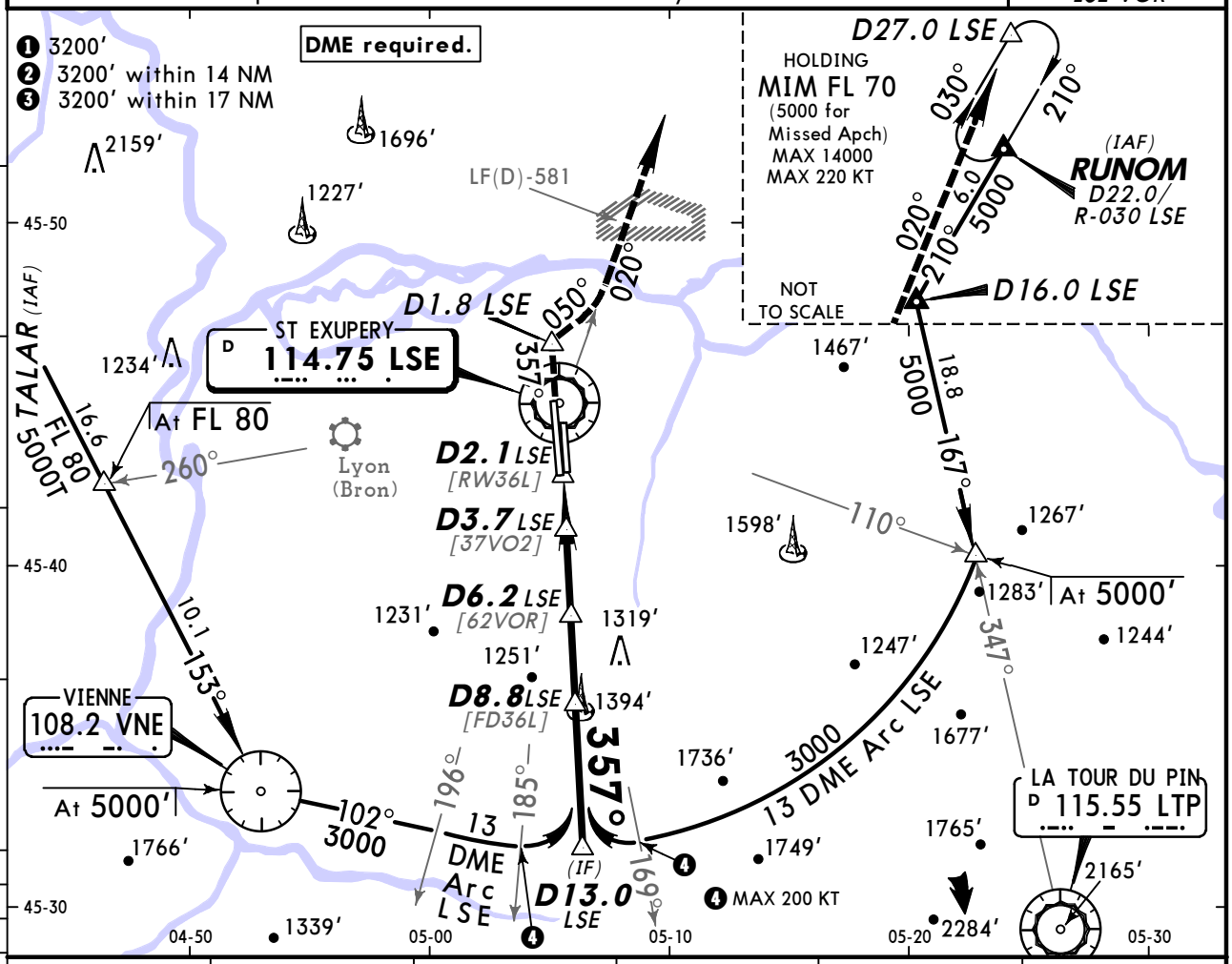
| VOR | Final Apch Crs | Procedure Alt | DA/MDA(H) | Apt Elev |
|---|---|---|---|---|
| LSE 114.75 | 357° | D8.8 LSE 3000′ (2179′) | 1260′ (439′) | 821′ |

**MISSED APCH:** Climb on R-357 LSE to D1.8 LSE, then turn RIGHT (MAX 185 KT) onto 050° to intercept and follow R-020 LSE climbing to 5000′. At D27.0 turn RIGHT to join holding at RUNOM.

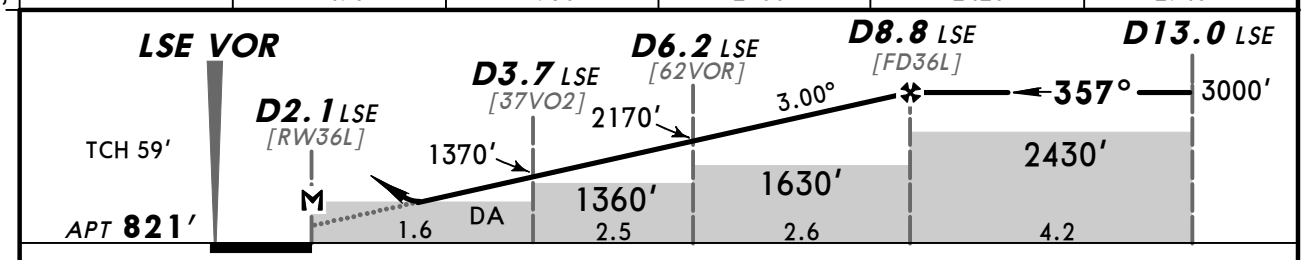
Alt Set: hPa | Apt Elev: 30 hPa | Trans level: By ATC | Trans alt: 5000′

MSA LSE VOR




| LSE DME | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 |
|---|---|---|---|---|---|
| ALTITUDE | 1470′ | 1790′ | 2100′ | 2420′ | 2740′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D2.1 LSE | | | | | | | |

HIALS-II
REIL

D1.8 LSE on LSE 114.75 R-357

**Standard** STRAIGHT-IN LANDING RWY **36L**

CDFA
DA/MDA(H) ❶ **1260′ (439′)**

| | | ALS out |
|---|---|---|
| A | RVR 1300m | RVR 1500m |
| B | | |
| C | | RVR 2000m |
| D | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 110 | 1300′ (479′) | 1500m |
| 135 | 1410′ (589′) | 1600m |
| 180 | 1570′ (749′) | 2400m |
| 205 | 1720′ (899′) | 3600m |

PANS OPS 4

❶ For add-on to the MDA(H), see ATC pages FRANCE.

*CHANGES:* Arrival via TALAR.

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BRIEFING STRIP ™

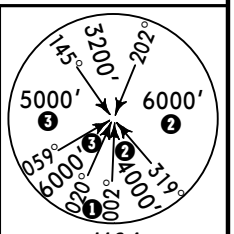
| ATIS | LYON Approach West Sector | LYON Approach East Sector | SAINT EX Tower | Ground |
|---|---|---|---|---|
| 126.17 | 136.07 | 125.8 | 120.45 | 121.82 |

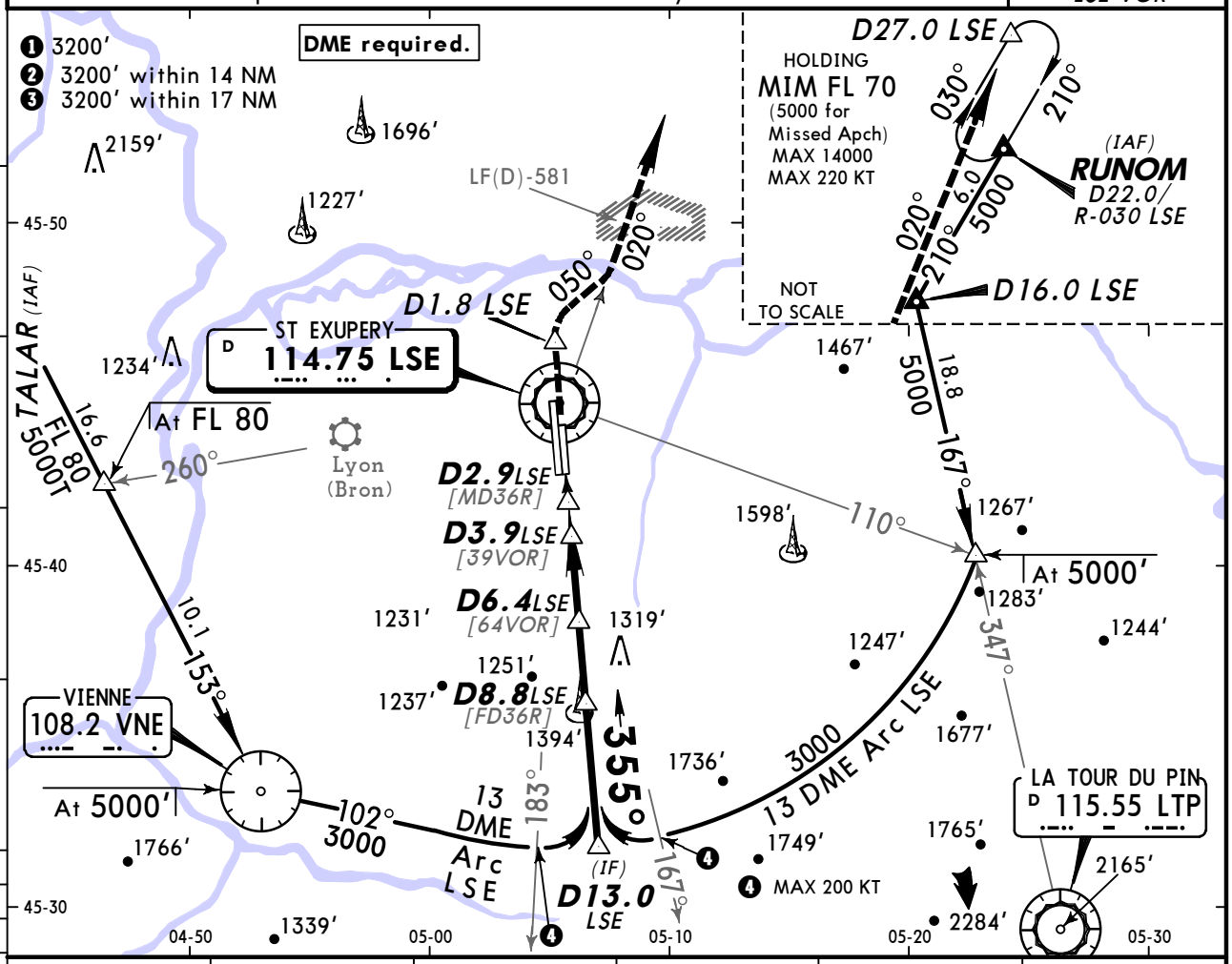
| VOR | Final Apch Crs | Procedure Alt | DA/MDA(H) | Apt Elev |
|---|---|---|---|---|
| LSE 114.75 | 355° | D8.8 LSE 3000′ (2179′) | 1260′ (439′) | 821′ |

**MISSED APCH:** Climb STRAIGHT AHEAD to D1.8 LSE, then turn RIGHT (MAX 185 KT) onto 050° to intercept and follow R-020 LSE climbing to 5000′. At D27.0 LSE turn RIGHT to join RUNOM holding.

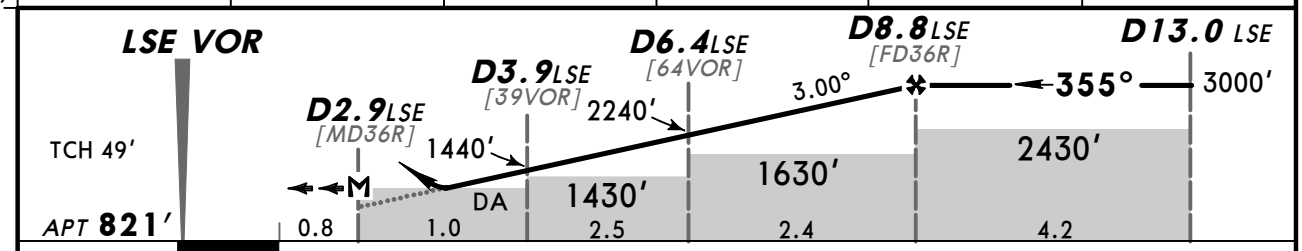
Alt Set: hPa | Apt Elev: 30 hPa | Trans level: By ATC | Trans alt: 5000′

MSA LSE VOR




| LSE DME | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 |
|---|---|---|---|---|---|
| ALTITUDE | 1480′ | 1790′ | 2110′ | 2430′ | 2750′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D2.9 LSE | | | | | | | |

HIALS-II
REIL

D1.8 LSE | 050° RT | 185 KT MAX

**Standard** STRAIGHT-IN LANDING RWY **36R**

CDFA

DA/MDA(H) ❶ **1260′** (439′)

| | | ALS out |
|---|---|---|
| A | RVR 1300m | RVR 1500m |
| B | | |
| C | | RVR 2000m |
| D | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 110 | 1300′ (479′) | 1500m |
| 135 | 1410′ (589′) | 1600m |
| 180 | 1570′ (749′) | 2400m |
| 205 | 1720′ (899′) | 3600m |

❶ For add-on to the MDA(H), see ATC pages FRANCE.

PANS OPS 4

*CHANGES:* Arrival via TALAR.

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## Chart changes since cycle 07-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|---|---|---|---|---|

**LYON, (SAINT EXUPERY - LFLL)**

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# TERMINAL CHART CHANGE NOTICES

## Chart Change Notices for Airport LFLL

**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** Immediately
**End Date:** Until Further Notice

For temp STARs and CDAs refer to temp charts and latest NOTAMs.