(c) JEPPESEN SANDERSON, INC., 2014, ALL RIGHTS RESERVED

List of pages in this Trip Kit

Trip Kit Index
Airport Information For LFLL
Terminal Charts For LFLL
Revision Letter For Cycle 13-2014
Change Notices
Notebook

(c) JEPPESEN SANDERSON, INC., 2014, ALL RIGHTS RESERVED

General Information

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

Airport Use: Public
Magnetic Variation: 1.0°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: 0350 Z
Sunset: 1933 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

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

(c) JEPPESEN SANDERSON, INC., 2014, ALL RIGHTS RESERVED

Communication Information

ATIS 126.175
Saint Ex Tower Tower 132.0 Secondary
Saint Ex Tower Tower 120.45
Saint Ex Preflight Tower 121.65
Saint Ex Ground Tower 121.825
Lyon Approach Control 133.15
Lyon Approach Control 125.425
Lyon Approach Control 136.075
Lyon Approach Control 132.0 Secondary
Lyon Approach Control 125.8
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 10NM 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 (04.82.90.92.75) 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.

© JEPPESEN, 2008, 2014. ALL RIGHTS RESERVED.

1. GENERAL

1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.3.1. USE OF MODE S TRANSPONDER ON THE GROUND

1.3.1.1. GENERAL

The system using Mode S transponder improves the accuracy and the reliability of the ground movement monitoring system.

1.3.1.2. ACFT EQUIPPED WITH MODE S TRANSPONDER

ACFT operators shall ensure that the ACFT Mode S transponder is operational.

For outbound taxiing ACFT:
Before any move (push-back or taxiing):

- Using the FMS or the transponder control unit enter:
  - the flight identification as specified in item 7 of the ICAO flight plan (ex.: BAW362, DLH04T, AF651PQ..);
  - in the absence of flight identification, the ACFT registration (ex.: FHJCR).
- Select XPNDR or its equivalent (with respect to the installed model).
- Select AUTO mode if the function is available (do not select the OFF or STDBY functions).
- Display the Mode A code assigned by ATC unit.

For inbound taxiing ACFT:
After landing and until stopping at the parking stand:

- Maintain the last mode A code assigned by ATC unit.
- Select XPNDR or its equivalent (with respect to the installed model).
- Select AUTO mode if the function is available (do not select the OFF or STDBY functions).

For moving ACFT:
During towing, autonomous change of parking stand..:

- Select XPNDR or its equivalent (with respect to the installed model).
- Select AUTO mode if the function is available (do not select the OFF or STDBY functions).
- Display Mode A code 0000.

1.3.1.3. ACFT NOT EQUIPPED WITH MODE S TRANSPONDER OR WITH AN UNSERVICEABLE MODE S TRANSPONDER

The pilot of an ACFT not equipped with a Mode S transponder, or equipped with an unserviceable Mode S transponder, moving on the movement area, shall display the Mode A code assigned by the ATC unit, or if none assigned the code = 0000, while stopping the Mode C diffusion as long as the ACFT is not on the RWY (landing or taking off) by setting the mode selector on the appropriate function.

NOTE: Most of the transponders non-equipped with Mode S identity this position "ON", the position "ALT" is those applied for Mode C.

© JEPPESEN, 2008, 2014. ALL RIGHTS RESERVED.

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.

TWYs TL and TM MAX wingspan 262'/80m.

TWY TJ MAX wingspan 240'/73m.

TWYs TC and TD MAX wingspan 213'/65m.

TWYs TA and TB MAX wingspan 118'/36m.

TWYs K1, K3, TN1, TN2 and TN3 MAX wingspan 95'/29m.

TWY TG MAX wingspan 79'/24m.

1.5. PARKING INFORMATION

On stands A21 thru A29, A32 thru B16, B61 thru D27, J11 thru J41, K52, K54, L11 thru M11 and M13 push-back required.

1.6. OTHER INFORMATION

180° turn prohibited on RWYs for ACFT exceeding wingspan of 118'/36m.

RWYs 36L and 36R right-hand circuit.

Wildlife strike hazard.

© JEPPESEN, 2008, 2014. ALL RIGHTS RESERVED.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Airspeeds on approach are managed by ATC.

At the latest in the beginning of final approach, crews must expect to maintain 160 KT until 5NM to threshold.

If airspeed restrictions are not necessary, it will be clearly indicated by ATC: "No airspeed restriction."

2.2. 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.

2.3. CAT II/III OPERATIONS

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

2.4. RWY OPERATIONS

RWY 18L/36R preferred for landing.

If RWY 18R is in use for landing, the RNAV (GNSS) RWY 18R is the preferred approach procedure and will be announced on ATIS. ACFT unable to perform this approach shall notify ATC on first contact with LYON Approach.

2.5. TAXI PROCEDURES

ILS CAT II/III landing traffic exit RWY 36L via TWYs A3 or A4 and RWY 36R via TWYs B3 or B4.

Outside LVP conditions, leave RWY 18L/36R quickly via the first HST available.

After clearing RWY 18R/36L, ACFT wait for SAINT EX Ground instructions prior to entering TWY T.

When not in LVP, aircrews are asked to taxi to the holding point located 90m from RWY axis without asking ATC clearance.

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

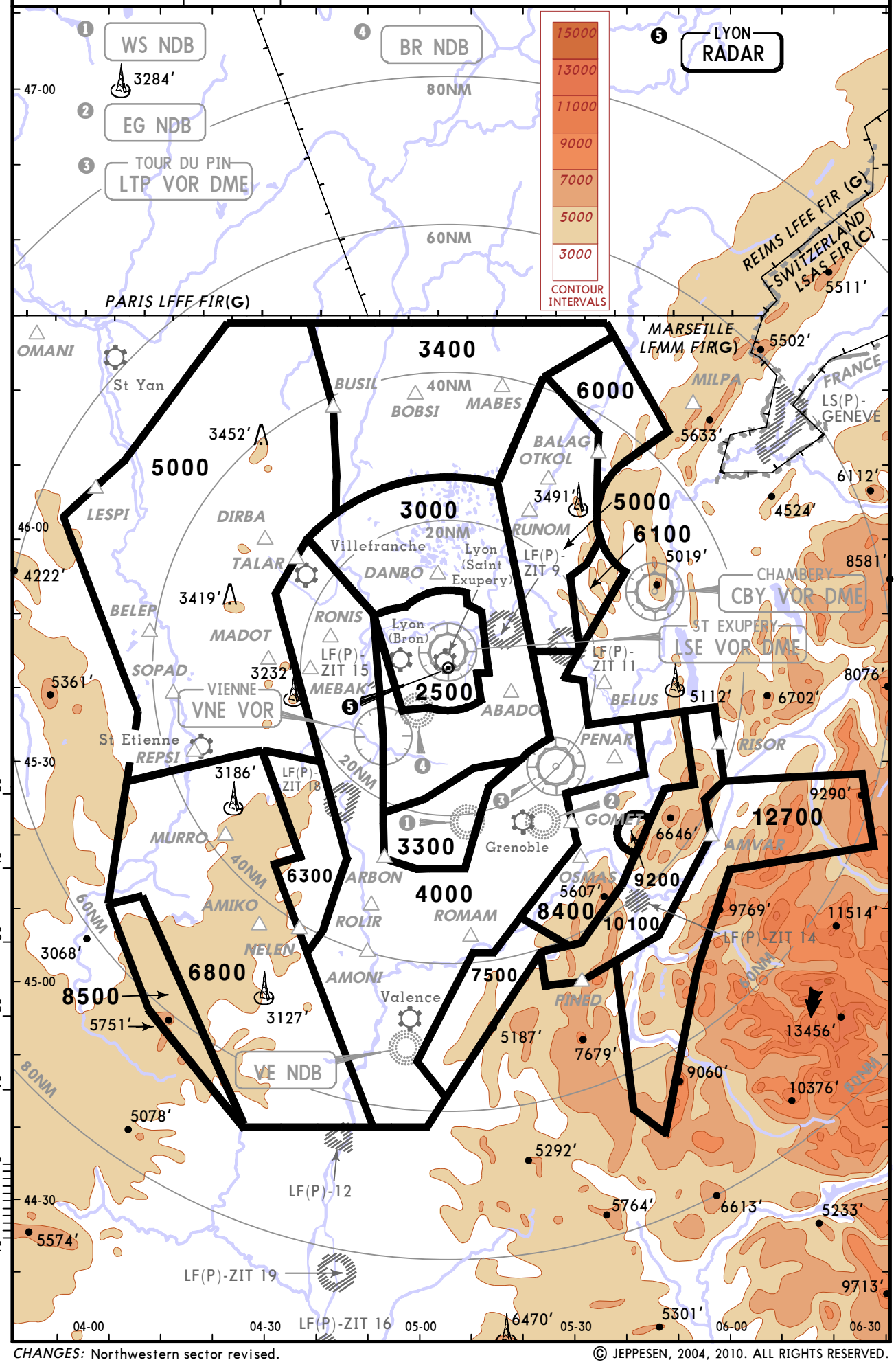
3.4.1. DATALINK DEPARTURE CLEARANCE (DCL)

The following time parameters apply:

ti 10 min before start-up time;
tt 3 min before start-up time;
t1 10 min.

© JEPPESEN, 2014. ALL RIGHTS RESERVED.

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



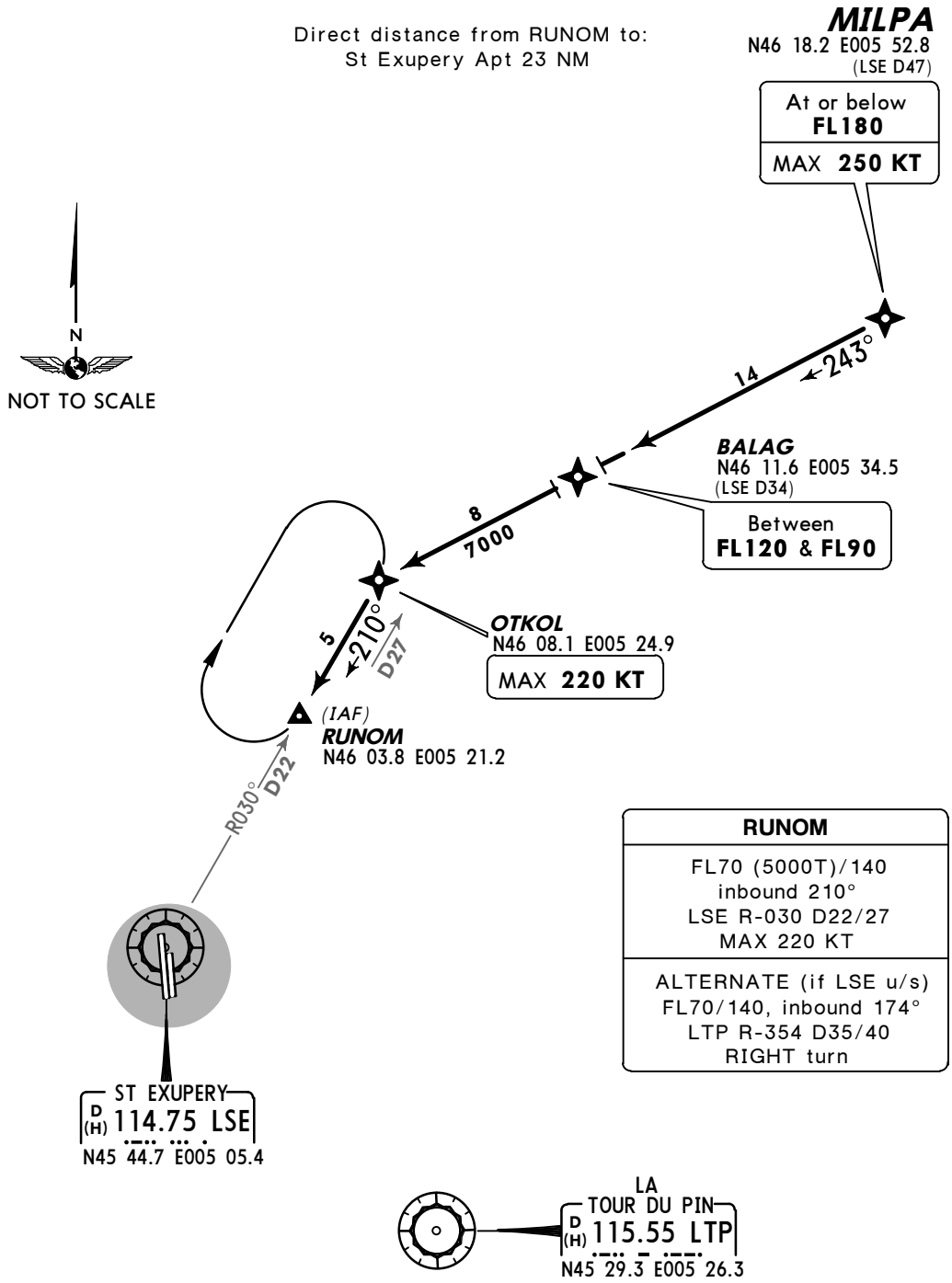
CHANGES: Northwestern sector revised.

© JEPPESEN, 2004, 2010. ALL RIGHTS RESERVED.

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

MILPA 3N *[MILP3N]*
RWYS 36L/R RNAV ARRIVAL

MILPA 3S *[MILP3S]*
RWYS 18L/R RNAV ARRIVAL

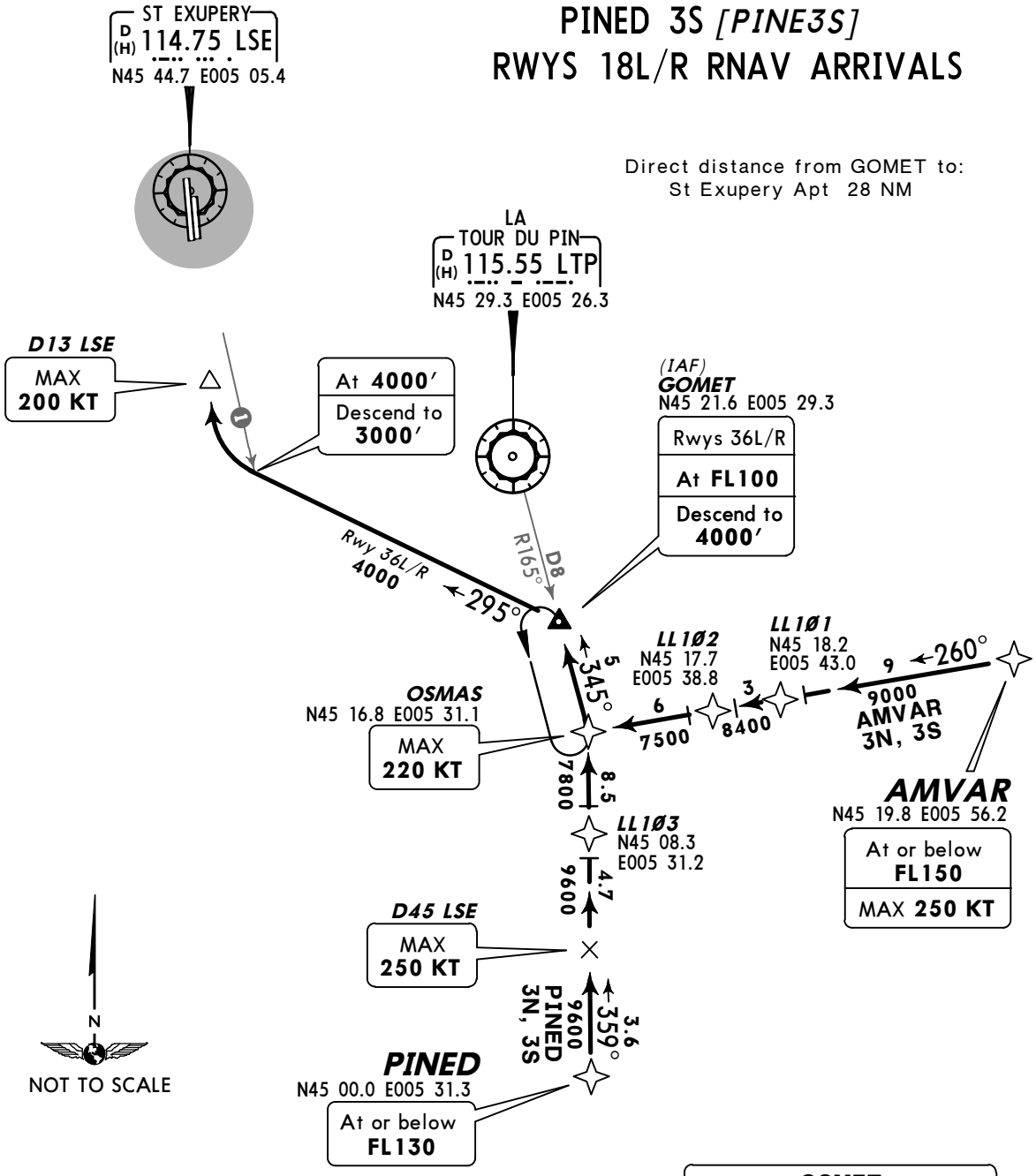


© JEPPESEN, 2003, 2013. ALL RIGHTS RESERVED.

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

AMVAR 3N *[AMVA3N]*
PINED 3N *[PINE3N]*
RWYS 36L/R RNAV ARRIVALS

AMVAR 3S *[AMVA3S]*
PINED 3S *[PINE3S]*
RWYS 18L/R RNAV ARRIVALS



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

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

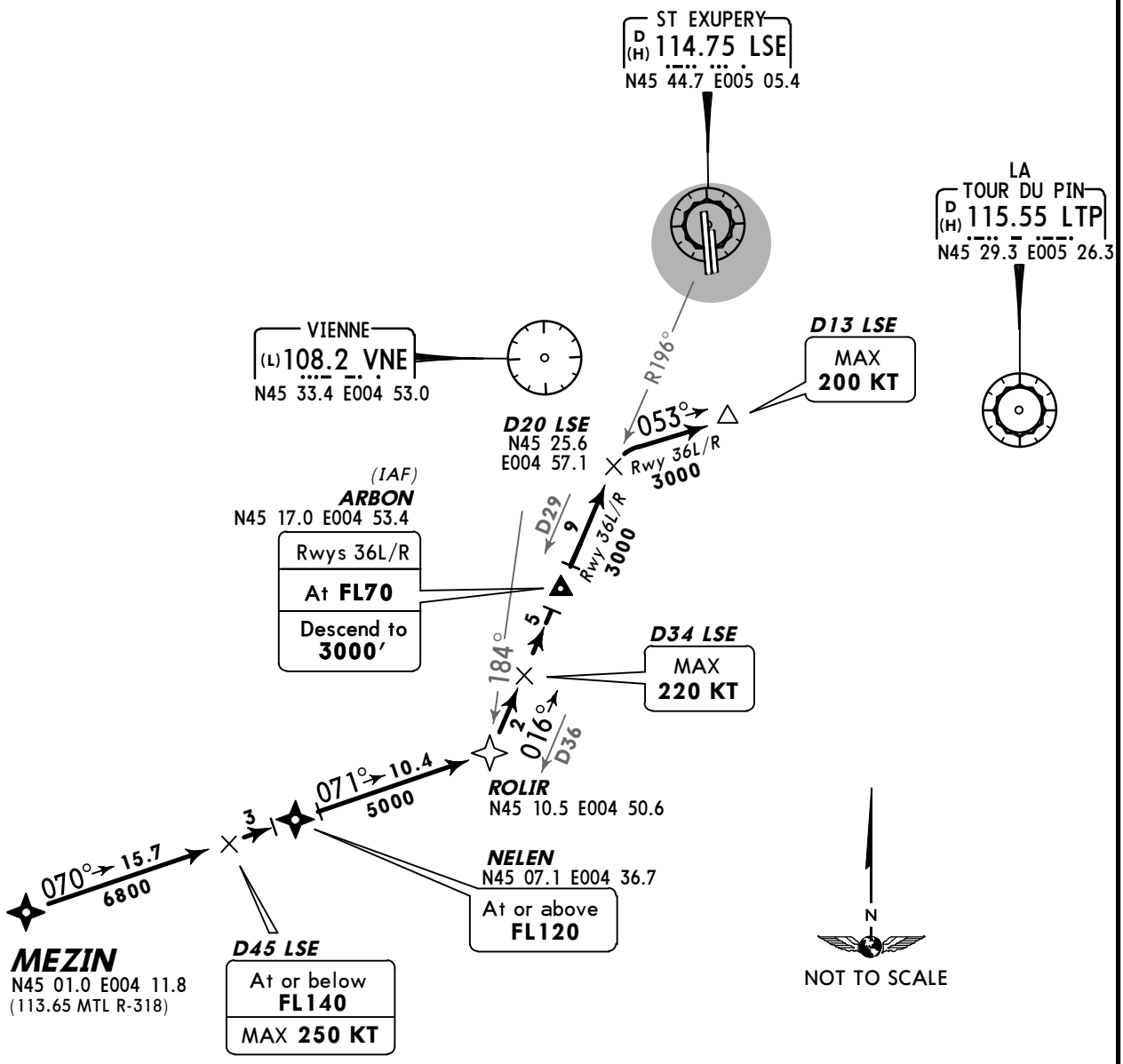
CHANGES: RNAV STARs redesignated.

© JEPPESEN, 2003, 2013. ALL RIGHTS RESERVED.

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

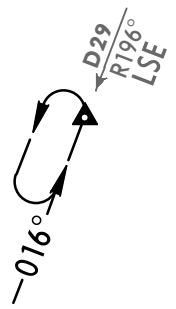
MEZIN 3D *[MEZI3D]*
RWYS 18L/R RNAV ARRIVAL

MEZIN 3E *[MEZI3E]*
RWYS 36L/R RNAV ARRIVAL



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

HOLDING OVER ARBON



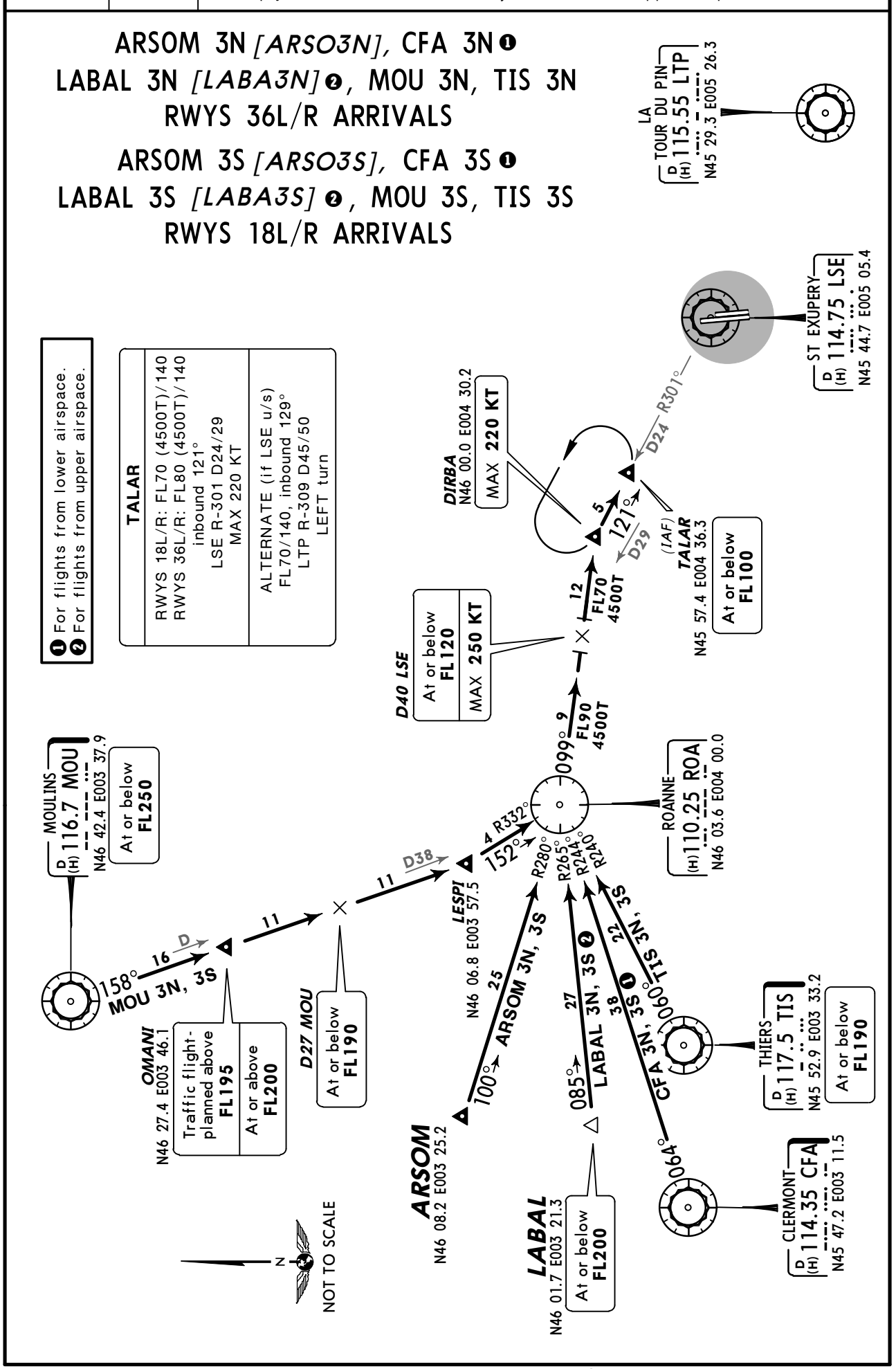
CHANGES: RNAV STARs redesignated.

© JEPPESEN, 2004, 2013. ALL RIGHTS RESERVED.

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.

ARSOM 3N *[ARSO3N]*, CFA 3N ❶
LABAL 3N *[LABA3N]* ❷, MOU 3N, TIS 3N
RWYS 36L/R ARRIVALS

ARSOM 3S *[ARSO3S]*, CFA 3S ❶
LABAL 3S *[LABA3S]* ❷, MOU 3S, TIS 3S
RWYS 18L/R ARRIVALS

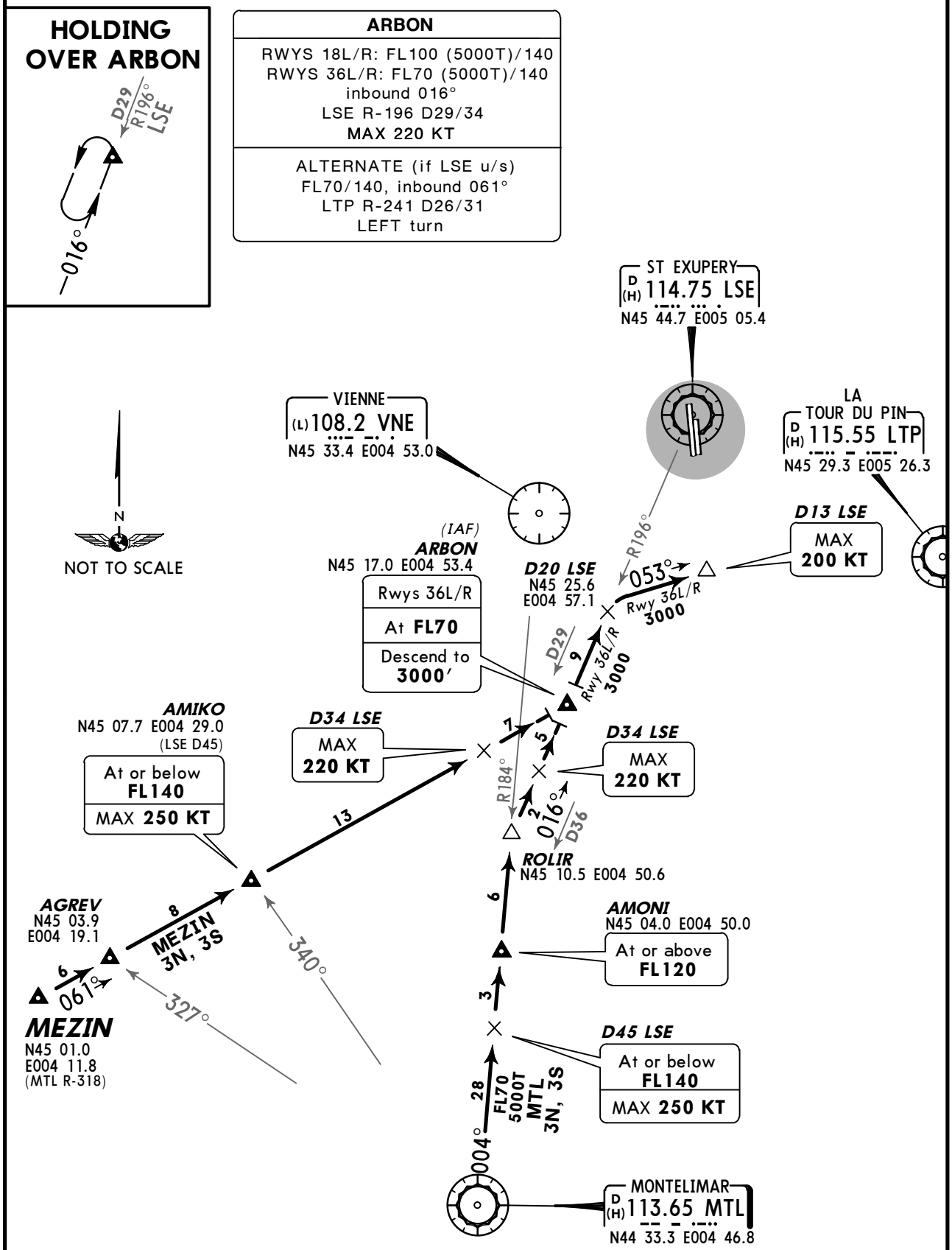


© JEPPESEN, 2004, 2013. ALL RIGHTS RESERVED.

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

MEZIN 3N *[MEZI3N]*
MTL 3N
RWYS 36L/R ARRIVAL

MEZIN 3S *[MEZI3S]*
MTL 3S
RWYS 18L/R ARRIVAL

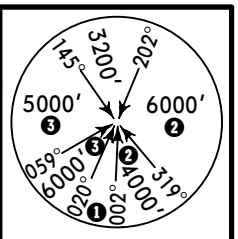


CHANGES: STARs redesignated.

© JEPPESEN, 2006, 2013. ALL RIGHTS RESERVED.

ATIS	Apt Elev	
126.17	821′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

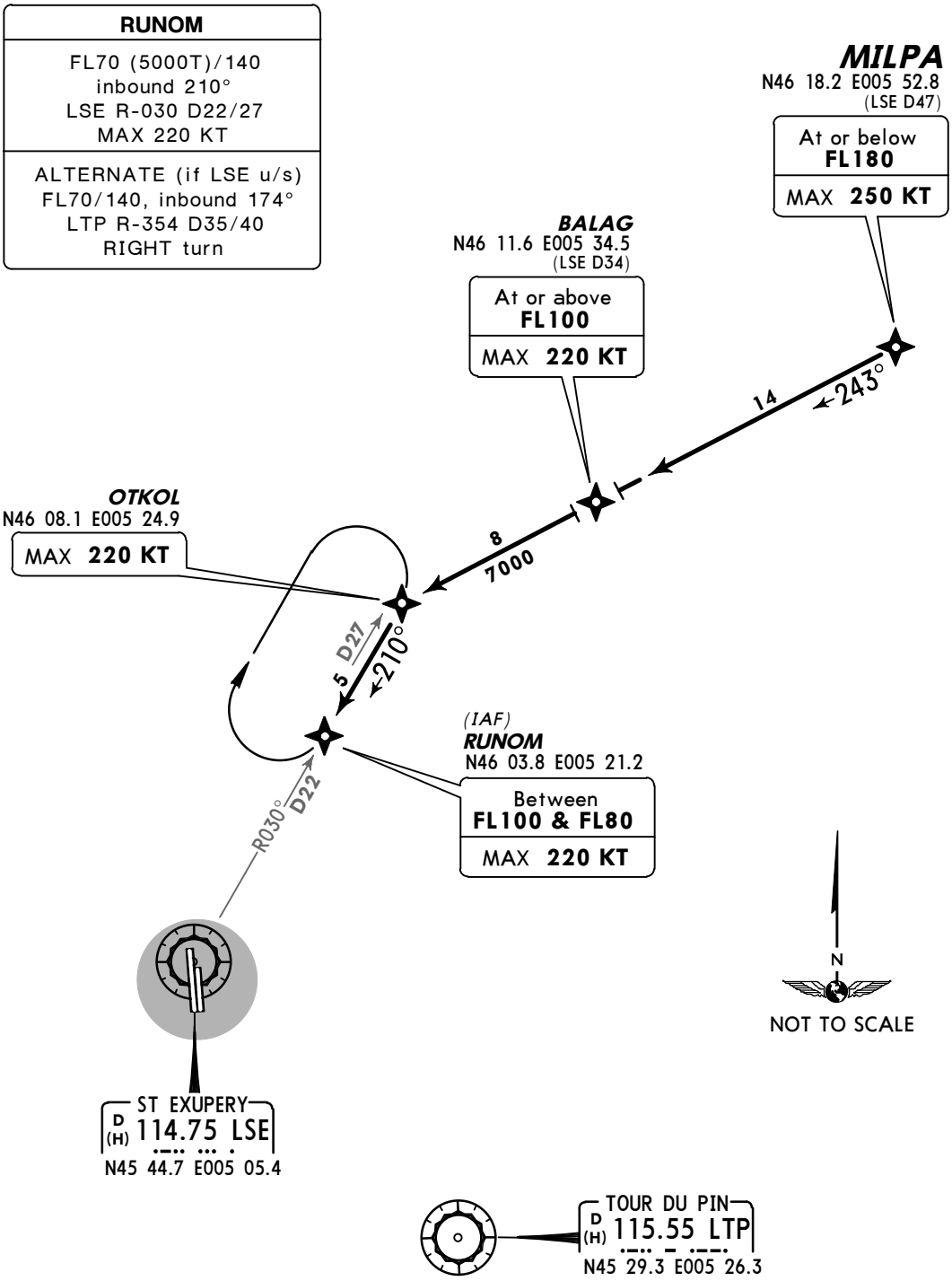
MILPA 1C *[MILP1C]*
RNAV ARRIVAL



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

TEMPORARY PROCEDURE
REFER ALSO TO LATEST NOTAMS

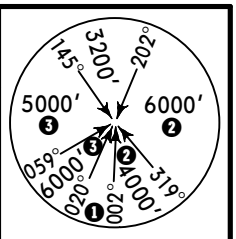
RUNOM
FL70 (5000T)/140 inbound 210° LSE R-030 D22/27 MAX 220 KT
ALTERNATE (if LSE u/s) FL70/140, inbound 174° LTP R-354 D35/40 RIGHT turn



CHANGES: Speed limit at OTKOL.

© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

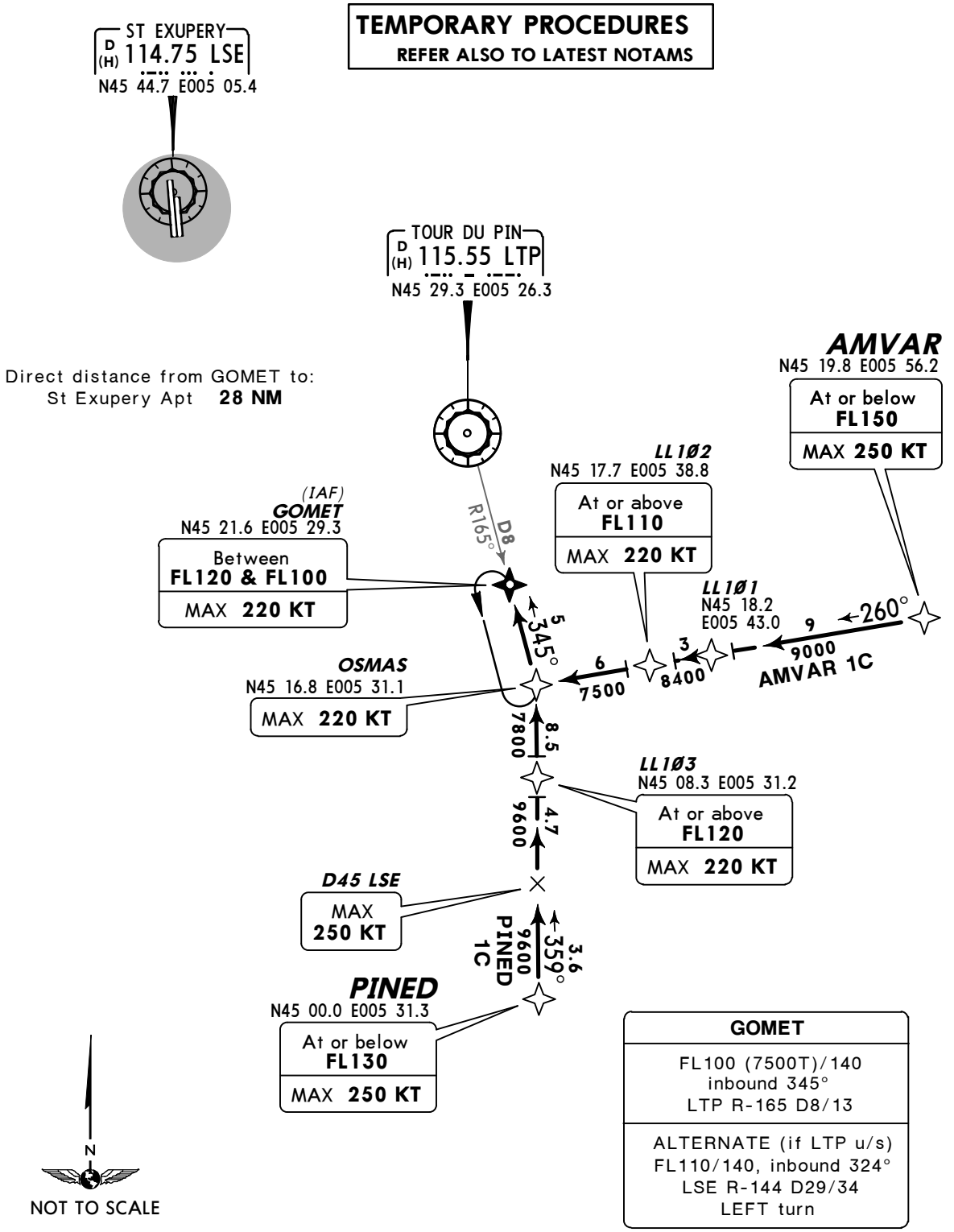
ATIS	Apt Elev	
126.17	821′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′



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 inbound 345° LTP R-165 D8/13
ALTERNATE (if LTP u/s) FL110/140, inbound 324° LSE R-144 D29/34 LEFT turn

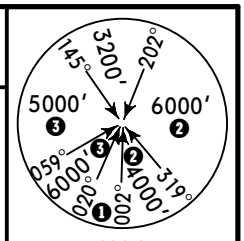
CHANGES: Speed limit at OSMAS & PINED.

© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

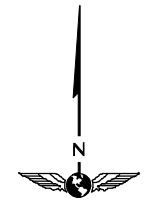
ATIS	Apt Elev	
126.17	821′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

MEZIN 1C *[MEZI1C]*
RNAV ARRIVAL

MTL 1C
ARRIVAL

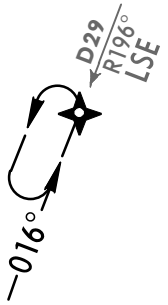


❶ 3200′
❷ 3200′ within 14 NM
❸ 3200′ within 17 NM



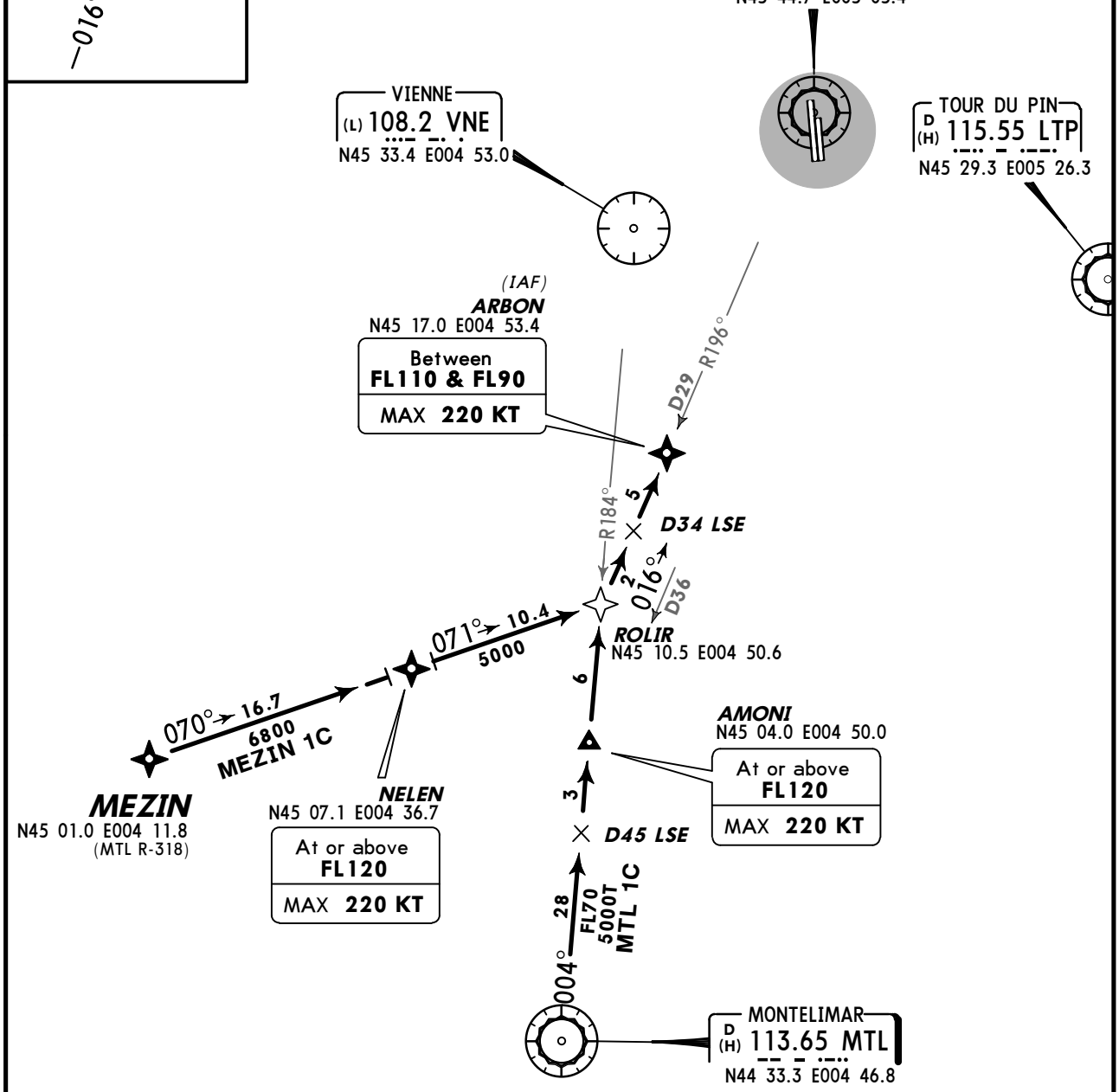
NOT TO SCALE

HOLDING OVER ARBON



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

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

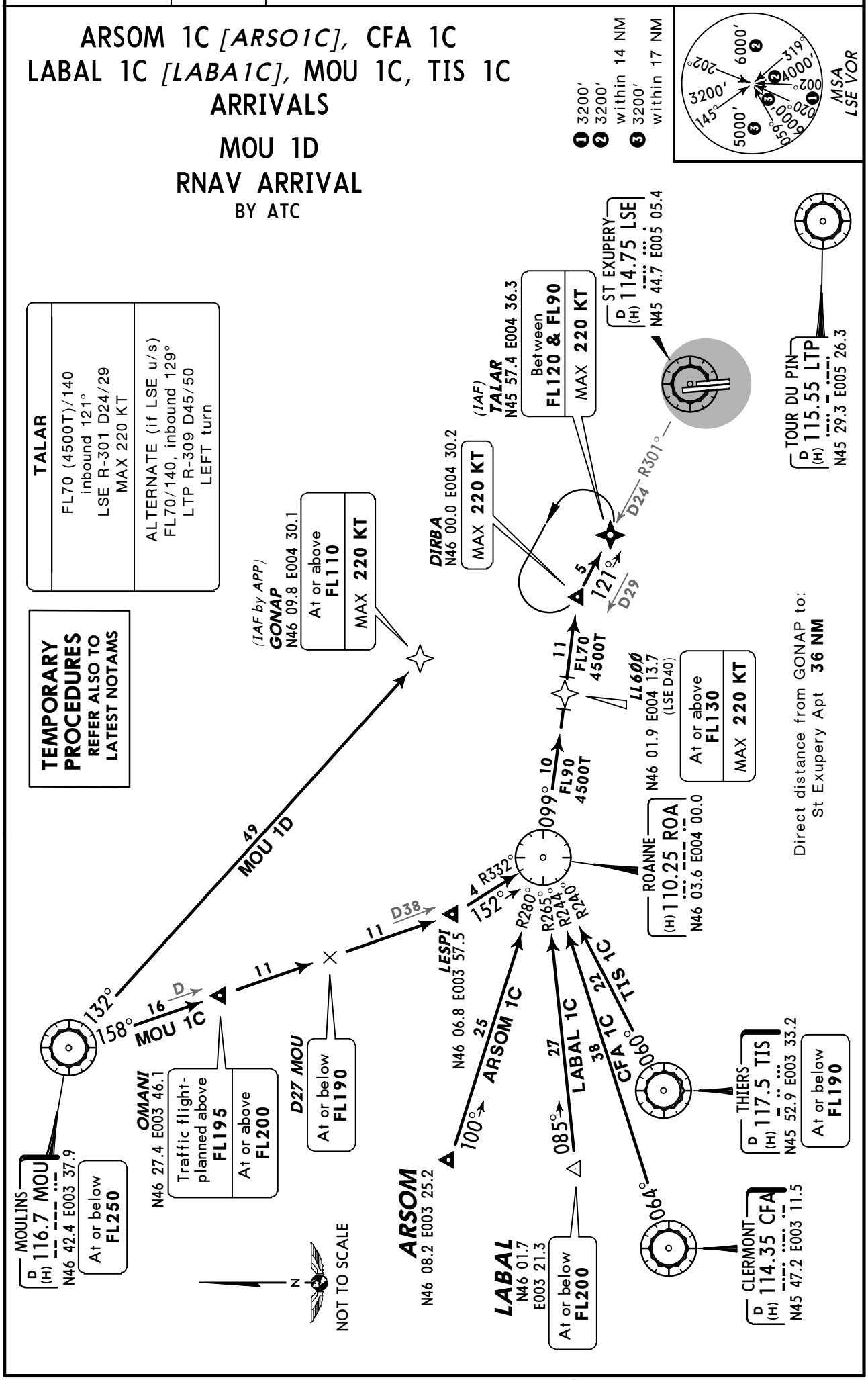


© JEPPESEN, 2010. ALL RIGHTS RESERVED.

ATIS	Apt Elev	
126.17	821′	Alt Set: hPa 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

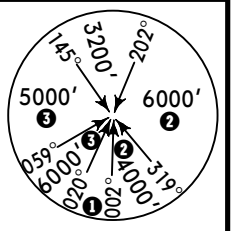


© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

ATIS	Apt Elev	
126.17	821′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 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)

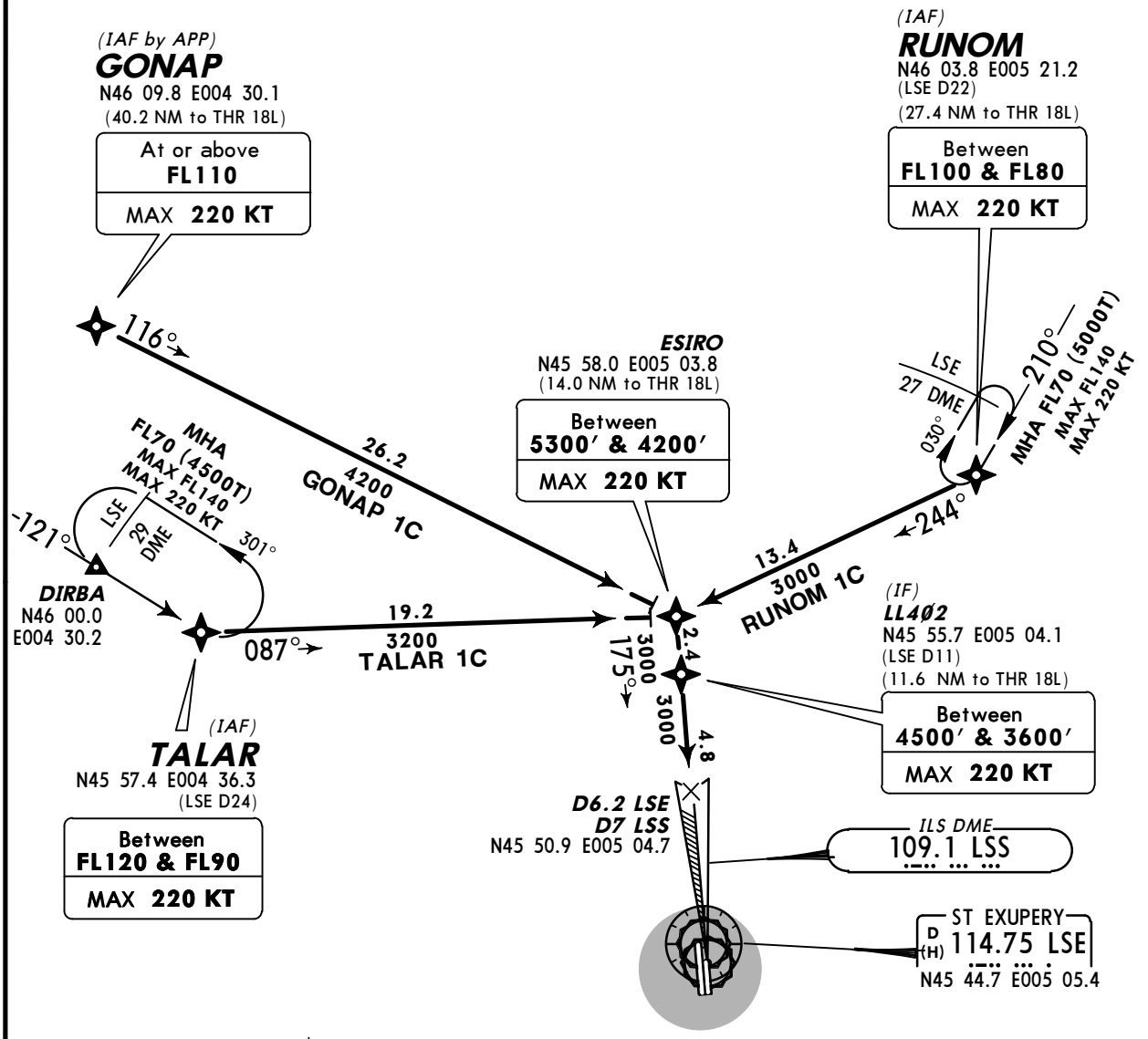
RNAV 1 (GNSS OR DME/DME)
WITH RADAR CONTROL
TO ILS OR LOC RWY 18L
USABLE BETWEEN 2000-0500LT



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



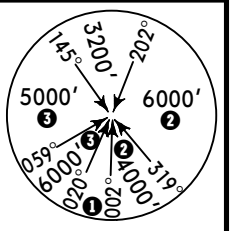
CHANGES: Holding over TALAR MHA revised.

© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

ATIS	Apt Elev	
126.17	821′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 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)

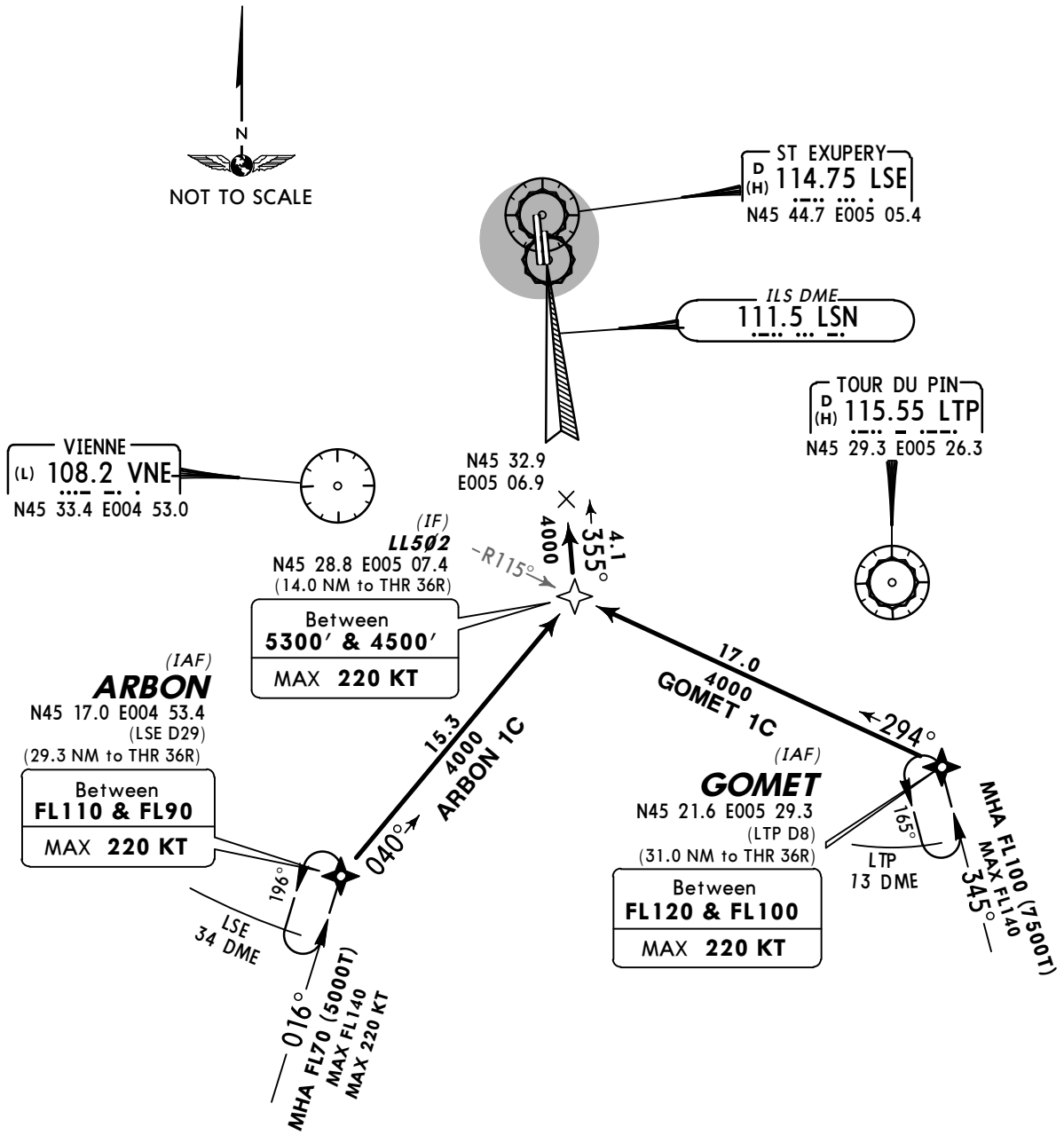
RNAV 1 (GNSS OR DME/DME)
WITH RADAR CONTROL
TO ILS Y OR LOC Y RWY 36R
USABLE BETWEEN 2000-0500LT



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

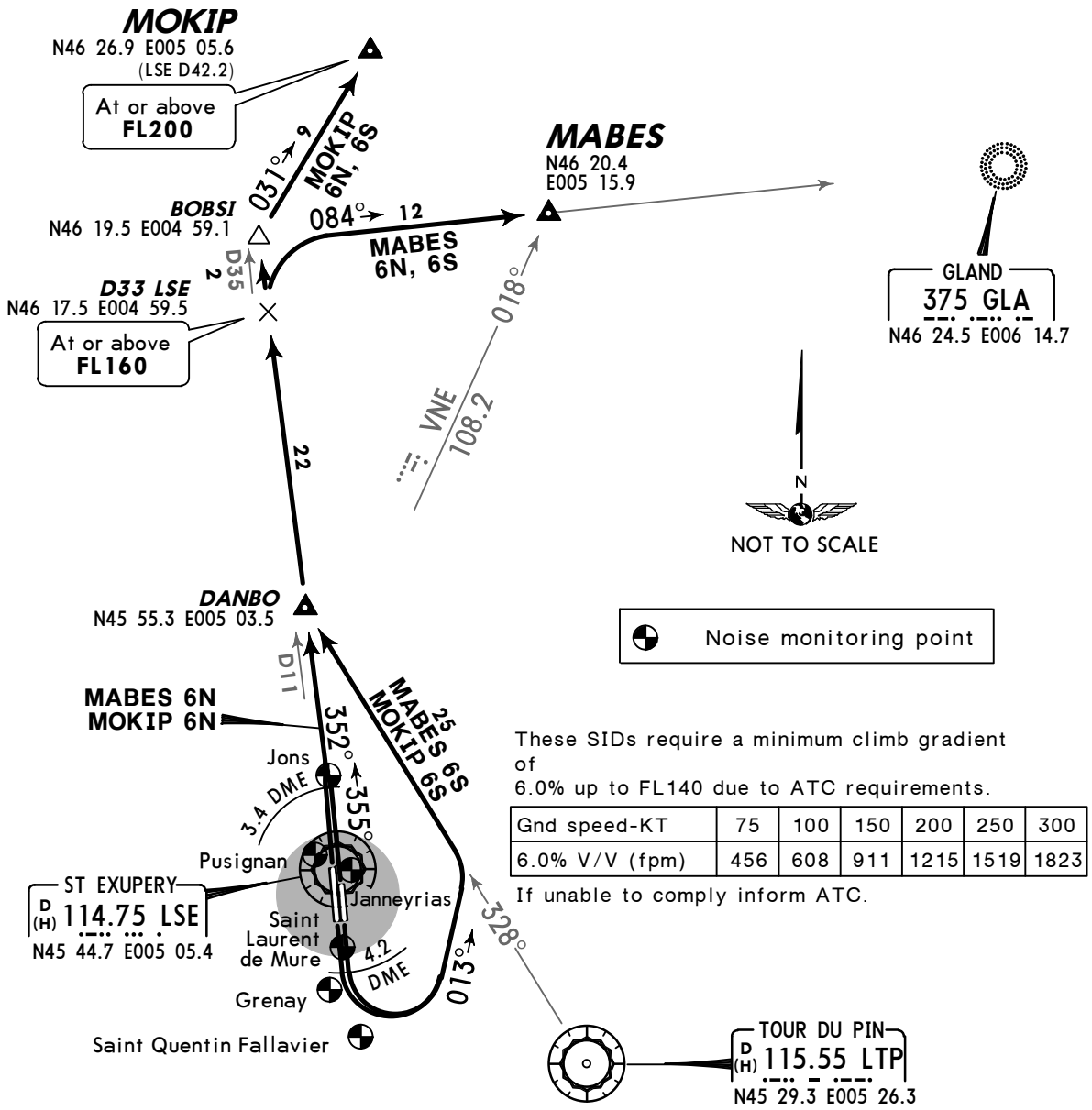


© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

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

MABES 6N *[MABE6N]*, MABES 6S *[MABE6S]*
MOKIP 6N *[MOKI6N]*, MOKIP 6S *[MOKI6S]*
RWYS 36L/R, 18L/R DEPARTURES

SPEED: MAX 250 KT PRIOR TO TRANSFER TO ACC



These SIDs require a minimum climb gradient of
6.0% up to FL140 due to ATC requirements.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

If unable to comply inform ATC.

MABES 6N, MOKIP 6N: Initial climb clearance **FL140**
MABES 6S, MOKIP 6S: Initial climb clearance **FL100**

SID	RWY	ROUTING
MABES 6N ❶❷	**36L/R**	Climb on 355° track to LSE 3.4 DME, intercept LSE R-352 towards BOBSI, at D33 LSE turn RIGHT, intercept 084° bearing towards GLA to MABES.
MABES 6S ❶❷	**18L/R**	Climb to LSE 4.2 DME, turn LEFT, 013° track, intercept LTP R-328 to DANBO, turn RIGHT, intercept LSE R-352 to D33 LSE, turn RIGHT, intercept 084° bearing towards GLA to MABES.
MOKIP 6N ❸	**36L/R**	Climb on 355° track to LSE 3.4 DME, intercept LSE R-352 to BOBSI, turn RIGHT, 031° track to MOKIP.
MOKIP 6S ❸	**18L/R**	Climb to LSE 4.2 DME, turn LEFT, 013° track, intercept LTP R-328 to DANBO, turn RIGHT, intercept LSE R-352 to BOBSI, turn RIGHT, 031° track to MOKIP.

❶ 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.
❷ For departures via airway UL-47.
❸ For flights into upper airspace with destination LFPG, LFPC, LFPB, LFPT & LFOB.

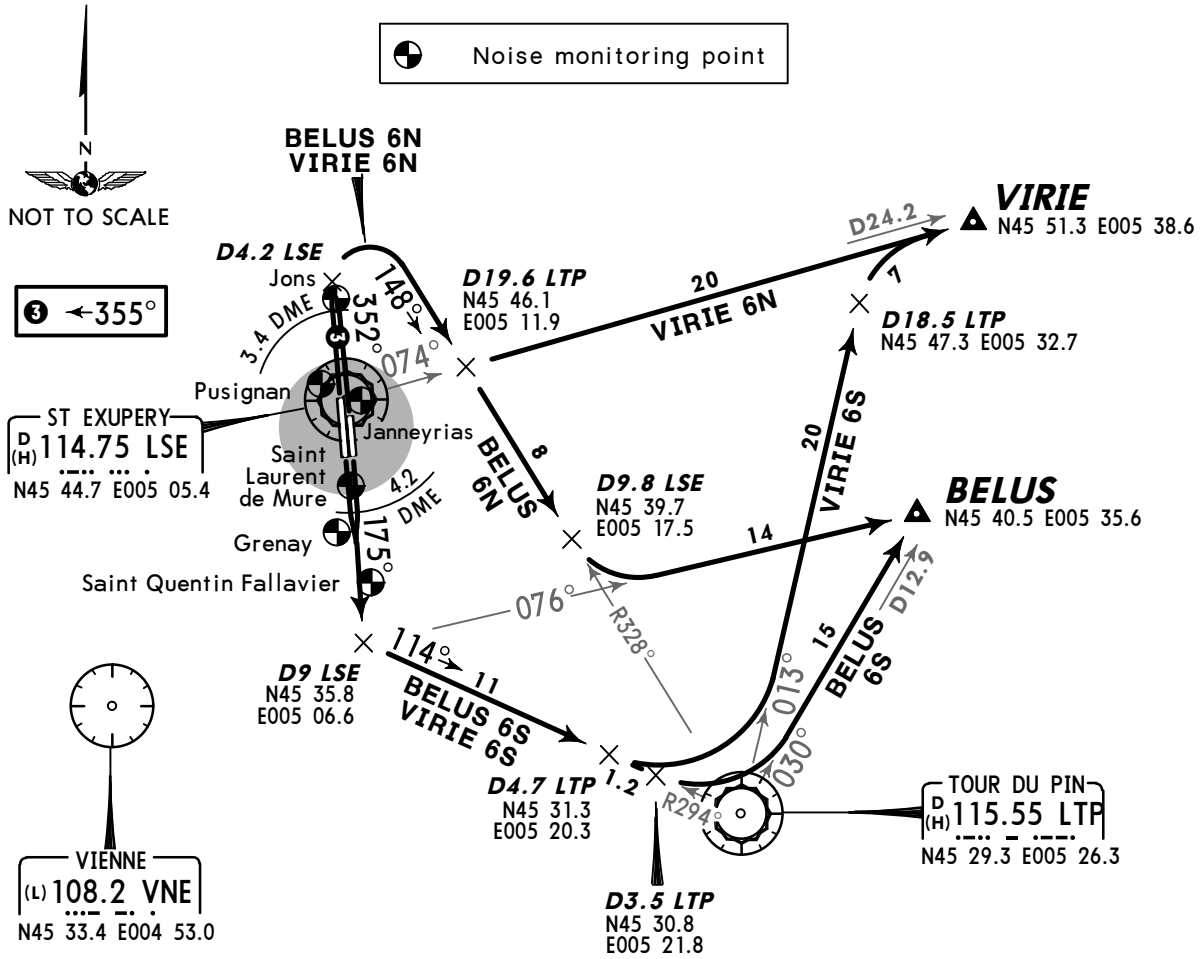
CHANGES: SIDs renumbered.

© JEPPESEN, 2003, 2014. ALL RIGHTS RESERVED.

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

BELUS 6N *[BELU6N]*, BELUS 6S *[BELU6S]*
VIRIE 6N *[VIRI6N]*, VIRIE 6S *[VIRI6S]*
RWYS 36L/R, 18L/R DEPARTURES

SPEED: MAX 250 KT PRIOR TO TRANSFER TO ACC



These SIDs require minimum climb gradients of

BELUS 6N
8.0% up to FL100 due to ATC requirements.

BELUS 6S, VIRIE 6S
6.0% up to FL80 due to ATC requirements.

VIRIE 6N
8.0% up to FL80 due to ATC requirements.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

If unable to comply inform ATC.

BELUS 6N: Initial climb clearance **FL100**
BELUS 6S, VIRIE 6N, 6S: Initial climb clearance **FL80**

SID	RWY	ROUTING
BELUS 6N ❶	**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 D9.8 LSE, turn LEFT, intercept VNE R-076 to BELUS.
BELUS 6S ❶	**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 6N ❷	**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 D19.6 LTP, turn LEFT, intercept LSE R-074 to VIRIE.
VIRIE 6S ❷	**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.

❶ For destinations within Geneva TMA & non-RNAV transits in Geneva TMA. At or below FL120.
❷ For destinations within Chambery TMA. At or below FL80.

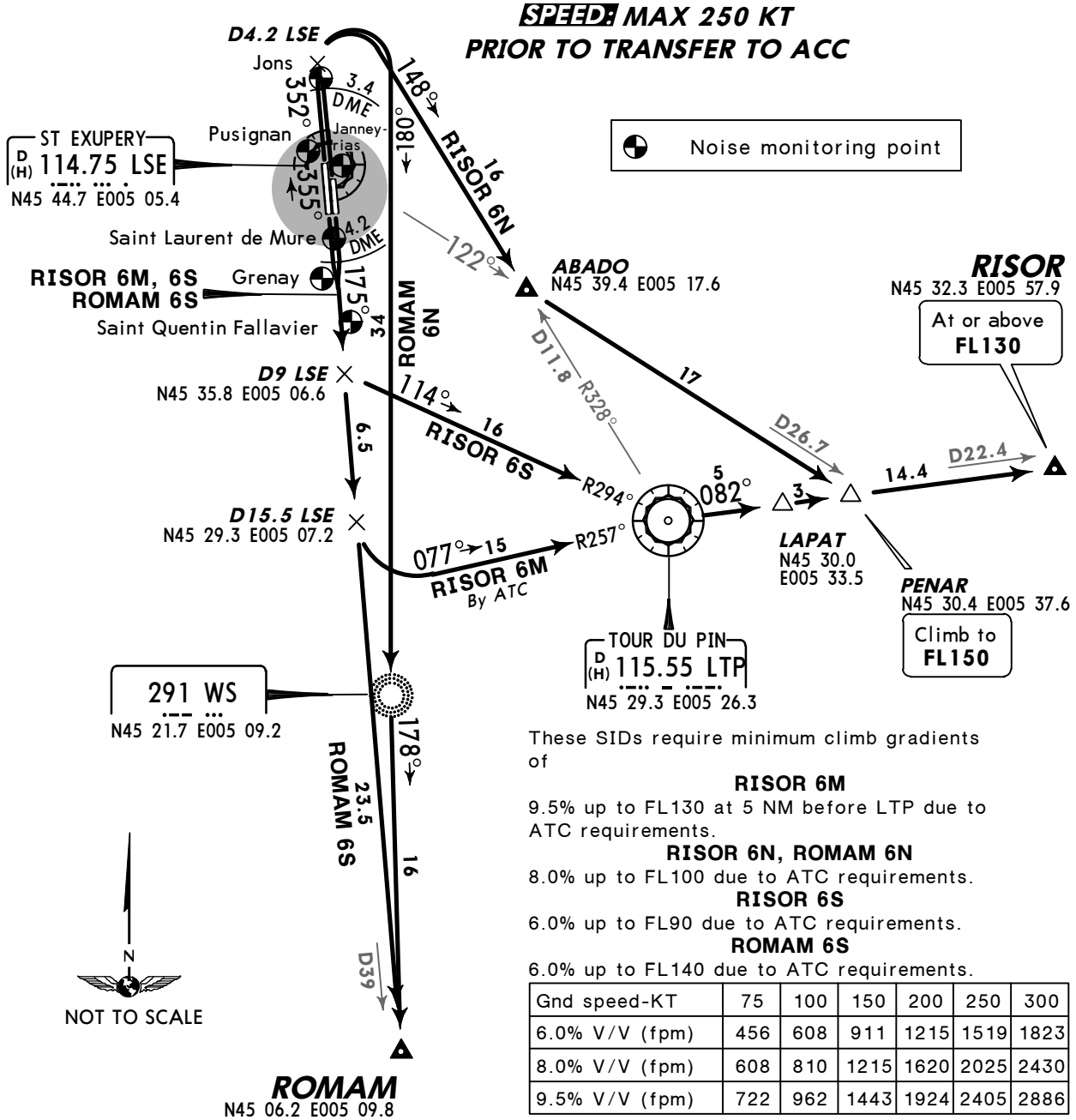
CHANGES: SIDs renumbered.

© JEPPESEN, 2003, 2014. ALL RIGHTS RESERVED.

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

RISOR 6M *[RISO6M]*, RISOR 6N *[RISO6N]*
RISOR 6S *[RISO6S]*
ROMAM 6N *[ROMA6N]*, ROMAM 6S *[ROMA6S]*
RWYS 18L/R, 36L/R DEPARTURES

SPEED: MAX 250 KT
PRIOR TO TRANSFER TO ACC



These SIDs require minimum climb gradients of

RISOR 6M

9.5% up to FL130 at 5 NM before LTP due to ATC requirements.

RISOR 6N, ROMAM 6N

8.0% up to FL100 due to ATC requirements.

RISOR 6S

6.0% up to FL90 due to ATC requirements.

ROMAM 6S

6.0% up to FL140 due to ATC requirements.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
8.0% V/V (fpm)	608	810	1215	1620	2025	2430
9.5% V/V (fpm)	722	962	1443	1924	2405	2886

If unable to comply inform ATC.

RISOR 6M, ROMAM 6S: Initial climb clearance **FL140**
RISOR 6N, ROMAM 6N: Initial climb clearance **FL100**
RISOR 6S: Initial climb clearance **FL90**

SID	RWY	ROUTING
RISOR 6M 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 6N	**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 6S	**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 6N	**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 6S	**18L/R**	Climb to LSE 4.2 DME, intercept LSE R-175 to ROMAM.

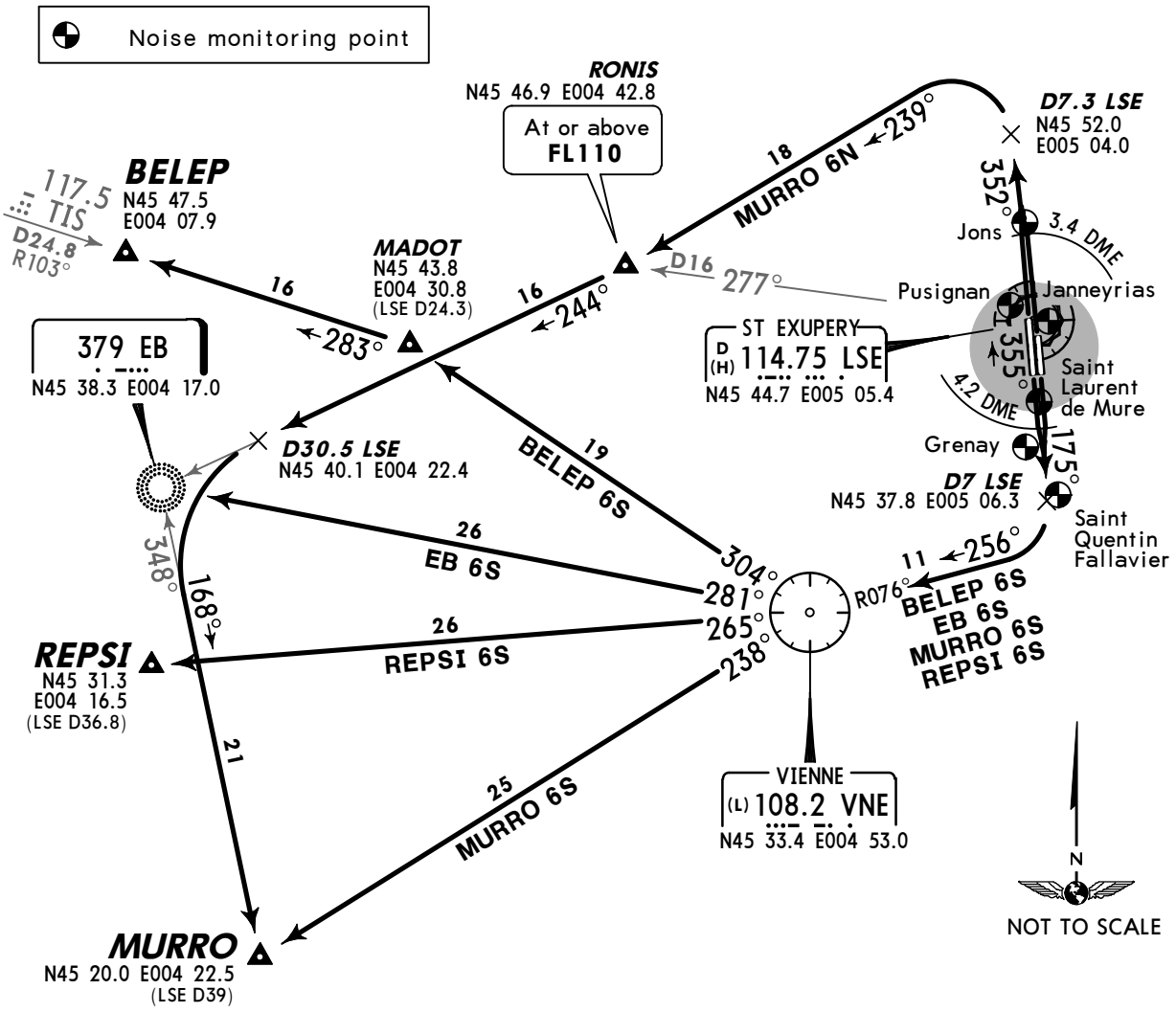
CHANGES: SIDs renumbered.

© JEPPESEN, 2003, 2014. ALL RIGHTS RESERVED.

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

BELEP 6S *[BELE6S]*, EB 6S, MURRO 6N *[MURO6N]*
MURRO 6S *[MURO6S]*, REPSI 6S *[REPS6S]*
RWYS 18L/R, 36L/R DEPARTURES

SPEED: MAX 250 KT PRIOR TO TRANSFER TO ACC



These SIDs require a minimum climb gradient of

Rwys 18L/R: 8.0% up to FL90 due to ATC requirements.

Rwys 36L/R: 8.0% up to FL100 due to ATC requirements.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

If unable to comply inform ATC.

BELEP 6S, EB 6S, MURRO 6S, REPSI 6S: Initial climb clearance **FL90**
MURRO 6N: Initial climb clearance **FL140**

SID	RWY	ROUTING
BELEP 6S	**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-103 inbound to BELEP.
EB 6S ❶		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 6N ❷❸	**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 6S ❷	**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 6S 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-265 to REPSI.

❶ For destinations within Clermont TMA & Saint Etienne TMA. ❷ For flights into lower airspace.
❸ For non-RNAV flights. ❹ For flights into upper airspace.

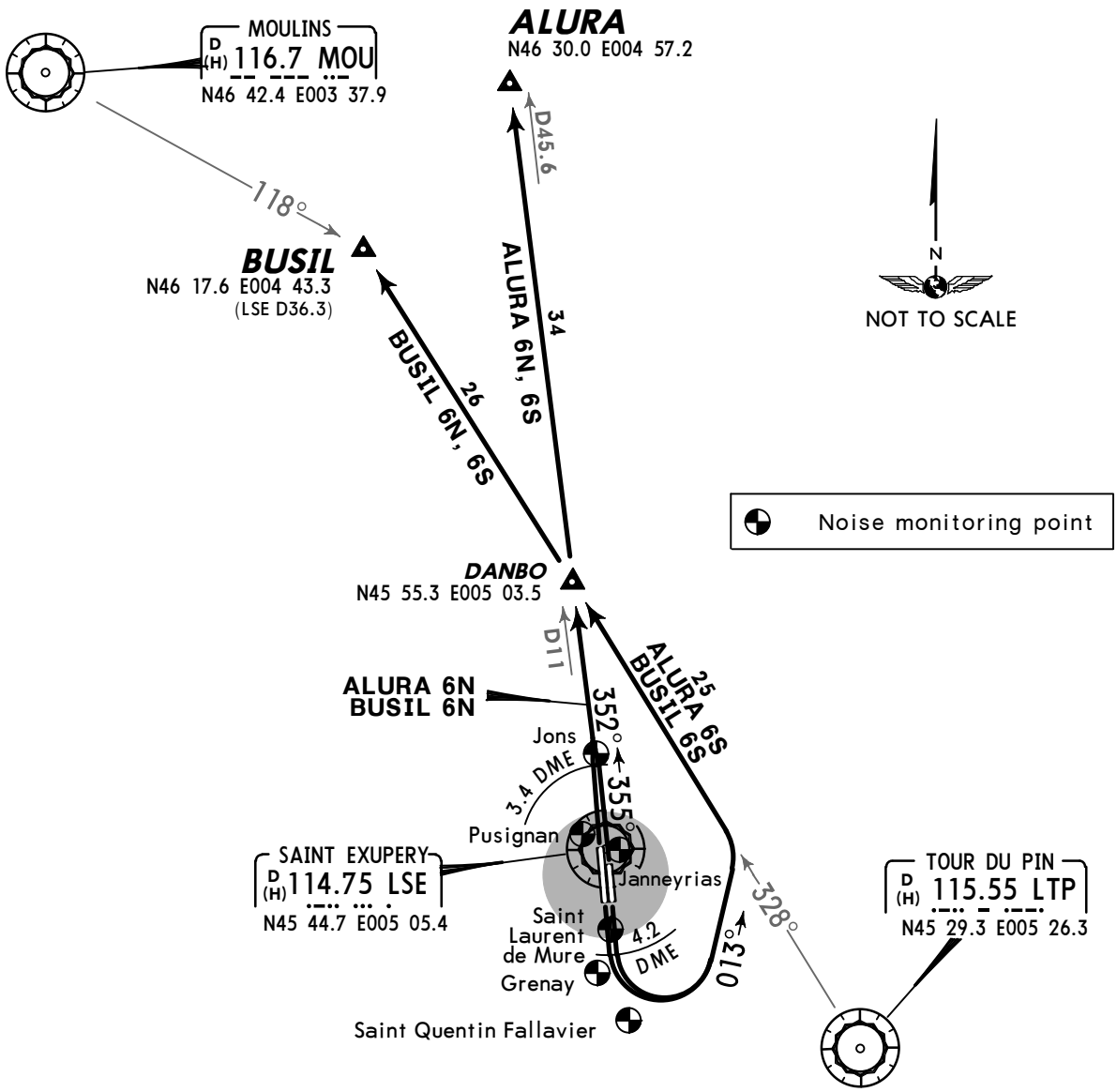
CHANGES: SIDs renumbered.

© JEPPESEN, 2003, 2014. ALL RIGHTS RESERVED.

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

ALURA 6N *[ALUR6N]*, ALURA 6S *[ALUR6S]*
BUSIL 6N *[BUSI6N]*, BUSIL 6S *[BUSI6S]*
RWYS 36L/R, 18L/R DEPARTURES

SPEED: MAX 250 KT PRIOR TO TRANSFER TO ACC



These SIDs require a minimum climb gradient of
6.0% up to FL140 due to ATC requirements.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

If unable to comply inform ATC.

ALURA 6N, BUSIL 6N: Initial climb clearance **FL140**
ALURA 6S, BUSIL 6S: Initial climb clearance **FL100**

SID	RWY	ROUTING
ALURA 6N ❶	**36L/R**	Climb on 355° track to LSE 3.4 DME, intercept LSE R-352 to ALURA.
ALURA 6S ❶	**18L/R**	Climb to LSE 4.2 DME, turn LEFT, 013° track, intercept LTP R-328 to DANBO, turn RIGHT, intercept LSE R-352 to ALURA.
BUSIL 6N	**36L/R**	Climb on 355° track to LSE 3.4 DME, intercept LSE R-352 to DANBO, turn LEFT, intercept LTP R-328 to BUSIL.
BUSIL 6S	**18L/R**	Climb to LSE 4.2 DME, turn LEFT, 013° track, intercept LTP R-328 to BUSIL.

❶ For flights into lower airspace.

CHANGES: SIDs renumbered.

© JEPPESEN, 2003, 2014. ALL RIGHTS RESERVED.

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

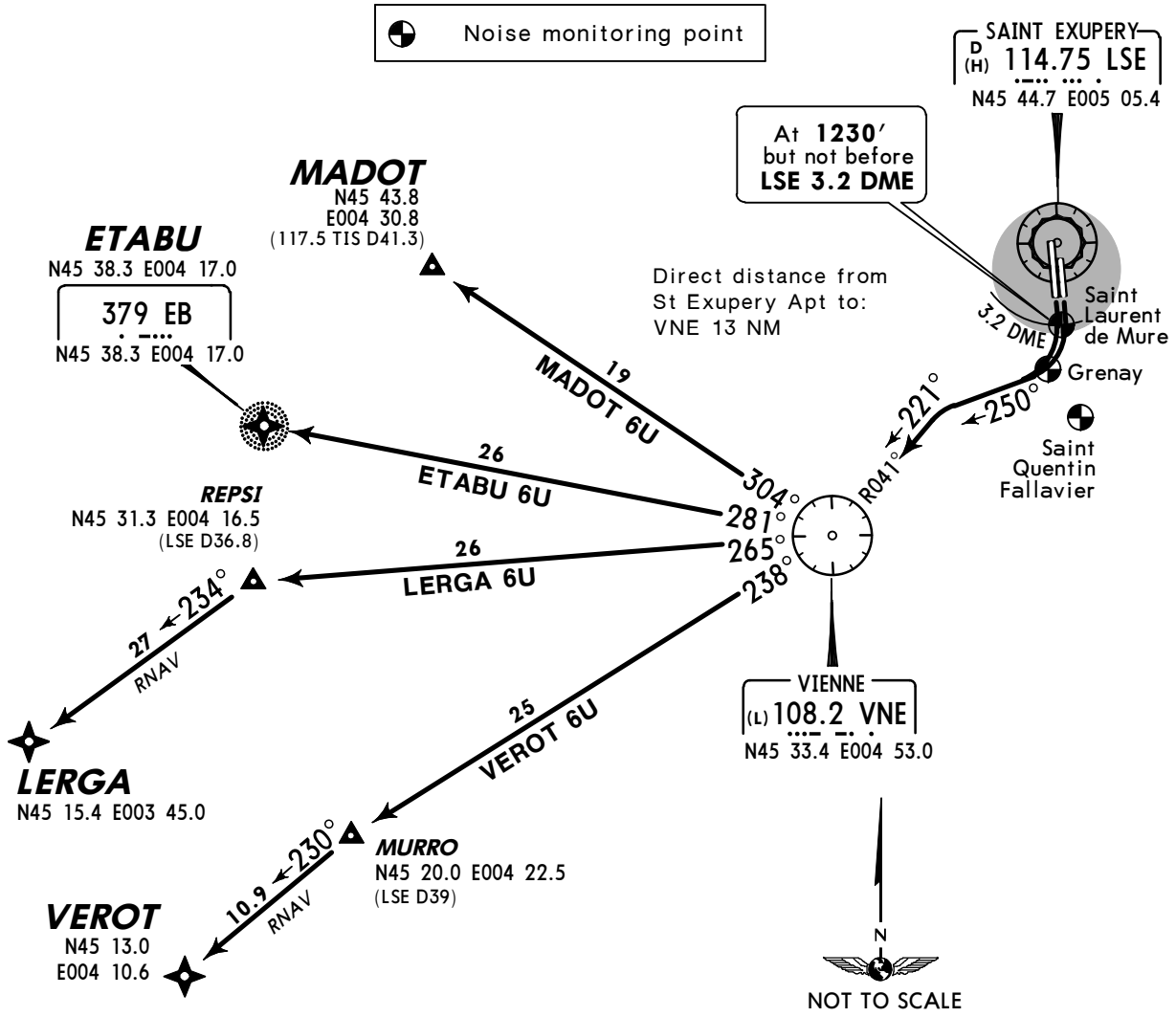
ETABU 6U *[ETAB6U]*, MADOT 6U *[MADO6U]* RWYS 18L/R DEPARTURES

LERGA 6U *[LERG6U]*, VEROT 6U *[VERO6U]* RWYS 18L/R RNAV DEPARTURES

PROP AIRCRAFT

PROHIBITED BETWEEN 2200 - 0600 LT

SPEED: MAX 250 KT PRIOR TO TRANSFER TO ACC



These SIDs require a minimum climb gradient of
6.0% up to 5000′ due to ATC requirements.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

If unable to comply inform ATC.

Initial climb clearance **5000′**

SID	ROUTING
ETABU 6U ❶	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 ETABU.
LERGA 6U ❷	Climb to 1230′, not before LSE 3.2 DME turn RIGHT, 250° track, intercept VNE R-041 inbound to VNE, turn RIGHT, VNE R-265 to REPSI, direct to LERGA.
MADOT 6U	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.
VEROT 6U ❸	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, direct to VEROT.

❶ For destinations within Clermont TMA.
❷ For flights into upper airspace. ❸ For flights into lower airspace.

CHANGES: None.

© JEPPESEN, 2003, 2013. ALL RIGHTS RESERVED.

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

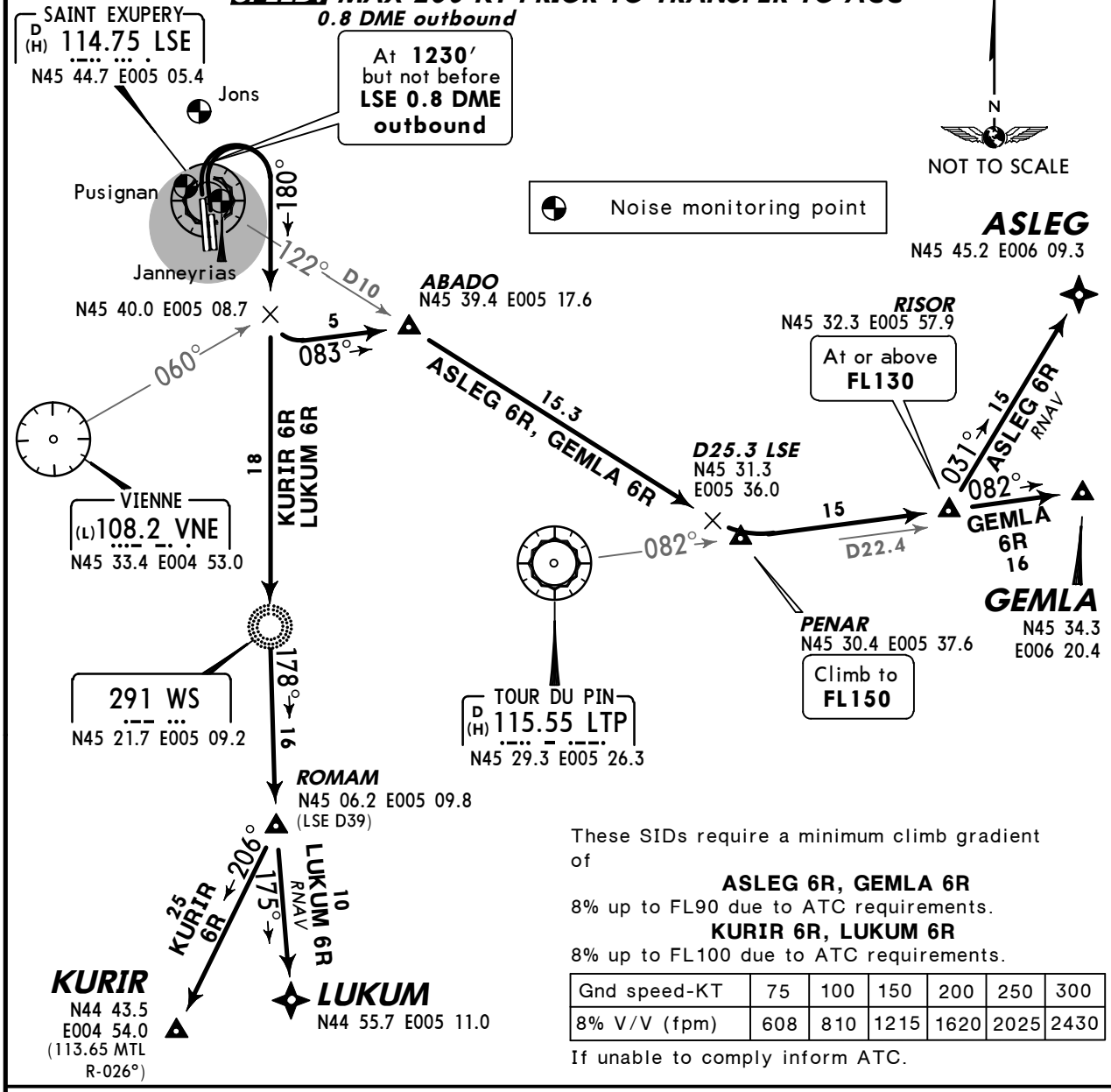
GEMLA 6R *[GEML6R]*, KURIR 6R *[KURI6R]* RWYS 36L/R DEPARTURES

ASLEG 6R *[ASLE6R]*, LUKUM 6R *[LUKU6R]* RWYS 36L/R RNAV DEPARTURES

PROP AIRCRAFT

PROHIBITED BETWEEN 2200 - 0600 LT

SPEED: MAX 250 KT PRIOR TO TRANSFER TO ACC



These SIDs require a minimum climb gradient of

ASLEG 6R, GEMLA 6R

8% up to FL90 due to ATC requirements.

KURIR 6R, LUKUM 6R

8% up to FL100 due to ATC requirements.

Gnd speed-KT	75	100	150	200	250	300
8% V/V (fpm)	608	810	1215	1620	2025	2430

If unable to comply inform ATC.

Initial climb clearance **FL100**

SID	ROUTING
ASLEG 6R	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, LTP R-082 to RISOR, direct to ASLEG.
GEMLA 6R	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, LTP R-082 via RISOR to GEMLA.
KURIR 6R	Climb to 1230′, not before LSE 0.8 DME outbound turn RIGHT, intercept 180° bearing to WS, turn LEFT, 178° bearing to ROMAM, turn RIGHT, intercept MTL R-026 inbound to KURIR.
LUKUM 6R	Climb to 1230′, not before LSE 0.8 DME outbound turn RIGHT, intercept 180° bearing to WS, turn LEFT, 178° bearing to ROMAM, direct to LUKUM.

CHANGES: SIDs completly revised; RNAV SIDs established.

© JEPPESEN, 2011, 2013. ALL RIGHTS RESERVED.

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

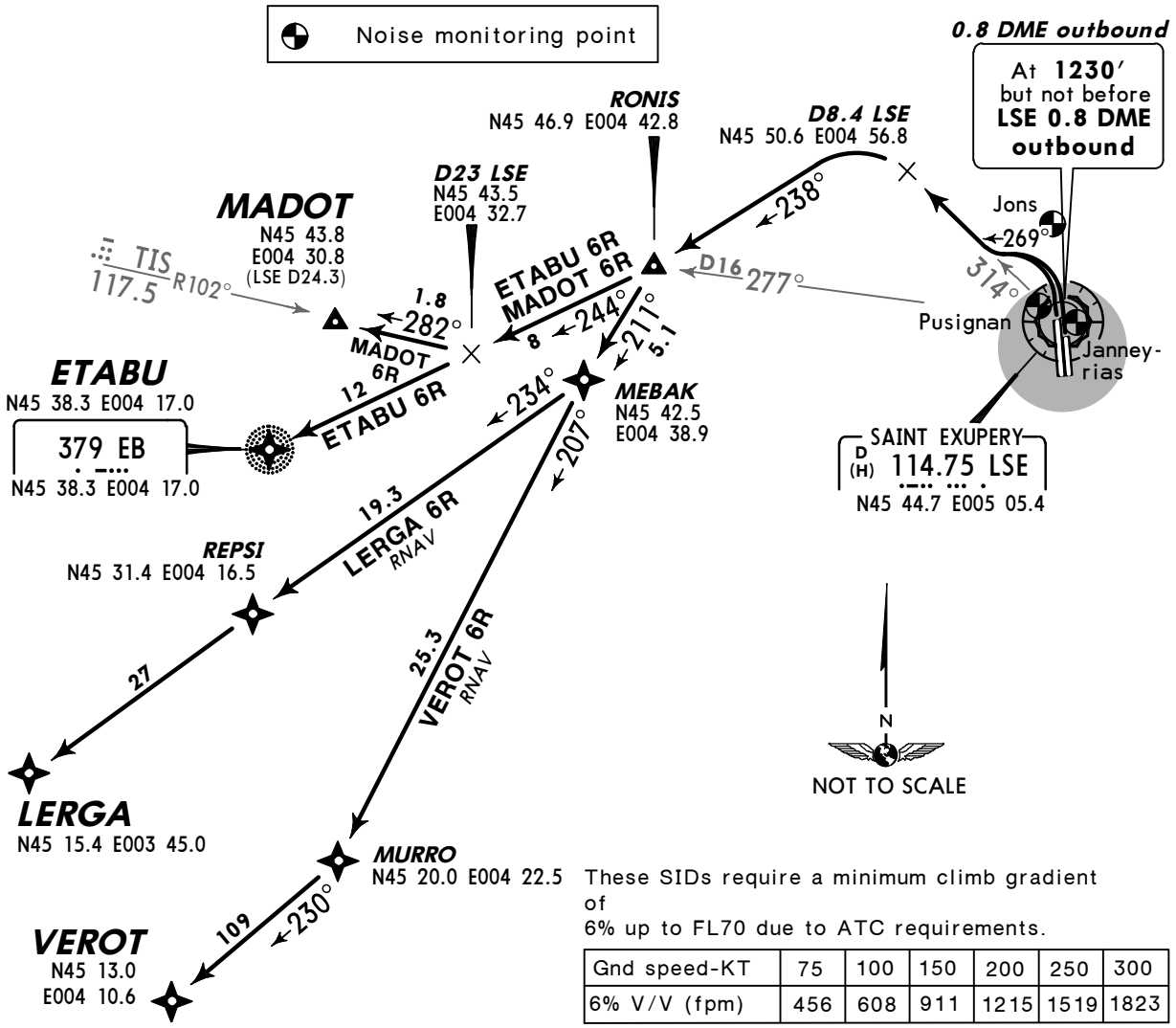
ETABU 6R *[ETAB6R]*, MADOT 6R *[MADO6R]* RWYS 36L/R DEPARTURES

LERGA 6R *[LERG6R]*, VEROT 6R *[VERO6R]* RWYS 36L/R RNAV DEPARTURES

PROP AIRCRAFT

PROHIBITED BETWEEN 2200 - 0600 LT

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



These SIDs require a minimum climb gradient of
6% up to FL70 due to ATC requirements.

Gnd speed-KT	75	100	150	200	250	300
6% V/V (fpm)	456	608	911	1215	1519	1823

If unable to comply inform ATC.

Initial climb clearance **5000′**

SID	ROUTING
ETABU 6R	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, 244° bearing towards EB to ETABU.
LERGA 6R ❶	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, direct to MEBAK, then to REPSI, then to LERGA.
MADOT 6R	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, 244° bearing towards EB, at D23 LSE turn RIGHT, intercept TIS R-102 inbound to MADOT.
VEROT 6R ❷	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, direct to MEBAK, then to MURRO, then to VEROT.

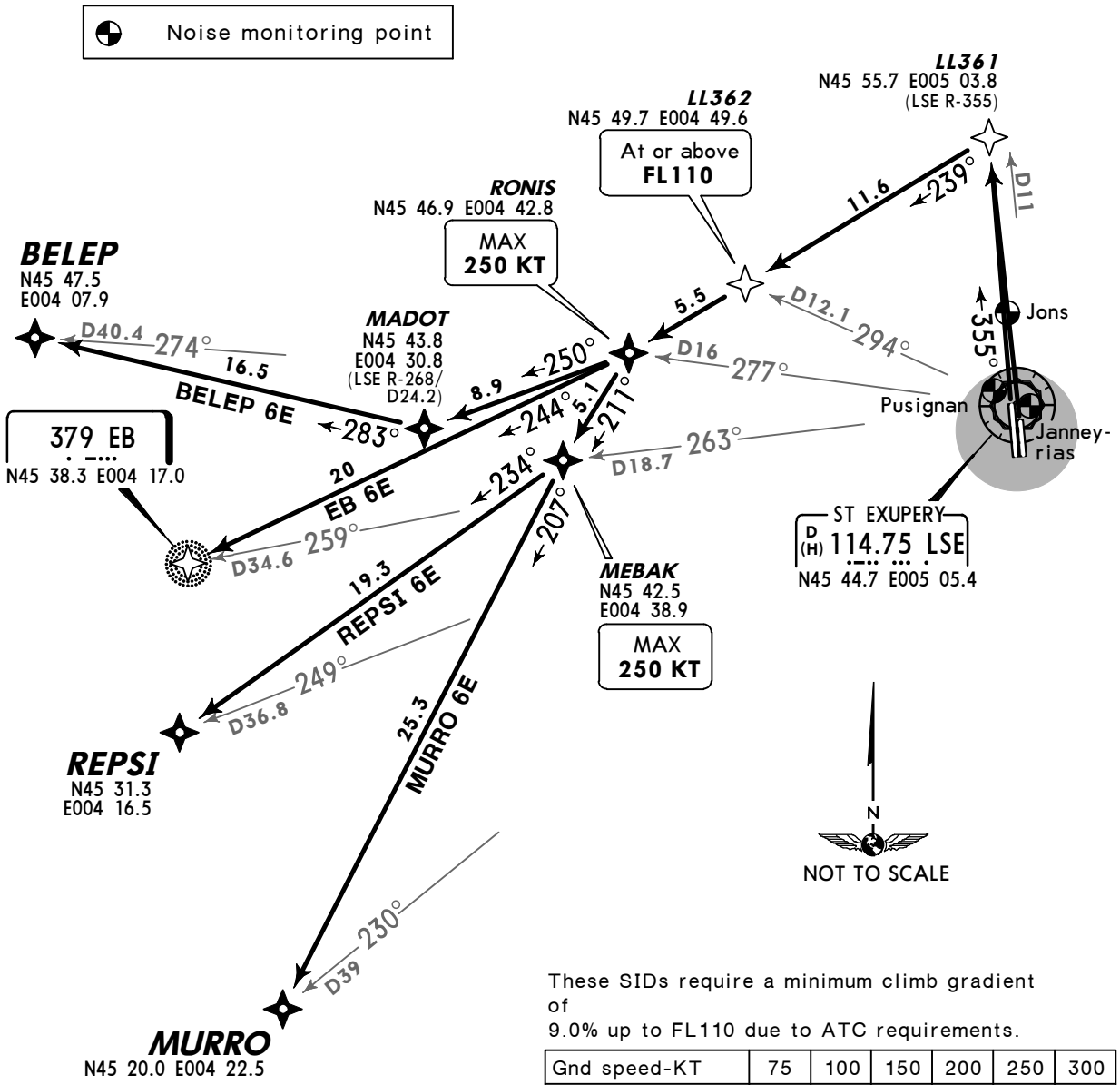
❶ For flights into upper airspace. ❷ For flights into lower airspace.

CHANGES: SIDs & RNAV SIDs completly revised.

© JEPPESEN, 2011, 2013. ALL RIGHTS RESERVED.

Apt Elev 821′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 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: - after take-off proceed on conventional navigation until 2500′ - follow RNAV SID reaching 2500′. 3. If unable to use RNAV SID inform "NON RNAV terminal area" on start-up clearance.

BELEP 6E *[BELE6E]*, EB 6E
MURRO 6E *[MURO6E]*, REPSI 6E *[REPS6E]*
RWYS 36L/R RNAV DEPARTURES
JET AIRCRAFT
P-RNAV (VOR/DME LSE, DME/DME AND GNSS)



These SIDs require a minimum climb gradient of
9.0% up to FL110 due to ATC requirements.

Gnd speed-KT	75	100	150	200	250	300
9.0% V/V (fpm)	684	911	1367	1823	2279	2734

If unable to comply inform ATC.

Initial climb clearance **FL140**

SID	ROUTING
BELEP 6E	(2500′) - LL361 - LL362 (FL110+) - RONIS (K250-) - MADOT - BELEP.
EB 6E	(2500′) - LL361 - LL362 (FL110+) - RONIS (K250-) - EB.
MURRO 6E	(2500′) - LL361 - LL362 (FL110+) - RONIS (K250-) - MEBAK (K250-) - MURRO.
REPSI 6E	(2500′) - LL361 - LL362 (FL110+) - RONIS (K250-) - MEBAK (K250-) - REPSI.

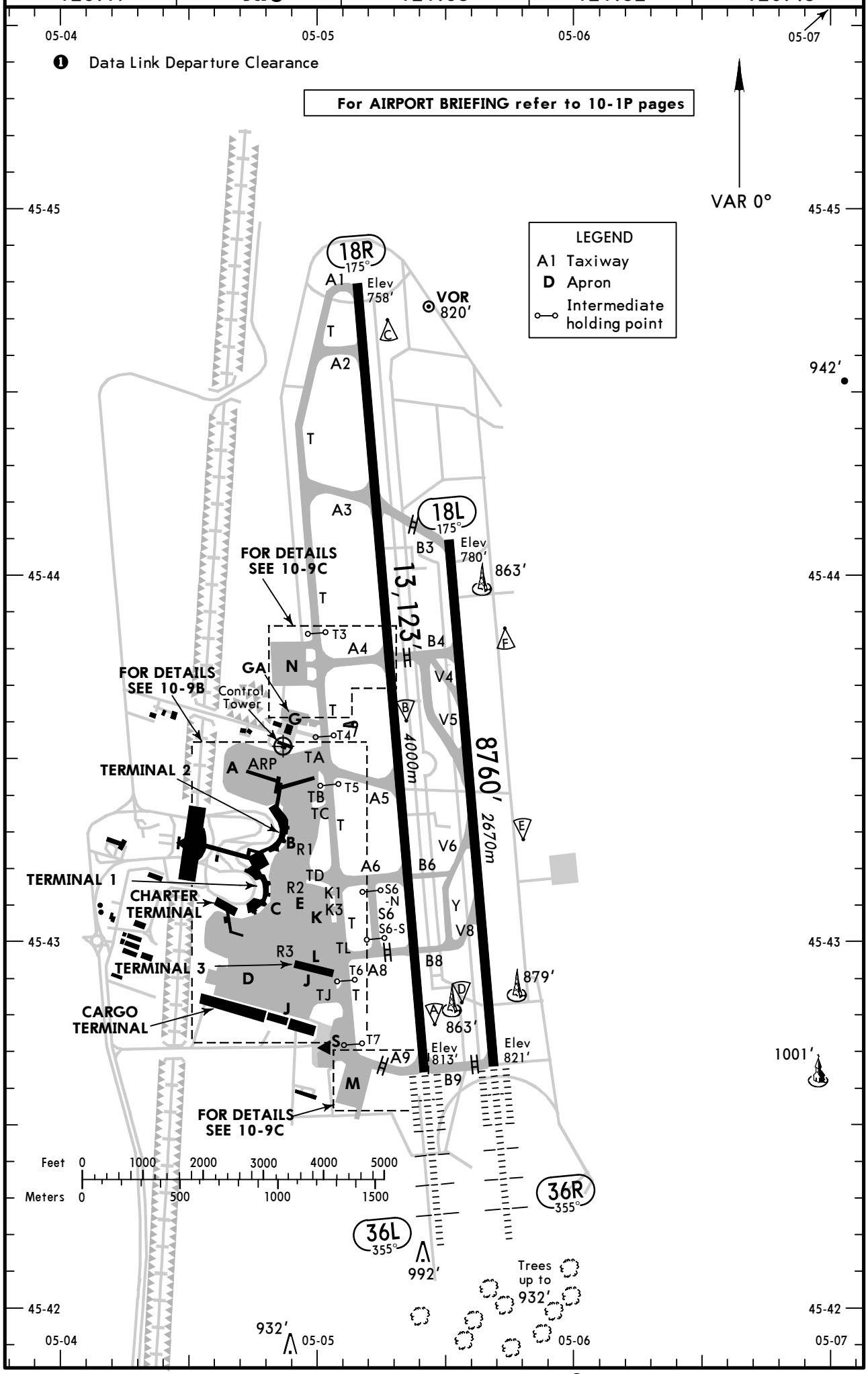
CHANGES: RNAV SIDs renumbered.

© JEPPESEN, 2004, 2014. ALL RIGHTS RESERVED.

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

❶ Data Link Departure Clearance

For AIRPORT BRIEFING refer to 10-1P pages



CHANGES: Taxiways established and renamed. Holding points.

© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

ADDITIONAL RUNWAY INFORMATION

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

❶ HST-V6 & V8.
❷ HST-V5 & V4.
❸ TAKE-OFF RUN AVAILABLE

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

RWY 36R:
From twy B9 int 8760′ (2670m)

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

❹ 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 A9 int 13,123′ (4000m)
twy A8 int 11,155′ (3400m)
twy A6 int 9908′ (3020m)
twy A5 int 8432′ (2570m)
twy A4 int 6266′ (1910m)

Standard

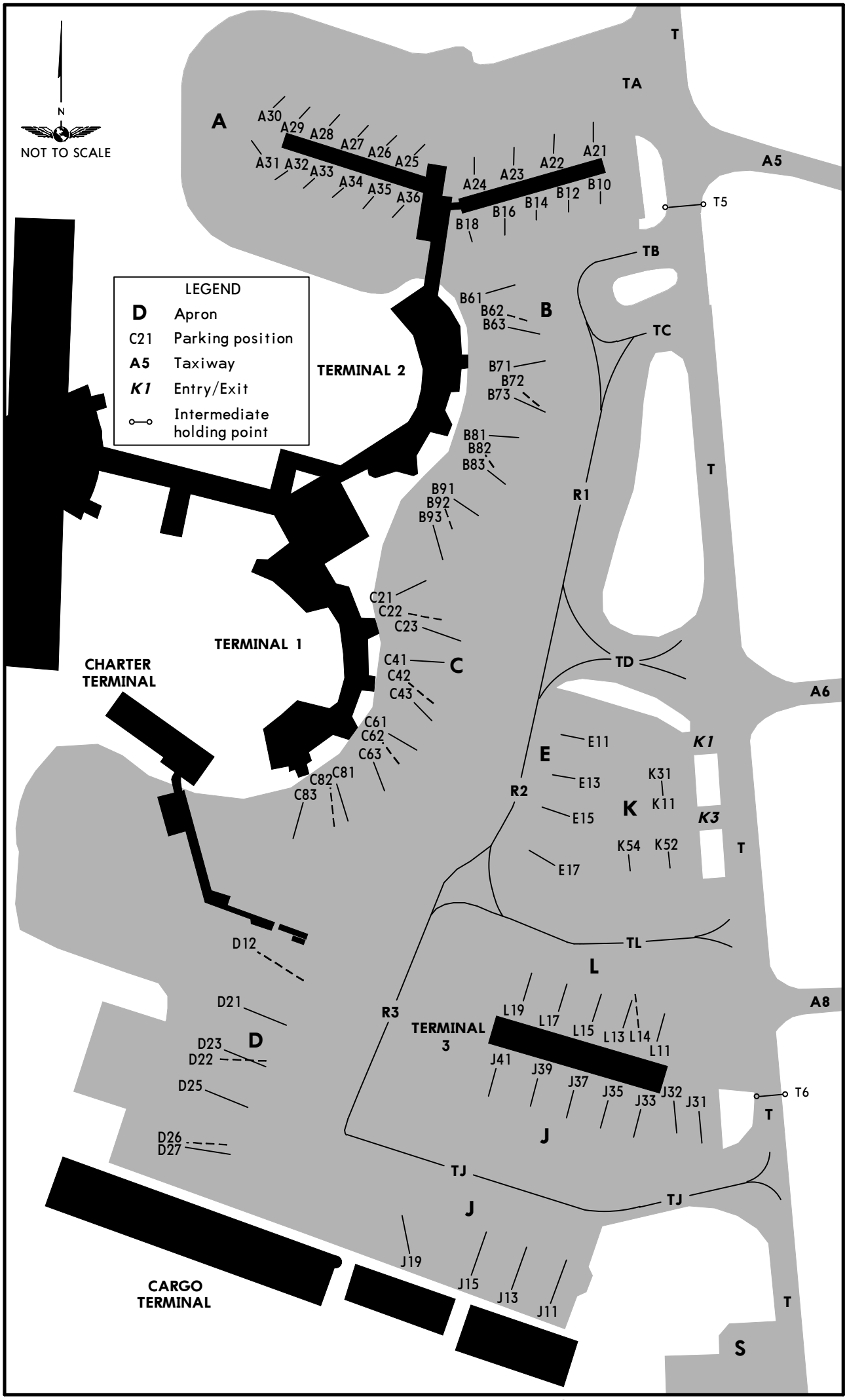
TAKE-OFF [1]

	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, B, C	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
D	*150m*	*200m*	*250m*	*300m*		

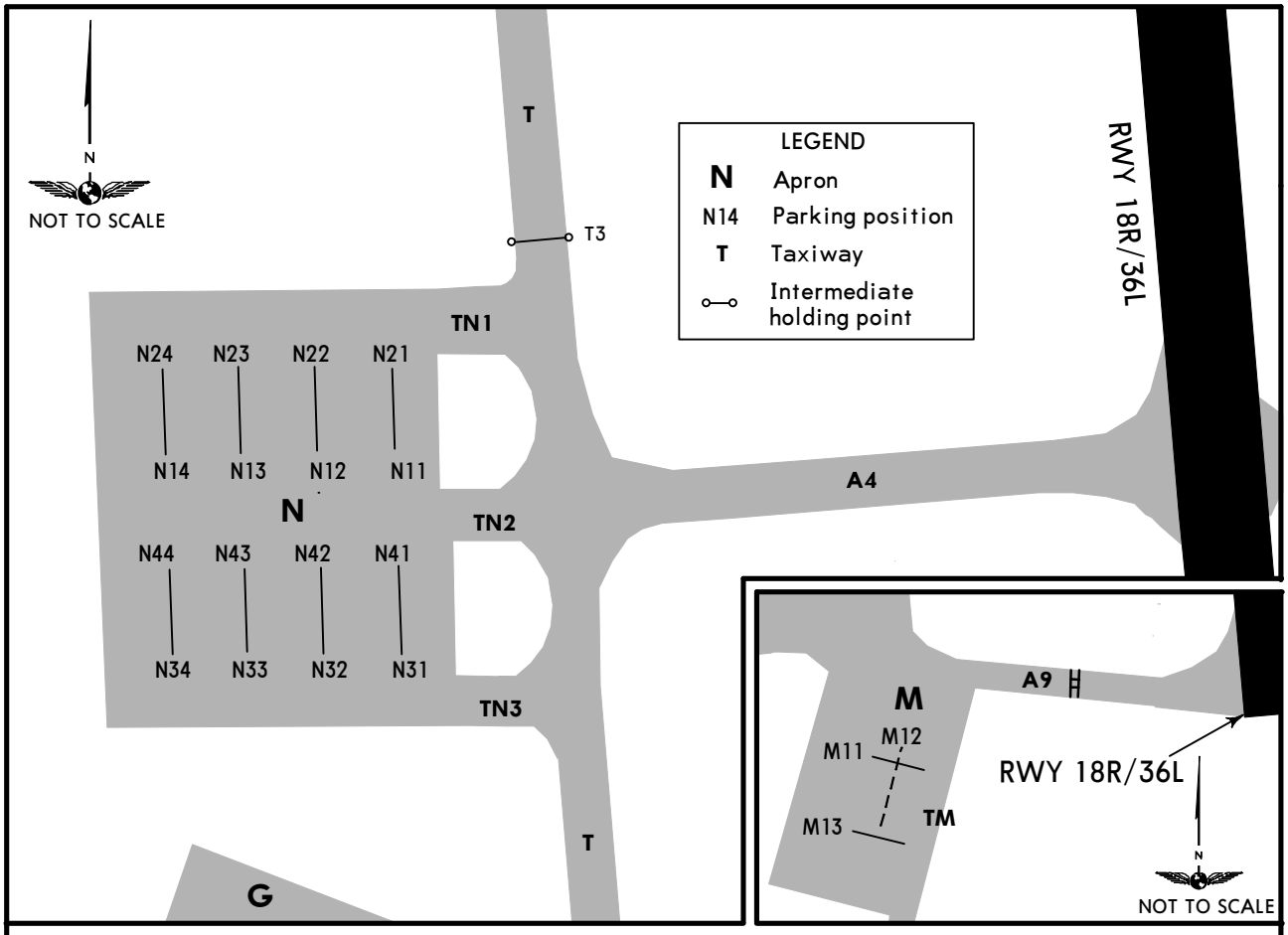
[1] Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

CHANGES: HSTs established. Usable lengths.

© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.



© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.



CHANGES: Taxiway designations. Holding points. INS coordinates withdrawn.

© JEPPESEN, 2008, 2014. ALL RIGHTS RESERVED.

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

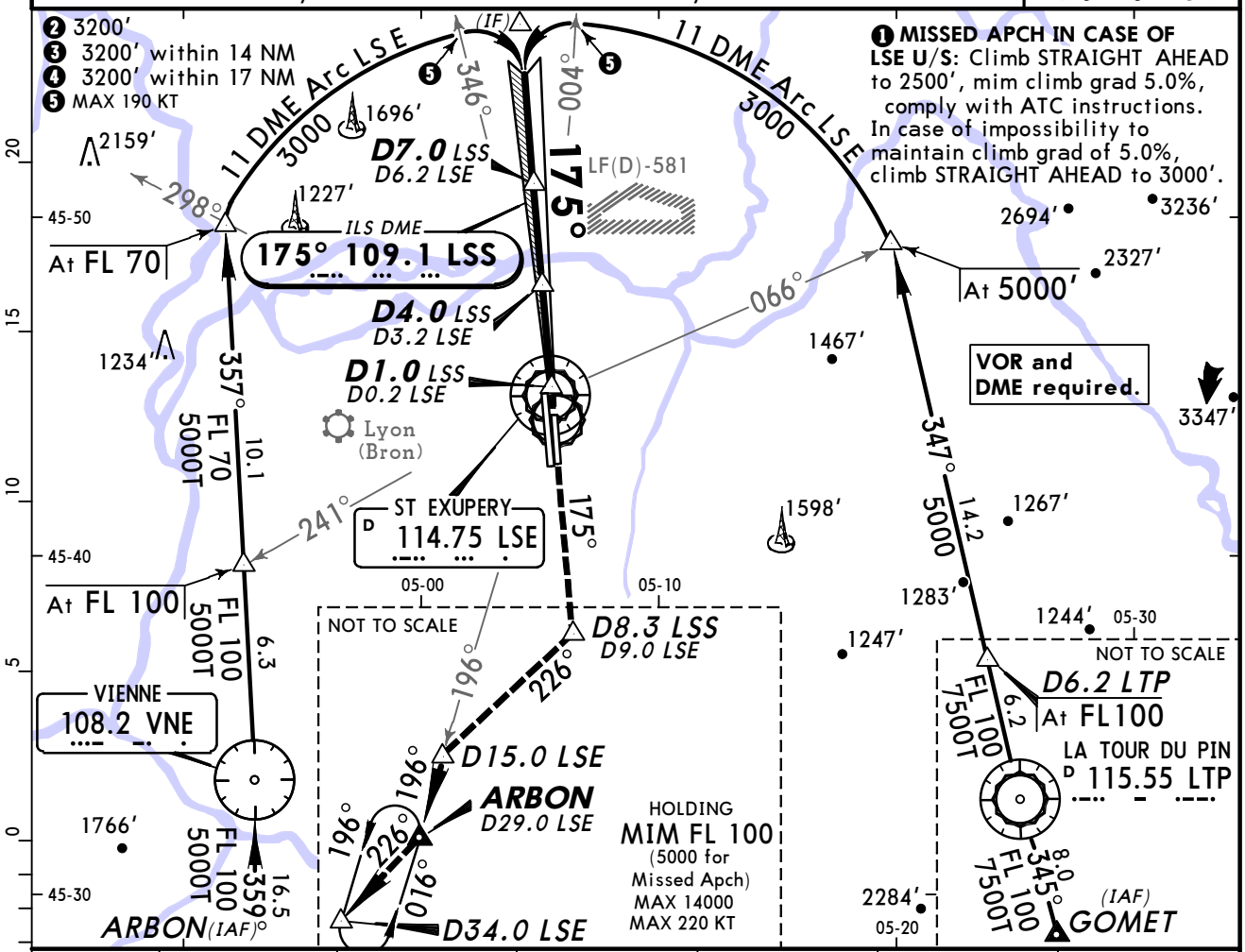
ATIS	LYON Approach West Sector	LYON Approach East Sector	SAINT EX Tower	Ground
126.17	136.07	125.8	120.45	121.82

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

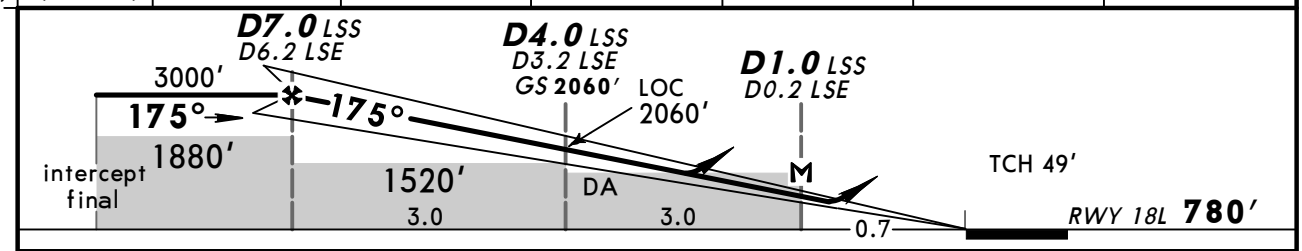
MISSED APCH: Climb STRAIGHT AHEAD to D8.3 LSS, then turn RIGHT onto 226° to intercept and follow R-196 LSE climbing to 5000′ to ARBON and hold. ❶

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.

© JEPPESEN, 1998, 2011. ALL RIGHTS RESERVED.

BRIEFING STRIP

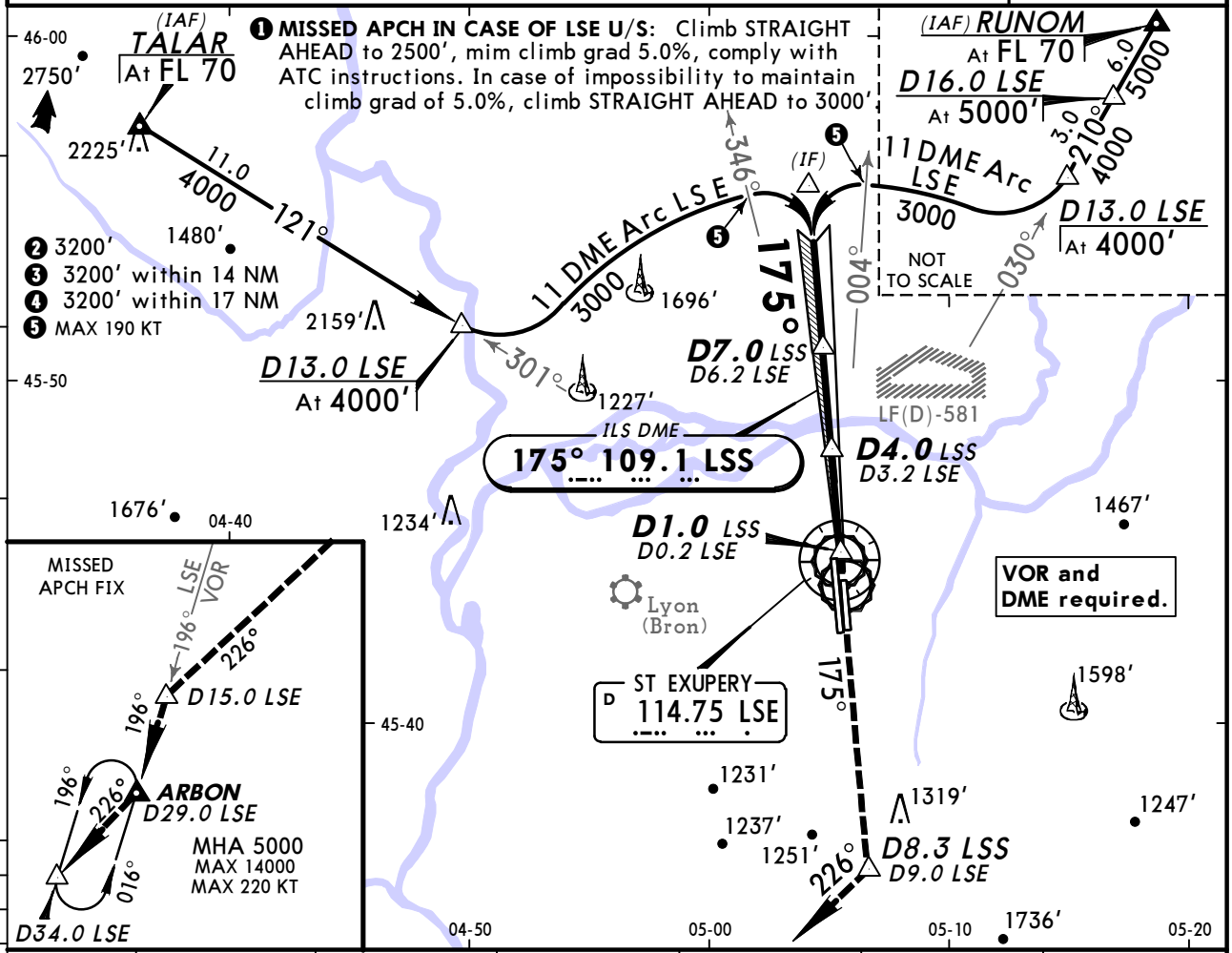
ATIS	LYON Approach West Sector	LYON Approach East Sector	SAINT EX Tower	Ground
126.17	136.07	125.8	120.45	121.82

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

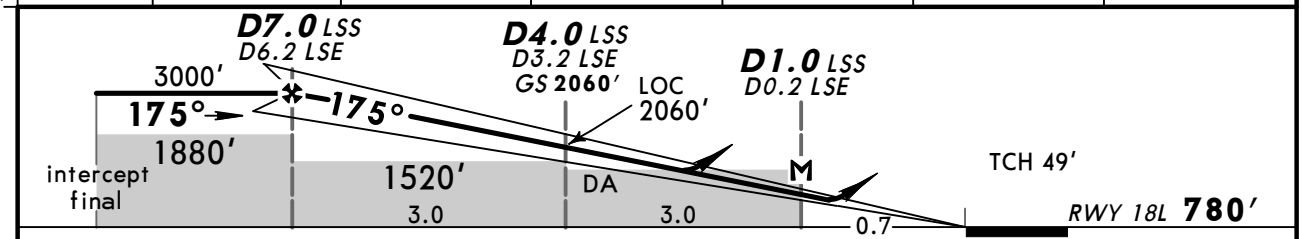
MISSED APCH: Climb STRAIGHT AHEAD to D8.3 LSS, then turn RIGHT onto 226° to intercept and follow R-196 LSE climbing to 5000′ to ARBON and hold. ❶

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

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



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) ❶1120′ (340′)	CIRCLE-TO-LAND ❷ Max Kts	MDA(H)	VIS
A	RVR 1200m	RVR 1500m	110	1300′ (520′)	1500m
B			135	1410′ (630′)	1600m
C			180	1580′ (800′)	2400m
D			205	1720′ (940′)	3600m

PANS OPS 4

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

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

© JEPPESEN, 1998, 2011. ALL RIGHTS RESERVED.

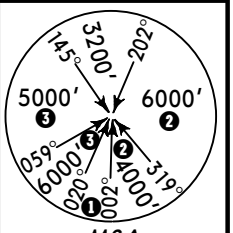
BRIEFING STRIP

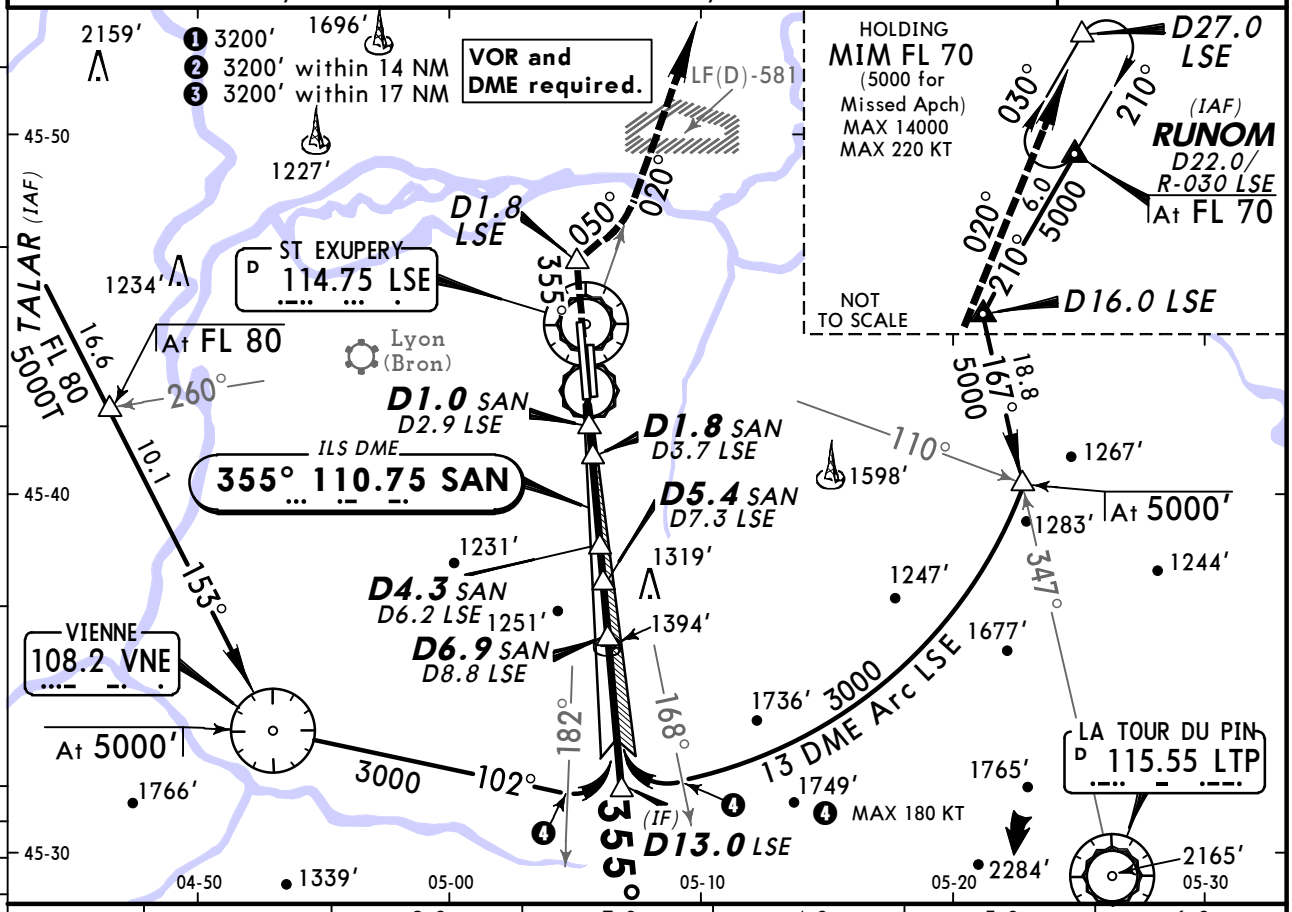
ATIS	LYON Approach West Sector	LYON Approach East Sector	SAINT EX Tower	Ground
126.17	136.07	125.8	120.45	121.82

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

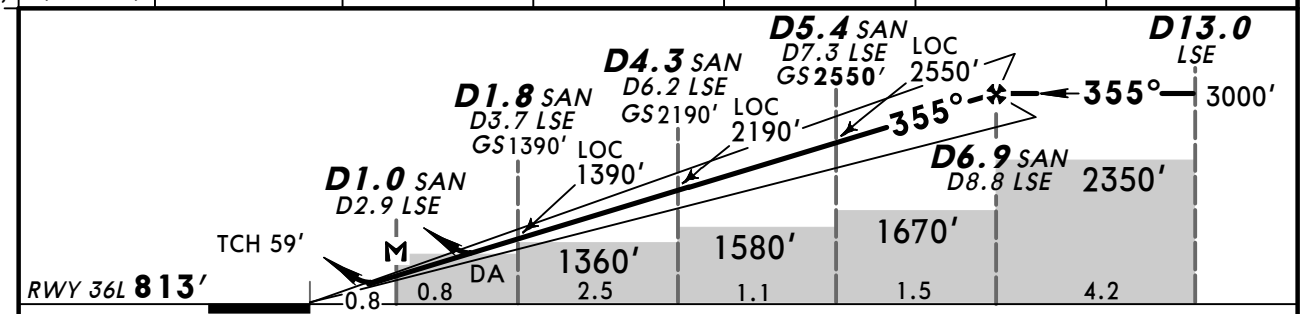
MISSED APCH: Climb STRAIGHT AHEAD to D1.8 LSE, then turn RIGHT (MAX 185 KT) onto 050° to intercept and follow R-020 LSE climbing to 5000′. At D27.0 LSE turn RIGHT to join holding at RUNOM.

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





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°	372	478	531	637	743	849
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) [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

PANS OPS

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

CHANGES: Arrival via TALAR. SMAs.

© JEPPESEN, 1998, 2013. ALL RIGHTS RESERVED.

LFLL/LYS
ST EXUPERY

JEPPESEN

29 NOV 13
Eff 12 Dec

(11-3A)

LYON, FRANCE
CAT II/III ILS Z Rwy 36L

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

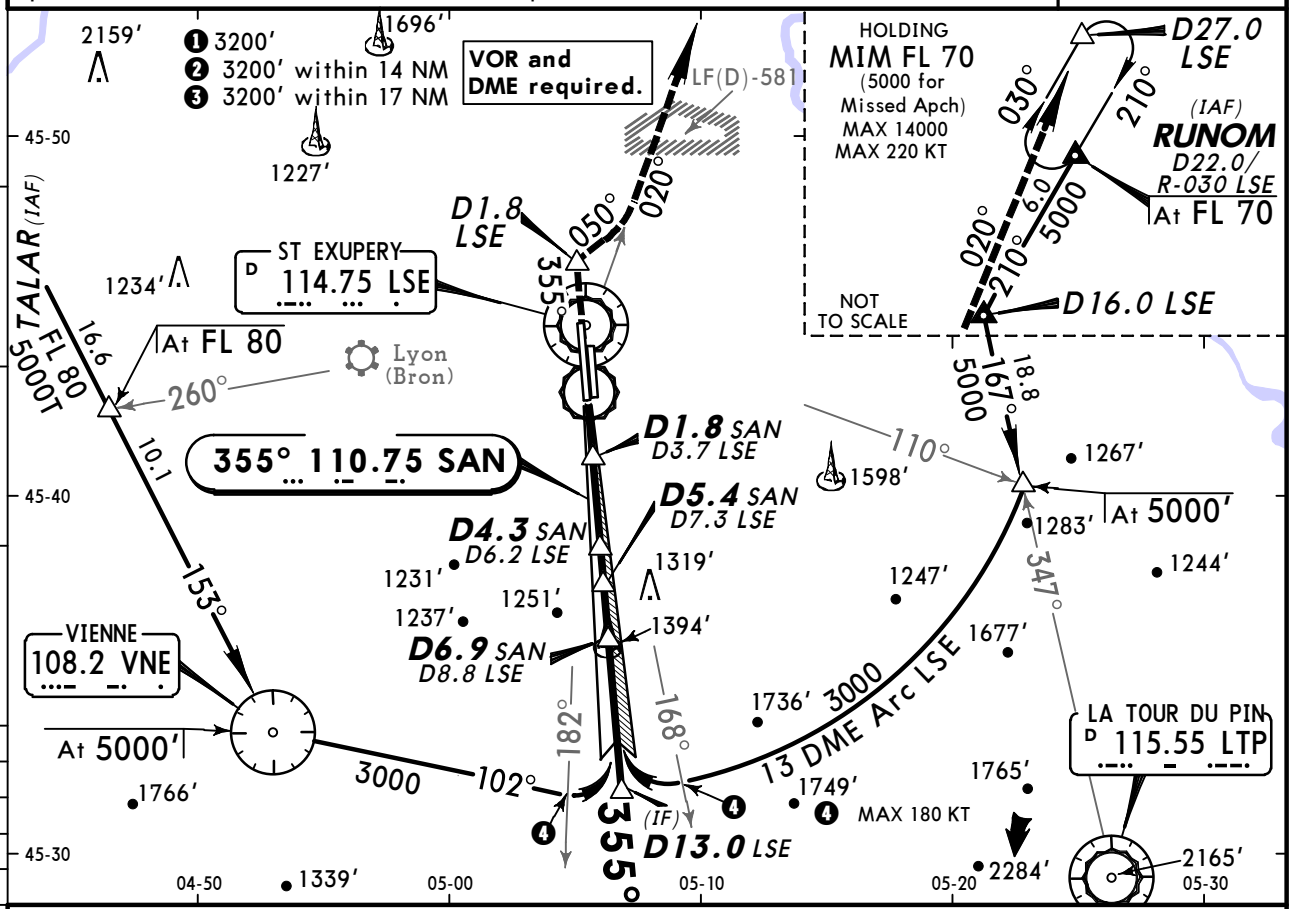
LOC SAN	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 821′
110.75	**355°**	**D5.4 SAN** **2550′** (1737′)	Refer to Minimums	RWY **813′**

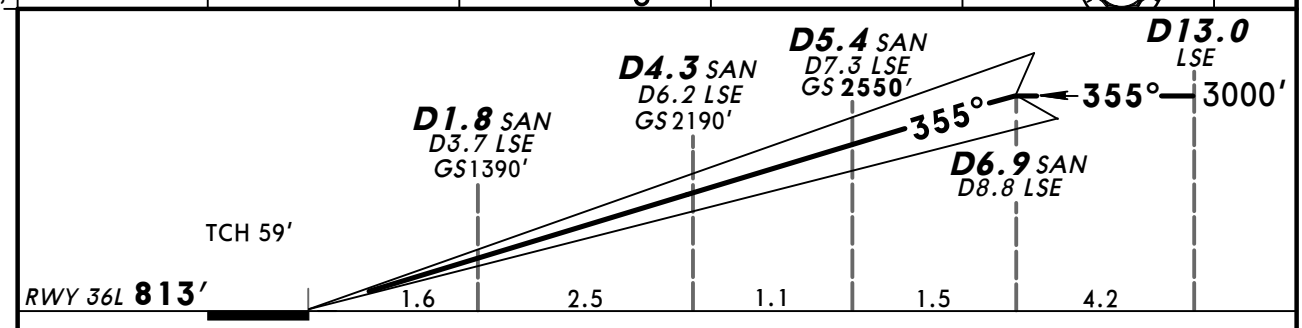
MISSED APCH: Climb STRAIGHT AHEAD to D1.8 LSE, then turn RIGHT (MAX 185 KT) onto 050° to intercept and follow R-020 LSE climbing to 5000′. At D27.0 LSE turn RIGHT to join holding at RUNOM.

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°	372	478	531	637	743	849

HIALS-II
REIL
D1.8 LSE

PANS OPS

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: Arrival via TALAR.

© JEPPESEN, 1998, 2013. ALL RIGHTS RESERVED.

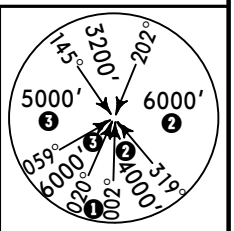
BRIEFING STRIP

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

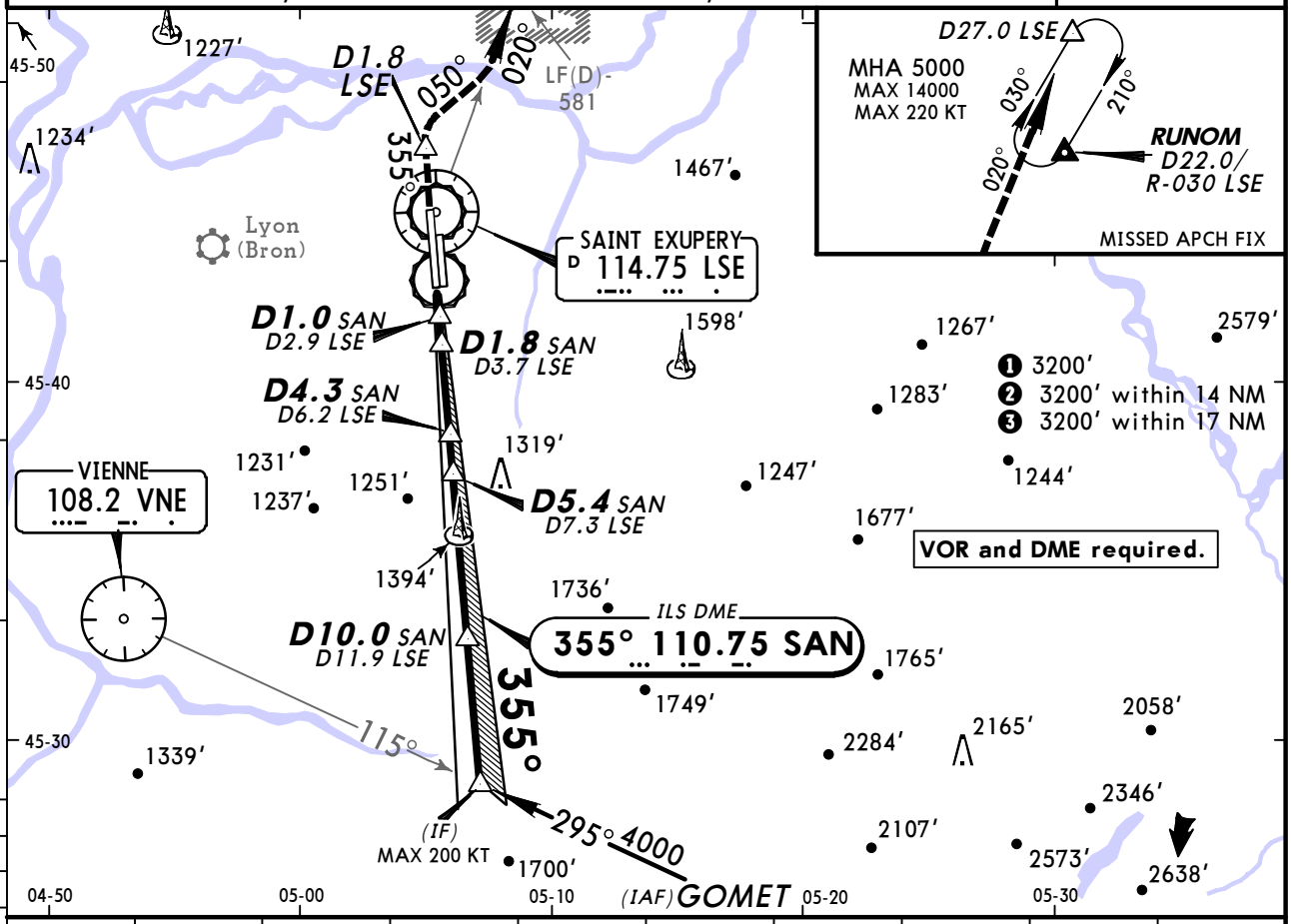
LOC SAN	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
110.75	355°	D5.4 SAN 2550′ (1737′)	1013′ (200′)	Apt Elev 821′ / RWY 813′

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.

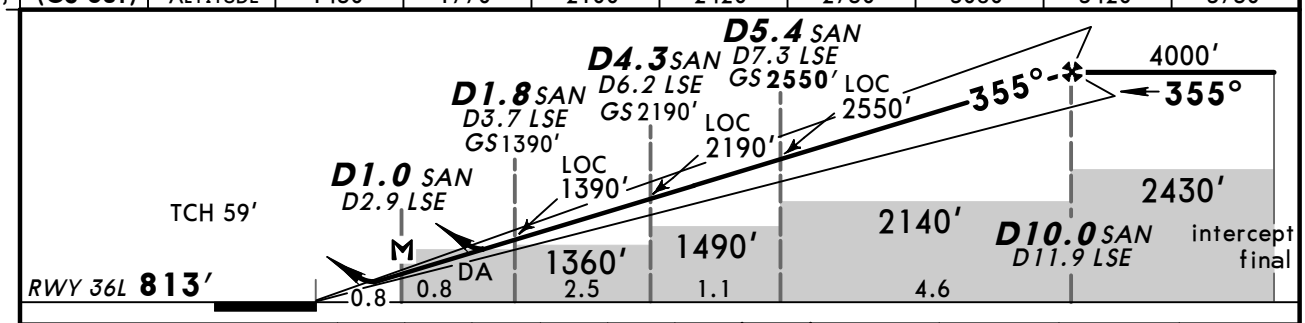
Alt Set: hPa Rwy Elev: 29 hPa Trans level: By ATC Trans alt: 5000′



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.

© JEPPESEN, 2004, 2011. ALL RIGHTS RESERVED.

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

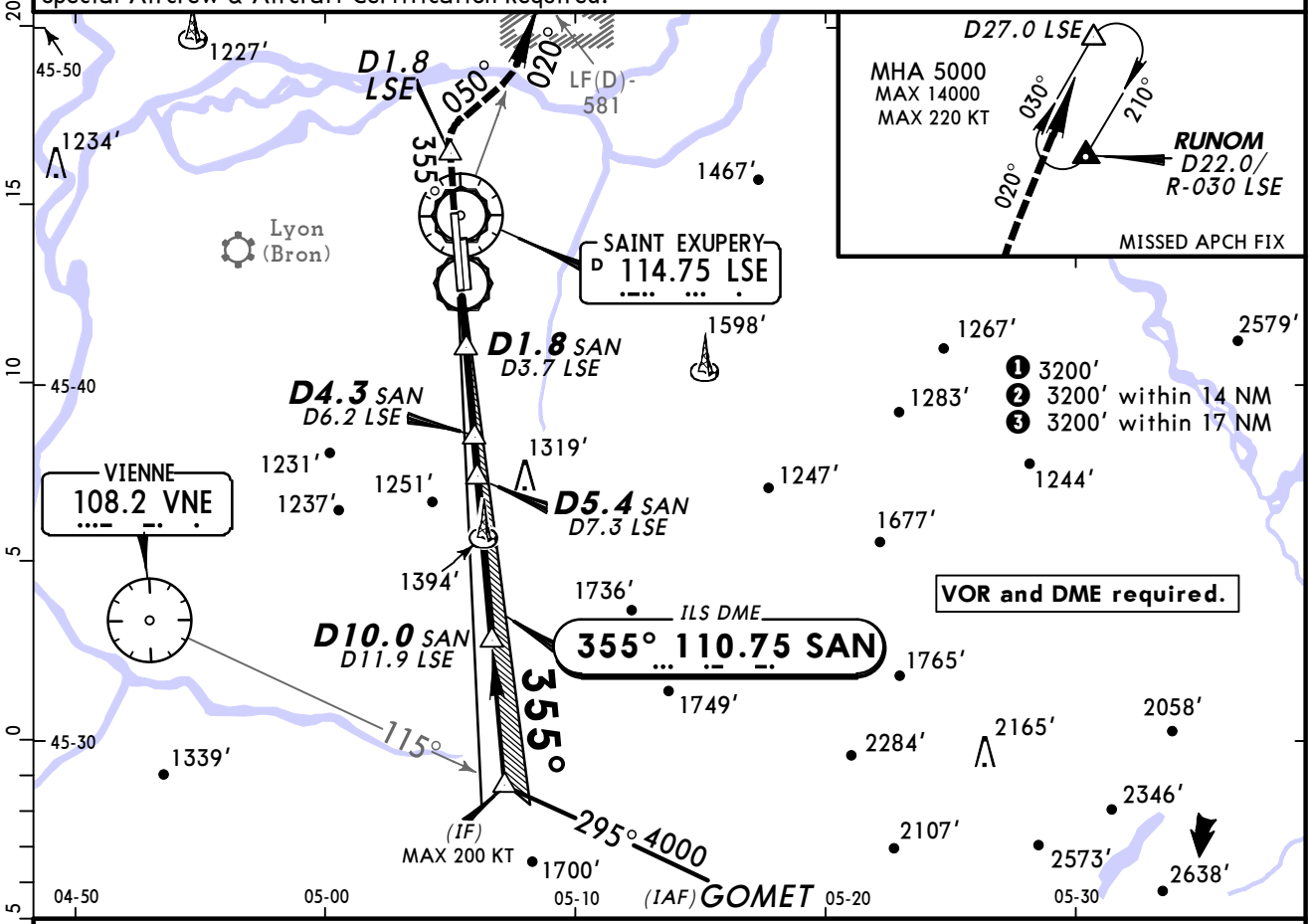
LOC	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev / RWY
SAN 110.75	355°	D5.4 SAN 2550′ (1737′)	Refer to Minimums	Apt Elev 821′ RWY 813′

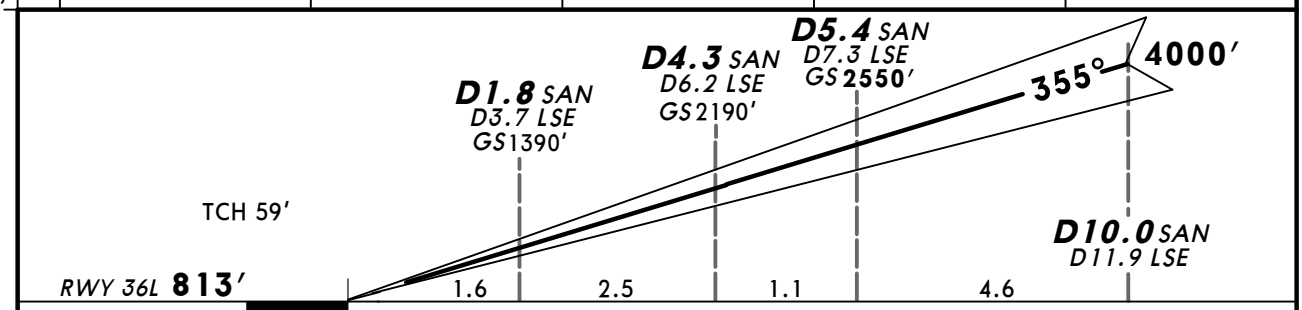
MISSED APCH: Climb STRAIGHT AHEAD to D1.8 LSE, then turn RIGHT (MAX 185 KT) onto 050° to intercept and follow R-020 LSE climbing to 5000′. At D27.0 LSE turn RIGHT to join holding at RUNOM.

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.

© JEPPESEN, 2004, 2011. ALL RIGHTS RESERVED.

BRIEFING STRIP

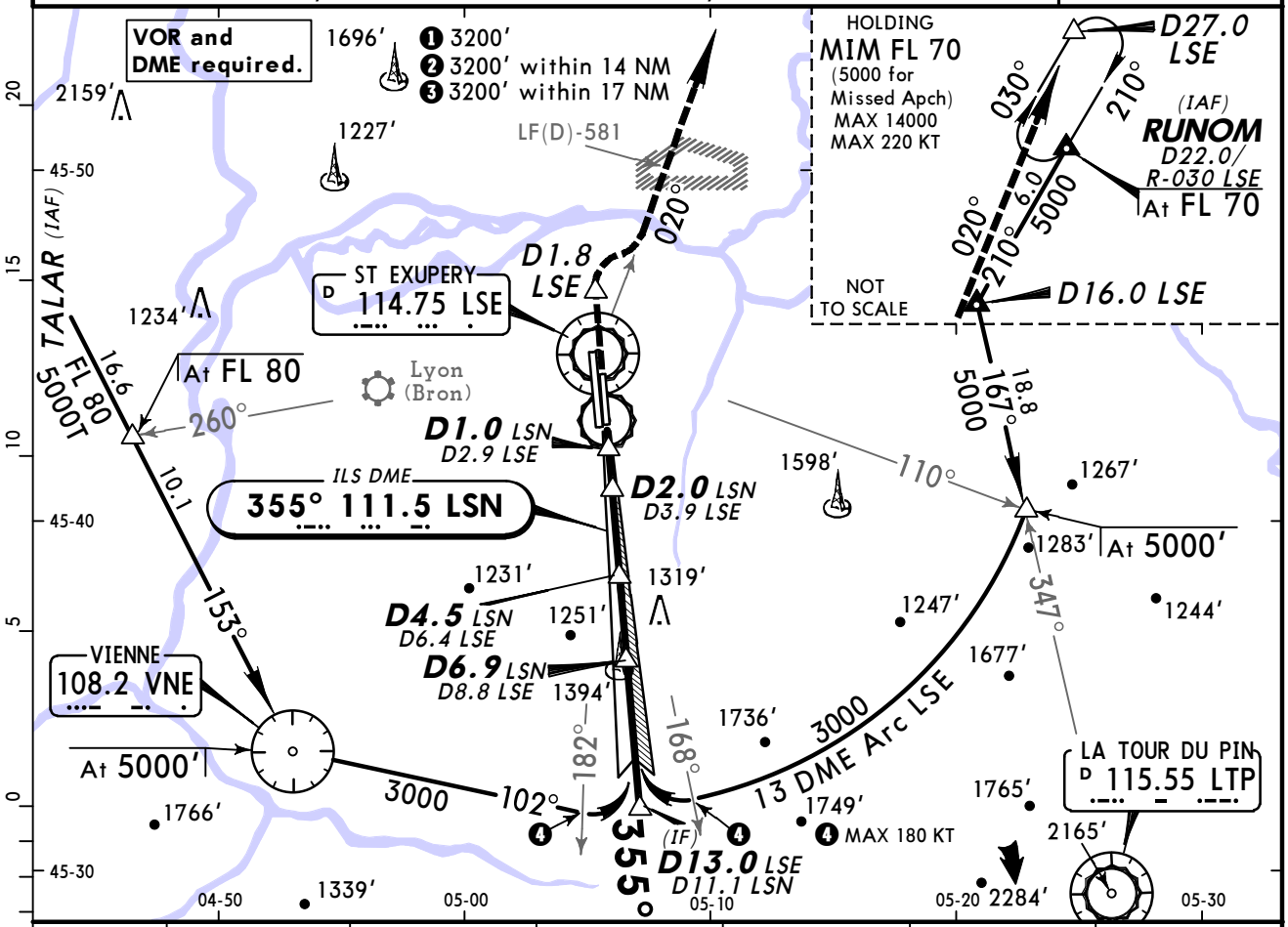
ATIS	LYON Approach West Sector	LYON Approach East Sector	SAINT EX Tower	Ground
126.17	136.07	125.8	120.45	121.82

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

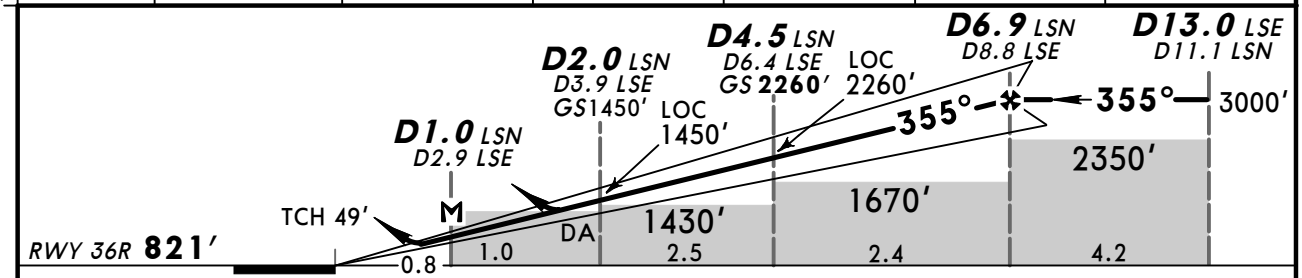
MISSED APCH: Climb STRAIGHT AHEAD to D1.8 LSE, then turn RIGHT (MAX 185 KT) to intercept and follow R-020 LSE climbing to 5000′. At D27.0 LSE turn RIGHT to join holding at RUNOM.

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

MSA LSE VOR: 3200′ (145°–202°); 5000′ (❸); 6000′ (❷); 6000′ (059°–020°); 4000′ (319°–200°)



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°	372	478	531	637	743	849
MAP at D1.0 LSN/D2.9 LSE						

HIALS-II REIL | D1.8 LSE | 185 KT MAX RT | LSE 114.75 R-020

PANS OPS

Standard STRAIGHT-IN LANDING RWY 36R

	ILS FULL	ILS Limited	ILS ALS out	LOC (GS out) CDFA	LOC (GS out) CDFA ALS out
DA(H)	ABC: 1021′ (200′)		D: 1031′ (210′)	DA/MDA(H) ❶ 1250′ (429′)	
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.

CHANGES: Missed approach. Arrival via TALAR. SMA.

© JEPPESEN, 1998, 2013. ALL RIGHTS RESERVED.

LFLL/LYS
ST EXUPERY

JEPPESEN

29 NOV 13
Eff 12 Dec

(11-5A)

LYON, FRANCE
CAT II/III ILS Z Rwy 36R

BRIEFING STRIP ™

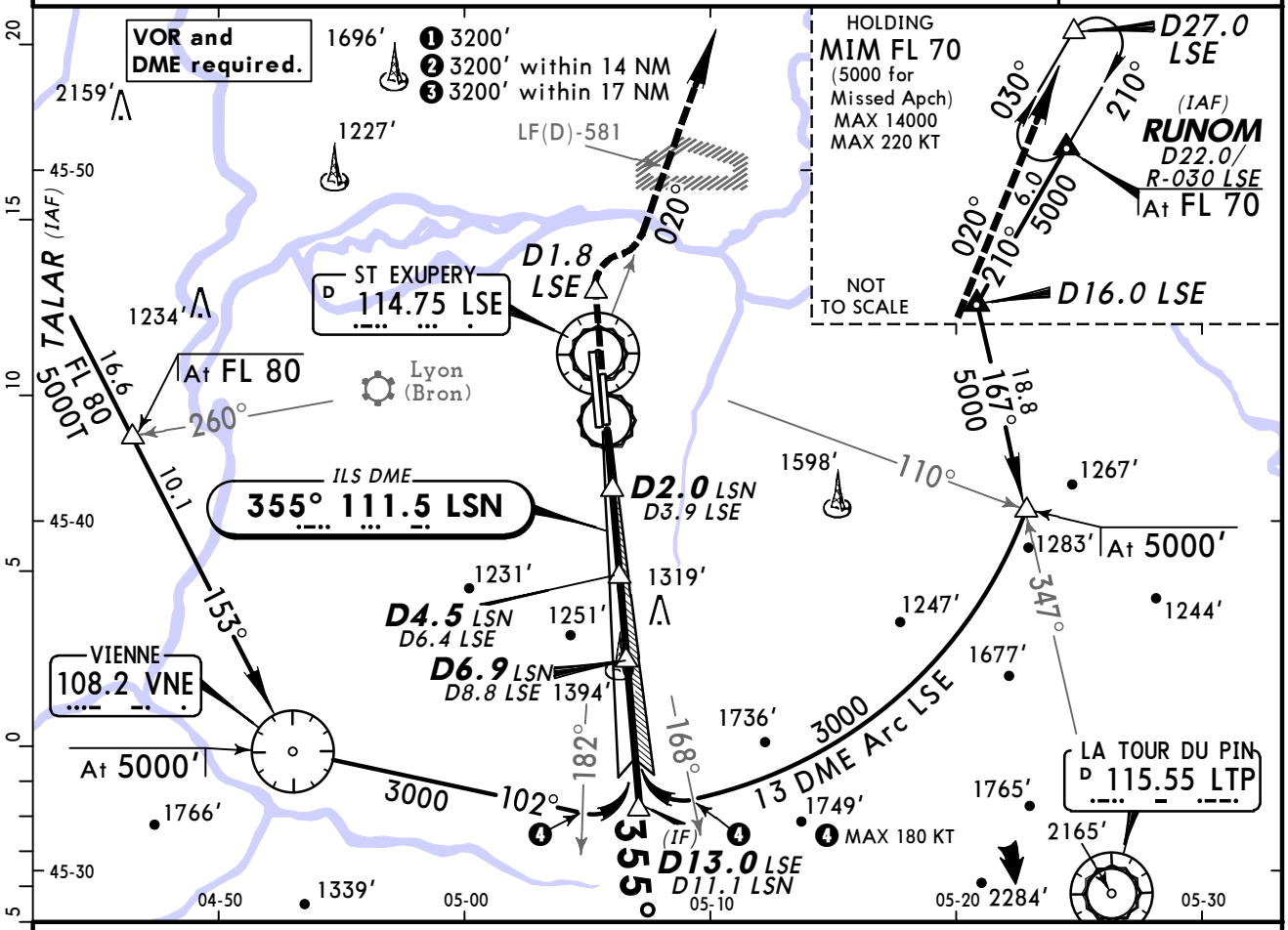
ATIS	LYON Approach West Sector	LYON Approach East Sector	SAINT EX Tower	Ground
126.17	136.07	125.8	120.45	121.82

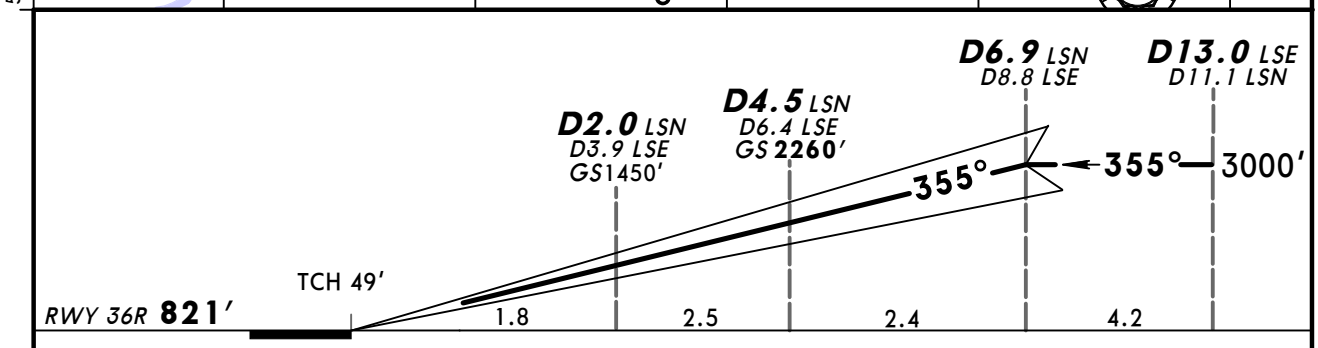
LOC LSN	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev / RWY
111.5	355°	D4.5 LSN 2260′ (1439′)	Refer to Minimums	Apt Elev 821′ RWY 821′

MISSED APCH: Climb STRAIGHT AHEAD to D1.8 LSE, 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
145° 3200′ 202°
5000′ ❸ 6000′ ❷
059° 6000′ ❸ ❷ 4000′ 319°
020° ❶ 200°





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II REIL | D1.8 LSE | 185 KT MAX RT | LSE 114.75 R-020

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

CAT IIIA ILS [1]	CAT II ILS ABCD [1]
DH 50′	RA 91′ DA(H) 921′ (100′)
RVR 200m	RVR 300m [2]

PANS OPS

[1] CAT D: MAX 160 KT. [2] Operators applying U.S. Ops Specs: Autoland or HUD required below 350m.

CHANGES: Missed approach. Arrival via TALAR.

© JEPPESEN, 2009, 2013. ALL RIGHTS RESERVED.

LFLL/LYS
ST EXUPERY

JEPPESEN

29 NOV 13
Eff 12 Dec

(11-6)

LYON, FRANCE
ILS Y or LOC Y Rwy 36R

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

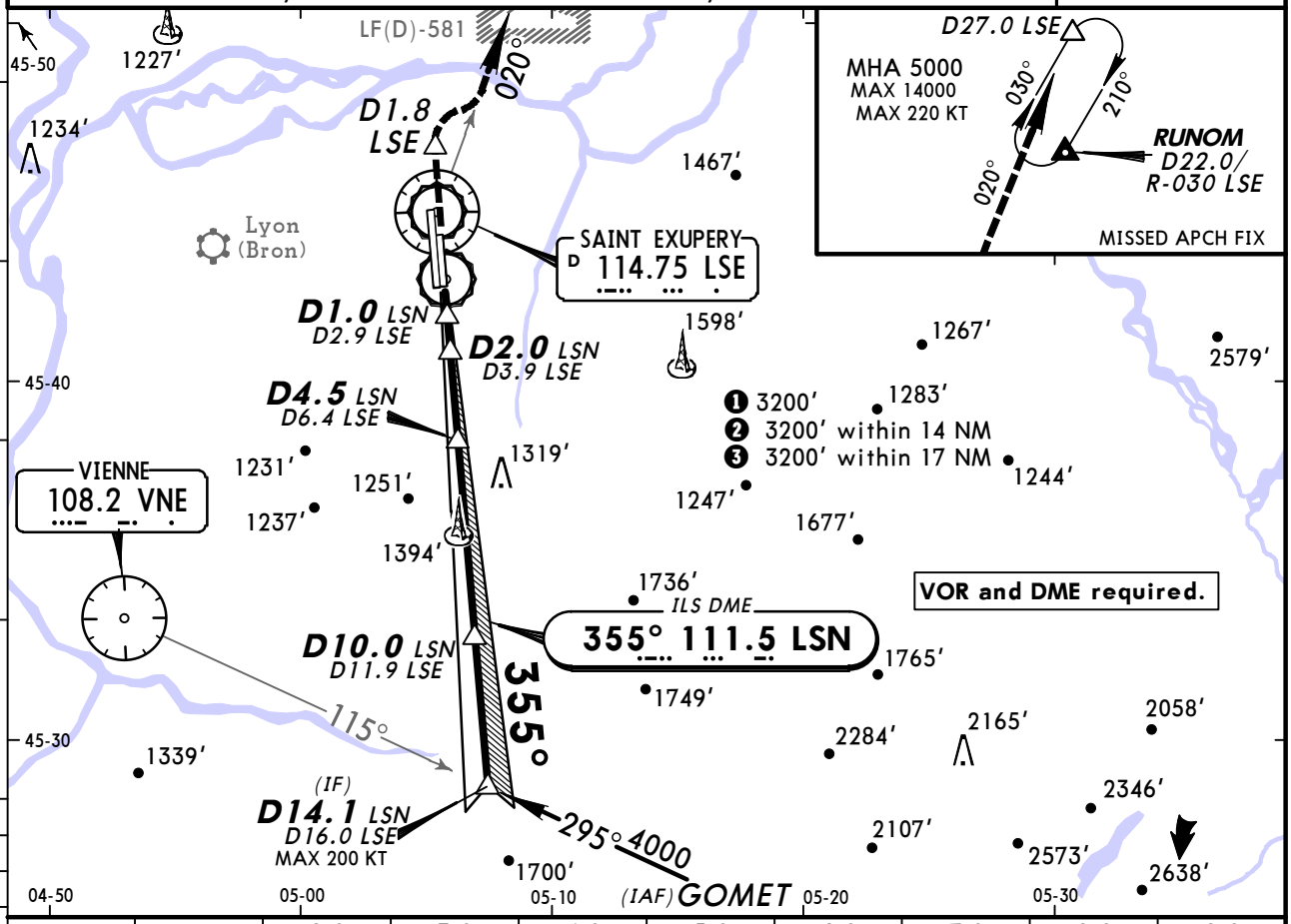
BRIEFING STRIP ™

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

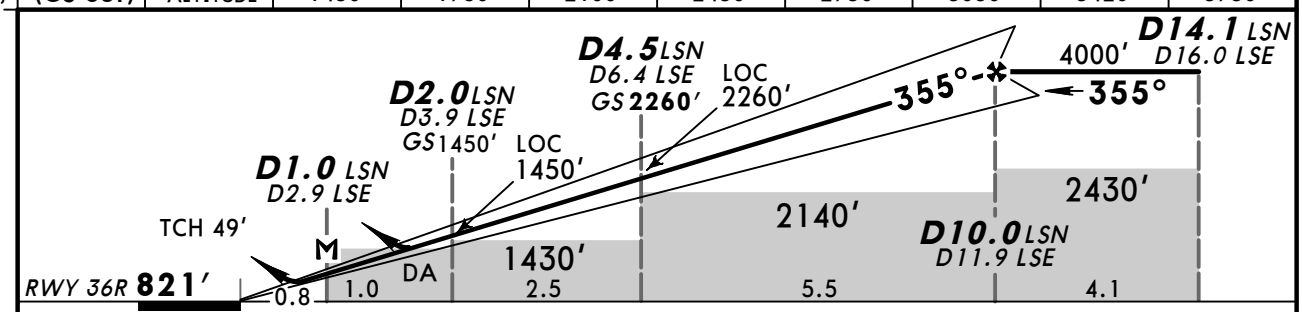
MISSED APCH: Climb STRAIGHT AHEAD to D1.8 LSE, then turn RIGHT (MAX 185 KT) to intercept and follow R-020 LSE climbing to 5000′. At D27.0 LSE turn RIGHT to join holding at RUNOM.

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

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



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°	372	478	531	637	743	849
MAP at D1.0 LSN/D2.9 LSE						

HIALS-II REIL | D1.8 LSE | 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

PANS OPS

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

CHANGES: Missed approach. Fix designation.

© JEPPESEN, 2004, 2013. ALL RIGHTS RESERVED.

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

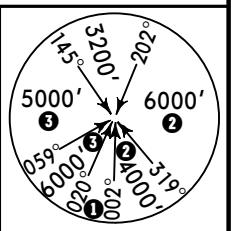
BRIEFING STRIP

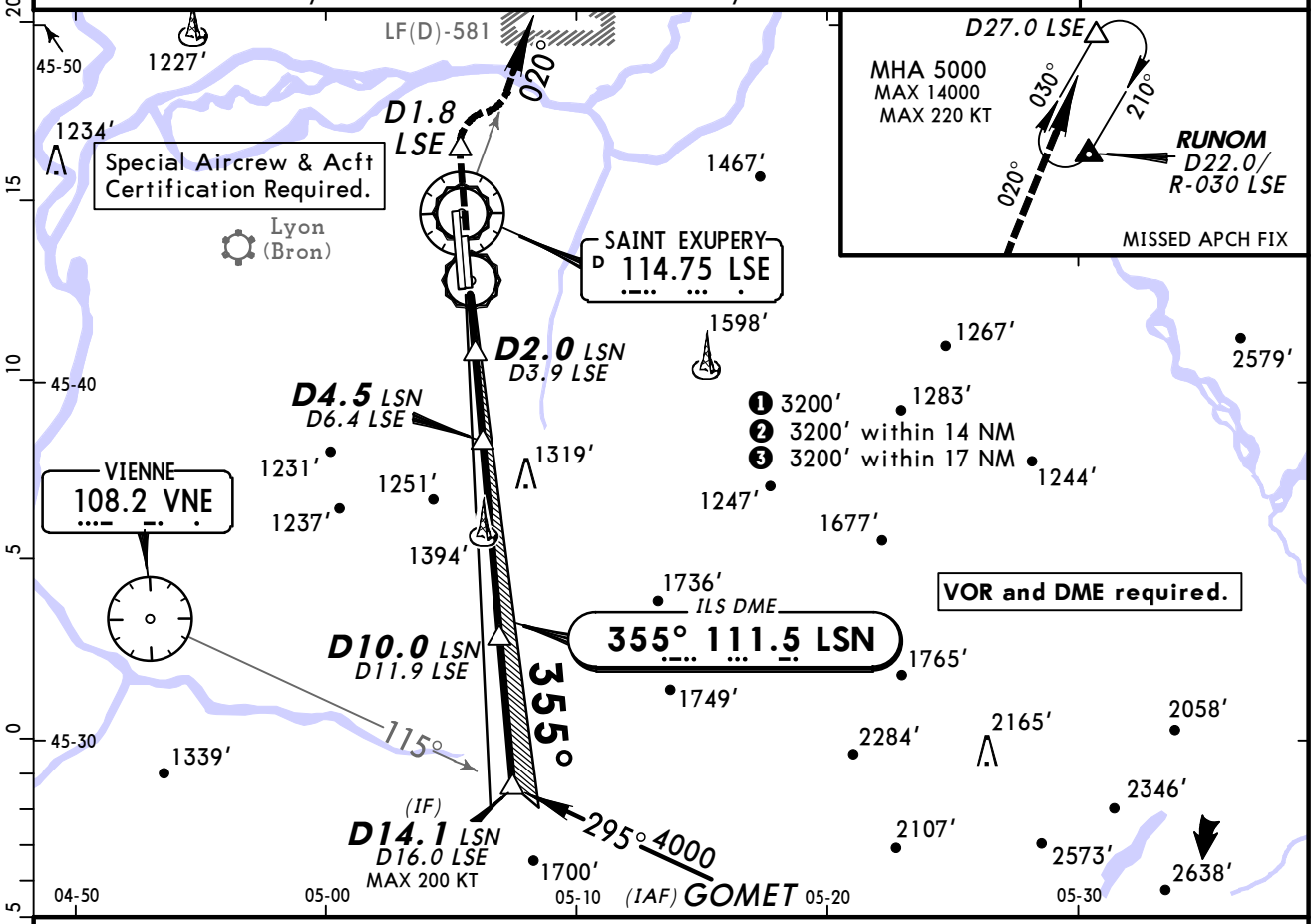
LOC LSN	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 821′
111.5	355°	D4.5 LSN 2260′ (1439′)	Refer to Minimums	RWY 821′

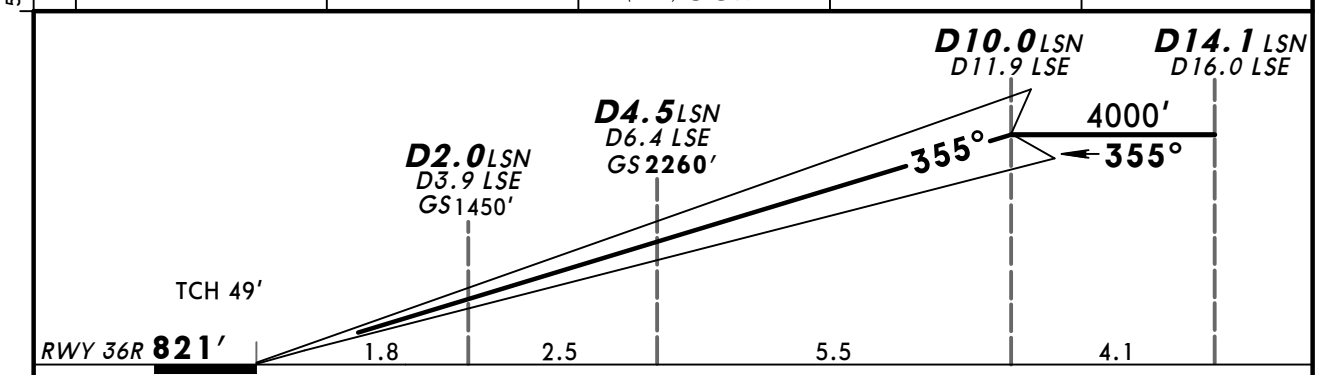
MISSED APCH: Climb STRAIGHT AHEAD to D1.8 LSE, then turn RIGHT (MAX 185 KT) to intercept and follow R-020 LSE climbing to 5000′. At D27.0 LSE turn RIGHT to join holding at RUNOM.

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°	372	478	531	637	743	849

HIALS-II
REIL

D1.8 LSE

185 KT MAX RT

LSE 114.75 R-020

PANS OPS

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

CAT IIIA ILS [1]	CAT II ILS ABCD [1]
DH 50′	RA 91′ DA(H) 921′ (100′)
RVR 200m	RVR 300m [2]

[1] CAT D: MAX 160 KT. [2] Operators applying U.S. Ops Specs: Autoland or HUD required below 350m.

CHANGES: Missed approach. Fix designation.

© JEPPESEN, 2009, 2013. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

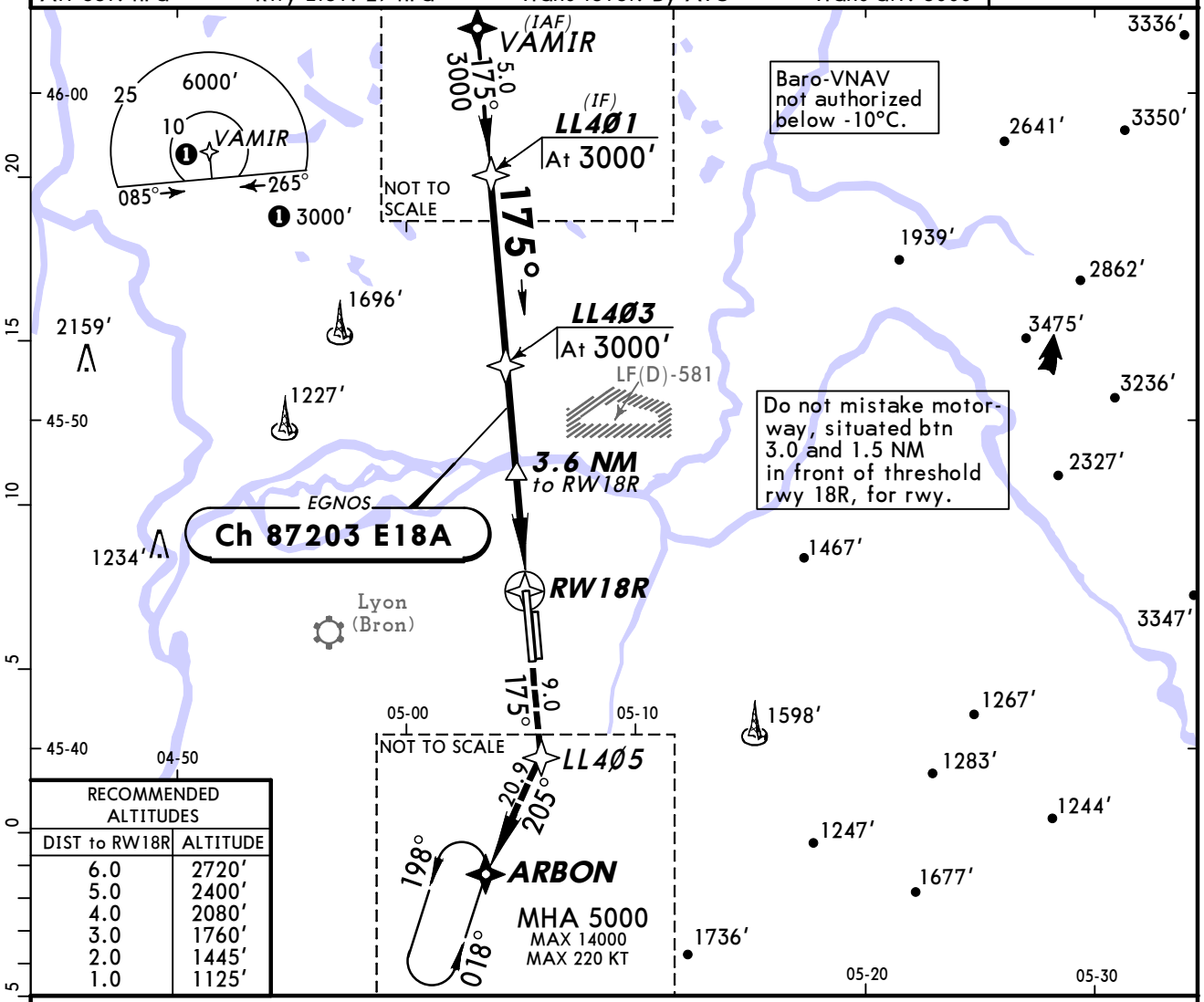
ATIS	LYON Approach West Sector	LYON Approach East Sector	SAINT EX Tower	Ground
126.17	136.07	125.8	120.45	121.82

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′

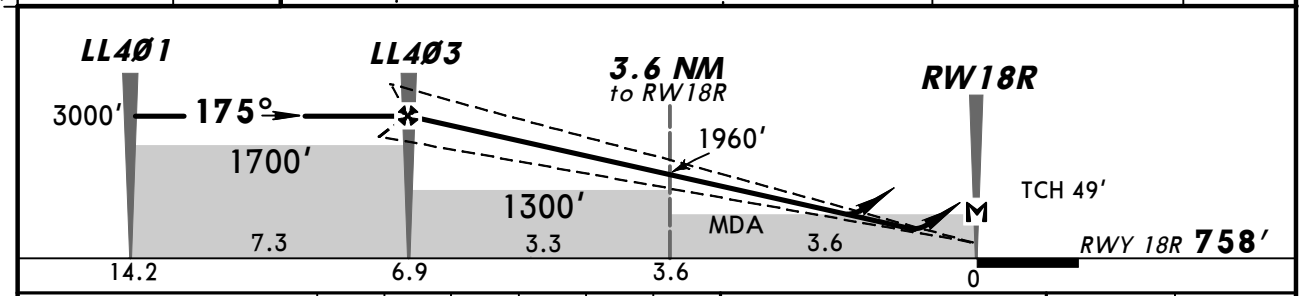
MISSED APCH: Climb to LL4Ø5, then turn RIGHT to ARBON climbing to 5000′ and join holding.

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.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

LFLL/LYS
ST EXUPERY

JEPPESEN

19 AUG 11
Eff 25 Aug
(13-1)

LYON, FRANCE
VOR Rwy 18R
via ARBON or GOMET

BRIEFING STRIP ™

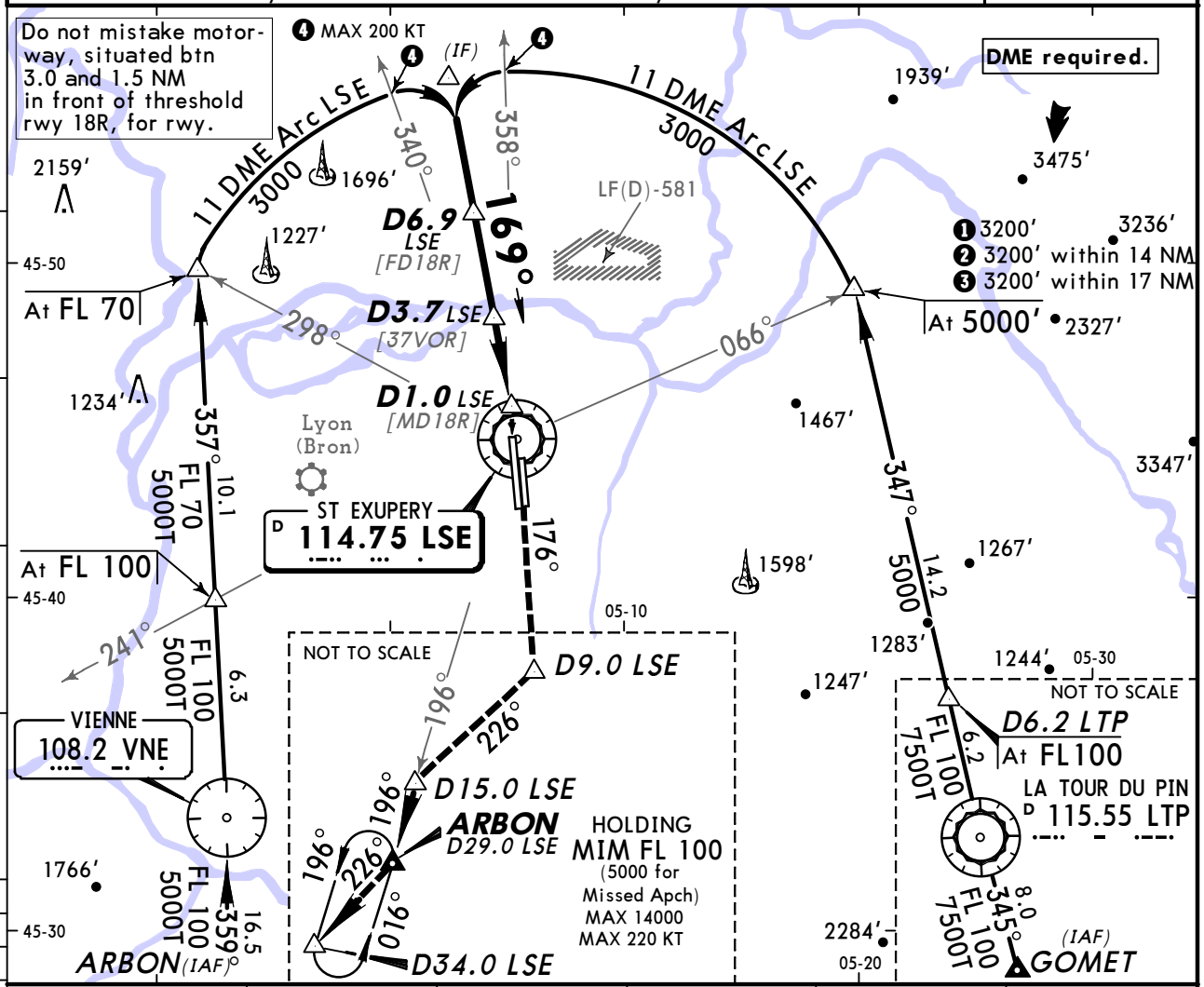
ATIS	LYON Approach West Sector	LYON Approach East Sector	SAINT EX Tower	Ground
126.17	136.07	125.8	120.45	121.82

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

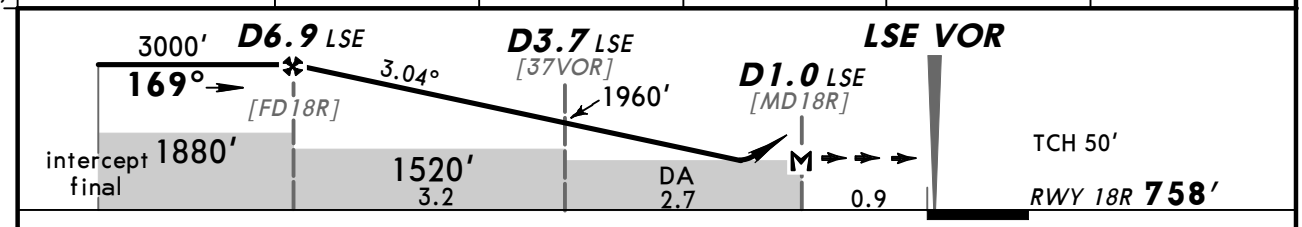
MISSED APCH: Climb on 169° to LSE VOR. Follow R-176 LSE to D9.0 LSE, then turn RIGHT onto 226° to intercept and follow R-196 LSE climbing to 5000′ to ARBON and hold.

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

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



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°

PANS OPS 4

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

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

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

CHANGES: Missed approach. ARBON holding.

© JEPPESEN, 1998, 2011. ALL RIGHTS RESERVED.

LFLL/LYS
ST EXUPERY

JEPPESEN

19 AUG 11
Eff 25 Aug

(13-2)

LYON, FRANCE
VOR Rwy 18R

via TALAR or RUNOM

BRIEFING STRIP ™

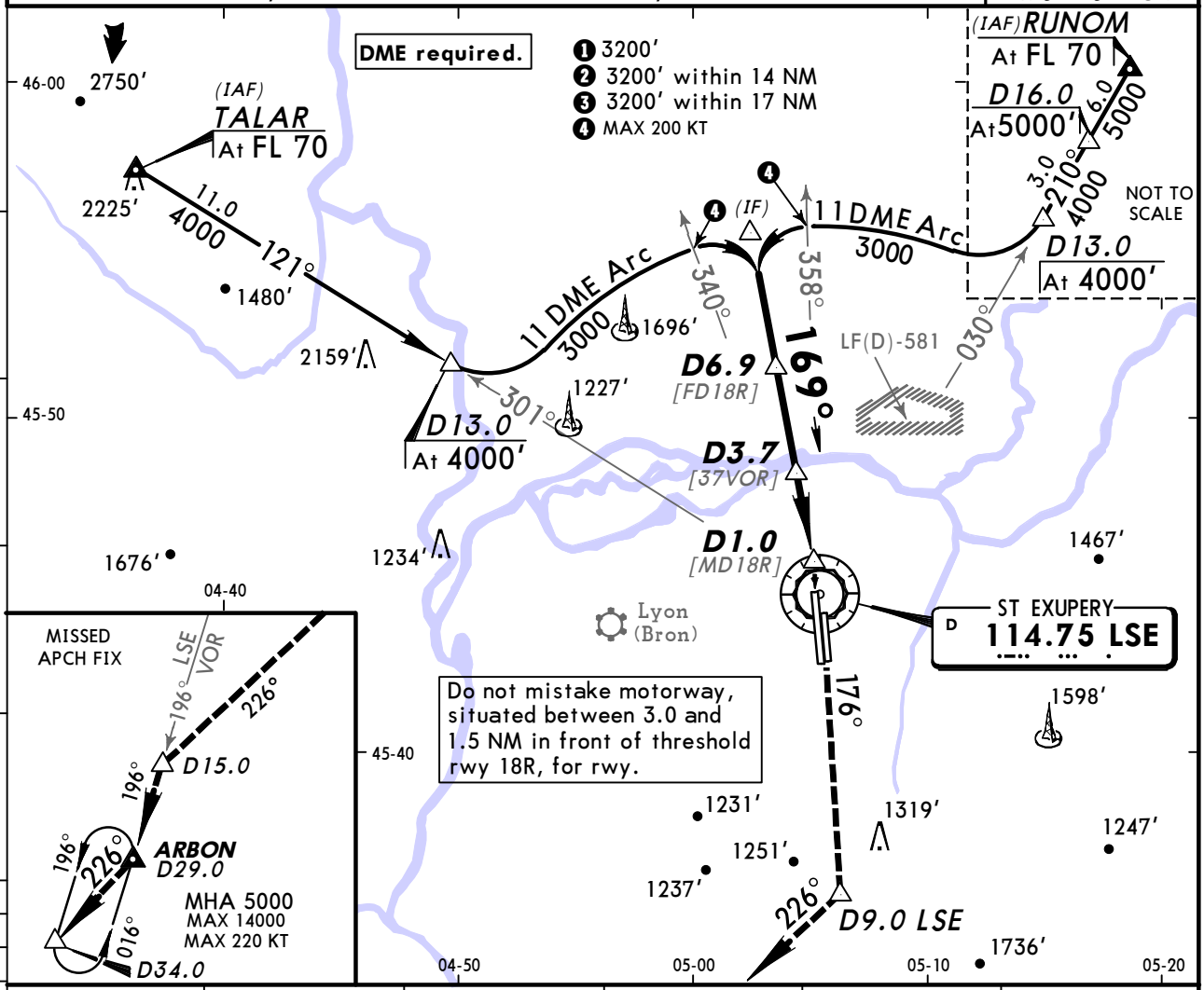
ATIS	LYON Approach West Sector	LYON Approach East Sector	SAINT EX Tower	Ground
126.17	136.07	125.8	120.45	121.82

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′

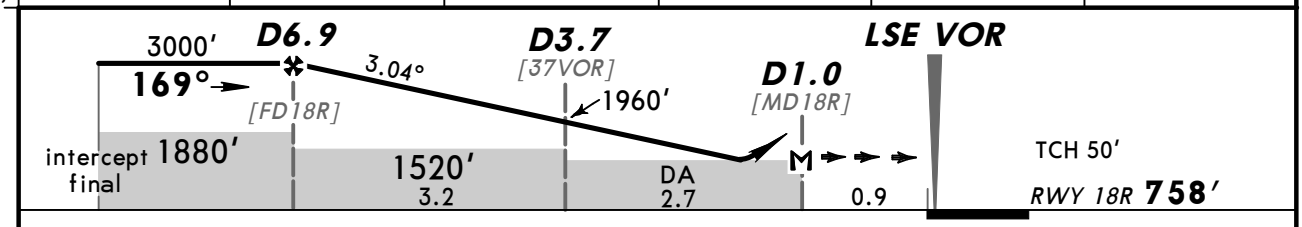
MISSED APCH: Climb on 169° to LSE VOR. Follow R-176 LSE to D9.0, then turn RIGHT onto 226° to intercept and follow R-196 LSE climbing to 5000′ to ARBON and hold.

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.

© JEPPESEN, 1998, 2011. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

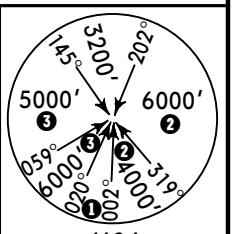
ATIS	LYON Approach West Sector	LYON Approach East Sector	SAINT EX Tower	Ground
126.17	136.07	125.8	120.45	121.82

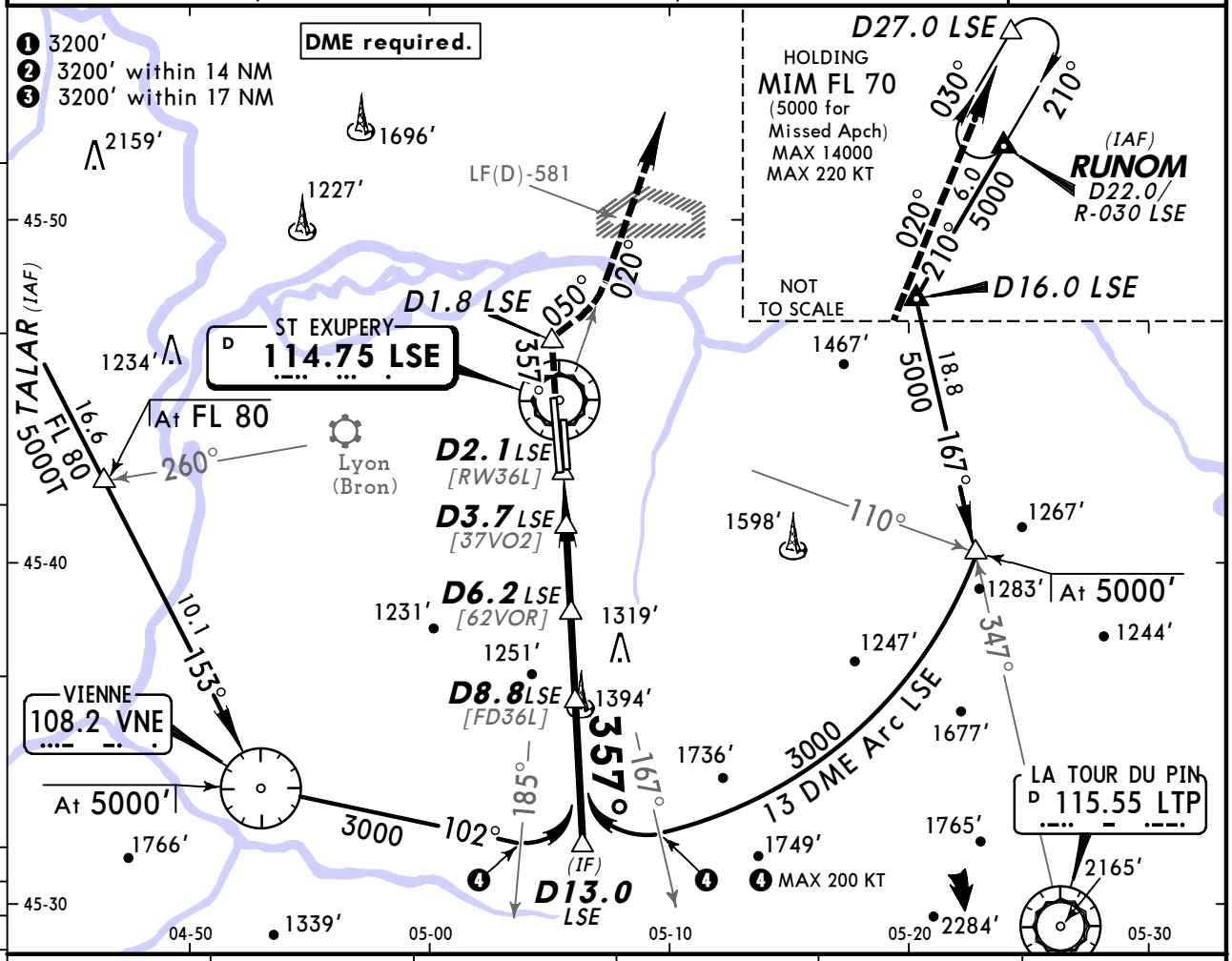
VOR	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev
LSE 114.75	357°	D8.8 LSE 3000′ (2179′)	1260′ (439′)	821′

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.

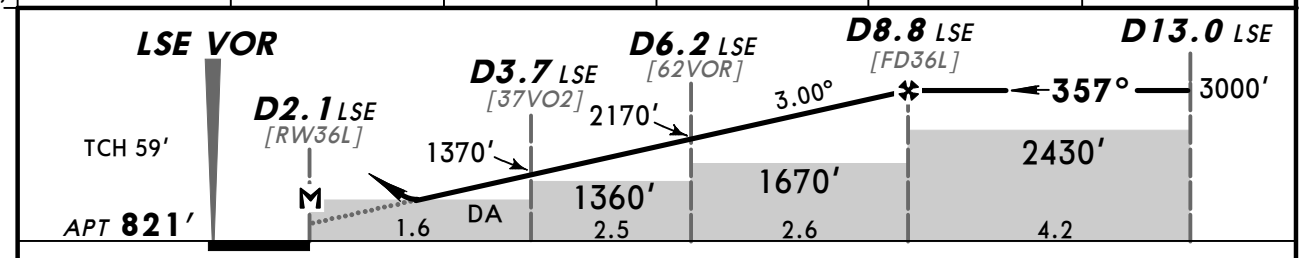
Alt Set: hPa | Apt Elev: 30 hPa | Trans level: By ATC | Trans alt: 5000′

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

PANS OPS

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

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

CHANGES: Arrival via TALAR. SMA.

© JEPPESEN, 1998, 2013. ALL RIGHTS RESERVED.

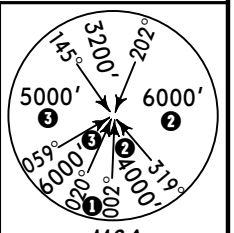
BRIEFING STRIP

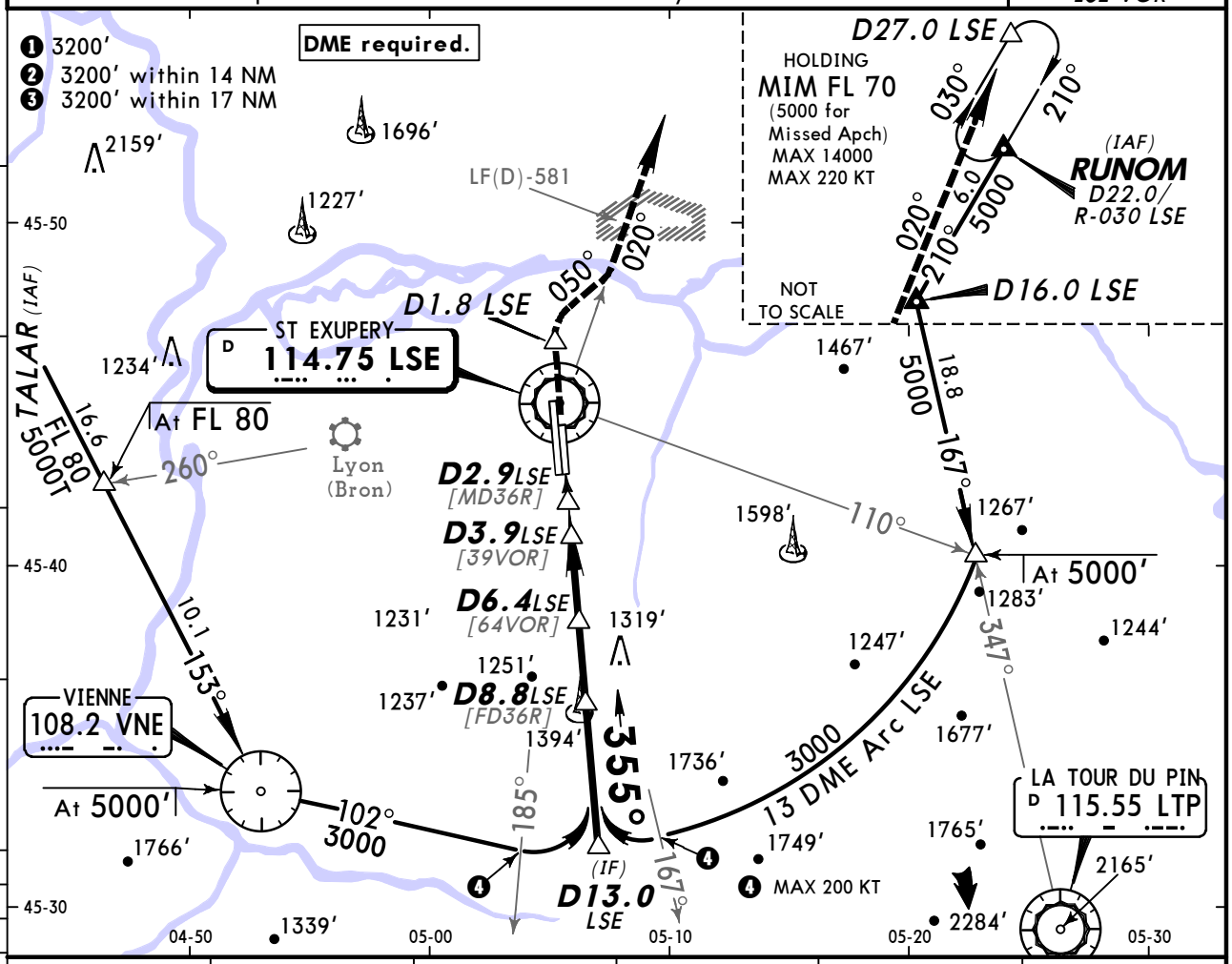
ATIS	LYON Approach West Sector	LYON Approach East Sector	SAINT EX Tower	Ground
126.17	136.07	125.8	120.45	121.82

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

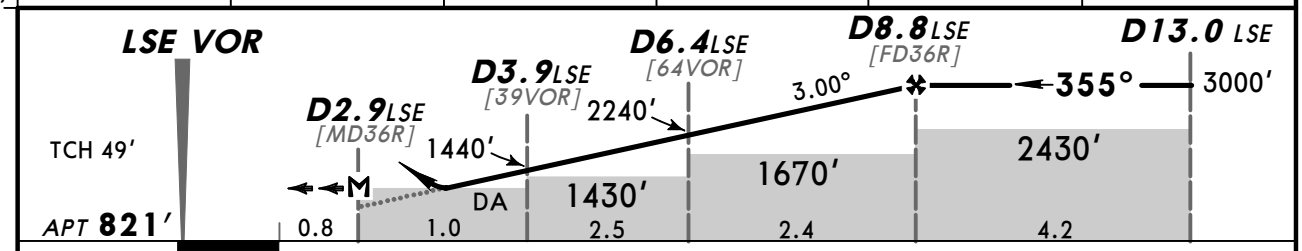
MISSED APCH: Climb STRAIGHT AHEAD to D1.8 LSE, then turn RIGHT (MAX 185 KT) onto 050° to intercept and follow R-020 LSE climbing to 5000′. At D27.0 LSE turn RIGHT to join RUNOM holding.

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





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

PANS OPS

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.

CHANGES: Arrival via TALAR. SMA.

© JEPPESEN, 2004, 2013. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2014, ALL RIGHTS RESERVED

JEPPESEN
JeppView for Windows

Chart changes since cycle 12-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

LYON, (SAINT EXUPERY - LFLL)

(c) JEPPESEN SANDERSON, INC., 2014, ALL RIGHTS RESERVED

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.