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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 01-2016
Change Notices
Notebook

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General Information

Location: LYON FRA
ICAO/IATA: LFLL / LYS
Lat/Long: N45° 43.53', E005° 04.87'
Elevation: 821 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 0.0° 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
Traffic Pattern Altitude: 1821 ft (1000 ft AGL)

Sunrise: 0719 Z
Sunset: 1615 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: 814 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 36R
Length x Width: 8760 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 821 ft

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Lighting: Edge, ALS, Centerline, REIL, TDZ

Communication Information

ATIS: 126.175
Saint Ex Tower Tower: 120.450
Saint Ex Preflight Tower: 121.650
Saint Ex Tower Tower: 132.000 Secondary
Saint Ex Ground Ground: 121.825
Lyon Approach: 136.075
Lyon Approach: 133.150
Lyon Approach: 132.000 Secondary
Lyon Approach: 125.800
Lyon Approach: 125.425
Lyon Approach: 120.225

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1. GENERAL

1.1. ATIS

ATIS 126.175

1.2. SPEED RESTRICTIONS

Within LYON class C TMA, the speed is limited to MAX 250 KT below FL100 except with explicit clearance by ATC.

For ACFT which cannot maintain MAX 250 KT for technical reasons or for flight quality, a higher speed is possible after clearance.

1.3. NOISE ABATEMENT PROCEDURES

1.3.1. 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.

1.3.2. 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.

1.3.3. 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.

1.3.4. 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 121.825) 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.

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1. GENERAL

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.4.1. USE OF MODE S TRANSPONDER ON THE GROUND

1.4.1.1. GENERAL

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

1.4.1.2. 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.

For ACFT at parking stand:

- Select OFF or STBY.

1.4.1.3. 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 broadcasting as long as the ACFT is not on the RWY (landing or taking off) by setting the mode selector on the appropriate function.

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1. GENERAL

1.5. 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.

TWY A5 and V5 limited to ACFT CAT D.

TWYs K1 and K3 usable for Apron K only.

TWY A2, A5 and TZ usable by DAY only.

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

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

TWYs TA, TB, TN1, TN2, TN3 and TZ MAX wingspan 118'/36m.

TWYs K1 and K3 MAX wingspan 95'/29m.

1.6. PARKING INFORMATION

On stands A21 thru A29, A32 thru B16, B61 thru D27, J11 thru J41, K52, K54, L11 thru M11, and M13 thru M43 push-back required.

On stands E11 thru E17 push-back possible.

1.7. OTHER INFORMATION

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

RWYs 36L and 36R right-hand circuit.

Wildlife strike hazard.

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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.

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.

2.6. OTHER INFORMATION

2.6.1. REDUCED RADAR SEPARATION VALUE ON FINAL APPROACH

The 3.0NM minimal radar separation can be reduced to 2.5NM between two ACFT on final approach RWYs 18L or 36R, when the preceding ACFT belongs to the wake turbulence category lower or equal to the category of the ACFT that follows.

This minimal separation is not applicable behind a heavy ACFT or B757.

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3. DEPARTURE

3.1. DE-ICING

De-icing will take place on parking stand; about twelve on-site de-icers available.

3.2. PUSH-BACK PROCEDURE

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

3.3. 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.

3.4. RWY OPERATIONS

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

3.5. OTHER INFORMATION

3.5.1. DATALINK DEPARTURE CLEARANCE (DCL)

The following time parameters apply:

t_i 10 min before star-tup time;

t_t 3 min before start-up time;

t_l 10 min.

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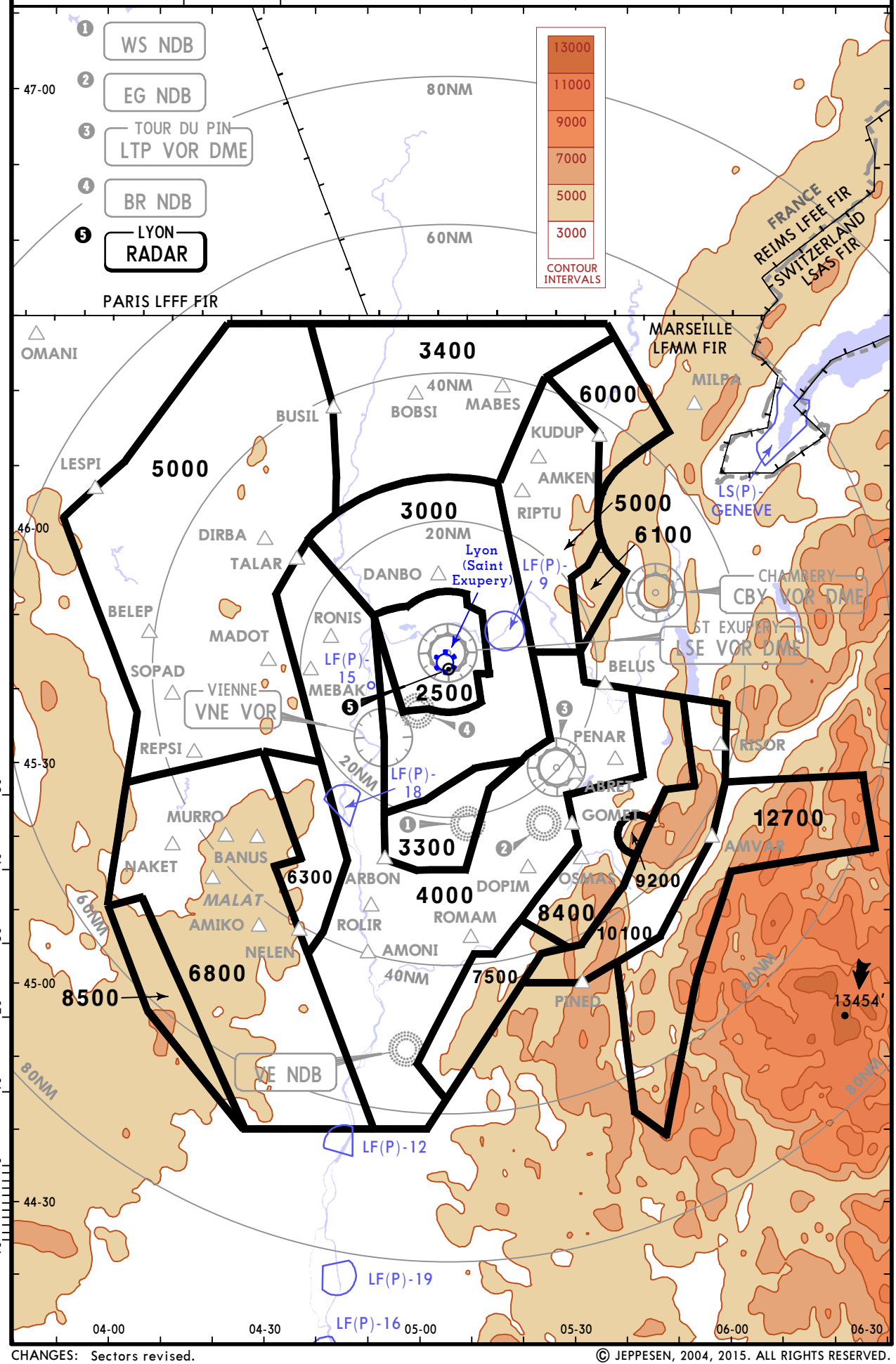
LFLL/LYS
ST EXUPERY

JEPPESEN
13 NOV 15 (10-1R)

LYON, FRANCE
RADAR MINIMUM ALTITUDES

LYON Approach (R)	Apt Elev
120.225	821′

Alt Set: hPa
Trans level: By ATC Trans alt: 5000′
The published minimum altitudes integrate a correction for low temperatures.



CHANGES: Sectors revised.

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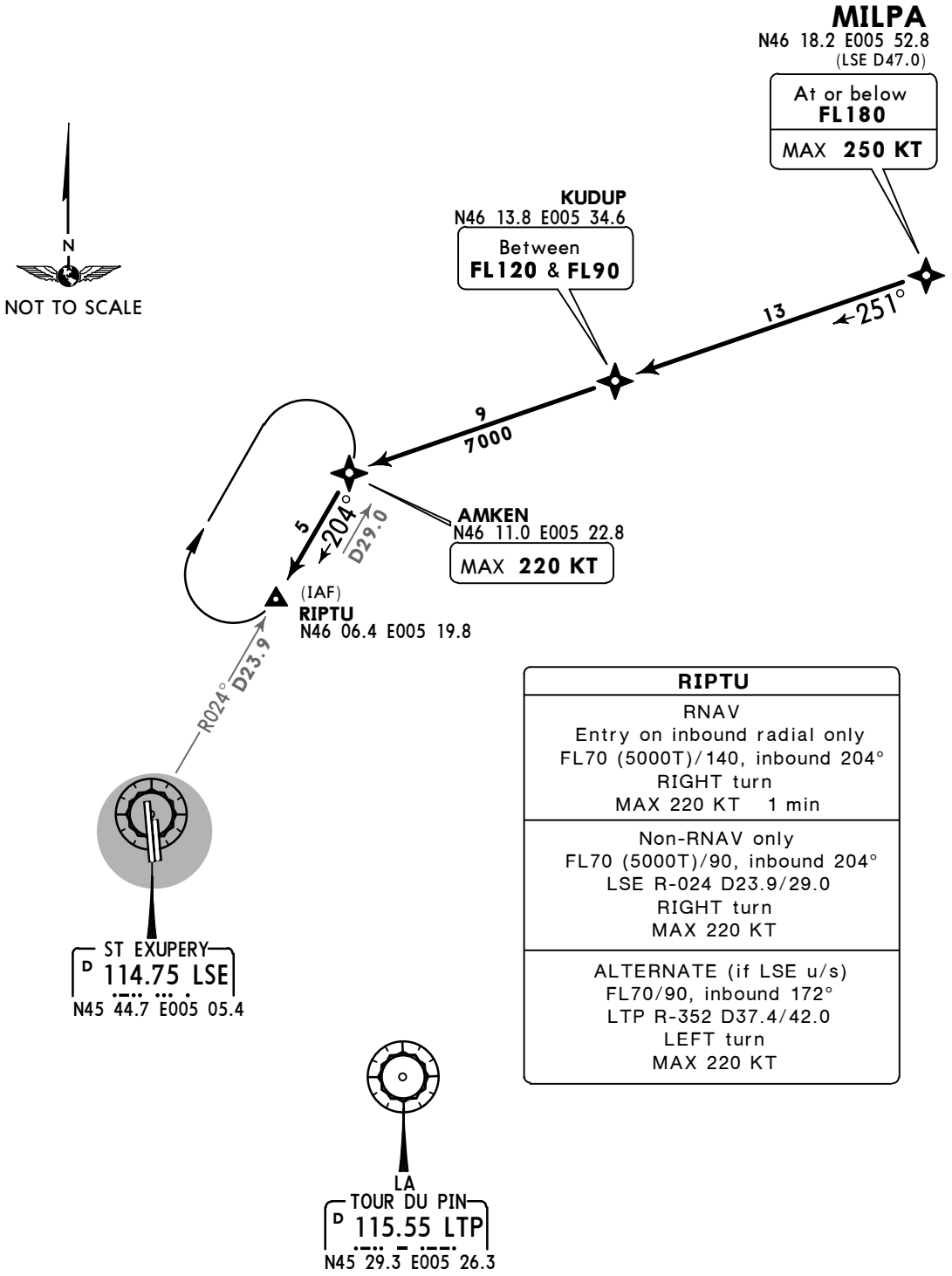
ATIS	Apt Elev	
126.175	821′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ **1. RNAV 1** 2. RNAV STARs are protected according to RNAV 1 navigation specifications requirements for GNSS and DME/DME sensors. 3. In case of RADAR vectoring cross LSE 45 DME at or below FL140/ MAX 250 KT, LSE 29 DME at MAX 220 KT. 4. If LSE VOR or DME unserviceable use alternate holding RIPTU and comply with CTL instructions to join the cleared approach procedure.

MILPA 5N [MILP5N]
RWYS 36L/R RNAV ARRIVAL

MILPA 5S [MILP5S]
RWYS 18L/R RNAV ARRIVAL



RIPTU
RNAV Entry on inbound radial only FL70 (5000T)/140, inbound 204° RIGHT turn MAX 220 KT 1 min
Non-RNAV only FL70 (5000T)/90, inbound 204° LSE R-024 D23.9/29.0 RIGHT turn MAX 220 KT
ALTERNATE (if LSE u/s) FL70/90, inbound 172° LTP R-352 D37.4/42.0 LEFT turn MAX 220 KT

CHANGES: General note.

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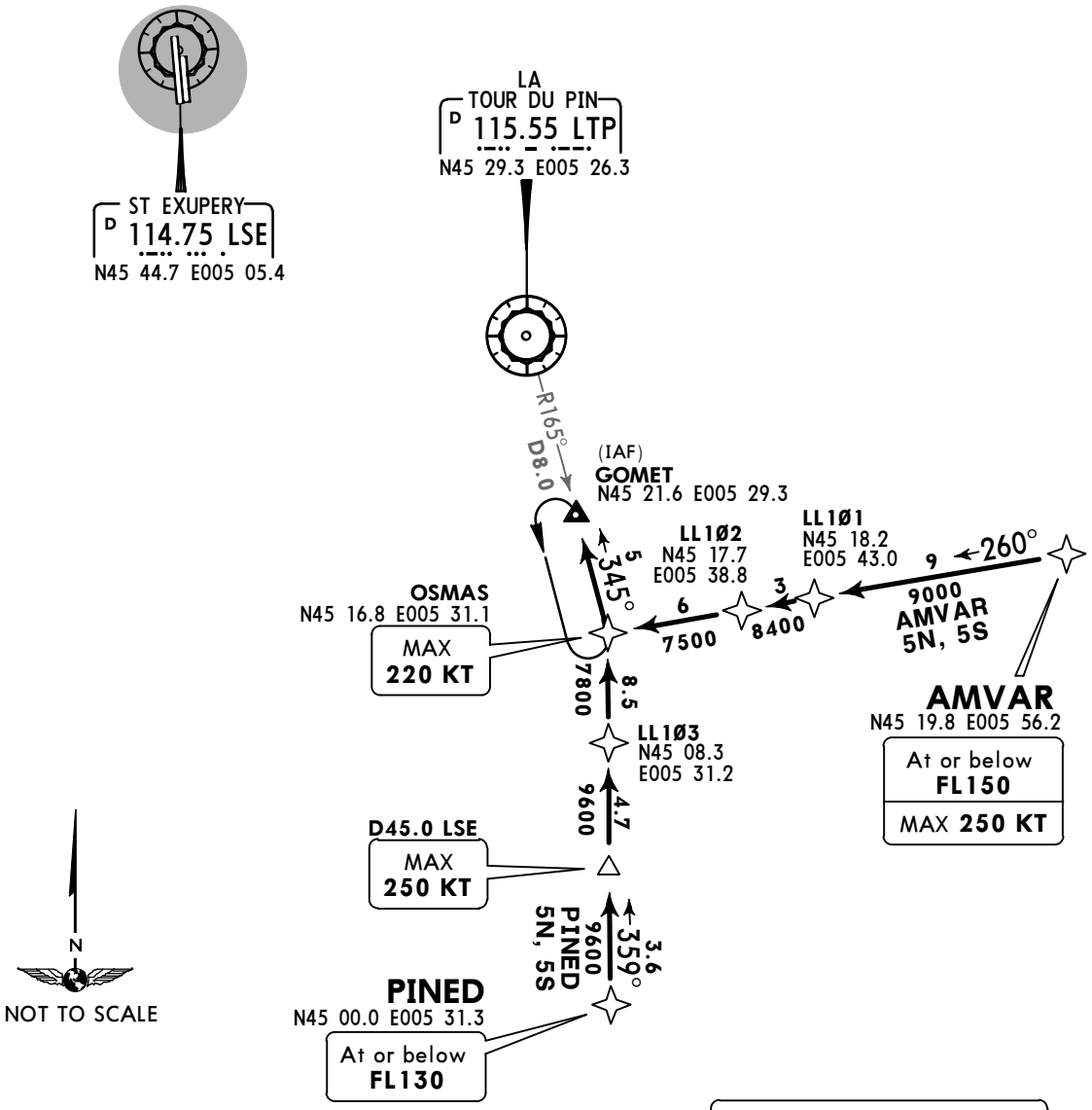
ATIS	Apt Elev	
126.175	821′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ **1. RNAV 1** 2. RNAV STARs are proteced according to RNAV 1 navigation specifications requirements for GNSS and DME/DME sensors. 3. In case of RADAR vectoring cross LSE 45 DME at or below FL140/ MAX 250 KT, LSE 29 DME at MAX 220 KT. 4. If LTP VOR or DME unserviceable use alternate holding GOMET and comply with CTL instructions to join the cleared approach procedure.

AMVAR 5N [AMVA5N]
PINED 5N [PINE5N]
RWYS 36L/R RNAV ARRIVALS

AMVAR 5S [AMVA5S]
PINED 5S [PINE5S]
RWYS 18L/R RNAV ARRIVALS



GOMET
FL100 (7500T)/140 inbound 345° LTP R-165 D8.0/13.0
ALTERNATE (if LTP u/s) FL110/140, inbound 324° LSE R-144 D29.0/34.0 LEFT turn

Direct distance from GOMET to:
St Exupery Apt 28 NM

CHANGES: General note.

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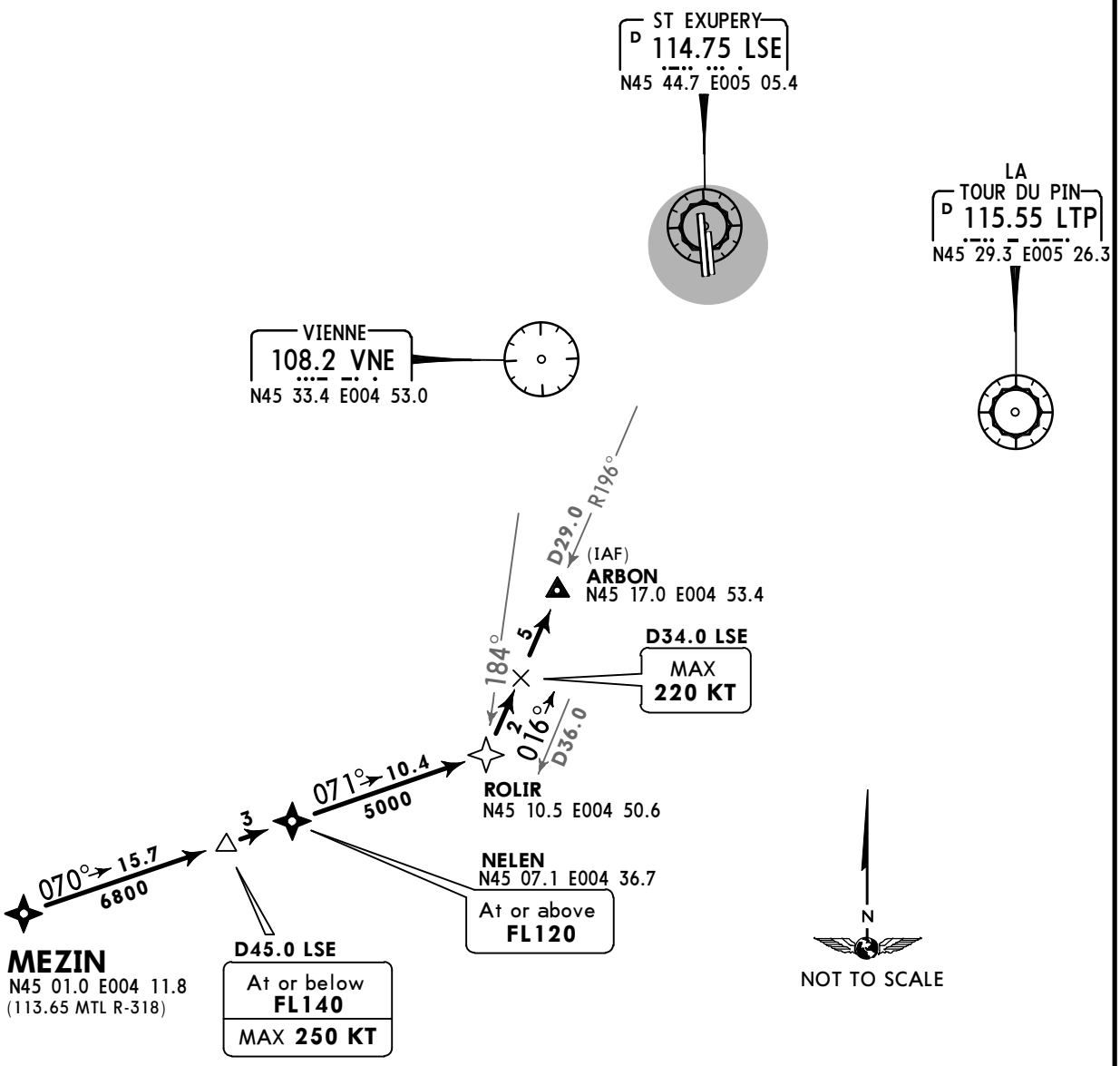
ATIS	Apt Elev	
126.175	821′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ **1. RNAV 1** 2. RNAV STARs are protected according to RNAV 1 navigation specifications requirements for GNSS and DME/DME sensors. 3. In case of RADAR vectoring cross LSE 45 DME at or below FL140/ MAX 250 KT, LSE 29 DME at MAX 220 KT. 4. If LSE VOR or DME unserviceable use alternate holding ARBON and comply with CTL instructions to join the cleared approach procedure.

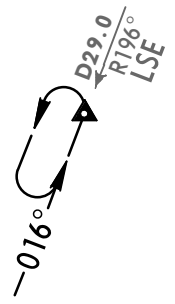
MEZIN 5D [MEZI5D]
RWYS 18L/R RNAV ARRIVAL

MEZIN 5E [MEZI5E]
RWYS 36L/R RNAV ARRIVAL



ARBON
RWYS 18L/R: FL100 (5000T)/140 RWYS 36L/R: FL70 (5000T)/140 inbound 016° LSE R-196 D29.0/34.0 MAX 220 KT
ALTERNATE (if LSE u/s) RWYS 18L/R: FL100/140 RWYS 36L/R: FL70/140 inbound 061° LTP R-241 D26.0/31.0 LEFT turn

HOLDING OVER ARBON



CHANGES: General note.

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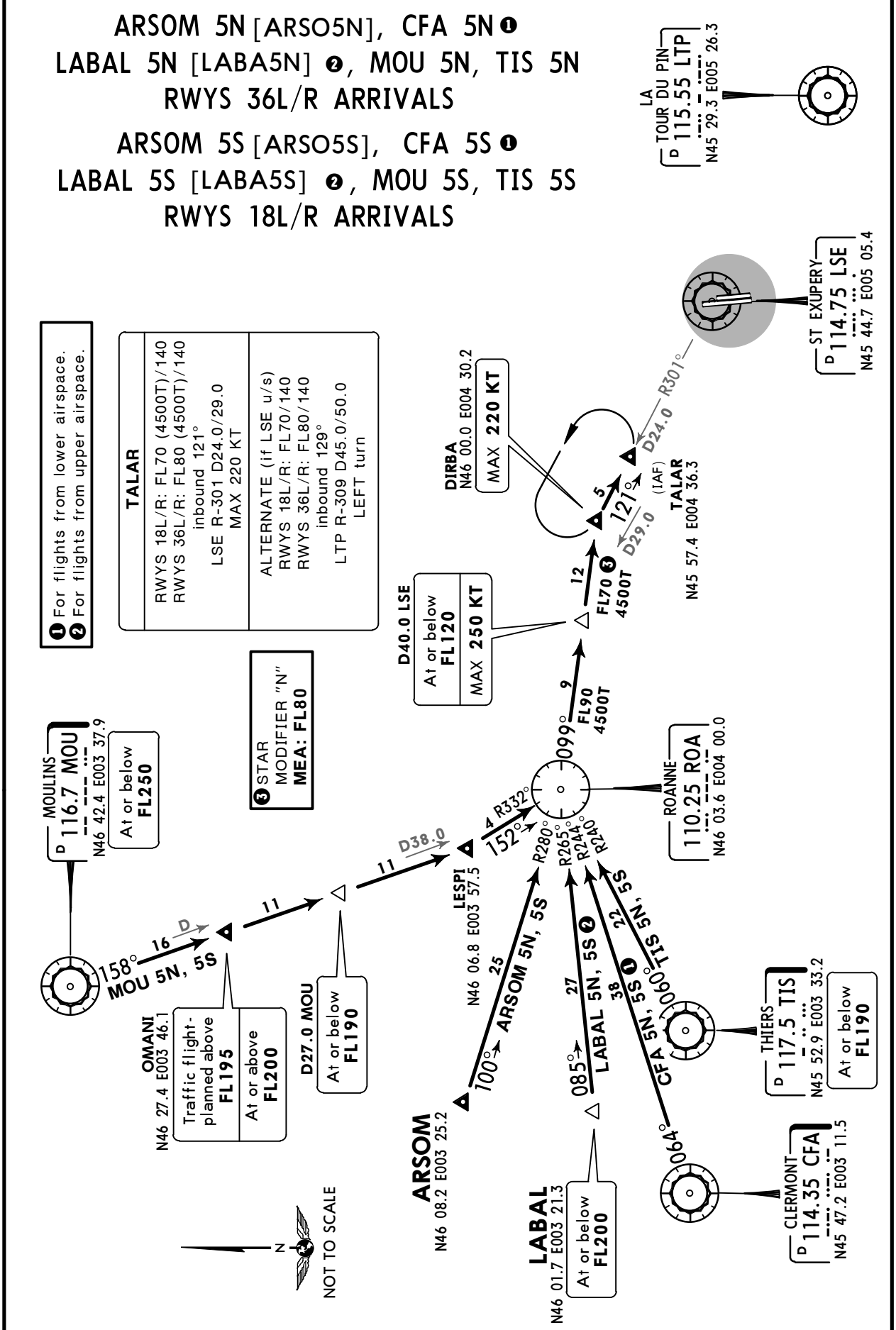
ATIS	Apt Elev	
126.175	821'	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. In case of RADAR vectoring cross LSE 40 DME at or below FL120/ MAX 250 KT. 2. If LSE VOR or DME unserviceable use alternate holding TALAR and comply with CTL instructions to join the cleared approach procedure.

ARSOM 5N [ARSO5N], CFA 5N ❶
LABAL 5N [LABA5N] ❷, MOU 5N, TIS 5N
RWYS 36L/R ARRIVALS

ARSOM 5S [ARSO5S], CFA 5S ❶
LABAL 5S [LABA5S] ❷, MOU 5S, TIS 5S
RWYS 18L/R ARRIVALS



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ATIS	Apt Elev	
126.175	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 5N [MEZI5N]
MTL 5N
RWYS 36L/R ARRIVALS

MEZIN 5S [MEZI5S]
MTL 5S
RWYS 18L/R ARRIVALS

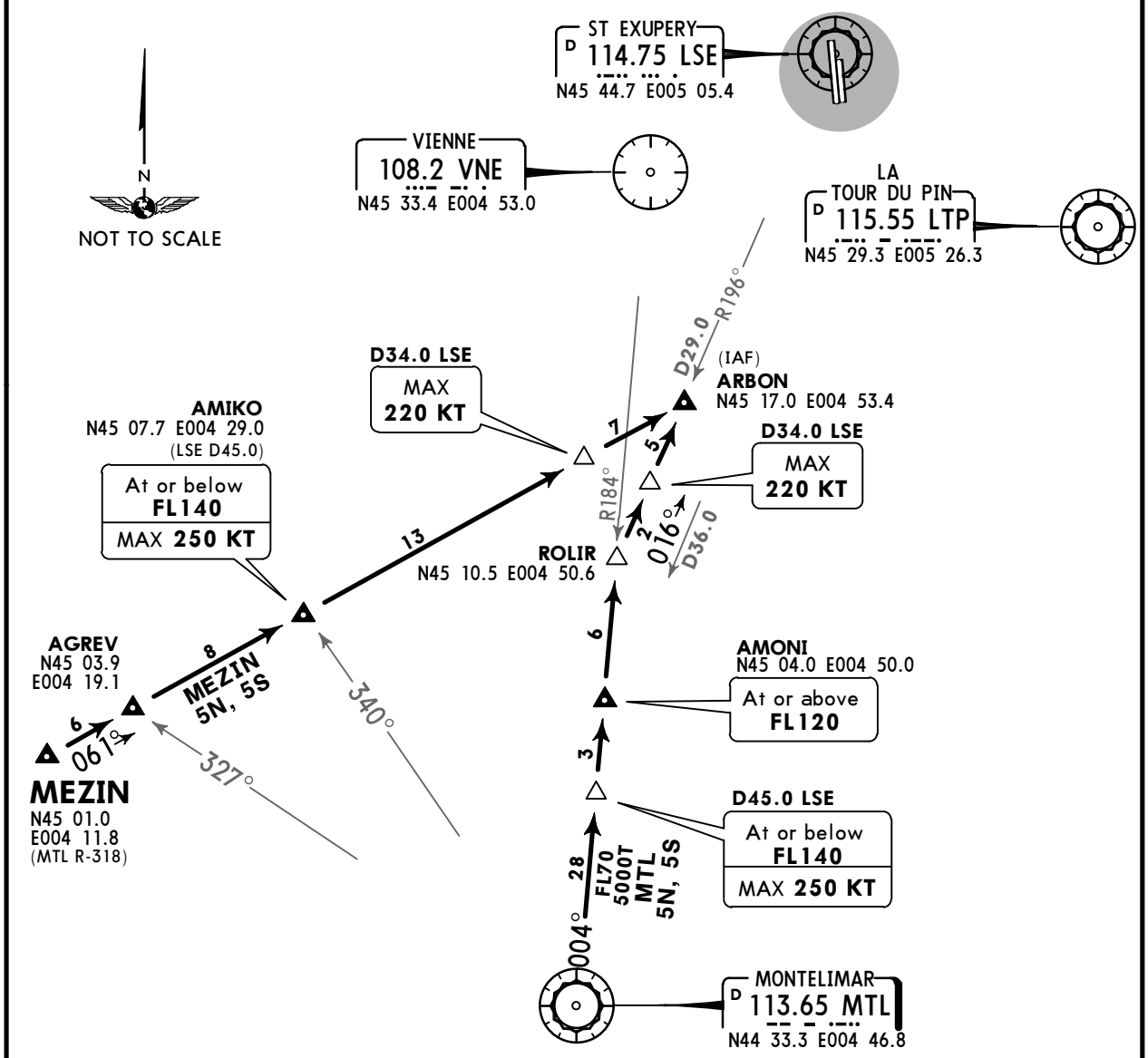
HOLDING OVER ARBON

D29.0 R196° LSE
016°

ARBON

RWYS 18L/R: FL100 (5000T)/140
RWYS 36L/R: FL70 (5000T)/140
inbound 016°
LSE R-196 D29.0/34.0
MAX 220 KT

ALTERNATE (if LSE u/s)
RWYS 18L/R: FL100/140
RWYS 36L/R: FL70/140
inbound 061°
LTP R-241 D26.0/31.0
LEFT turn



CHANGES: STARs renumbered.

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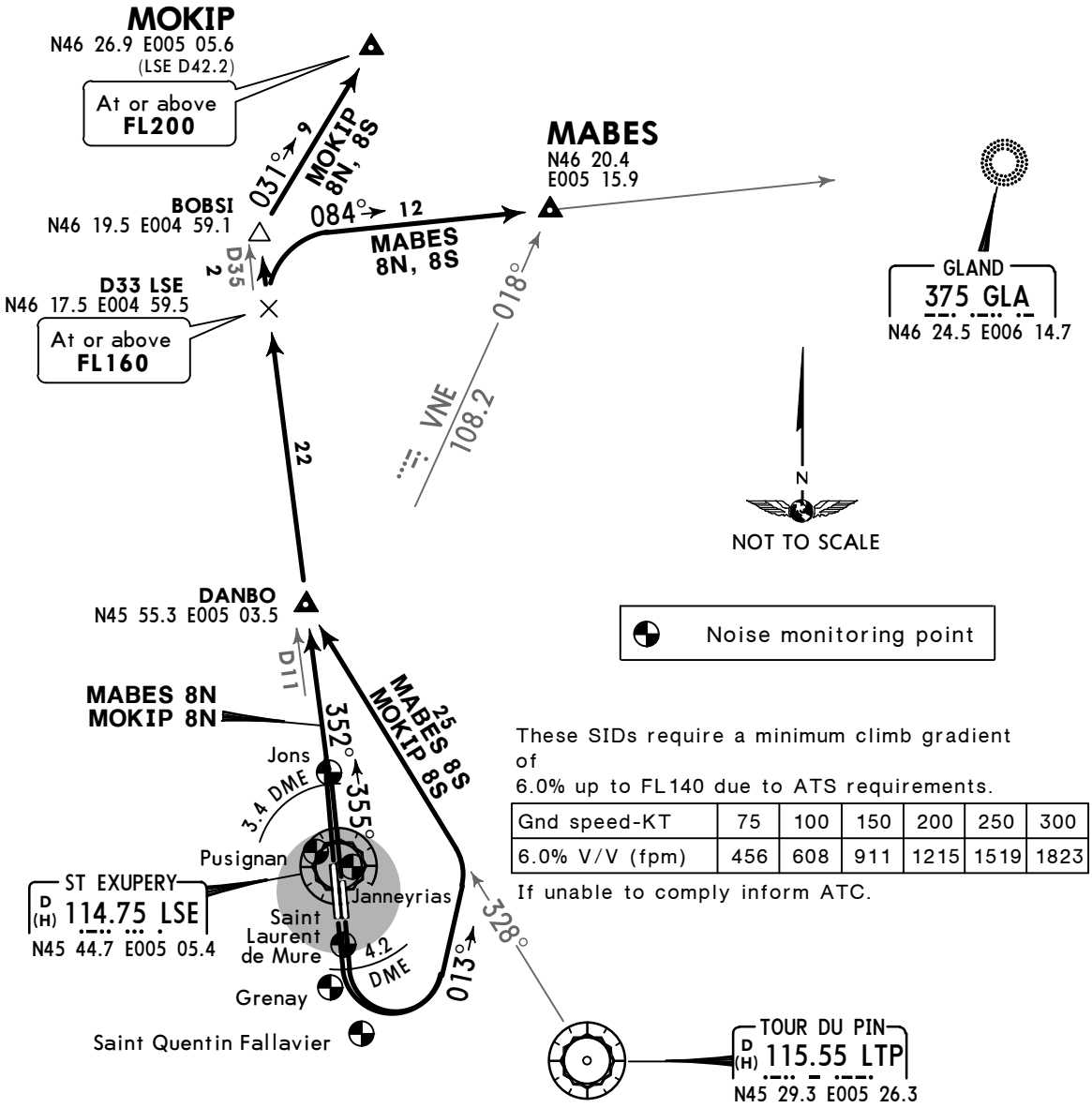
Apt Elev 821′	Trans level: By ATC Trans alt: 5000′ SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

MABES 8N [MABE8N], MABES 8S [MABE8S]
MOKIP 8N [MOKI8N], MOKIP 8S [MOKI8S]
RWYS 36L/R, 18L/R DEPARTURES

SPEED: MAX 250 KT PRIOR TRANSFER TO ACC



These SIDs require a minimum climb gradient of 6.0% up to FL140 due to ATS 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 8N, MOKIP 8N: Initial climb clearance **FL140**
MABES 8S, MOKIP 8S: Initial climb clearance **FL100**

SID	RWY	ROUTING
MABES 8N 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 8S 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 8N 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 8S 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.

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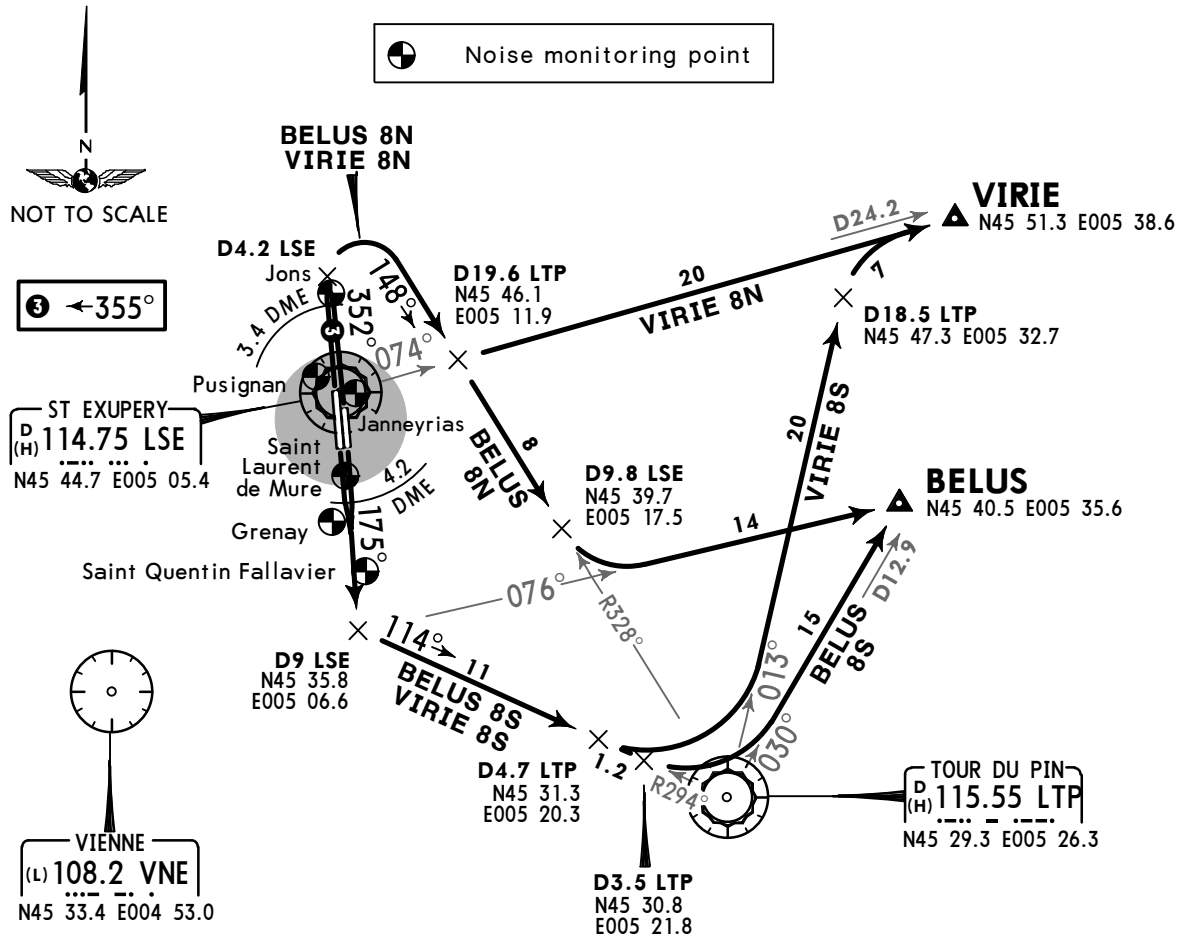
Apt Elev 821′	Trans level: By ATC Trans alt: 5000′ SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

BELUS 8N [BELU8N], BELUS 8S [BELU8S]
VIRIE 8N [VIRI8N], VIRIE 8S [VIRI8S]
RWYS 36L/R, 18L/R DEPARTURES

SPEED: MAX 250 KT PRIOR TRANSFER TO ACC



These SIDs require minimum climb gradients of

BELUS 8N
8.0% up to FL100 due to ATS requirements.

BELUS 8S, VIRIE 8S
6.0% up to FL80 due to ATS requirements.

VIRIE 8N
8.0% up to FL80 due to ATS 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 8N: Initial climb clearance **FL100**
BELUS 8S, VIRIE 8N, 8S: Initial climb clearance **FL80**

SID	RWY	ROUTING
BELUS 8N 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 8S 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 8N 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 8S 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.

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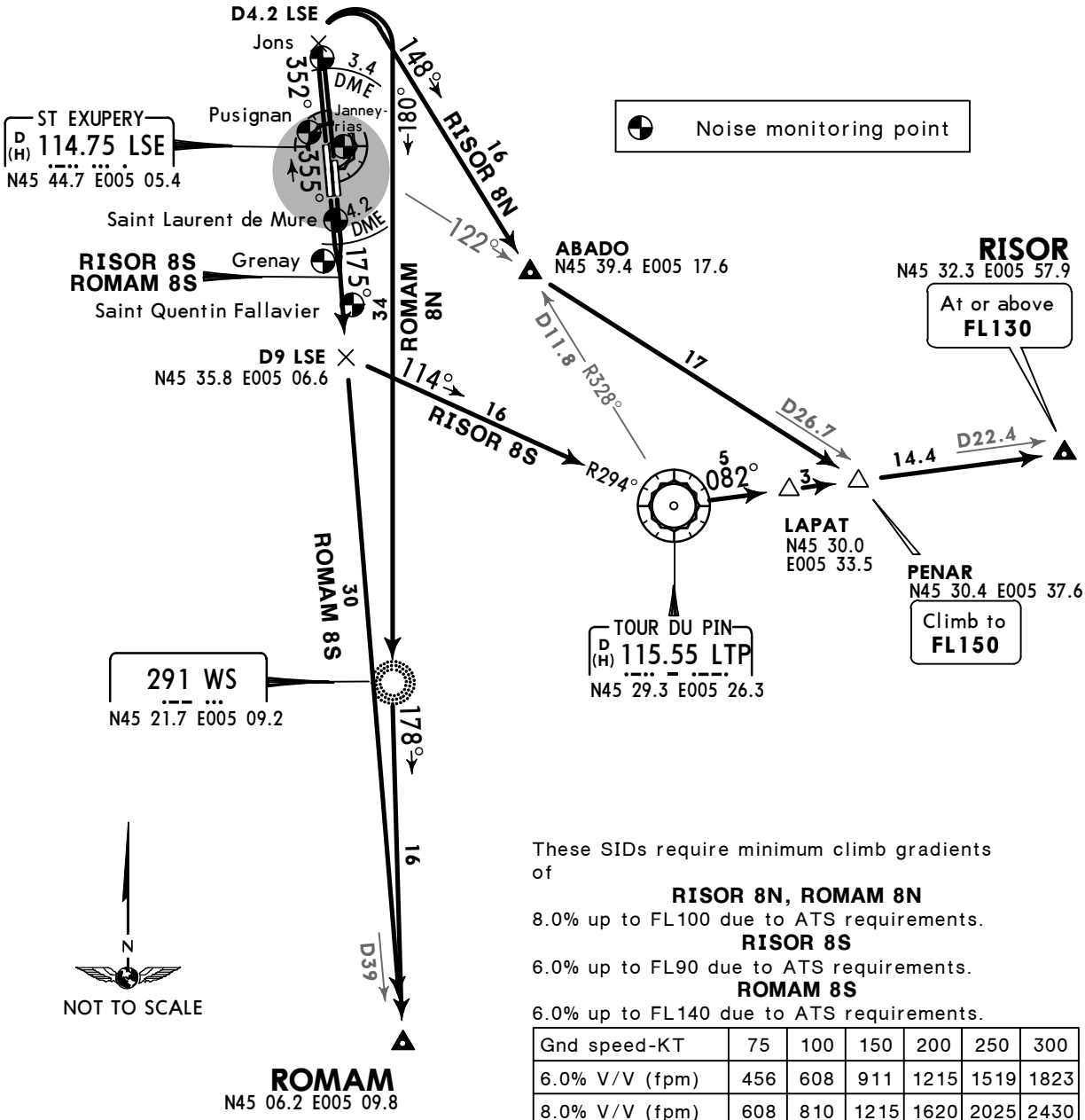
Apt Elev 821′	Trans level: By ATC Trans alt: 5000′ SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

RISOR 8N [RISO8N], RISOR 8S [RISO8S]
ROMAM 8N [ROMA8N], ROMAM 8S [ROMA8S]
RWYS 18L/R, 36L/R DEPARTURES

SPEED: MAX 250 KT
PRIOR TRANSFER TO ACC



These SIDs require minimum climb gradients of

RISOR 8N, ROMAM 8N
8.0% up to FL100 due to ATS requirements.

RISOR 8S
6.0% up to FL90 due to ATS requirements.

ROMAM 8S
6.0% up to FL140 due to ATS 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.

ROMAM 8S: Initial climb clearance **FL140**
RISOR 8N, ROMAM 8N: Initial climb clearance **FL100**
RISOR 8S: Initial climb clearance **FL90**

SID	RWY	ROUTING
RISOR 8N	**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 8S	**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 8N	**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 8S	**18L/R**	Climb to LSE 4.2 DME, intercept LSE R-175 to ROMAM.

CHANGES: SID RISOR 6M withdrawn; SIDs renumbered.

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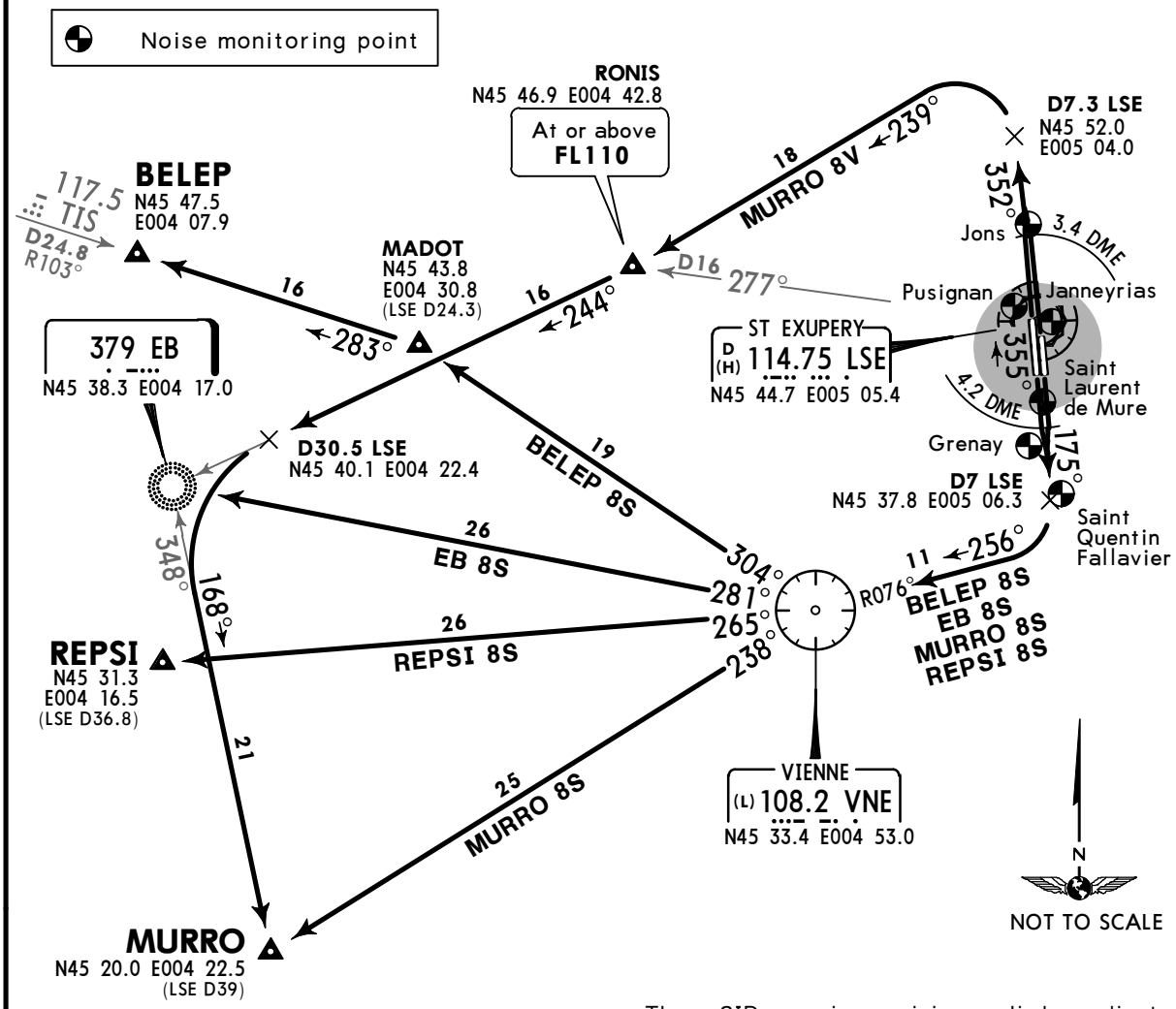
Apt Elev 821′	Trans level: By ATC Trans alt: 5000′ SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

BELEP 8S [BELE8S], EB 8S, MURRO 8V [MURO8V] MURRO 8S [MURO8S], REPSI 8S [REPS8S] RWYS 18L/R, 36L/R DEPARTURES

SPEED: MAX 250 KT PRIOR TRANSFER TO ACC



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.

These SIDs require a minimum climb gradient of

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

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

BELEP 8S, EB 8S, MURRO 8S, REPSI 8S: Initial climb clearance **FL90**
MURRO 8V: Initial climb clearance **FL140**

SID	RWY	ROUTING
BELEP 8S	**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 8S 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 8V 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 8S 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 8S 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; MURRO 6N redesignated 8V.

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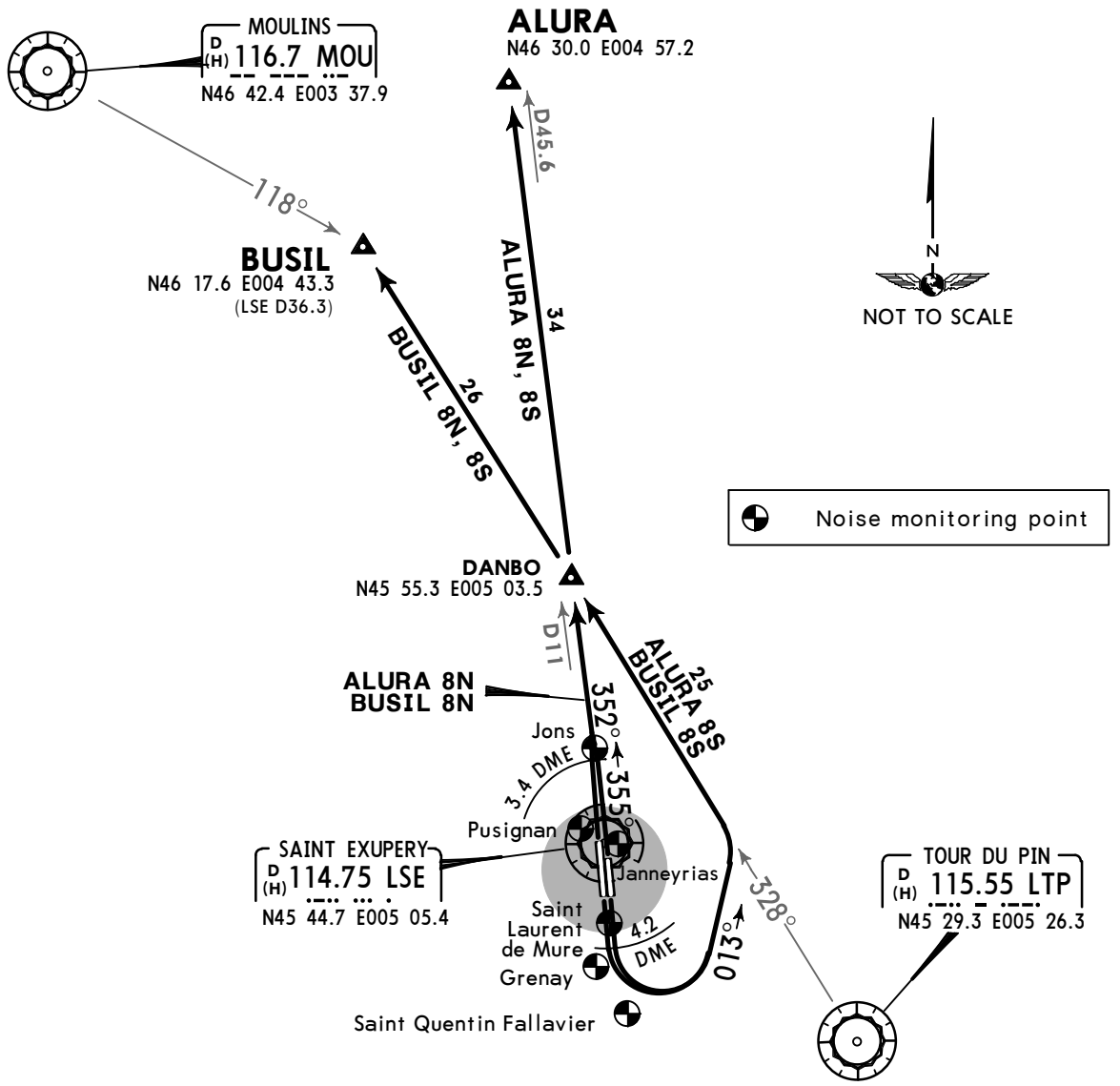
Apt Elev 821′	Trans level: By ATC Trans alt: 5000′ SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

ALURA 8N [ALUR8N], ALURA 8S [ALUR8S]
BUSIL 8N [BUSI8N], BUSIL 8S [BUSI8S]
RWYS 36L/R, 18L/R DEPARTURES

SPEED: MAX 250 KT PRIOR TRANSFER TO ACC



These SIDs require a minimum climb gradient of
6.0% up to FL140 due to ATS 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 8N, BUSIL 8N: Initial climb clearance **FL140**
ALURA 8S, BUSIL 8S: Initial climb clearance **FL100**

SID	RWY	ROUTING
ALURA 8N ❶	**36L/R**	Climb on 355° track to LSE 3.4 DME, intercept LSE R-352 to ALURA.
ALURA 8S 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 8N	**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 8S	**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.

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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.

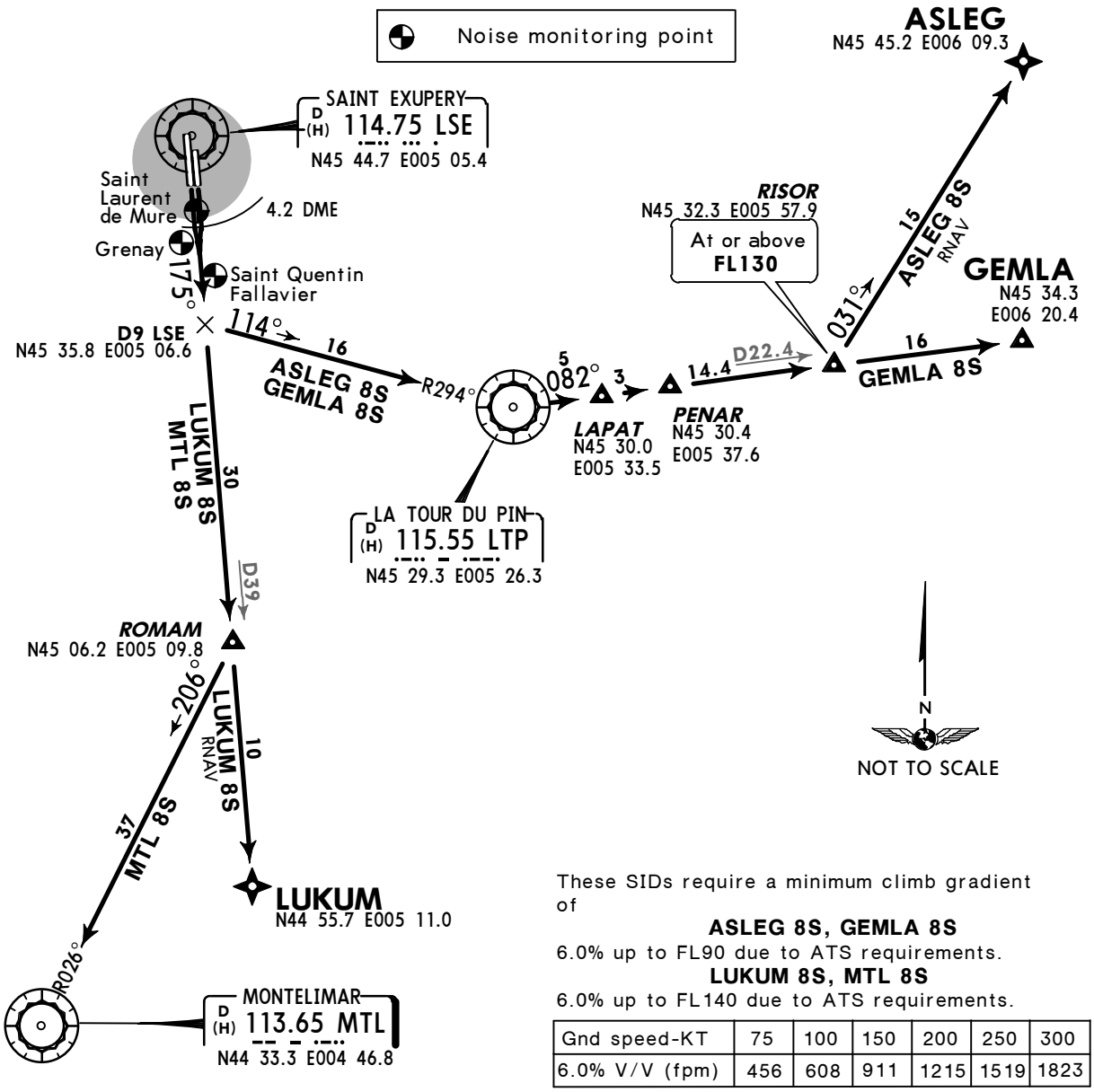
GEMLA 8S [GEML8S], MTL 8S
RWYS 18L/R DEPARTURES

ASLEG 8S [ASLE8S], LUKUM 8S [LUKU8S]
RWYS 18L/R RNAV DEPARTURES

PROP AIRCRAFT

PROHIBITED BETWEEN 2200 - 0600 LT

SPEED: MAX 250 KT PRIOR TRANSFER TO ACC



These SIDs require a minimum climb gradient of

ASLEG 8S, GEMLA 8S

6.0% up to FL90 due to ATS requirements.

LUKUM 8S, MTL 8S

6.0% up to FL140 due to ATS 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.

ASLEG 8S, GEMLA 8S: Initial climb clearance **FL090**
LUKUM 8S, MTL 8S: Initial climb clearance **FL140**

SID	ROUTING
ASLEG 8S	Climb to LSE 4.2 DME, intercept LSE R-175 to D9 LSE, turn LEFT, intercept LTP R-294 inbound to LPT, turn LEFT, LPT R-082 to RISOR, direct to ASLEG.
GEMLA 8S	Climb to LSE 4.2 DME, intercept LSE R-175 to D9 LSE, turn LEFT, intercept LTP R-294 inbound to LPT, turn LEFT, LPT R-082 to RISOR, then GEMLA.
LUKUM 8S	Climb to LSE 4.2 DME, intercept LSE R-175 to ROMAM, direct to LUKUM.
MTL 8S	Climb to LSE 4.2 DME, intercept LSE R-175 to ROMAM, turn RIGHT, intercept MTL R-026° inbound to MTL.

CHANGES: New procedures at this airport; SIDs transferred.

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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.

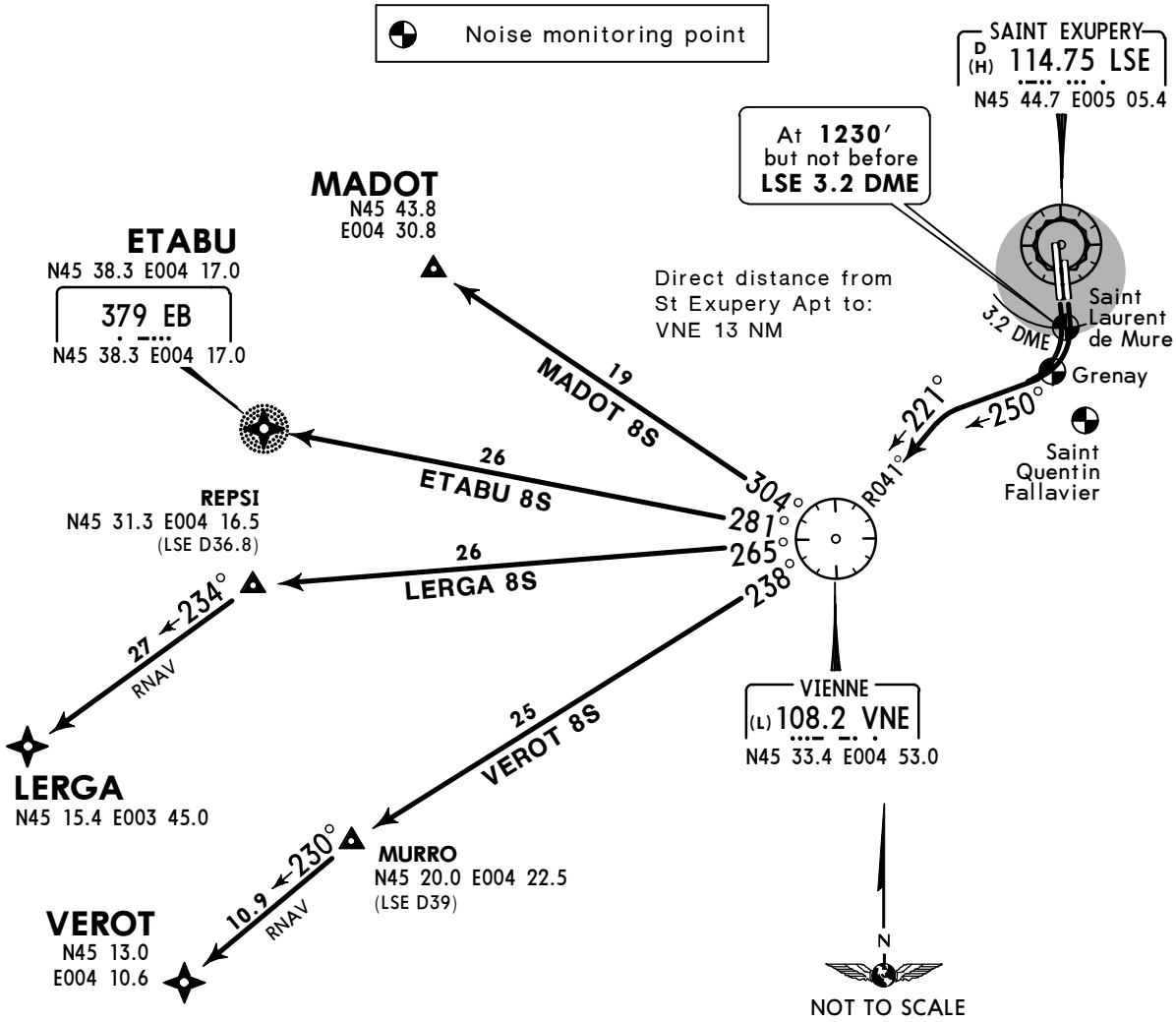
ETABU 8S [ETAB8S], MADOT 8S [MADO8S] RWYS 18L/R DEPARTURES

LERGA 8S [LERG8S], VEROT 8S [VERO8S] RWYS 18L/R RNAV DEPARTURES

PROP AIRCRAFT

PROHIBITED BETWEEN 2200 - 0600 LT

SPEED: MAX 250 KT PRIOR TRANSFER TO ACC



These SIDs require a minimum climb gradient of 6.0% up to 5000′ due to ATS 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 8S 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 8S 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 8S	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 8S 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: Chart reindexed; SIDs & RNAV SIDs renumbered & reindexed.

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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.

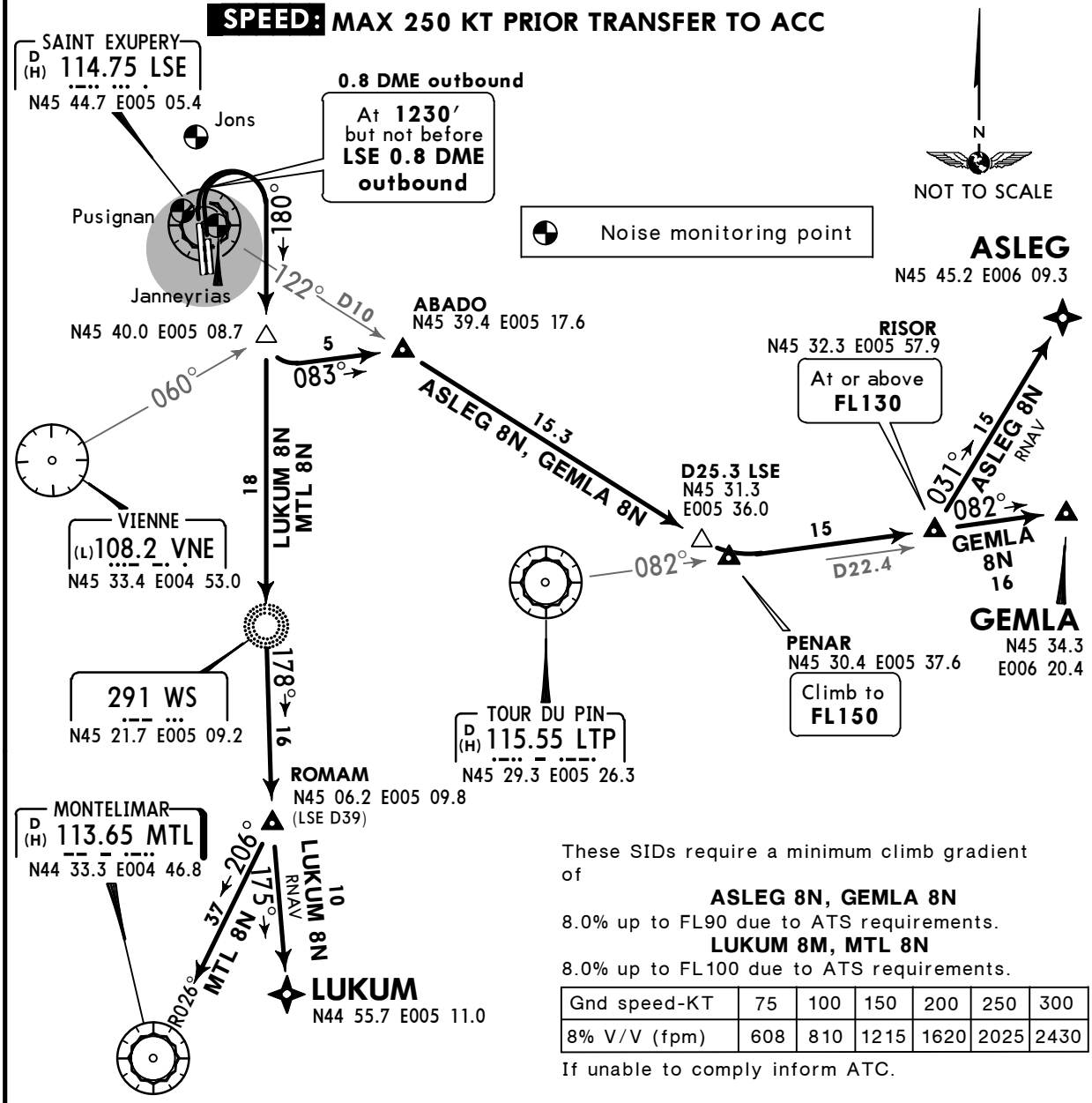
GEMLA 8N [GEML8N], MTL 8N
RWYS 36L/R DEPARTURES

ASLEG 8N [ASLE8N], LUKUM 8N [LUKU8N]
RWYS 36L/R RNAV DEPARTURES

PROP AIRCRAFT

PROHIBITED BETWEEN 2200 - 0600 LT

SPEED: MAX 250 KT PRIOR TRANSFER TO ACC



These SIDs require a minimum climb gradient of

ASLEG 8N, GEMLA 8N

8.0% up to FL90 due to ATS requirements.

LUKUM 8M, MTL 8N

8.0% up to FL100 due to ATS 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 8N	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 8N	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.
LUKUM 8N	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.
MTL 8N	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, MTL R-026 inbound to MTL.

CHANGES: SIDs & RNAV SIDs revised; SID KURIR 6R replaced by MTL 8N.

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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.

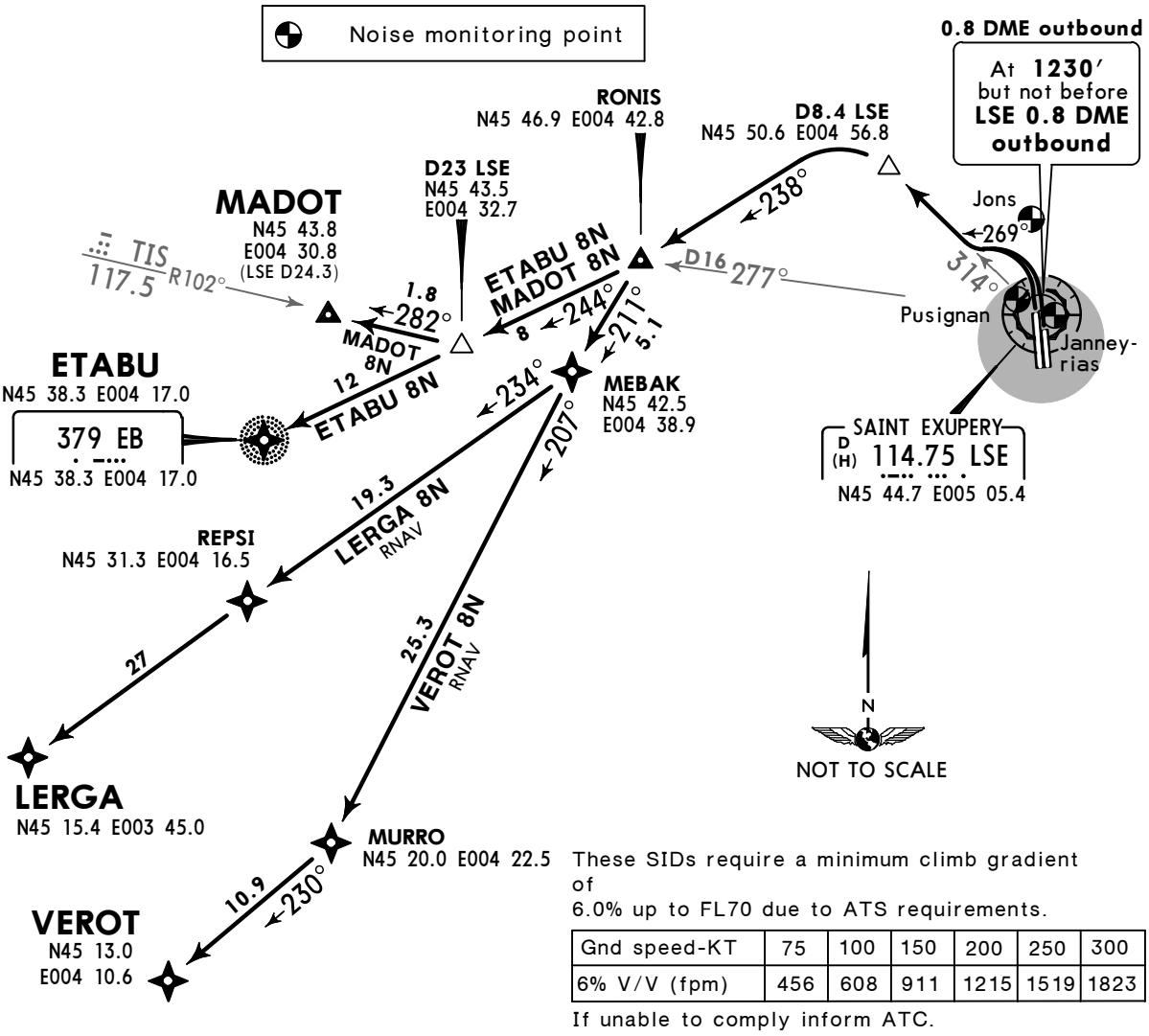
ETABU 8N [ETAB8N], MADOT 8N [MADO8N] RWYS 36L/R DEPARTURES

LERGA 8N [LERG8N], VEROT 8N [VERO8N] RWYS 36L/R RNAV DEPARTURES

PROP AIRCRAFT

PROHIBITED BETWEEN 2200 - 0600 LT

SPEED: MAX 250 KT PRIOR TRANSFER TO ACC



These SIDs require a minimum climb gradient of
6.0% up to FL70 due to ATS 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 8N	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 8N 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 8N	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 8N 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 renumbered & redesignated; chart reindexed.

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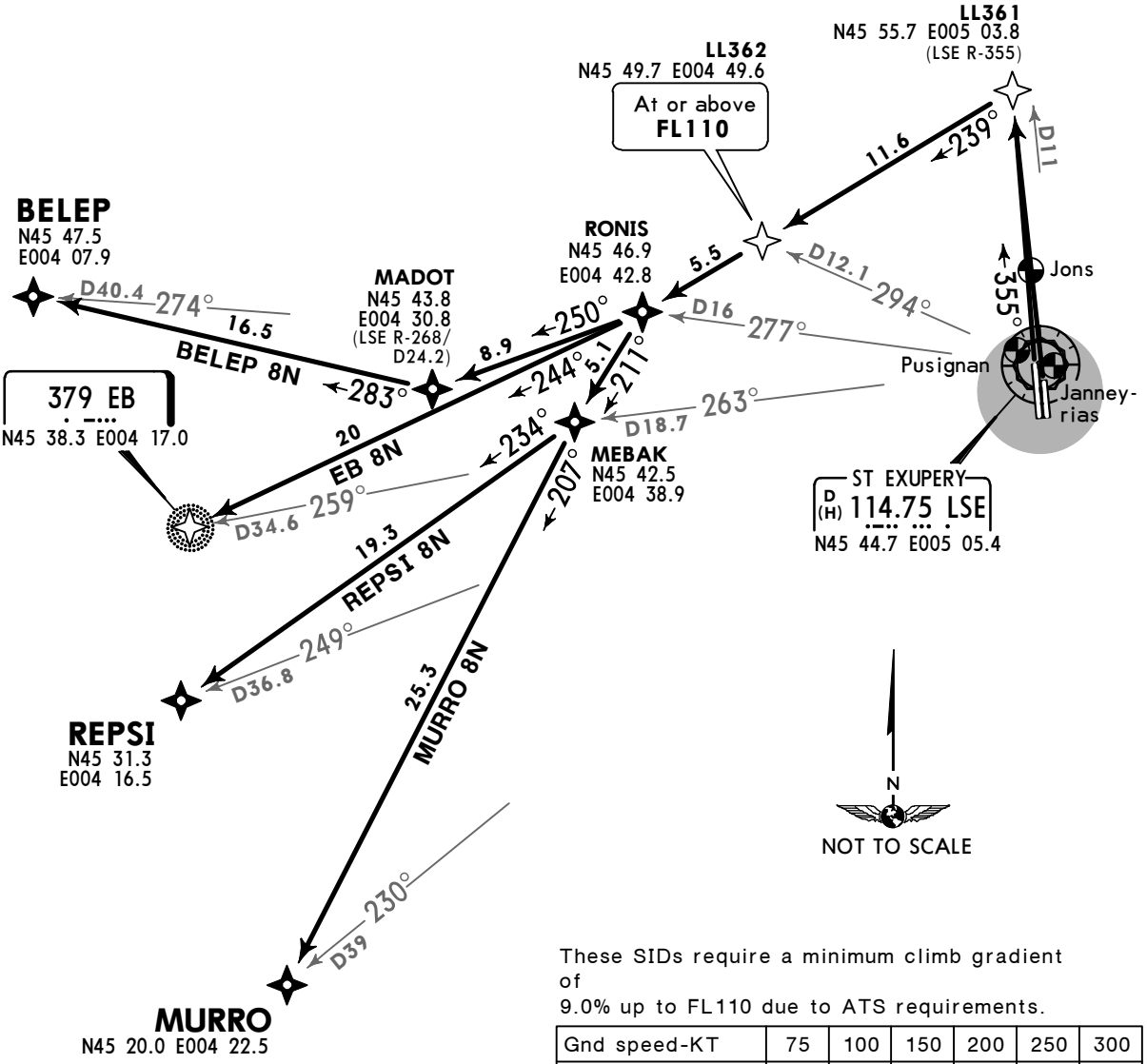
Apt Elev 821′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 2. Equipment usually required must be approved P-RNAV. Nevertheless aircraft non P-RNAV but B-RNAV equipped regarding to the RNAV in 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 8N [BELE8N], EB 8N
MURRO 8N [MURO8N], REPSI 8N [REPS8N]
RWYS 36L/R RNAV DEPARTURES

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

SPEED: MAX 250 KT PRIOR TRANSFER TO ACC



These SIDs require a minimum climb gradient of
9.0% up to FL110 due to ATS 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 8N	(2500′) - LL361 - LL362 (FL110+) - RONIS - MADOT - BELEP.
EB 8N	(2500′) - LL361 - LL362 (FL110+) - RONIS - EB.
MURRO 8N	(2500′) - LL361 - LL362 (FL110+) - RONIS - MEBAK - MURRO.
REPSI 8N	(2500′) - LL361 - LL362 (FL110+) - RONIS - MEBAK - REPSI.

CHANGES: New chart (SIDs & RNAV SIDs transferred & revised).

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LFLL/LYS

Apt Elev **821′**
N45 43.5 E005 04.9

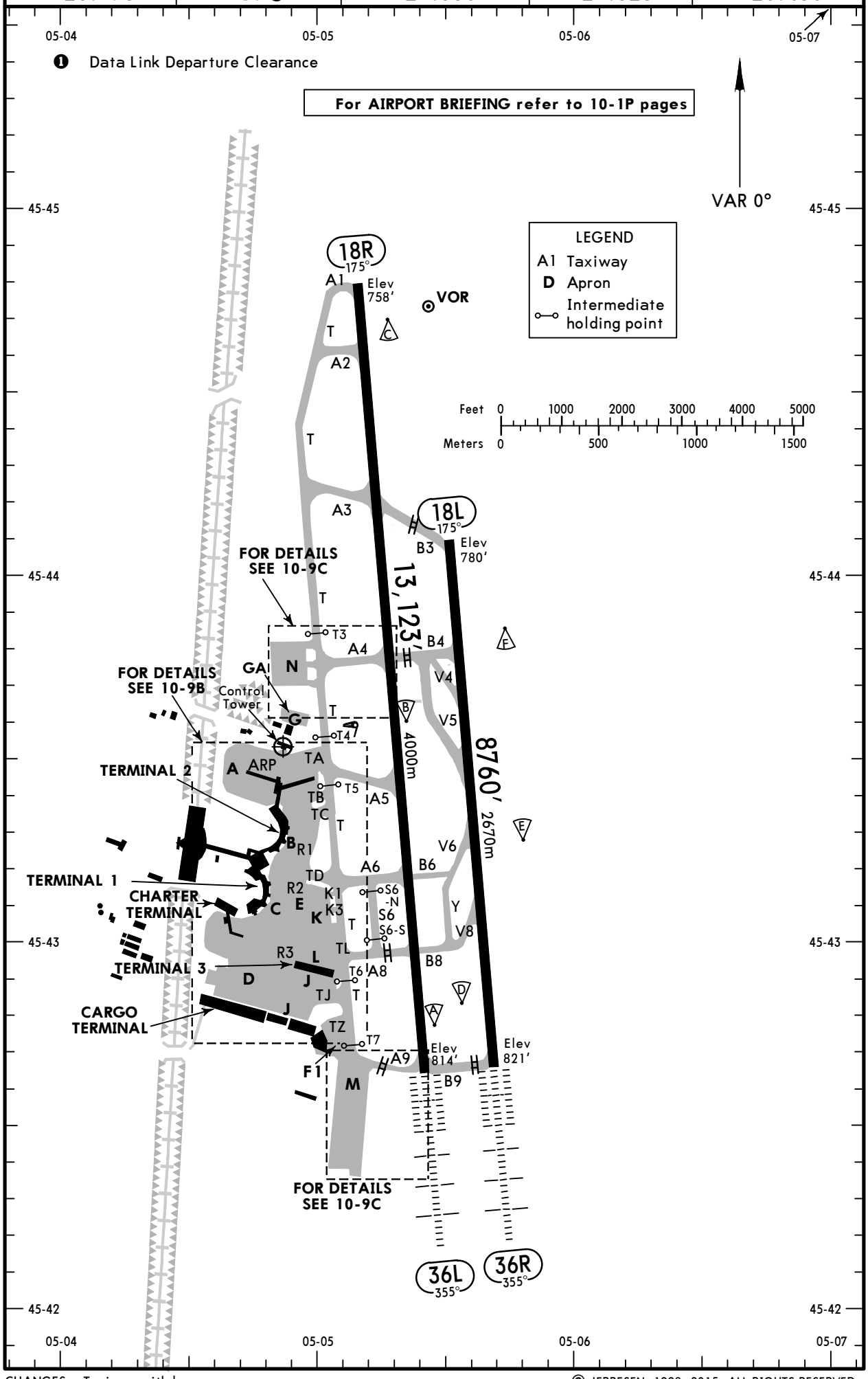
JEPPESEN
27 MAR 15 (10-9) **Eff 2 Apr**

LYON, FRANCE
ST EXUPERY

ATIS	ACARS	SAINT EX Flight Data (Cpt)	SAINT EX Ground	Tower
126.175	DCL ❶	121.650	121.825	120.450

❶ Data Link Departure Clearance

For AIRPORT BRIEFING refer to 10-1P pages



CHANGES: Taxiway withdrawn.

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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 (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	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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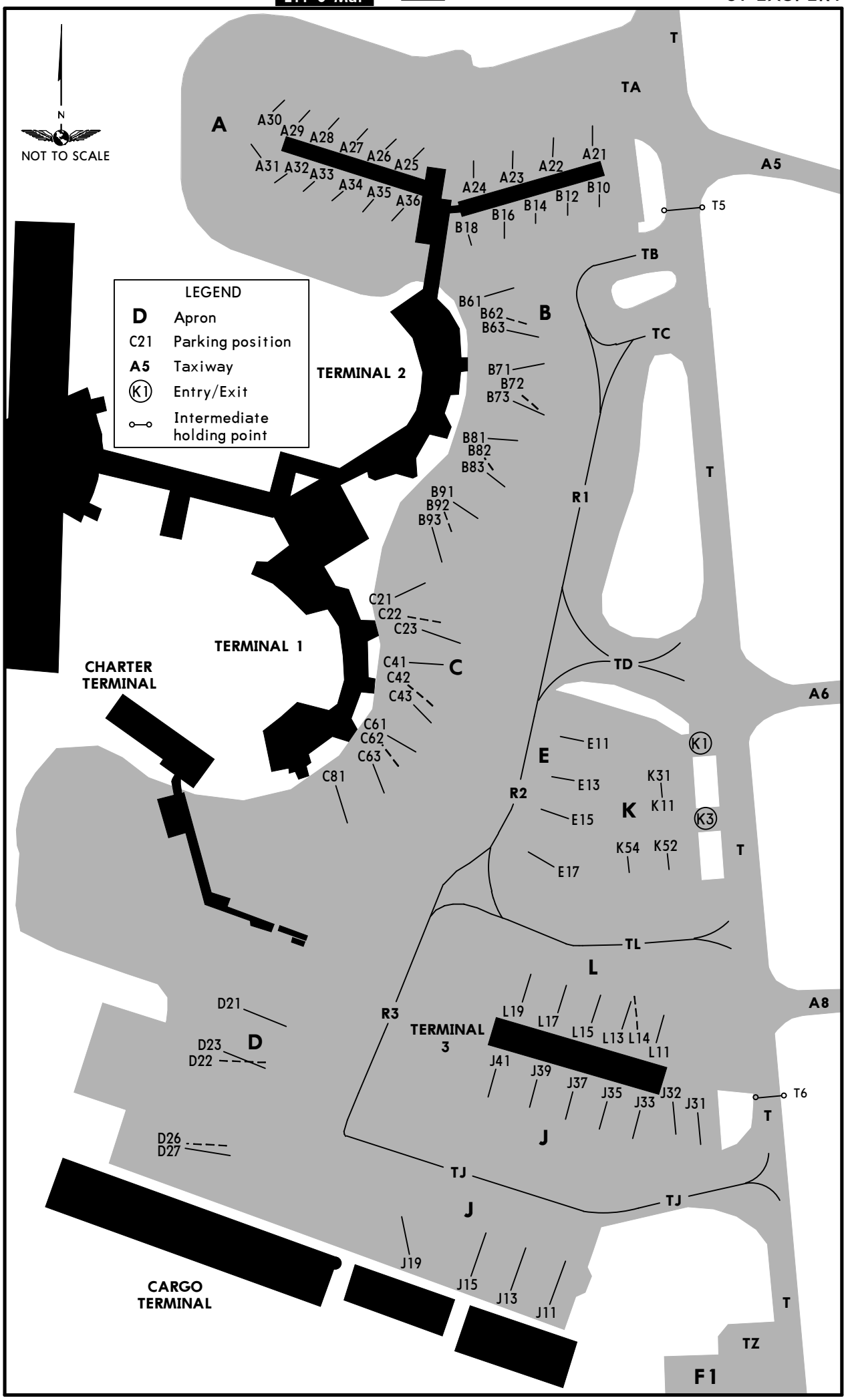

CHANGES: None.

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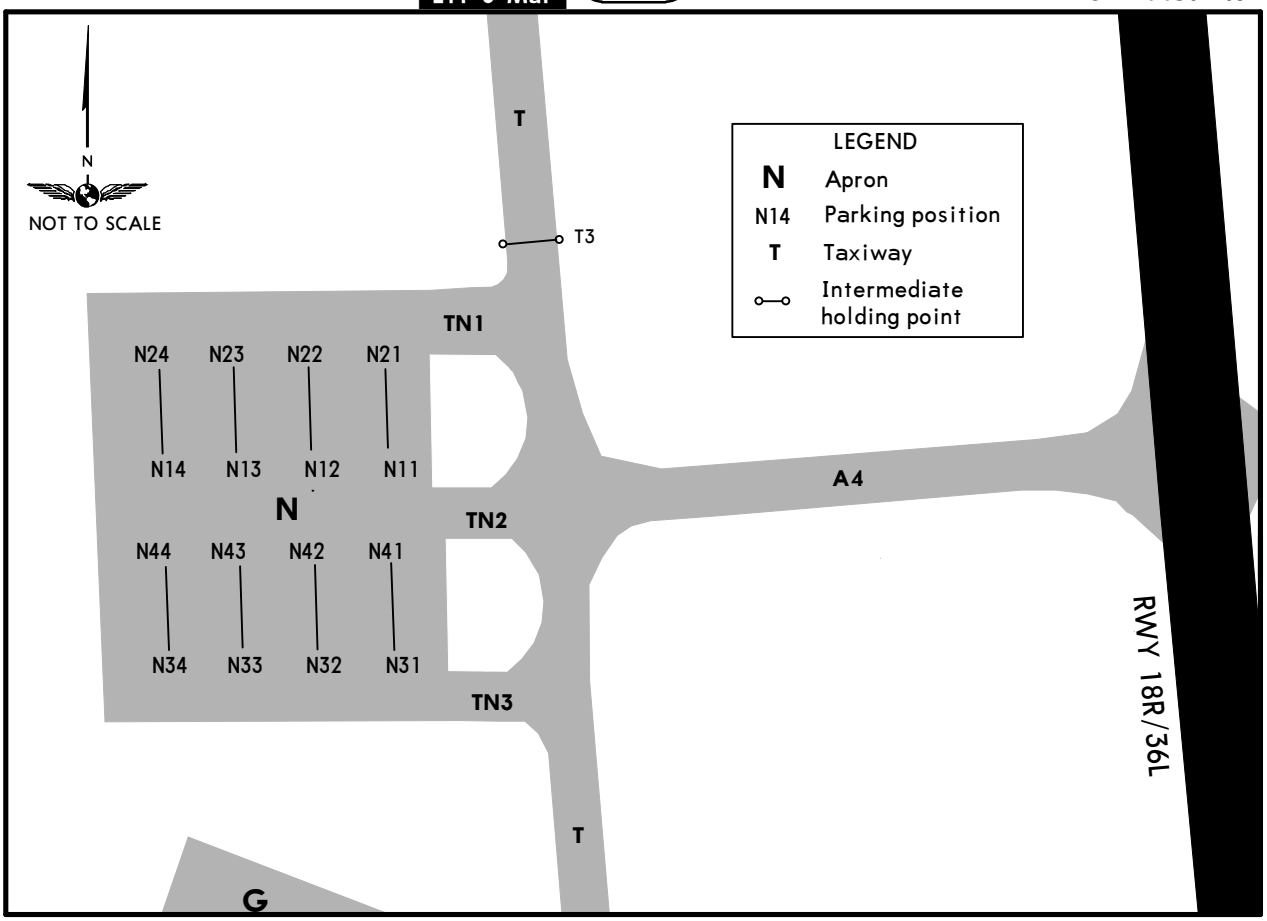

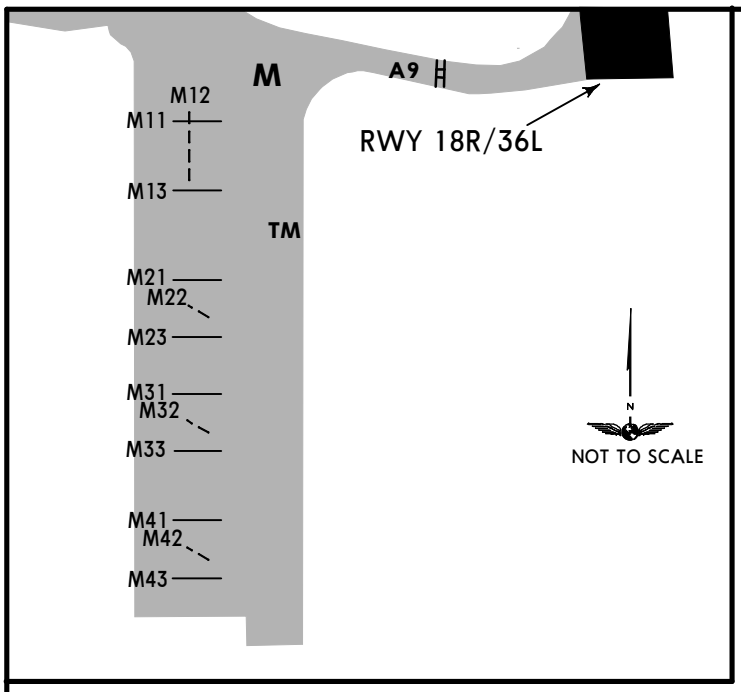

CHANGES: Apron M extended. Parking stands.

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INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A21, A22	N45 43.5 E005 05.0	J11	N45 42.8 E005 05.0
A23, A24	N45 43.4 E005 04.9	J13, J15, J19	N45 42.8 E005 04.9
A25 thru A28	N45 43.5 E005 04.8	J31 thru J33	N45 42.9 E005 05.0
A29 thru A32	N45 43.5 E005 04.7	J35	N45 42.9 E005 05.0
A33 thru A36	N45 43.4 E005 04.8	J37, J39, J41	N45 42.9 E005 04.9
B10, B12	N45 43.4 E005 05.0	K11	N45 43.1 E005 05.0
B14, B16, B18	N45 43.4 E005 04.9	K31, K52, K54	N45 43.1 E005 05.0
B61 thru B63	N45 43.4 E005 04.9	L11, L13, L14	N45 42.9 E005 05.0
B71 thru B73	N45 43.3 E005 04.9	L15	N45 43.0 E005 05.0
B81 thru B83	N45 43.3 E005 04.9	L17, L19	N45 43.0 E005 04.9
B91	N45 43.3 E005 04.9	M11 thru M13	N45 42.6 E005 05.1
B92, B93	N45 43.2 E005 04.9	M21 thru M23	N45 42.5 E005 05.1
C21 thru C23	N45 43.2 E005 04.8	M31, M32	N45 42.5 E005 05.1
C41 thru C43	N45 43.1 E005 04.8	M33	N45 42.4 E005 05.1
C61 thru C63	N45 43.1 E005 04.8	M41 thru M43	N45 42.4 E005 05.1
C81	N45 43.1 E005 04.8	N11 thru N14	N45 43.8 E005 04.9
D21 thu D23	N45 42.9 E005 04.7	N21 thru N24	N45 43.8 E005 04.9
D26, D27	N45 42.9 E005 04.7	N31 thru N34	N45 43.7 E005 04.9
E11, E13, E15	N45 43.1 E005 05.0	N41 thru N44	N45 43.7 E005 04.9
E17	N45 43.0 E005 05.0		

CHANGES: New page.

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LFLL/LYS ST EXUPERY

JEPPESEN

11 SEP 15
Eff 17 Sep
(11-0)
via ARBON & GOMET

LYON, FRANCE INITIAL APCH ALL Rwys

ATIS	LYON Approach West Sector	LYON Approach East Sector	LYON Approach RADAR sequencing	SAINT EX Tower	Ground
126.175	136.075	125.8	120.225	120.450	121.825

BRIEFING STRIP

FOR BRIEFING STRIP INFORMATION AND NOTES
SEE FINAL APPROACH CHARTS

MSA LSE VOR
❶ 3200′
❷ 3200′ within 14 NM
❸ 3200′ within 17 NM

FOR FINAL APPROACH SEE
Rwy 18L: 11-1A, 12-1
Rwy 18R: 12-2, 13-2
Rwy 36L: 11-2A, 11-2B, 12-3, 13-3
Rwy 36R: 11-3, 11-3A, 12-4, 13-4

LOST COMMS
Join and follow route published
for Rwy 18L on chart 11-1,
for Rwy 18R on chart 13-1,
for Rwy 36L/R on chart 11-2.

LF(D)-581

SAINT EXUPERY
114.75 LSE

Lyon (Bron)

CONTINUOUS DESCENT OPERATIONS

FL 100
(31.0 NM to THR 18)

D6.2 LTP
(37.3 NM to THR 18)
FL 100

VIENNE
108.2 VNE

LA TOUR DU PIN
115.55 LTP

GOMET
(IAF)
D8.0/R-165 LTP
FL 100
(51.5 NM to THR 18)
(30.0 NM to THR 36)

D13.0 LTP

HOLDING
MIM FL100
7500T
MAX 14000
MAX 230 KT

Grenoble (Isere)

LF(R)-220A
LF(R)-220B

ARBON
(IAF)
D29.0/R-196 LSE
Rwy 18L/R: FL 100 (55.0 NM to THR 18)
Rwy 36L/R: FL 70 (28.5 NM to THR 36)

D34.0 LSE

HOLDING
MIM FL70
5000T
MAX 14000
MAX 220 KT

ARBON 1S
ARBON 1N
GOMET 1N
GOMET 1S

CHANGES: None.

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LFLL/LYS ST EXUPERY

JEPPESEN

11 SEP 15 Eff 17 Sep (11-0A) via RIPTU & TALAR

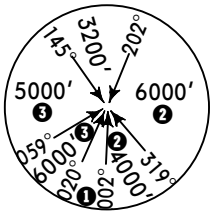
LYON, FRANCE INITIAL APCH ALL Rwys

ATIS	LYON Approach West Sector	LYON Approach East Sector	LYON Approach RADAR sequencing	SAINT EX Tower	Ground
126.175	136.075	125.8	120.225	120.450	121.825

BRIEFING STRIP

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

MSA LSE VOR



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

RIPTU HOLDING
NON-RNAV: D29.0 LSE
RNAV: 1 Min
024°
204°
(IAF) RIPTU
MIM FL 70
5000T
RNAV: MAX FL 140
NON-RNAV: MAX FL 90
MAX 220 KT
RNAV: Entry on inbound track only.

(IAF) RIPTU
D23.9/R-024 LSE
FL70
(27.0 NM to THR 18)
(48.0 NM to THR 36)

260° RIPTU 1S

RIPTU 1N 179°

CONTINUOUS DESCENT OPERATIONS

(IAF) TALAR
D24.0/R-301 LSE
Rwy 18L/R:
MIM FL70 MAX FL100
(31.0 NM to THR 18)
Rwy 36L/R:
MIM FL80 MAX FL100
(47.0 NM to THR 36)

HOLDING
MIM FL70
4500T
MAX 14000
MAX 220 KT
D24/29
301°
121°

TALAR 1S 090°

TALAR 1N 153°

FL80 260°
(30.3 NM to THR 36)

Villefranche (Tarare)

Lyon (Bron)

LF(D)-581

SAINT EXUPERY
114.75 LSE

LOST COMMS
Join and follow route published
for Rwy 18L on chart 11-1,
for Rwy 18R on chart 13-1,
for Rwy 36L/R on chart 11-2.

FOR FINAL APPROACH SEE
Rwy 18L: 11-1A, 12-1
Rwy 18R: 12-2, 13-2
Rwy 36L: 11-2A, 11-2B, 12-3, 13-3
Rwy 36R: 11-3, 11-3A, 12-4, 13-4

46-10 45-50 45-40 45-30
04-40 04-50 05-00 05-10 05-20

CHANGES: Bearing.

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LFLL/LYS
ST EXUPERY

JEPPESEN

19 JUN 15 (11-1) Eff 25 Jun

LYON, FRANCE
ILS or LOC Rwy 18L

BRIEFING STRIP

ATIS	LYON Approach West Sector	LYON Approach East Sector	SAINT EX Tower	Ground
126.175	136.075	125.8	120.450	121.825

LOC LSS	Final Apch Crs	GS	ILS DA(H)	Apt Elev 821′
109.1	175°	Refer to chart 11-1A	Refer to chart 11-1A	Rwy 780′

Alt Set: hPa | Rwy Elev: 28 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°

TALAR HOLDING: D29.0 LSE; 301°; 121°; (IAF) TALAR; MIM FL70; 4500T; MAX 14000; MAX 220 KT

COM FAILURE PROCEDURES.

(IAF) RIPTU; D23.9 LSE; FL 70

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

RIPTU HOLDING
NON-RNAV: D29.0 LSE; 204°; 024°; (IAF) RIPTU
RNAV: 1 Min
MIM FL 70; 5000T
RNAV: MAX FL 140
NON-RNAV: MAX FL 90
MAX 220 KT
RNAV: Entry on inbound radial only.

(IF) EKMEP; D11.8 LSS; D11.0 LSE; 3000′

D14.0 LSE; 5000′

D13.0 LSE; 4000′

TALAR D24.0 LSE; (IAF) MIM FL 70; MAX FL 100

11 DME Arc LSE; MAX 190 KT; 346°; 004°; 024°; 066°; 301°; 298°; 121°; 204°; 9.9; 11.0

175°

LF(D)-581

ILS DME 175° 109.1 LSS

Lyon (Bron)

ST EXUPERY D 114.75 LSE

FOR FINAL APPROACH SEE 11-1A

FL 70; FL 100; 5000′; D6.2 LTP FL 100; 357°; 10.1; 241°; 6.3; 347°; 14.2; 6.2; 345°; 8.0; 165°; 359°; 16.5

VIENNE 108.2 VNE

LA TOUR DU PIN D 115.55 LTP

(IAF) GOMET; D8.0 LTP; FL 100

Grenoble (Isere)

HOLDING MIM FL100; 7500T; MAX 14000; MAX 230 KT

D13.0 LTP

ARBON HOLDING (IAF) ARBON; 196°; 010°; D34.0 LSE; MIM FL100; 5000T; MAX 14000; MAX 220 KT

(IAF) ARBON; D29.0 LSE; FL 100

LF(R)-220A; LF(R)-220B

PANS OPS

CHANGES: Transitions transferred from 11-2. Final transferred to 11-1A.

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LFLL/LYS
ST EXUPERY

JEPPESEN

19 JUN 15 (11-1A) Eff 25 Jun

LYON, FRANCE
ILS or LOC Rwy 18L

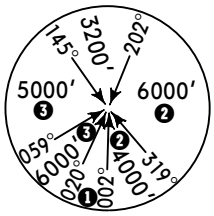
BRIEFING STRIP

ATIS	LYON Approach West Sector	LYON Approach East Sector	SAINT EX Tower	Ground
126.175	136.075	125.8	120.450	121.825

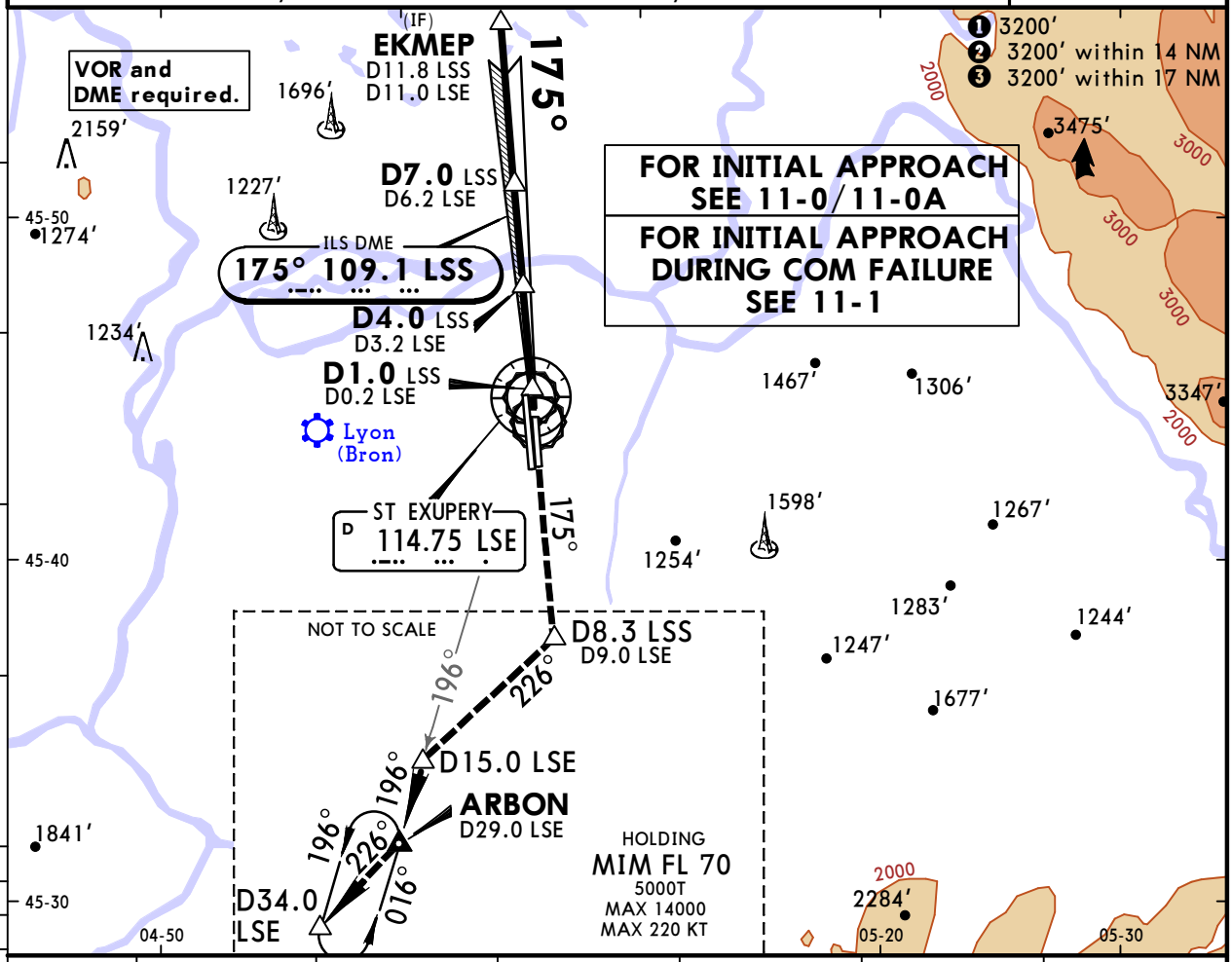
LOC LSS	Final Apch Crs	GS	ILS DA(H)	Apt Elev 821′
109.1	175°	D4.0 LSS 2060′ (1280′)	980′ (200′)	Rwy 780′

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. Acceleration segment not calculated.

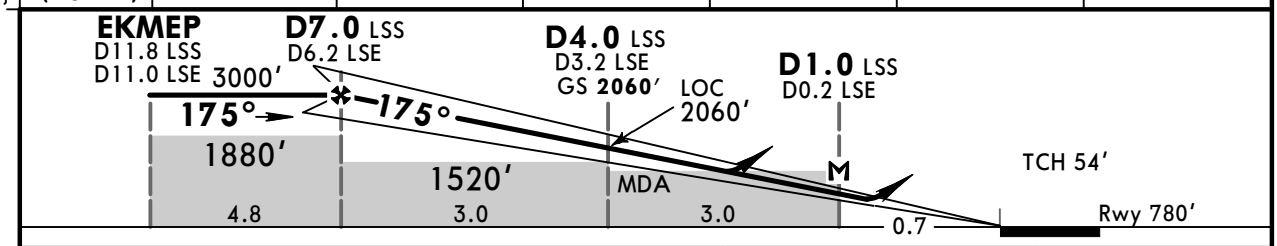
Alt Set: hPa | Rwy Elev: 28 hPa | Trans level: By ATC | Trans alt: 5000′



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°	372	478	531	637	743	849
MAP at D1.0 LSS/D0.2 LSE						

PAPI-L

D8.3 LSS

Standard STRAIGHT-IN LANDING RWY 18L

	ILS DA(H) 980′ (200′)	LOC (GS out) CDFA DA/MDA(H) [1] 1120′ (340′)
A	RVR 1200m	RVR 1500m
B		
C		
D		

CIRCLE-TO-LAND [2]

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

PANS OPS

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

CHANGES: New chart.

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LFLL/LYS
ST EXUPERY

JEPPESEN
19 JUN 15
Eff 25 Jun
11-2

LYON, FRANCE
INITIAL APCH Rwy 36L/R

ATIS	LYON Approach West Sector	LYON Approach East Sector	SAINT EX Tower	Ground
126.175	136.075	125.8	120.450	121.825

FOR BRIEFING STRIP INFORMATION AND NOTES
SEE FINAL APPROACH CHARTS

MSA LSE VOR
3200′ 145° 202°
5000′ ❸ 6000′ ❷
059° 6000′ ❸ ❷ 4000′ 319°
020° 002° ❶
200°

BRIEFING STRIP ™

TALAR HOLDING
D29.0 LSE
301° 121°
(IAF) TALAR
MIM FL80
4500T
MAX 14000
MAX 220 KT

RIPTU HOLDING
NON-RNAV: D29.0 LSE
RNAV: 1 Min
024° 204°
(IAF) RIPTU
MIM FL 70
5000T
RNAV: MAX FL 140
NON-RNAV: MAX FL 90
MAX 220 KT
RNAV: Entry on inbound radial only.

(IAF) RIPTU
D23.9 LSE
FL 70
❶ 3200′
❷ 3200′ within 14 NM
❸ 3200′ within 17 NM

COM FAILURE PROCEDURES

FOR FINAL APPROACH SEE
11-2A, 11-2B, 11-3, 11-3A,
13-3, 13-4

ST EXUPERY
D 114.75 LSE

ILS DME RWY 36R
355° 111.5 LSN

ILS DME RWY 36L
355° 110.75 SAN

Lyon (Bron)

VIENNE
108.2 VNE
5000′

LA TOUR DU PIN
D 115.55 LTP

(IAF) TALAR D24.0 LSE
MIM FL 80 MAX FL 100

FL 80

D18.0 LSE

5000′

4000′

D20.0 LSE

(IAF) GOMET
D8.0 LTP
FL 100

D13.0 LTP

13 DME Arc LSE 3000

ILS or LOC RWY 36L:
NEPGU D11.1 SAN/D13.0 LSE
ILS or LOC RWY 36R:
INGUV D11.1 LSN/D13.0 LSE
VOR RWY 36L/R:
D13.0 LSE
3000′

(IF)

LF(R)-220A
LF(R)-220B

Grenoble (Isere)
HOLDING
MIM FL100
7500T
MAX 14000
MAX 230 KT

ARBON HOLDING
(IAF) ARBON
D34.0 LSE
196° 016°
MIM FL70
5000T
MAX 14000
MAX 220 KT

(IAF) ARBON
D29.0 LSE
FL 70

PANS OPS

CHANGES: New chart.

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LFLL/LYS
ST EXUPERY

JEPPESEN

19 JUN 15 (11-2A) Eff 25 Jun

LYON, FRANCE
ILS or LOC Rwy 36L

ATIS	LYON Approach West Sector	LYON Approach East Sector	SAINT EX Tower	Ground
126.175	136.075	125.8	120.450	121.825

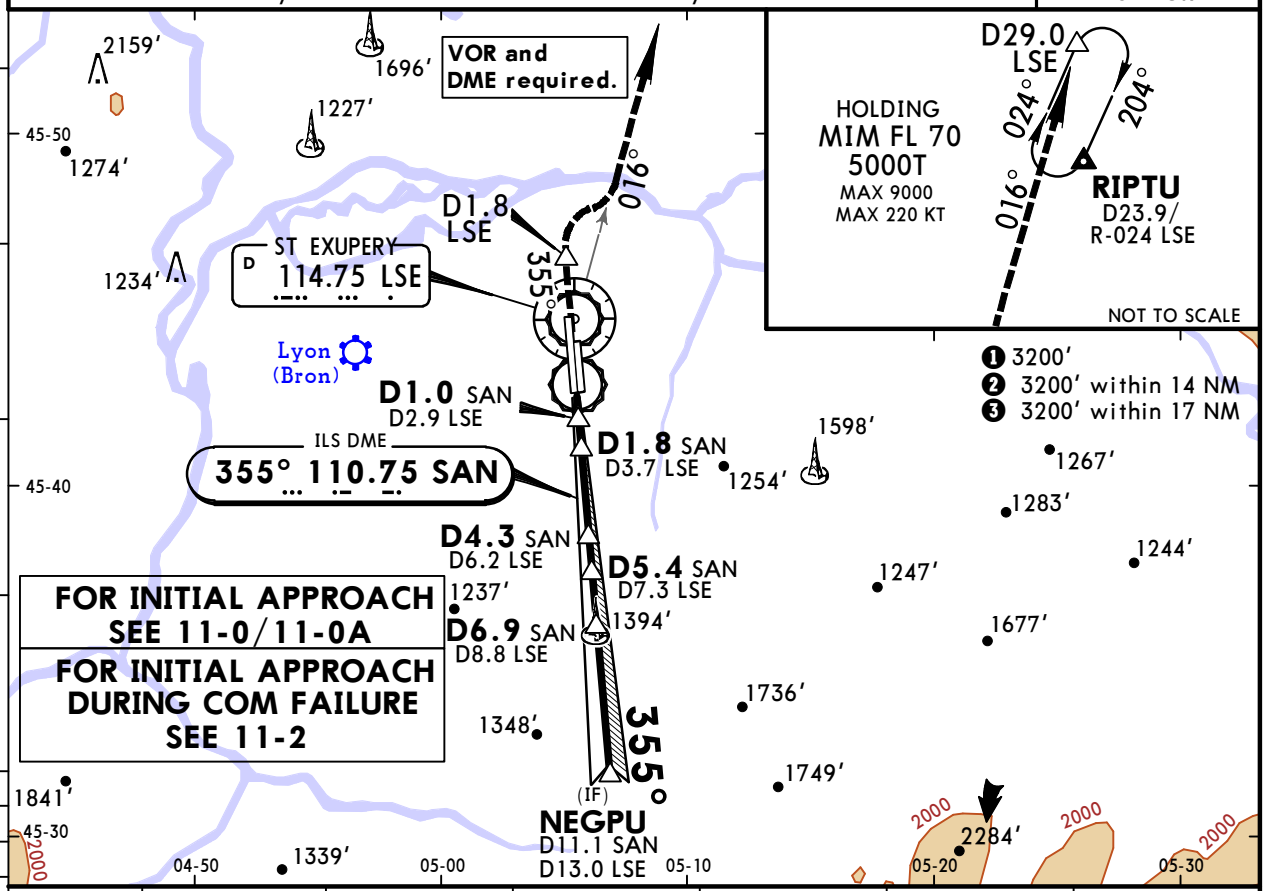
BRIEFING STRIP

LOC SAN	Final Apch Crs	GS D5.4 SAN	ILS DA(H)	Apt Elev 821'
110.75	355°	2550' (1736')	1014' (200')	Rwy 814'

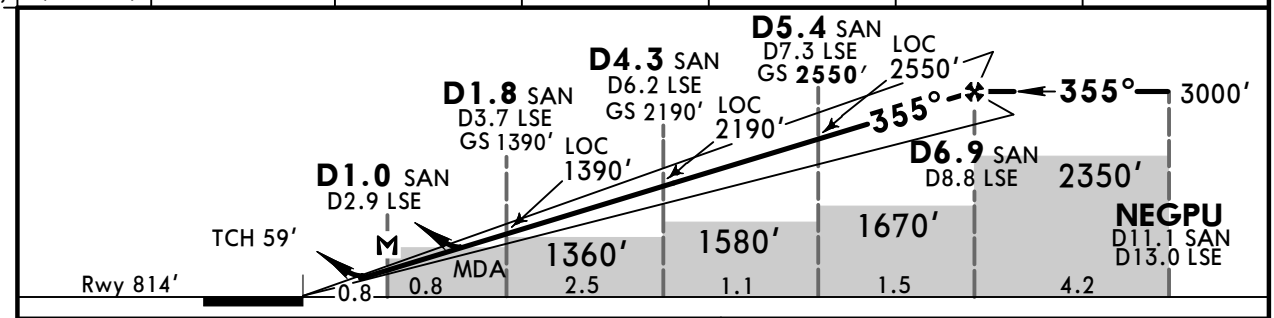
MISSED APCH: Climb STRAIGHT AHEAD to D1.8 LSE, then turn RIGHT (MAX 185 KT) to intercept and follow R-016 LSE climbing to 5000'. At D29.0 LSE turn RIGHT to join holding at RIPTU. Acceleration segment not calculated.

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

MSA LSE VOR: 3200' (145°–202°), 5000' (❸), 6000' (❷), 6000' (❸), 4000' (❷), 3200' (❶)



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) 1014' (200') FULL	Limited	ALS out	LOC (GS out) CDFA DA/MDA(H) ❶1250' (436')	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' (496')	1500m
135	1420' (606')	1600m
180	1580' (766')	2400m
205	1720' (906')	3600m

PANS OPS

❶ For add-on to the MDA(H), see ATC pages FRANCE.
❷ Circling height based on rwy 36L thresh elev of 814'.

CHANGES: Chart reindexed. Procedure title. Procedure.

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LFLL/LYS
ST EXUPERY

JEPPESEN
19 JUN 15
Eff 25 Jun
11-2B

LYON, FRANCE
CAT II/III ILS Rwy 36L

ATIS	LYON Approach West Sector	LYON Approach East Sector	SAINT EX Tower	Ground
126.175	136.075	125.8	120.450	121.825

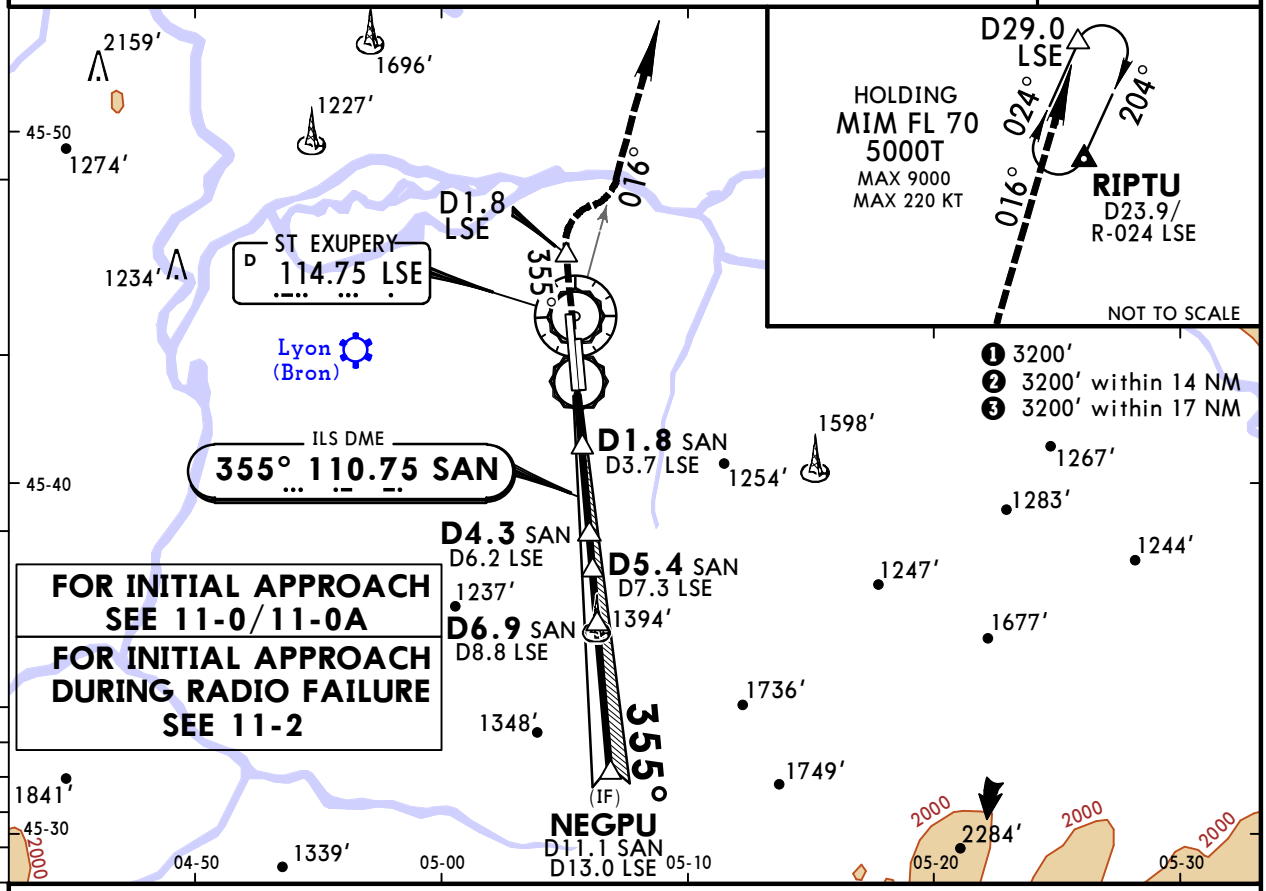
BRIEFING STRIP ™

LOC SAN	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 821′
110.75	355°	D5.4 SAN 2550′ (1736′)	Refer to Minimums	Rwy 814′

MISSED APCH: Climb STRAIGHT AHEAD to D1.8 LSE, then turn RIGHT (MAX 185 KT) to intercept and follow R-016 LSE climbing to 5000′. At D29.0 LSE turn RIGHT to join holding at RIPTU. Acceleration segment not calculated.

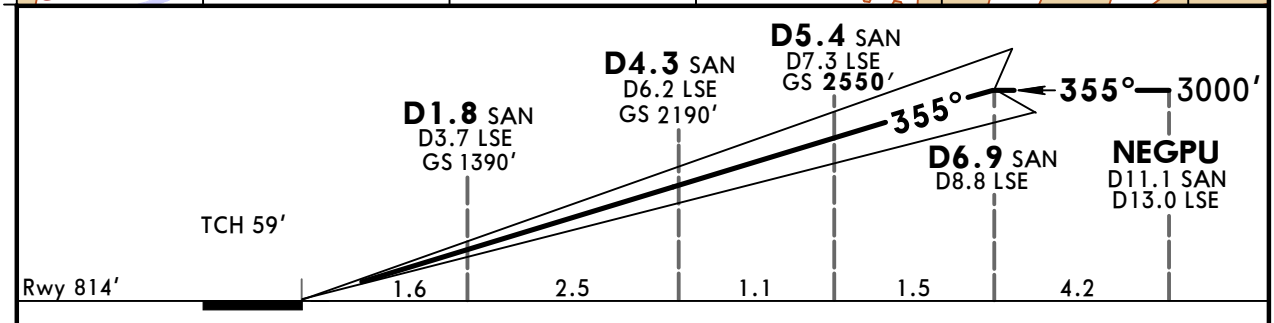
Alt Set: hPa Rwy Elev: 29 hPa Trans level: By ATC Trans alt: 5000′
1. Special Aircrew & Aircraft Certification required. 2. **VOR and DME required.**

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



FOR INITIAL APPROACH SEE 11-0/11-0A

FOR INITIAL APPROACH DURING RADIO FAILURE SEE 11-2



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) **914′** (100′)
RVR 200m	RVR 300m ❶

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

CHANGES: Chart reindexed. Procedure title. Procedure.

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LFLL/LYS ST EXUPERY

JEPPESEN

19 JUN 15 (11-3) Eff 25 Jun

LYON, FRANCE ILS or LOC Rwy 36R

BRIEFING STRIP

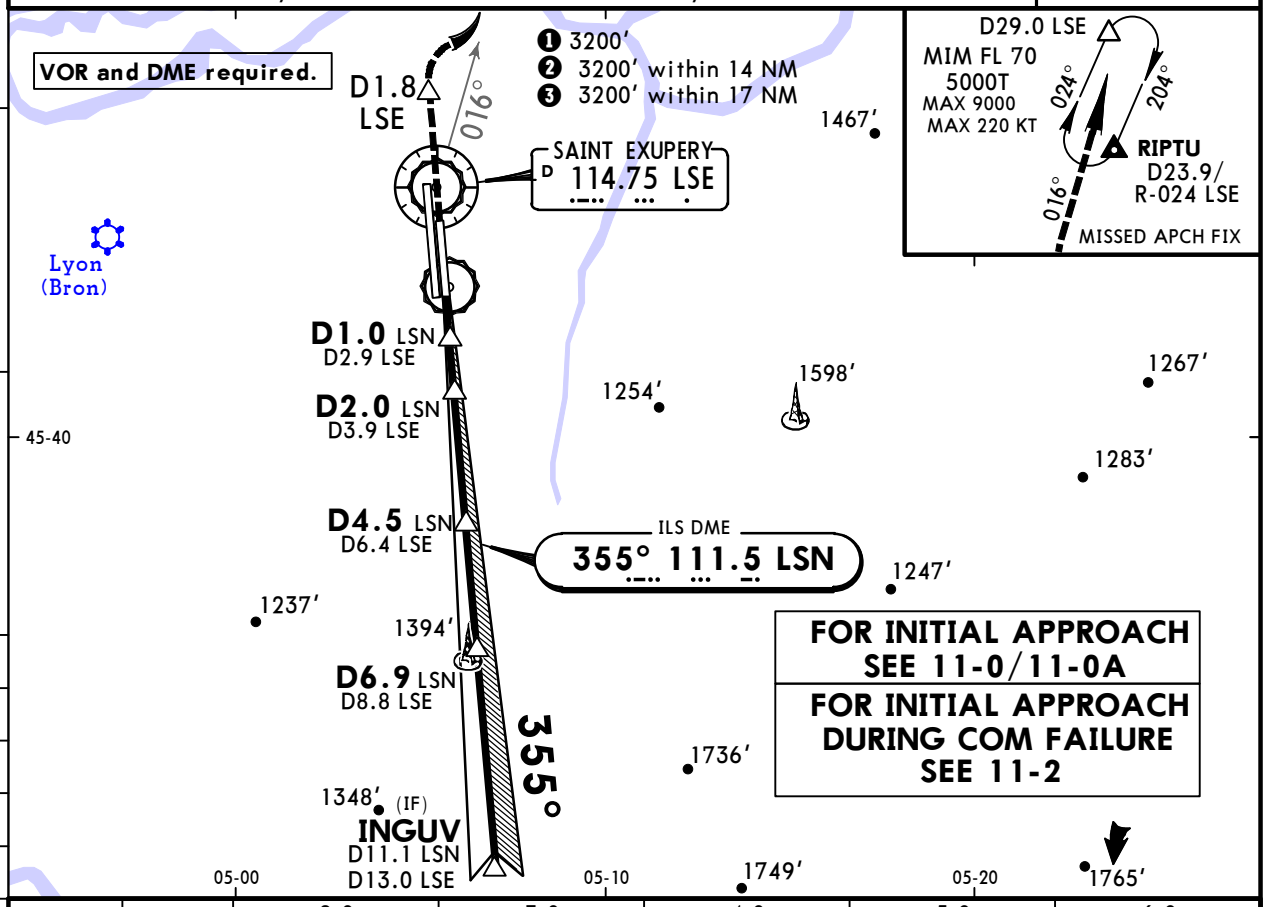
ATIS	LYON Approach West Sector	LYON Approach East Sector	SAINT EX Tower	Ground
126.175	136.075	125.8	120.450	121.825

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

MISSED APCH: Climb STRAIGHT AHEAD to D1.8 LSE, then turn RIGHT (MAX 185 KT) to intercept and follow R-016 LSE climbing to 5000′. At D29.0 LSE turn RIGHT to join holding at RIPTU. Acceleration segment not calculated.

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

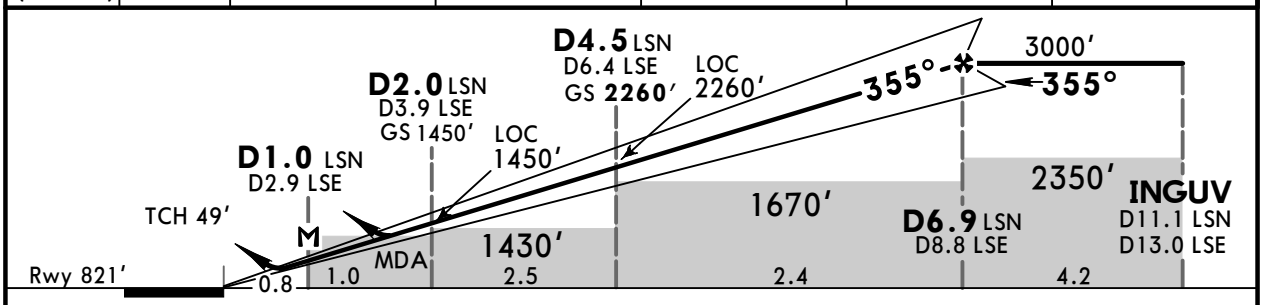
MSA LSE VOR



FOR INITIAL APPROACH SEE 11-0/11-0A

FOR INITIAL APPROACH DURING COM FAILURE SEE 11-2

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

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

PANS OPS

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

CHANGES: Chart reindexed. Procedure title. Procedure.

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LFLL/LYS
ST EXUPERY

JEPPESEN

19 JUN 15
Eff 25 Jun

(11-3A)

LYON, FRANCE
CAT II/III ILS Rwy 36R

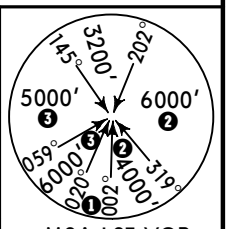
ATIS	LYON Approach West Sector	LYON Approach East Sector	SAINT EX Tower	Ground
126.175	136.075	125.8	120.450	121.825

BRIEFING STRIP

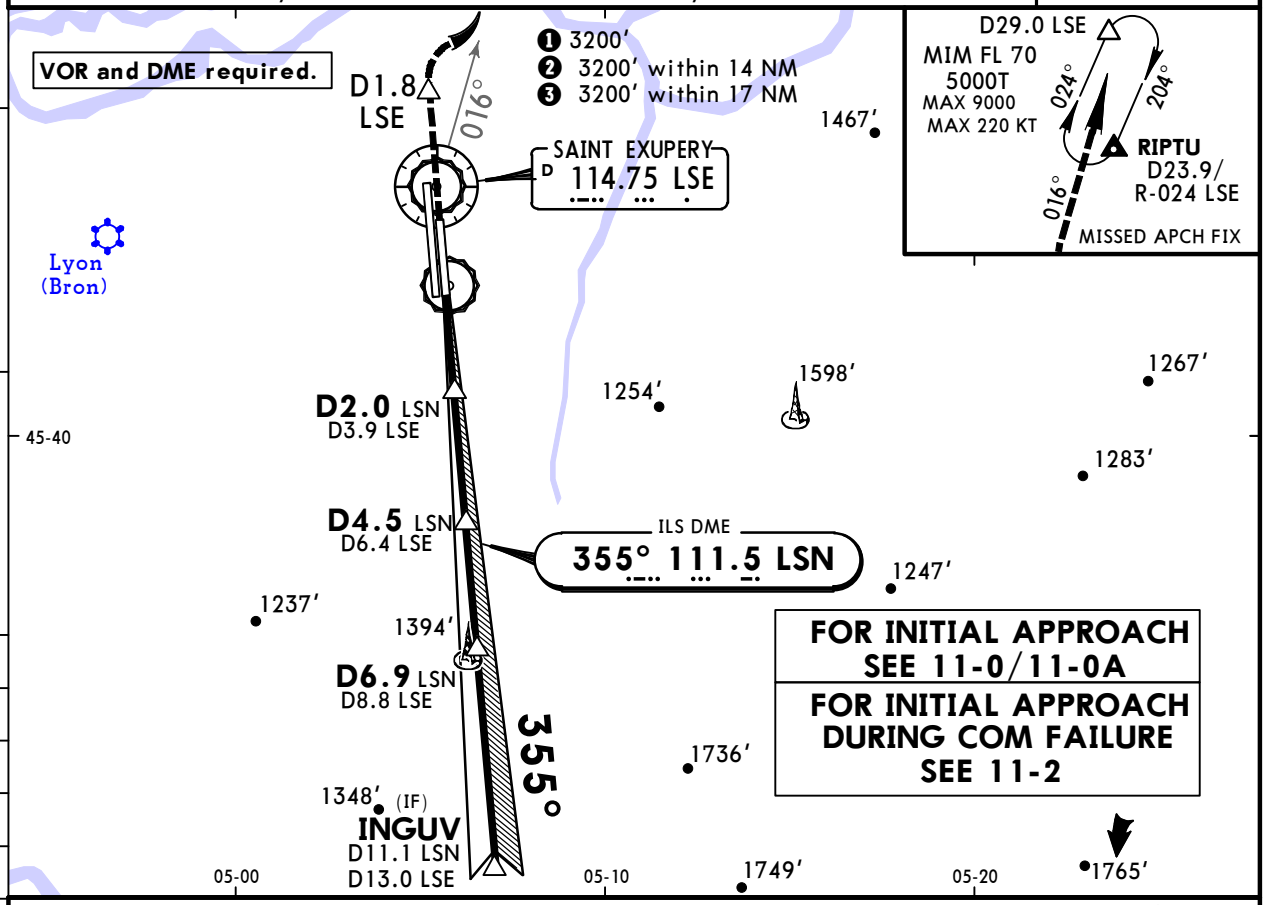
LOC LSN	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 821′
111.5	**355°**	**D4.5 LSN** **2260′**(1439′)	Refer to Minimums	Rwy 821′

MISSED APCH: Climb STRAIGHT AHEAD to D1.8 LSE, then turn RIGHT (MAX 185 KT) to intercept and follow R-016 LSE climbing to 5000′. At D29.0 LSE turn RIGHT to join holding at RIPTU. Acceleration segment not calculated.

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

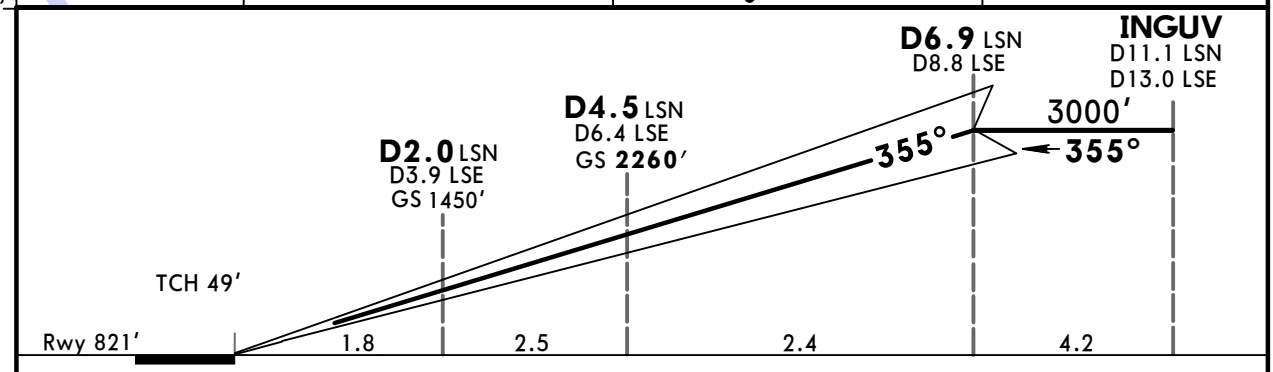


MSA LSE VOR



FOR INITIAL APPROACH SEE 11-0/11-0A

FOR INITIAL APPROACH DURING COM FAILURE SEE 11-2



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 **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.

CHANGES: Chart reindexed. Procedure title. Procedure.

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LFLL/LYS
ST EXUPERY

JEPPESEN

17 JUL 15 (12-1)

LYON, FRANCE
RNAV (GNSS) Rwy 18L

BRIEFING STRIP™

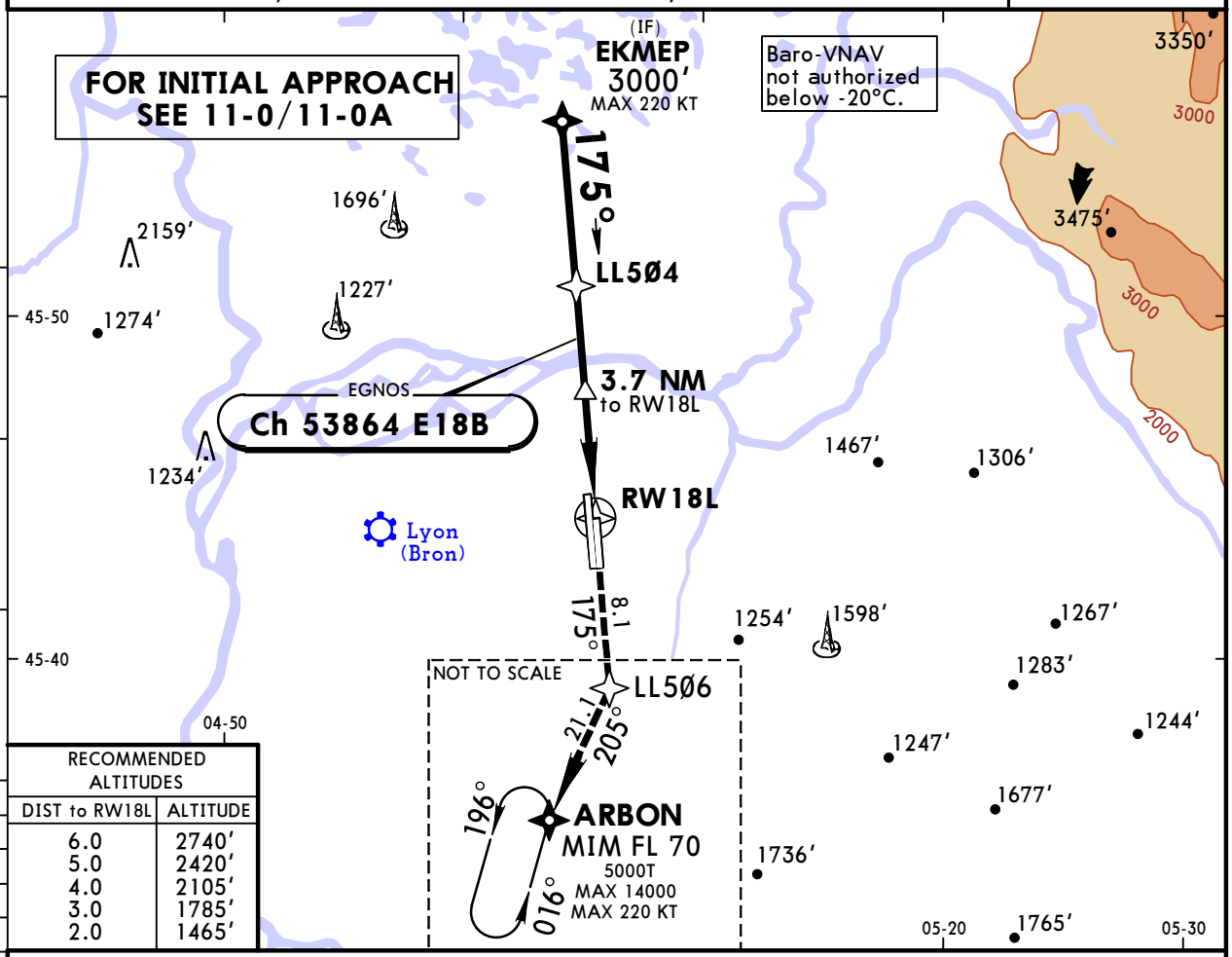
ATIS	LYON Approach West Sector	LYON Approach East Sector	SAINT EX Tower	Ground
126.175	136.075	125.8	120.450	121.825

EGNOS	Final Apch Crs	Mandatory Alt	LPV DA(H)	Apt Elev 821′
Ch 53864 E18B	175°	LL5Ø4 3000′(2220′)	Refer to Minimums	Rwy 780′

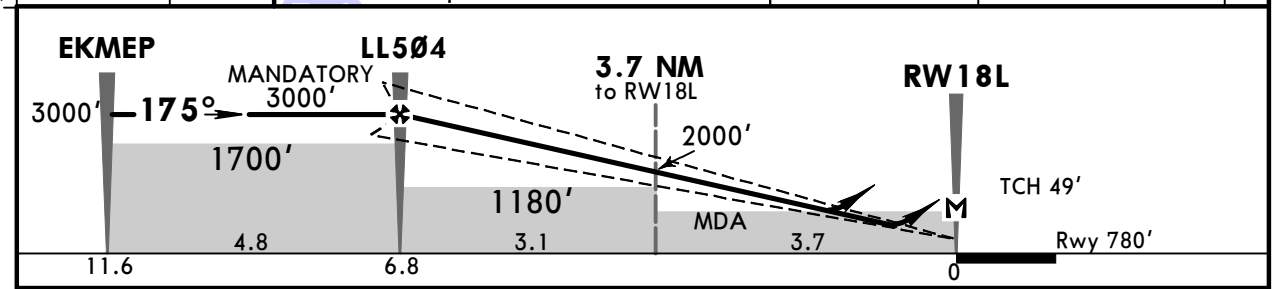
No MSA published

MISSED APCH: Climb to LL5Ø6, then turn RIGHT to ARBON climbing to 5000′ and join holding.
Acceleration segment not calculated.

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



RECOMMENDED ALTITUDES	
DIST to RW18L	ALTITUDE
6.0	2740′
5.0	2420′
4.0	2105′
3.0	1785′
2.0	1465′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW18L							

PAPI-L LL5Ø6

Standard STRAIGHT-IN LANDING RWY 18L

	LPV DA(H)	LNAV/VNAV DA(H)	LNAV CDFA DA/MDA(H)
	ABC: 1030′(250′) D: 1040′(260′)	A: 1050′(270′) C: 1070′(290′) B: 1060′(280′) D: 1080′(300′)	1160′(380′)
A	RVR 1300m	RVR 1300m	RVR 1500m
B			
C		RVR 1400m	RVR 1700m
D			

CIRCLE-TO-LAND [1]

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

PANS OPS

[1] Circling height based on rwy 18L thresh elev of 780′.

CHANGES: Notes.

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LFLL/LYS
ST EXUPERY

JEPPESEN

17 JUL 15 (12-2)

LYON, FRANCE
RNAV (GNSS) Rwy 18R

BRIEFING STRIP ™

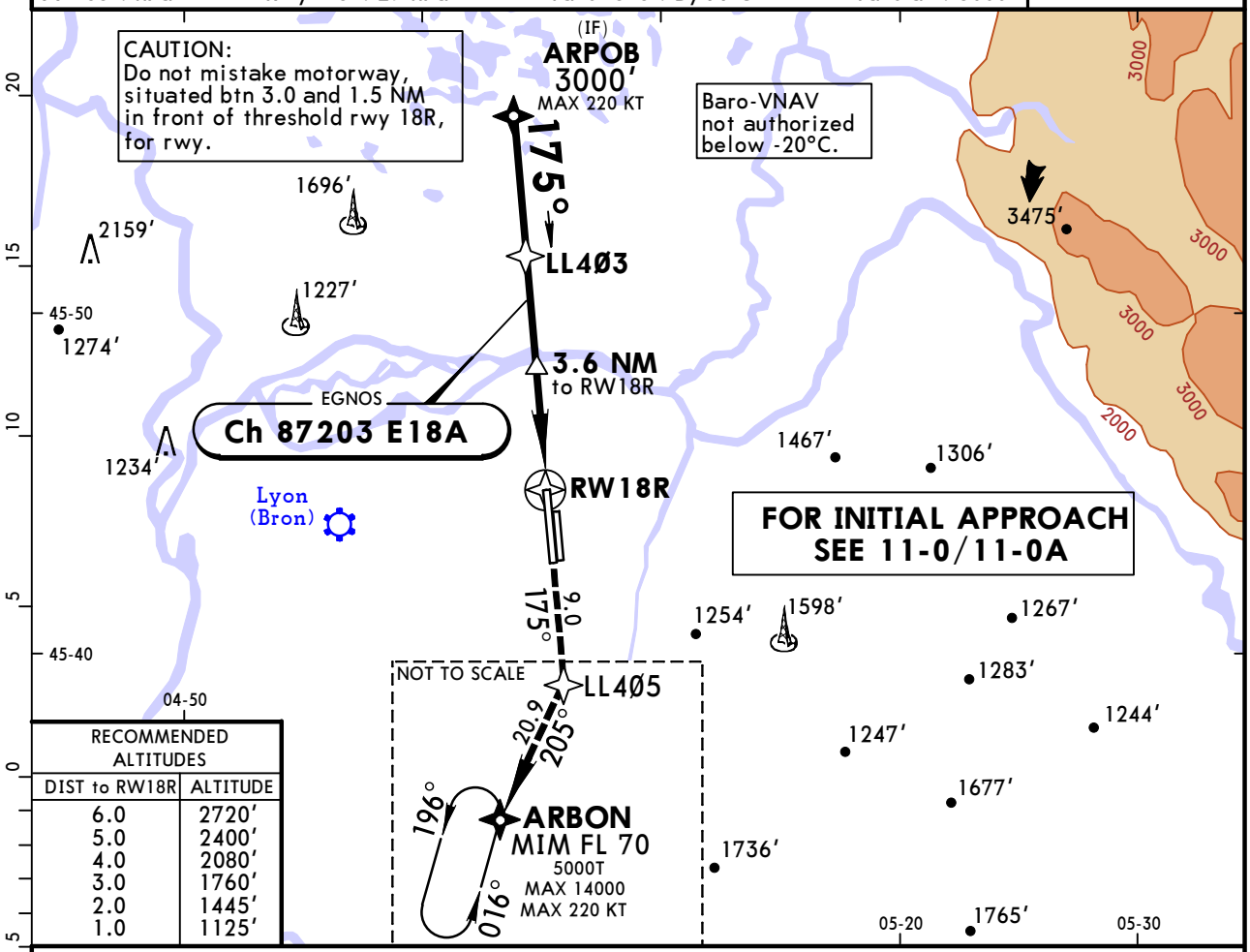
ATIS	LYON Approach West Sector	LYON Approach East Sector	SAINT EX Tower	Ground
126.175	136.075	125.8	120.450	121.825

EGNOS	Final Apch Crs	Mandatory Alt	LPV DA(H)	Apt Elev 821′
Ch 87203 E18A	175°	LL4Ø3 3000′(2242′)	1008′(250′)	Rwy 758′

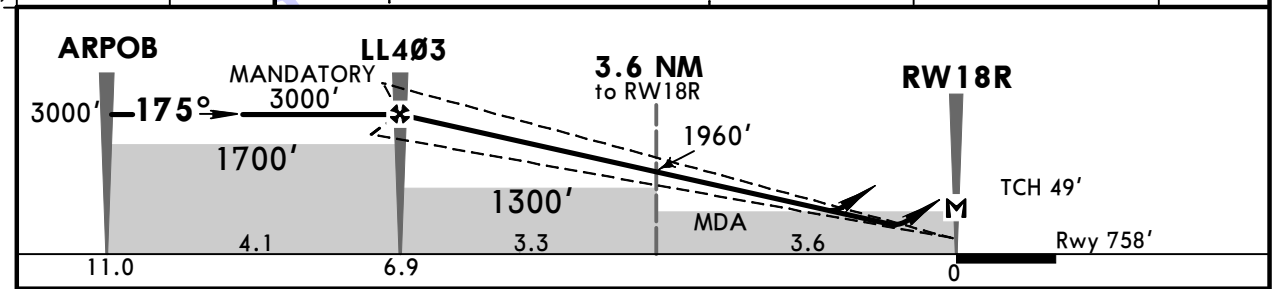
No MSA published

MISSED APCH: Climb to LL4Ø5, then turn RIGHT to ARBON climbing to 5000′ and join holding.
Acceleration segment not calculated.

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

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

	LPV DA(H)	LNAV/VNAV DA(H)	LNAV CDFA DA/MDA(H)
	1008′(250′)	A: 1008′(250′) C: 1028′(270′) B: 1018′(260′) D: 1038′(280′)	1120′(362′)
A	RVR 1300m	RVR 1300m	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

PANS OPS

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

CHANGES: Notes.

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LFLL/LYS
ST EXUPERY

JEPPESEN

17 JUL 15 (12-3)

LYON, FRANCE
RNAV (GNSS) Rwy 36L

BRIEFING STRIP™

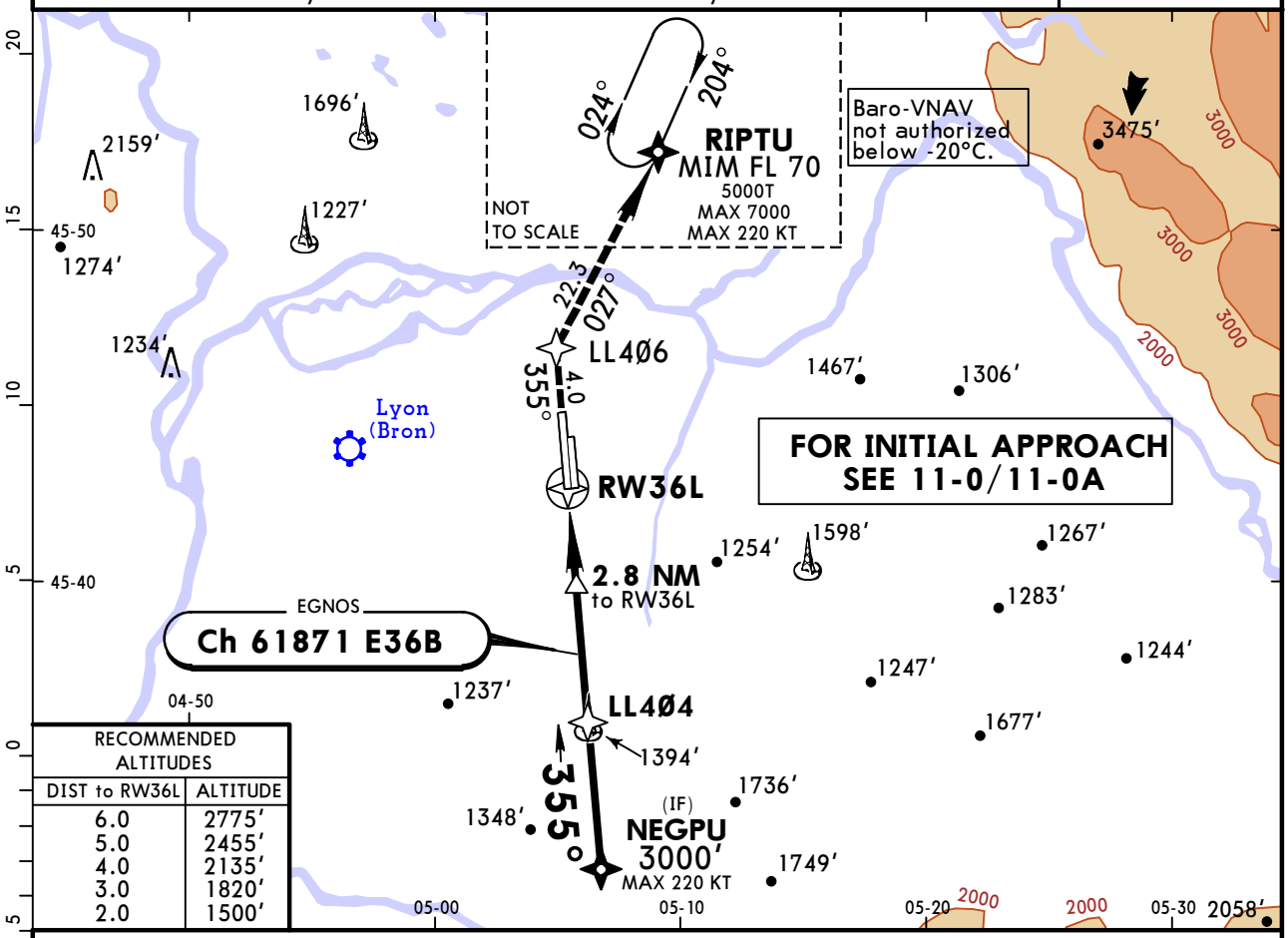
ATIS	LYON Approach West Sector	LYON Approach East Sector	SAINT EX Tower	Ground
126.175	136.075	125.8	120.450	121.825

EGNOS	Final Apch Crs	Mandatory Alt	LPV DA(H)	Apt Elev 821′
Ch 61871 E36B	355°	LL4Ø4 3000′ (2186′)	Refer to Minimums	Rwy 814′

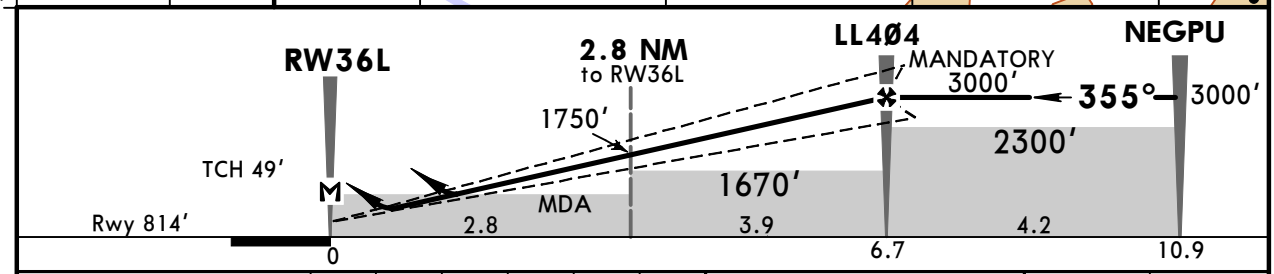
No MSA published

MISSED APCH: Climb to LL4Ø6, then turn RIGHT to RIPTU climbing to 5000′ and join holding.
Acceleration segment not calculated.

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



RECOMMENDED ALTITUDES	
DIST to RW36L	ALTITUDE
6.0	2775′
5.0	2455′
4.0	2135′
3.0	1820′
2.0	1500′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW36L							

HIALS-II
REIL
LL4Ø6

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

LPV DA(H)	LNAV/VNAV DA(H)	LNAV CDFA DA/MDA(H)
A: 1124′ (310′)	A: 1134′ (320′)	1250′ (436′)
B: 1134′ (320′)	B: 1144′ (330′)	
C: 1144′ (330′)	C: 1154′ (340′)	
D: 1154′ (340′)	D: 1164′ (350′)	

PANS OPS

		ALS out		ALS out		ALS out
A	RVR 750m [1]	RVR 1400m	RVR 750m [1]	RVR 1400m	RVR 1300m	RVR 1500m
B			RVR 800m	RVR 1500m		
C	RVR 800m	RVR 1500m				RVR 2000m
D			RVR 900m	RVR 1600m		

CIRCLE-TO-LAND [2]

Max Kts	MDA(H)	VIS
110	1310′ (496′)	1500m
135	1420′ (606′)	1600m
180	1580′ (766′)	2400m
205	1720′ (906′)	3600m

[1] With TDZ, CL and HUD: RVR 700m. [2] Circling height based on rwy 36L thresh elev of 814′.

CHANGES: Notes.

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LFLL/LYS
ST EXUPERY

JEPPESEN

17 JUL 15 (12-4)

LYON, FRANCE
RNAV (GNSS) Rwy 36R

BRIEFING STRIP ™

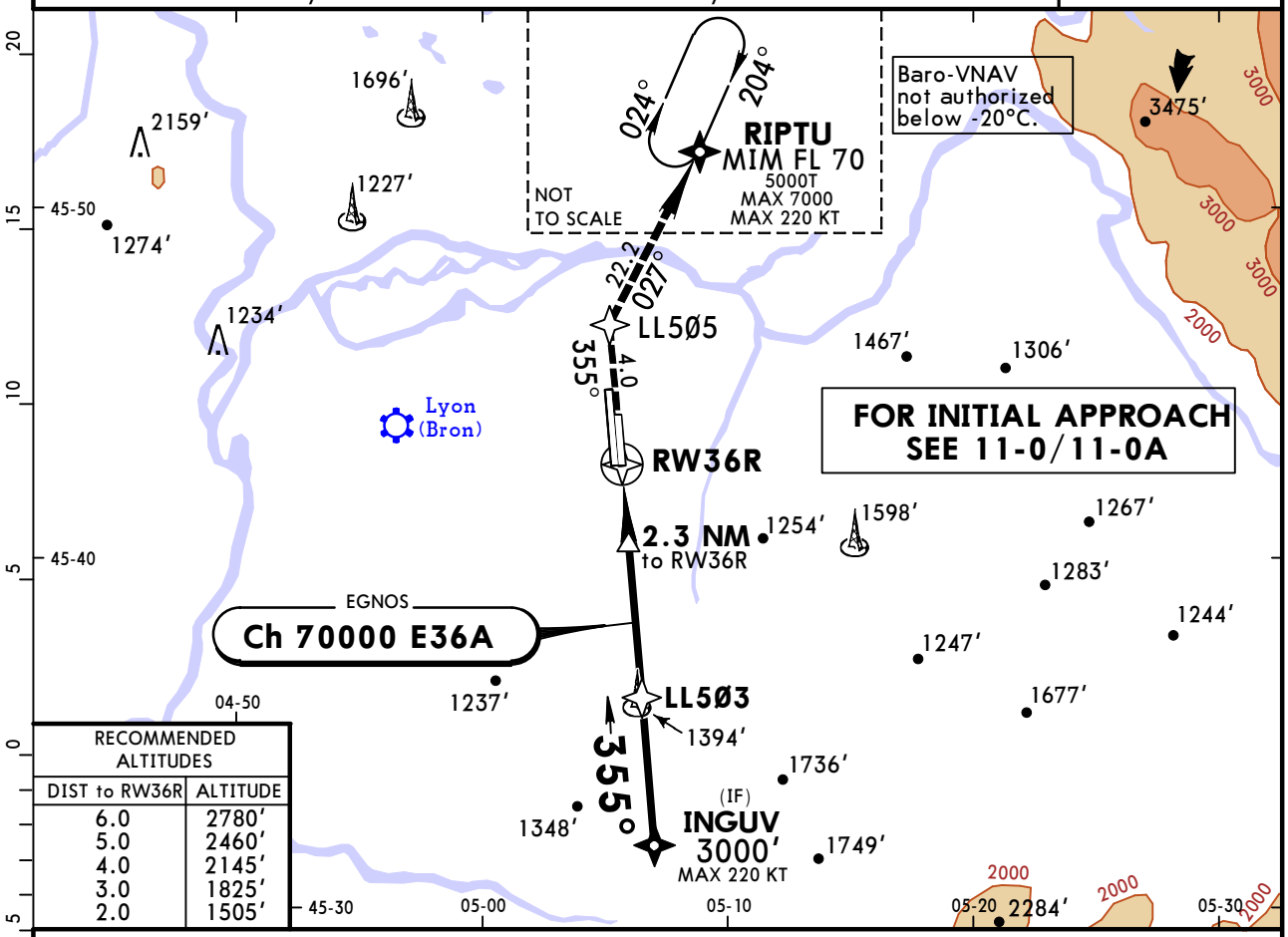
ATIS	LYON Approach West Sector	LYON Approach East Sector	SAINT EX Tower	Ground
126.175	136.075	125.8	120.450	121.825

EGNOS	Final Apch Crs	Mandatory Alt	LPV DA(H)	Apt Elev 821′
Ch 70000 E36A	355°	LL5Ø3 3000′ (2179′)	Refer to Minimums	Rwy 821′

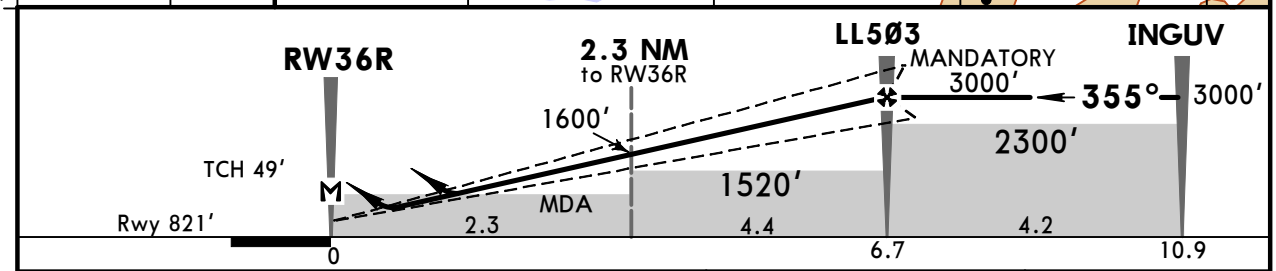
No MSA published

MISSED APCH: Climb to LL5Ø5, then turn RIGHT to RIPTU climbing to 5000′ and join holding.
Acceleration segment not calculated.

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



RECOMMENDED ALTITUDES	
DIST to RW36R	ALTITUDE
6.0	2780′
5.0	2460′
4.0	2145′
3.0	1825′
2.0	1505′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW36R							

HIALS-II
REIL
LL5Ø5

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

LPV DA(H)	LNAV/VNAV DA(H)	LNAV CDFA DA/MDA(H)
A: 1141′ (320′)	A: 1141′ (320′)	1250′ (429′)
B: 1151′ (330′)	B: 1151′ (330′)	
C: 1161′ (340′)	C: 1161′ (340′)	
D: 1171′ (350′)	D: 1171′ (350′)	

PANS OPS		ALS out		ALS out		ALS out
A	RVR 750m [1]	RVR 1400m	RVR 750m [1]	RVR 1400m	RVR 1300m	RVR 1500m
B	RVR 800m	RVR 1500m	RVR 800m	RVR 1500m		
C						RVR 2000m
D	RVR 900m	RVR 1600m	RVR 900m	RVR 1600m		

CIRCLE-TO-LAND

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

[1] With TDZ, CL and HUD: RVR 700m.

CHANGES: Notes.

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LFLL/LYS
ST EXUPERY

JEPPESEN

19 JUN 15 (13-1) Eff 25 Jun

LYON, FRANCE
VOR Rwy 18R

BRIEFING STRIP

ATIS	LYON Approach West Sector	LYON Approach East Sector	SAINT EX Tower	Ground
126.175	136.075	125.8	120.450	121.825

VOR LSE	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 821'
114.75	169°	Refer to chart 13-2	Refer to chart 13-2	Rwy 758'

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

MSA LSE VOR: 3200' (145°–202°), 5000' (059°–020°), 6000' (020°–200°), 4000' (200°–319°)

TALAR HOLDING: D29.0 LSE, 301°, 121°, (IAF) TALAR, MIM FL70, 4500T, MAX 14000, MAX 220 KT

COM FAILURE PROCEDURES.

(IAF) RIPTU, D23.9 LSE, FL 70
❶ 3200'
❷ 3200' within 14 NM
❸ 3200' within 17 NM

RIPTU HOLDING
NON-RNAV: D29.0 LSE, 204°, 024°
RNAV: 1 Min, (IAF) RIPTU
MIM FL 70, 5000T
RNAV: MAX FL 140
NON-RNAV: MAX FL 90
MAX 220 KT
RNAV: Entry on inbound radial only.

(IF) D11.0 LSE, 3000'

D14.0 LSE, 5000'

D13.0 LSE, 4000'

FL 70

FL 100

5000'

D6.2 LTP, FL 100

D13.0 LTP

11 DME Arc LSE

169°

MAX 200 KT

LF(D)-581

ST EXUPERY D 114.75 LSE

FOR FINAL APPROACH SEE 13-2

VIENNE 108.2 VNE

LA TOUR DU PIN D 115.55 LTP

Lyon (Bron)

Grenoble (Isere)

(IAF) GOMET, D8.0 LTP, FL 100

HOLDING: MIM FL100, 7500T, MAX 14000, MAX 230 KT

(IAF) ARBON, FL 100

LF(R)-220A, LF(R)-220B

ARBON HOLDING: (IAF) ARBON, D34.0 LSE, 196°, 010°, MIM FL100, 5000T, MAX 14000, MAX 220 KT

TALAR D24.0 LSE, FL 100, MAX FL 70, MIM FL 70, (IAF)

PANS OPS

CHANGES: Transitions transferred from 13-2. Final transferred to 13-2.

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LFLL/LYS
ST EXUPERY

JEPPESEN

19 JUN 15 (13-2) Eff 25 Jun

LYON, FRANCE
VOR Rwy 18R

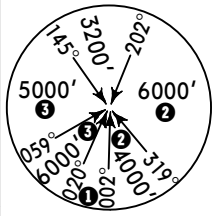
BRIEFING STRIP

ATIS	LYON Approach West Sector	LYON Approach East Sector	SAINT EX Tower	Ground
126.175	136.075	125.8	120.450	121.825

VOR LSE	Final Apch Crs	Procedure Alt D6.9	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, then turn RIGHT onto 226° to intercept and follow R-196 LSE climbing to 5000′ to ARBON and hold. Acceleration segment not calculated.

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



MSA LSE VOR

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

DME required.

Do not mistake motorway, situated between 3.0 and 1.5 NM in front of threshold rwy 18R, for rwy.

FOR INITIAL APPROACH SEE 11-0/11-0A

FOR INITIAL APPROACH DURING COM FAILURE SEE 13-1

(IF) D11.0 — 169° — D6.9 [FD18R] — D3.7 [37VOR] — D1.0 [MD18R]

1696′ 1227′ 1467′ 1254′ 1598′ 1277′

45-50 04-50 45-40 05-00 05-10 05-20

Lyon (Bron)

ST EXUPERY D 114.75 LSE

MISSED APCH FIX

176° D9.0 LSE VOR 196° 226° D15.0 196° ARBON D29.0 MIM FL 70 5000T MAX 14000 MAX 220 KT 226° 196° 016° D34.0

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

D11.0 3000′ D6.9 169° [FD18R] 3.04° D3.7 [37VOR] 1960′ D1.0 [MD18R] LSE VOR

1880′ 4.1 | 1520′ 3.2 | MDA 2.7 | M 0.9 | TCH 50′ Rwy 758′

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°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 18R

CDFA DA/MDA(H) ❶ 1200′(442′)

		CIRCLE-TO-LAND ❷ Max Kts	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

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

CHANGES: Holding. Transitions transferred to 13-1.

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LFLL/LYS
ST EXUPERY

JEPPESEN
19 JUN 15 (13-3) Eff 25 Jun

LYON, FRANCE
VOR Rwy 36L

BRIEFING STRIP

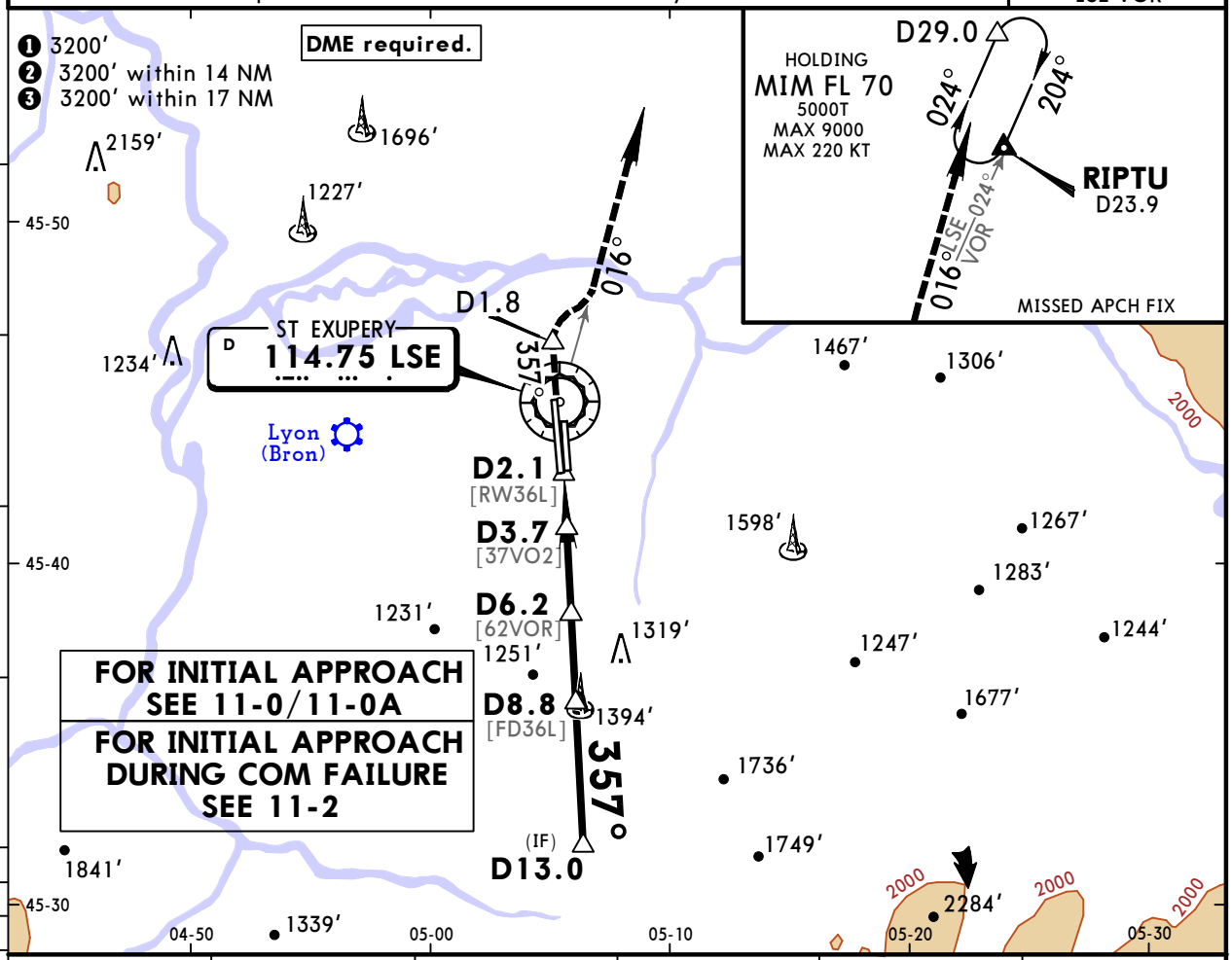
ATIS	LYON Approach West Sector	LYON Approach East Sector	SAINT EX Tower	Ground
126.175	136.075	125.8	120.450	121.825

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

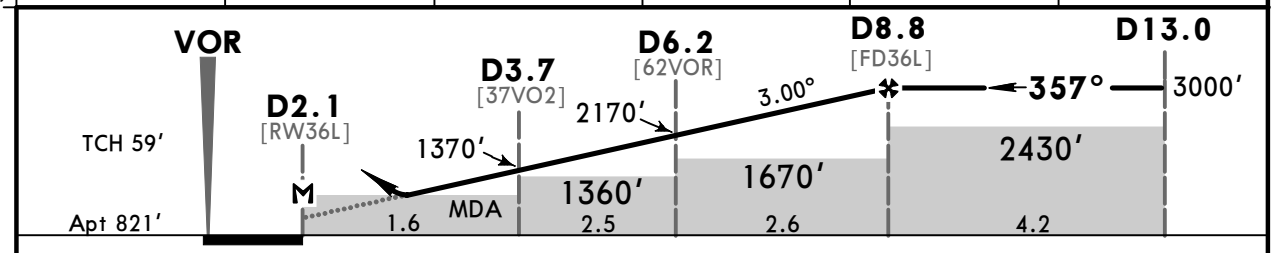
MISSED APCH: Climb on R-357 to D1.8, then turn RIGHT (MAX 185 KT) to intercept and follow R-016 climbing to 5000′. At D29.0 turn RIGHT to join RIPTU holding at 5000′.
Acceleration segment not calculated.

Alt Set: hPa | Apt 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°–002° 5000′; 002°–145° 6000′



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							

HIALS-II
REIL

D1.8 on LSE 114.75 R-357

Standard STRAIGHT-IN LANDING RWY 36L
CDFA
DA/MDA(H) 1260′ (439′)

PANS OPS

		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

CHANGES: Transitions transferred to 11-2. Missed apch.

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LFLL/LYS
ST EXUPERY

JEPPESEN
19 JUN 15 (13-4) Eff 25 Jun

LYON, FRANCE
VOR Rwy 36R

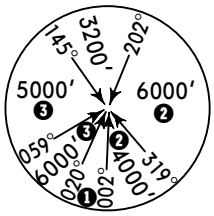
BRIEFING STRIP

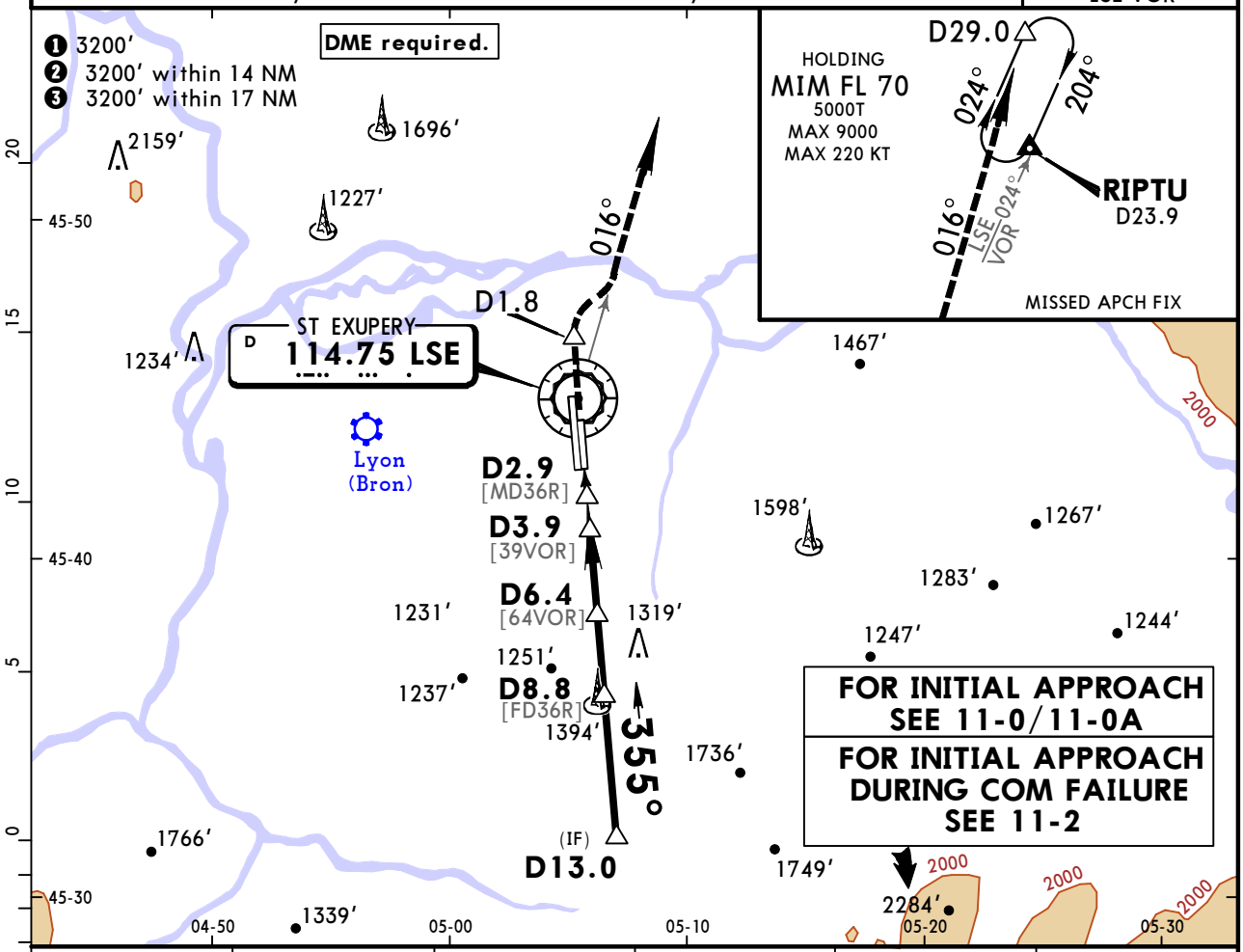
ATIS	LYON Approach West Sector	LYON Approach East Sector	SAINT EX Tower	Ground
126.175	136.075	125.8	120.450	121.825

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

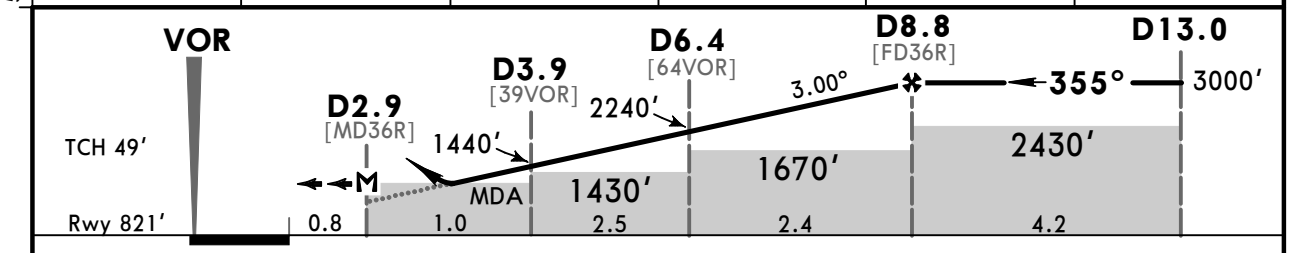
MISSED APCH: Climb STRAIGHT AHEAD to D1.8, then turn RIGHT (MAX 185 KT) to intercept and follow R-016 climbing to 5000′. At D29.0 turn RIGHT to join RIPTU holding.
Acceleration segment not calculated.

Alt Set: hPa | Rwy 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							

HIALS-II
REIL
D1.8

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: Transitions transferred to 11-2. Missed approach.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 26-2015

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
LYON, (SAINT EXUPERY - LFLL)				
REV	AIRPORT BRIEFING (GEN CON...	10-1P2	25 Dec 2015	07 Jan 2016
REV	AIRPORT BRIEFING (ARR)	10-1P3	25 Dec 2015	07 Jan 2016
REV	AIRPORT BRIEFING (DEP)	10-1P4	25 Dec 2015	07 Jan 2016

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LFLL

Chart Change Notices for Country FRA

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within France for CAT ABCD aircraft. RVR below 150m can only be used for selected runways which are already specified on current Jeppesen charts. 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL andCL: RVR 200m 3. With RL and CL and TDZ, MID and RO RVR: RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m