

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LFLL

Terminal Charts For LFLL

Revision Letter For Cycle 13-2016

Change Notices

Notebook

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: 0350 Z
Sunset: 1932 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
Lighting: Edge, ALS, Centerline, REIL, TDZ

Communication Information

ATIS: 126.175

Saint Ex Tower Tower: 132.000 Secondary

Saint Ex Preflight Tower: 121.650

Saint Ex Tower Tower: 120.450

Saint Ex Ground Ground: 121.825

Lyon Approach: 120.225

Lyon Approach: 125.425

Lyon Approach: 125.800

Lyon Approach: 132.000 Secondary

Lyon Approach: 133.150

Lyon Approach: 136.075

LFL/LYS
ST EXUPERY

26 FEB 16

JEPPESEN

10-1P

Eff 3 Mar

LYON, FRANCE

AIRPORT BRIEFING

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.

LFLL/LYS
ST EXUPERY

26 FEB 16

JEPPESEN

10-1P1

Eff 3 Mar

LYON, FRANCE

AIRPORT BRIEFING

1. GENERAL

1.4. LOW VISIBILITY PROCEDURES

LVP are in force at the latest when RVR is equal to 550m and ceiling equal to 200'.

When LVP are in force, pilots are advised by ATIS.

ATC transmits RVR on first contact on frequency and when changing.

1.5. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.5.1. USE OF MODE S TRANSPONDER ON THE GROUND

1.5.1.1. GENERAL

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

1.5.1.2. 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.

1.5.1.3. 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.

LFLL/LYS
ST EXUPERY

26 FEB 16

JEPPesen

(10-1P2)

Eff 3 Mar

LYON, FRANCE

AIRPORT BRIEFING

1. GENERAL

1.6. 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.

1.7. 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.

Departures from stand E11 are autonomous via TWY K1 to ACFT with wingspan greater or equal to 49'/15m and less than 118'/36m and pushed ACFT with wingspan greater or equal to 49'/15m and less than 170'/52m.

Departures from stand E13 are autonomous via TWY K3 to ACFT with wingspan greater or equal to 49'/15m and less than 118'/36m and for pushed ACFT with wingspan greater or equal to 49'/15m and less than 170'/52m.

Departures from stand E15 are autonomous via TWY K3 to ACFT with wingspan greater or equal to 49'/15m and less than 118'/36m. ACFT with wingspan greater or equal to 49'/15m and less than 170'/52m are prohibited in E15.

1.8. OTHER INFORMATION

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

RWYs 36L and 36R right-hand circuit.

Wildlife strike hazard.

LFLL/LYS
ST EXUPERY

26 FEB 16

JEPPesen

(10-1P3)

Eff 3 Mar

LYON, FRANCE

AIRPORT BRIEFING

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.

LFLL/LYS
ST EXUPERY

JEPPESEN
25 DEC 15 (10-1P4)

Eff 7 Jan

LYON, FRANCE

AIRPORT BRIEFING

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 start-up time;

t_t 3 min before start-up time;

t_1 10 min.

LFLL/LYS
ST EXUPERY

JEPPESSEN
13 NOV 15 (10-1R)

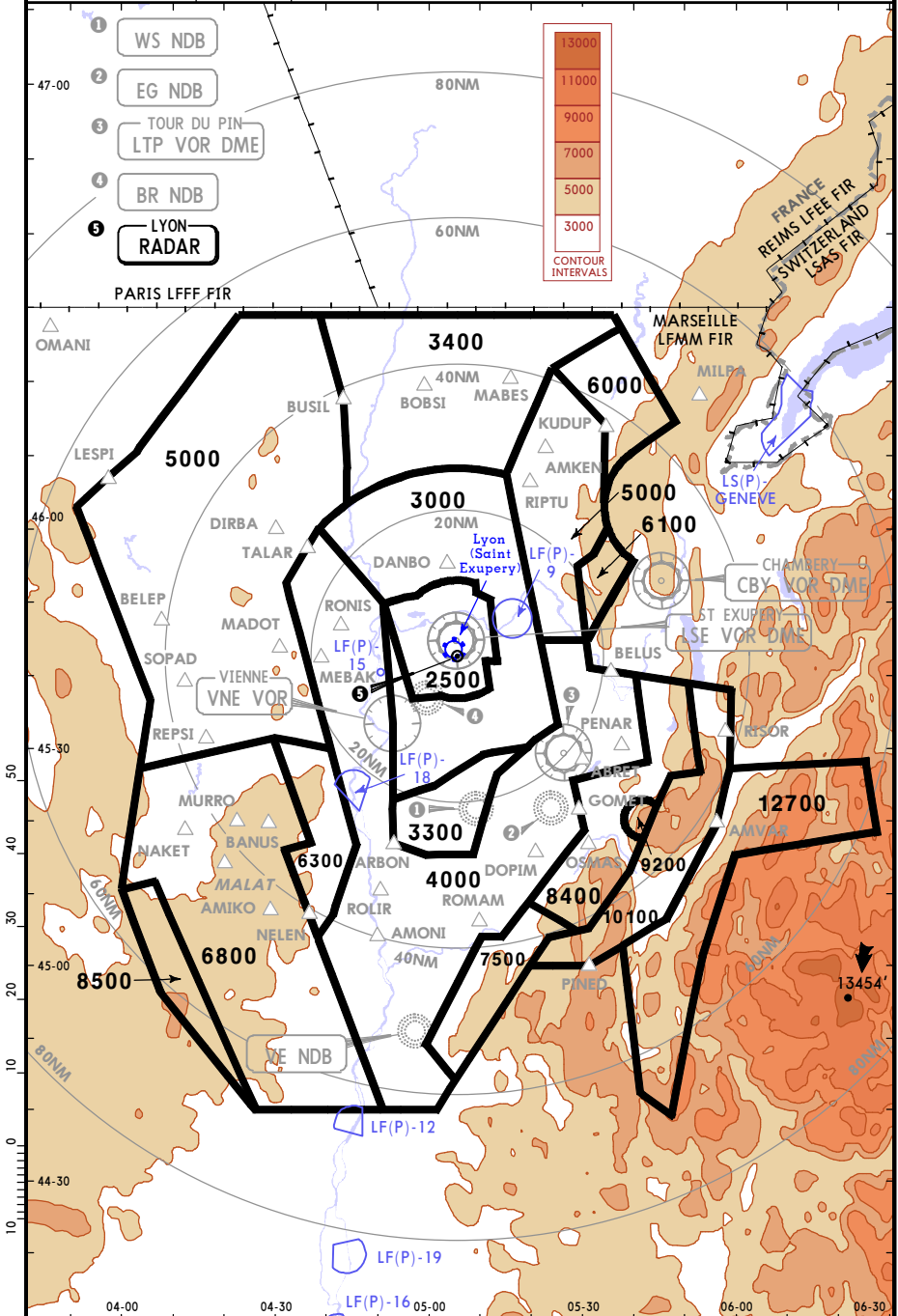
LYON, FRANCE

RADAR MINIMUM ALTITUDES

LYON Approach (R)
120.225

Apt Elev
821'

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



LFL/ LYS
ST EXUPERY

JEPPESSEN
11 SEP 15 (10-2)

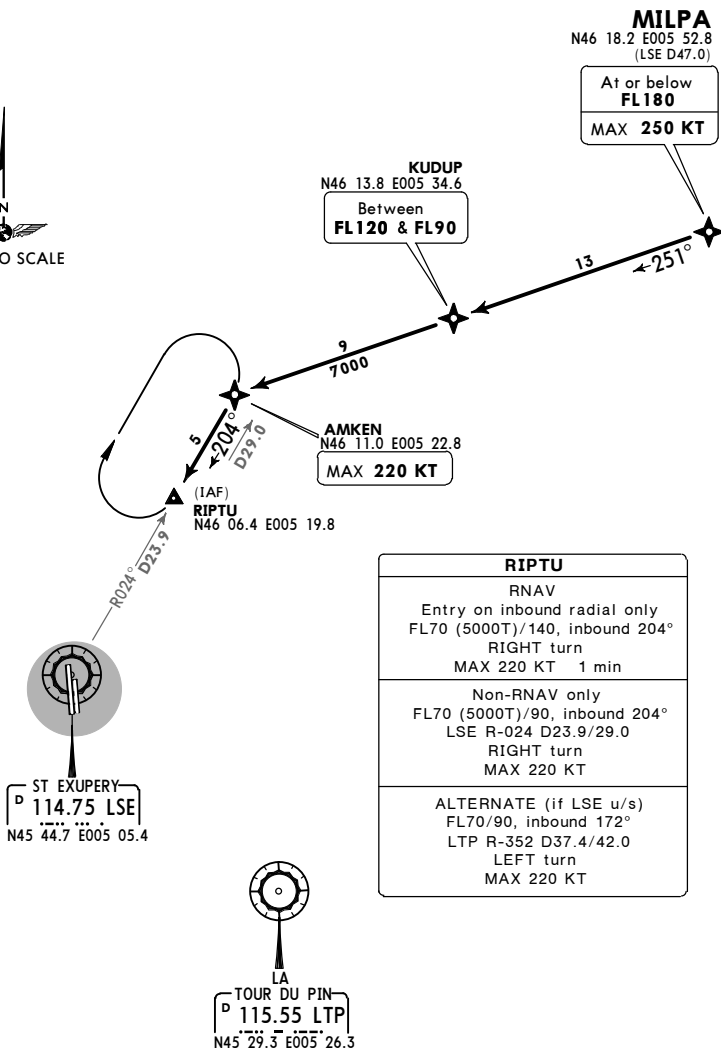
LYON, FRANCE
RNAV STAR

ATIS
126.175

Apt Elev
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



LFLL/LYS
ST EXUPERY

JEPPESSEN
11 SEP 15 (10-2A)

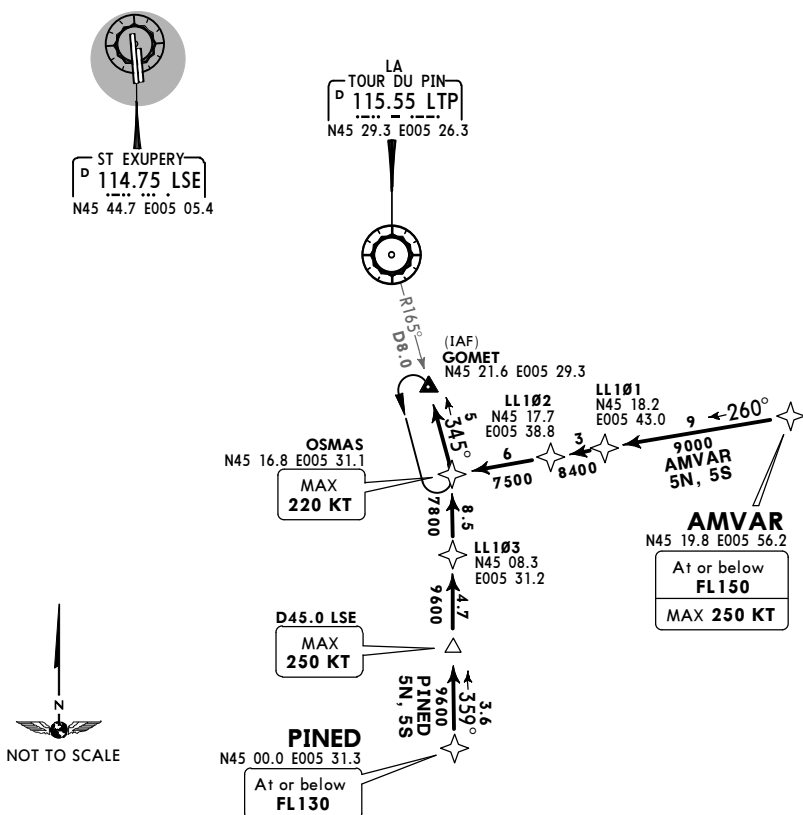
LYON, FRANCE
RNAV STAR

ATIS
126.175

Apt Elev
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 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



Direct distance from GOMET to:
St Exupery Apt 28 NM

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

LFLL/LYS
ST EXUPERY

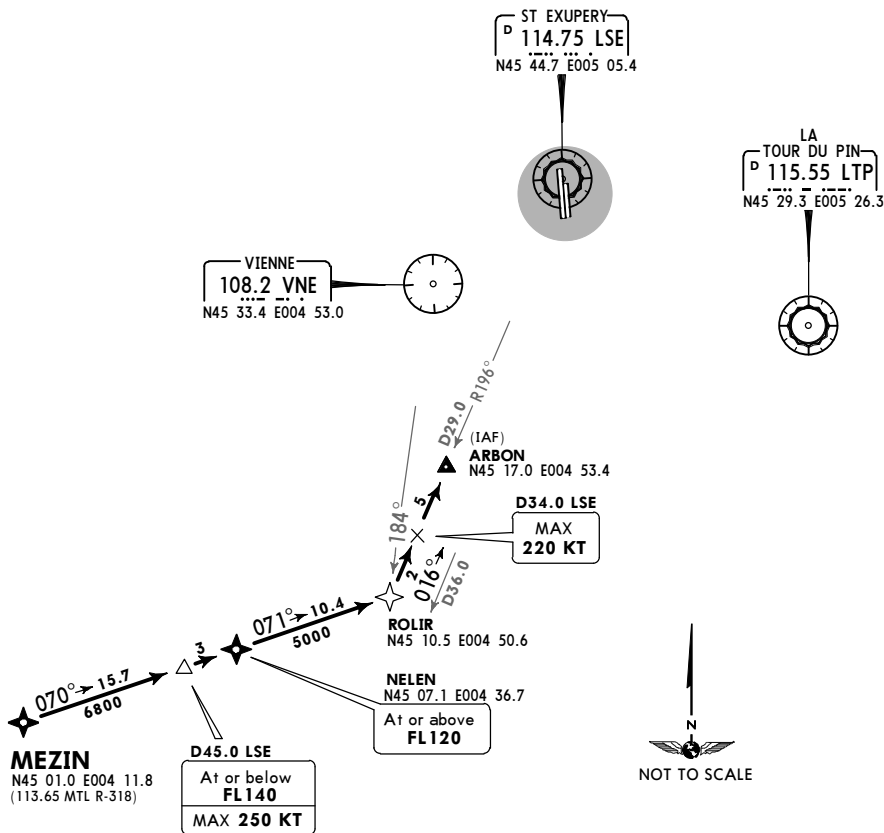
JEPPESSEN
11 SEP 15 (10-2B)

LYON, FRANCE
RNAV STAR

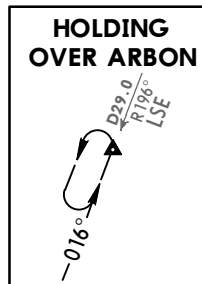
ATIS 126.175	Apt Elev 821'	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. RNAV 1 2. RNAV STARS are protected according to RNAV 1 navigation specifications requirements for GNSS and DME/DME sensors. 3. In case of RADAR vectoring cross LSE 45 DME at or below FL140/ MAX 250 KT, LSE 29 DME at MAX 220 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



FLLL/LYS
ST EXUPERY

JEPPESSEN
11 SEP 15 (10-2C)

LYON, FRANCE
STAR

ATIS
126.175

Apt Elev
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 ①
LABAL 5N [LABA5N] ②, MOU 5N, TIS 5N
RWYS 36L/R ARRIVALS
ARSOM 5S [ARSO5S], CFA 5S ①
LABAL 5S [LABA5S] ②, MOU 5S, TIS 5S
RWYS 18L/R ARRIVALS

LA
TOUR DU PIN
p 115.55 LTP
N45 29.3 E005 26.3



ST EXUPERY
p 114.75 LSE
N45 44.7 E005 05.4

- ① For flights from lower airspace.
- ② For flights from upper airspace.

TALAR
RWYS 18L/R: FL70 (4500T)/140 RWYS 36L/R: FL80 (4500T)/140 inbound 121° LSE R-301 D24.0/29.0 MAX 220 KT
ALTERNATE (if LSE u/s) RWYS 36L/R: FL70/140 RWYS 36L/R: FL80/140 inbound 129° LTP R-309 D45.0/50.0 LEFT turn

③ STAR
MODIFIER "N"
MEA: FL80

MOULINS
p 116.7 MOU
N46 42.4 E003 37.9
At or below
FL250



OMANI
N46 27.4 E003 46.1
Traffic flight-
planned above
FL195
At or above
FL200

D27.0 MOU
At or below
FL190



NOT TO SCALE

D40.0 LSE
At or below
FL120
MAX 250 KT

DIRBA
N46 00.0 E004 30.2
MAX 220 KT

LESPI
N46 06.8 E003 57.5

ARSOM
N46 08.2 E003 25.2

LABAL
N46 01.7 E003 21.3
At or below
FL200

ROANNE
N46 03.6 E004 00.0
110.25 ROA



TIERS
p 117.5 TIS
N45 52.9 E003 33.2
At or below
FL190

CLERMONT
p 114.35 CFA
N45 47.2 E003 11.5

FLLL/LYS
ST EXUPERY

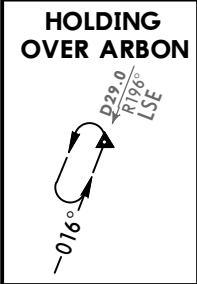
JEPPESSEN
19 JUN 15 (10-2D) Eff 25 Jun

LYON, FRANCE
STAR

ATIS 126.175	Apt Elev 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 [MEZ15N]
MTL 5N
RWYS 36L/R ARRIVALS

MEZIN 5S [MEZ15S]
MTL 5S
RWYS 18L/R ARRIVALS



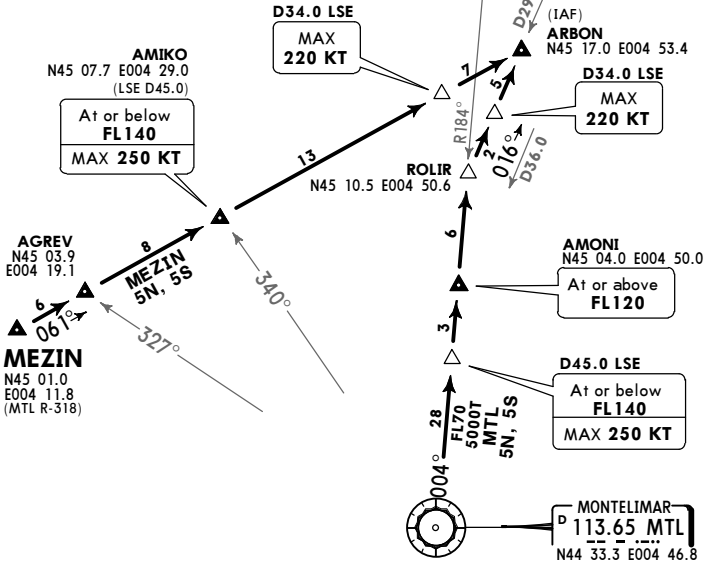
ARBON
RWYS 18L/R: FL100 (5000T)/140 RWYS 36L/R: FL70 (5000T)/140 inbound 016° LSE R-196 D29.0/34.0 MAX 220 KT
ALTERNATE (if LSE u/s) RWYS 18L/R: FL100/140 RWYS 36L/R: FL70/140 inbound 061° LTP R-241 D26.0/31.0 LEFT turn



ST EXUPERY
D 114.75 LSE
N45 44.7 E005 05.4

Vienne
108.2 VNE
N45 33.4 E004 53.0

LA
TOUR DU PIN
D 115.55 LTP
N45 29.3 E005 26.3



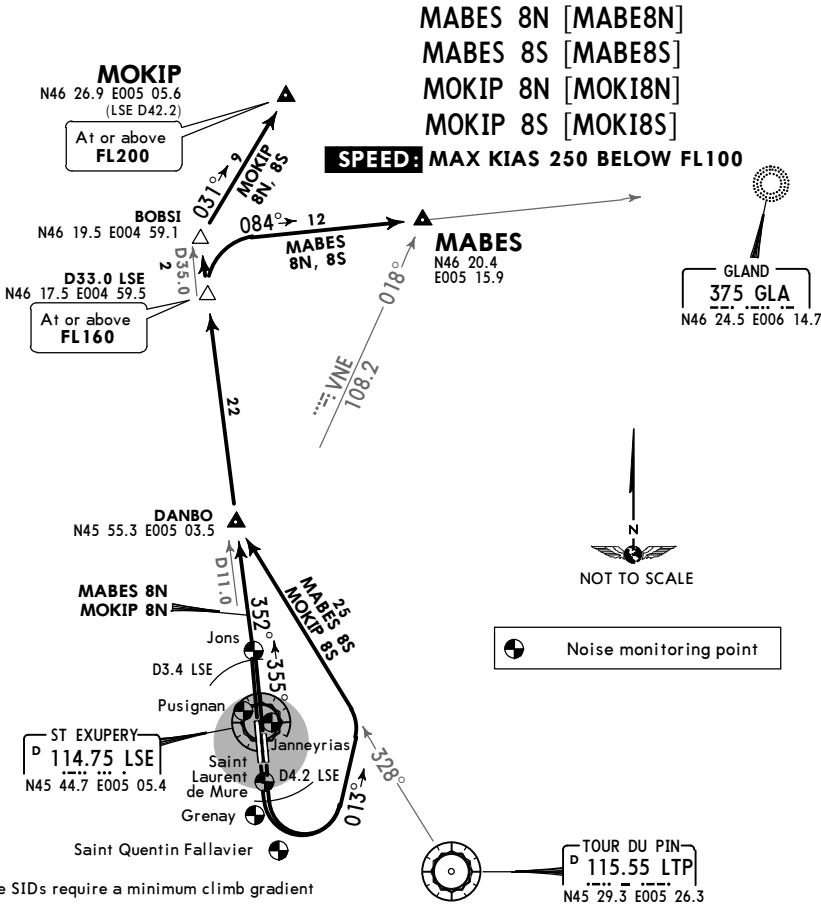
LFL/ LYS
ST EXUPERY

JEPPESSEN
26 FEB 16 (10-3) Eff 3 Mar

LYON, FRANCE
SID

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.



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.

- ① 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.
- ② For departures via airway UL-47.
- ③ For flights into upper airspace with destination LFPG, LFPC, LFPB, LFPT & LF0B.

FLLL/LYS
ST EXUPERY

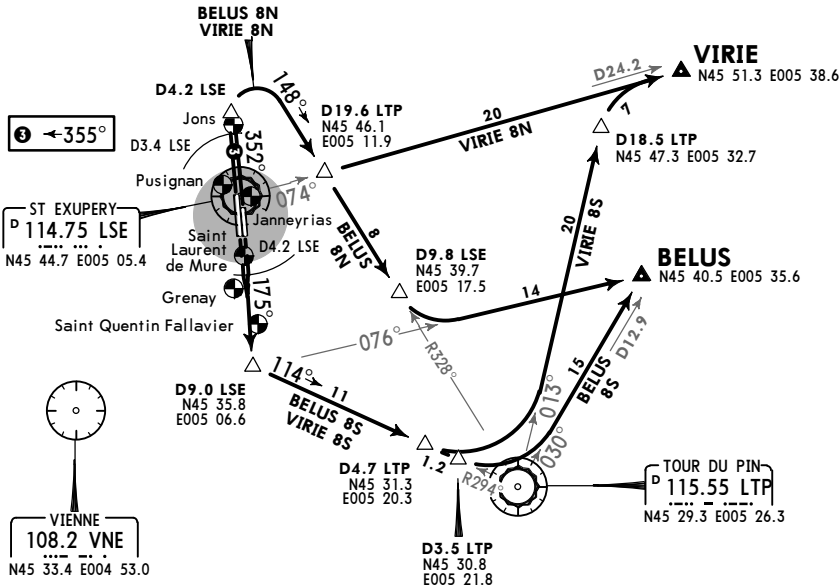
JEPPESSEN
26 FEB 16 (10-3A) Eff 3 Mar

LYON, FRANCE
SID

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]
SPEED: MAX KIAS 250 BELOW FL100



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.



Noise monitoring point

BELUS 8N: Initial climb clearance FL100
BELUS 8S, VIRIE 8N, 8S: Initial climb clearance FL80

SID	RWY	ROUTING
BELUS 8N ①	36L/R	Climb on 355° track to D3.4 LSE, 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 ①	18L/R	Climb to D4.2 LSE, 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 ②	36L/R	Climb on 355° track to D3.4 LSE, 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 ②	18L/R	Climb to D4.2 LSE, 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.

- ① For destinations within Geneva TMA & non-RNAV transits in Geneva TMA. At or below FL120.
- ② For destinations within Chambéry TMA. At or below FL80.

FLLL/LYS
ST EXUPERY

JEPPESSEN
26 FEB 16 (10-3B) Eff 3 Mar

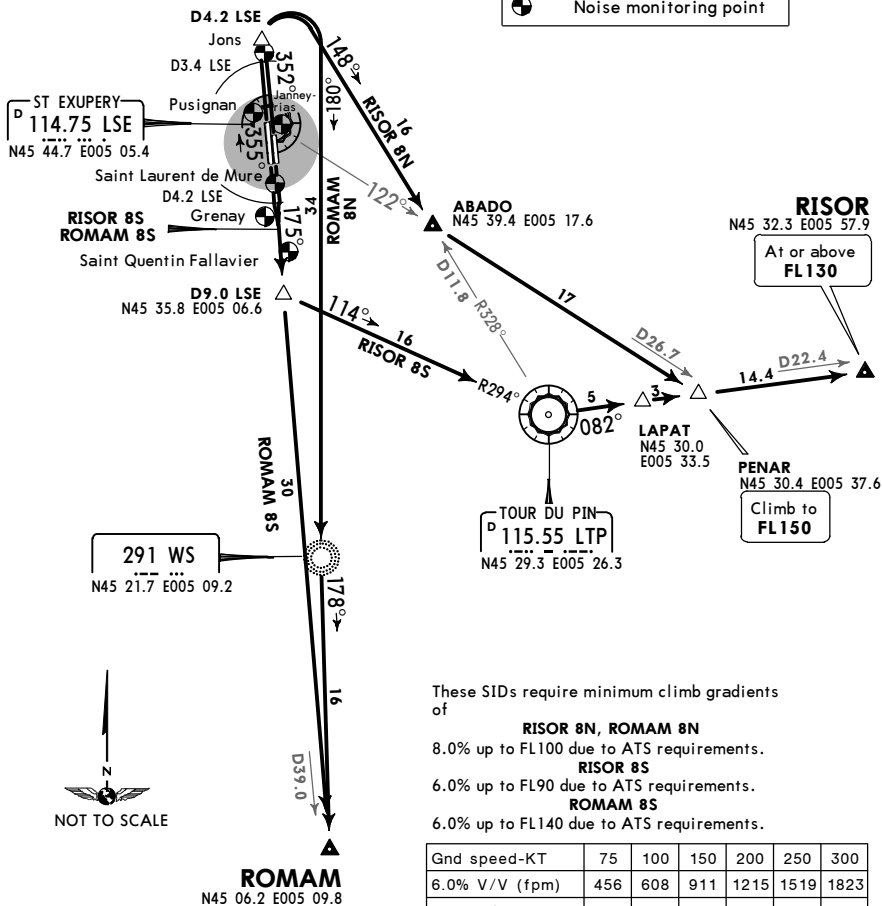
LYON, FRANCE
SID

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]
SPEED: MAX KIAS 250 BELOW FL100

Noise monitoring point



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

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 D3.4 LSE, 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 D4.2 LSE, 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 D3.4 LSE, 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 D4.2 LSE, intercept LSE R-175 to ROMAM.

LFL/ LYS
ST EXUPERY

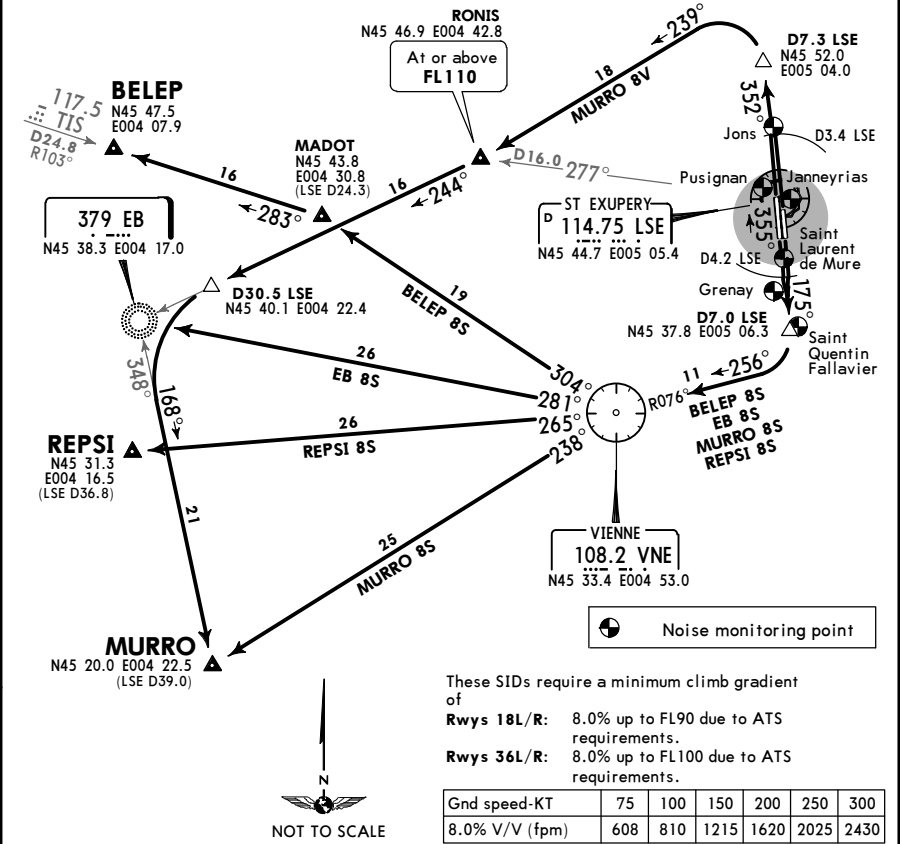
JEPPESSEN
26 FEB 16 (10-3C) Eff 3 Mar

LYON, FRANCE
SID

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 8S [MURO8S]
MURRO 8V [MURO8V], REPSI 8S [REPS8S]
SPEED: MAX KIAS 250 BELOW FL100



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 D4.2 LSE, intercept LSE R-175 to D7.0 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 ①		Climb to D4.2 LSE, intercept LSE R-175 to D7.0 LSE, turn RIGHT, intercept VNE R-076 inbound to VNE, turn RIGHT, VNE R-281 to EB.
MURRO 8S ②		Climb to D4.2 LSE, intercept LSE R-175 to D7.0 LSE, turn RIGHT, intercept VNE R-076 inbound to VNE, turn LEFT, VNE R-238 to MURRO.
MURRO 8V ②③	36L/R	Climb on 355° track to D3.4 LSE, 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.
REPSI 8S ①	18L/R	Climb to D4.2 LSE, intercept LSE R-175 to D7.0 LSE, turn RIGHT, intercept VNE R-076 inbound to VNE, turn RIGHT, VNE R-265 to REPSI.
① For destinations within Clermont TMA & Saint Etienne TMA. ② For flights into lower airspace. ③ For non-RNAV flights. ④ For flights into upper airspace.		

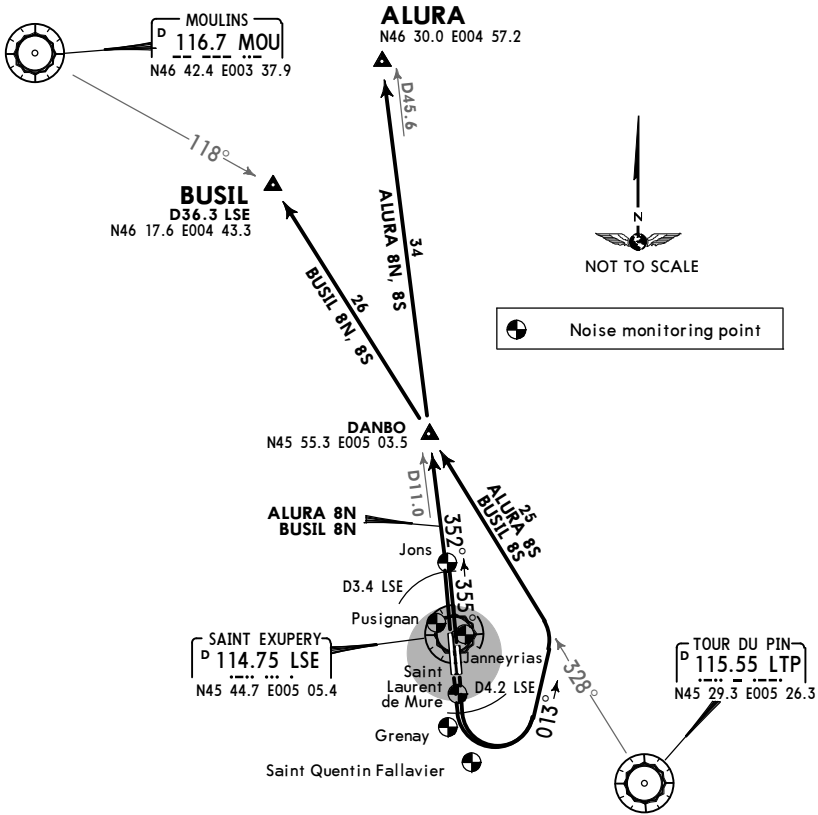
LFLL/LYS
ST EXUPERY

JEPPesen
26 FEB 16 (10-3D) Eff 3 Mar

LYON, FRANCE
SID

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]
SPEED: MAX KIAS 250 BELOW FL100



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 D3.4 LSE, intercept LSE R-352 to ALURA.
ALURA 8S ❶	18L/R	Climb to D4.2 LSE, 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 D3.4 LSE, intercept LSE R-352 to DANBO, turn LEFT, intercept LTP R-328 to BUSIL.
BUSIL 8S	18L/R	Climb to D4.2 LSE, turn LEFT, 013° track, intercept LTP R-328 to BUSIL.

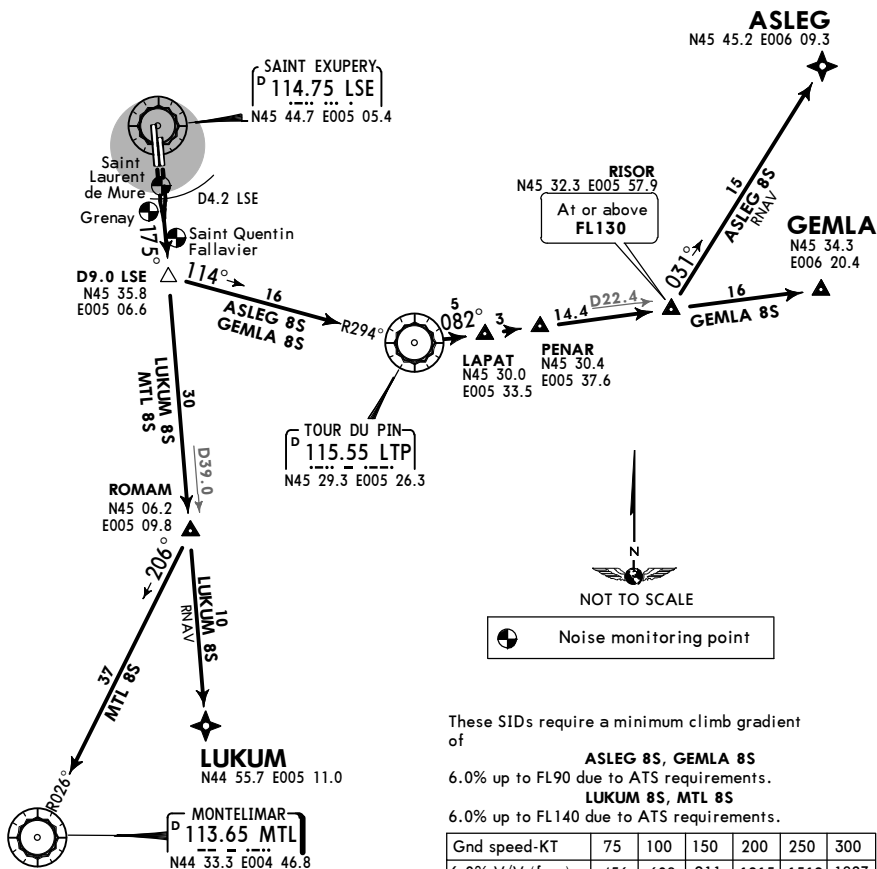
❶ For flights into lower airspace.

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
ASLEG 8S [ASLE8S], LUKUM 8S [LUKU8S]
RNAV

PROP AIRCRAFT
PROHIBITED BETWEEN 2200-0600LT

SPEED: MAX KIAS 250 BELOW FL100



These SIDs require a minimum climb gradient of

ASLEG 8S, GEMLA 8S

90 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 **FL90**
LUKUM 8S, MTL 8S: Initial climb clearance **FL140**

SID	RWY	ROUTING
ASLEG 8S	18L/R	Climb to D4.2 LSE, intercept LSE R-175 to D9.0 LSE, turn LEFT, intercept LTP R-294 inbound to LPT, turn LEFT, LPT R-082 to RISOR, direct to ASLEG.
GEMLA 8S		Climb to D4.2 LSE, intercept LSE R-175 to D9.0 LSE, turn LEFT, intercept LTP R-294 inbound to LPT, turn LEFT, LPT R-082 to RISOR, then GEMLA.
LUKUM 8S		Climb to D4.2 LSE, intercept LSE R-175 to ROMAM, direct to LUKUM.
MTL 8S		Climb to D4.2 LSE, intercept LSE R-175 to ROMAM, turn RIGHT, intercept MTL R-026 inbound to MTL.

LFLL/LYS
ST EXUPERY

JEPPesen
26 FEB 16 (10-3F) Eff 3 Mar

LYON, FRANCE
RNAV SID

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]

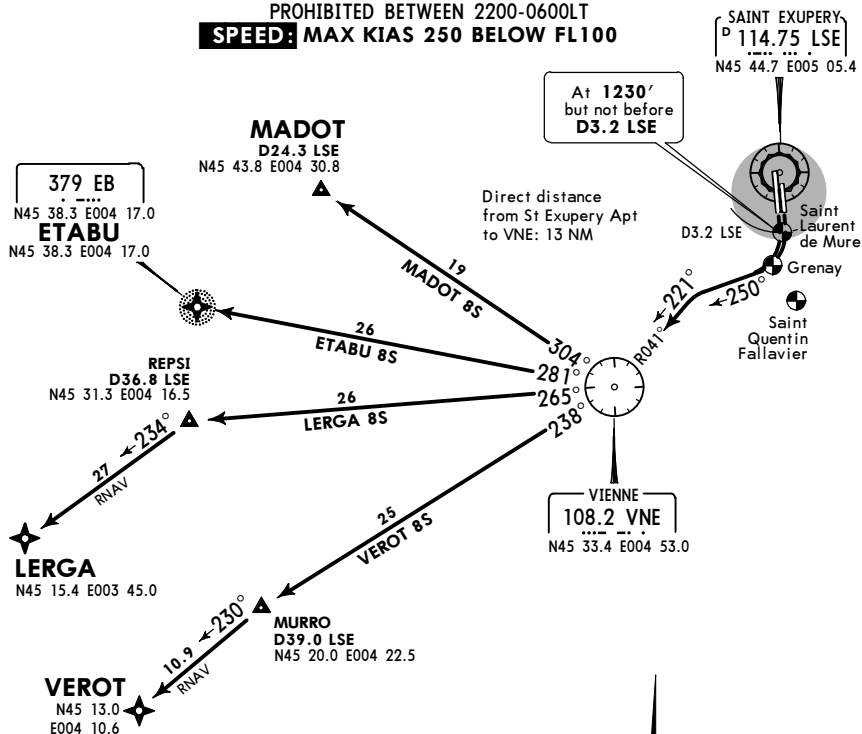
LERGA 8S [LERG8S], VEROT 8S [VERO8S]

RNAV

PROP AIRCRAFT

PROHIBITED BETWEEN 2200-0600LT

SPEED: MAX KIAS 250 BELOW FL100



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	RWY	ROUTING
ETABU 8S ①	18L/R	Climb to 1230', not before D3.2 LSE turn RIGHT, 250° track, intercept VNE R-041 inbound to VNE, turn RIGHT, VNE R-281 to ETABU.
LERGA 8S ②		Climb to 1230', not before D3.2 LSE 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 D3.2 LSE turn RIGHT, 250° track, intercept VNE R-041 inbound to VNE, turn RIGHT, VNE R-304 to MADOT.
VEROT 8S ③		Climb to 1230', not before D3.2 LSE turn RIGHT, 250° track, intercept VNE R-041 inbound to VNE, turn RIGHT, VNE R-238 to MURRO, direct to VEROT.

① For destinations within Clermont TMA.

② For flights into upper airspace.

③ For flights into lower airspace.

FLLL/LYS
ST EXUPERY

JEPPESSEN
26 FEB 16 **(10-3G)** **Eff 3 Mar**

LYON, FRANCE
RNAV SID

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.



Noise monitoring point

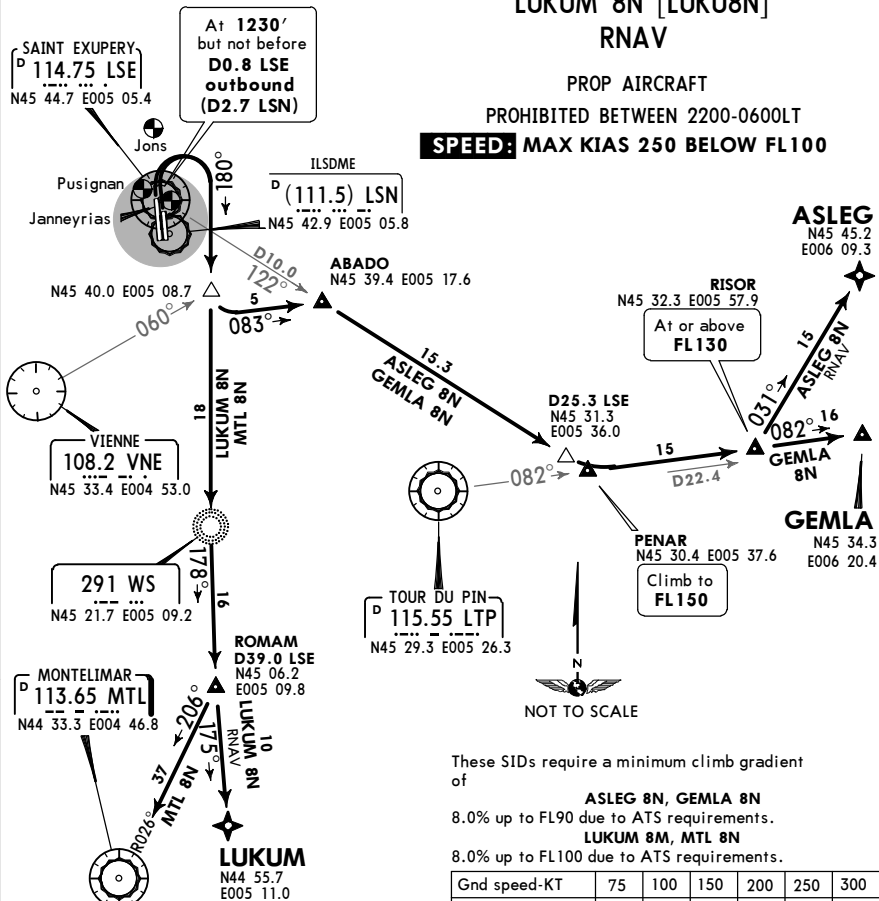
GEMLA 8N [GEML8N]
MTL 8N

ASLEG 8N [ASLE8N]
LUKUM 8N [LUKU8N]
RNAV

PROP AIRCRAFT

PROHIBITED BETWEEN 2200-0600LT

SPEED: MAX KIAS 250 BELOW FL100



These SIDs require a minimum climb gradient of

ASLEG 8N, GEMLA 8N
8.0% up to FL90 due to ATS requirements.
LUKUM 8N, 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	RWY	ROUTING
ASLEG 8N	36L/R	Climb to 1230', not before D0.8 LSE outbound (D2.7 LSN) 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 D0.8 LSE outbound (D2.7 LSN) 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 D0.8 LSE outbound (D2.7 LSN) turn RIGHT, intercept 180° bearing to WS, turn LEFT, 178° bearing to ROMAM, direct to LUKUM.
MTL 8N		Climb to 1230', not before D0.8 LSE outbound (D2.7 LSN) turn RIGHT, intercept 180° bearing to WS, turn LEFT, 178° bearing to ROMAM, turn RIGHT, MTL R-026 inbound to MTL.

LFL/LYS
ST EXUPERY

JEPPESSEN
26 FEB 16 (10-3H) Eff 3 Mar

LYON, FRANCE
RNAV SID

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.

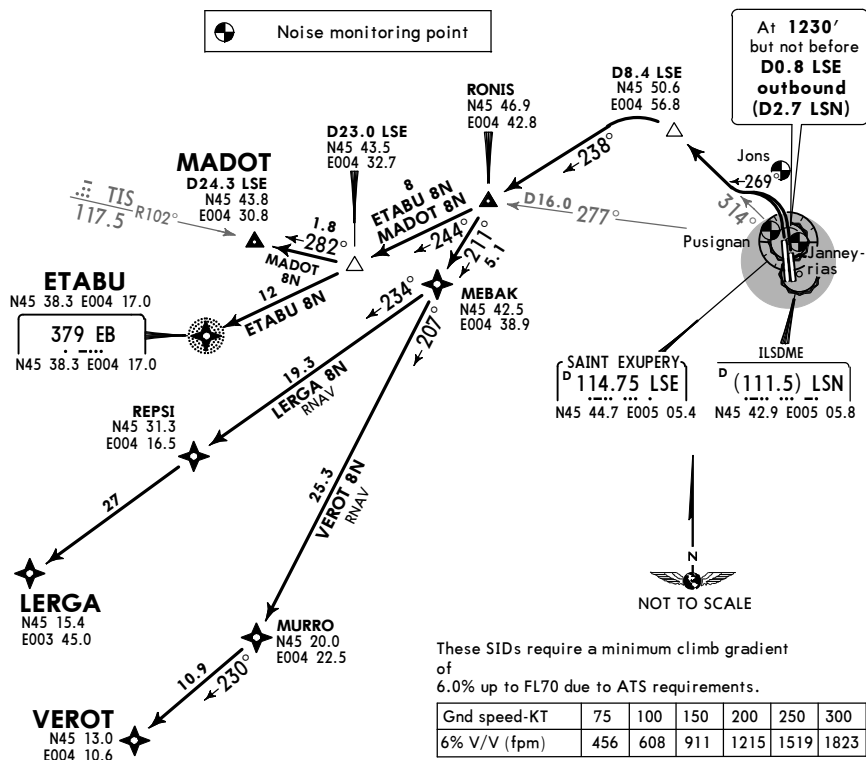
ETABU 8N [ETAB8N], MADOT 8N [MADO8N]

LERGA 8N [LERG8N], VEROT 8N [VERO8N]
RNAV

PROP AIRCRAFT

PROHIBITED BETWEEN 2200-0600LT

SPEED: MAX KIAS 250 BELOW FL100



Initial climb clearance 5000'

SID	RWY	ROUTING
ETABU 8N	36L/R	Climb to 1230', not before D0.8 LSE outbound (D2.7 LSN) turn LEFT, 269° track, intercept LSE R-314 to D8.4 LSE, turn LEFT, 238° track to RONIS, 244° bearing to EB and ETABU.
LERGA 8N ①		Climb to 1230', not before D0.8 LSE outbound (D2.7 LSN) 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 D0.8 LSE outbound (D2.7 LSN) turn LEFT, 269° track, intercept LSE R-314 to D8.4 LSE, turn LEFT, 238° track to RONIS, 244° bearing towards EB, at D23.0 LSE turn RIGHT, intercept TIS R-102 inbound to MADOT.
VEROT 8N ②		Climb to 1230', not before D0.8 LSE outbound (D2.7 LSN) 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.

① For flights into upper airspace.

② For flights into lower airspace.

LFL/ LYS
ST EXUPERY

JEPPESSEN
26 FEB 16 (10-3J) Eff 3 Mar

LYON, FRANCE
RNAV SID

Apt Elev
821'

Trans level: By ATC Trans alt: 5000'

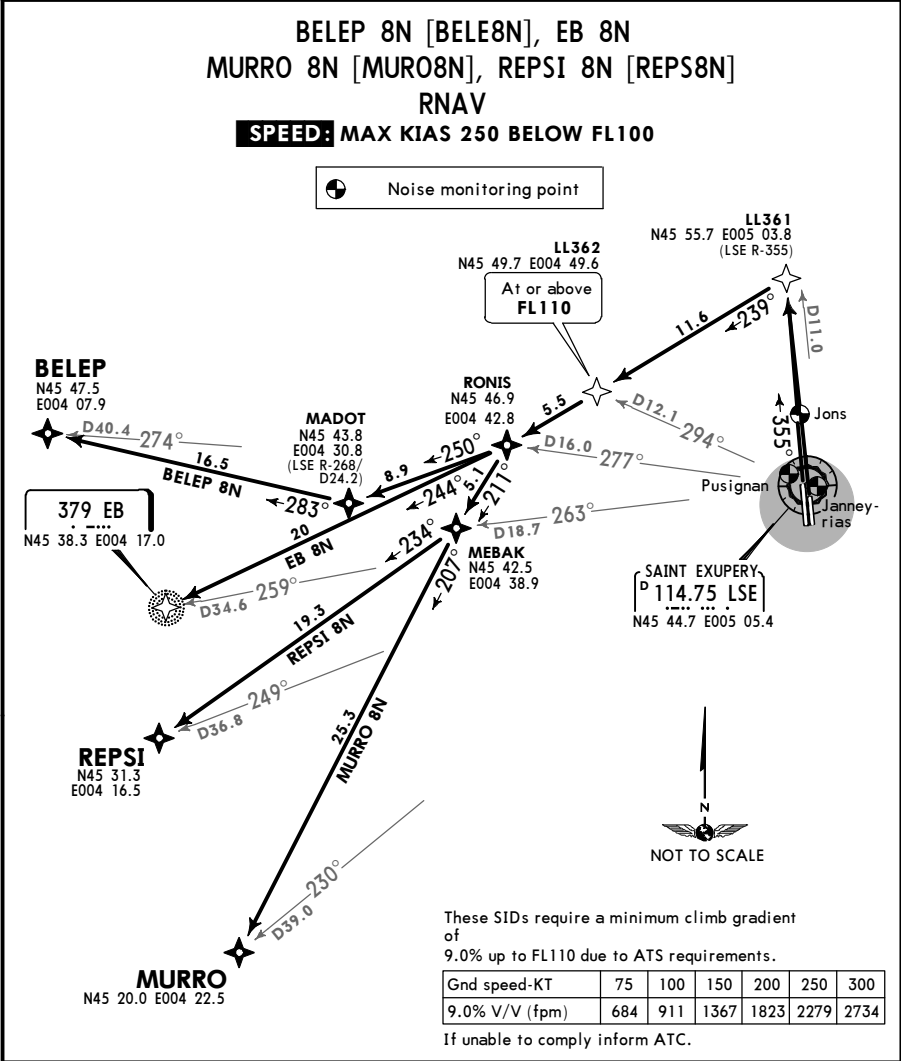
1. P-RNAV (VOR/DME LSE, DME/DME AND GNSS).

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.

4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.



Initial climb clearance FL140		
SID	SID	ROUTING
BELEP 8N	361/R	(2500') - LL361 - LL362 (FL110+) - RONIS - MADOT - BELEP.
EB 8N ^①		(2500') - LL361 - LL362 (FL110+) - RONIS - EB.
MURRO 8N ^②		(2500') - LL361 - LL362 (FL110+) - RONIS - MEBAK - MURRO.
REPSI 8N ^③		(2500') - LL361 - LL362 (FL110+) - RONIS - MEBAK - REPSI.

- ① For destinations within Clermont TMA & Saint Etienne TMA.
- ② For flights into lower airspace.
- ③ For flights into upper airspace.

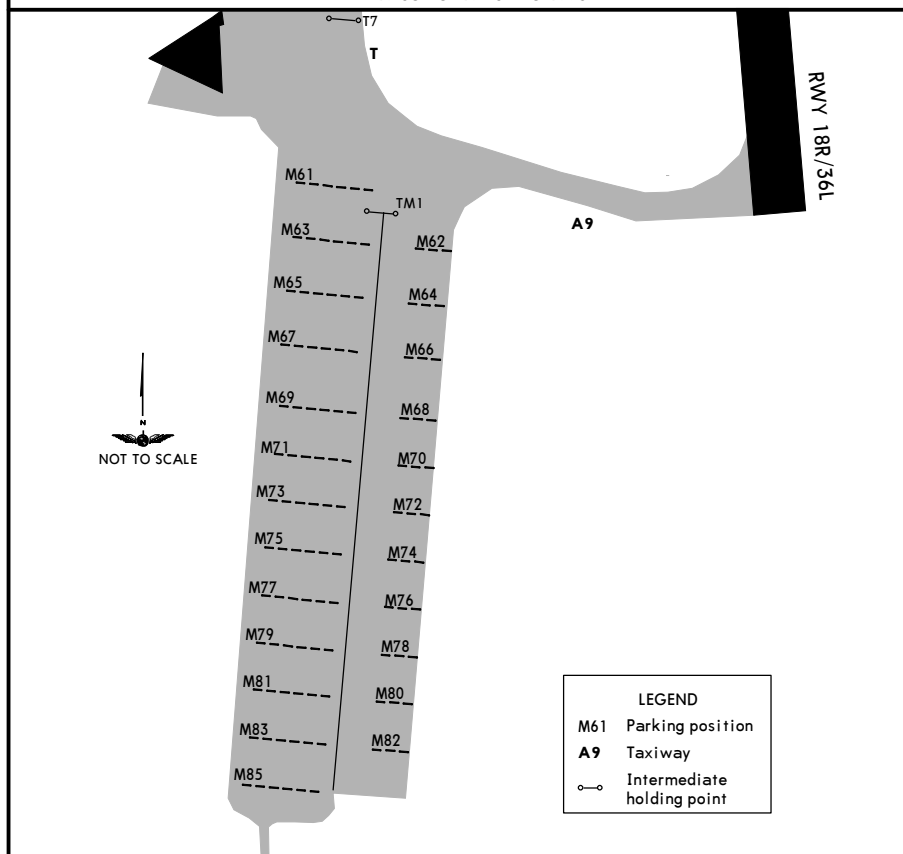
LFL/LYS

JEPPesen
3 JUN 16 (10-8)

LYON, FRANCE
ST EXUPERY

TEMPORARY MODIFICATION OF PARKING AREA M DURING EURO 2016 EFFECTIVE FROM 10 JUNE TO 8 JULY 2016

REFER ALSO TO LATEST NOTAMS



Procedure for Arrivals on Apron Mike:

1. Acft will receive taxi instructions from SAINT EX Ground 121.825 until holding point TM1.
2. Beyond TM1 acft shall be escorted to their parking stand by a Follow-me car.
3. In case of dense traffic, the first arrivals will be parked on a stand to the West side of the apron in order to disembark the passengers. Once the disembarking is completed the acft will be pushed back to the East side of the apron.

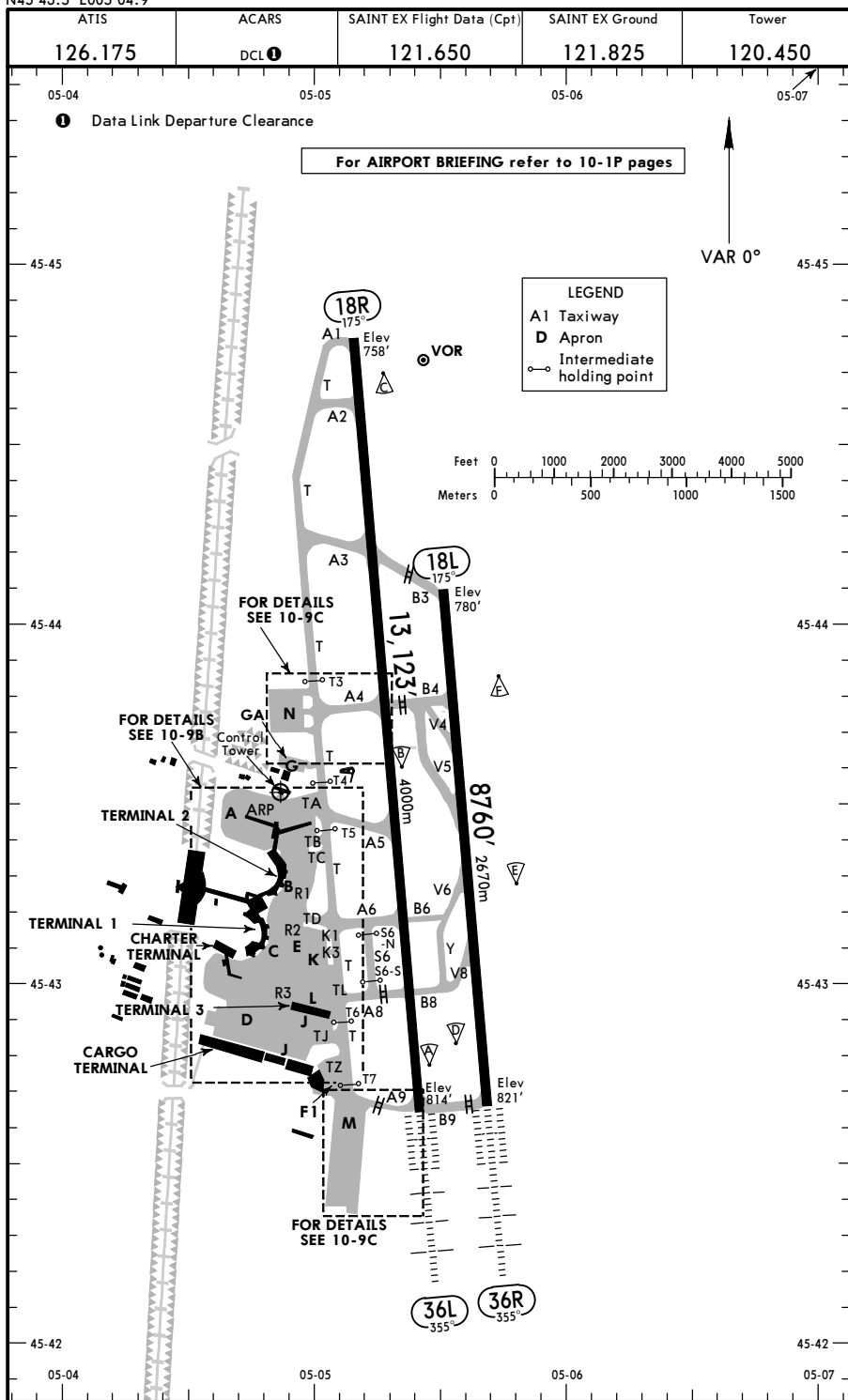
Procedure for Departures leaving Apron Mike:

1. Pilots shall request start-up and clearance by contacting SAINT EX Preflight 121.650.
2. Saint EX Preflight 121.650 will then ask the pilot to follow the instructions of the Follow-me car. The follow me car will allow push-back and/or taxi on TM1 depending on adjacent traffic.
3. In coordination with the handling agent the Follow-me car will transmit pushback and/or taxi instructions via an information panel located on top of the car. During push-back the handling agent will also communicate with the crew by radio.
4. At holding point TM1, the follow-me car will indicate on the panel to contact SAINT EX Ground 121.825.

LFL/ LYS
Apt Elev **821'**
N45 43.5 E005 04.9

JEPPSEN
26 FEB 16 **(10-9)** Eff 3 Mar

LYON, FRANCE
ST EXUPERY



CHANGES: Ramp area.

© JEPPSEN, 1998, 2016. ALL RIGHTS RESERVED.

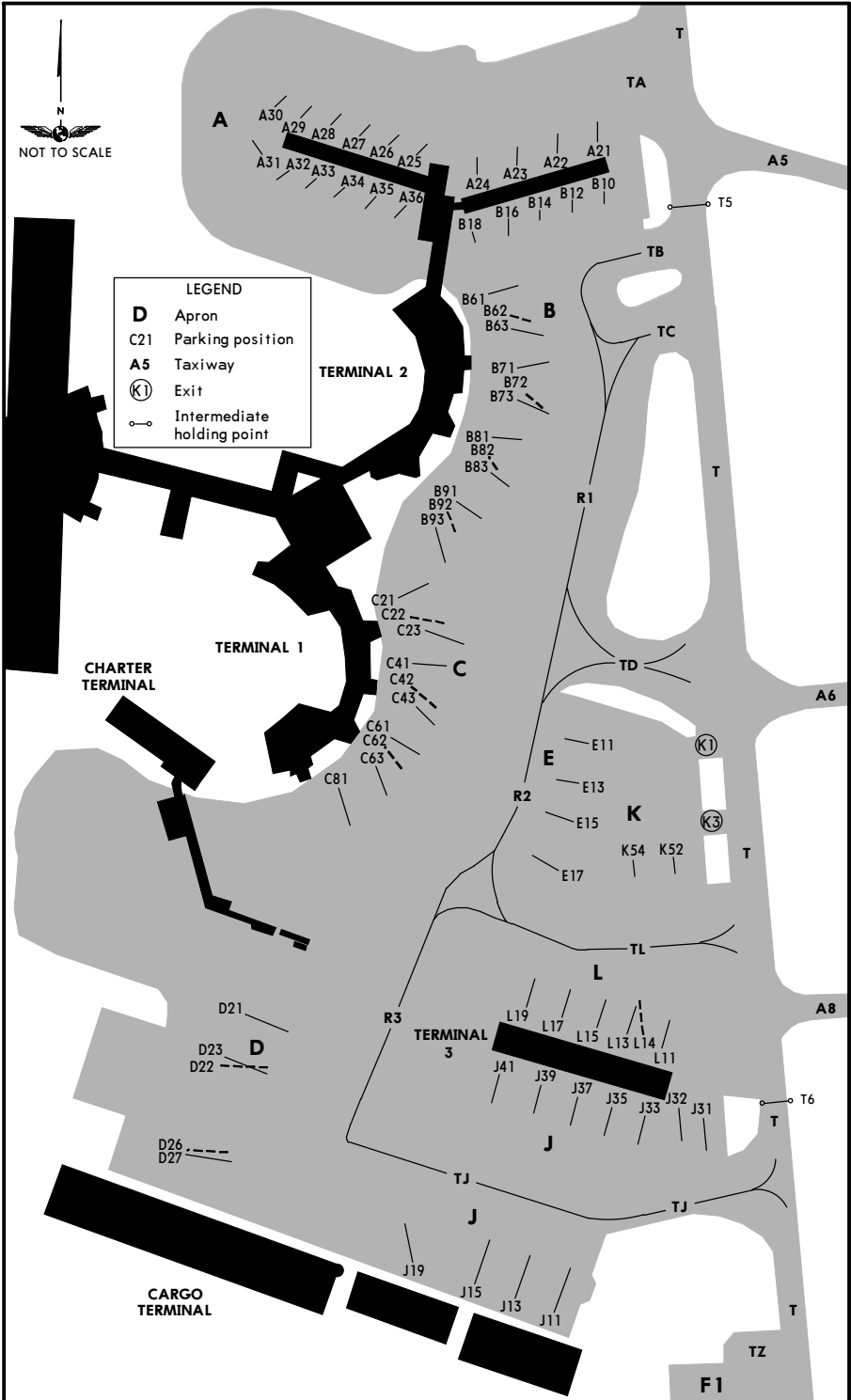
ADDITIONAL RUNWAY INFORMATION										
RWY							USABLE LENGTHS		TAKE-OFF	WIDTH
							LANDING BEYOND			
							Threshold	Glide Slope		
18L	HIRL (60m)	CL (15m)	SFL	PAPI-L (3.0°)	①	RVR		7828' 2386m	③	148'
36R	HIRL (60m)	CL (15m)	HIALS-II	TDZ	REIL	②	RVR	7789' 2374m		45m
① HST-V6 & V8.										
② HST-V5 & V4.										
③ TAKE-OFF RUN AVAILABLE										
RWY 18L:										
From twy B3 int		8760' (2670m)		RWY 36R:		From twy B9 int		8760' (2670m)		
twy B4 int		6857' (2090m)								
18R	HIRL (60m)	CL (15m)	SFL	PAPI-L (angle 3.0°)		RVR			④	148'
36L	HIRL (60m)	CL (15m)	HIALS-II	TDZ	REIL	RVR	11,876'	3620m		45m
④ TAKE-OFF RUN AVAILABLE										
RWY 18R:										
From twy A1 int		13,123' (4000m)		RWY 36L:		From twy A9 int		13,123' (4000m)		
twy A2 int		12,008' (3660m)				twy A8 int		11,155' (3400m)		
twy A3 int		9416' (2870m)				twy A6 int		9908' (3020m)		
twy A4 int		6857' (2090m)				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	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		
1 Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.						

LFLL/LYS

JEPPESSEN
26 FEB 16 (10-9B) Eff 3 Mar

LYON, FRANCE
ST EXUPERY



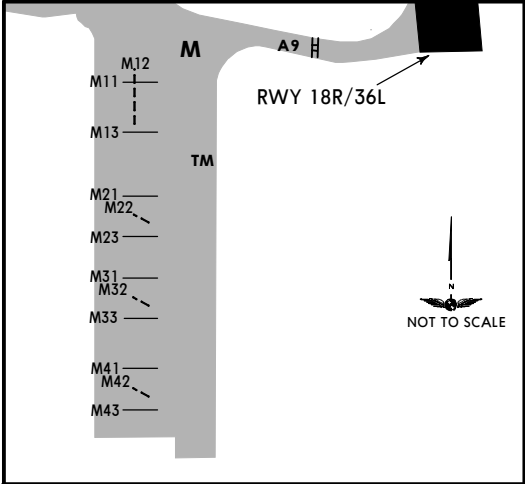
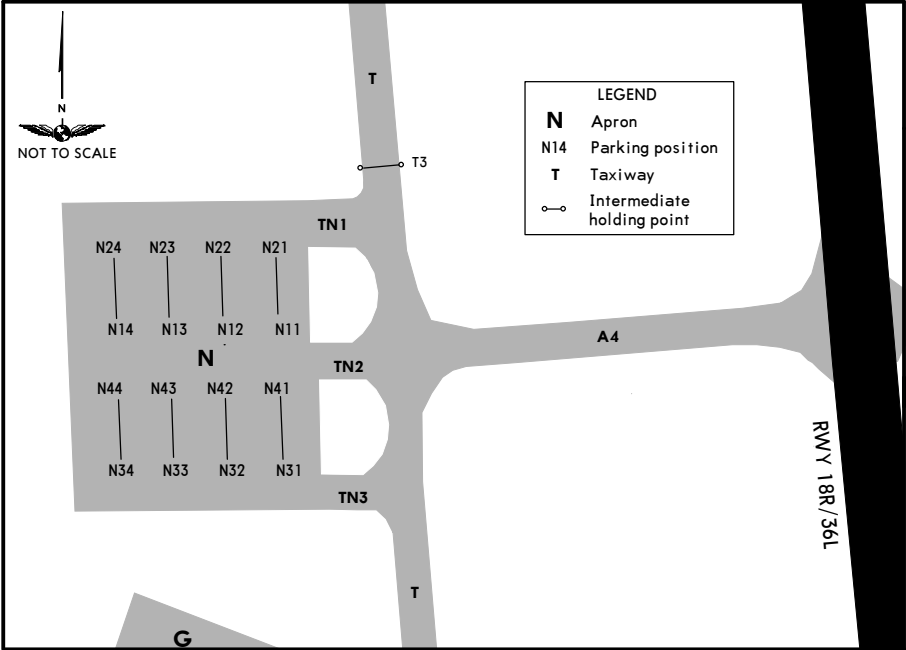
LFL/ LYS

26 FEB 16
Eff 3 Mar

JEPPESEN

10-9C

LYON, FRANCE
ST EXUPERY



LFL/LYS


LYON, FRANCE
ST EXUPERY

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	K52, K54	N45 43.1 E005 05.0
B14, B16, B18	N45 43.4 E005 04.9	L11, L13, L14	N45 42.9 E005 05.0
B61 thru B63	N45 43.4 E005 04.9	L15	N45 43.0 E005 05.0
B71 thru B73	N45 43.3 E005 04.9	L17, L19	N45 43.0 E005 04.9
B81 thru B83	N45 43.3 E005 04.9	M11 thru M13	N45 42.6 E005 05.1
B91	N45 43.3 E005 04.9	M21 thru M23	N45 42.5 E005 05.1
B92, B93	N45 43.2 E005 04.9	M31, M32	N45 42.5 E005 05.1
C21 thru C23	N45 43.2 E005 04.8	M33	N45 42.4 E005 05.1
C41 thru C43	N45 43.1 E005 04.8	M41 thru M43	N45 42.4 E005 05.1
C61 thru C63	N45 43.1 E005 04.8	N11 thru N14	N45 43.8 E005 04.9
C81	N45 43.1 E005 04.8	N21 thru N24	N45 43.8 E005 04.9
D21 thru D23	N45 42.9 E005 04.7	N31 thru N34	N45 43.7 E005 04.9
D26, D27	N45 42.9 E005 04.7	N41 thru N44	N45 43.7 E005 04.9
E11, E13, E15	N45 43.1 E005 05.0		
E17	N45 43.0 E005 05.0		

LFL/ LYS
ST EXUPERY



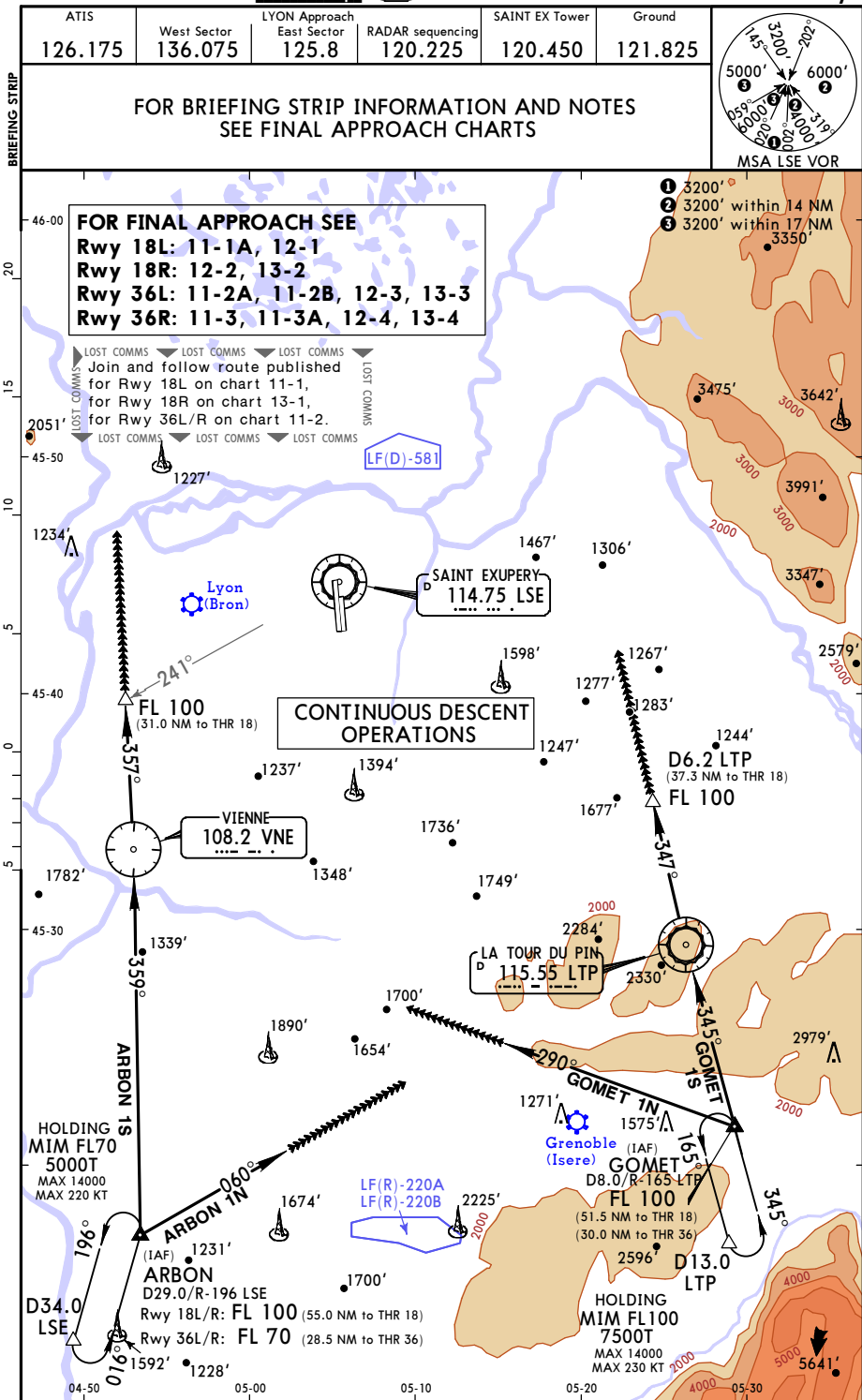
JEPPesen

11 SEP 15
Eff 17 Sep

11-0

via ARBON
& GOMET

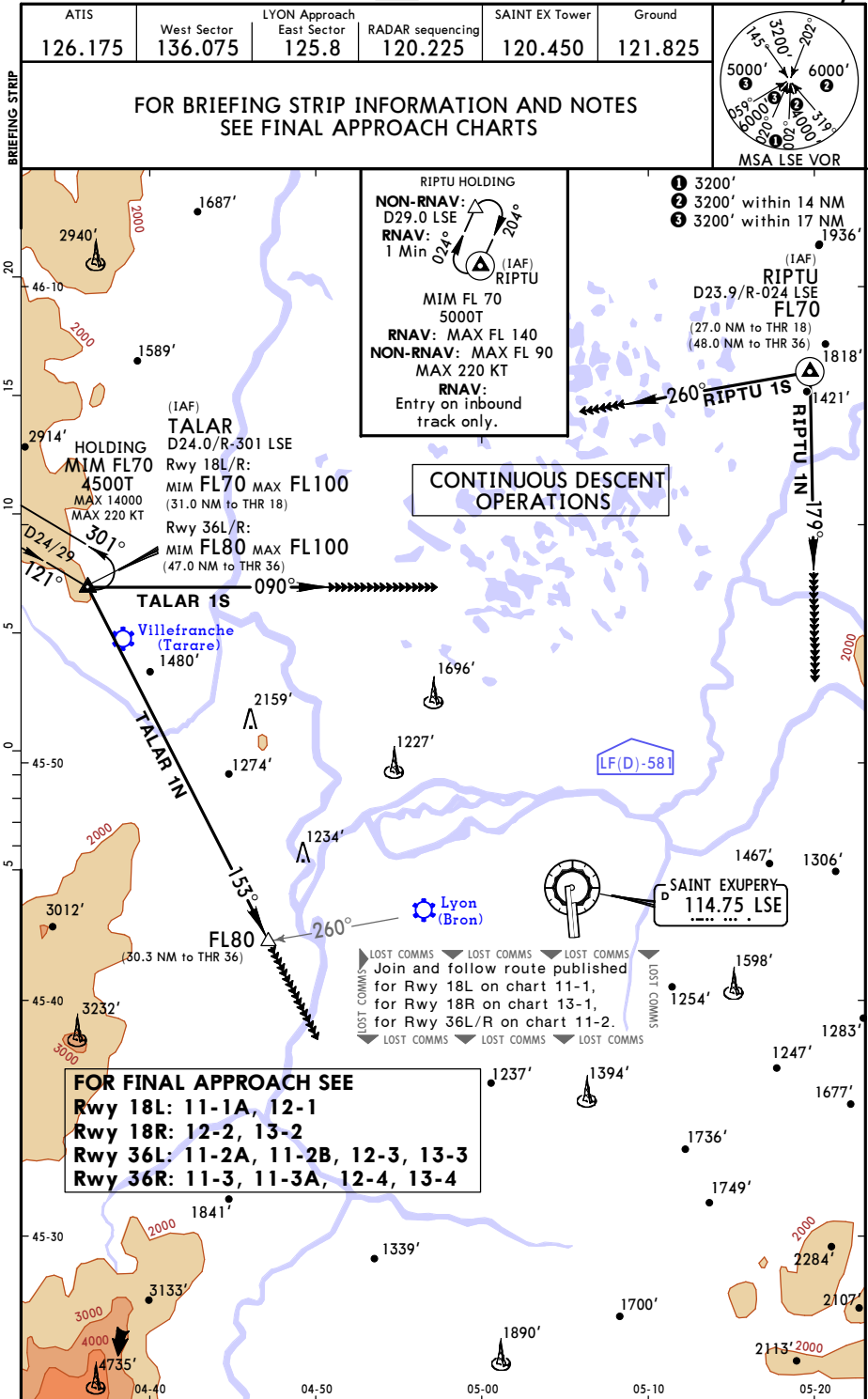
LYON, FRANCE
INITIAL APCH ALL Rws



LFL/ LYS
ST EXUPERY

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

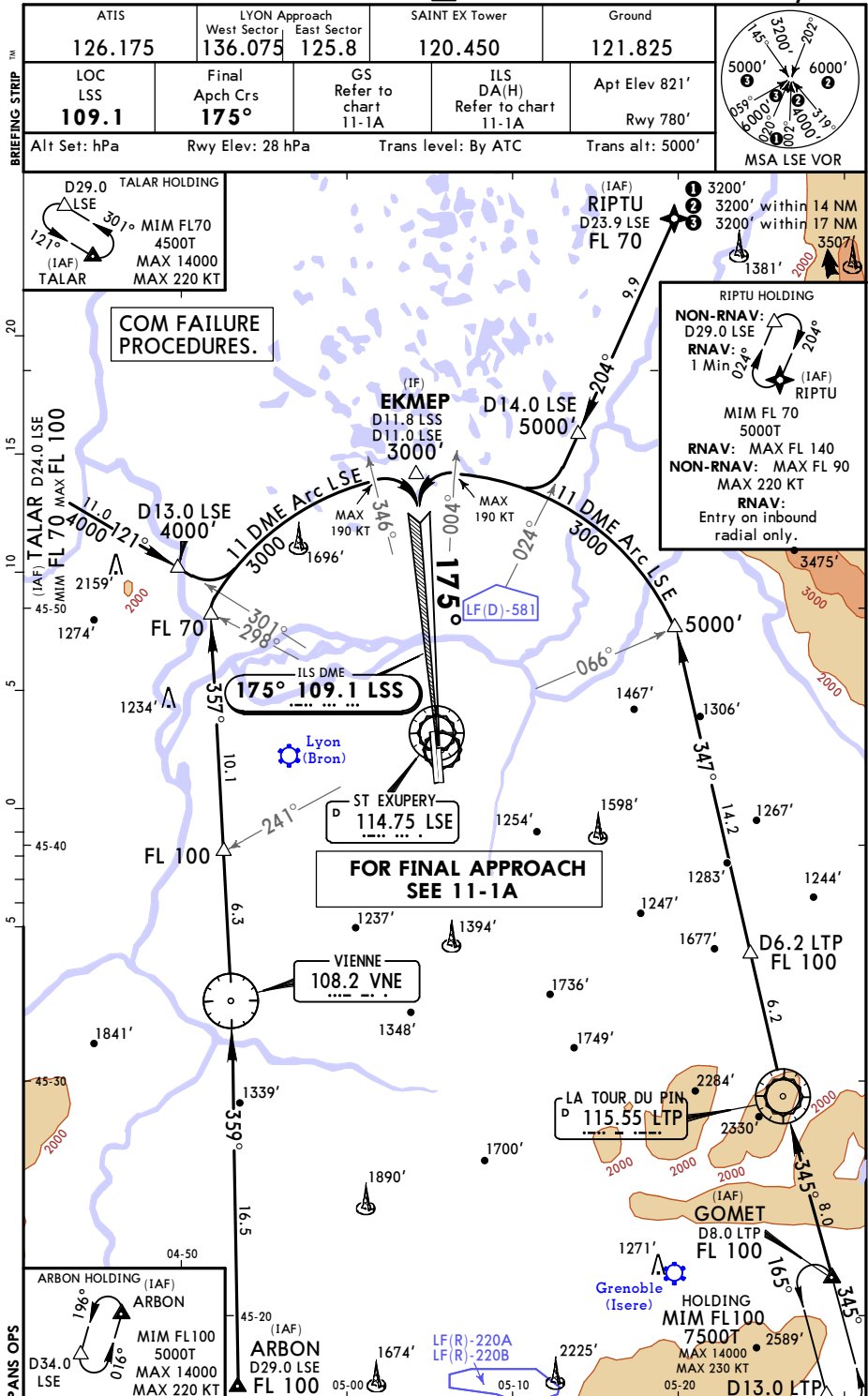
LYON, FRANCE
INITIAL APCH ALL Rws



LFL/ LYS
ST EXUPERY

JEPPESSEN
19 JUN 15 **11-1** Eff 25 Jun

LYON, FRANCE
ILS or LOC Rwy 18L

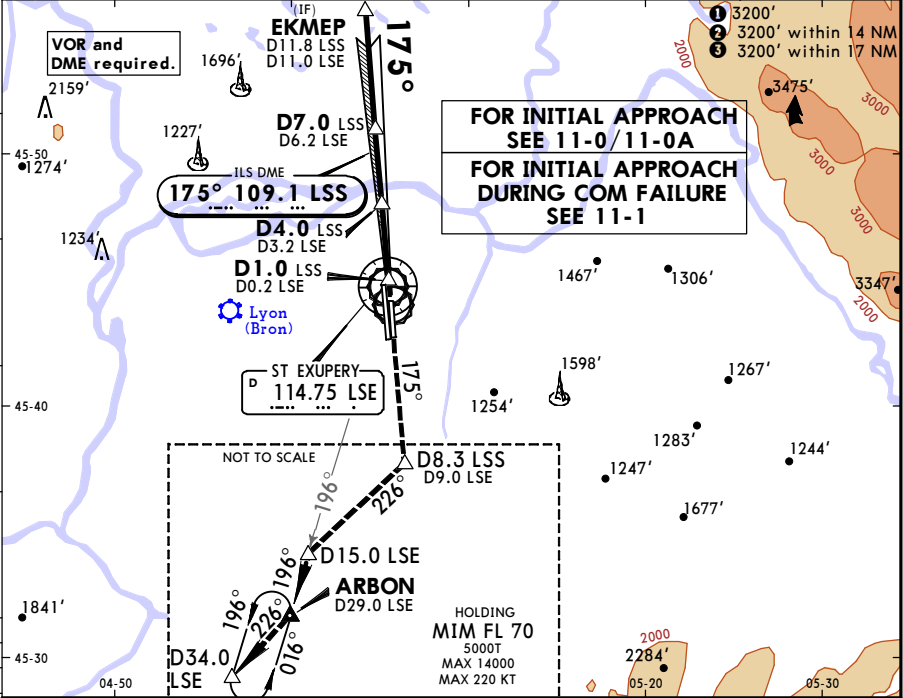


LFL/LYS
ST EXUPERY

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

LYON, FRANCE
ILS or LOC Rwy 18L

ATIS 126.175		LYON Approach West Sector 136.075 East Sector 125.8		SAINT EX Tower 120.450		Ground 121.825	
LOC LSS 109.1	Final Apch Crs 175°	GS D4.0 LSS 2060'(1280')	ILS DA(H) 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. Acceleration segment not calculated.							
Alt Set: hPa		Rwy Elev: 28 hPa		Trans level: By ATC		Trans alt: 5000'	
							MSA LSE VOR



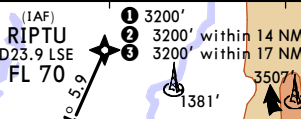
LOC (GS out)	LSS DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE		2720'	2390'	2060'	1740'	1420'

Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	D8.3 LSS ↑	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at D1.0 LSS/D0.2 LSE									

Standard		STRAIGHT-IN LANDING RWY 18L		LOC (GS out) CDFA		CIRCLE-TO-LAND 2	
		ILS					
DA(H)		980' (200')		DA/MDA(H)		1120' (340')	
Max Kts						MDA(H)	VIS
A	110	RVR 1200m		RVR 1500m		1300' (520')	1500m
B	135					1410' (630')	1600m
C	180					1580' (800')	2400m
D	205					1720' (940')	3600m

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

MSA LSE VOR



MIM FL 70
5000T
RNAV: MAX FL 140
NON-RNAV: MAX FL 90
MAX 220 KT
RNAV:
Entry on inbound
radial only.

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

ST EXUPERY
D 114.75 LSE

355° 111.5 LSN

ILS DME RWY 36L
355° 110.75 SAN

VIENNE
108.2 VNE
... ..
5000'

LA TOUR DU PIN
D 115.55 LTP
... - ...

(IAF)
GOMET
D8.0 LTP
FL 100

(IF)
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

Grenoble HOLDIN
(Isere) MIM FL
5' 75001
MAX 140
MAX 230
05 20 F

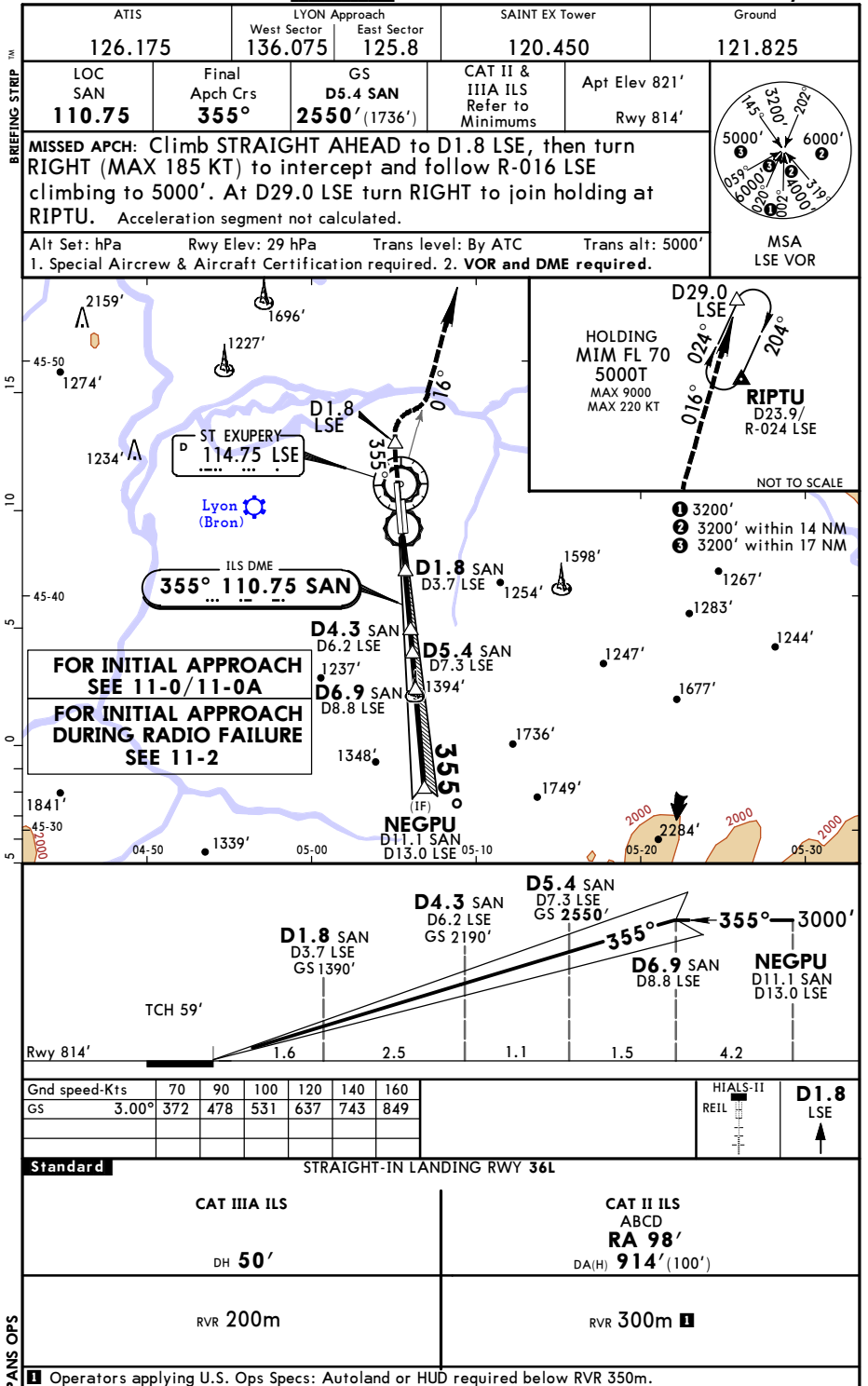
ARBON HOLDING (IAF) ARBON
1%
D34.0 LSE
016%
MIM FL70
5000T
MAX 14000
MAX 220 KT
9.0
3000 (IAF)
ARBON
D29.0 LSE
FL 70

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

LFL/ LYS
ST EXUPERY

JEPPesen
19 JUN 15
Eff 25 Jun 11-2B

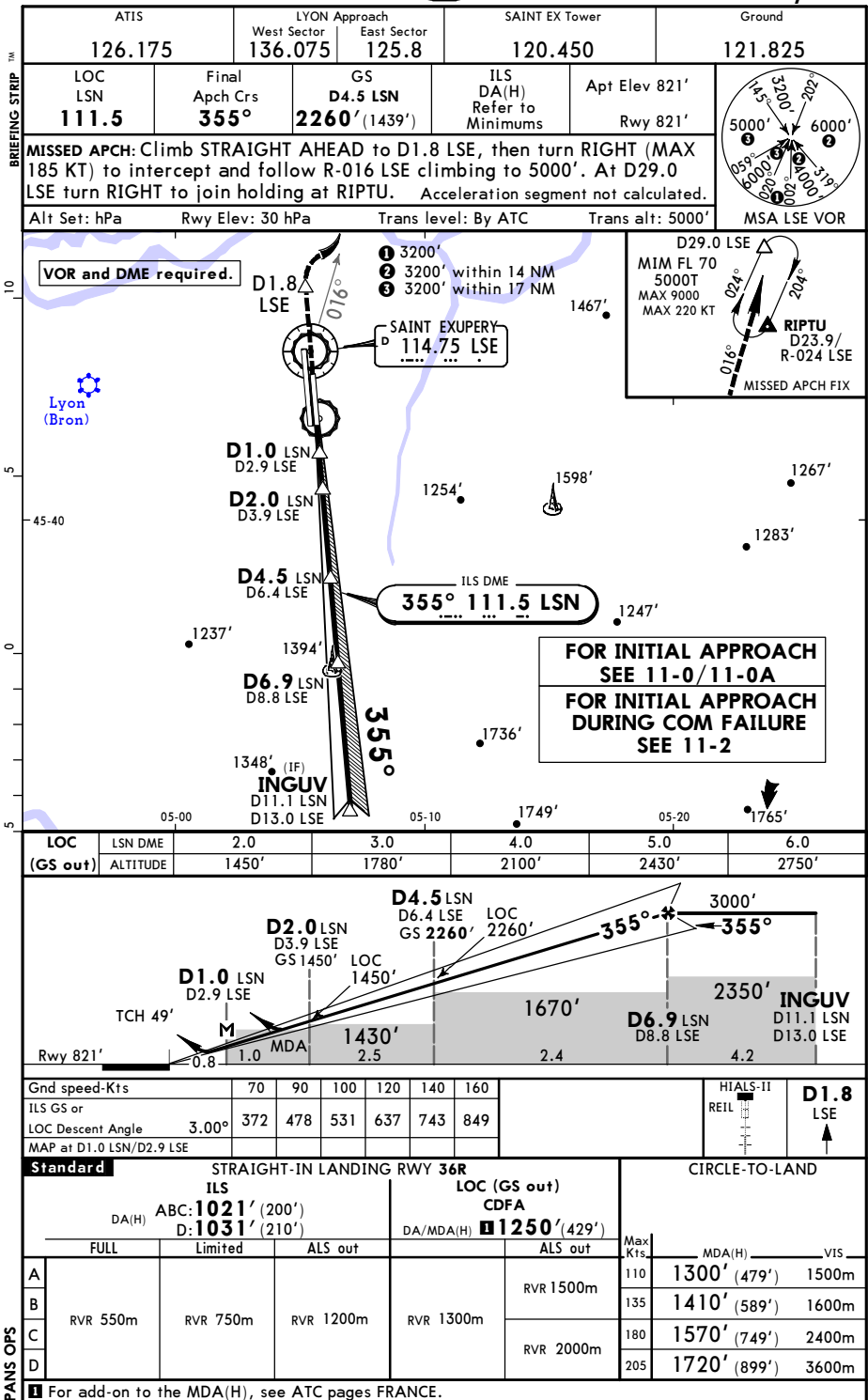
LYON, FRANCE
CAT II/III ILS Rwy 36L



LFL/ LYS
ST EXUPERY

JEPPESSEN
19 JUN 15 **11-3** Eff 25 Jun

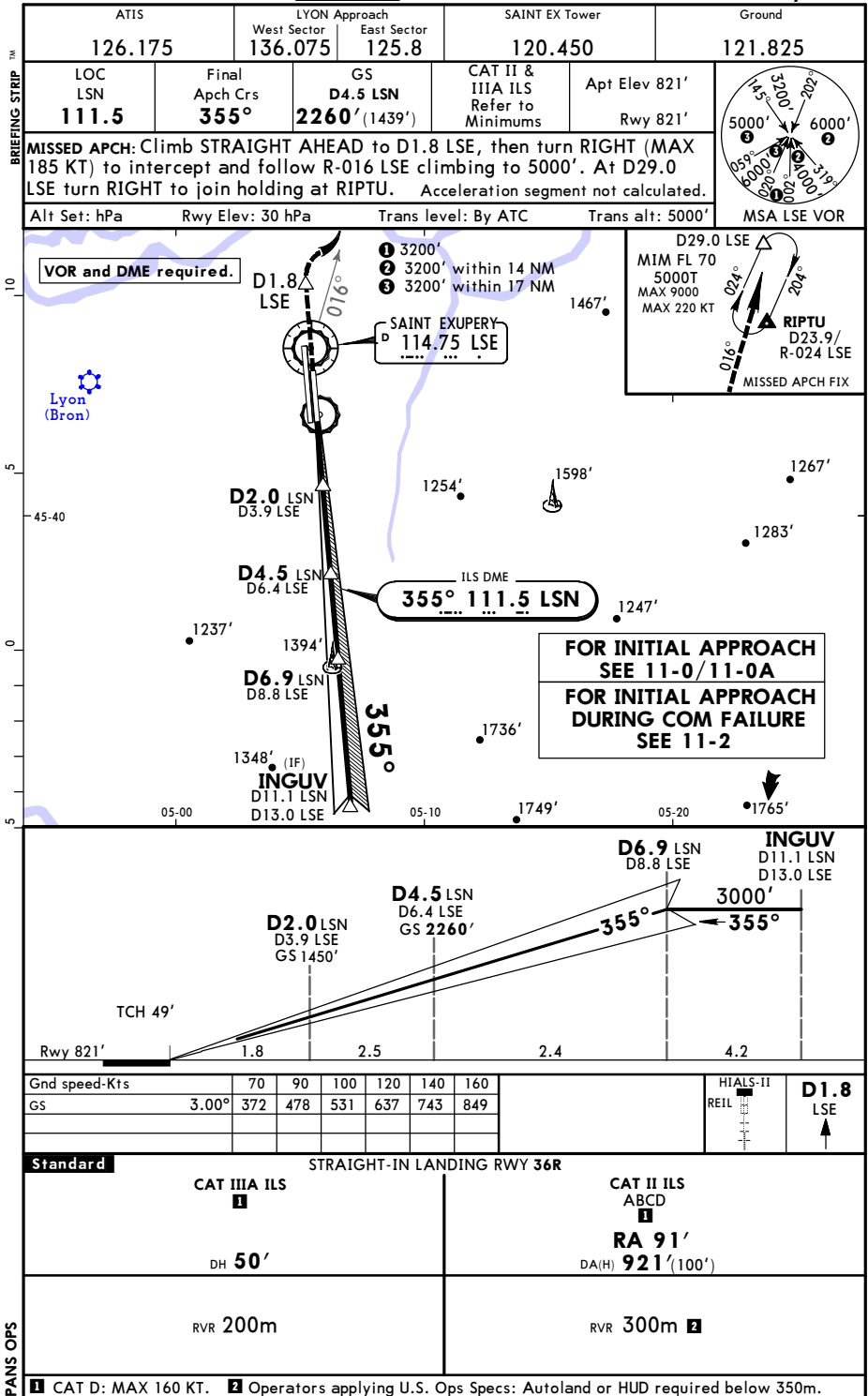
LYON, FRANCE
ILS or LOC Rwy 36R



LFL/ LYS
ST EXUPERY

JEPPESSEN
19 JUN 15
Eff 25 Jun 11-3A

LYON, FRANCE
CAT II/III ILS Rwy 36R

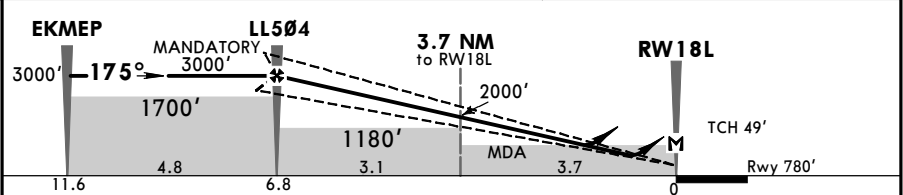
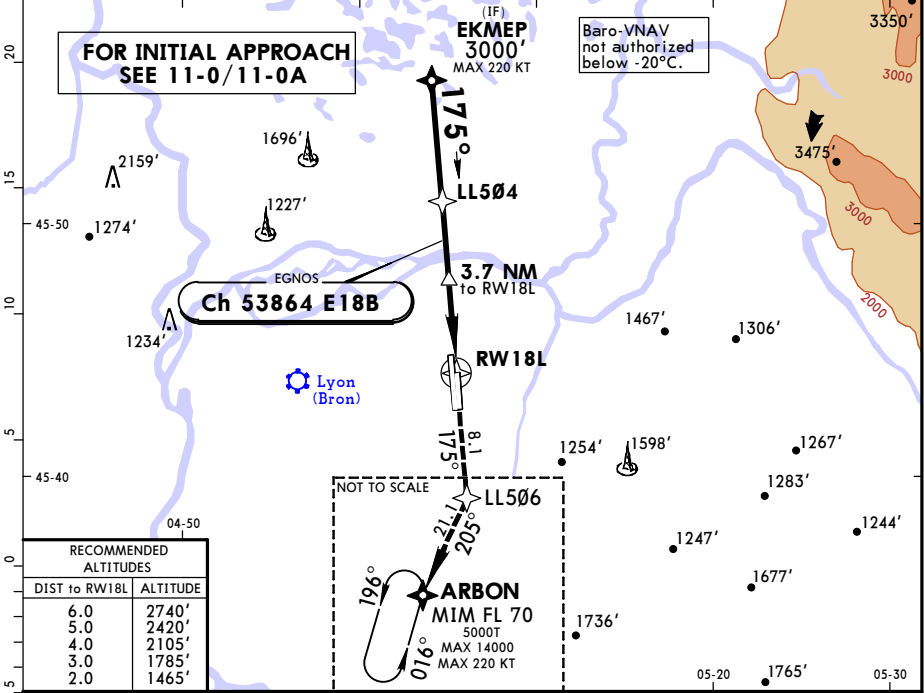


LFL/LYS
ST EXUPERY

JEPPesen
17 JUL 15 (12-1)

LYON, FRANCE
RNAV (GNSS) Rwy 18L

ATIS 126.175		LYON Approach West Sector 136.075 East Sector 125.8		SAINT EX Tower 120.450	Ground 121.825
EGNOS Ch 53864 E18B		Final Apch Crs 175°	Mandatory Alt LL504 3000' (2220')	LPV DA(H) Refer to Minimums	Apt Elev 821' Rwy 780'
MISSED APCH: Climb to LL506, then turn RIGHT to ARBON climbing to 5000' and join holding. Acceleration segment not calculated.					No MSA published
Alt Set: hPa		Rwy Elev: 28 hPa		Trans level: By ATC	
				Trans alt: 5000'	



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	LL506 ↑
Glide Path Angle	3.00°	372	478	531	637	743		
MAP at RW18L								

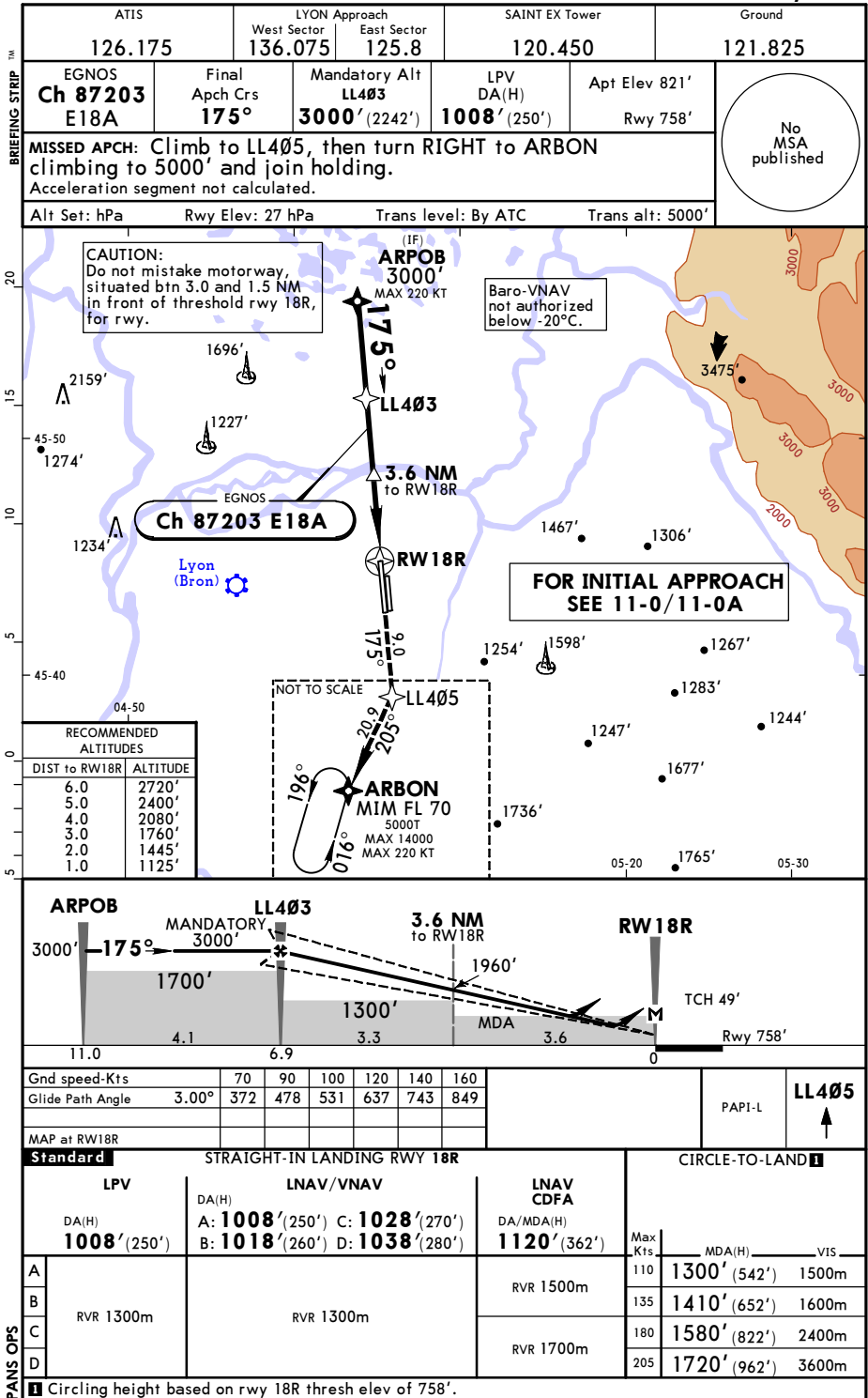
Standard			STRAIGHT-IN LANDING RWY 18L			CIRCLE-TO-LAND 1		
LPV DA(H) ABC: 1030' (250') D: 1040' (260')		LNAV/VNAV DA(H) A: 1050' (270') C: 1070' (290') B: 1060' (280') D: 1080' (300')		LNAV CDFA DA/MDA(H) 1160' (380')		Max Kts	MDA(H)	VIS
RVR 1300m		RVR 1300m		RVR 1500m		110	1300' (520')	1500m
						135	1410' (630')	1600m
		RVR 1400m		RVR 1700m		180	1580' (800')	2400m
						205	1720' (940')	3600m

1 Circling height based on rwy 18L thresh elev of 780'.

LFL/ LYS
ST EXUPERY

JEPPesen
17 JUL 15 (12-2)

LYON, FRANCE
RNAV (GNSS) Rwy 18R

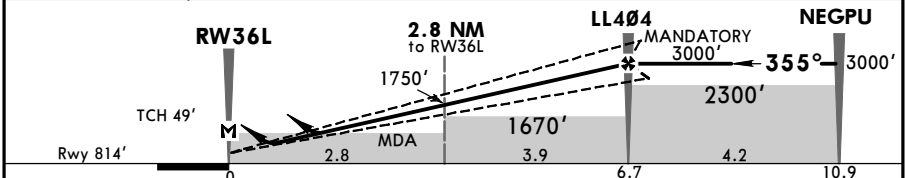
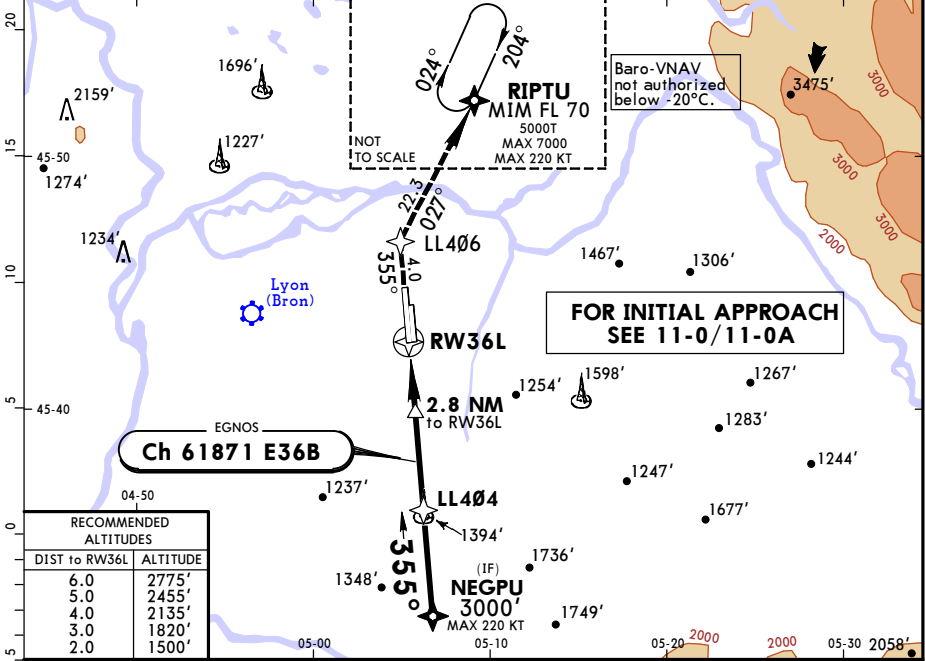


LFL/LYS
ST EXUPERY

JEPPesen
17 JUL 15 (12-3)

LYON, FRANCE
RNAV (GNSS) Rwy 36L

ATIS 126.175		LYON Approach West Sector 136.075 East Sector 125.8		SAINT EX Tower 120.450	Ground 121.825
EGNOS Ch 61871 E36B		Final Apch Crs 355°	Mandatory Alt LL404 3000' (2186')	LPV DA(H) Refer to Minimums	Apt Elev 821' Rwy 814'
MISSED APCH: Climb to LL406, then turn RIGHT to RIPTU climbing to 5000' and join holding. Acceleration segment not calculated.					No MSA published
Alt Set: hPa		Rwy Elev: 29 hPa		Trans level: By ATC	
				Trans alt: 5000'	



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II		LL406
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW36L										

Standard				CIRCLE-TO-LAND 2			
LPV A: 1124' (310') B: 1134' (320') C: 1144' (330') D: 1154' (340')		LNAV/VNAV A: 1134' (320') B: 1144' (330') C: 1154' (340') D: 1164' (350')		LNAV CDFA DA/MDA(H) 1250' (436')			
ALS out		ALS out		ALS out		Max Kts	MDA(H) VIS
A	RVR 750m 1	RVR 1400m	RVR 750m 1	RVR 1400m	RVR 1500m	110	1310' (496') 1500m
B			RVR 800m	RVR 1500m		135	1420' (606') 1600m
C	RVR 800m	RVR 1500m			RVR 2000m	180	1580' (766') 2400m
D			RVR 900m	RVR 1600m		205	1720' (906') 3600m

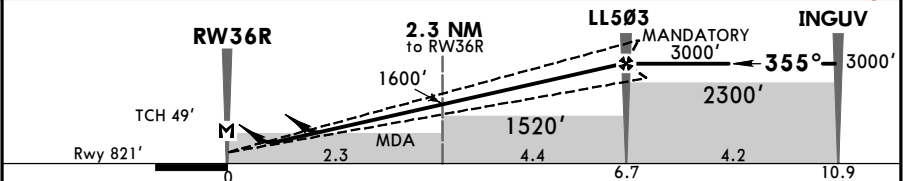
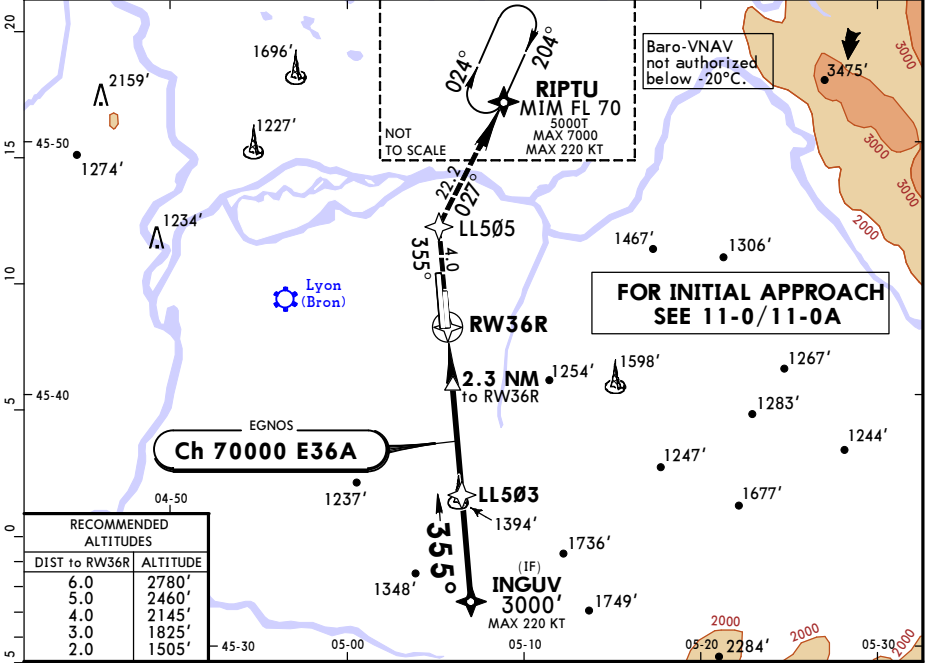
1 With TDZ, CL and HUD: RVR 700m. 2 Circling height based on rwy 36L thresh elev of 814'.
CHANGES: Notes. © JEPPesen, 2014, 2015. ALL RIGHTS RESERVED.

LFL/LYS
ST EXUPERY

17 JUL 15
12-4

LYON, FRANCE
RNAV (GNSS) Rwy 36R

ATIS 126.175		LYON Approach West Sector 136.075 East Sector 125.8		SAINT EX Tower 120.450	Ground 121.825
EGNOS Ch 70000 E36A		Final Apch Crs 355°	Mandatory Alt LL503 3000' (2179')	LPV DA(H) Refer to Minimums	Apt Elev 821' Rwy 821'
MISSED APCH: Climb to LL505, then turn RIGHT to RIPTU climbing to 5000' and join holding. Acceleration segment not calculated.					No MSA published
Alt Set: hPa		Rwy Elev: 30 hPa		Trans level: By ATC	
				Trans alt: 5000'	



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	LL505
REIL	↑
	

STRAIGHT-IN LANDING RWY 36R				CIRCLE-TO-LAND			
LPV		LNAV/VNAV		LNAV CDFA			
A: 1141' (320')		A: 1141' (320')					
B: 1151' (330')		B: 1151' (330')					
C: 1161' (340')		C: 1161' (340')					
D: 1171' (350')		D: 1171' (350')		1250' (429')			
ALS out		ALS out		ALS out		Max Kts	
A	RVR 750m	RVR 1400m	RVR 750m	RVR 1400m		110	1300' (479') 1500m
B	RVR 800m	RVR 1500m	RVR 800m	RVR 1500m	RVR 1500m	135	1410' (589') 1600m
C	RVR 900m	RVR 1600m	RVR 900m	RVR 1600m	RVR 2000m	180	1570' (749') 2400m
D	RVR 900m	RVR 1600m	RVR 900m	RVR 1600m		205	1720' (899') 3600m

With TDZ, CL and HUD: RVR 700m.

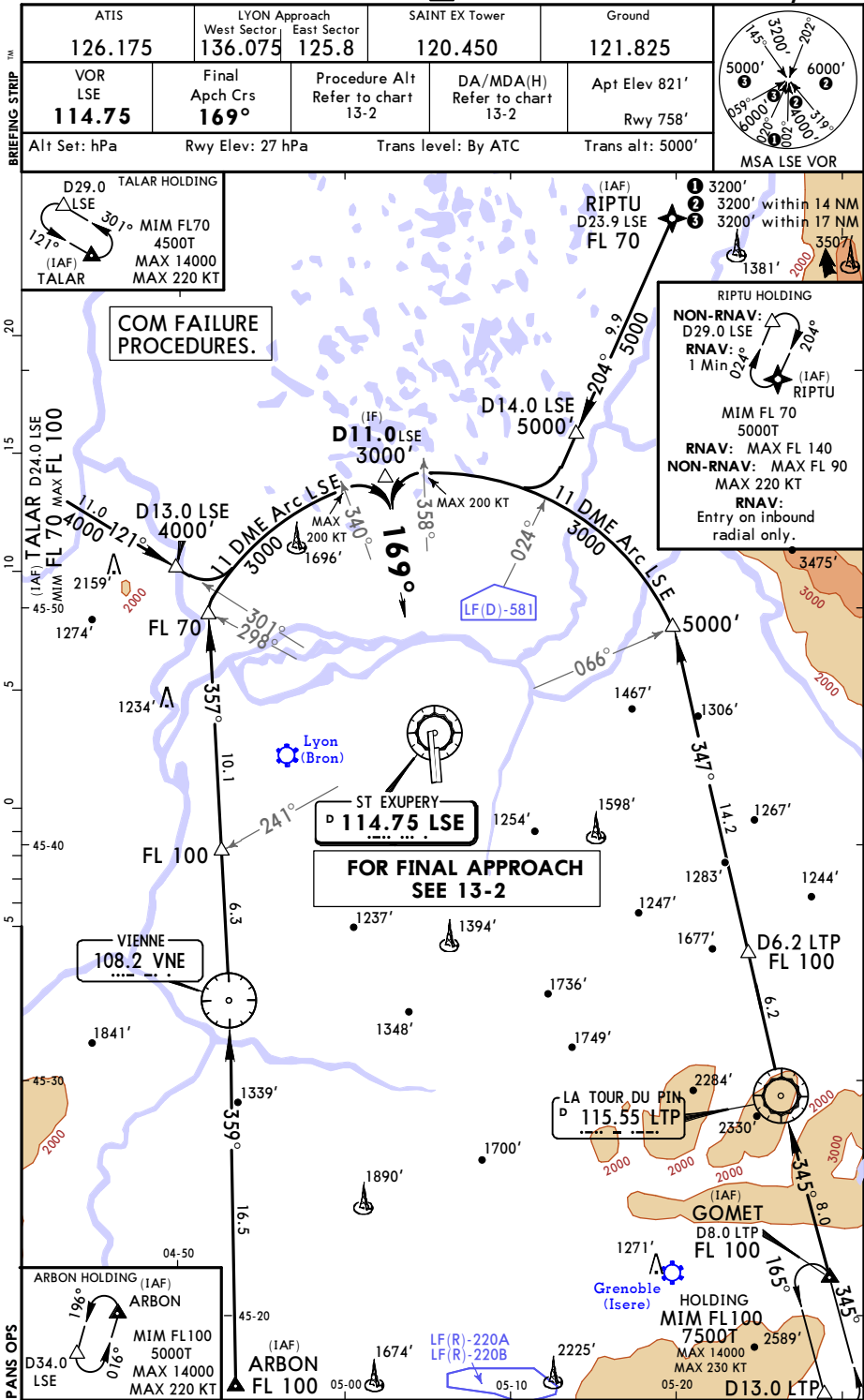
CHANGES: Notes.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

LFL/ LYS
ST EXUPERY

JEPPESSEN
19 JUN 15 (13-1) Eff 25 Jun

LYON, FRANCE
VOR Rwy 18R



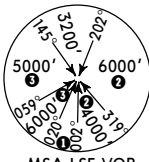
LFL/ LYS
ST EXUPERY

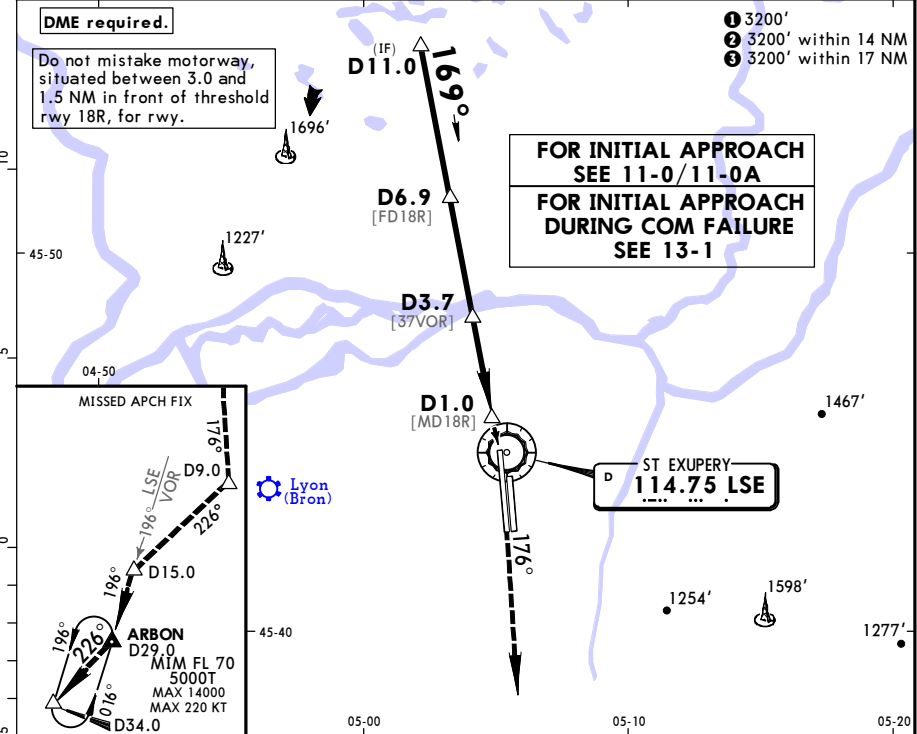
JEPPESEN
19 JUN 15 13-2 Eff 25 Jun

LYON, FRANCE
VOR Rwy 18R

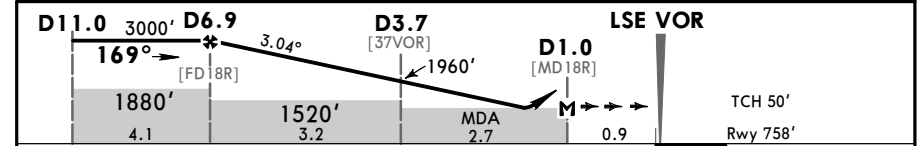
™

BRIEFING STRIP

ATIS 126.175		LYON Approach West Sector 136.075 East Sector 125.8		SAINT EX Tower 120.450		Ground 121.825				
VOR LSE 114.75		Final Apch Crs 169°		Procedure Alt D6.9 3000' (2242')		DA/MDA(H) 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. Acceleration segment not calculated.										
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	PAPI-L LSE 114.75 on 169°
Descent Angle	3.04°	376	484	538	645	753	
MAP at D1.0							

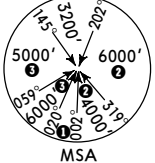
Standard STRAIGHT-IN LANDING RWY 18R				CIRCLE-TO-LAND 2	
CDFA DA/MDA(H) 1200' (442')				Max Kts	MDA(H) VIS
A	RVR 1500m			110	1300' (542') 1500m
B				135	1410' (652') 1600m
C	RVR 2000m			180	1580' (822') 2400m
D				205	1720' (962') 3600m

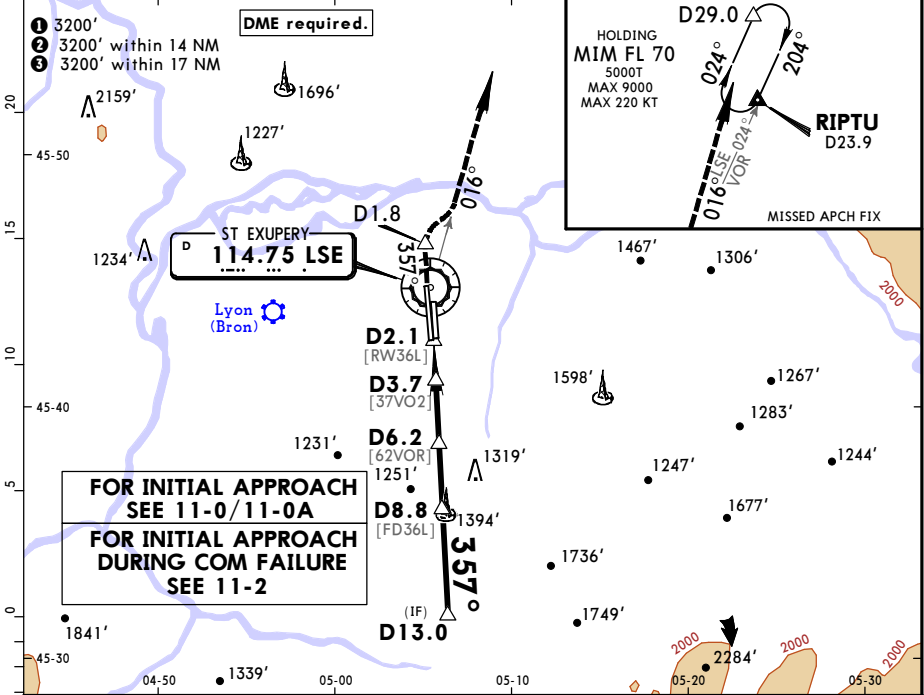
1 For add-on to the MDA(H), see ATC pages FRANCE.
2 Circling height based on rwy 18R thresh elev of 758'.
CHANGES: Holding. Transitions transferred to 13-1.

LFL/LYS
ST EXUPERY

JEPPESSEN
19 JUN 15 13-3 Eff 25 Jun

LYON, FRANCE
VOR Rwy 36L

ATIS 126.175		LYON Approach West Sector 136.075 East Sector 125.8		SAINT EX Tower 120.450	Ground 121.825
VOR LSE 114.75	Final Apch Crs 357°	Procedure Alt D8.8 3000' (2179')	DA/MDA(H) 1260' (439')	Apt Elev 821'	
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.					 MSA LSE VOR
Alt Set: hPa		Apt Elev: 30 hPa		Trans level: By ATC	
				Trans alt: 5000'	

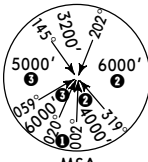


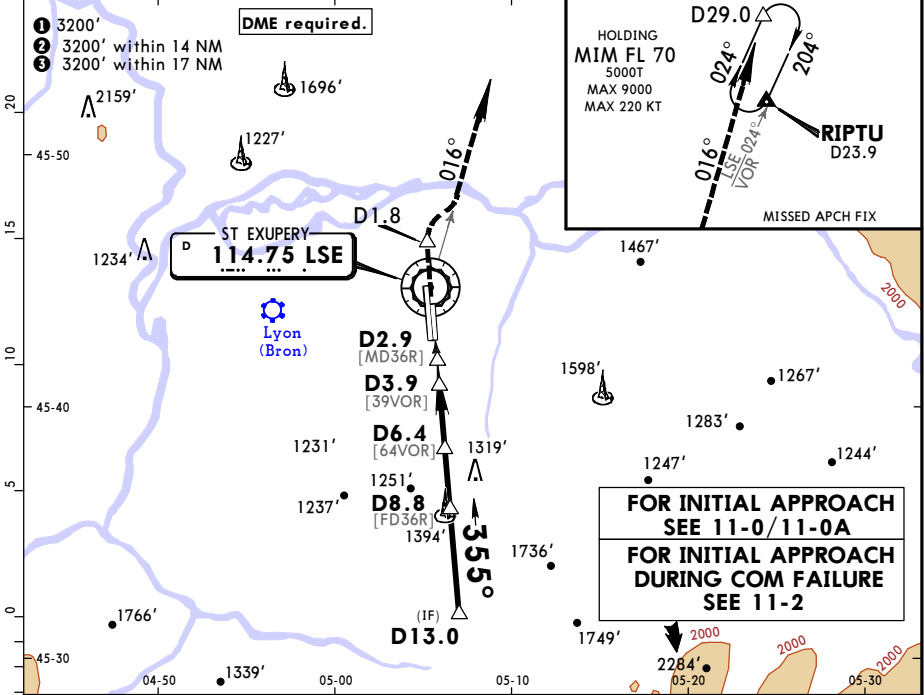
LSE DME		4.0		5.0		6.0		7.0		8.0			
ALTITUDE		1470'		1790'		2100'		2420'		2740'			
VOR TCH 59' Apt 821' D2.1 [RW36L] M 1.6 D3.7 [37VO2] MDA 2.5 D6.2 [62VOR] 1360' 2.5 D8.8 [FD36L] 1670' 2.6 D13.0 2430' 4.2 3.00° 357° 3000'													
Gnd speed-Kts		70	90	100	120	140	160	HIALS-II		D1.8 on 114.75			
Descent Angle		3.00°	372	478	531	637	743	849	REIL	R-357			
MAP at D2.1													
Standard								CIRCLE-TO-LAND					
STRAIGHT-IN LANDING RWY 36L													
CDFA													
DA/MDA(H) 1260' (439')													
ALS out													
RVR 1300m								Max Kts		MDA(H)		VIS	
								110		1300' (479')		1500m	
								135		1410' (589')		1600m	
								180		1570' (749')		2400m	
RVR 2000m								205		1720' (899')		3600m	

LFL/ LYS
ST EXUPERY

JEPPESEN
19 JUN 15 13-4 Eff 25 Jun

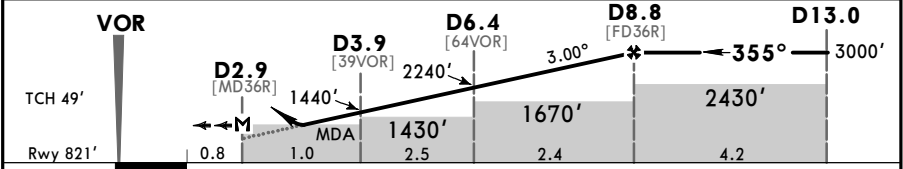
LYON, FRANCE
VOR Rwy 36R

ATIS 126.175		LYON Approach West Sector 136.075 East Sector 125.8		SAINT EX Tower 120.450		Ground 121.825	
VOR LSE 114.75	Final Apch Crs 355°	Procedure Alt D8.8 3000' (2179')		DA/MDA(H) 1260' (439')	Apt Elev 821' Rwy 821'		
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'	



FOR INITIAL APPROACH
SEE 11-0/11-0A
FOR INITIAL APPROACH
DURING COM FAILURE
SEE 11-2

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
MAP at D2.9						

STRAIGHT-IN LANDING RWY 36R CDFA DA/MDA(H) 1260' (439')				CIRCLE-TO-LAND			
ALS out				Max Kts	MDA(H)	VIS	
RVR 1300m				110	1300' (479')	1500m	
				135	1410' (589')	1600m	
				180	1570' (749')	2400m	
				205	1720' (899')	3600m	

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



Chart changes since cycle 12-2016

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

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

LYON, (SAINT EXUPERY - LFLL)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LFLL

Type: Terminal

Effectivity: Temporary

Begin Date: 20160610

End Date: 20160708

For temporary parking stands during European Football Championship 2016 refer to temporary chart 10-8. (Based on SUP 54-16)

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 and CL: 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

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: 20160610

End Date: 20160710

From 10 JUN 16 until 10 JUL 16, due to European Football Championship, restrictions and special requirements will temporarily be implemented for following aerodromes: Paris Orly (LFPO), Paris Charlesde Gaulle (LFPG), Lyon Saint Exupéry (LFLL), Nice Côte d'Azur (LFMN), Beauvais-Tillé (LFOB), Bordeaux-Mérignac (LFBD), Lille-Lesquin (LFQQ), Lyon-Bron (LFLY), Marseille-Provence (LFML), Saint-Etienne-Loire (LFMH) and Toulouse-Blagnac (LFBO). Refer to SUP 060-16 available on www.sia.aviation-civile.gouv.fr and

Terminal Chart Change Notices

Page 2 - Printed on 18 Jun 2016

Notice: After 30 Jun 2016, 0000Z, this data may no longer be valid

(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED



JeppView for Windows

latest NOTAMs.