GENERAL

Operational Hours

ATS Hours: MON-FRI 0530-2130‡, SAT 0700-2130‡, SUN and HOL 0700-2000‡

AD ADMIN Hours: 0530-2130‡

Other times PPR PN 12HR

Airport Information

RFF: CAT 5, CAT 6 or 7 O/R with 48HR PN
PCN: RWY 16/34: 41/F/A/W/T
Customs: MON-FRI O/R 24HR PN,SAT, SUN, HOL request before 1700 on last working day

Operation

TWY Restriction
TWY A5 only AVBL with ATC CLR.

TWY TN, T1 MAX wingspan 36m / 118ft.
TWY TC3 MAX wingspan 29m / 95ft.
TWY TC4 MAX wingspan 21.5m / 70ft.
TWY TN2 MAX wingspan 21m / 69ft.
TWY TC5 MAX wingspan 18m / 59ft.
TWY TC6, TC7 MAX wingspan 15m / 49ft.

Parking
Notify the stop duration on all stands.

Stands A, B, C/D21, C/D22, C/D23 not to be used for night ARR outside ATS HRs except PPR.

APU: Use of APU restricted to 30min after ARR and before start-up.

Warnings

Lighted cranes erected up to 200ft, 8NM from AD.

Wildlife strike hazard in vicinity of AD.

ARRIVAL

Speed

MAX IAS 250KT below FL100.

Communication

COM Failure
Follow or join the STAR assigned or, failing that, the nearest one.
Proceed over IAF at last assigned acknowledged FL if this one is usable or failing that, at the highest LVL in the HLDG.
Hold at this LVL until the latest of the following times:
- Expected approach time
- Time of arrival in the HLDG pattern +10min.

Descend in the HLDG pattern to FL specified on IAC in accordance to the procedure in use (e.g. FL70, FL80 or FL100). Leave IAF and perform approach procedure.

MISAP COM Failure
Comply with MISAP described on IAC and perform a new approach.
If the new approach is followed by a new MISAP, divert to ALTN provided in FPL and climb to MNM en-route safety ALT.

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ARRIVAL

Arrival Procedure

Noise Abatement Procedure
Avoid overflying built-up area.

VFR Traffic Pattern
RWY 34 right-hand circuit.

DEPARTURE

Take-off Minima

RWY		34	
A, B, C	ft - m/km	0 - 300R/300V	-
		0 - 400R/400V	wo ATS, HJ
		0 - 800R/800V	wo ATS, HN
D		Not applicable	-

RWY		16	
A, B, C	ft - m/km	0 - 300V	-
		0 - 400V	wo ATS, HJ
		0 - 800V	wo ATS, HN
D		Not applicable	-

Speed

MAX IAS 250KT below FL100.

Communication

COM Failure
In VMC: Turn back and land at DEP AD.

In IMC: If compatible with MNM radar safety ALT, maintain the latest cleared FL until the last SID WPT, then climb to requested cruising FL. If not compatible with MNM radar safety ALT, squawk 7600 then climb to requested cruising FL.

Departure Procedure

Noise Abatement Procedures: Use TKOF PROC A.

ATC Slot, Clearance

Out of ATS HRs, CLR REQs must be executed only by phone call to "Lyon Saint-Exupery"
+33 482 90 92 75.

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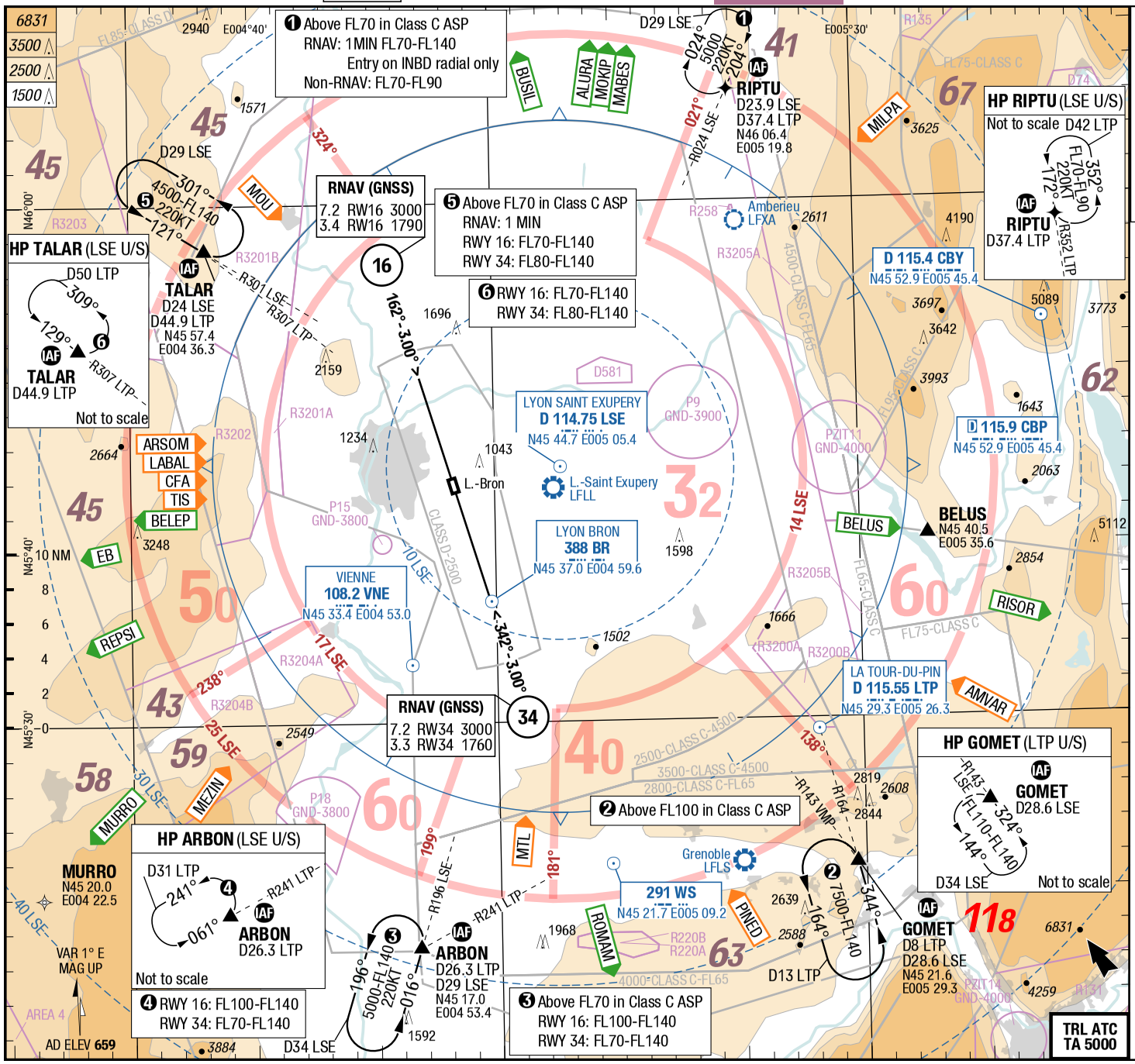

ATIS	128.125 HO
APP	136.075 W up to FL 200
	133.150 W up to FL 200
	125.800 E up to FL200
	125.425 E up to FL200
	120.225
	132.000
Bron TWR	118.100 HO
Bron GND	121.700 HO
Bron Info	118.100

Landing RWY system:

16: 300 | 1520 G 45 — 3.0° — 60 HL — Grooved 33m, centered on the axis — THR 648 (23hPa) / TDZ 648 (---%) — +0.2%

34: Grooved 33m, centered on the axis — 60 HL — 45 x 1520 | 300 — 420 — -0.2% — TDZ --- (---%) / THR 658 (24hPa) — HL-S

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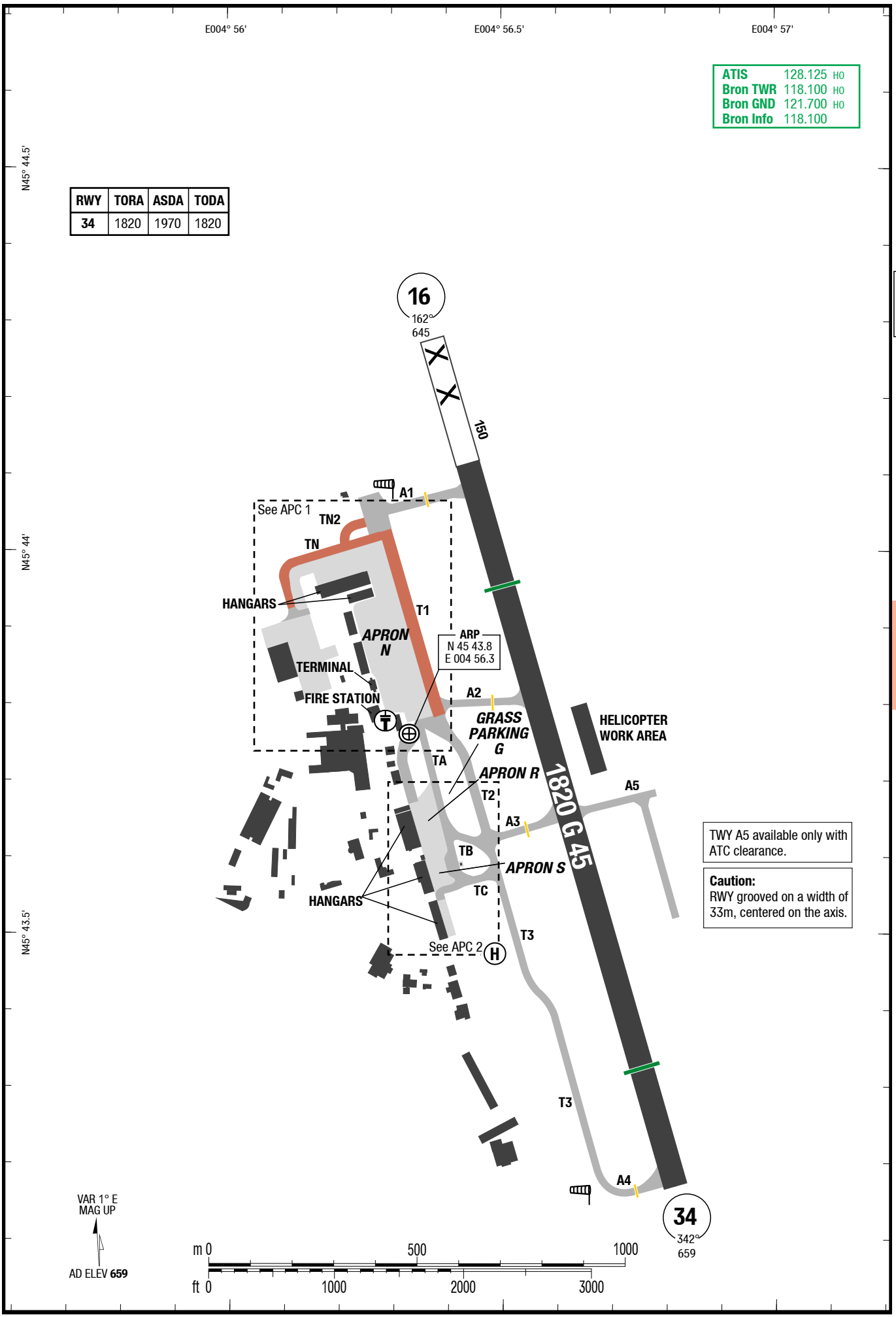
Changes: PROC

ATIS	128.125	HO
Bron TWR	118.100	HO
Bron GND	121.700	HO
Bron Info	118.100	

RWY	TORA	ASDA	TODA
34	1820	1970	1820



TWY A5 available only with ATC clearance.

Caution:
RWY grooved on a width of 33m, centered on the axis.

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France **Lyon** Bron
APC 2
APC 1

APC APC

Bron **Lyon** France
APC 2
APC 1

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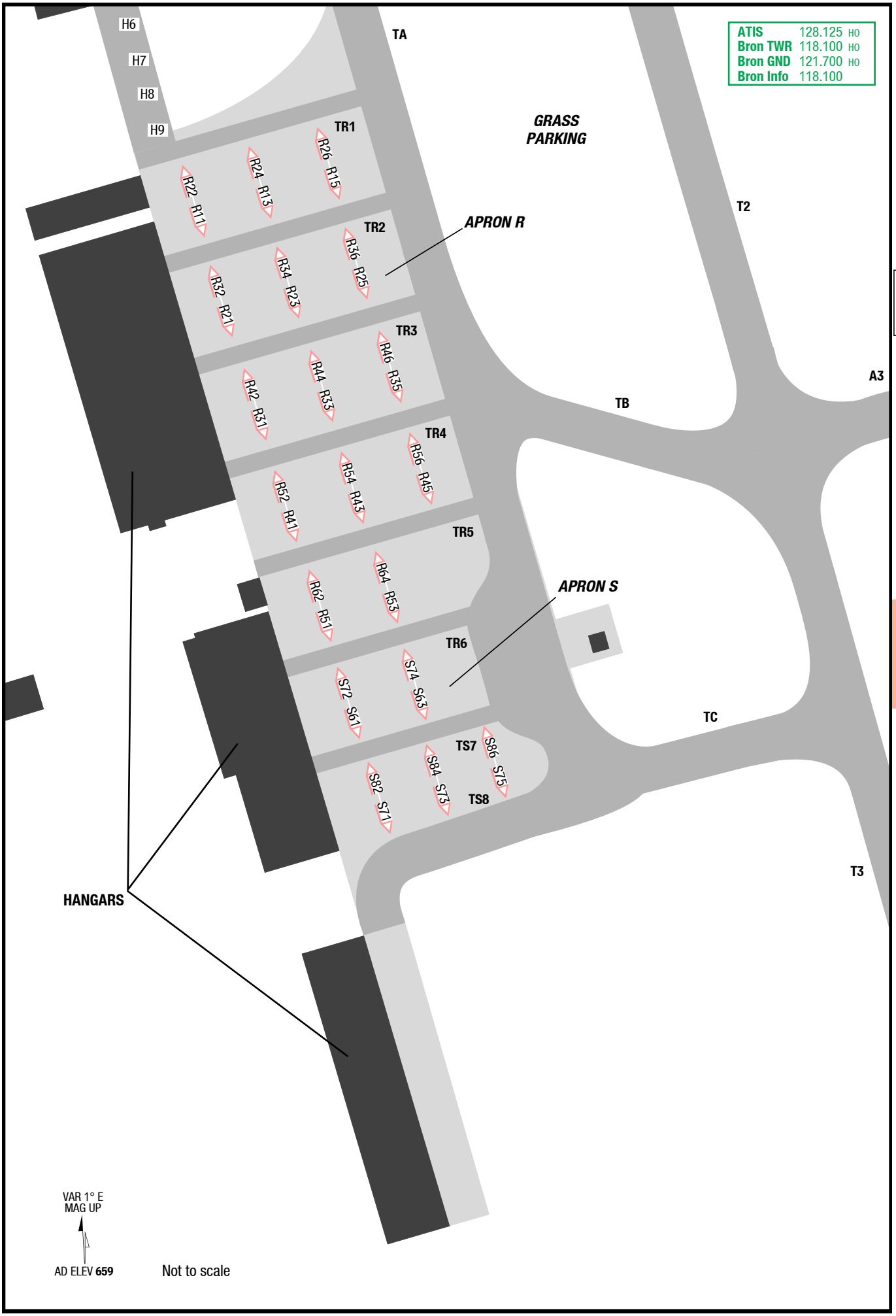
Changes: TWY , Parking Stands A, B


ATIS 128.125 H0
Bron TWR 118.100 H0
Bron GND 121.700 H0
Bron Info 118.100
H6
H7
H8
H9
TA
TR1
R26 R15
R24 R13
R22 R11
GRASS PARKING
T2
APRON R
TR2
R36 R25
R34 R23
R32 R21
TR3
R46 R35
R44 R33
R42 R31
A3
TB
TR4
R56 R45
R54 R43
R52 R41
TR5
R64 R53
R62 R51
APRON S
TR6
S74 S63
S72 S61
TC
TS7
S86 S75
S84 S73
S82 S71
TS8
T3
HANGARS
VAR 1° E
MAG UP
AD ELEV 659
Not to scale

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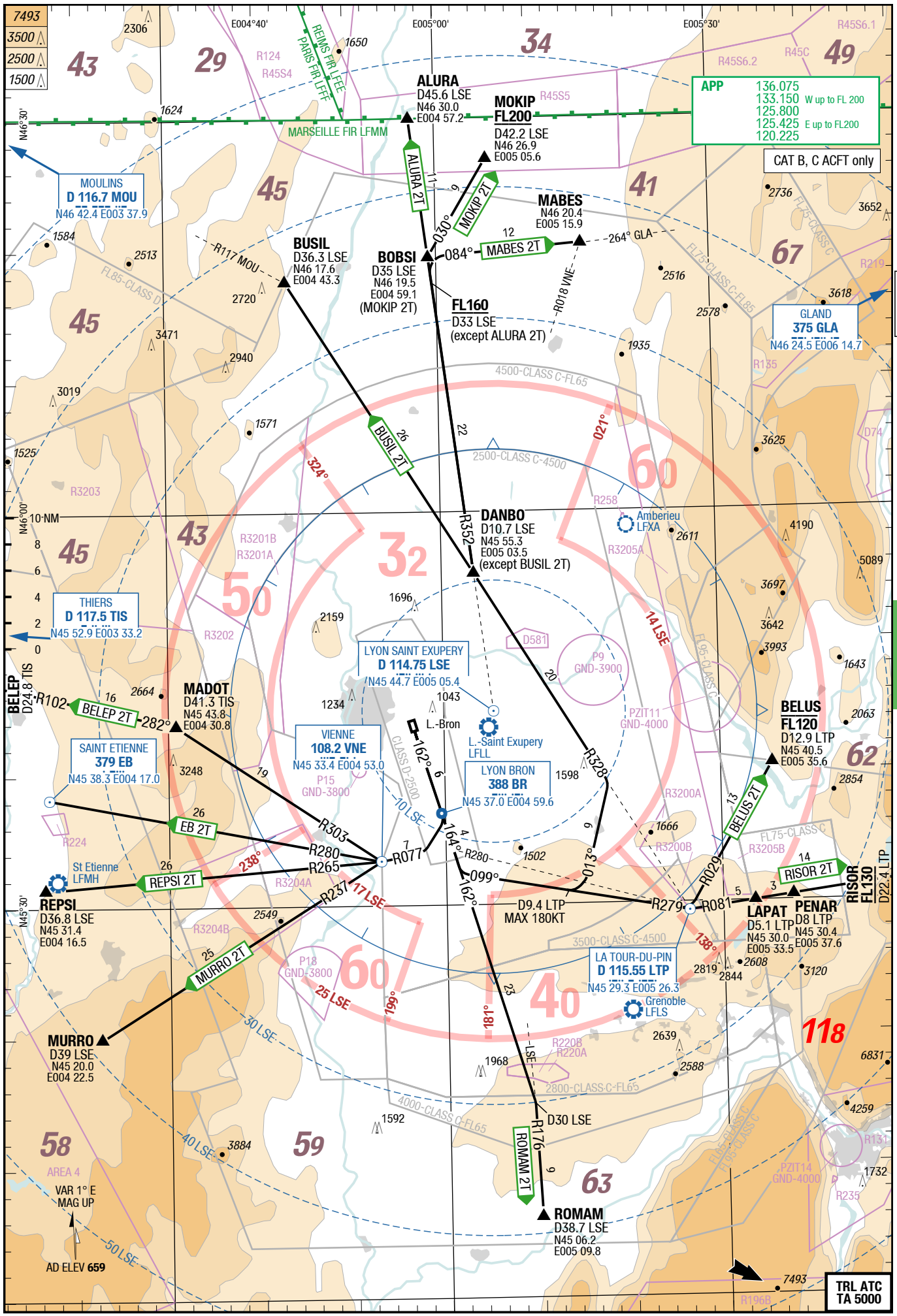
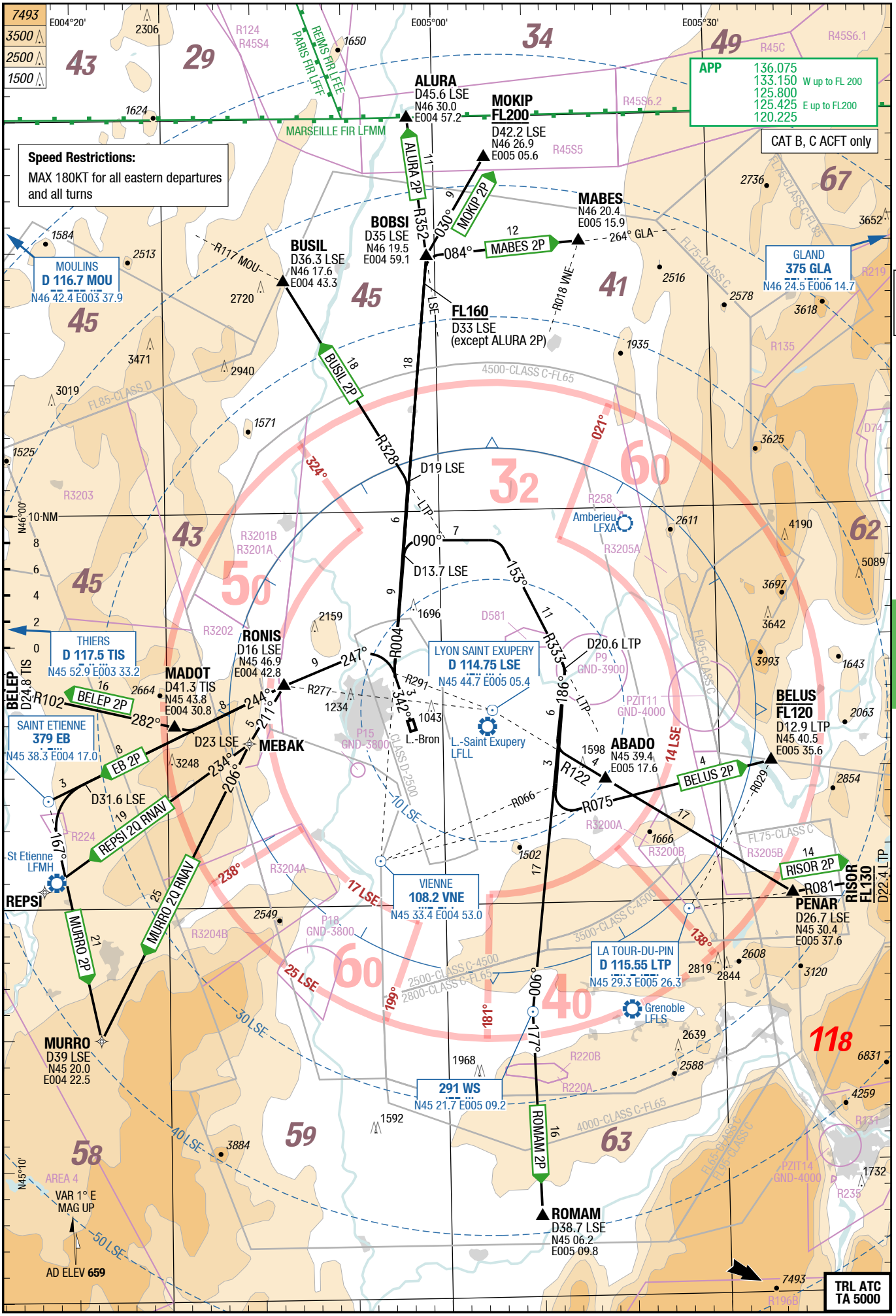
Changes: PROC, ASP



Changes: PROC



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ALURA 2T / BELEP 2T / BELUS 2T / BUSIL 2T / MABES 2T / MOKIP 2T / MURRO 2T

RWY 16 (162°)

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
ALURA 2T 6.0% to FL140 **136.075** ①②③	at **BR** QDR 164 **BR** - crossing R280 **LTP LT** intercept R279 **LTP** inbound - at D9.4 **LTP** (MAX 180KT) **LT** 013° intercept R328 **LTP** - at DANBO **RT** intercept R352 **LSE** to ALURA	
BELEP 2T 6.0% to FL140 **136.075** ①②	at **BR RT** intercept R077 **VNE** to **VNE** - R303 **VNE** - at MADOT **LT** intercept R102 **TIS** inbound to BELEP	
BELUS 2T 6.0% to FL140 **136.075** ①②	at **BR** QDR 164 **BR** - crossing R280 **LTP LT** intercept R279 **LTP** to **LTP** - R029 **LTP** to BELUS	BELUS MAX **FL120**
BUSIL 2T 6.0% to FL140 **136.075** ①②	at **BR** QDR 164 **BR** - crossing R280 **LTP LT** intercept R279 **LTP** inbound - at D9.4 **LTP** (MAX 180KT) **LT** 013° intercept R328 **LTP** to BUSIL	
MABES 2T 6.0% to FL140 **136.075** ①②	at **BR** QDR 164 **BR** - crossing R280 **LTP LT** intercept R279 **LTP** inbound - at D9.4 **LTP** (MAX 180KT) **LT** 013° intercept R328 **LTP** - at DANBO **RT** intercept R352 **LSE** - at D33 **LSE RT** intercept QDM 084 **GLA** to MABES	D33 **LSE** MNM **FL160**
MOKIP 2T 6.0% to FL140 **136.075** ①②	at **BR** QDR 164 **BR** - crossing R280 **LTP LT** intercept R279 **LTP** inbound - at D9.4 **LTP** (MAX 180KT) **LT** 013° intercept R328 **LTP** - at DANBO **RT** intercept R352 **LSE** - at BOBSI **RT** 030° to MOKIP	D33 **LSE** MNM **FL160** MOKIP MNM **FL200**
MURRO 2T 3.4% to 3500 6.0% to FL140 **136.075** ①②	at **BR RT** intercept R077 **VNE** to **VNE** - R237 **VNE** to MURRO	

① CAT B, C ACFT only.

② If unable to maintain climb gradient, advise ATC before start-up.

③ If unable to comply with climb gradient, advise ATC.

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OMNIDIRECTIONAL DEP / REPSI 2T / RISOR 2T / ROMAM 2T / SAINT ETIENNE 2T

RWY 16 (162°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
OMNIDIRECTIONAL DEP 7.0% to 5000 **136.075** ③④	at **5000** turn to assigned HDG or track - climb to assigned FL	
REPSI 2T 6.0% to FL140 **136.075** ①②	at **BR RT** intercept R077 **VNE** to **VNE** - R265 **VNE** to REPSI	
RISOR 2T 6.0% to FL140 **136.075** ①②	at **BR** QDR 164 **BR** - crossing R280 **LTP LT** intercept R279 **LTP** to **LTP** - R081 **LTP** to LAPAT - PENAR - RISOR	RISOR MNM **FL130**
ROMAM 2T 6.0% to FL140 **136.075** ①②	at **BR** QDR 162 **BR** - at D30 **LSE RT** intercept R176 **LSE** to ROMAM	
SAINT ETIENNE 2T **EB 2T** 6.0% to FL140 **136.075** ①②	at **BR RT** intercept R077 **VNE** to **VNE** - R280 **VNE** to **EB**	

① CAT B, C ACFT only.

② If unable to maintain climb gradient, advise ATC before start-up.

③ Usable on ATC clearance by radar guidance to join the planned SID.

④ If unable to comply with climb gradient, advise ATC.

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ALURA 2P / BELEP 2P / BELUS 2P / BUSIL 2P / MABES 2P / MOKIP 2P / MURRO 2P

RWY 34 (342°)

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34	
ALURA 2P 6.0% to FL140 **136.075** ①②③⑤	crossing R291 **LSE RT** intercept R004 **VNE** - at BOBSI **LT** intercept R352 **LSE** to ALURA	
BELEP 2P 3.4% to 2200 6.0% to FL140 **136.075** ①②③④	crossing R291 **LSE LT** 247° to RONIS - intercept QDM 244 **EB** - at D23 **LSE RT** intercept R102 **TIS** inbound to MADOT- BELEP	
BELUS 2P 6.0% to FL140 **136.075** ①②③	crossing R291 **LSE RT** intercept R004 **VNE** - at D13.7 **LSE RT** 090° intercept R333 **LTP** inbound - at D20.6 **LTP RT** intercept QDM 186 **WS** - crossing R066 **VNE LT** intercept R075 **VNE** to BELUS	BELUS MAX **FL120**
BUSIL 2P 6.0% to FL140 **136.075** ①②③	crossing R291 **LSE RT** intercept R004 **VNE** - at D19 **LSE LT** intercept R328 **LTP** to BUSIL	
MABES 2P 6.0% to FL140 **136.075** ①②③	crossing R291 **LSE RT** intercept R004 **VNE** to BOBSI - at D33 **LSE RT** intercept QDM 084 **GLA** to MABES	D33 **LSE** MNM **FL160**
MOKIP 2P 6.0% to FL140 **136.075** ①②③	crossing R291 **LSE RT** intercept R004 **VNE** - at BOBSI **RT** 030° to MOKIP	D33 **LSE** MNM **FL160** MOKIP MNM **FL200**
MURRO 2P 3.4% to 2200 6.0% to FL140 **136.075** ①②③④	crossing R291 **LSE LT** 247° to RONIS - intercept QDM 244 **EB** - at D31.6 **LSE LT** intercept QDR 167 **EB** to MURRO	

① CAT B, C ACFT only.

② If unable to maintain climb gradient, advise ATC before start-up.

③ MAX 180KT during all turns.

④ Theoretical climb determined by antennas 2160ft on Mont Verdun.

⑤ If unable to comply with climb gradient, advise ATC.

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MURRO 2Q RNAV / OMNIDIRECTIONAL DEP / REPSI 2Q RNAV / RISOR 2P / ROMAM 2P

RWY 34 (342°)

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34	
MURRO 2Q RNAV 3.4% to 2200 6.0% to FL140 **136.075** ①②③④	crossing R291 **LSE LT** 247° to RONIS - MEBAK - MURRO	
OMNIDIRECTIONAL DEP 7.0% to 5000 **136.075** ⑤⑥	at **5000** turn to assigned HDG or track - climb to assigned FL	
REPSI 2Q RNAV 3.4% to 2200 6.0% to FL140 **136.075** ①②③④	crossing R291 **LSE LT** 247° to RONIS - MEBAK - REPSI	
RISOR 2P 6.0% to FL140 **136.075** ①②③	crossing R291 **LSE RT** intercept R004 **VNE** - at D13.7 **LSE RT** 090° intercept R333 **LTP** inbound - at D20.6 **LTP RT** intercept QDM 186 **WS** - intercept R122 **LSE** via ABADO - at PENAR intercept R081 **LTP** to RISOR	RISOR MNM **FL130**
ROMAM 2P 6.0% to FL140 **136.075** ①②③	crossing R291 **LSE RT** intercept R004 **VNE** - at D13.7 **LSE RT** 090° intercept R333 **LTP** inbound - at D20.6 **LTP RT** intercept QDM 186 **WS** to **WS** - QDR 177 **WS** to ROMAM	

① CAT B, C ACFT only.
② If unable to maintain climb gradient, advise ATC before start-up.
③ MAX 180KT during all turns.
④ Theoretical climb determined by antennas 2160ft on Mont Verdun.
⑤ Usable on ATC clearance by radar guidance to join the planned SID.
⑥ If unable to comply with climb gradient, advise ATC.

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SAINT ETIENNE 2P

RWY 34 (342°)

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34	
SAINT ETIENNE 2P **EB 2P** 3.4% to 2200 6.0% to FL140 **136.075** ①②③④	crossing R291 **LSE LT** 247° to RONIS - intercept QDM 244 **EB** to **EB**	

① CAT B, C ACFT only.

② If unable to maintain climb gradient, advise ATC before start-up.

③ MAX 180KT during all turns.

④ Theoretical climb determined by antennas 2160ft on Mont Verdun.

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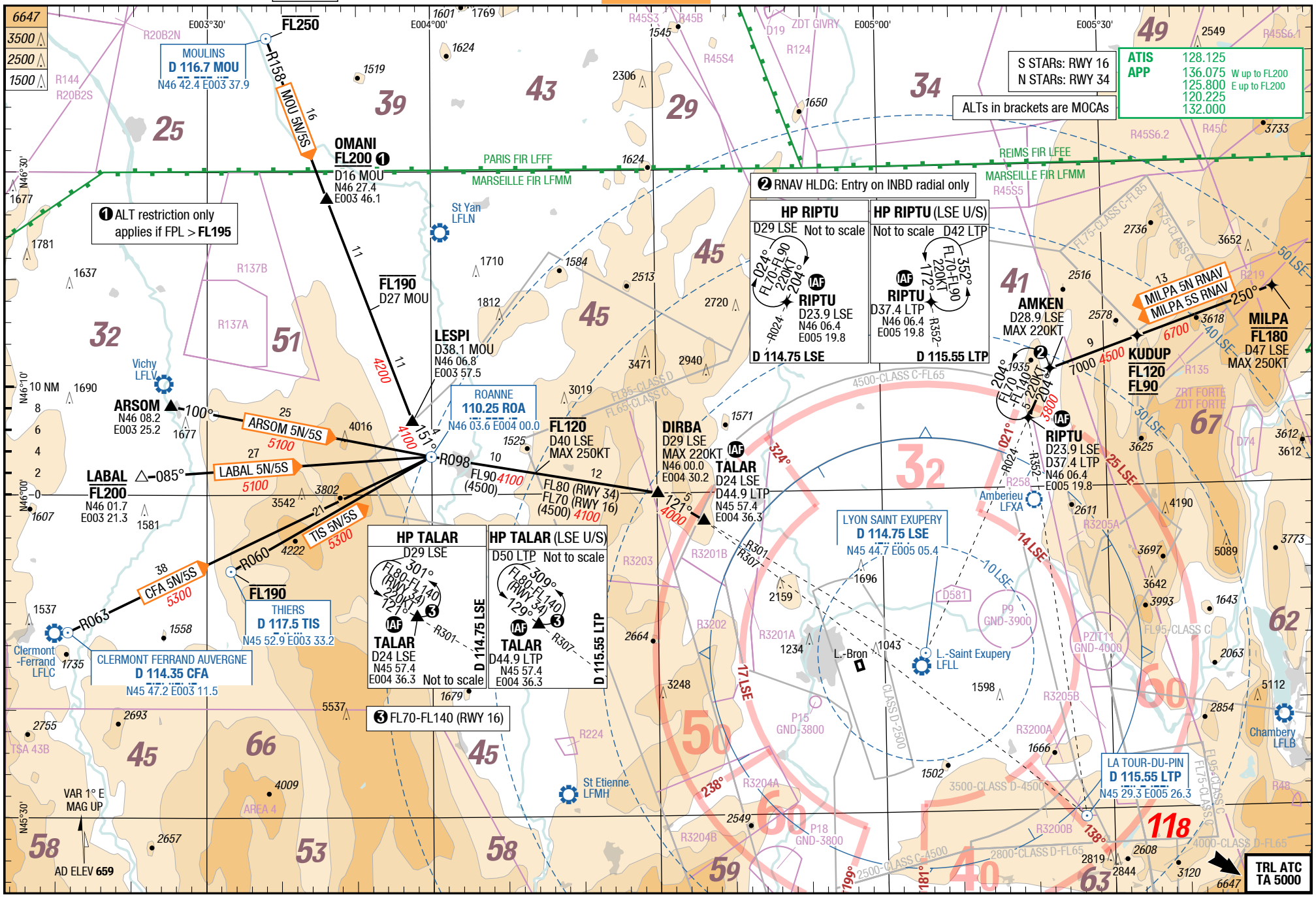

Changes: MTCA, ASP, OBST, SUAs

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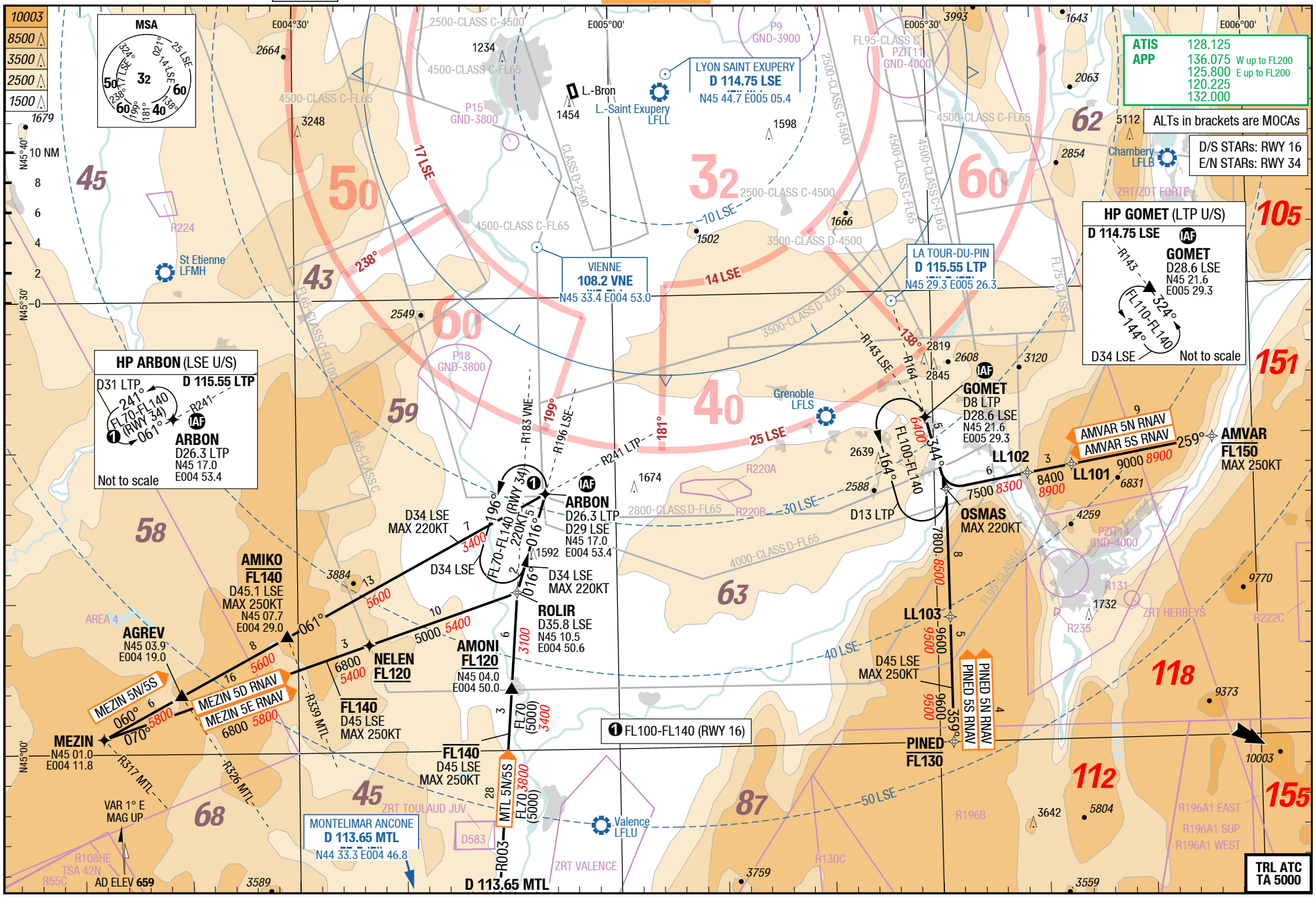
MSA
ATIS 128.125
APP 136.075 W up to FL200
125.800 E up to FL200
120.225
132.000
ALTs in brackets are MOCAs
D/S STARs: RWY 16
E/N STARs: RWY 34
LYON SAINT EXUPERY
D 114.75 LSE
N45 44.7 E005 05.4
L.-Bron
L.-Saint Exupery
LFLL
Chambery
LFLB
St Etienne
LFMH
Grenoble
LFLS
Valence
LFLU
VIENNE
108.2 VNE
N45 33.4 E004 53.0
LA TOUR-DU-PIN
D 115.55 LTP
N45 29.3 E005 26.3
HP GOMET (LTP U/S)
D 114.75 LSE
GOMET
D28.6 LSE
N45 21.6
E005 29.3
D34 LSE
Not to scale
HP ARBON (LSE U/S)
D31 LTP
D 115.55 LTP
ARBON
D26.3 LTP
N45 17.0
E004 53.4
Not to scale
GOMET
D8 LTP
D28.6 LSE
N45 21.6
E005 29.3
ARBON
D26.3 LTP
D29 LSE
N45 17.0
E004 53.4
D34 LSE
MAX 220KT
D34 LSE
D34 LSE
MAX 220KT
ROLIR
D35.8 LSE
N45 10.5
E004 50.6
AMIKO
FL140
D45.1 LSE
MAX 250KT
N45 07.7
E004 29.0
AGREV
N45 03.9
E004 19.0
NELEN
FL120
AMONI
FL120
N45 04.0
E004 50.0
FL140
D45 LSE
MAX 250KT
FL140
D45 LSE
MAX 250KT
MEZIN
N45 01.0
E004 11.8
MEZIN 5N/5S
MEZIN 5D RNAV
MEZIN 5E RNAV
MTL 5N/5S
FL70 (5000)
FL100-FL140 (RWY 16)
MONTELIMAR ANCONE
D 113.65 MTL
N44 33.3 E004 46.8
D 113.65 MTL
LL102
LL101
LL103
OSMAS
MAX 220KT
AMVAR 5N RNAV
AMVAR 5S RNAV
AMVAR
FL150
MAX 250KT
PINED
FL130
PINED 5S RNAV
PINED 5N RNAV
D45 LSE
MAX 250KT
D13 LTP
VAR 1° E
MAG UP
AD ELEV 659
TRL ATC
TA 5000
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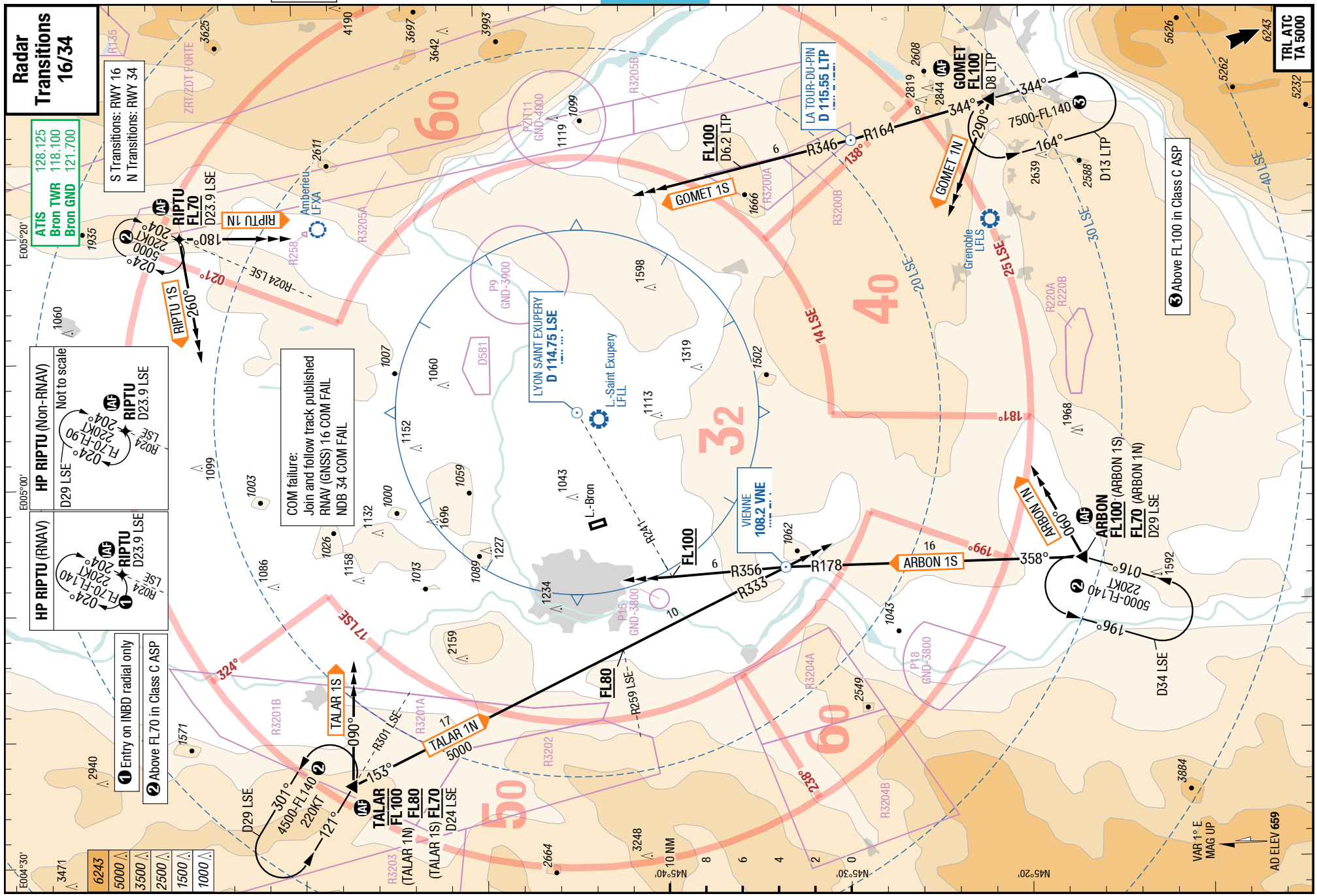
Changes: Nil


Radar Transitions 16/34
ATIS 128.125
Bron TWR 118.100
Bron GND 121.700
S Transitions: RWY 16
N Transitions: RWY 34
HP RIPTU (Non-RNAV)
Not to scale
HP RIPTU (RNAV)
Entry on INBD radial only
Above FL70 in Class C ASP
COM failure:
Join and follow track published
RNAV (GNSS) 16 COM FAIL
NDB 34 COM FAIL
LYON SAINT EXUPERY
D 114.75 LSE
LA TOUR-DU-PIN
D 115.55 LTP
VIENNE
108.2 VNE
GOMET 1S
GOMET 1N
RIPTU 1S
RIPTU 1N
ARBON 1S
ARBON 1N
TALAR 1S
TALAR 1N
Above FL 100 in Class C ASP
TRL ATC
TA 5000
VAR 1° E
MAG UP
AD ELEV 659

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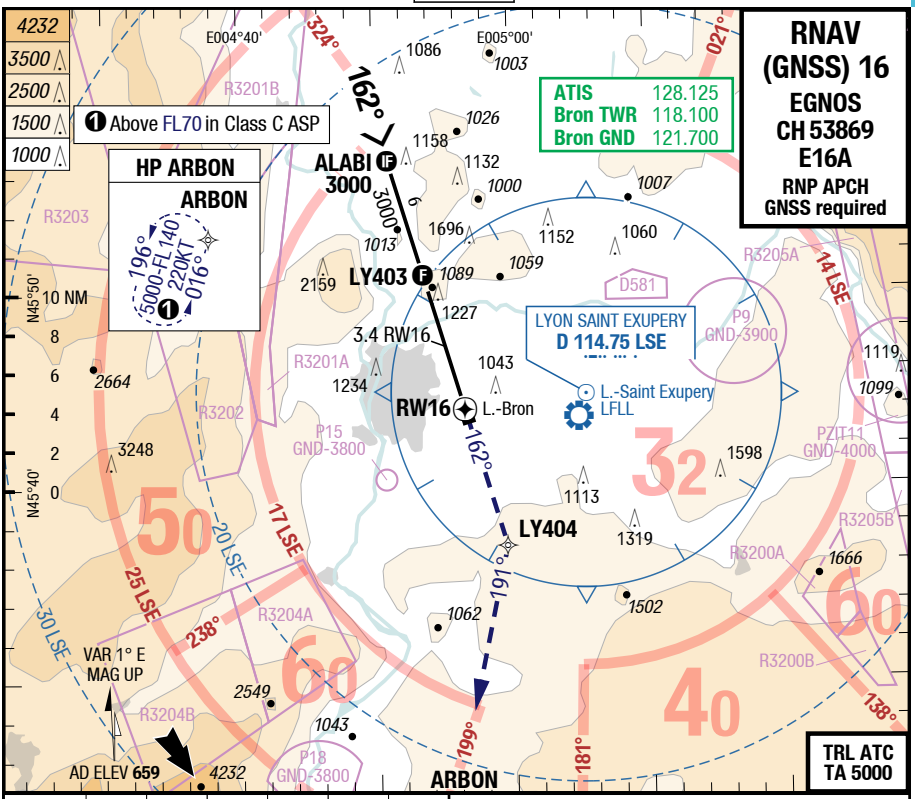
28-DEC-2017

LYN-LFLY

RNAV (GNSS) 16



3.00° RW16	7.2	6	5	4	3	2
	3000	2610	2290	1980	1660	1340

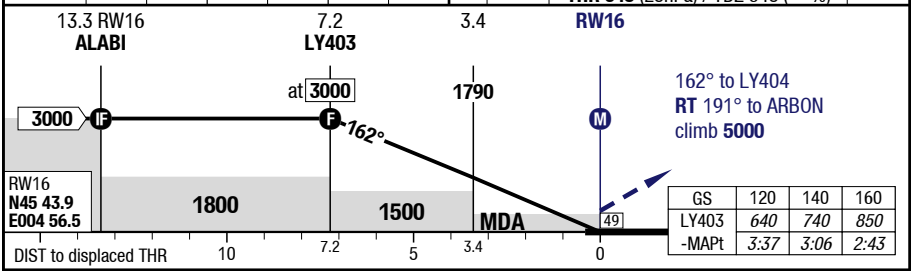
16

3.0° 60 HL

300 1520 G 45

Grooved 33m, centered on the axis

THR 648 (23hPa) / TDZ 648 (---%) +0.2%



GS	120	140	160
LY403	640	740	850
-MAPt	3:37	3:06	2:43

16		RNAV GNSS LPV 1)	RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV 1)		Circling 3)	Circling wo ATS 3)
C	ft - m/km ft	310 - 1.4 **950** 4)	310 - 1.4 **950** 4)	400 - 1.8 **1040**		840 - 2.4V **1490**	850 - 2.4V **1500**
D	ft - m/km ft	Not authorized	Not authorized	Not authorized		Not authorized	Not authorized

1) HN PAPI mandatory
2) Uncompensated BARO VNAV NA below -20°C (-4°F)
3) To RWY 16 HN PAPI mandatory
4) With EVS 900m

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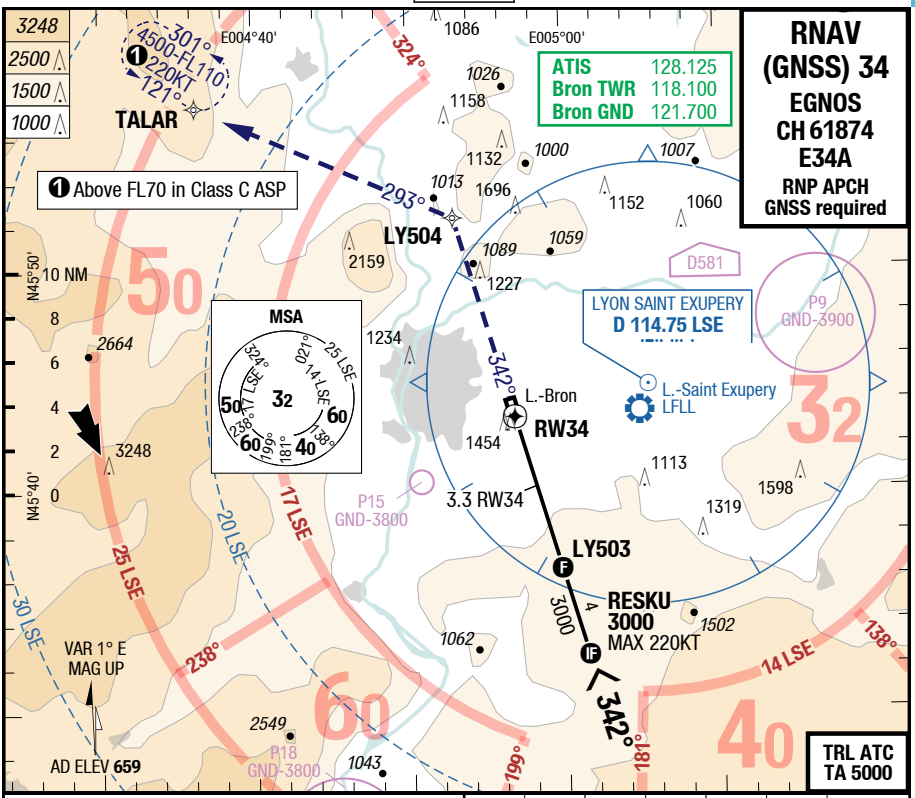
Changes: Nil

28-DEC-2017

LYN-LFLY

RNAV (GNSS) 34



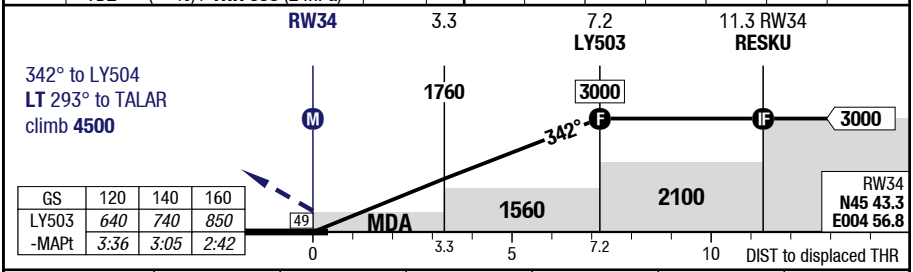
Grooved 33m, centered on the axis

60 HL 45 x 1520 300 420

-0.2% TDZ --- (---%) / **THR 658** (24hPa) HL-S

34

2	3	4	5	6	7.2	3.00° RW34
1350	1670	1980	2300	2620	3000	



GS	120	140	160
LY503	640	740	850
-MAPt	3:36	3:05	2:42

34		**RNAV GNSS** LPV	**RNAV GNSS** VNAV 1)	**RNAV GNSS** LNAV		**Circling** 2)	**Circling** wo ATS 2)
C	ft - m/km ft	220 - 800 **870** 3)	430 - 1.6 **1080** 4)	520 - 1.9V **1170**		840 - 2.4V **1490**	850 - 2.4V **1500**
D	ft - m/km ft	Not published	Not published	Not published		Not authorized	Not authorized

1) Uncompensated BARO VNAV NA below -20°C (-4°F)
2) To RWY 16 HN PAPI mandatory
3) With EVS 550m
4) With EVS 1.1km

Changes: Editorial

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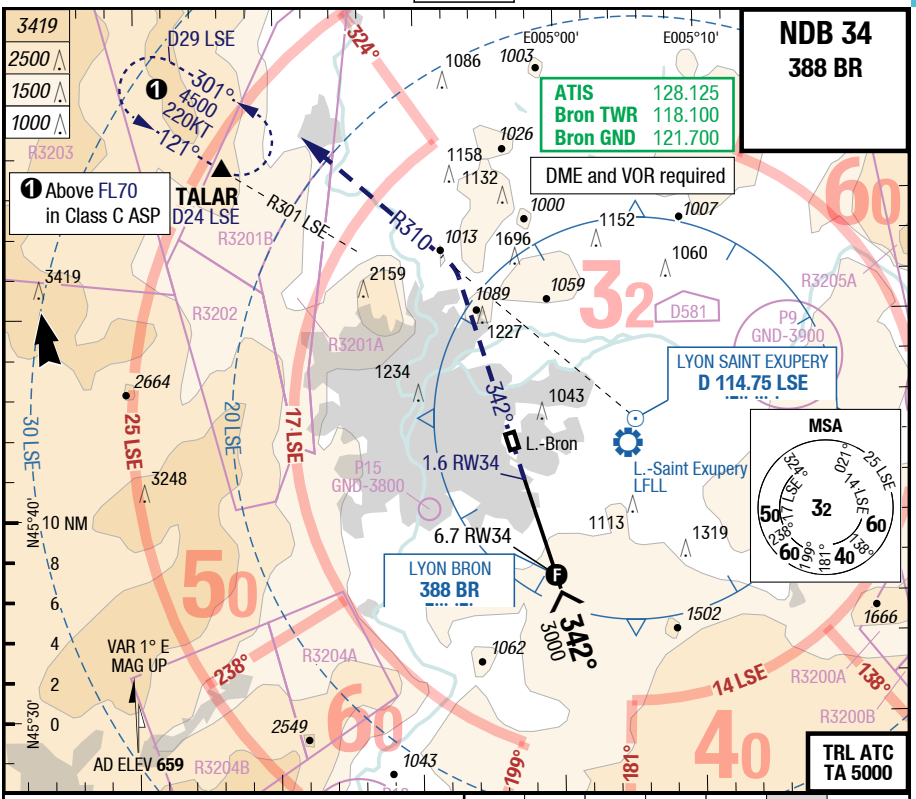
28-DEC-2017

LYN-LFLY

NDB 34



Grooved 33m, centered on the axis

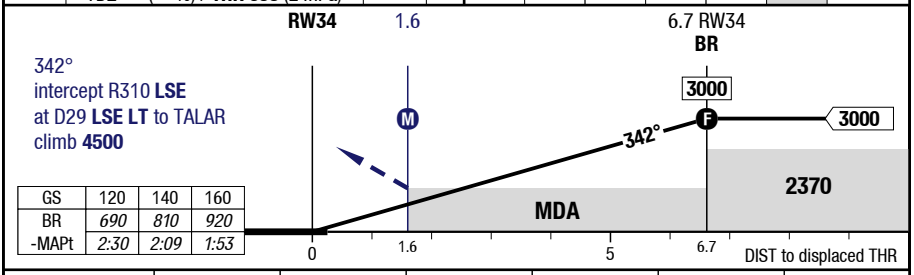
60 HL 45 x 1520 300 420

-0.2% TDZ --- (---%) / **THR 658** (24hPa) HL-S

34

3	4	5	6	6.7
1750	2100	2440	2790	3000

3.21° **RW34**



GS	120	140	160
BR	690	810	920
-MAPt	2:30	2:09	1:53

34		NDB BR				Circling 1)	Circling wo ATS 1)
C	ft - m/km ft	910 - 2.4 **1560**				910 - 2.4V **1560**	920 - 2.4V **1570**
D	ft - m/km ft	Not authorized				Not authorized	Not authorized

1) To RWY 16 HN PAPI mandatory

Changes: Reprint

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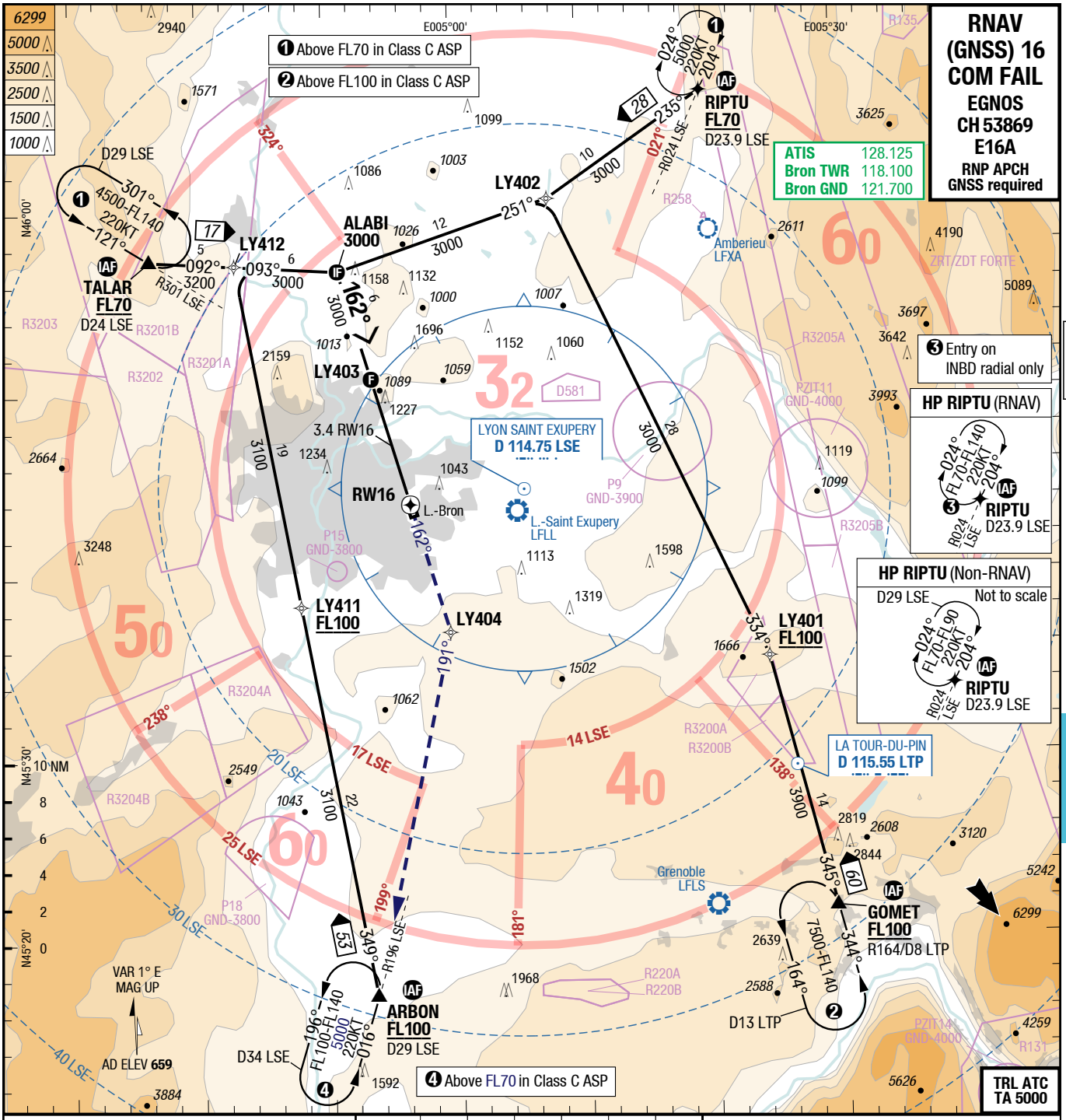
Changes: Nil

RNAV (GNSS) 16 COM FAIL

EGNOS
CH 53869
E16A
RNP APCH
GNSS required

ATIS	128.125
Bron TWR	118.100
Bron GND	121.700

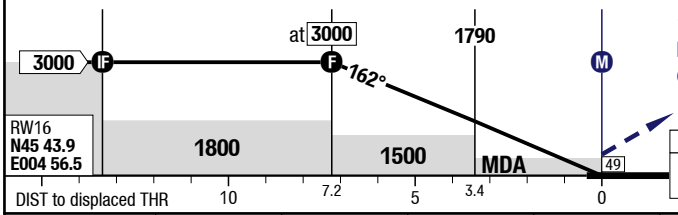


3.00° RW16	7.2	6	5	4	3	2
	3000	2610	2290	1980	1660	1340

16

3.0° 60 HL
300 1520 G 45
Grooved 33m, centered on the axis
THR 648 (23hPa) / TDZ 648 (---%) +0.2%

13.3 RW16 ALABI — 7.2 LY403 — 3.4 RW16



162° to LY404
RT 191° to ARBON
climb 5000

GS	120	140	160
LY403	640	740	850
-MAPt	3:37	3:06	2:43

16		RNAV GNSS LPV 1)	RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV 1)		Circling 3)	Circling wo ATS 3)
C	ft - m/km ft	310 - 1.4 **950** 4)	310 - 1.4 **950** 4)	400 - 1.8 **1040**		840 - 2.4V **1490**	850 - 2.4V **1500**
D	ft - m/km ft	Not authorized	Not authorized	Not authorized		Not authorized	Not authorized

1) HN PAPI mandatory
2) Uncompensated BARO VNAV NA below -20°C (-4°F)
3) To RWY 16 HN PAPI mandatory
4) With EVS 900m

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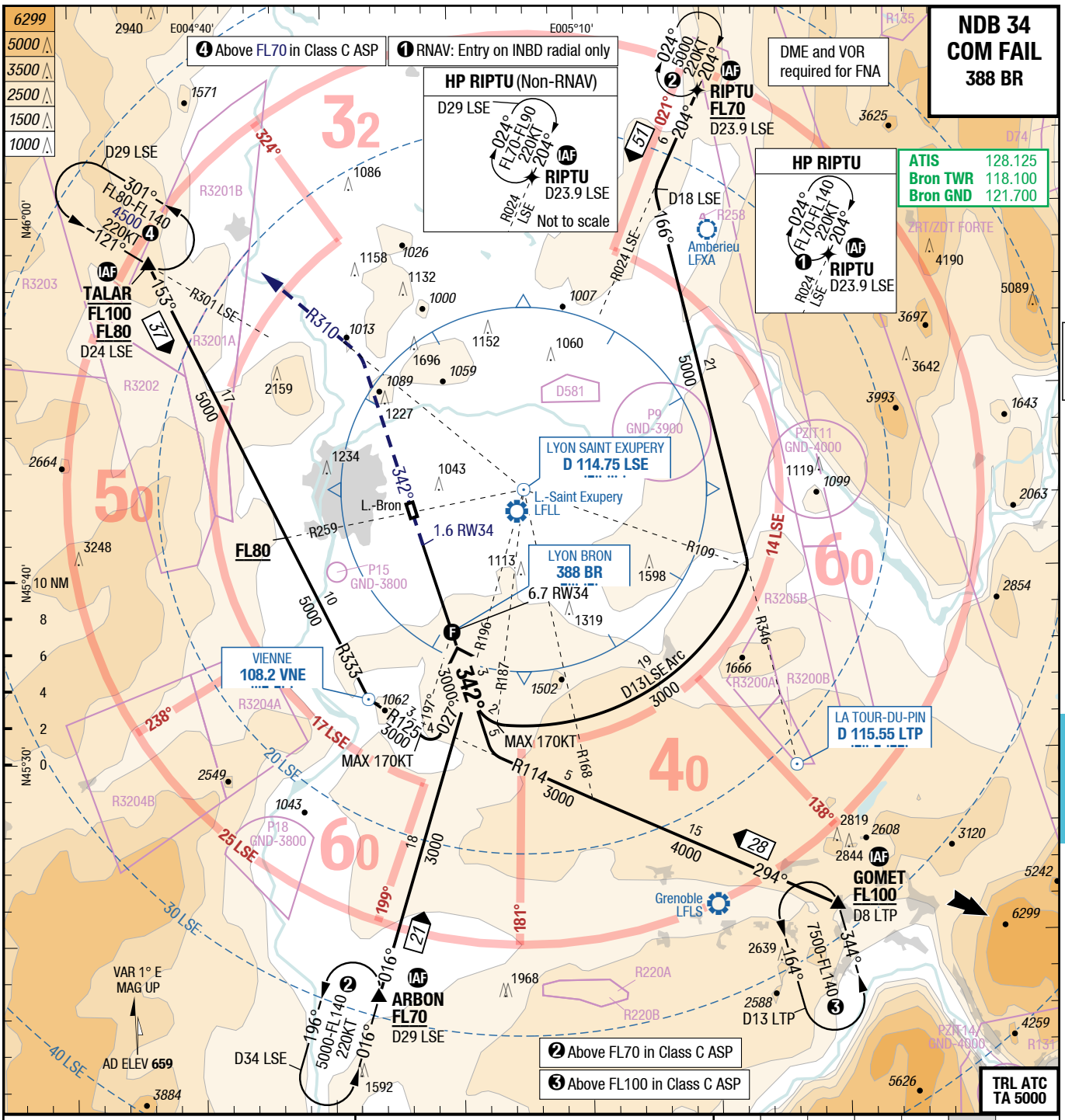
NDB 34 COM FAIL 388 BR



Grooved 33m, centered on the axis

60 HL

45 x 1520 | 300 | 420

-0.2% TDZ --- (---%) / THR 658 (24hPa) HL-S

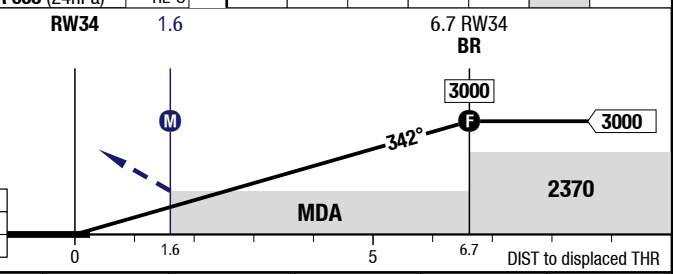
34

3	4	5	6	6.7
1750	2100	2440	2790	3000

3.21° RW34

342°
intercept R310 **LSE**
at D29 **LSE LT** to TALAR
climb **4500**

GS	120	140	160
BR	690	810	920
-MAPt	2:30	2:09	1:53



34		NDB BR				Circling 1)	Circling wo ATS 1)
C	ft - m/km ft	910 - 2.4 **1560**				910 - 2.4V **1560**	920 - 2.4V **1570**
D	ft - m/km ft	Not authorized				Not authorized	Not authorized

1) To RWY 16 HN PAPI mandatory

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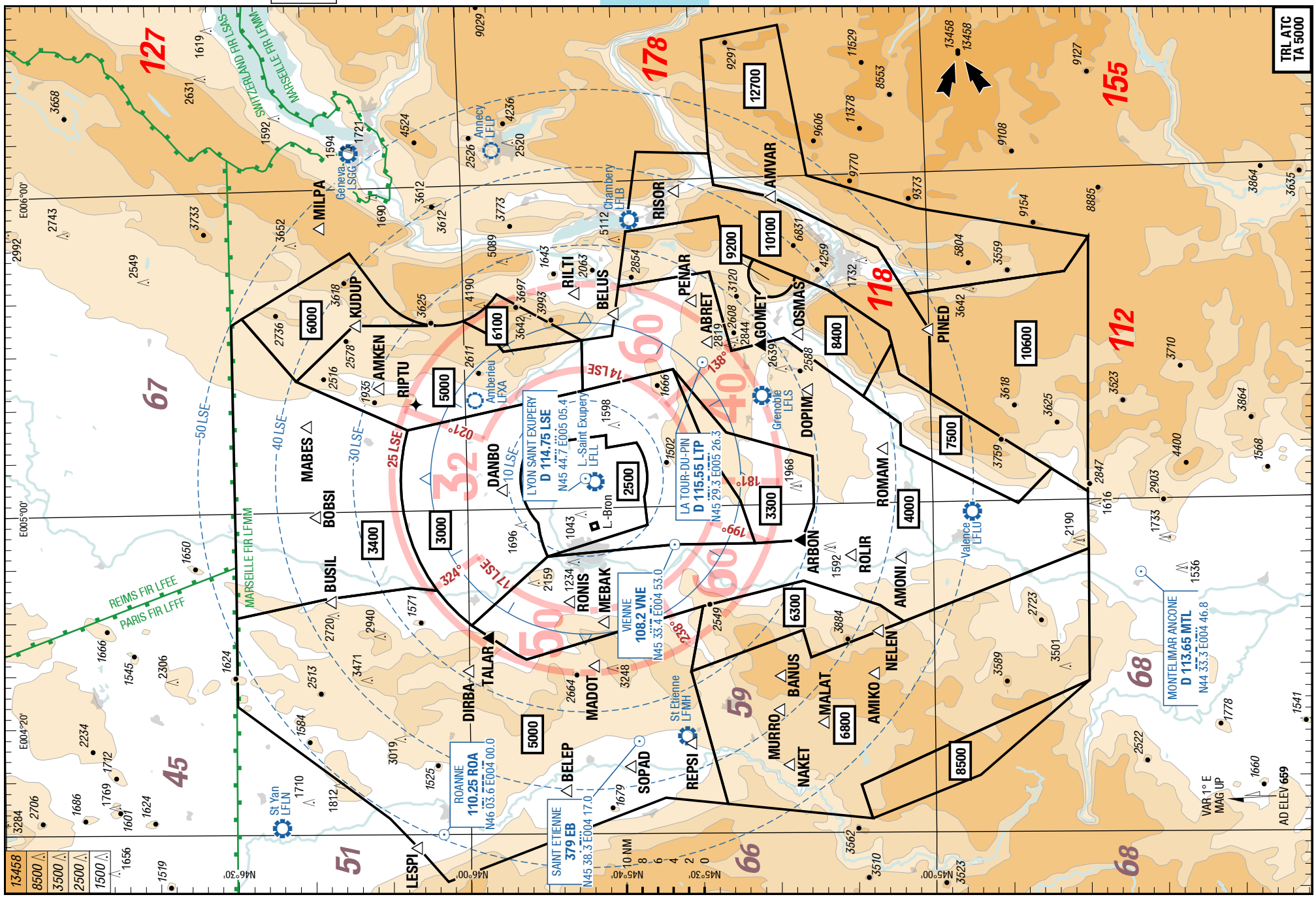
France **Lyon** Bron
NIL
MRC

MRC **MRC**

Bron **Lyon** France
NIL
MRC



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Changes: MRVA, WPT , OBST