

GENERAL**Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** Not published**Airport Information****RFF:** CAT 9**Fuel:** H24; 2300-0230± PN 20min.**PCN:** RWY 17L/35R: 90/F/A/W/T; RWY 17R/35L: 64/F/A/W/T**Operation****Preferential RWY**

LDG RWY 35R/17L.

TKOF RWY 35L/17R.

Low Visibility Procedures

LVP in force when RVR at or below 550m and CEIL at or below 200ft.

During LVP only RWY 35L, R AVBL for TKOF.

Use caution and wait for CLR to cross RWY 35L after RWY 35R has been vacated.

Transponder Mode S

Select assigned transponder Mode A and activate Mode S, set to AUTO if technically AVBL;

- After LDG, continuously until fully parked on stand.
- From push-back or taxi, whichever comes earlier.

Select ACFT identification feature if AVBL, before activating transponder.

RWY Restriction

180°-turns prohibited on all RWYs for ACFT with wingspan above 36m / 118ft.

Except in LVP conditions, vacate RWY 17L/35R via first high speed exit suitable.

TWY Restriction

TWY TL, TM MAX wingspan 80m / 262ft.

TWY TC, TD, TJ MAX wingspan 65m / 213ft.

TWY K1, K3, TA, TB, TN1, TN2, TN3, TZ MAX wingspan 36m / 118ft.

TWY A5 AVBL up to code letter D ACFT.

TWY K1, K3 can be used only to exit stands E11, E13, E16.

TWY TZ AVBL HJ and southbound only.

TWY T7: ACFT holding must stay on W side of blue line parallel of TWY T7 axis.

Taxi/Parking

After vacating RWY 17R/35L wait for GND instructions before entering TWY T.

DEP from E15 via TWY K3 for ACFT with wingspan below 36m / 118ft.

TWY TB, K1, K3 have no CLL.

It is recommended for A346, B773 and ACFT with wingspan above 65m / 213ft to taxi with caution, especially in bends, and to use oversteering-technique on TWYs A1, A2, A4, A9, B3, B4, B9, TJ, TM.

Warnings

Wildlife strike hazard.

ARRIVAL**Speed**

Within LFLL class C TMA, MAX IAS 250KT below FL100 except explicit CLR initiated by ATC.

If unable to maintain 250KT for technical reason or FLT quality, higher speed is possible after ATC CLR.

At latest at the beginning of final APCH, expect IAS 160KT until 4NM of THR. ATC will notify, when speed restrictions do not apply.

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 in the HLDG pattern, or, for lack of this, at the upper LVL of the HLDG stack.
- Perform HLDG pattern until the latest of the following times:
 - EAT or
 - ARR time in the pattern plus 10min.
- Then descend in the HLDG stack towards to FL noted on IAC in accordance with the PROC in use (ex. FL70, FL80, FL100).
- Leave IAF and perform the APCH PROC.

Radio Failure followed by a MISAP

Comply with the MISAP described on respective IAC, then perform a new APCH.

If this second attempt is followed by a new MISAP, divert towards the AD stated in flight plan climbing up to MMN safe ENRT ALT.

RWY 17L RNAV

Climb up to LL506 then turn right to ARBON climbing up to 5000 (4220) to join ARBON holding. Acceleration LVL not studied.

RWY 17R RNAV

Climb up to LL405 then turn right to ARBON climbing up to 5000 (4220) to join ARBON holding. Acceleration LVL not studied.

RWY 17L LOC

Climb straight ahead. At D8.3 LSS turn right to MAG 225° to intercept and follow R196 LSE (MAG 196°) climbing up to 5000 (4220). At ARBON, join holding at 5000 (4220). Acceleration LVL not studied.

RWY 17R VOR

Climb MAG 168°. At LSE follow R175 LSE (MAG 175°). At D9 LSE turn right to MAG 226° to intercept and follow R196 LSE (MAG 196°) climbing up to 5000 (4242). At ARBON join holding at 5000 (4242). Acceleration LVL not studied.

RWY 35L RNAV

Climb up to LL406 then turn right to RIPTU climbing up to 5000 (4186) to join RIPTU holding. Acceleration LVL not studied.

RWY 35R RNAV

Climb up to LL505 then turn right to RIPTU climbing up to 5000 (4179) to join RIPTU holding. Acceleration LVL not studied.

RWY 35L ILS CAT 1 or CAT 2 or LOC

Climb straight ahead. At D1.8 LSE turn right (MAX IAS 185KT) to intercept and follow R015 LSE (MAG 015°) climbing up to 5000 (4186). At D29 LSE turn right join RIPTU holding at 5000 (4186). Acceleration LVL not studied.

ARRIVAL**RWY 35R ILS CAT 1 or CAT 2 or LOC**

Climb straight ahead. At D1.8 LSE turn right (MAX IAS 185KT) to intercept and follow R015 LSE (MAG 015°) climbing up to 5000 (4179). At D29 LSE turn right join RIPTU holding at 5000 (4179). Acceleration LVL not studied.

RWY 35L VOR

Climb R356 LSE (MAG 356°). At D1.8 LSE turn right (MAX IAS 185KT to intercept and follow R015° LSE (MAG 015°) climbing up to 5000 (4179). At D29 LSE turn right join RIPTU holding at 5000 (4179). Acceleration LVL not studied.

RWY 35R VOR

Climb straight ahead. At D1.8 LSE turn right (MAX IAS 185KT to intercept and follow R015° LSE (MAG 015°) climbing up to 5000 (4179). At D29 LSE turn right join RIPTU holding at 5000 (4179). Acceleration LVL not studied.

Arrival Procedure**Reduction of Radar Separation on Final Approach**

3NM MNM RAD separation can be reduced to 2.5NM between 2 ACFT on final APCH RWY 17L or 35R when the preceding ACFT belongs to a wake turbulence category lower or equal to category of following ACFT. This MNM separation is not applicable behind a heavy ACFT or B757.

Arrival Note

In the event of MISAP, ATC may change standard MISAP instructions. CLRs can be given in order to turn to E at or above 1200ft and climb to an ALT compatible with AMSR MNM initially. From 1200ft and above, all ATC CLRs are given under RAD vectoring.

Non RNAV 1 ACFT must follow conventional STAR or request radar guidance.

LDG RWY 17R: Preferential PROC is RNAV (GNSS) 17R, if unable to perform inform APP on first contact.

VOR/DME 17R: PROC to be used only when ILS 17L U/S or RWY 17L CLSD.

CFA 5N/5S: JET and PROP FIR.

LABAL 5N/5S: JET and PROP UIR.

Visual APCH

Prohibited except for safety or EMERG reasons.

Shifting from a RWY to the parallel RWY initiated by ATC or on pilot's request, provided the ACFT is aligned on the final APCH course and at less than 10NM from RWY THR.

Reverse: Do not use between 2100-0500ft, except when necessary for operational and safety purposes.

Non-standard GP intercept position on**RWY 17L**

GP intercept RWY 17L at 314m / 1030ft after landing threshold.

Remaining DIST beyond GP is 2356m / 7730ft.

RWY 35L

GP intercept RWY 35L at 343m / 1126ft after landing threshold.

Remaining DIST beyond GP is 3657m / 11997ft.

Warnings

Do not mistake motorway between 3NM and 1.5NM in front of RWY 17R for the RWY

DEPARTURE

Take-off Minima

RWY		35L, 35R	
All ACFT	ft - m/km	0 - 75R	-
RWY		17L, 17R	
All ACFT	ft - m/km	0 - 400R/400V	-

Speed

Within LFLL class C TMA, MAX IAS 250KT below FL100 except explicit CLR initiated by ATC.
If unable to maintain 250KT for technical reason or FLT quality, higher speed is possible after ATC CLR.

Communication

COM Failure

VMC: Turn back and land at AD.

IMC: If compatible with MSA, maintain latest FL cleared by ATC until the last SID WPT, then climb to requested cruising FL. If not compatible with MSA, squawk 7600 then climb to requested cruising FL.

Note: DEP to RISOR, at PENAR climb up to FL150.

Departure Procedure

Push-back

Push-back mandatory on stands E11 and E13 for ACFT with wingspan above 36m / 118ft and below 52m / 171ft.

Departure Notes

TKOF RWY 17R will be performed from TWY A3 (2900m) except on request from captain justified by special condition (wet RWY, weight limitation).

All RNAV SIDs: Only AVBL for RWY 35L. Non RNAV 1 ACFT must follow conventional SID or request radar guidance.

All PROP SIDs: Not AVBL between 2100-0500†.

ALURA 8N/8S, MURRO 8N/8S/8V, VEROT 8N/8S, LERGA 8N/8S, MOKIP 8N/8S, REPSI 8N/8S:
FIR only.

Noise Abatement Procedure

The nuisance reduction objectives selected on AD are to provide a noise reduction in the farthest sectors, beyond the RWY end. Thus, ACFT shall use appropriate climbing configuration and power setting.

After TKOF, all ACFT: Initial climb path shall be followed, according to the specified operational standards for each ACFT, so as to reach of 4000ft AMSL (3000ft AAL) ASAP.

ATC Slot, Clearance

DCL see CRAR and in addition:

Latest before line-up, TKOF RWY parameter given in the data link DEP CLR will be repeated by ATC.

Airport Collaborative Decision Making (CDM)

CDM concept in use at this airport. See General Part/RAR/RAR In-flight.

De-icing

AVBL.

France Lyon Saint Exupery ACT FC France Lyon Saint Exupery ACT FC

AFC

AFC

02
RIPT
D374 LTP
N6 06.4
E005 198
IR RIPT
3.6 RW17R 1960
b4 LSS 2060
D29 LSE

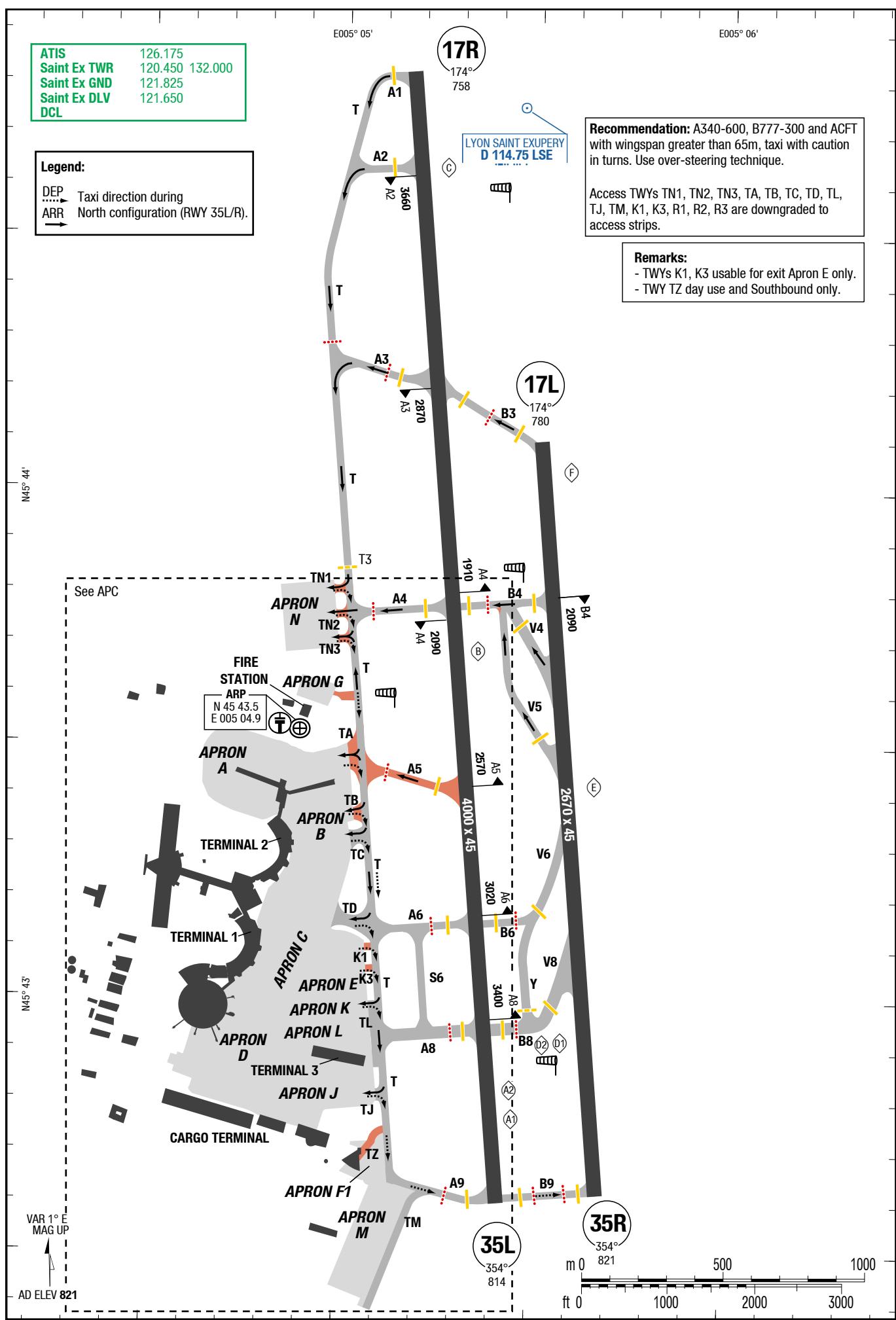
2 In Class C ASP

R224
6
ETABU
3103
50
2533
-10 LSE
14 LSE
R3200A
HSOR

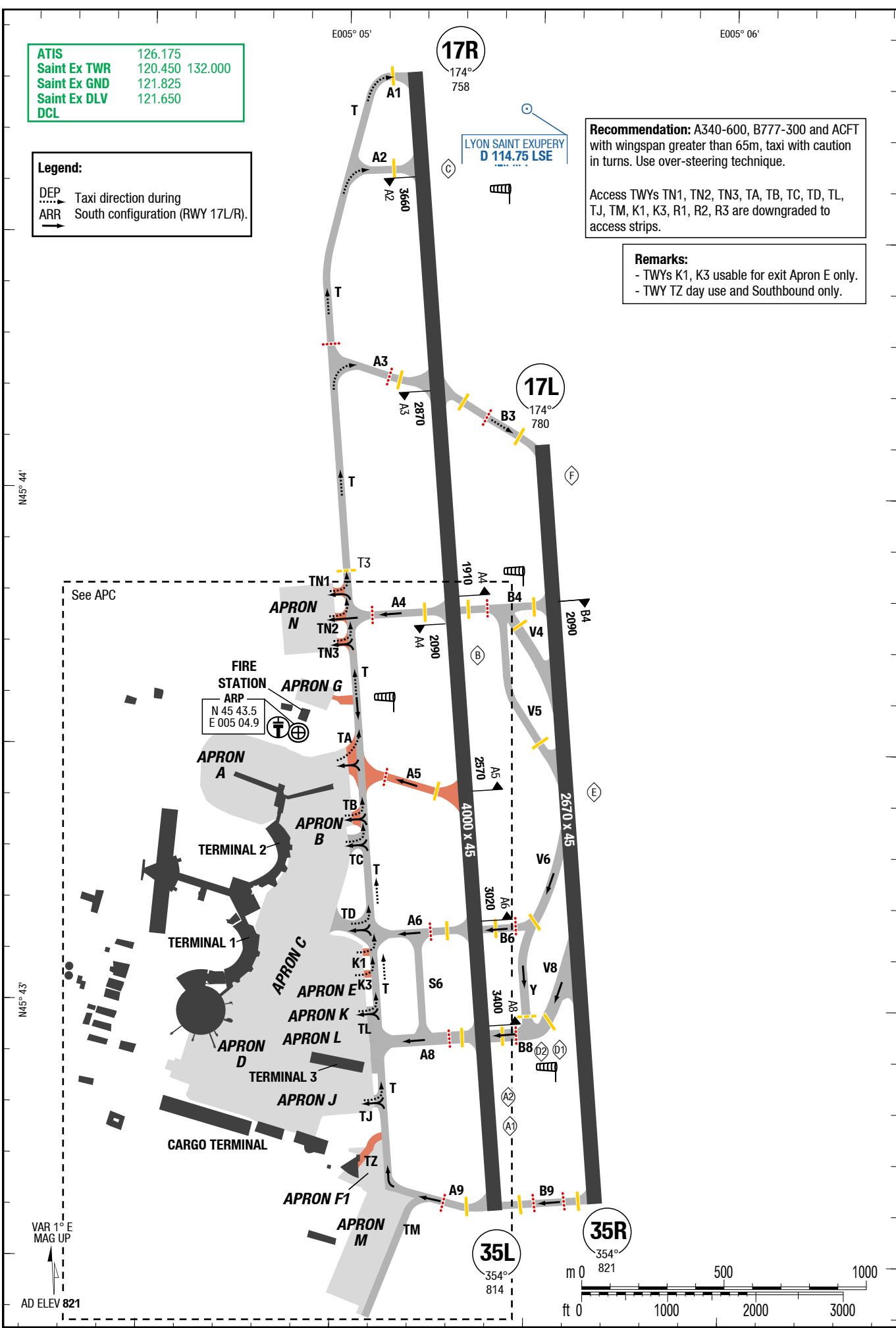
30°
2
R3204B
17
15
13
11
10
9
8
7
6
5
4
3
2
1
0
N45 33.4 E004 53.0
35
35R
N45 29.3 E005 26.3
105.35 L1P
46685
CLAS

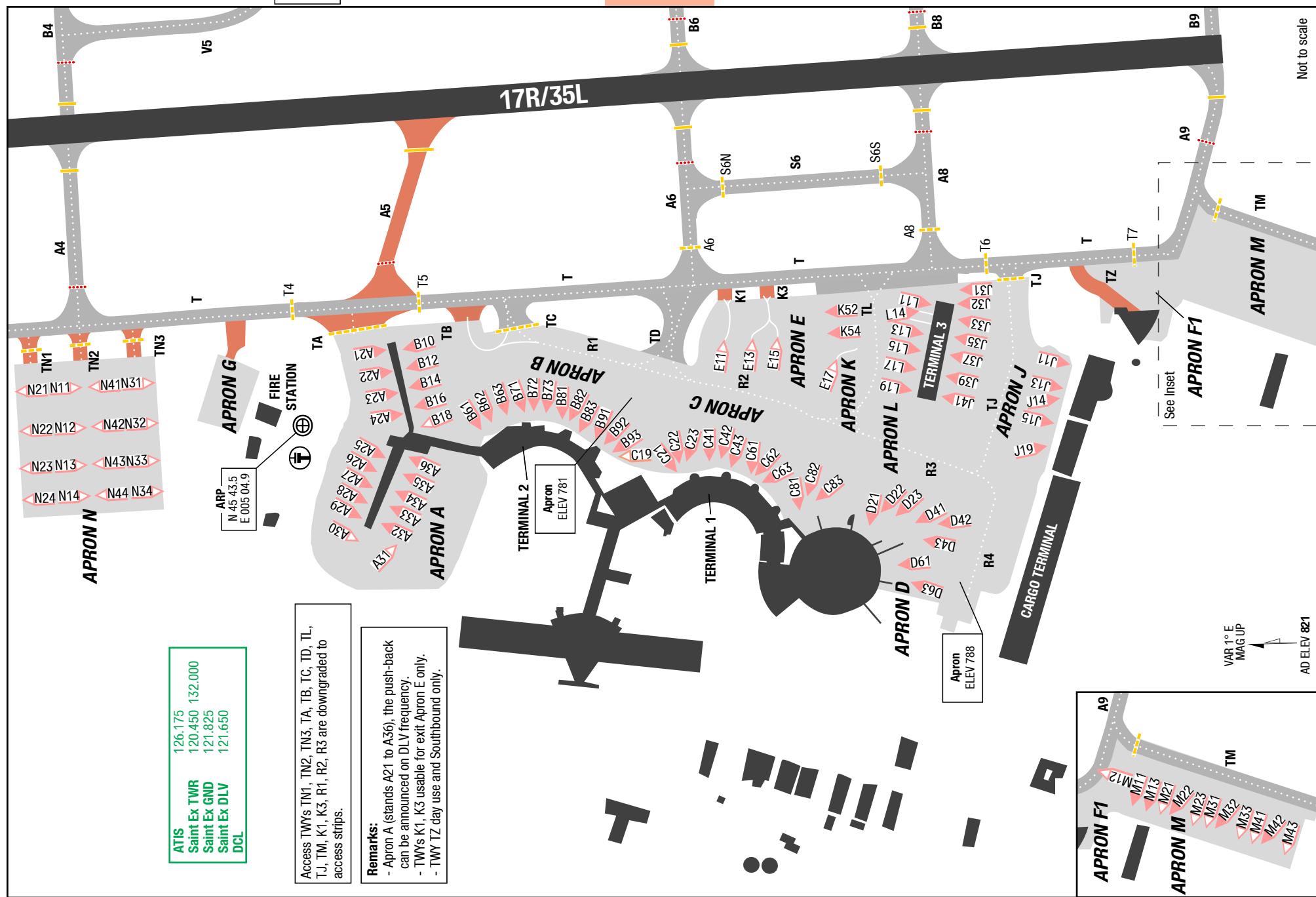
Changes: Nil

© Lido 2018



Changes: TWY, Editorial





APC
APC

Stand Coordinates

A21-A22	NA45 43.5 E005 05.0
A23-A24	NA45 43.4 E005 04.9
A25-A28	NA45 43.5 E005 04.8
A29-A32	NA45 43.5 E005 04.7
A33-A36	NA45 43.4 E005 04.8
B10, B12	NA45 43.4 E005 05.0
B14-B63	NA45 43.4 E005 04.9
B71-B91	NA45 43.3 E005 04.9
B92, B93	NA45 43.2 E005 04.9
C19	NA45 43.2 E005 04.9
C21-C23	NA45 43.2 E005 04.8
C41-C82	NA45 43.1 E005 04.8
C83	NA45 43.0 E005 04.8
D21-D23	NA45 43.0 E005 04.7
D41-D61	NA45 42.9 E005 04.7
D63	NA45 42.9 E005 04.6
E11-E15	NA45 43.1 E005 05.0
E17	NA45 43.0 E005 05.0
G11-G16	NA45 43.6 E005 04.9
J11	NA45 42.8 E005 05.0
J13-J15	NA45 42.8 E005 04.9
J19	NA45 42.8 E005 04.8
J31-J35	NA45 42.9 E005 05.0
J37-J41	NA45 42.9 E005 04.9
K52-K54	NA45 43.1 E005 05.0
L11-L14	NA45 42.9 E005 05.0
L15	NA45 43.0 E005 05.0
L17-L19	NA45 43.0 E005 04.9
M11-M13	NA45 42.6 E005 05.1
M21-M32	NA45 42.5 E005 05.1
M33-M43	NA45 42.4 E005 05.1
M11-M24	NA45 43.8 E005 04.9
N31-N44	NA45 43.7 E005 04.9

LYS-LFLL

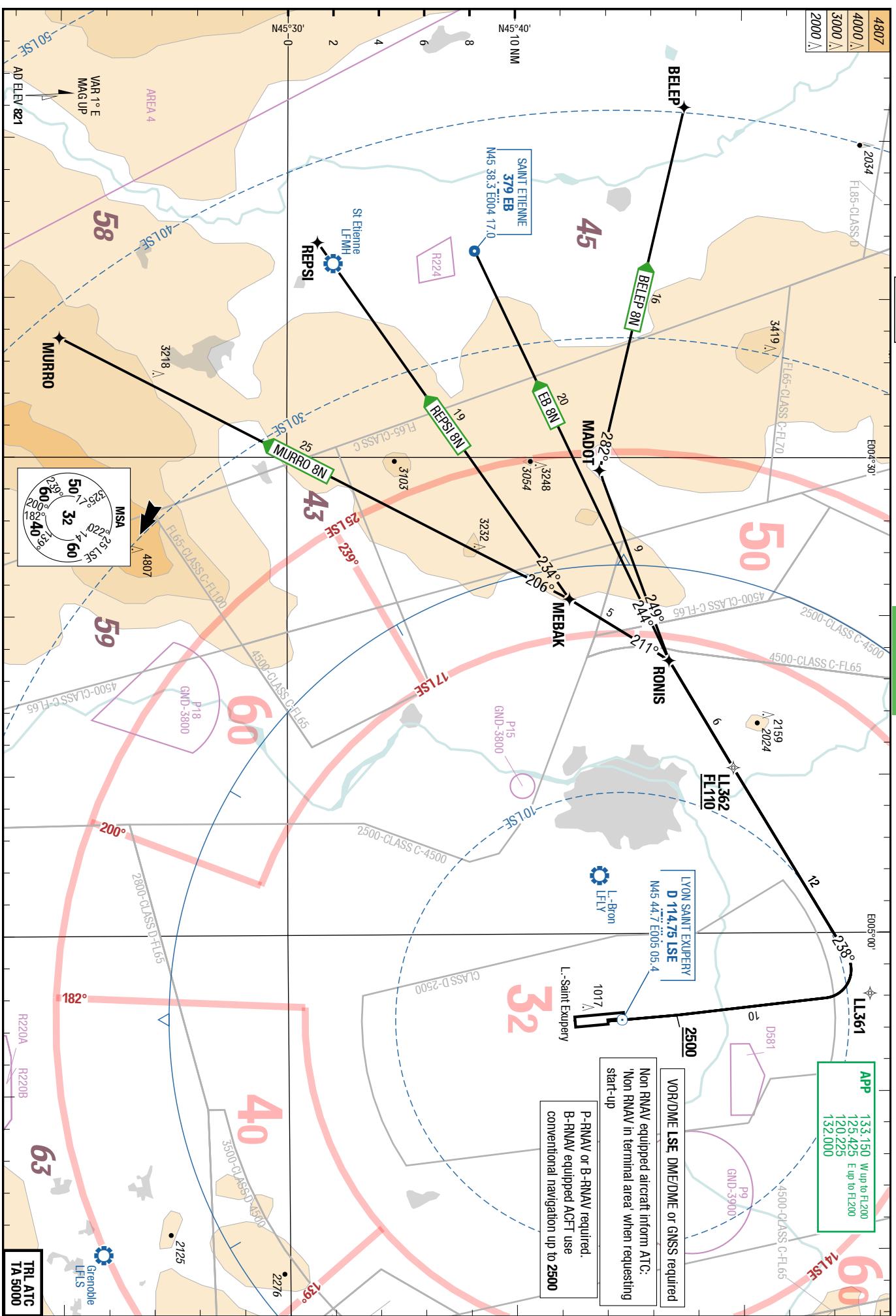
4-10

France Lyon Saint Exupery
RNAV SIDs RWYs 35L/R

SID
SID

Saint Exupery Lyon France
RNAV SIDs RWYs 35L/R

APP
133 150
125 425
E up to FL200
120 225
132 000



LYS-LFLL

4-20

SIDs RWYs 17L/R

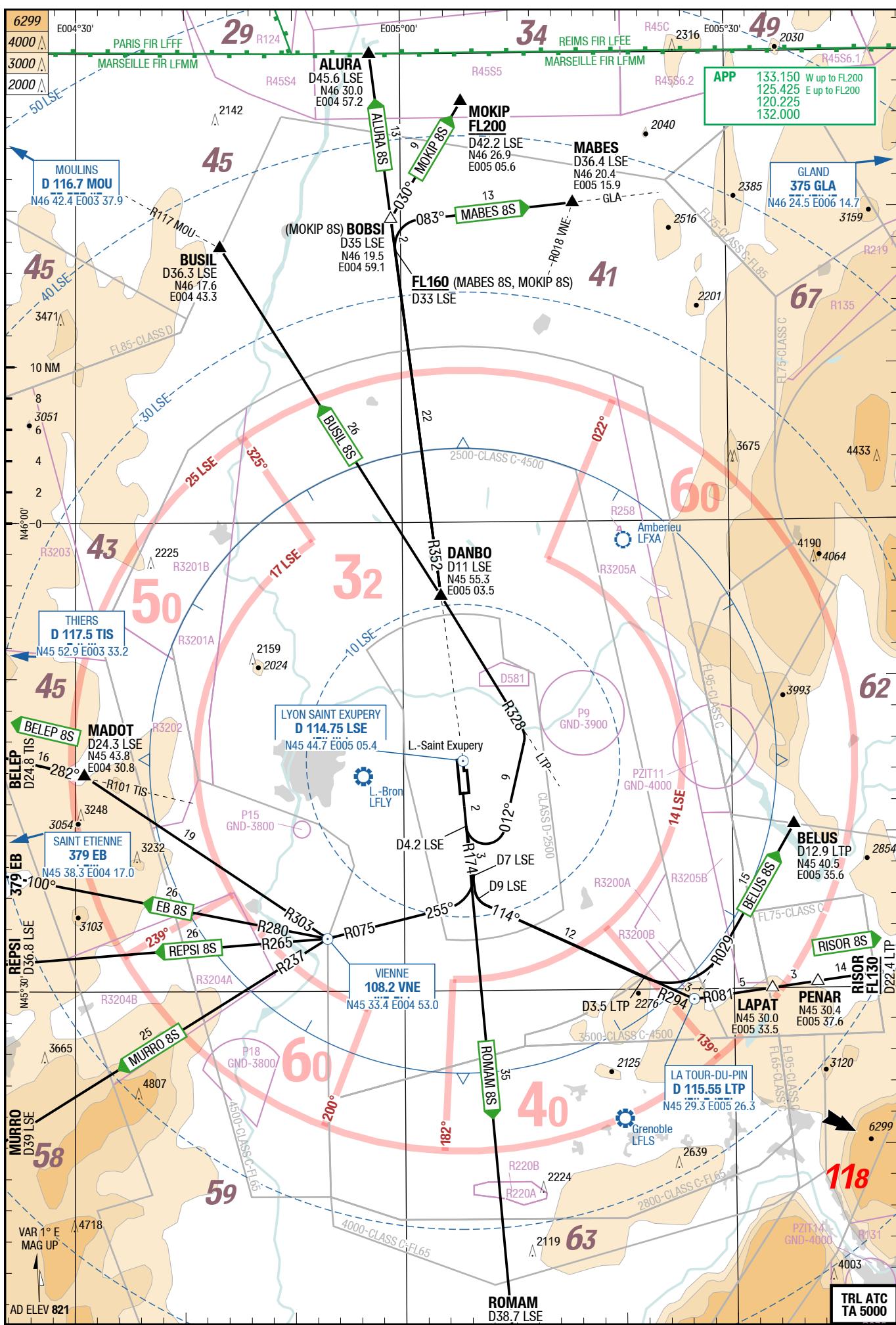
SID

SIDs RWYs 17L/R

France Lyon Saint Exupery

SID

Saint Exupery Lyon France



Effective 04-JAN-2018

28-DEC-2017

LYS-LFLL

France Lyon Saint Exupery

SIDs/RNAV SIDs RWYs 17L/R Prop

Saint Exupery **Lyon** France

SIDs/RNAV SIDs RWYs 17L/R Prop

4-30

SIDs RWYs 35L/R

3

3

55

SIDS

Changes: PROC, WPT GOVNA, PIRUV

Effective 15-SEP-2016

08-SFP-2016

LYS-LFLL

France **Lyon** Saint Exupery

Saint Exupery **Lyon** France

SIDs/RNAV SIDs RWYs 35L/R Prop

SIDs/RNAV SIDs RWYs 35L/R Prop

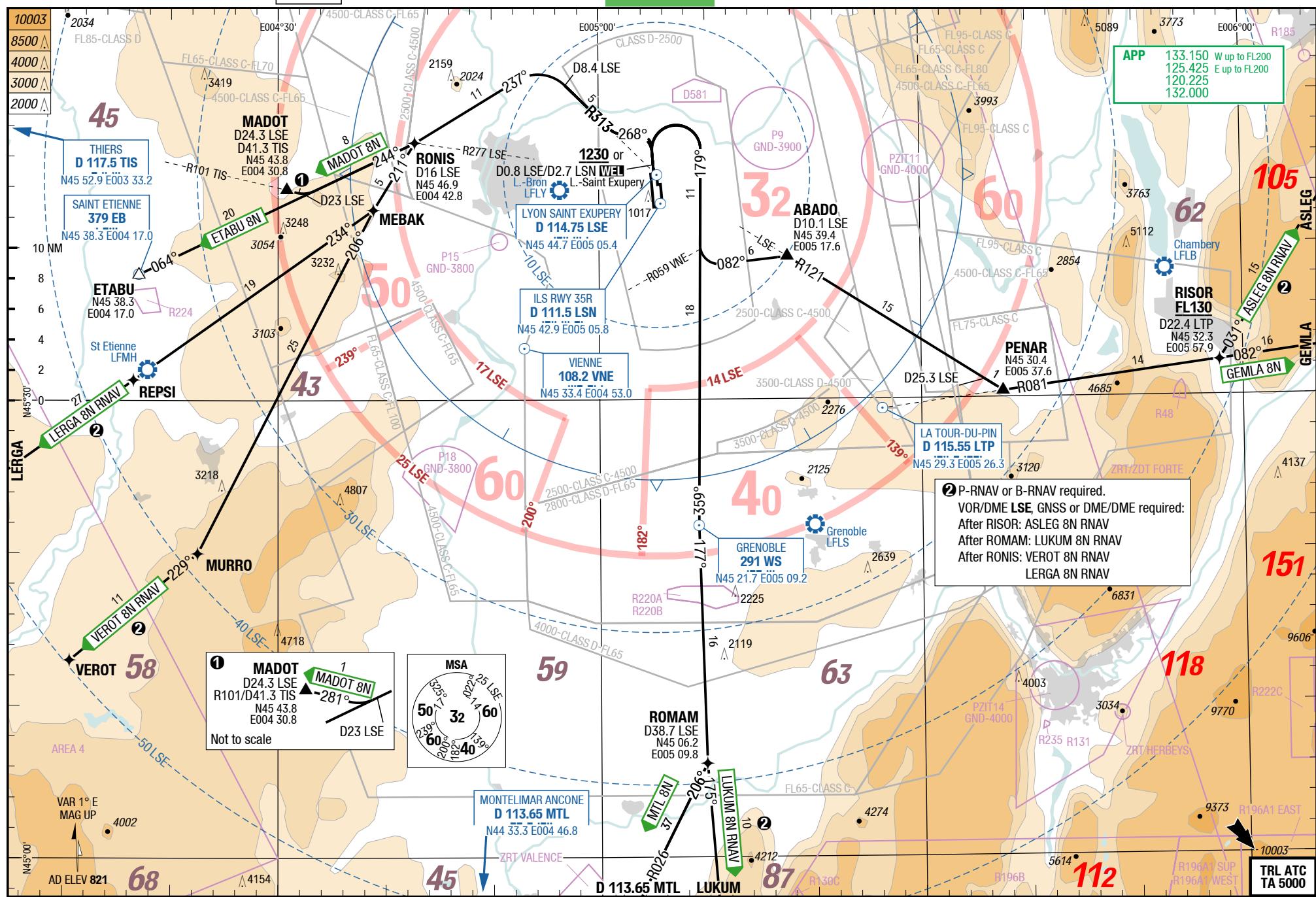
10003 10004

4-50 | S

SIDs/RNAV SIDs RWYs 35L/R Prop

10

10



Changes: Track, RWY Designator, MGA, SUAs, VAR, TOPO

LYS-LFLL

5-10

RNAV SIDs RWYs 35L/R

BELEP 8N / MURRO 8N / REPSI 8N / ST.ETIENNE 8N

RWYs 35L/R (354°)

	GS	120	150	180	210	240	270
9.0%	ft/MIN	1100	1400	1700	2000	2200	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 35L/35R	
BELEP 8N 9.0% to FL110 133.150	at MNM 2500 direct LL361 - LL362 - RONIS - MADOT - BELEP	LL362 MNM FL110 initial climb FL140
MURRO 8N 9.0% to FL110 133.150	at MNM 2500 direct LL361 - LL362 - RONIS - MEBAK - MURRO	LL362 MNM FL110 initial climb FL140
REPSI 8N 9.0% to FL110 133.150	at MNM 2500 direct LL361 - LL362 - RONIS - MEBAK - REPSI	LL362 MNM FL110 initial climb FL140
ST.ETIENNE 8N EB 8N 9.0% to FL110 133.150	at MNM 2500 direct LL361 - LL362 - RONIS - EB	LL362 MNM FL110 initial climb FL140

LYS-LFLL

5-20

SIDs RWYs 17L/R

ALURA 8S / BELEP 8S / BELUS 8S / BUSIL 8S / MABES 8S / MOKIP 8S / MURRO 8S / REPSI 8S

RWYs 17L/R (174°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
Runway 17L/17R		
ALURA 8S 6.0% to FL140 133.150 ②	at D4.2 LSE LT 012° - intercept R328 LTP to DANBO - RT intercept R352 LSE to ALURA	Initial climb FL90
BELEP 8S 8.0% to FL90 133.150 ②	at D4.2 LSE intercept R174 LSE - at D7 LSE RT intercept R075 VNE to VNE - R303 VNE to MADOT - LT intercept R101 TIS to BELEP	Initial climb FL90
BELUS 8S 6.0% to FL80 125.425 ①②	at D4.2 LSE intercept R174 LSE - at D9 LSE LT intercept R294 LTP inbound - at D3.5 LTP LT intercept R029 LTP to BELUS	Initial climb FL80
BUSIL 8S 6.0% to FL140 133.150 ②	at D4.2 LSE LT 012° - intercept R328 LTP to DANBO - BUSIL	Initial climb FL90
MABES 8S 6.0% to FL140 125.425 ②	at D4.2 LSE LT 012° - intercept R328 LTP to DANBO - RT intercept R352 LSE - at D33 LSE RT intercept QDM 083 GLA to MABES	D33 LSE MNM FL160 Initial climb FL90
MOKIP 8S 6.0% to FL140 125.425 ②	at D4.2 LSE LT 012° - intercept R328 LTP to DANBO - RT intercept R352 LSE to BOBSI - RT 030° to MOKIP	D33 LSE MNM FL160 MOKIP MNM FL200 Initial climb FL90
MURRO 8S 8.0% to FL90 133.150 ②	at D4.2 LSE intercept R174 LSE - at D7 LSE RT intercept R075 VNE to VNE - R237 VNE to MURRO	Initial climb FL90
REPSI 8S 8.0% to FL90 133.150 ②	at D4.2 LSE intercept R174 LSE - at D7 LSE RT intercept R075 VNE to VNE - R265 VNE to REPSI	Initial climb FL90

① Cruising level MAX FL120.

② Climb gradient due to ATC. Inform ATC if unable to maintain.

12-JUL-2018

LYS-LFLL**5-30****SIDs RWYs 17L/R****RISOR 8S / ROMAM 8S / ST. ETIENNE 8S**

RWYs 17L/R (174°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 17L/17R	
RISOR 8S 6.0% to FL90 125.425 ①	at D4.2 LSE intercept R174 LSE - at D9 LSE LT intercept R294 LTP to LTP - R081 LTP to LAPAT - PENAR - RISOR	RISOR MNM FL130 Initial climb FL90
ROMAM 8S 6.0% to FL140 125.425 ①	at D4.2 LSE intercept R174 LSE to ROMAM	Initial climb FL140
ST. ETIENNE 8S EB 8S 8.0% to FL90 133.150 ①	at D4.2 LSE intercept R174 LSE - at D7 LSE RT intercept R075 VNE to VNE - R280 VNE to EB	Initial climb FL90

① Climb gradient due to ATC. Inform ATC if unable to maintain.

12-JUL-2018

LYS-LFLL**5-40****SIDs RWYs 35L/R**

ALURA 8N / BELUS 8N / BUSIL 8N / MABES 8N / MOKIP 8N / MURRO 8V / RISOR 8N / ROMAM 8N
RWYs 35L/R (354°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 35L/35R	
ALURA 8N 6.0% to FL140 133.150 ②	at D3.4 LSE intercept R352 LSE to DANBO - ALURA	Initial climb FL90
BELUS 8N 8.0% to FL100 125.425 ①②	at D3.4 LSE intercept R352 LSE - at D4.2 LSE RT intercept R328 LTP inbound - at D9.8 LSE LT intercept R075 VNE to BELUS	Initial climb FL80
BUSIL 8N 6.0% to FL140 133.150 ②	at D3.4 LSE intercept R352 LSE to DANBO - LT intercept R327 LTP to BUSIL	Initial climb FL90
MABES 8N 6.0% to FL140 125.425 ②	at D3.4 LSE intercept R352 LSE to DANBO - continue R352 LSE - at D33 LSE RT intercept QDM 083 GLA to MABES	D33 LSE MNM FL160 Initial climb FL90
MOKIP 8N 6.0% to FL140 125.425 ②	at D3.4 LSE intercept R352 LSE to DANBO - BOBSI - RT 030° to MOKIP	D33 LSE MNM FL160 MOKIP MNM FL200 Initial climb FL90
MURRO 8V 8.0% to FL100 133.150 ②	at D3.4 LSE intercept R352 LSE - at D7.3 LSE LT 239° to RONIS - RT intercept QDM 243 EB - at D30.5 LSE LT intercept QDR 167 EB to MURRO	RONIS MNM FL110 Initial climb FL140
RISOR 8N 8.0% to FL100 125.425 ②	at D3.4 LSE intercept R352 LSE - at D4.2 LSE RT intercept R328 LTP to ABADO - LT intercept R121 LSE to PENAR - LT intercept R081 LTP to RISOR	RISOR MNM FL130 Initial climb FL100
ROMAM 8N 8.0% to FL100 125.425 ②	at D3.4 LSE intercept R352 LSE - at D4.2 LSE RT intercept QDM 179 WS to WS - QDR 177 WS to ROMAM	Initial climb FL100

① Cruising level MAX FL120.

② Climb gradient due to ATC. Inform ATC if unable to maintain.

Changes: Note

LYS-LFLL

5-50

SIDs/RNAV SIDs RWYs 17L/R Prop

ASLEG 8S RNAV / ETABU 8S / GEMLA 8S / LERGA 8S RNAV / LUKUM 8S RNAV / MADOT 8S

RWYs 17L/R (174°)

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

DESIGNATOR	ROUTING	ALTITUDES
Runway 17L/17R		
ASLEG 8S RNAV (Prop only) 6.0% to FL90 125.425 ①②	at D4.2 LSE intercept R174 LSE - at D9 LSE LT intercept R294 LTP to LTP - R081 LTP to LAPAT - PENAR - RISOR - ASLEG	RISOR MNM FL130 Initial climb FL90
ETABU 8S (Prop only) 6.0% to 5000 133.150 ①	at MNM 1230 or D3.2 LSE , whichever is later, RT 249° intercept R040 VNE to VNE - R280 VNE to ETABU	 Initial climb 5000
GEMLA 8S (Prop only) 6.0% to FL90 125.425 ①	at D4.2 LSE intercept R174 LSE - at D9 LSE LT intercept R294 LTP to LTP - R081 LTP to LAPAT - PENAR - RISOR - GEMLA	RISOR MNM FL130 Initial climb FL90
LERGA 8S RNAV (Prop only) 6.0% to 5000 133.150 ①②	at MNM 1230 or D3.2 LSE , whichever is later, RT 249° intercept R040 VNE to VNE - R265 VNE to REPSI - LERGA	 Initial climb 5000
LUKUM 8S RNAV (Prop only) 6.0% to FL140 125.425 ①②	at D4.2 LSE intercept R174 LSE to ROMAM - LUKUM	 Initial climb FL140
MADOT 8S (Prop only) 6.0% to 5000 133.150 ①	at MNM 1230 or D3.2 LSE , whichever is later, RT 249° intercept R040 VNE to VNE - R303 VNE to MADOT	 Initial climb 5000

① Climb gradient due to ATC. If unable to maintain inform ATC.

② PROC partly RNAV

12-JUL-2018

LYS-LFLL**5-60****SIDs/RNAV SIDs RWYs 17L/R Prop**

SIDPT

MONTELIMAR ANCONE 8S / VEROT 8S RNAV

RWYs 17L/R (174°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 17L/17R	
MONTELIMAR ANCONE 8S MTL 8S (Prop only) 6.0% to FL140 133.150 ①	at D4.2 LSE intercept R174 LSE to ROMAM - RT intercept R026 MTL to MTL	Initial climb FL140
VEROT 8S RNAV (Prop only) 6.0% to 5000 133.150 ①②	at MNM 1230 or D3.2 LSE , whichever is later, RT 249° intercept R040 VNE to VNE - R237 VNE to MURRO - VEROT	Initial climb 5000

- ① Climb gradient due to ATC. If unable to maintain inform ATC.
 ② PROC partly RNAV

LYS-LFLL

5-70

SIDs/RNAV SIDs RWYs 35L/R Prop

ASLEG 8N RNAV / ETABU 8N / GEMLA 8N PROP / LERGA 8N RNAV / LUKUM 8N RNAV / MADOT 8N

RWYs 35L/R (354°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
Runway 35L/35R		
ASLEG 8N RNAV (Prop only) 8.0% to FL90 125.425 ①②	at MNM 1230 or D0.8 LSE (D2.7 LSN) outbound, whichever is later, RT intercept QDM 179 WS - crossing R059 VNE LT 082° to ABADO - RT intercept R121 LSE to PENAR - at D25.3 LSE LT intercept R081 LTP to RISOR - ASLEG	RISOR MNM FL130 Initial climb FL100
ETABU 8N (Prop only) 6.0% to FL70 133.150 ①	at MNM 1230 or D0.8 LSE (D2.7 LSN) outbound, whichever is later, LT 268° intercept R313 LSE - at D8.4 LSE LT 237° - at RONIS RT intercept QDM 244 EB to ETABU	 Initial climb 5000
GEMLA 8N PROP (Prop only) 8.0% to FL90 125.425 ①	at MNM 1230 or D0.8 LSE (D2.7 LSN) outbound, whichever is later, RT intercept QDM 179 WS - crossing R059 VNE LT 082° - at ABADO intercept R121 LSE to PENAR - at D25.3 LSE LT intercept R081 LTP to RISOR - GEMLA	RISOR MNM FL130 Initial climb FL100
LERGA 8N RNAV (Prop only) 6.0% to FL70 133.150 ①②	at MNM 1230 or D0.8 LSE (D2.7 LSN) outbound, whichever is later, LT 268° intercept R313 LSE - at D8.4 LSE LT 237° to RONIS - MEBAK - REPSI - LERGA	 Initial climb 5000
LUKUM 8N RNAV (Prop only) 8.0% to FL100 125.425 ①②	at MNM 1230 or D0.8 LSE (D2.7 LSN) outbound, whichever is later, RT intercept QDM 179 WS to WS - QDR 177 WS to ROMAM - LUKUM	 Initial climb FL100
MADOT 8N (Prop only) 6.0% to FL70 133.150 ①	at MNM 1230 or D0.8 LSE (D2.7 LSN) outbound, whichever is later, LT 268° intercept R313 LSE - at D8.4 LSE LT 237° - at RONIS intercept QDM 244 EB - at D23 LSE RT intercept R101 TIS inbound to MADOT	 Initial climb 5000

① Climb gradient due to ATC. If unable to maintain inform ATC.

② PROC partly RNAV.

12-JUL-2018

LYS-LFLL**5-80****SIDs/RNAV SIDs RWYs 35L/R Prop**

SIDPT

MONTELIMAR ANCONE 8N / VEROT 8N RNAV

RWYs 35L/R (354°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 35L/35R	
MONTELIMAR ANCONE 8N MTL 8N (Prop only) 8.0% to FL100 125.425 ①	at MNM 1230 or D0.8 LSE (D2.7 LSN) outbound, whichever is later, RT intercept QDM 179 WS to WS - QDR 177 WS - at ROMAM RT intercept R026 MTL to MTL	initial climb FL100
VEROT 8N RNAV (Prop only) 6.0% to FL70 133.150 ①②	at MNM 1230 or D0.8 LSE (D2.7 LSN) outbound, whichever is later, LT 268° intercept R313 LSE - at D8.4 LSE LT 237° to RONIS - MEBAK - MURRO - VEROT	initial climb 5000

- ① Climb gradient due to ATC. If unable to maintain inform ATC.
 ② PROC partly RNAV.

DEPARTUREs

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

RWY

Routing

OMNIDIRECTIONAL DEP

RWY 17L/R

Climb on RWY HDG to cleared flight level, at **5000** follow given route or HDG.
7.0% to **5000**

RWY 35L/R

Climb on RWY HDG to cleared flight level, at **5000** follow given route or HDG.
7.0% to **5000**

Effective 15-SEP-2016

08-SEP-2016

LYS-LFLL

France **Lyon** Saint Exupery

STARs / RNAV STARs South

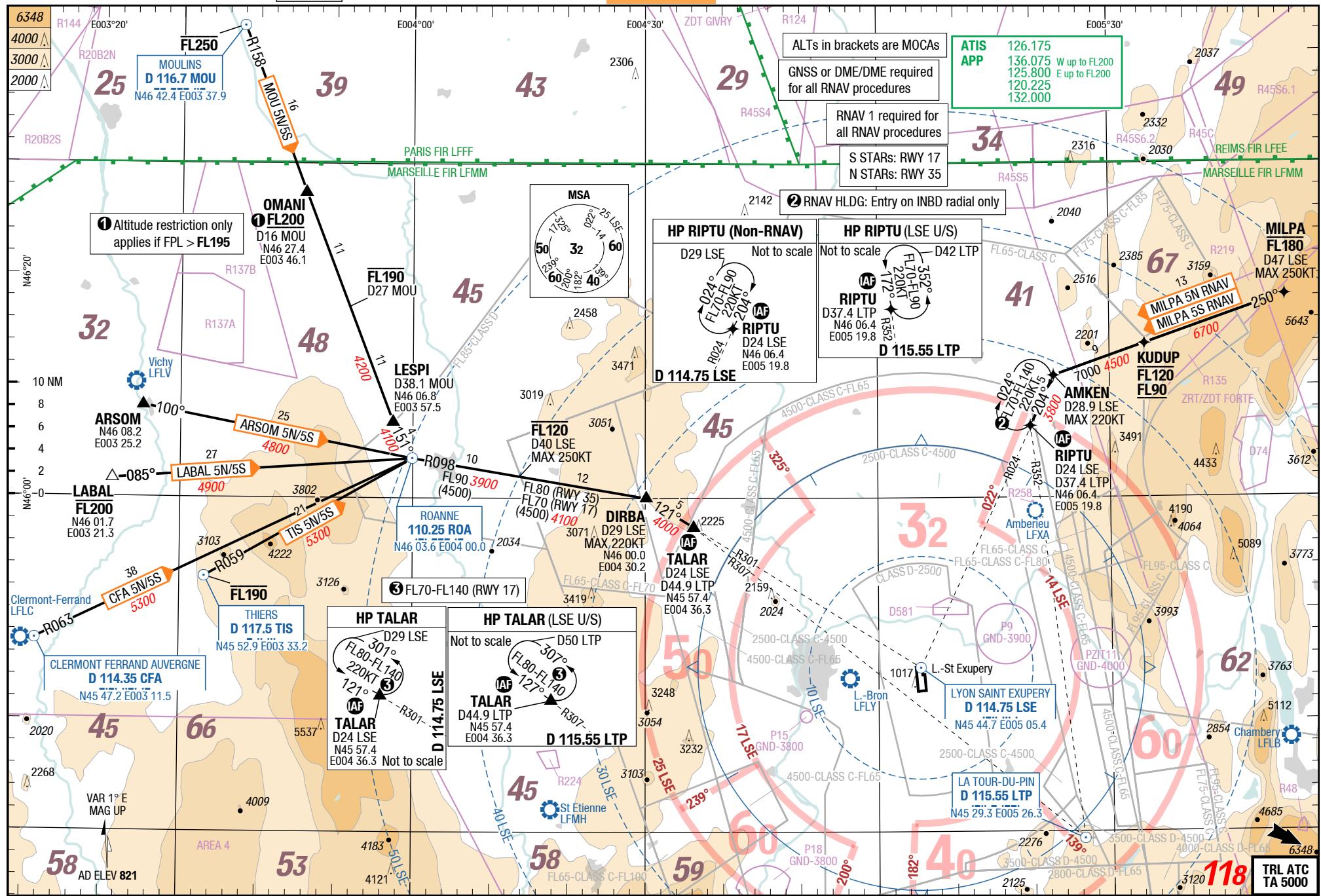
Saint Exupery **Lyon** France

STARs / RNAV STARs Sout

6-10

STARs / RNAV STARs North

6348



Effective 15-SEP-2016

08-SEP-2016

France Lyon Saint Exupery

Saint Exupery Lyon France

LYS-LFLL

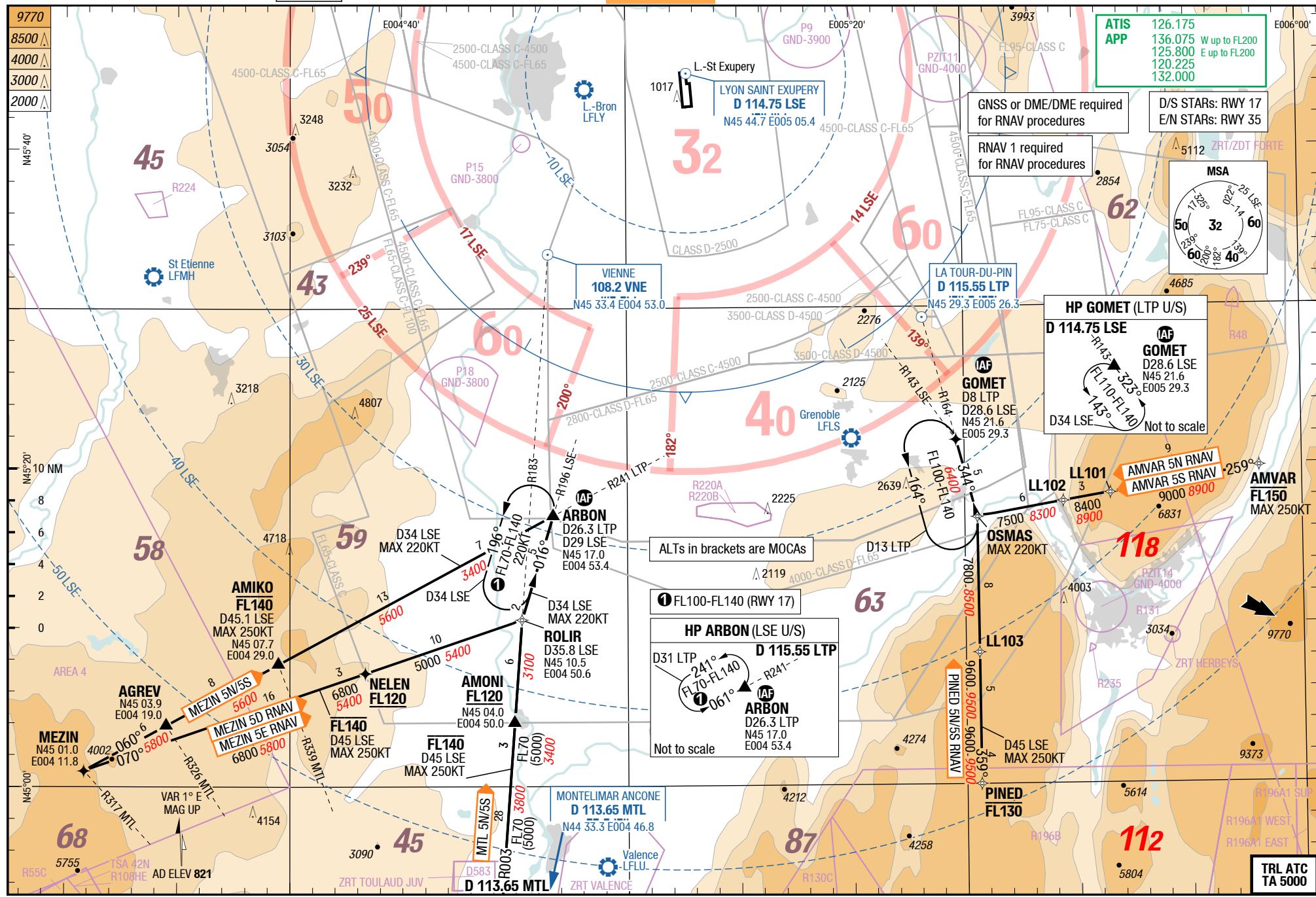
6-20

STARs / RNAV STARs South

STAR

STAR

STARs / RNAV STARs South



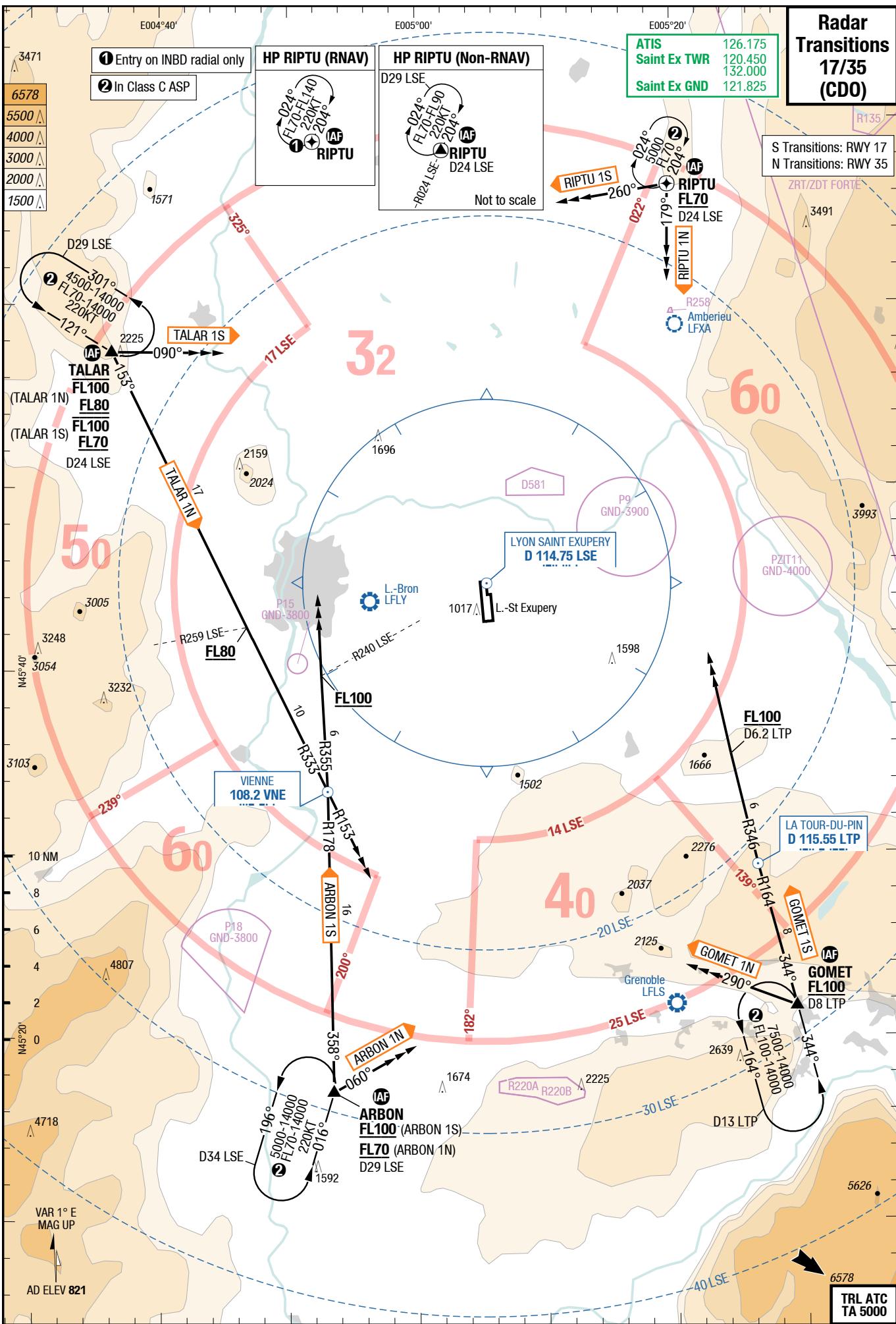
Radar
Transitions
17/35
(CDO)

7-10

France Lyon Saint Exupery
Initials 17L COM/FAI
Radar Transitions 17/35 (CDO)

IAC
IAC

Saint Exupery Lyon France
Initials 17L COM/FAI
Radar Transitions 17/35 (CDO)



02-FEB-2017

LYS-LFL

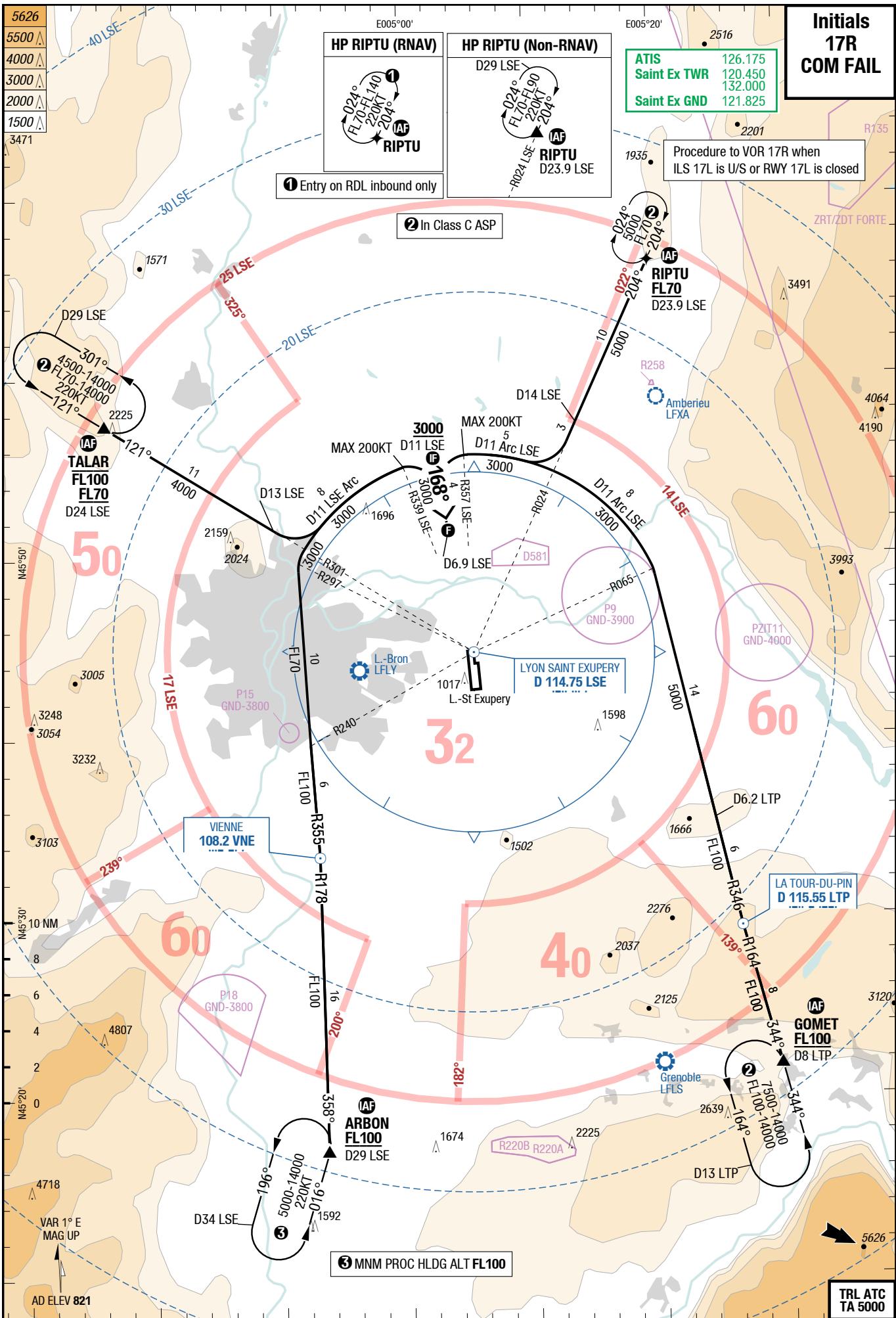
**Initials
17R
COM FAIL**

COM FAIL

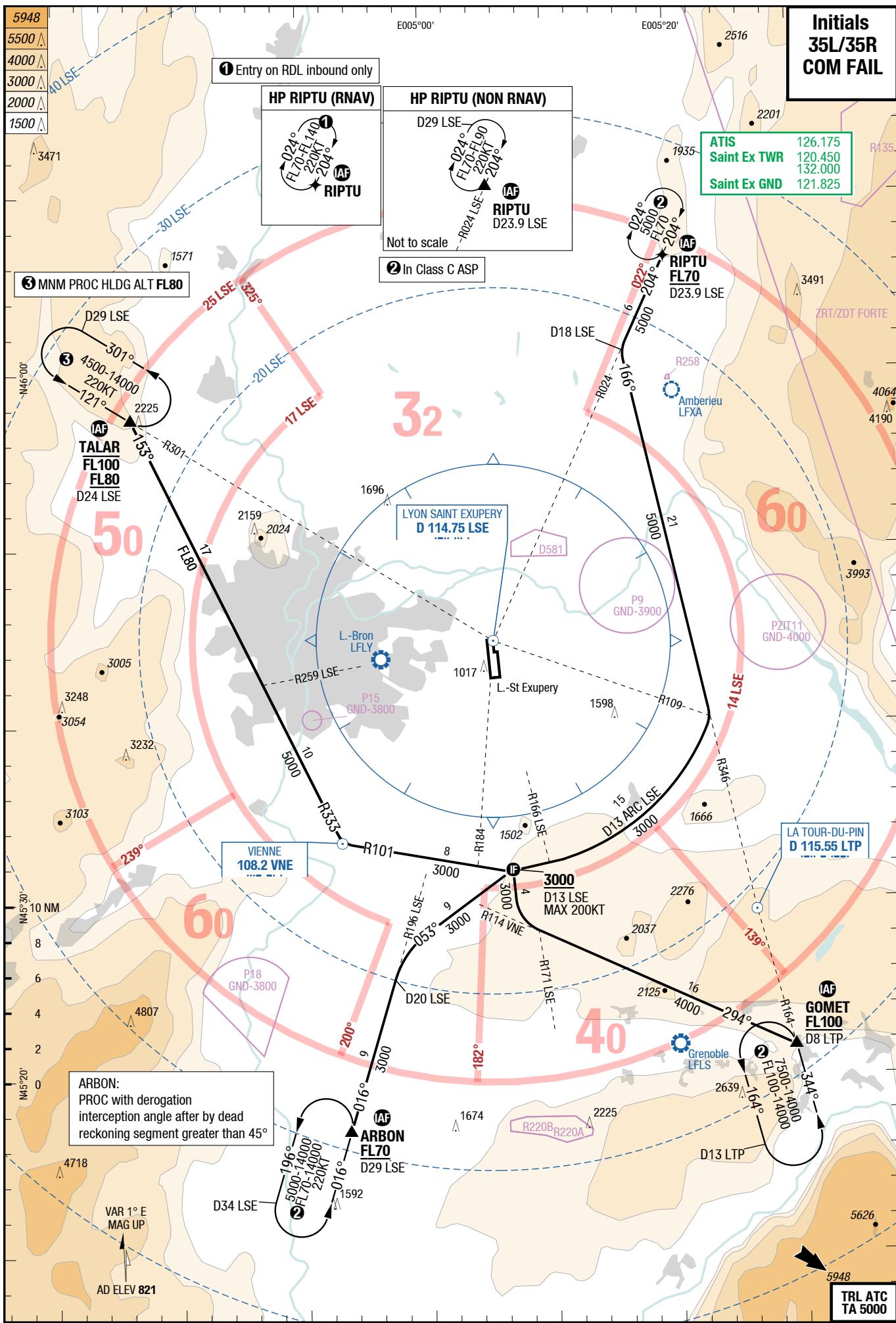
Initials 17R COM FAIL Initials 35L/35R COM FAIL Haitce Lyon Saint Exupéry

IAC

Initials 35U/35R COM FAIL



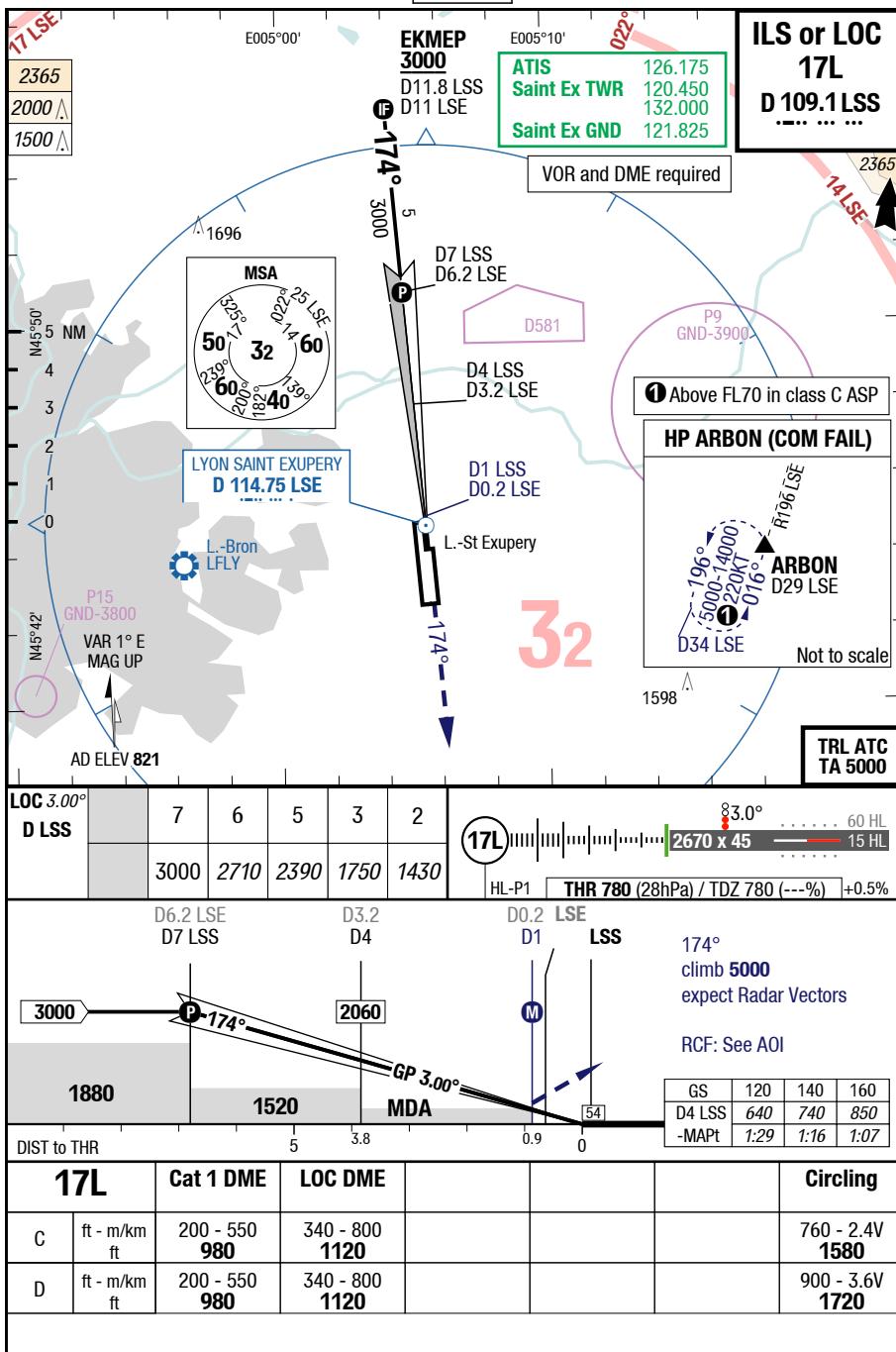
Changes: Editorial



LYS-LFLL

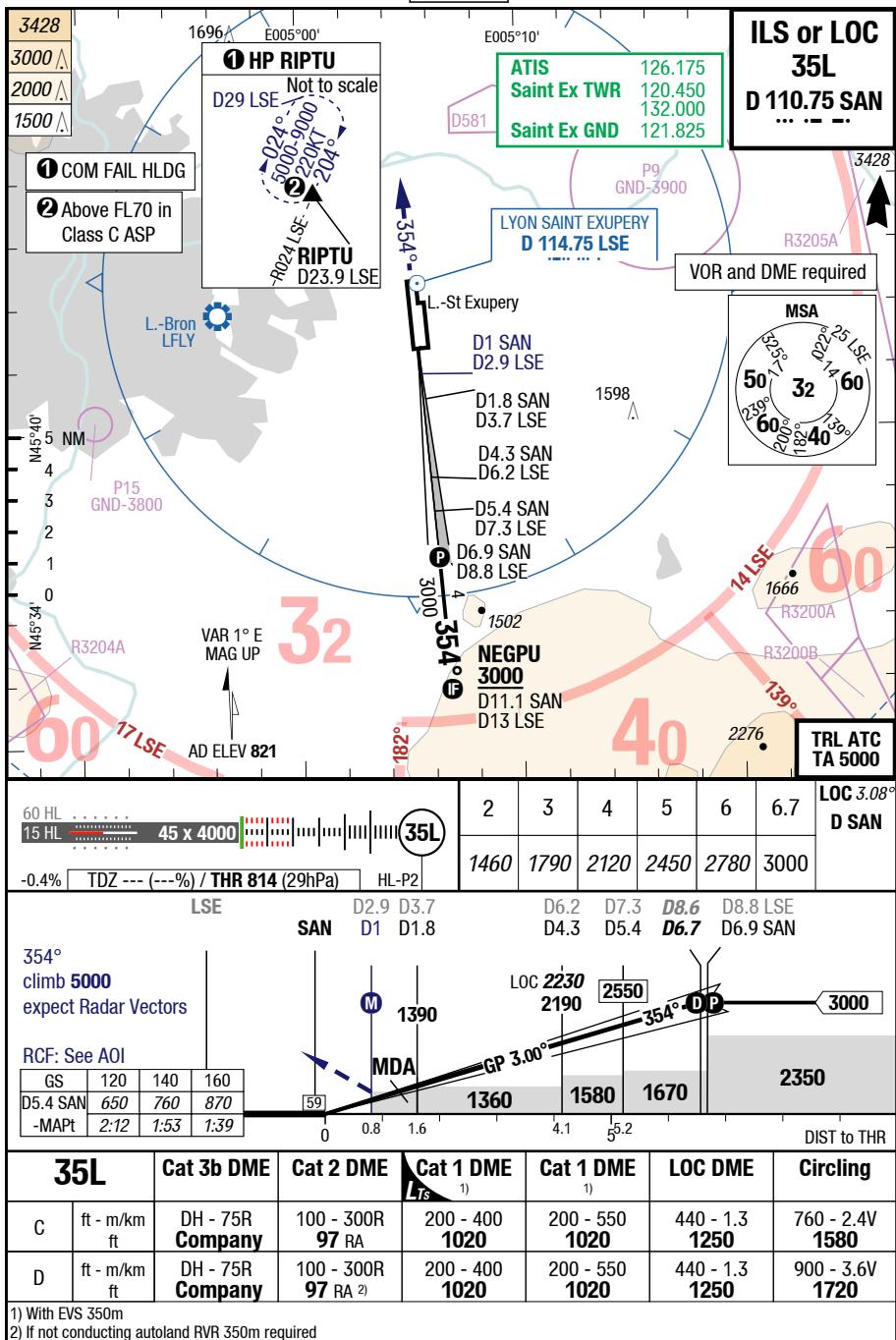
7-50

ILS or LOC 17L



Changes: OBST

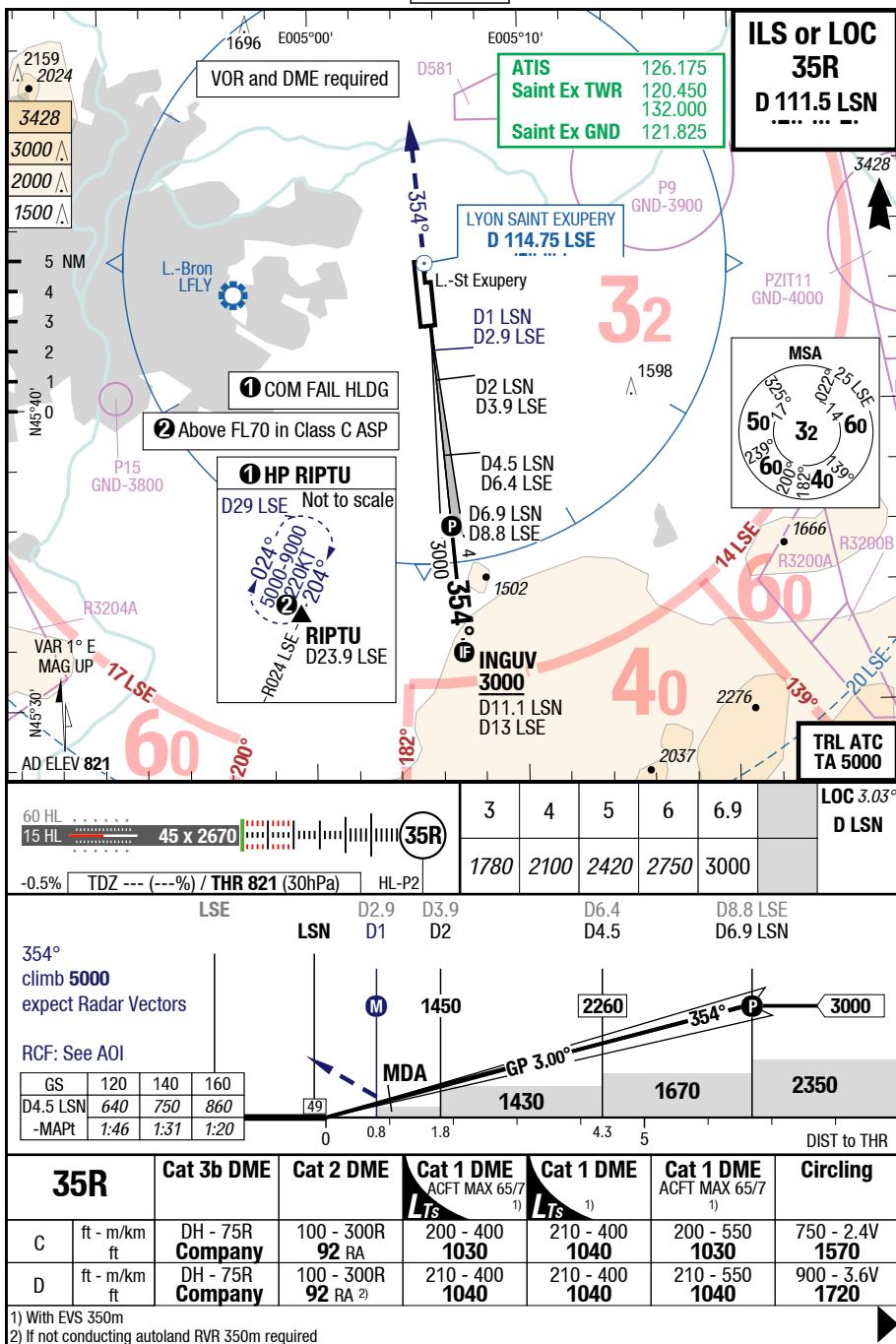
7-60



LYS-LFLL

7-70

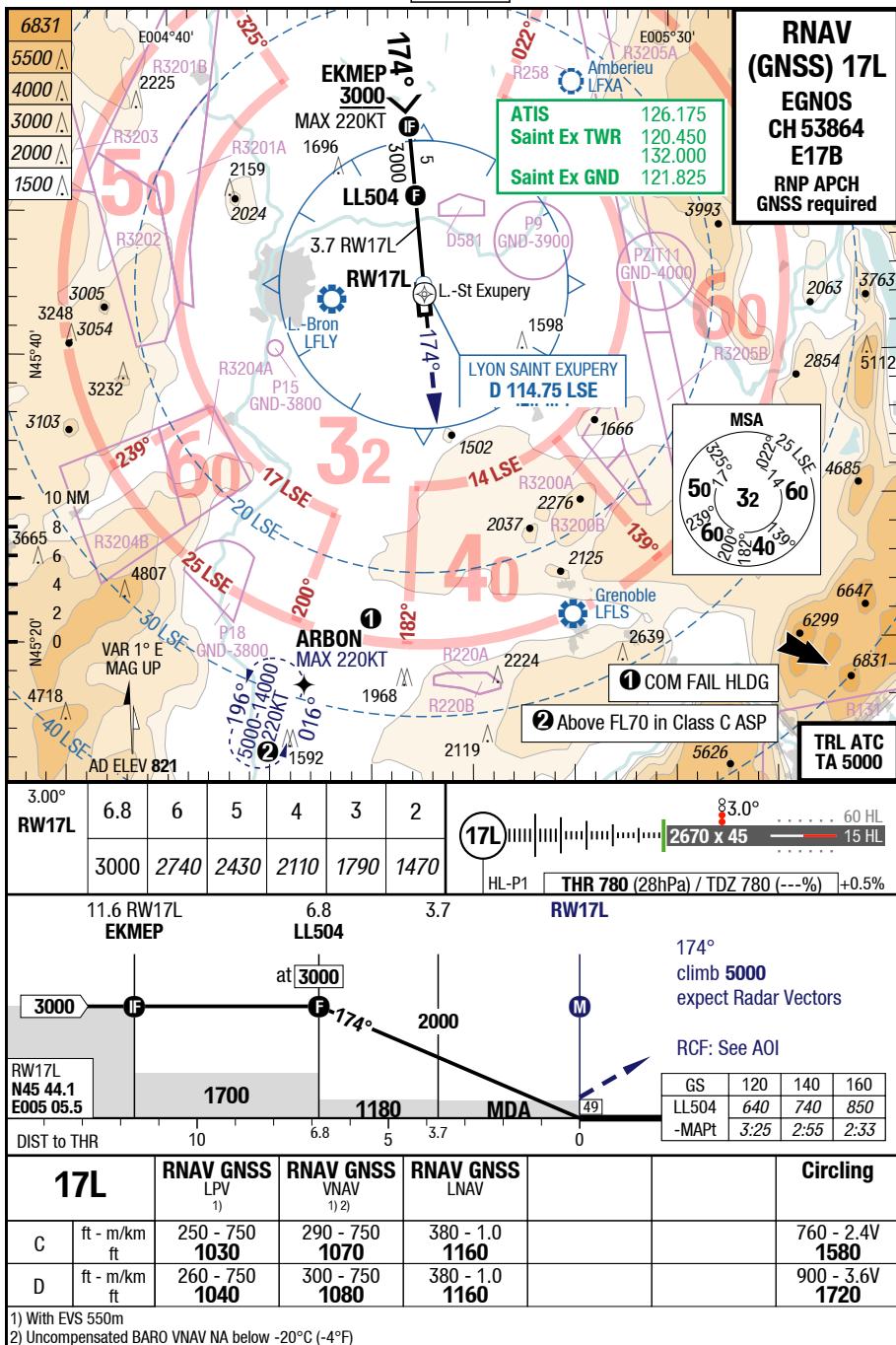
ILS or LOC 35R



LYS-LFLL

7-90

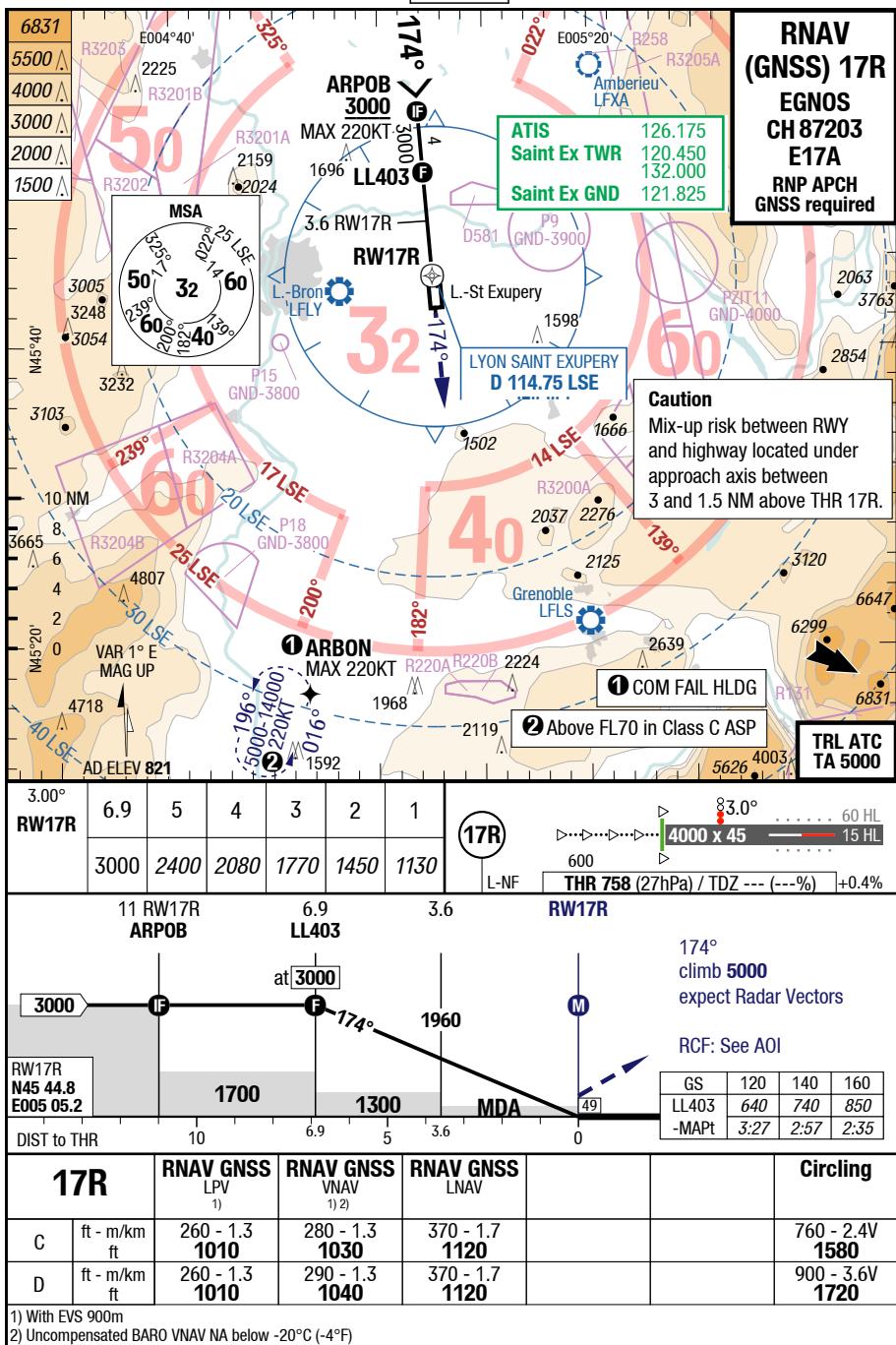
RNAV (GNSS) 17L

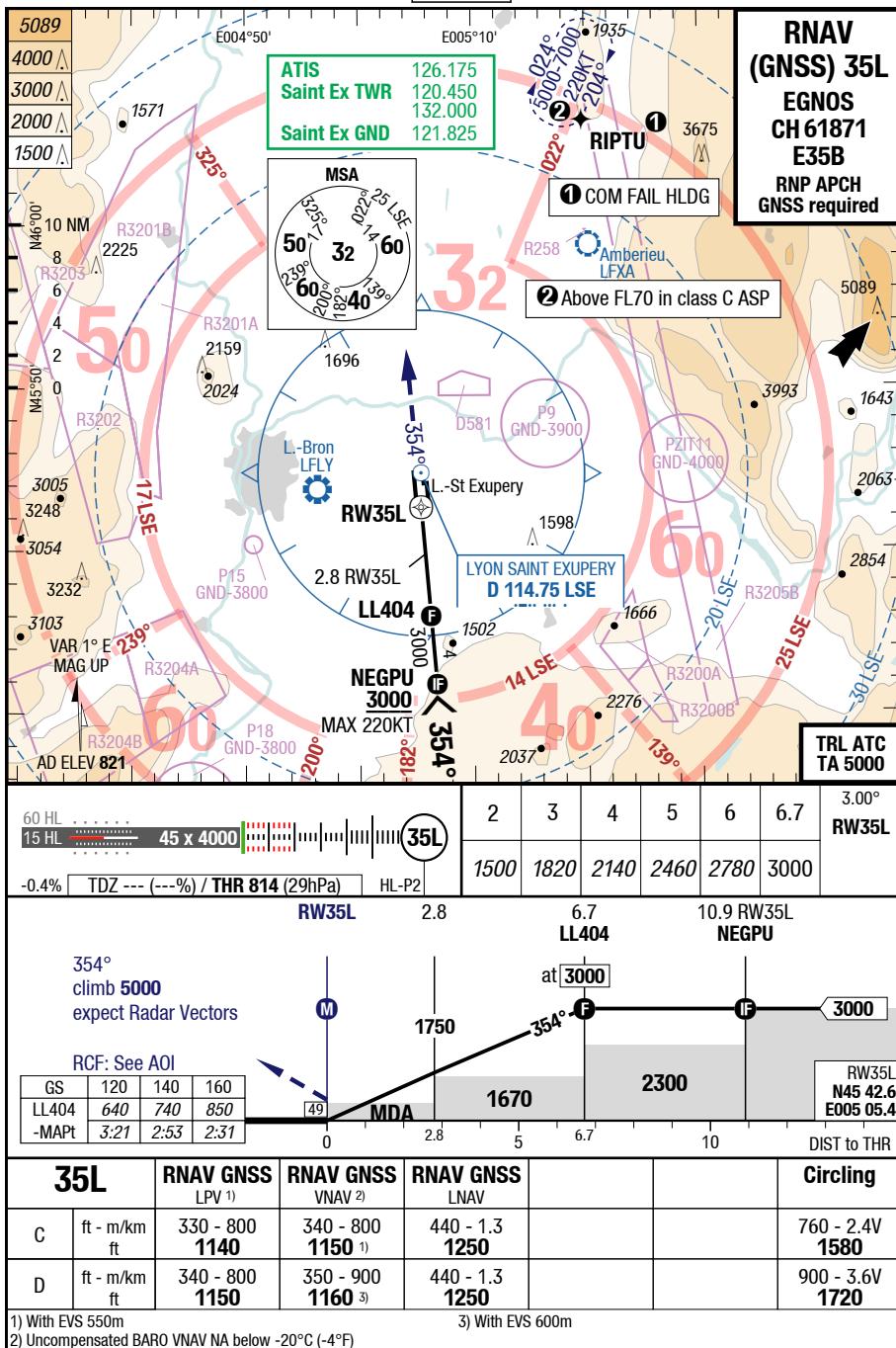


LYS-LFLL

7-100

RNAV (GNSS) 17R

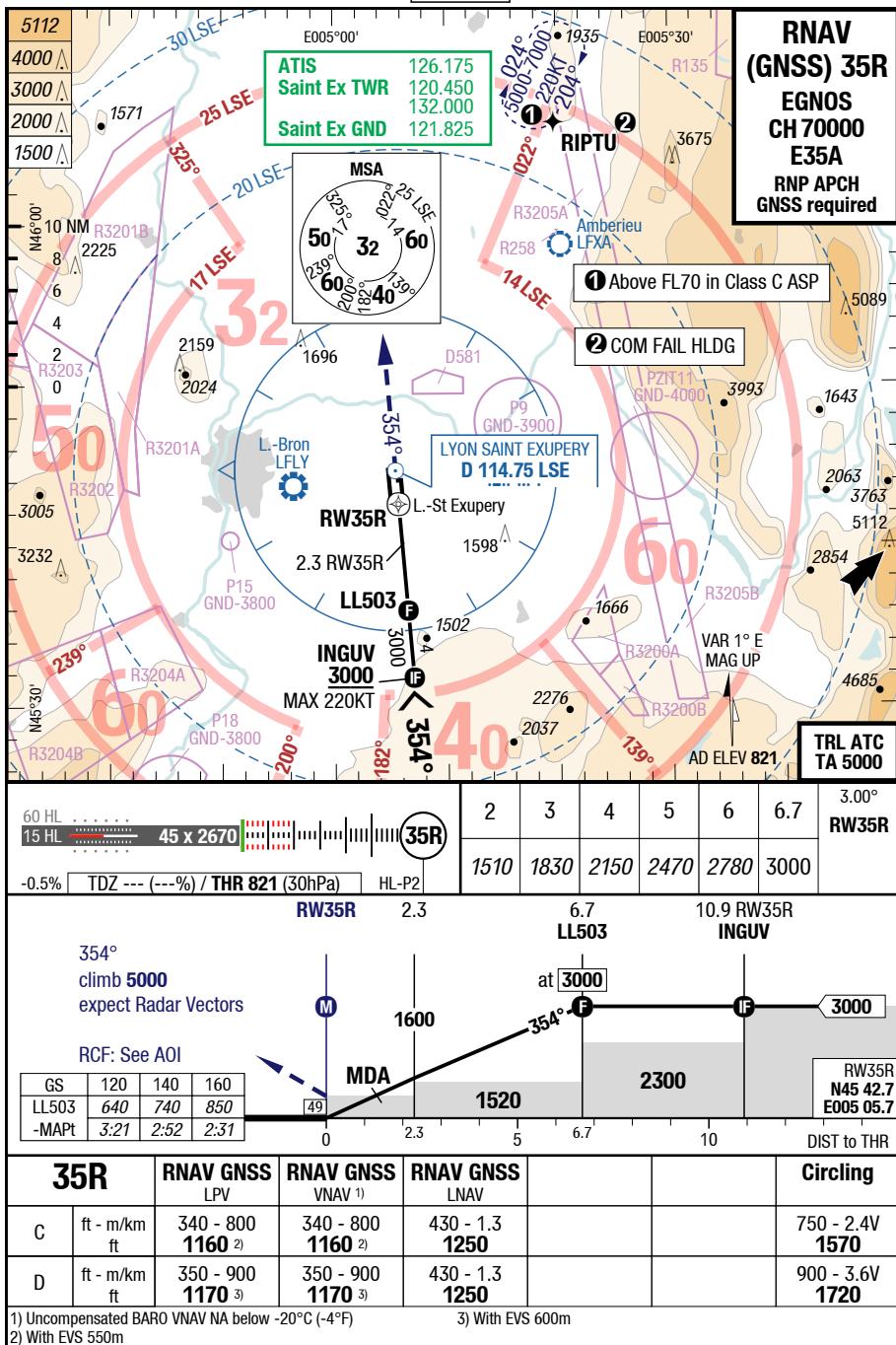




LYS-LFLL

7-120

RNAV (GNSS) 35R



1) Uncompensated BABO VNAV NA below -20°C (-4°F)

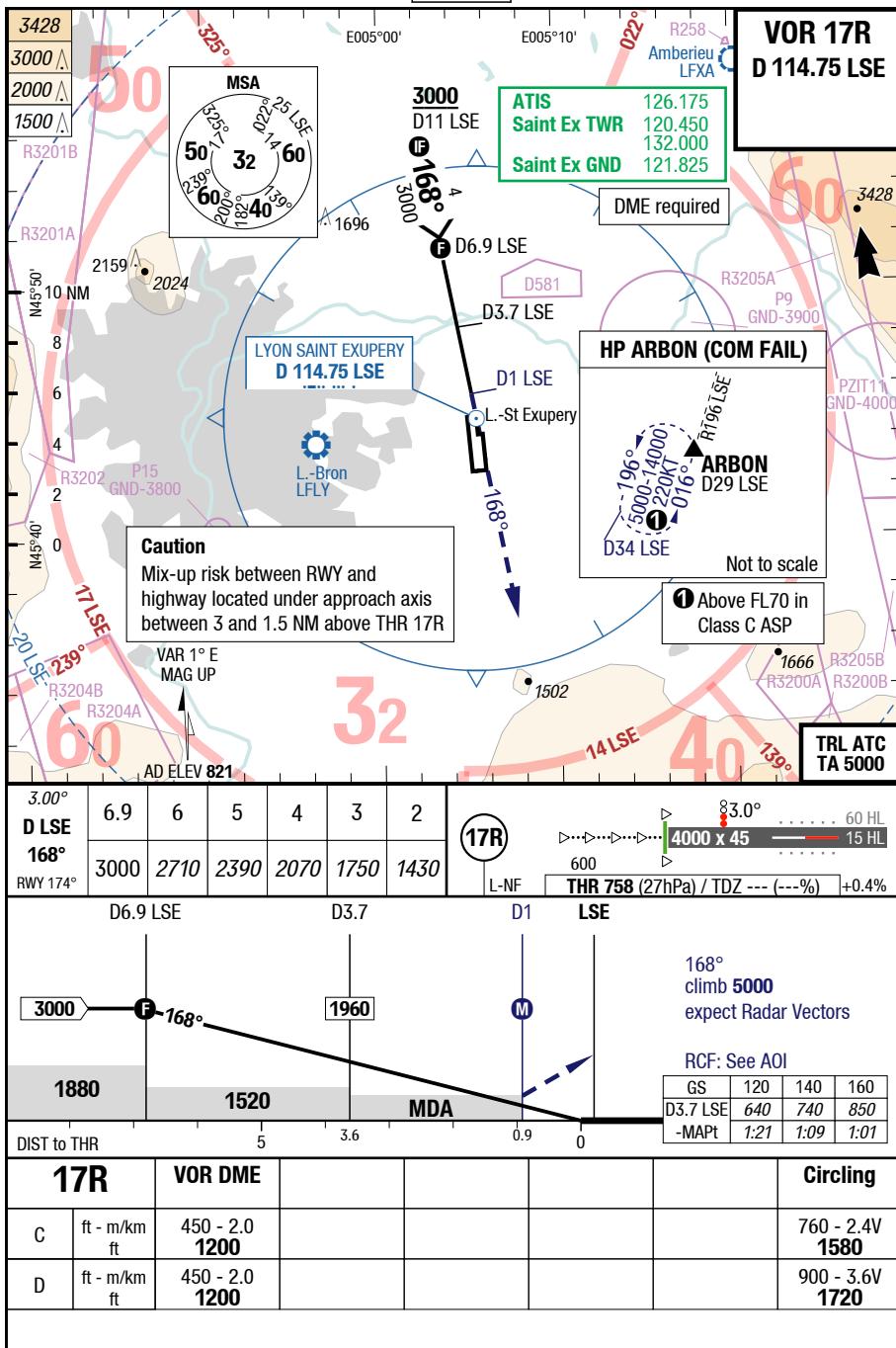
3) With FVS 600m

- 1) Uncompensated
- 2) With FVS 550m

LYS-LFLL

7-130

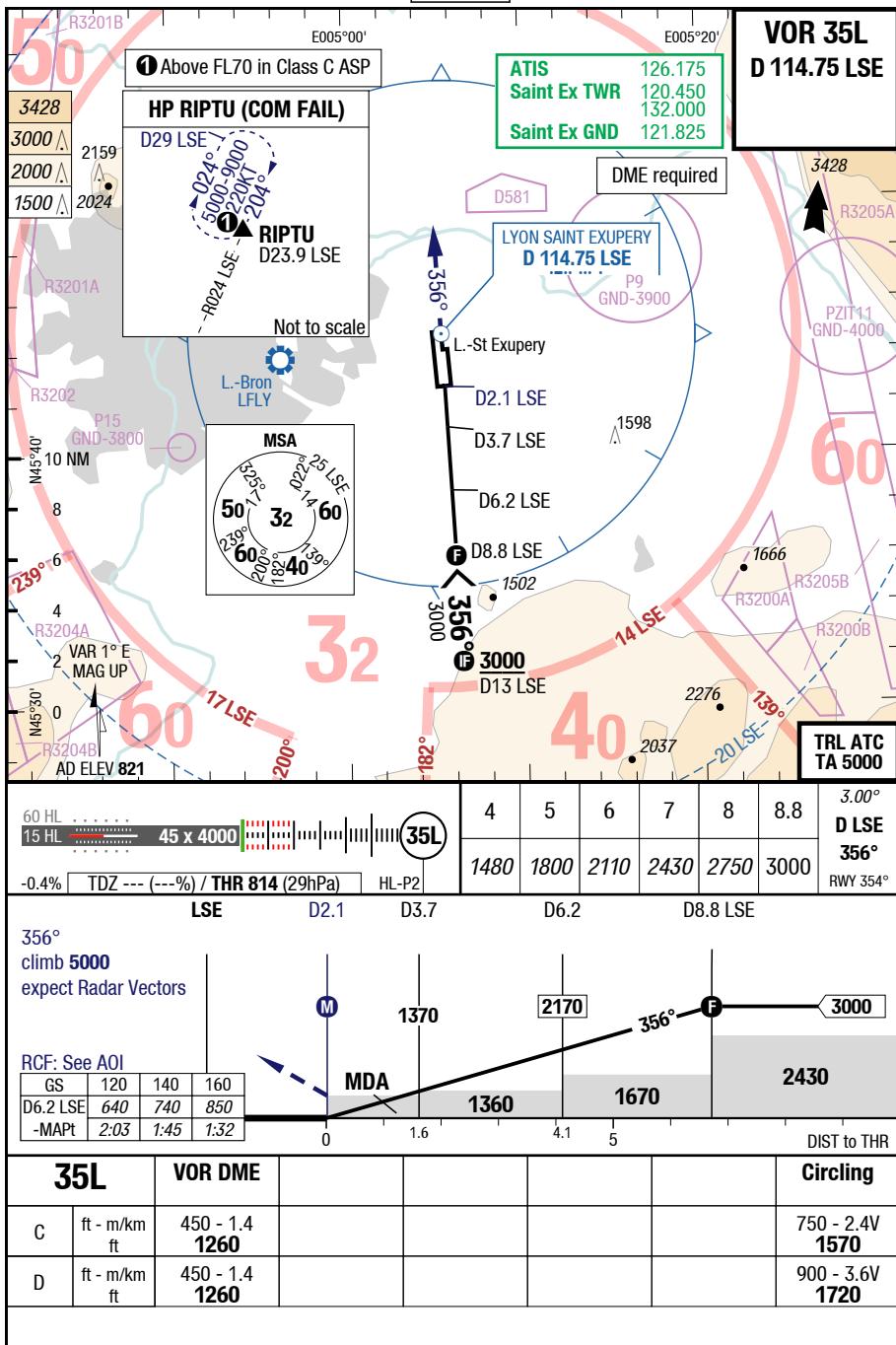
VOR 17R



LYS-LFLL

7-140

VOR 35L



Effective 14-SEP-2017

07-SEP-2017

LYS-LFLL

France Lyon Saint Exupery

IAC

7-150

VOR 35R

ATIS 126.175
Saint Ex TWR 120.450
132.000
Saint Ex GND 121.825

DME required

LYON SAINT EXUPERY D 114.75 LSE

MSA

TRL ATC TA 5000

Performance Data (LSE)

	4	5	6	7	8	8.8	3.00° D LSE
1490	1800	2120	2440	2760	3000		
TDZ --- (---%) / THR 821 (30hPa)							
-0.5%							

RCF: See A01

GS	120	140	160
D6.4 LSE	640	740	850
-MAPT	1:45	1:30	1:19

35R

LSE

D2.9

D3.9

D6.4

D8.8 LSE

M

MDA

1440

2240

1430

1670

3000

2430

354°

climb 5000

expect Radar Vectors

354°

0

0.8

1.8

4.3

5

DIST to THR

35R

VOR DME

Circling

C	ft - m/km	440 - 1.3	1260		
D	ft - m/km	440 - 1.3	1260		

Changes: APL, OBST, SUAs

LYS-LFLL

7-170

WxMinima Overflow

35R		Cat 1 DME 1)	LOC DME				
C	ft - m/km ft	210 - 550 1040	430 - 1.3 1250				
D	ft - m/km ft	210 - 550 1040	430 - 1.3 1250				

1) With EVS 350m

Effective 09-NOV-2017

02-NOV-2017

France Lyon Saint Exupery

Saint Exupery **Lyon** France

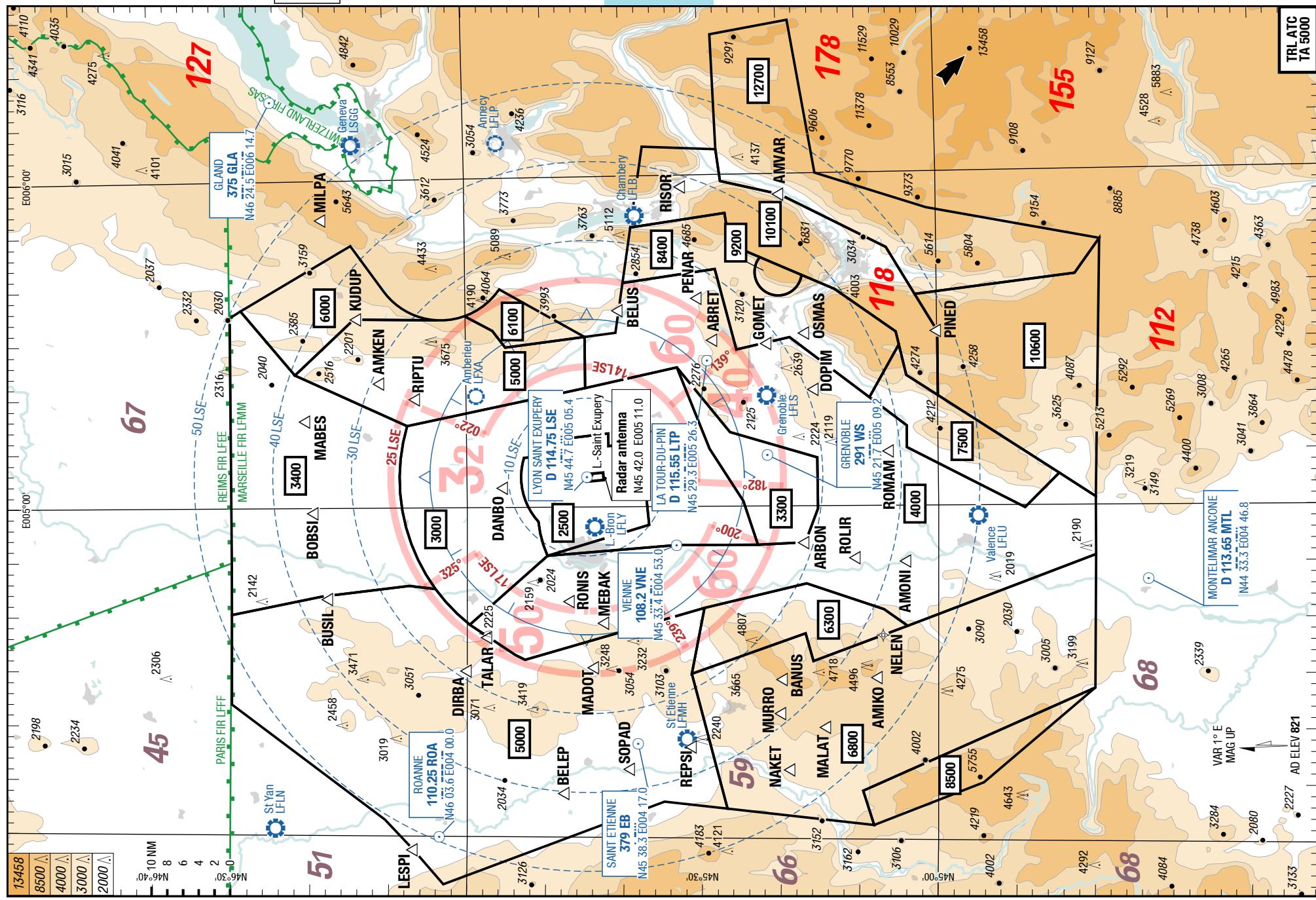
LYS-LFLL

8-10

MRC

MRC

Sa
NIL
M



Changes: RADAR SECT, MGA, OBST, Editorial