

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 MNM 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 2100-0500±, 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 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:

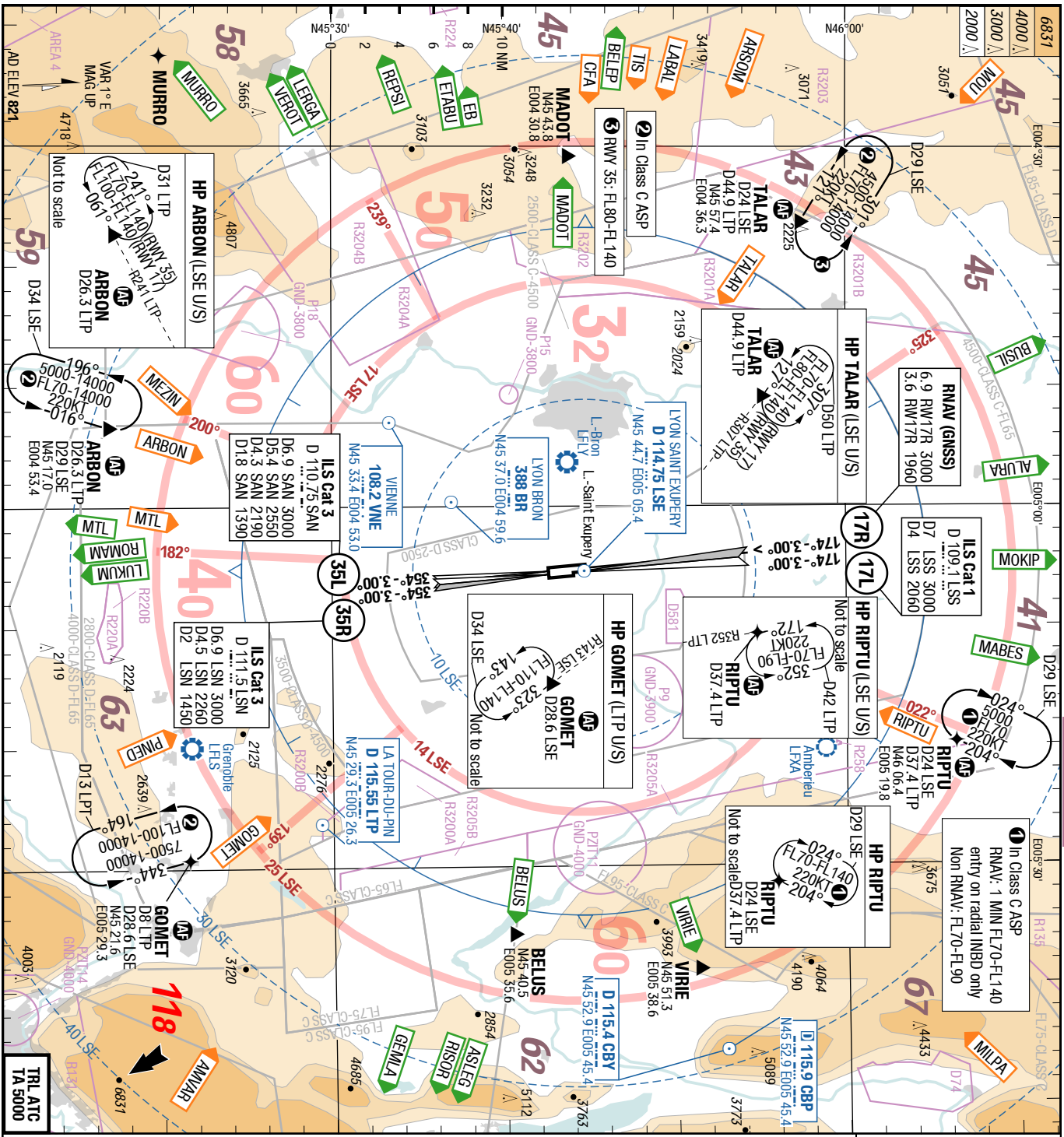
Latest before line-up, TKOF RWY parameter given in the data link DEP CLR will be repeated by ATC.

Airport Collaborative Decision Making (CDM)

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

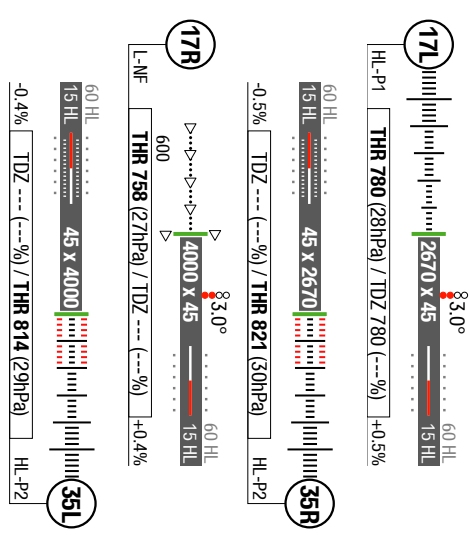
De-Icing

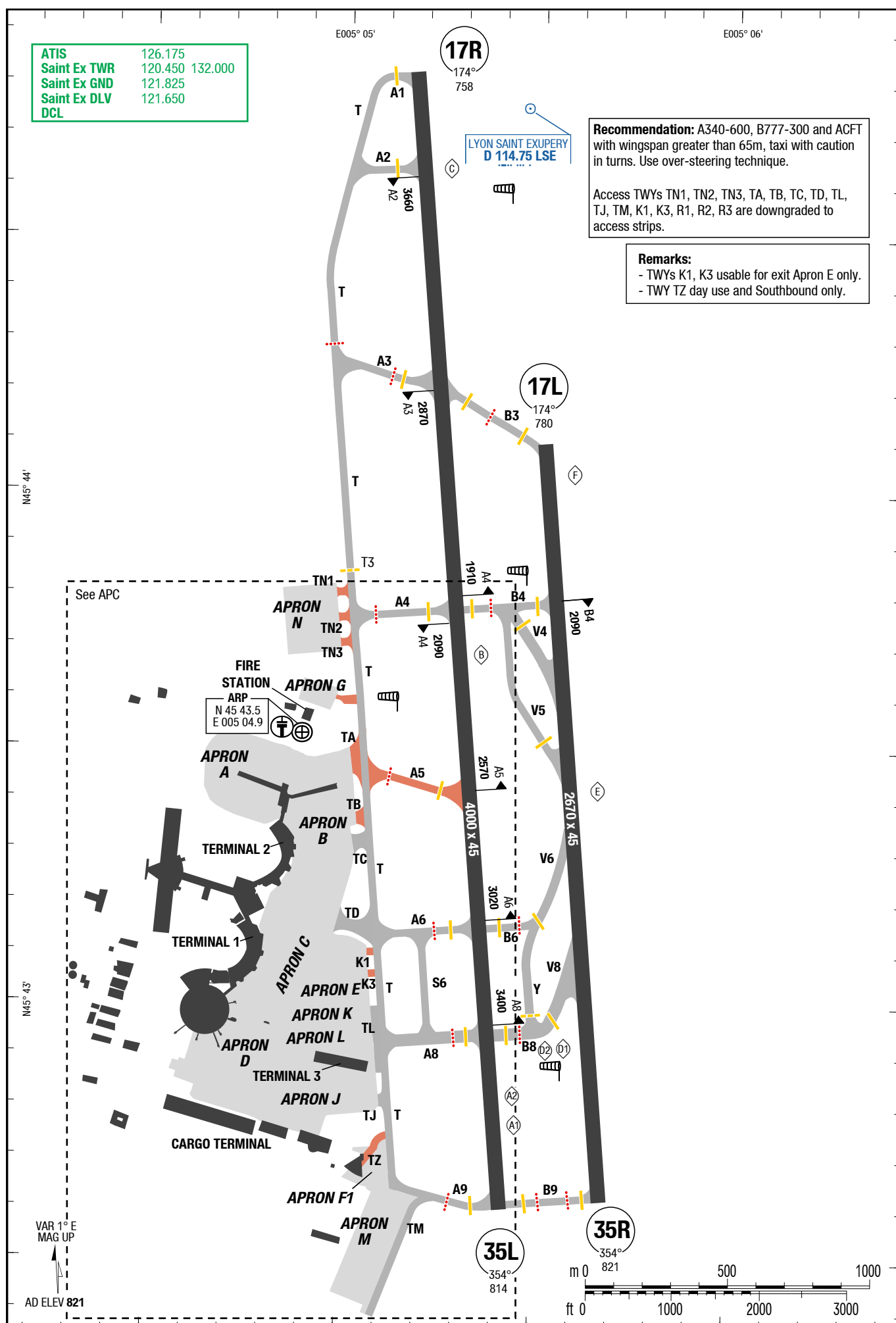
AVBL.

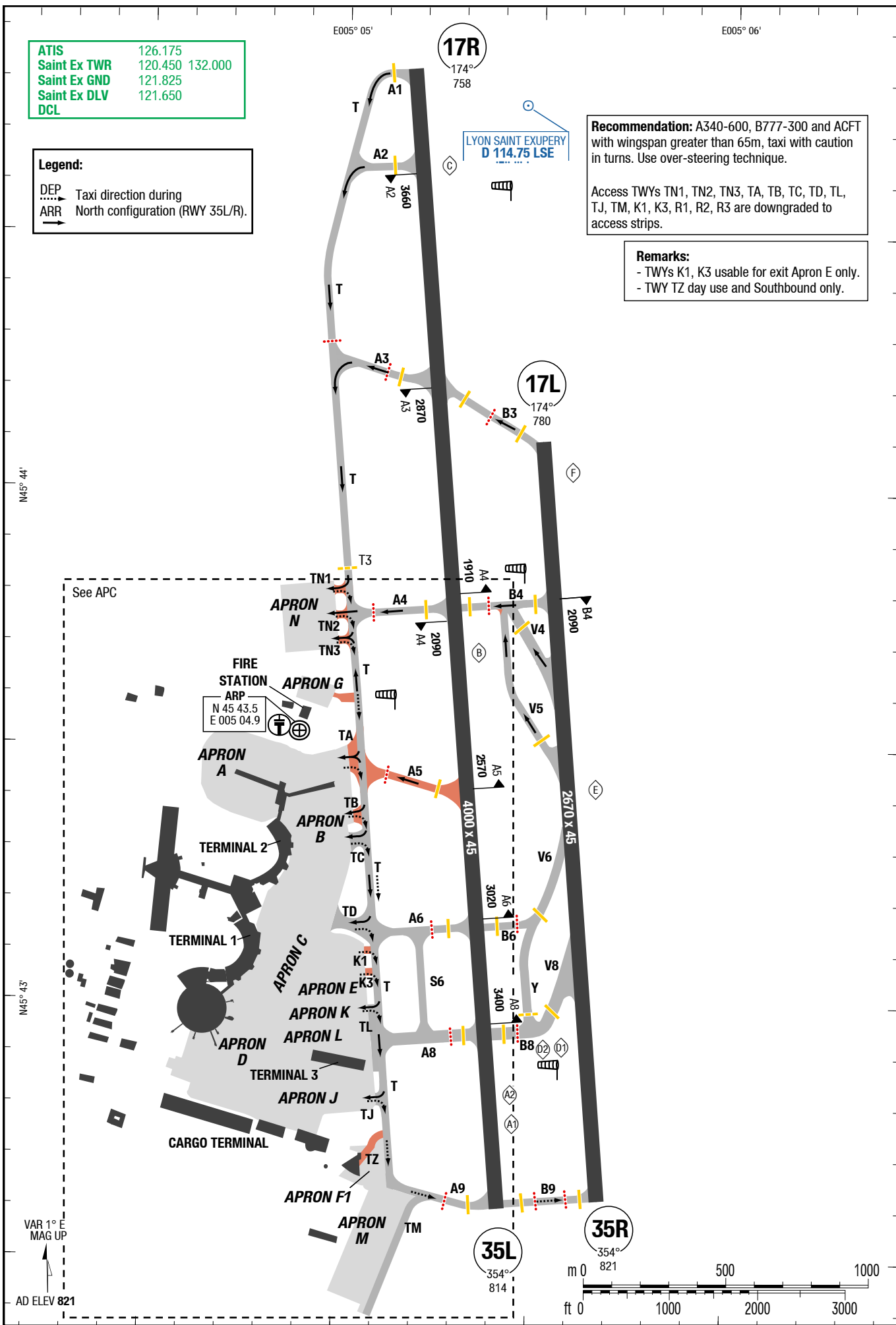


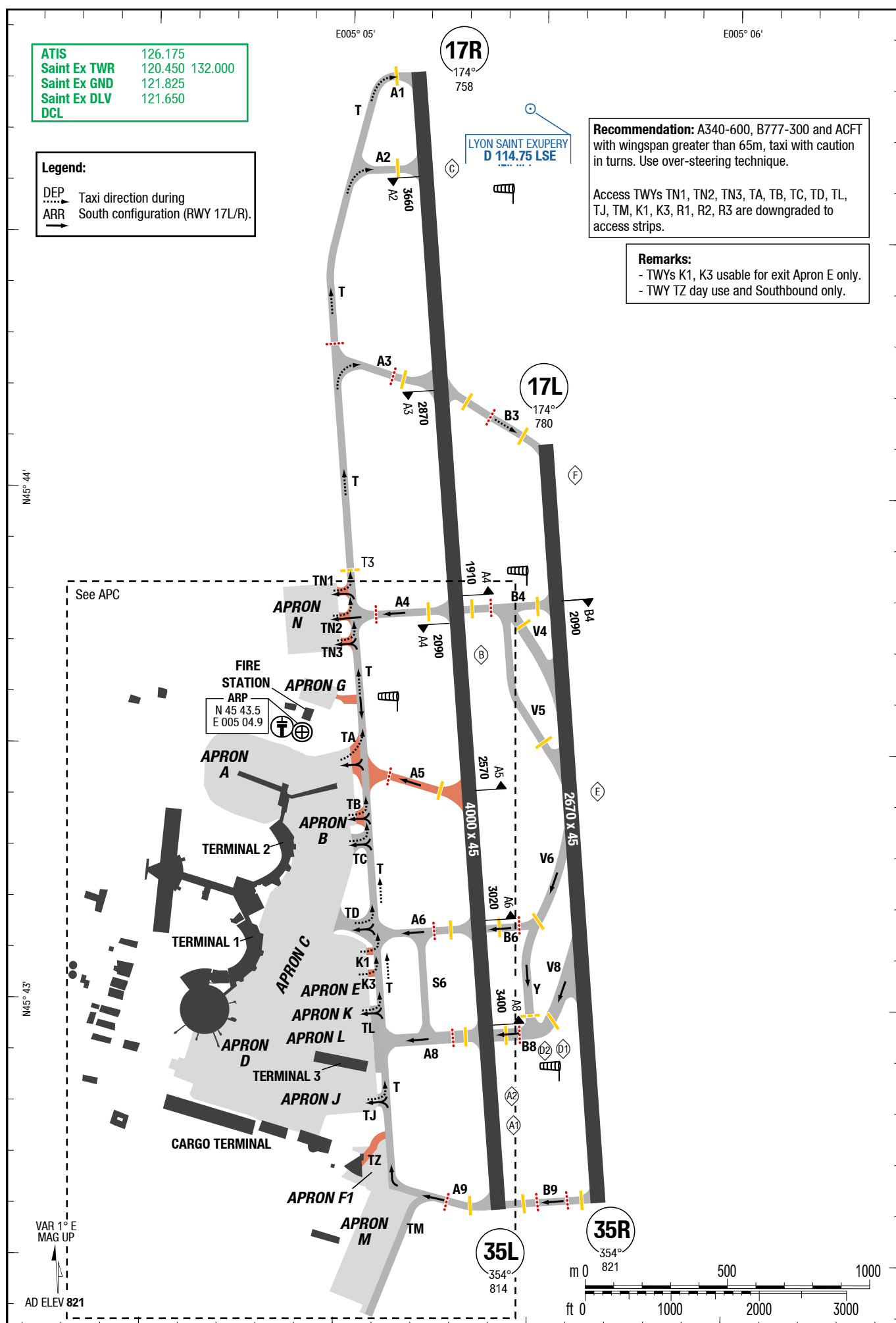
ATIS	126.175	125.425 E up to FL200
APP	120.225	125.800 E up to FL200
	125.800	133.150 W up to FL200
	136.075	W up to FL200
Saint Ex TWIR	120.450	120.450
Saint Ex GND	132.000	132.000
Saint Ex DLV	121.825	121.825
DCL	121.650	121.650

Landing RWY system:









22-FEB-2018

LYS-LFLL

France **Lyon** Saint Exupery

Stand Coordinates

APC

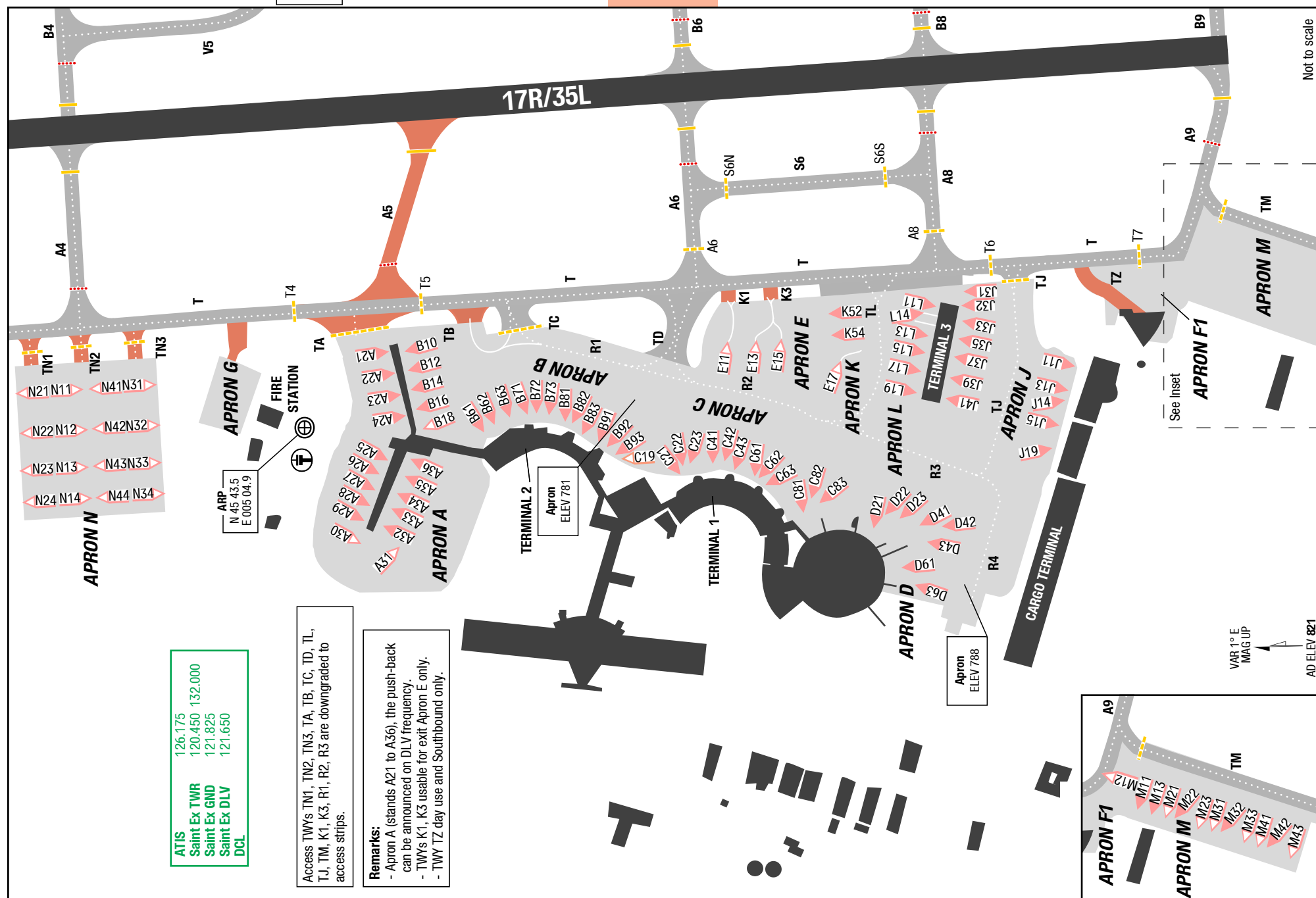
APC

APC

Saint Exupery **Lyon** France

Stand Coordinates

APC



LYS-LFLL

3-60

Stand Coordinates

APC

APC

Stand Coordinates

Stand Coordinates

A21, A22	N45 43.5 E005 05.0
A23, A24	N45 43.4 E005 04.9
A25-A28	N45 43.5 E005 04.8
A29-A32	N45 43.5 E005 04.7
A33-A36	N45 43.4 E005 04.8
B10, B12	N45 43.4 E005 05.0
B14-B63	N45 43.4 E005 04.9
B71-B91	N45 43.3 E005 04.9
B92, B93	N45 43.2 E005 04.9
C19	N45 43.2 E005 04.9
C21-C23	N45 43.2 E005 04.8
C41-C82	N45 43.1 E005 04.8
C83	N45 43.0 E005 04.8
D21-D23	N45 43.0 E005 04.7
D41-D61	N45 42.9 E005 04.7
D63	N45 42.9 E005 04.6
E11-E15	N45 43.1 E005 05.0
E17	N45 43.0 E005 05.0
G11-G16	N45 43.6 E005 04.9
J11	N45 42.8 E005 05.0
J13-J15	N45 42.8 E005 04.9
J19	N45 42.8 E005 04.8
J31-J35	N45 42.9 E005 05.0
J37-J41	N45 42.9 E005 04.9
K52-K54	N45 43.1 E005 05.0
L11-L14	N45 42.9 E005 05.0
L15	N45 43.0 E005 05.0
L17-L19	N45 43.0 E005 04.9
M11-M13	N45 42.6 E005 05.1
M21-M32	N45 42.5 E005 05.1
M33-M43	N45 42.4 E005 05.1
M11-N24	N45 43.8 E005 04.9
N31-N44	N45 43.7 E005 04.9

Effective 04-JAN-2018

28-DEC-2017

LVS-LFL

France Lyon Saint Exupery

SIDS RWYS 17L/R

SID

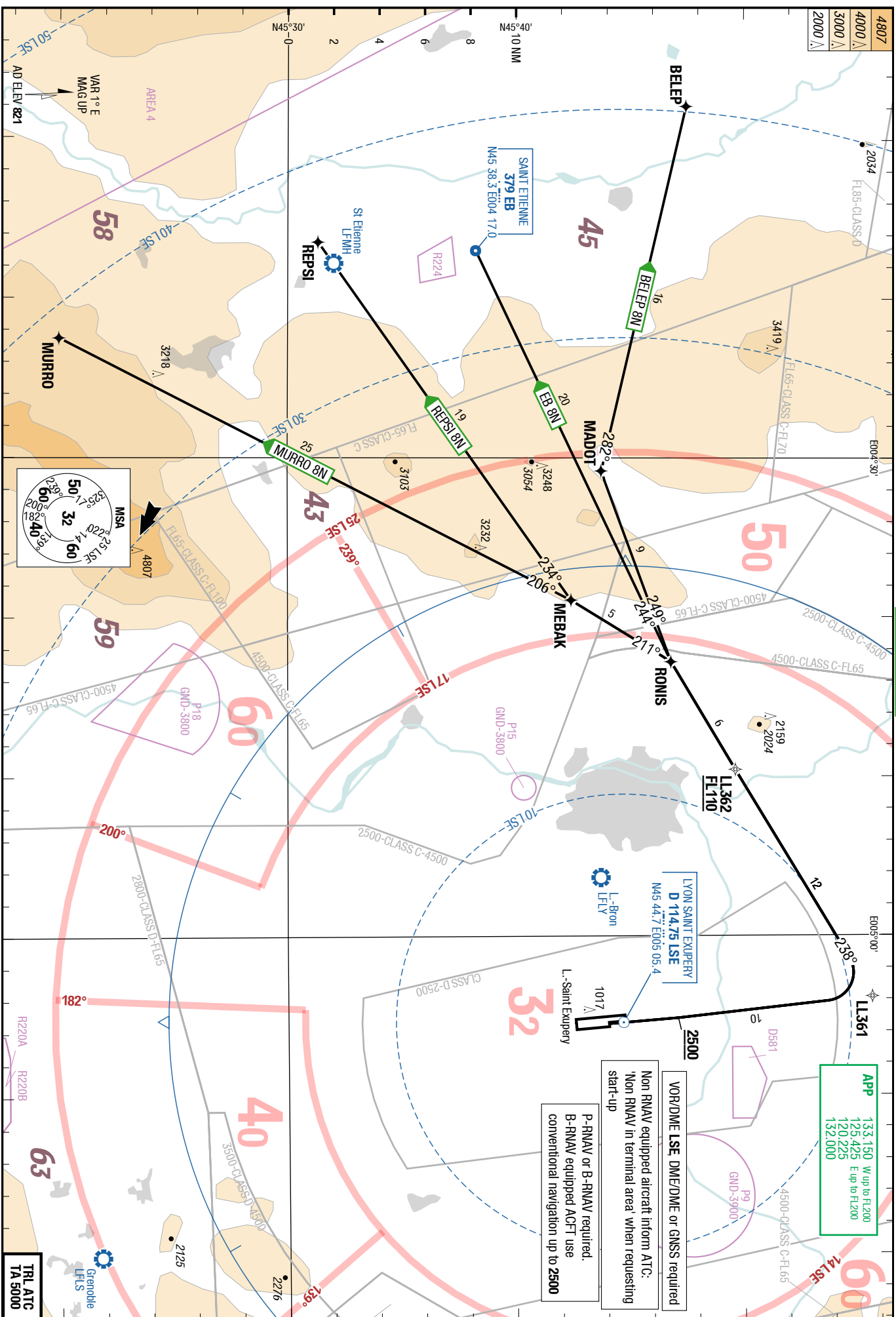
Saint Exupery Lyon France

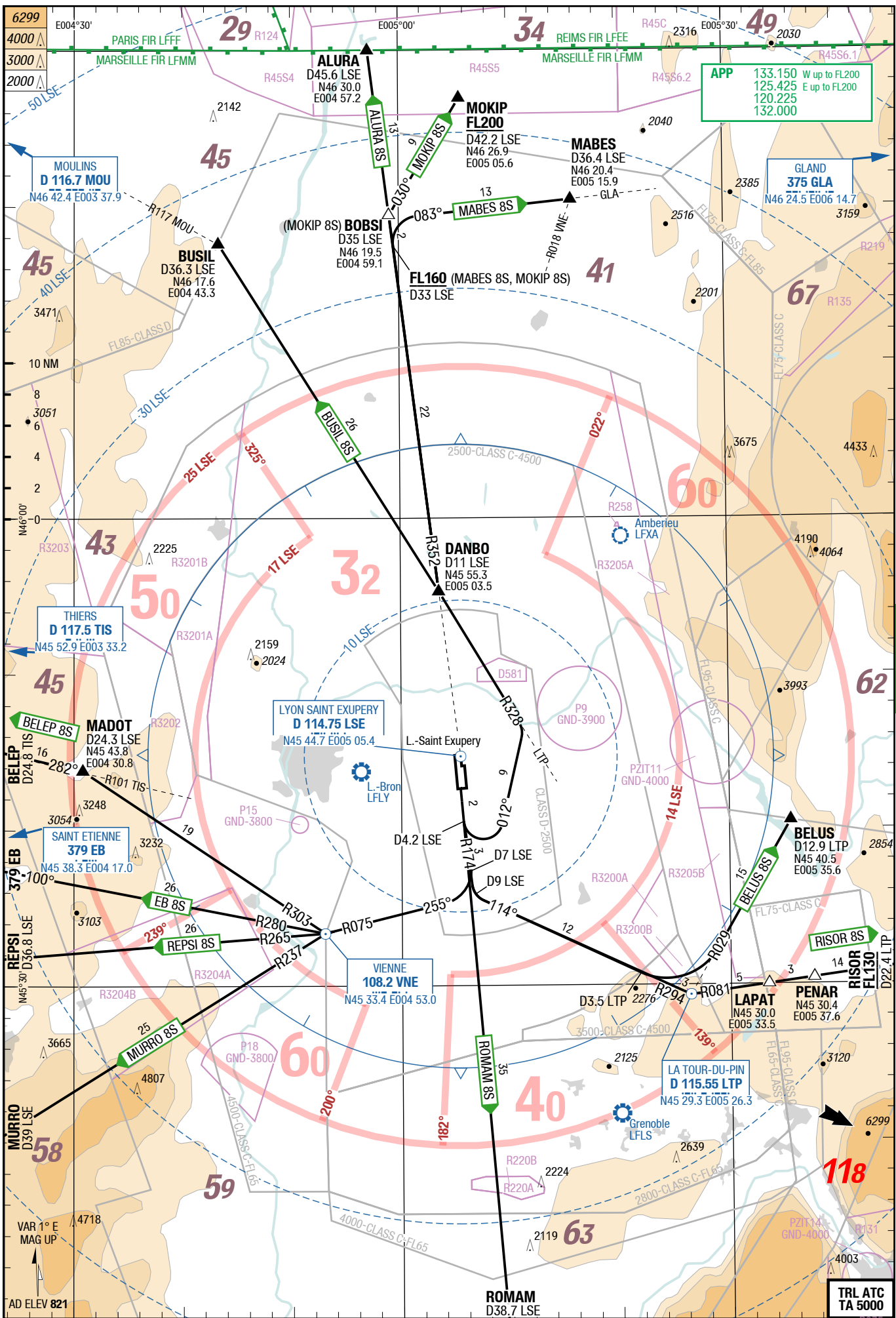
SIDS RWYS 17L/R

RNAV SIDS RWYS 35L/R

4-10

RNAV SIDS RWYS 35L/R





28-DEC-2017

LYS-LFLL

4-30

France **Lyon** Saint Exupery

SIDs/RNAV	SIDs	RWYs	17L/R Prop
1	1	1	1
2	2	2	2
3	3	3	3
4	4	4	4
5	5	5	5
6	6	6	6
7	7	7	7
8	8	8	8
9	9	9	9
10	10	10	10
11	11	11	11
12	12	12	12
13	13	13	13
14	14	14	14
15	15	15	15
16	16	16	16
17	17	17	17
18	18	18	18
19	19	19	19
20	20	20	20
21	21	21	21
22	22	22	22
23	23	23	23
24	24	24	24
25	25	25	25
26	26	26	26
27	27	27	27
28	28	28	28
29	29	29	29
30	30	30	30
31	31	31	31
32	32	32	32
33	33	33	33
34	34	34	34
35	35	35	35
36	36	36	36
37	37	37	37
38	38	38	38
39	39	39	39
40	40	40	40
41	41	41	41
42	42	42	42
43	43	43	43
44	44	44	44
45	45	45	45
46	46	46	46
47	47	47	47
48	48	48	48
49	49	49	49
50	50	50	50
51	51	51	51
52	52	52	52
53	53	53	53
54	54	54	54
55	55	55	55
56	56	56	56
57	57	57	57
58	58	58	58
59	59	59	59
60	60	60	60
61	61	61	61
62	62	62	62
63	63	63	63
64	64	64	64
65	65	65	65
66	66	66	66
67	67	67	67
68	68	68	68
69	69	69	69
70	70	70	70
71	71	71	71
72	72	72	72
73	73	73	73
74	74	74	74
75	75	75	75
76	76	76	76
77	77	77	77
78	78	78	78
79	79	79	79
80	80	80	80
81	81	81	81
82	82	82	82
83	83	83	83
84	84	84	84
85	85	85	85
86	86	86	86
87	87	87	87
88	88	88	88
89	89	89	89
90	90	90	90
91	91	91	91
92	92	92	92
93	93	93	93
94	94	94	94
95	95	95	95
96	96	96	96
97	97	97	97
98	98	98	98
99	99	99	99
100	100	100	100

SIDs RWYs 35L/R

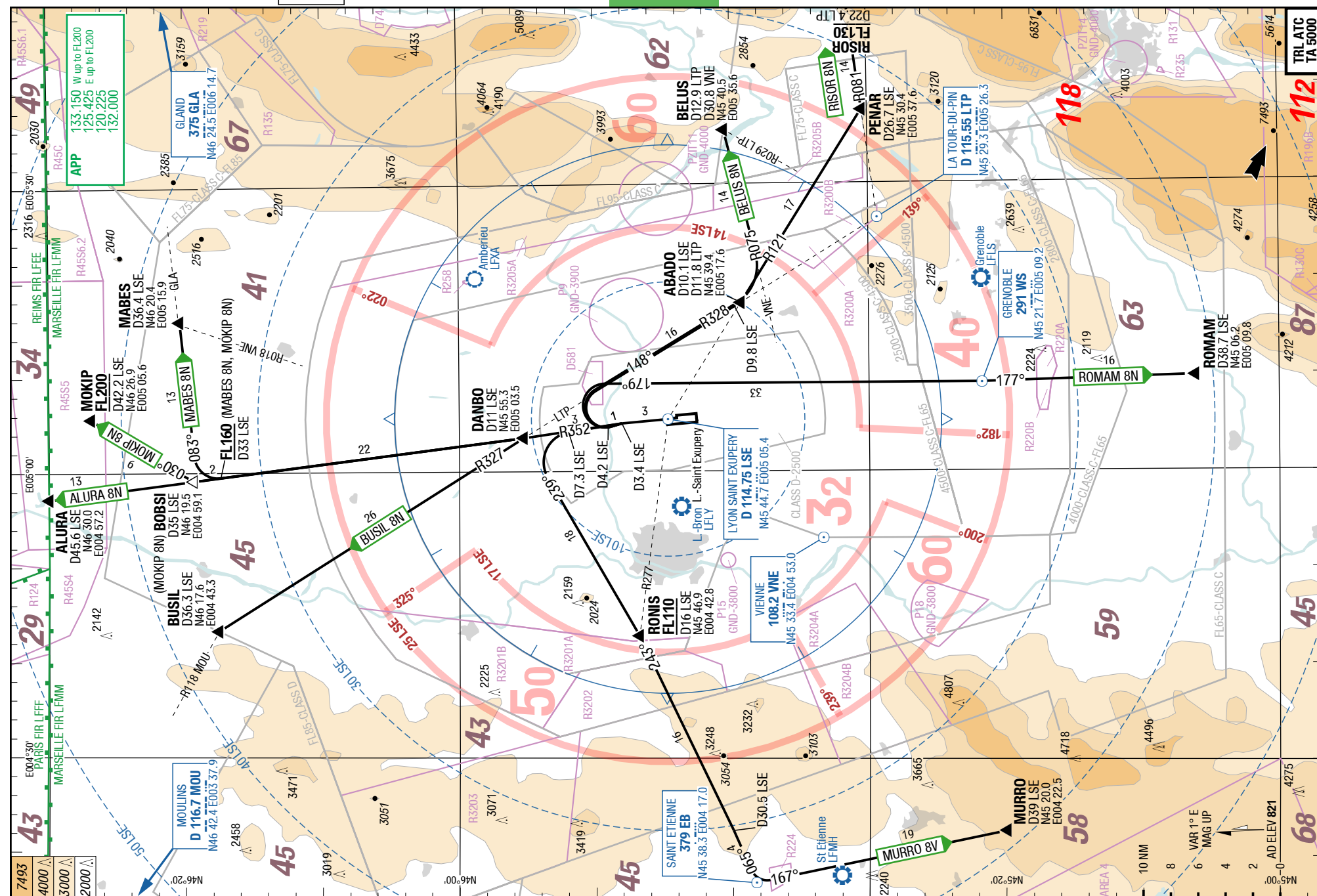
SID

SID

Saint Exupery **Lyon** France

SIDs/RNAV	SIDs	RWYs	17L/R	Prop
-----------	------	------	-------	------

SIDs RWYs 35L/R



Changes: PROC, WPT GOVNA, PIRUV

28-DEC-2017

France **Lyon** Saint Exupery

Saint Exupery **Lyon** France

LYS-LFLL

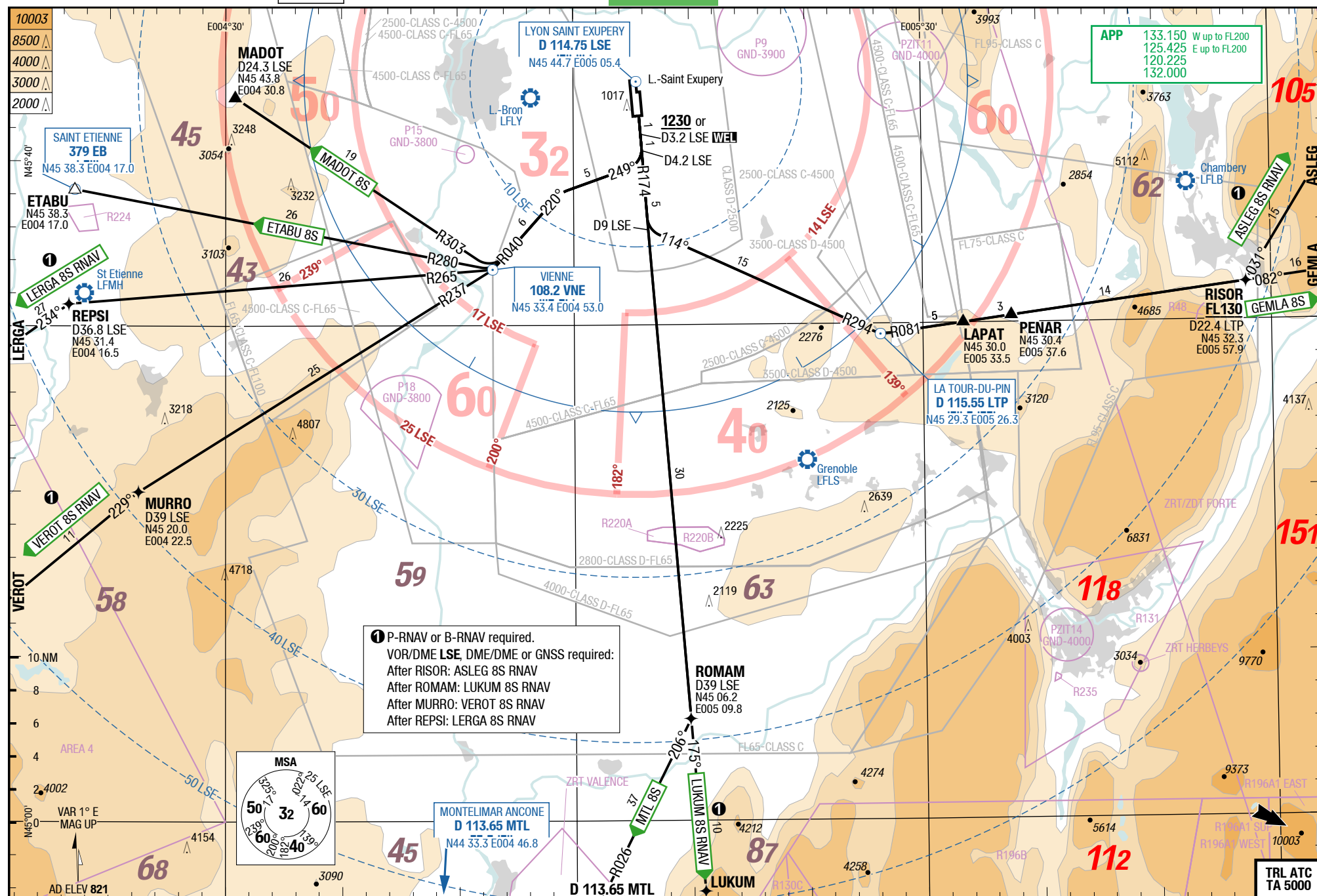
4-40

SIDs/RNAV SIDs RWYs 17L/R Prop

SID

SID

SIDs/RNAV SIDs RWYs 17L/R Prop



Changes: Nil

08-SEP-2016

LYS-LFLL

France **Lyon** Saint Exupery

NIL

SID

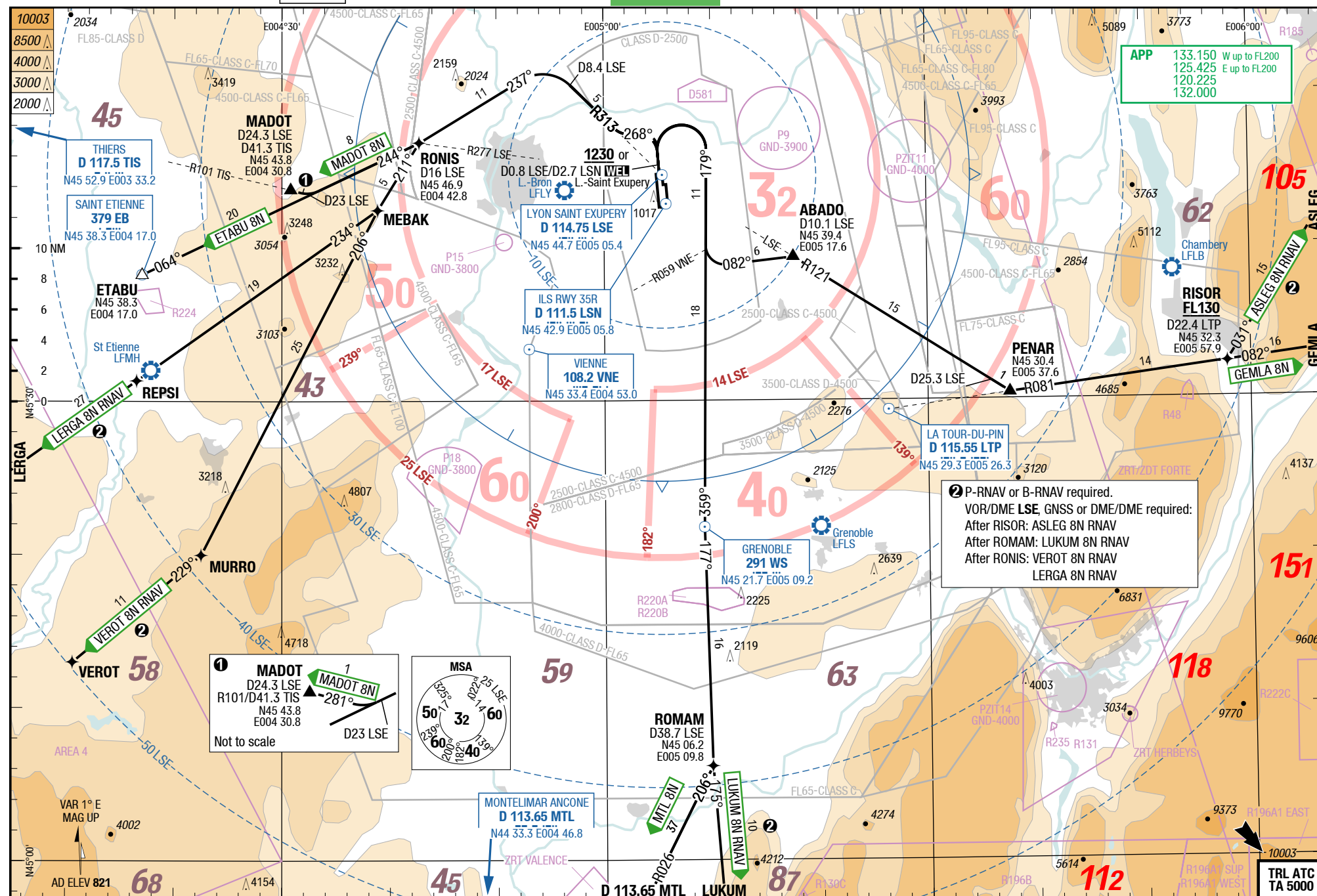
SID

Saint Exupery **Lyon** France

NIL

SIDs/RNAV SIDs RWYs 35L/R Prop

4-50

SIDs/RNAV SIDs RWYs 35L/R Prop

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-LFL

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.

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

12-JUL-2018

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

MONTEILIMAR 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	
MONTEILIMAR 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

12-JUL-2018

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****MONTEILIMAR 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	
MONTEILIMAR 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						

08-SEP-2016

LYS-LFLL

France **Lyon** Saint Exupery

STARs / RNAV STARs South

6-10

STARs / RNAV STARs North

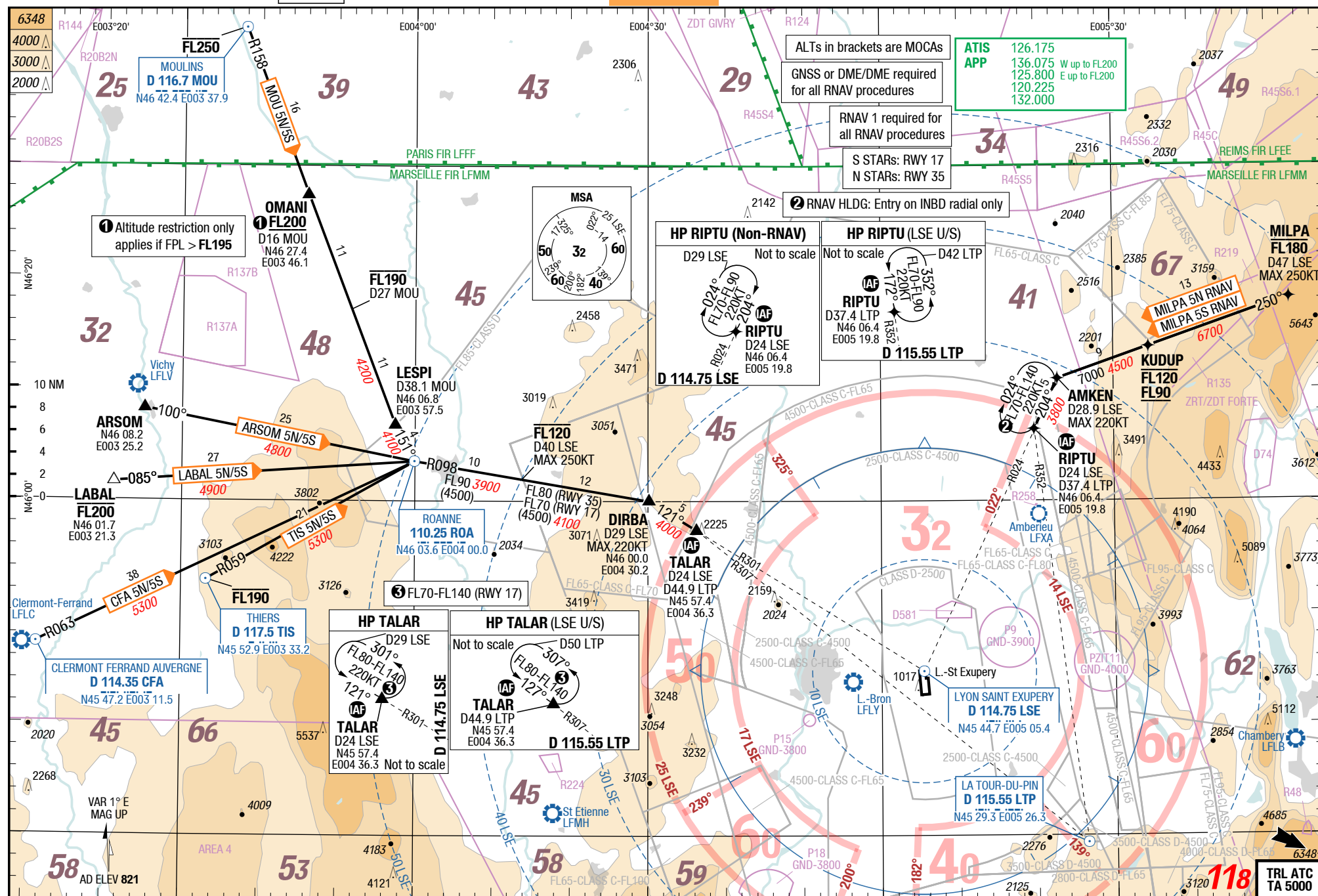
STAR

STAR

Saint Exupery **Lyon** France

STARs / RNAV STARs South

STARs / RNAV STARs North



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

08-SEP-2016

LYS-LFLL

France **Lyon** Saint Exupery

STAR

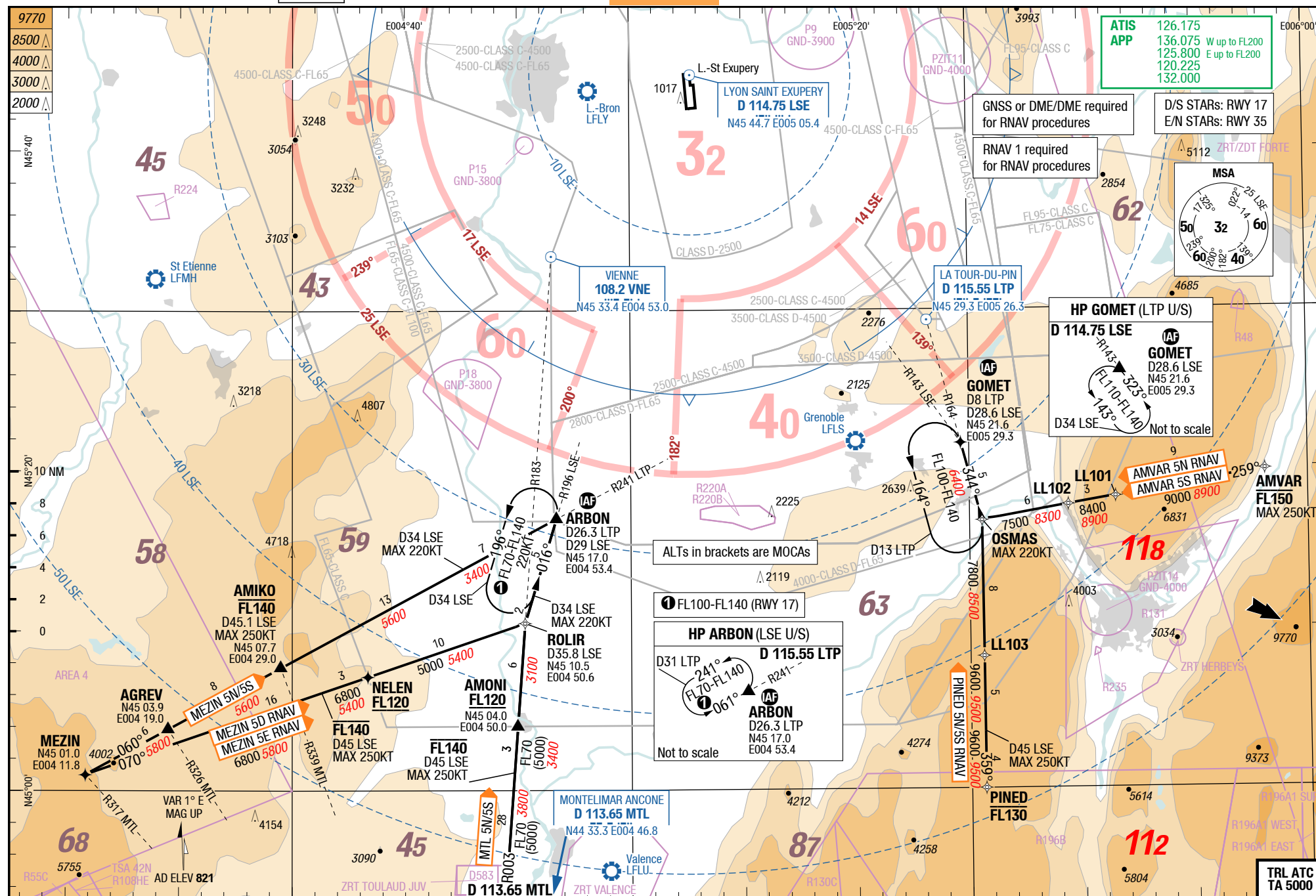
STAR

Saint Exupery **Lyon** France

STARs / RNAV STARs South

6-20

STARs / RNAV STARs South



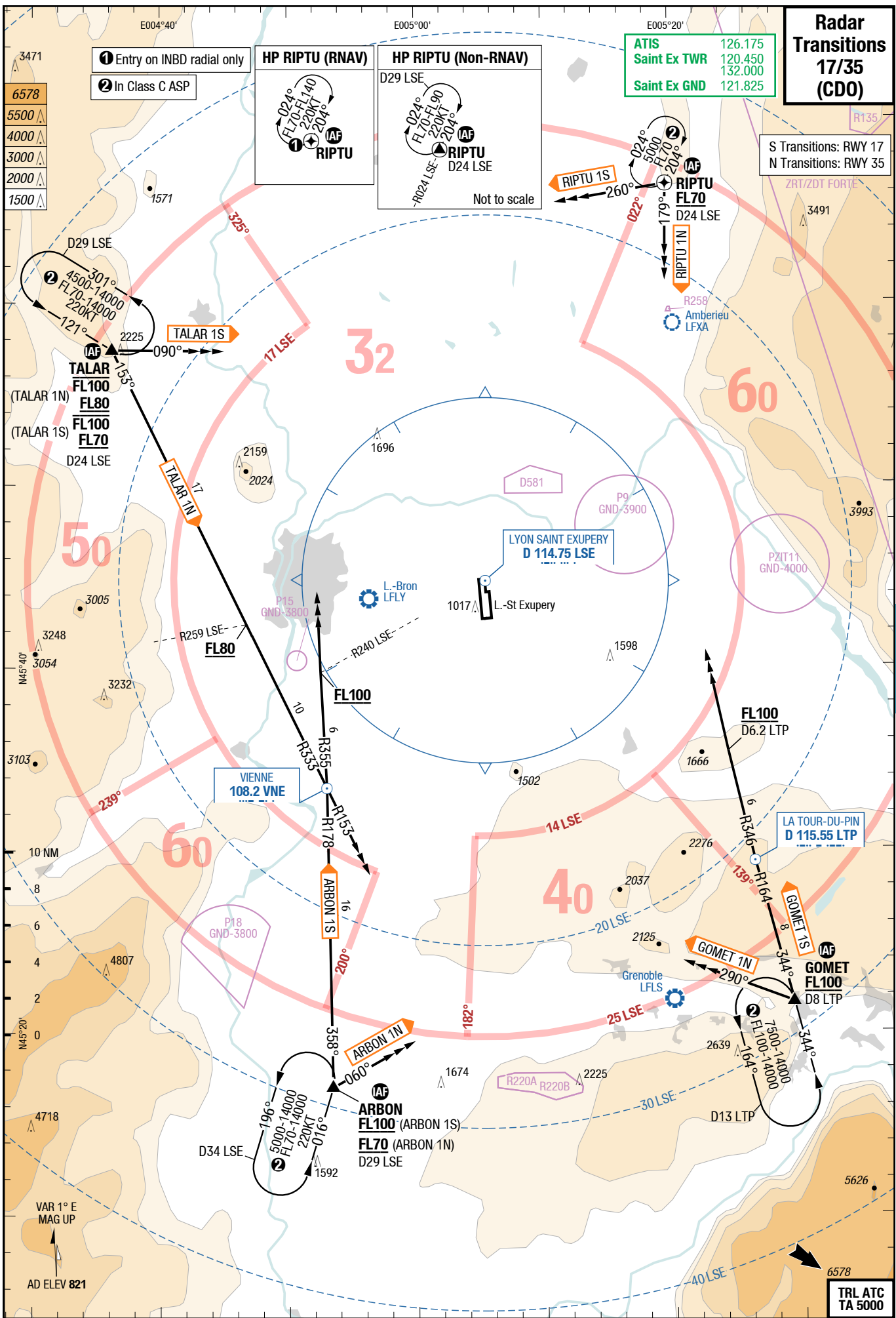
Changes: Track, RWY Designator, MGA, VAR, Note, HLDG, TOPO

© Lido 2016

Radar Transitions 17/35 (CDO)

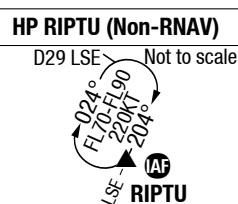
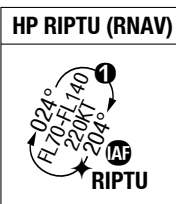
ATIS 126.175
Saint Ex TWR 120.450
Saint Ex GND 121.825

S Transitions: RWY 17
N Transitions: RWY 35



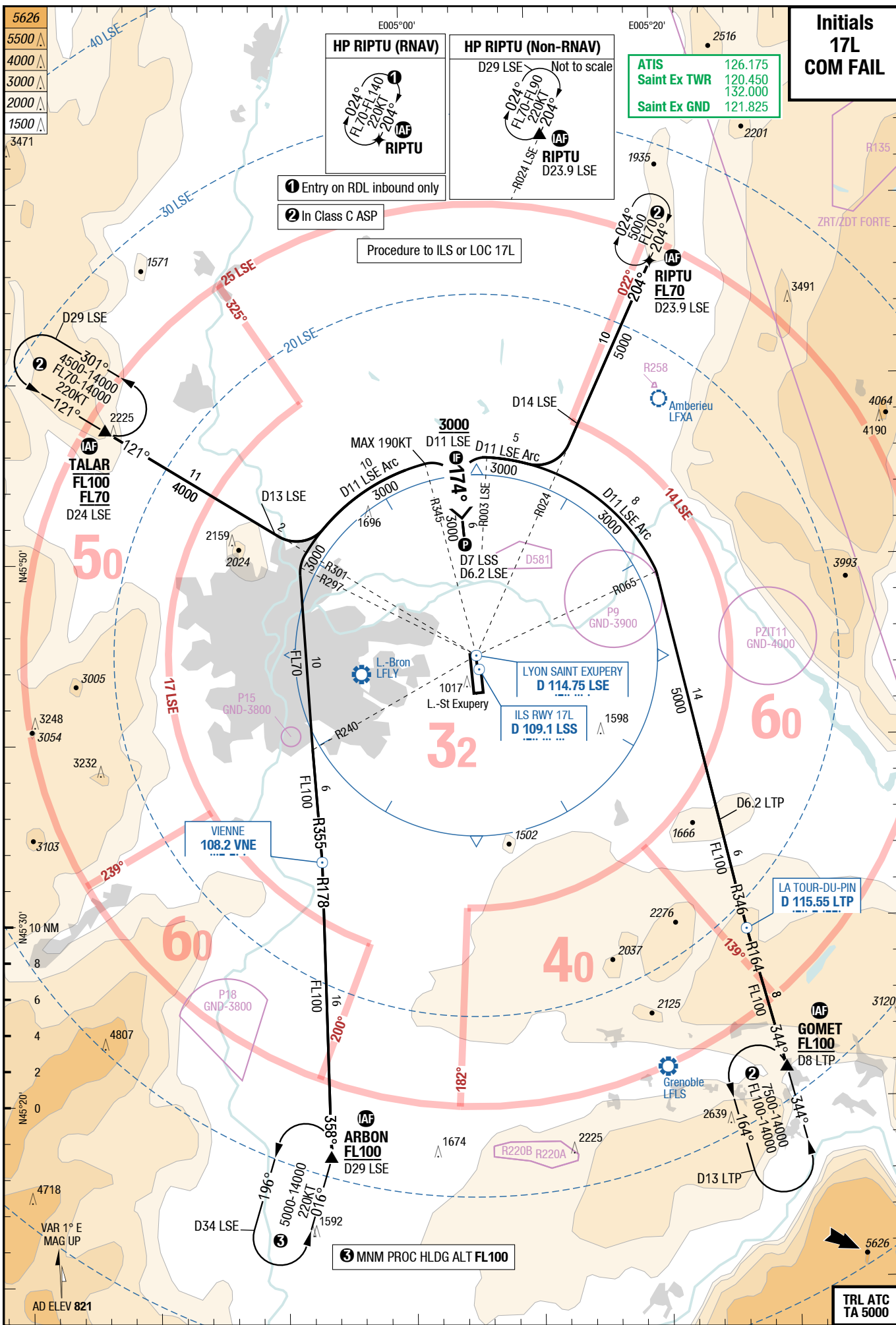
Initials
17L
COM FAIL

ATIS	126.175
Saint Ex TWR	120.450
Saint Ex GND	121.825



- 1 Entry on RDL inbound only
- 2 In Class C ASP

Procedure to ILS or LOC 17L



Initials
17R
COM FAIL

ATIS	126.175
Saint Ex TWR	120.450
	132.000
Saint Ex GND	121.825

Procedure to VOR 17R when
ILS 17L is U/S or RWY 17L is closed

2 In Class C ASP

HP RIPTII (BNAV)



1 Entry on RDL inbound only

HP RIPTU (Non-RNAV)



D23.9 LSE

50.

32

60

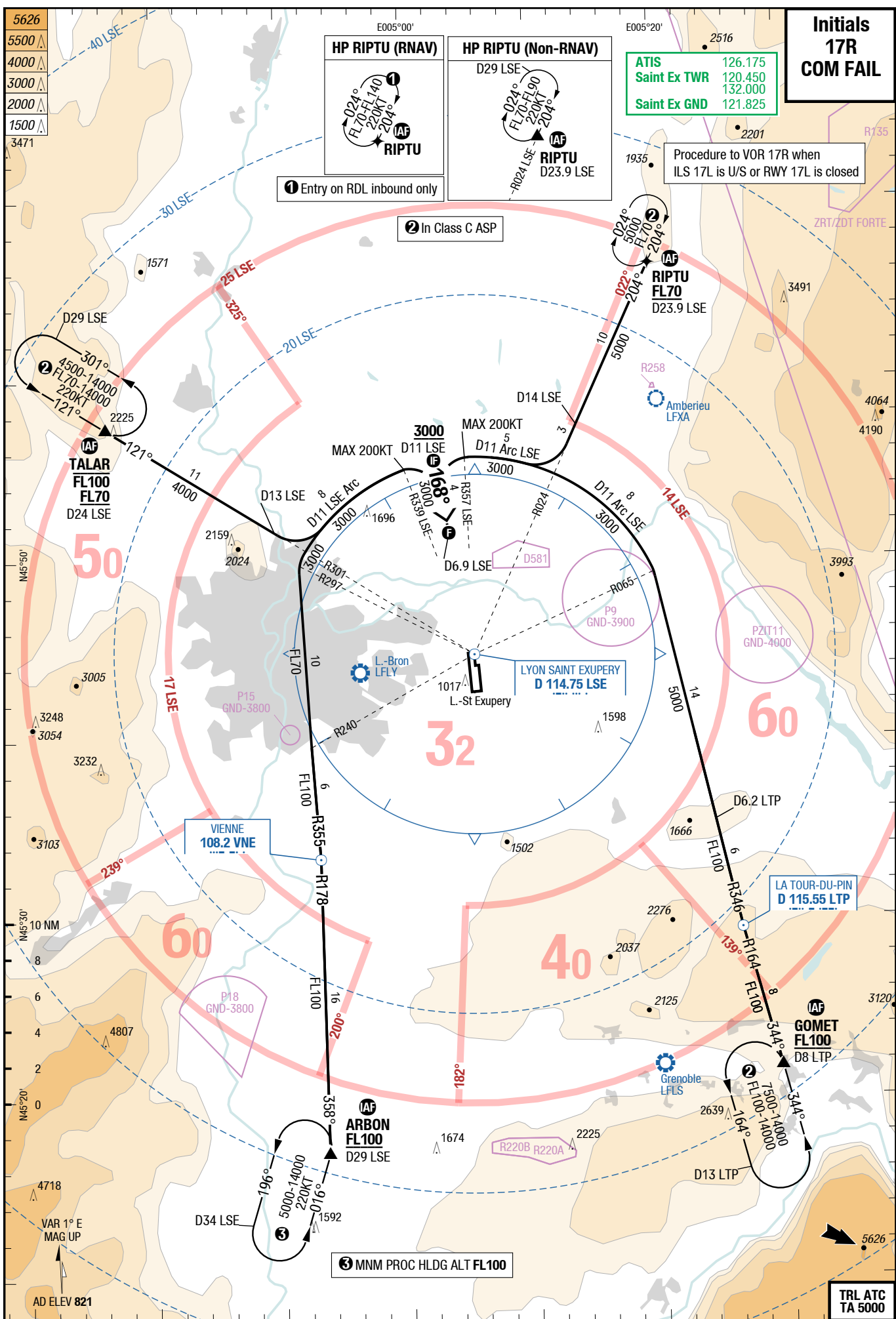
60

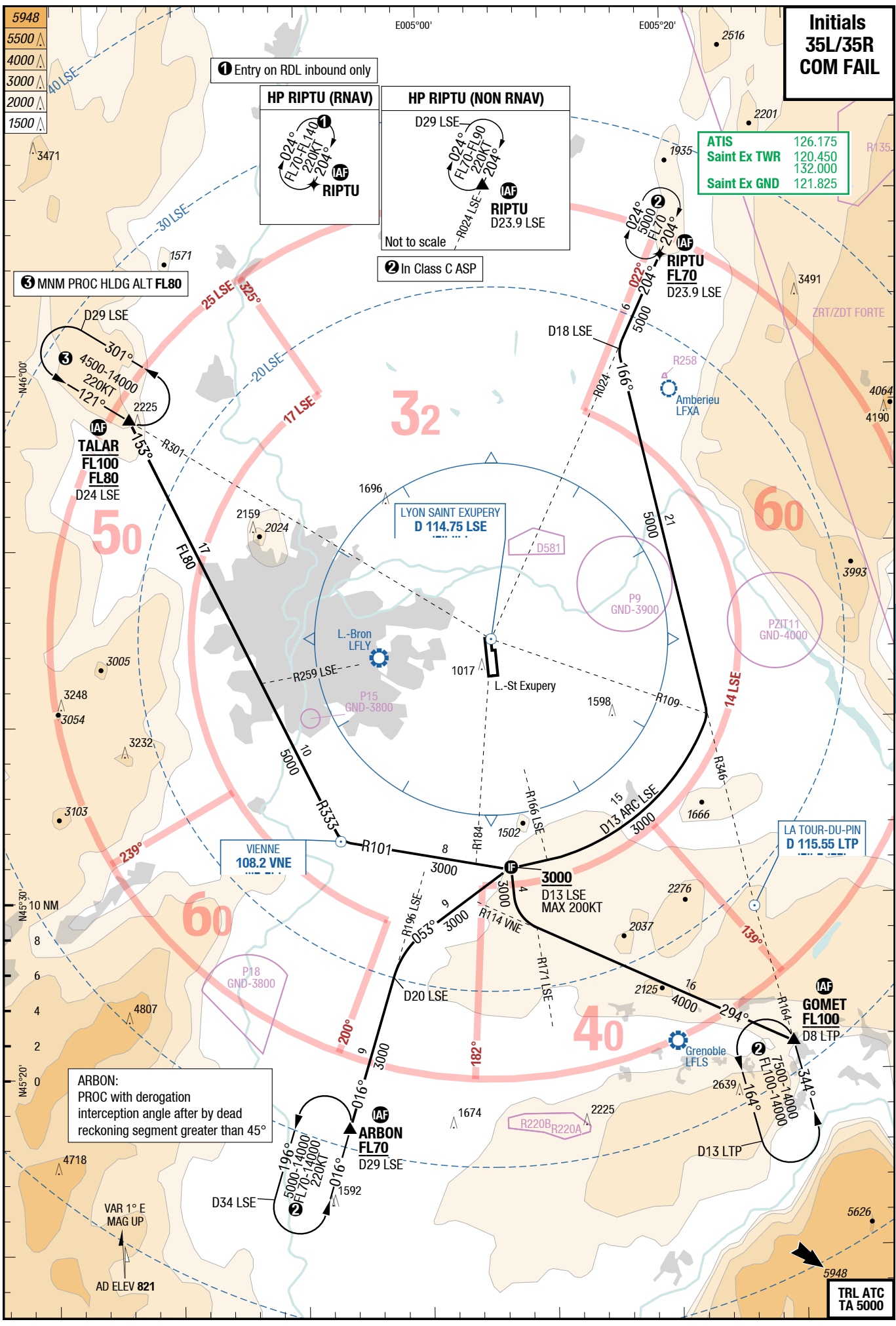
40

LA TOUR-DU-PIN
D 115.55 LTP

IAF
OMET
L100

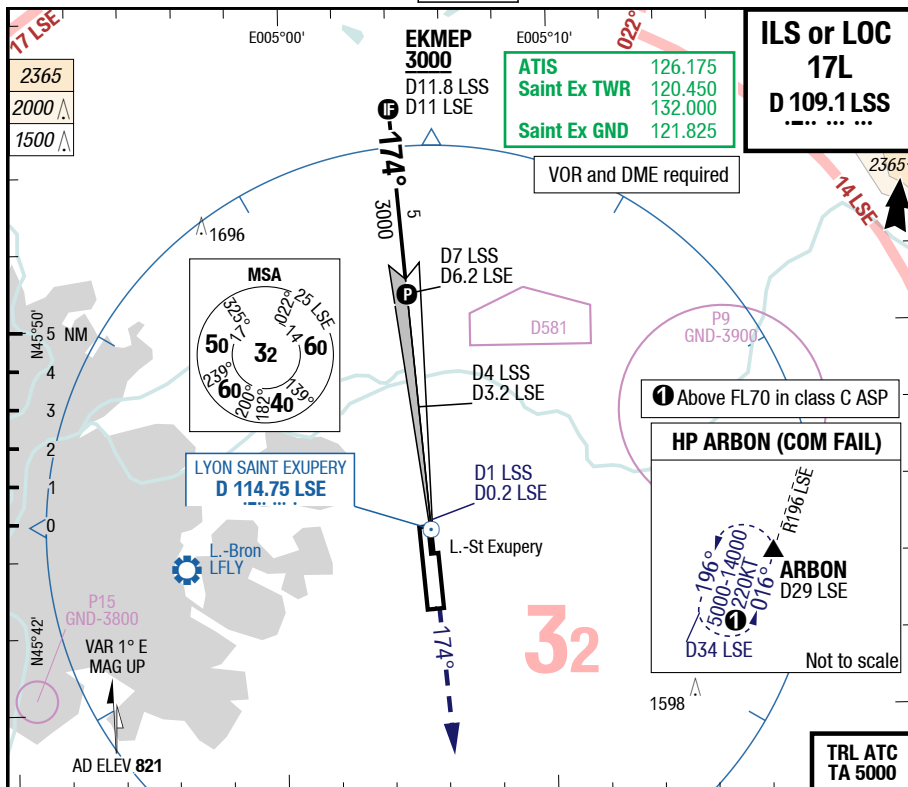
3 MNM PROC HLDG ALT FL100

TRL ATC
TA 5000

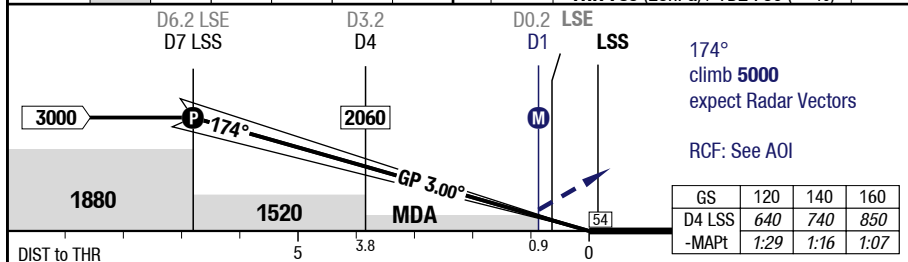


7-50

ILS or LOC 17L



LOC 3.00°	7	6	5	3	2	17L	83.0°	60 HL	15 HL
D LSS	3000	2710	2390	1750	1430	HL-P1	THR 780 (28hPa) / TDZ 780 (---%)	+0.5%	

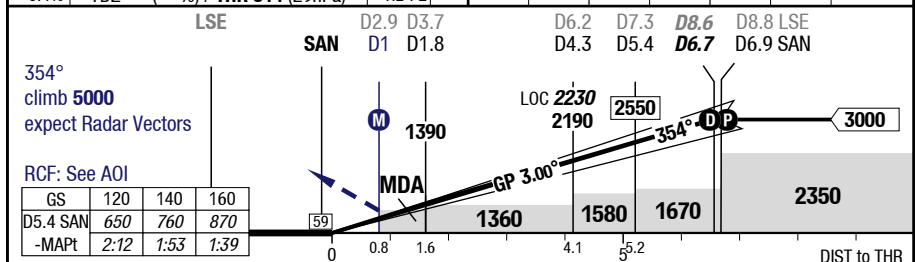
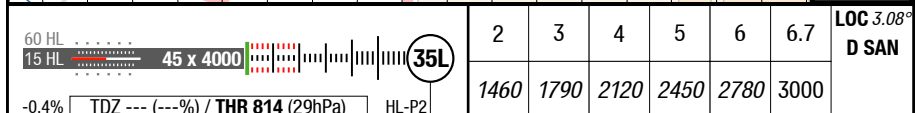
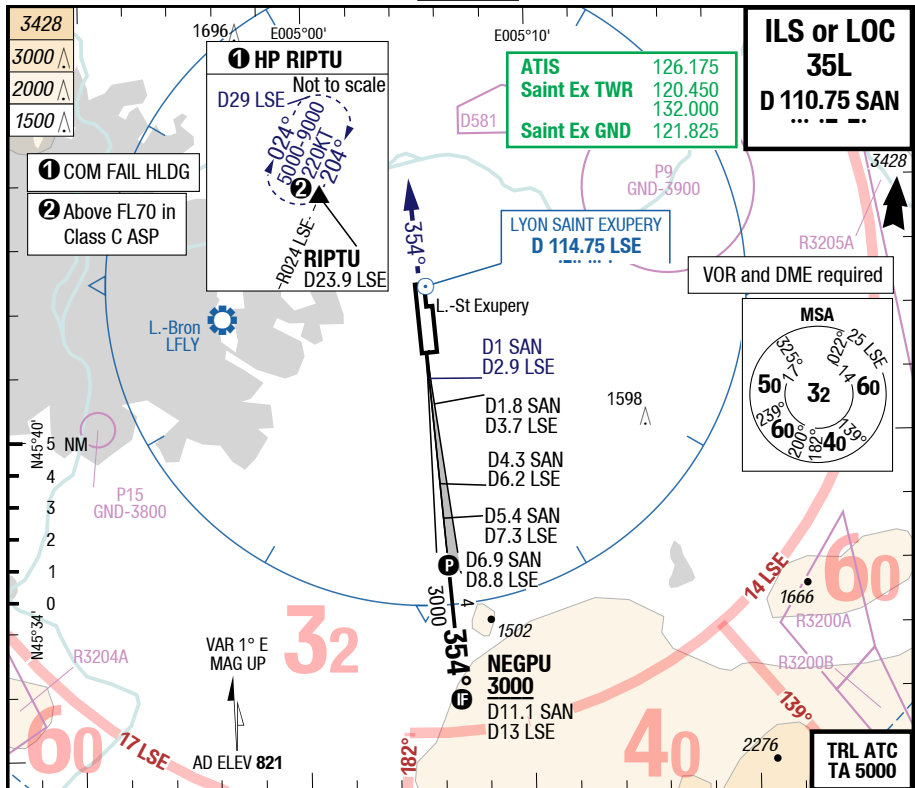


17L	Cat 1 DME	LOC DME			Circling
C	ft - m/km ft	200 - 550 980	340 - 800 1120		760 - 2.4V 1580
D	ft - m/km ft	200 - 550 980	340 - 800 1120		900 - 3.6V 1720

LYS-LFLL

7-60

ILS or LOC 35L



35L		Cat 3b DME	Cat 2 DME	Cat 1 DME LTS 1)	Cat 1 DME 1)	LOC DME	Circling
C	ft - m/km ft	DH - 75R Company	100 - 300R 97 RA	200 - 400 1020	200 - 550 1020	440 - 1.3 1250	760 - 2.4V 1580
D	ft - m/km ft	DH - 75R Company	100 - 300R 97 RA 2)	200 - 400 1020	200 - 550 1020	440 - 1.3 1250	900 - 3.6V 1720

1) With EVS 350m	
------------------	--

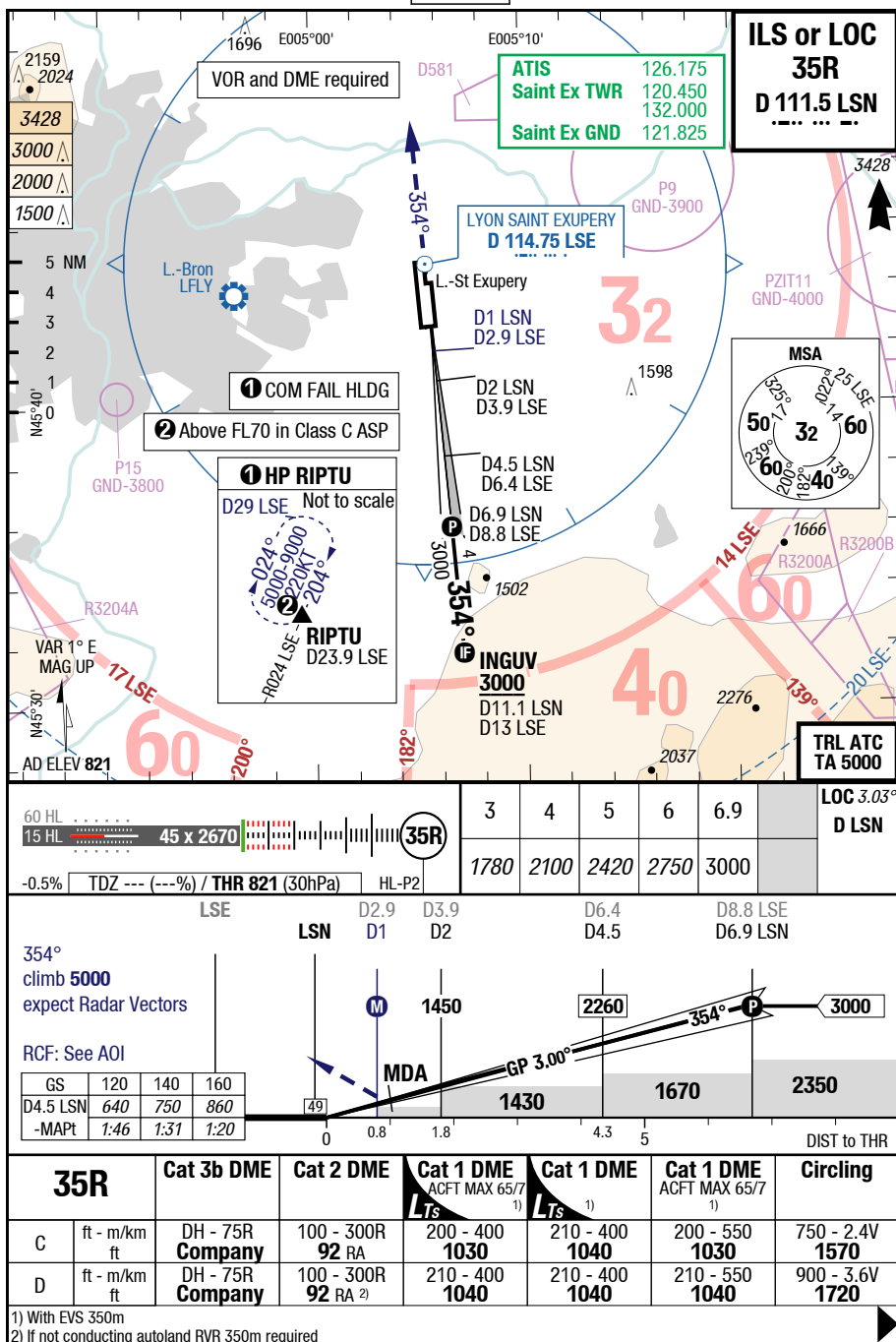
2) If not conducting autoland RVR 350m required

Changes: APL, SUAs, OBST

LYS-LFL

7-70

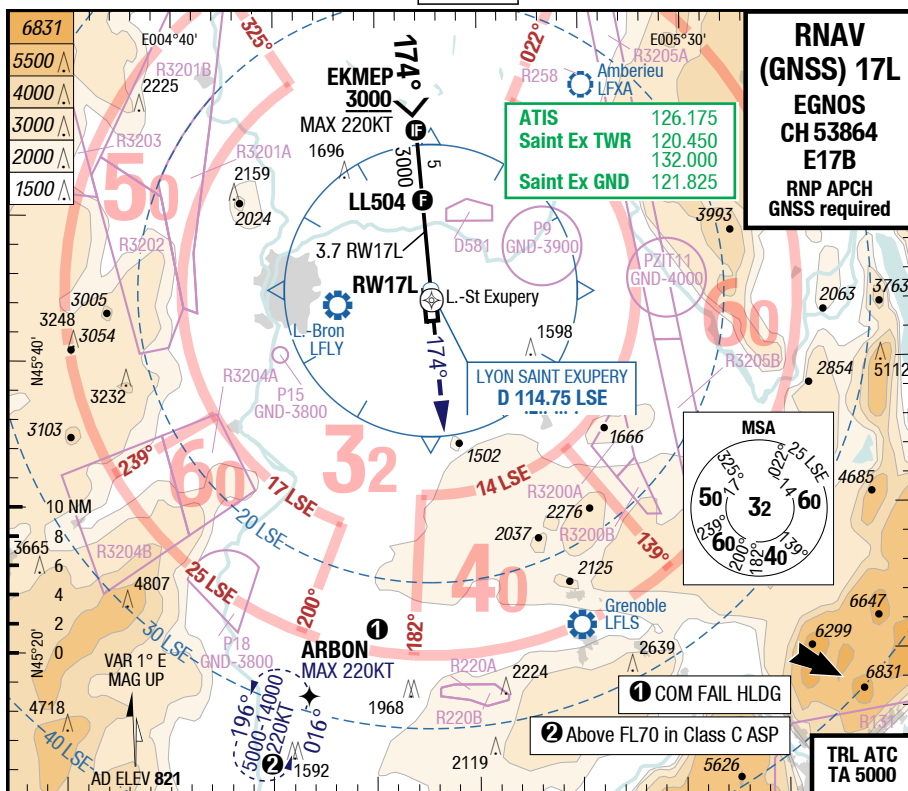
ILS or LOC 35R



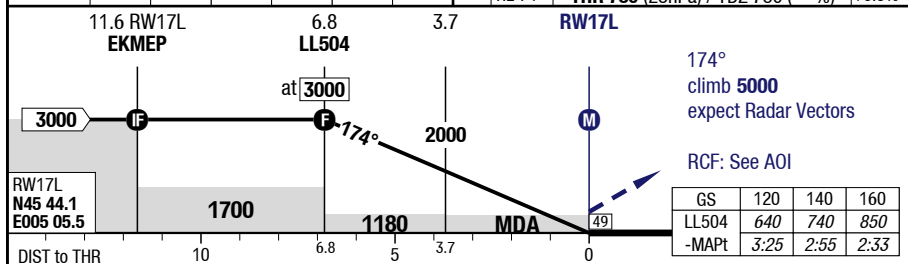
LYS-LFL

7-90

RNAV (GNSS) 17L



3.00°	6.8	6	5	4	3	2	17L	83.0°	60 HL	15 HL
RW17L	3000	2740	2430	2110	1790	1470	HL-P1	THR 780 (28hPa) / TDZ 780 (---%)	+0.5%	



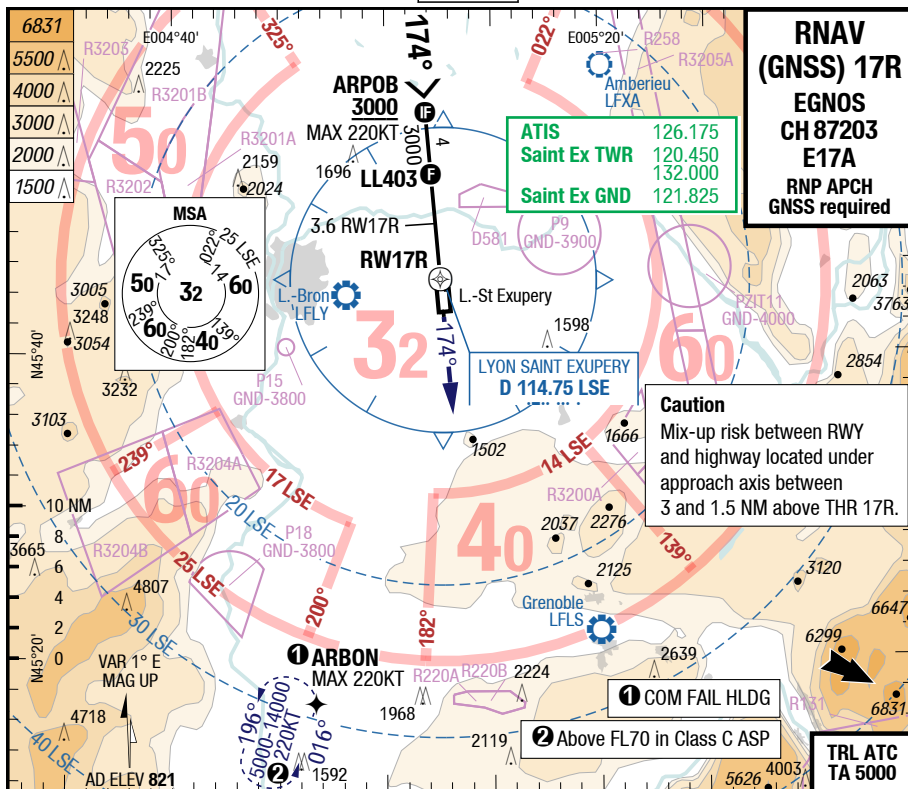
17L	RNAV GNSS LPV 1)	RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV	Circling
C	ft - m/km 1030	250 - 750 1070	290 - 750 1070	760 - 2.4V 1580
D	ft - m/km 1040	260 - 750 1080	380 - 1.0 1160	900 - 3.6V 1720

1) With EVS 550m
 2) Uncompensated BARO VNAV NA below -20°C (-4°F)

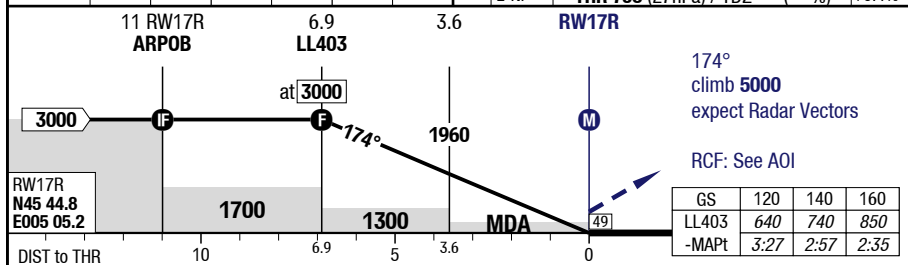
LYS-LFLL

7-100

RNAV (GNSS) 17R



3.00° RW17R	6.9	5	4	3	2	1		
	3000	2400	2080	1770	1450	1130		



17R		RNAV GNSS LPV 1)	RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV			Circling
C	ft - m/km ft	260 - 1.3 1010	280 - 1.3 1030	370 - 1.7 1120			760 - 2.4V 1580
D	ft - m/km ft	260 - 1.3 1010	290 - 1.3 1040	370 - 1.7 1120			900 - 3.6V 1720

1) With EVS 900m

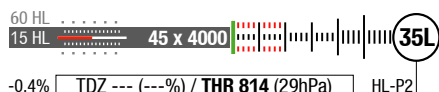
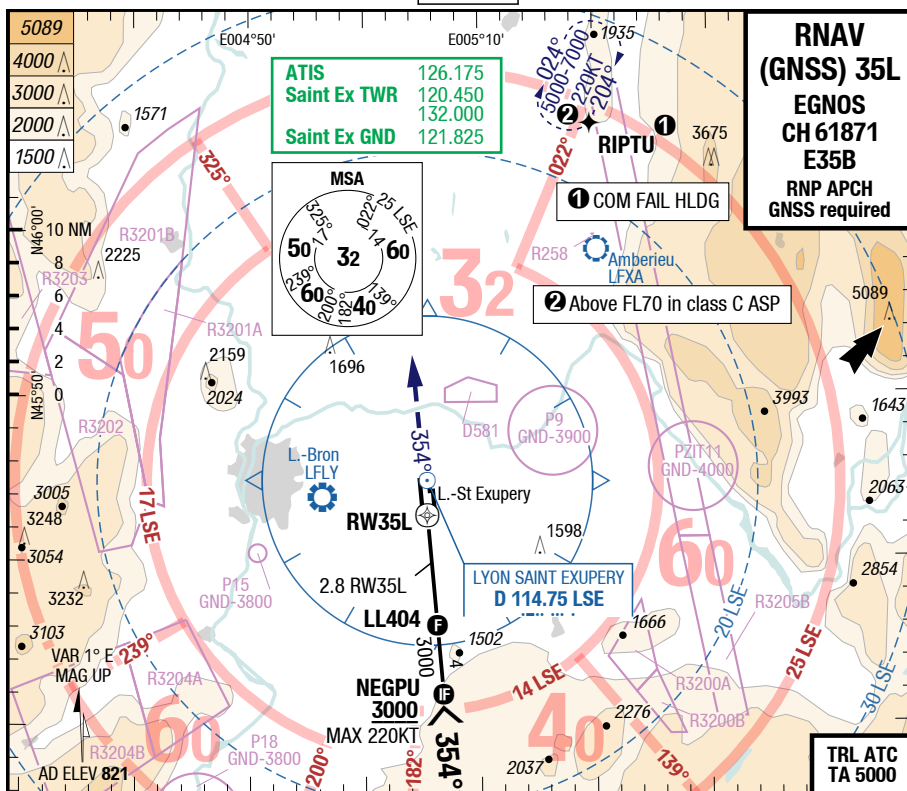
2) Uncompensated BARO VNAV NA below -20°C (-4°F)

Changes: APL, SUAs, OBST

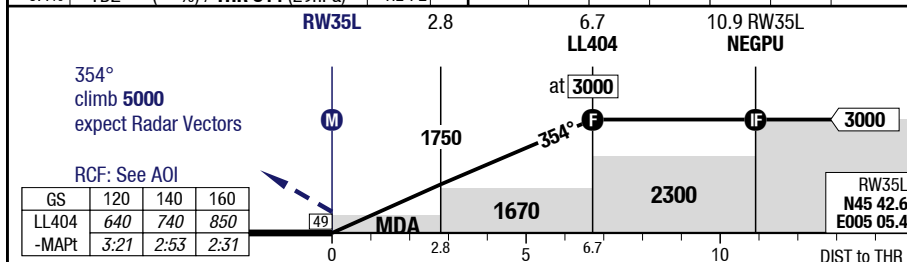
LYS-LFLL

7-110

RNAV (GNSS) 35L



2	3	4	5	6	6.7	3.00° RW35L
1500	1820	2140	2460	2780	3000	



35L	RNAV GNSS LPV 1)	RNAV GNSS VNAV 2)	RNAV GNSS LNAV	Circling
C	ft - m/km ft 330 - 800 1140	340 - 800 1150 1)	440 - 1.3 1250	760 - 2.4V 1580
D	ft - m/km ft 340 - 800 1150	350 - 900 1160 3)	440 - 1.3 1250	900 - 3.6V 1720

1) With EVS 550m

2) Uncompensated BARO VNAV NA below -20°C (-4°F)

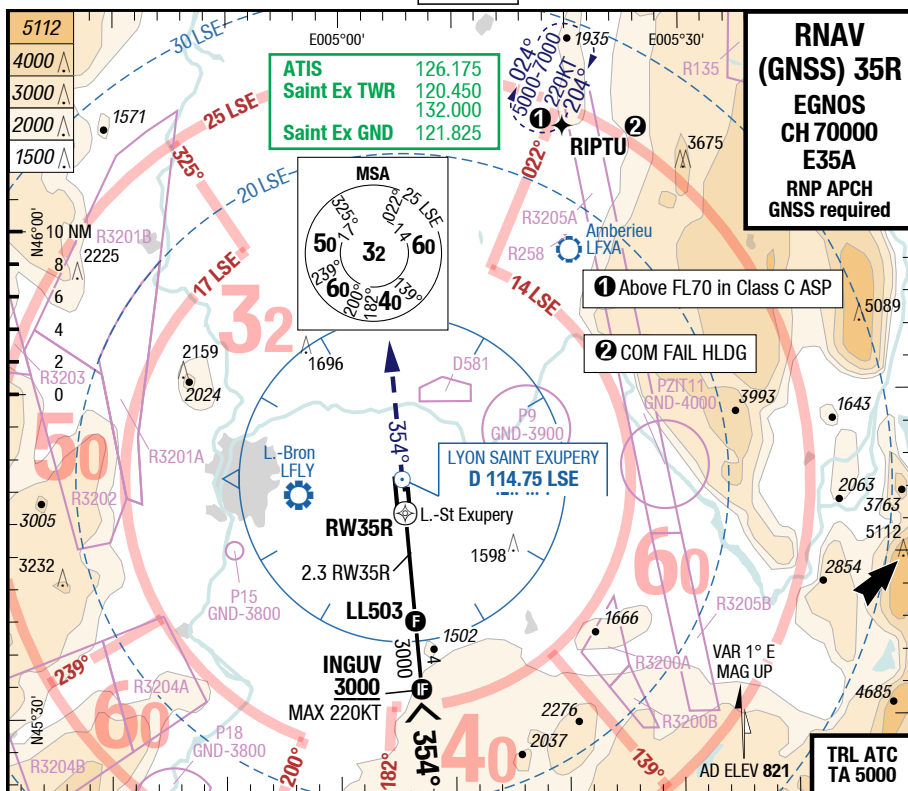
3) With EVS 600m

Changes: APL, SUAS, OBST

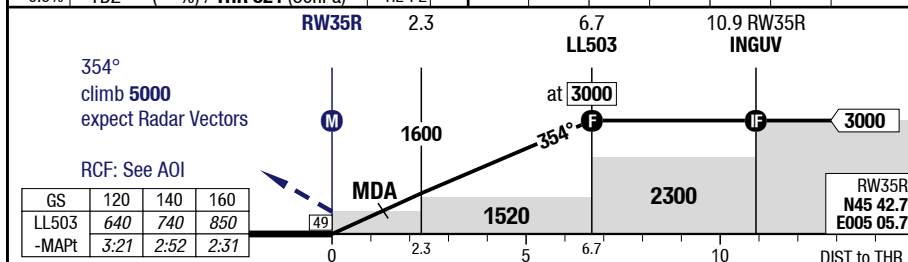
LYS-LFLL

7-120

RNAV (GNSS) 35R



60 HL	15 HL	45 x 2670		35R	2	3	4	5	6	6.7	3.00° RW35R
-0.5%	TDZ --- (---%) / THR 821 (30hPa)			HL-P2	1510	1830	2150	2470	2780	3000	



35R		RNAV GNSS LPV	RNAV GNSS VNAV 1)	RNAV GNSS LNAV		Circling
C	ft - m/km ft	340 - 800 1160 2)	340 - 800 1160 2)	430 - 1.3 1250		750 - 2.4V 1570
D	ft - m/km ft	350 - 900 1170 3)	350 - 900 1170 3)	430 - 1.3 1250		900 - 3.6V 1720

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

3) With EVS 600m

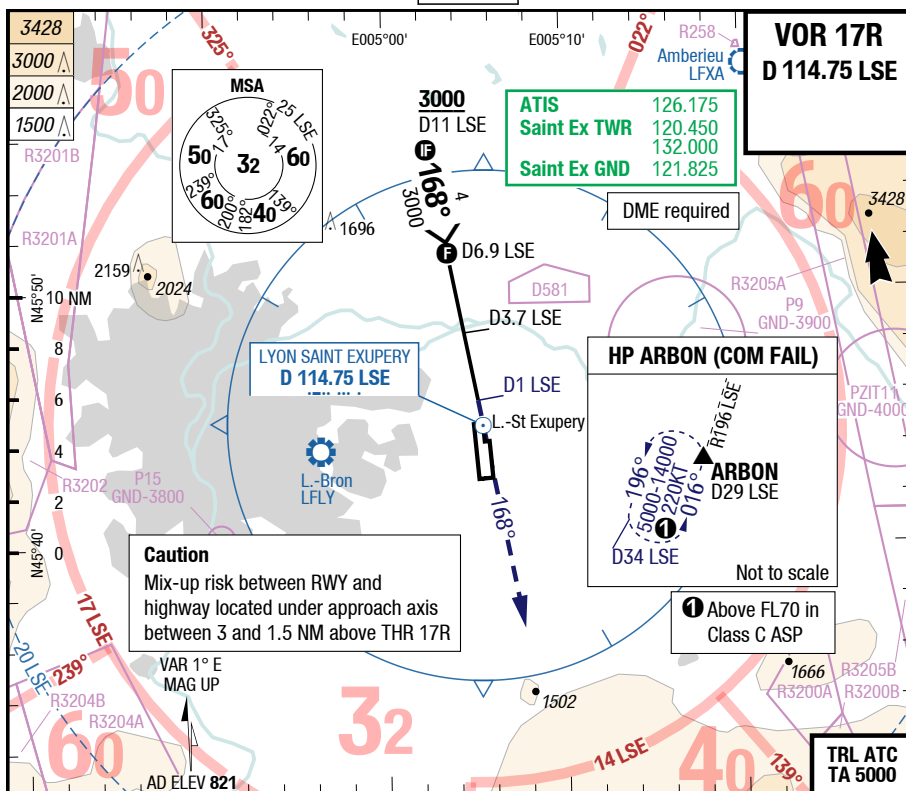
2) With EVS 550m

Changes: APL, OBST, SUAs

LYS-LFLL

7-130

VOR 17R

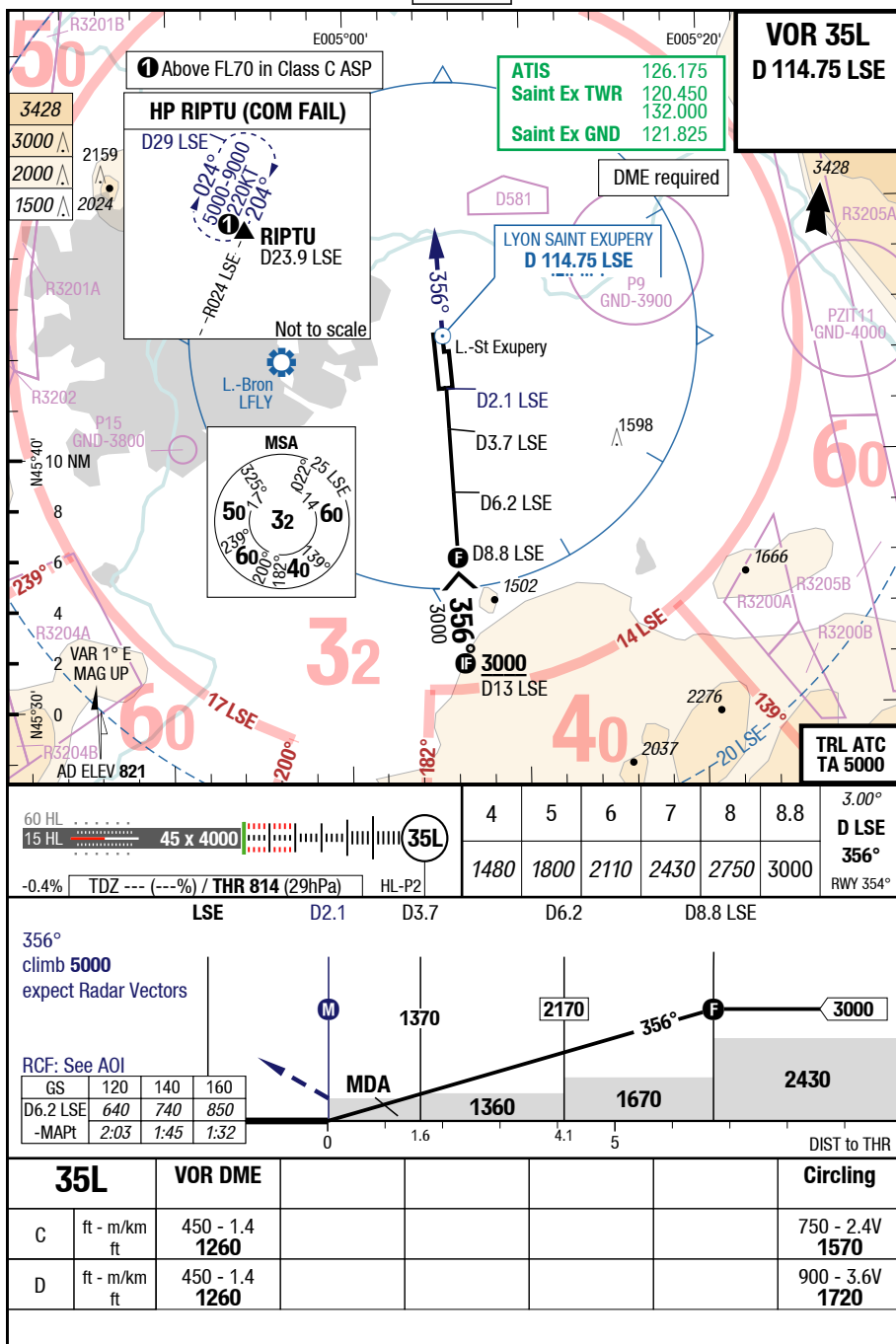


3.00° D LSE 168° RWY 174°	6.9 3000	6 2710	5 2390	4 2070	3 1750	2 1430	<div>17R</div> <div>L-NF</div>	<div><div>83.0°</div><div>60 HL</div><div>15 HL</div><div>4000 x 45</div><div>600</div></div> <div>THR 758 (27hPa) / TDZ --- (---%) +0.4%</div>												
<div>D6.9 LSE</div> <div>D3.7</div> <div>D1</div> <div>LSE</div>								<div>168° climb 5000 expect Radar Vectors</div> <div>RCF: See A01</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>D3.7 LSE</td><td>640</td><td>740</td><td>850</td></tr><tr><td>-MAPt</td><td>1:21</td><td>1:09</td><td>1:01</td></tr></table>	GS	120	140	160	D3.7 LSE	640	740	850	-MAPt	1:21	1:09	1:01
GS	120	140	160																	
D3.7 LSE	640	740	850																	
-MAPt	1:21	1:09	1:01																	
<div>3000</div> <div>1880</div> <div>1520</div> <div>MDA</div>																				
DIST to THR								53.60.90												
17R								VOR DME						Circling						
C	ft - m/km ft	450 - 2.0 1200												760 - 2.4V 1580						
D	ft - m/km ft	450 - 2.0 1200												900 - 3.6V 1720						

LYS-LFL

7-140

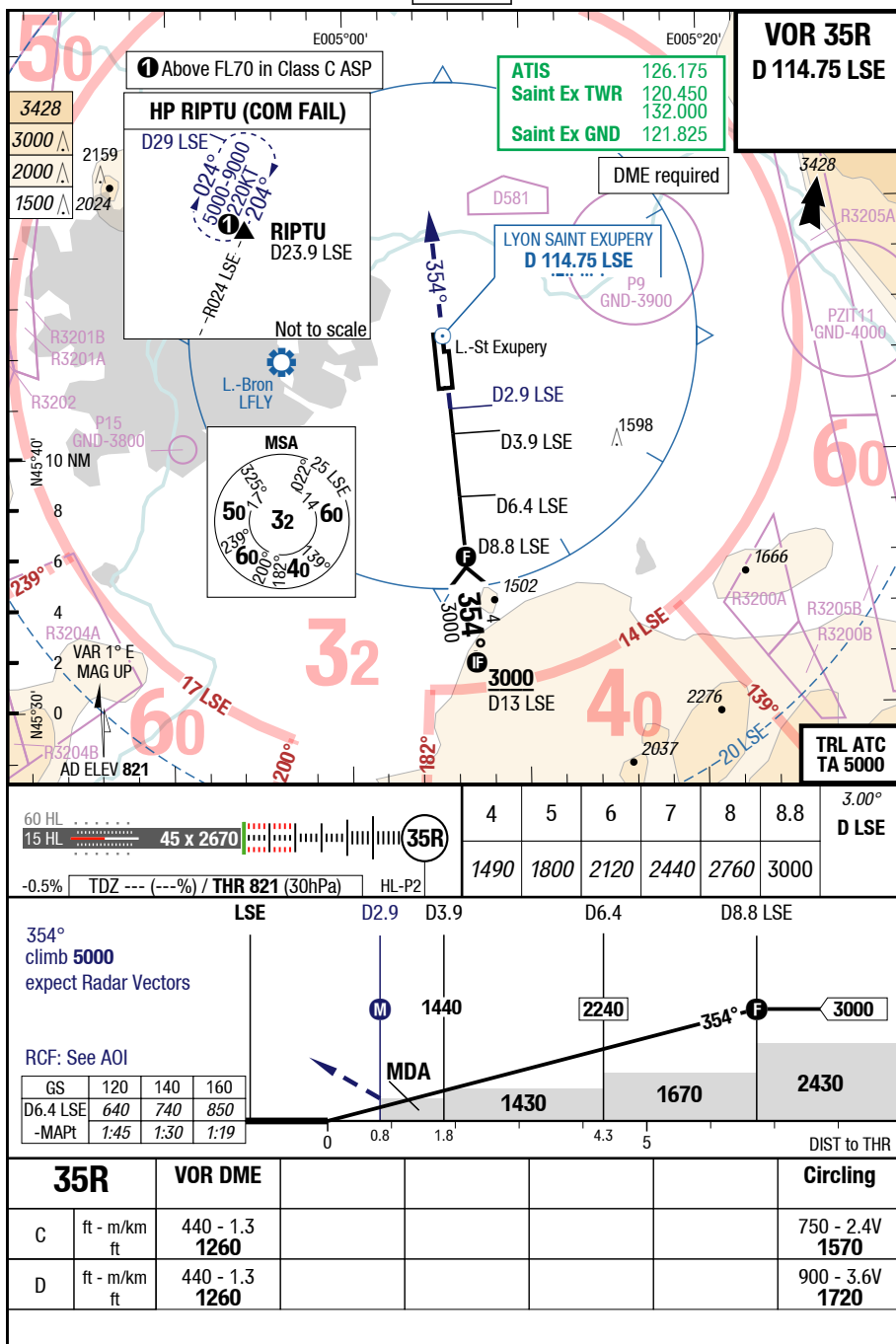
VOR 35L



LYS-LFLL

7-150

VOR 35R



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

