

LFLL/LYS  
ST EXUPERY

JEPPESEN

5 JAN 07 (10-2A) Eff 18 Jan

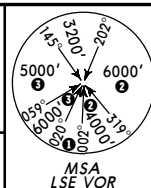
LYON, FRANCE

RNAV STAR

ATIS  
126.17

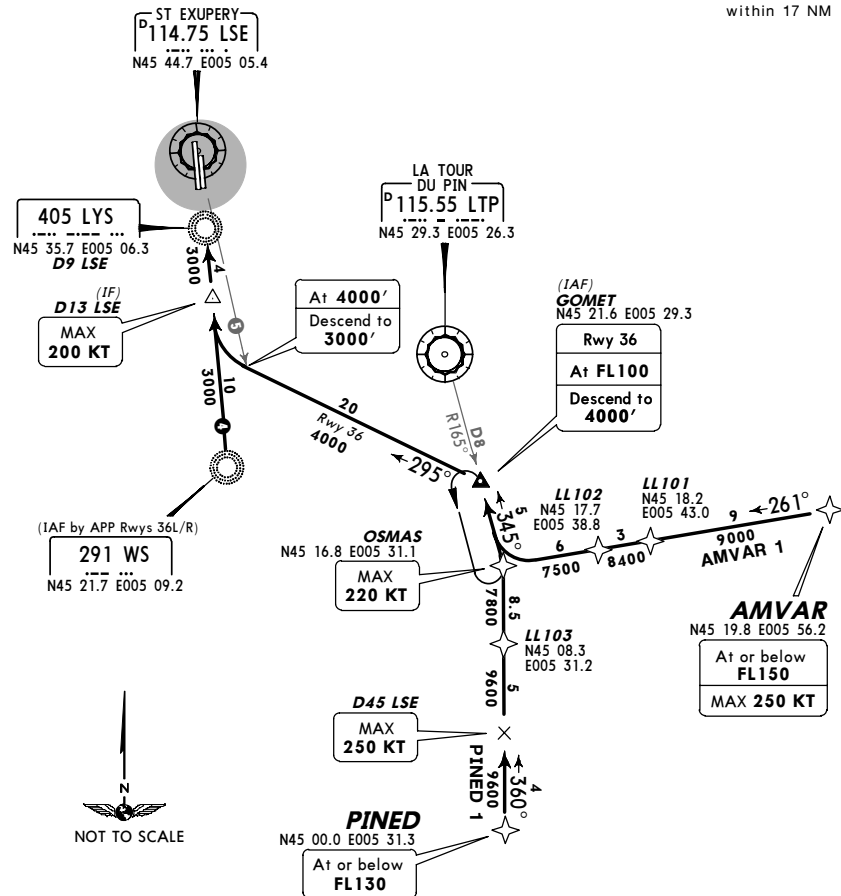
Apt Elev  
821'

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 LTP VOR or DME unserviceable use alternate holding GOMET and comply with instructions to join ILS or LOC/DME.



- 1 3200'
- 2 3200' within 14 NM
- 3 3200' within 17 NM

### AMVAR 1, PINED 1 RNAV ARRIVALS FROM EAST & SOUTH



- 1 ILS APCH RWYS 36L/R & VOR DME APCH RWY 36R: intercept LSE R-175 inbound; VOR DME APCH RWY 36L: intercept LSE R-177 inbound.
- 2 VOR DME APCH RWY 36L: R-172; VOR DME APCH RWY 36R: R-170.

GOMET
N45 21.6 E005 29.3 FL100 (7500T)/140 inbound 345° LTP R-165 D8/13 MAX 230 KT
ALTERNATE (if LTP u/s) FL110/140, inbound 324° LSE R-144 D29/34 LEFT turn MAX 230 KT

LFLL/LYS  
ST EXUPERY

JEPPESEN

5 JAN 07 (10-2B) Eff 18 Jan

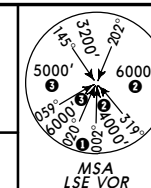
LYON, FRANCE

RNAV STAR

ATIS  
126.17

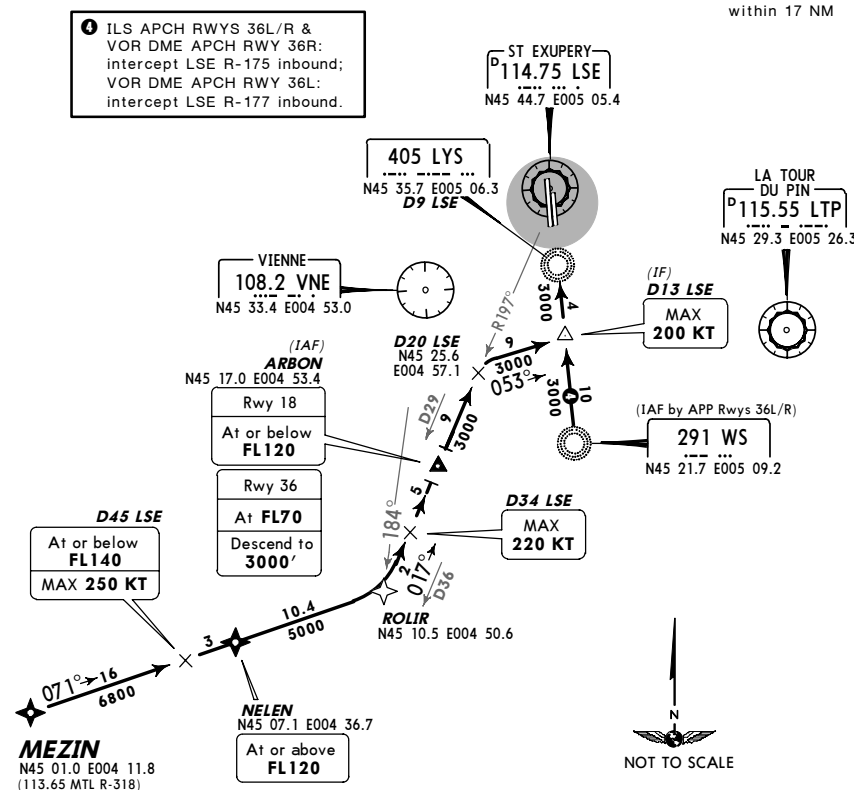
Apt Elev  
821'

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 instructions to join ILS or LOC/DME.



- 1 3200'
- 2 3200' within 14 NM
- 3 3200' within 17 NM

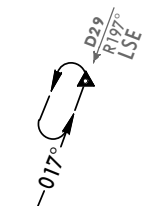
### MEZIN 1D [MEZ11D] RNAV ARRIVAL FROM WEST



- 1 ILS APCH RWYS 36L/R & VOR DME APCH RWY 36R: intercept LSE R-175 inbound; VOR DME APCH RWY 36L: intercept LSE R-177 inbound.

ARBON
N45 17.0 E004 53.4 RWY 18: FL100 (5000T)/140 RWY 36: FL70 (5000T)/140 inbound 017° LSE R-197 D29/34 MAX 220 KT
ALTERNATE (if LSE u/s) FL70/140, inbound 061° LTP R-241 D26/31 LEFT turn MAX 230 KT

### HOLDING OVER ARBON



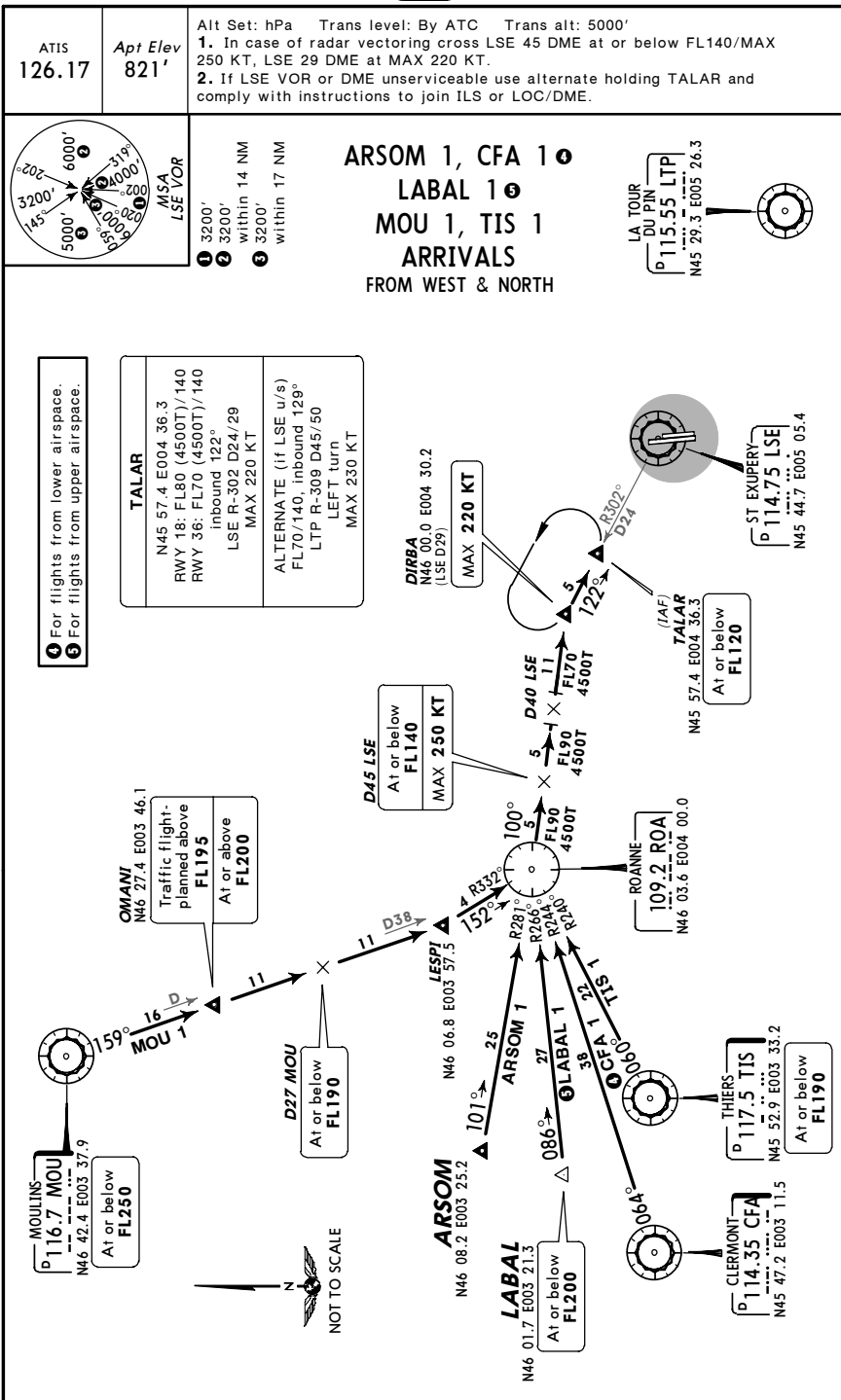
LFL/LYS  
ST EXUPERY

JEPPesen

5 JAN 07 (10-2C) Eff 18 Jan

LYON, FRANCE

STAR



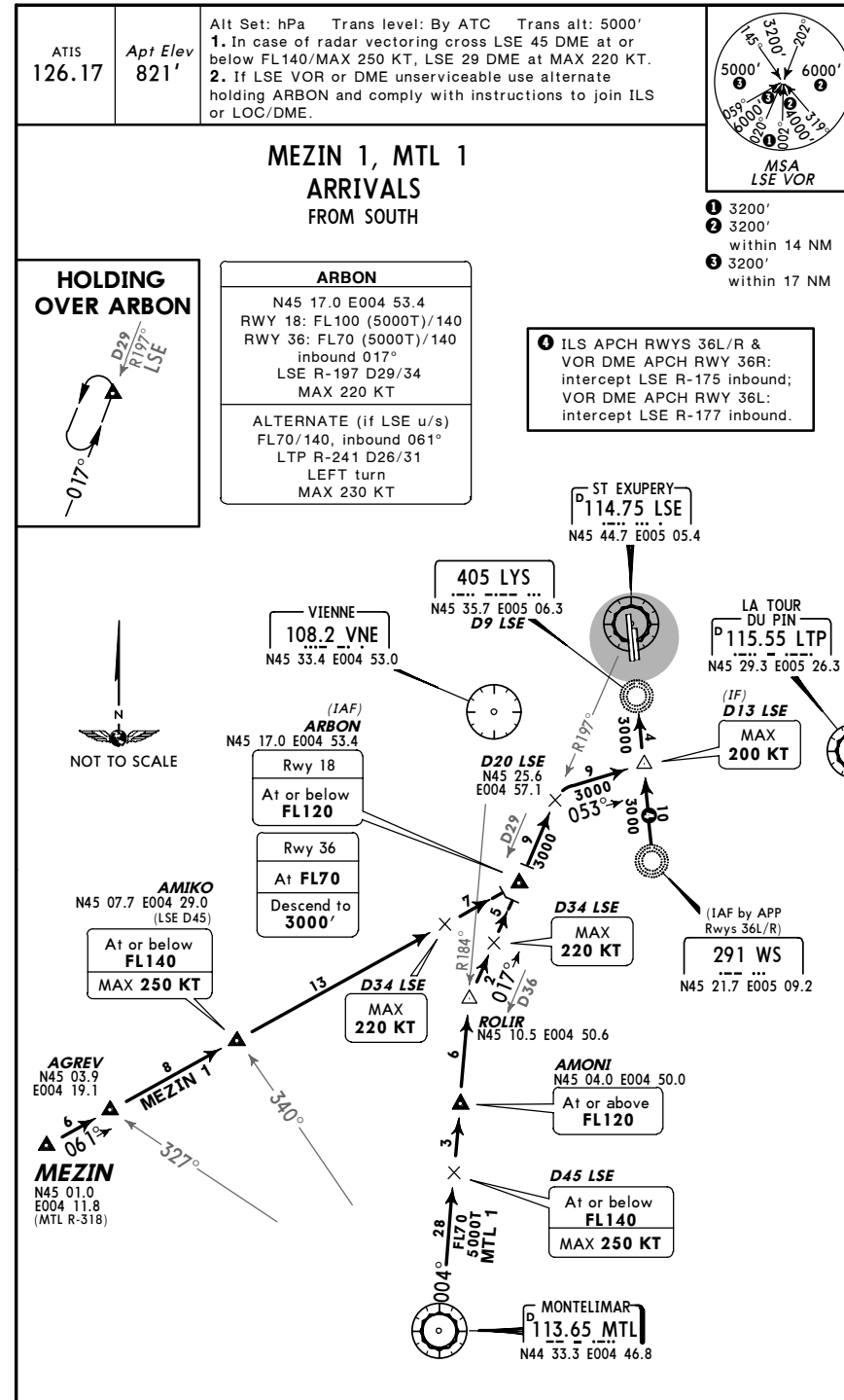
LFL/LYS  
ST EXUPERY

JEPPesen

5 JAN 07 (10-2D) Eff 18 Jan

LYON, FRANCE

STAR



LFLL/LYS  
ST EXUPERY

JEPPESEN

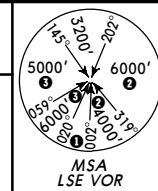
5 JAN 07 10-3 Eff 18 Jan

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.



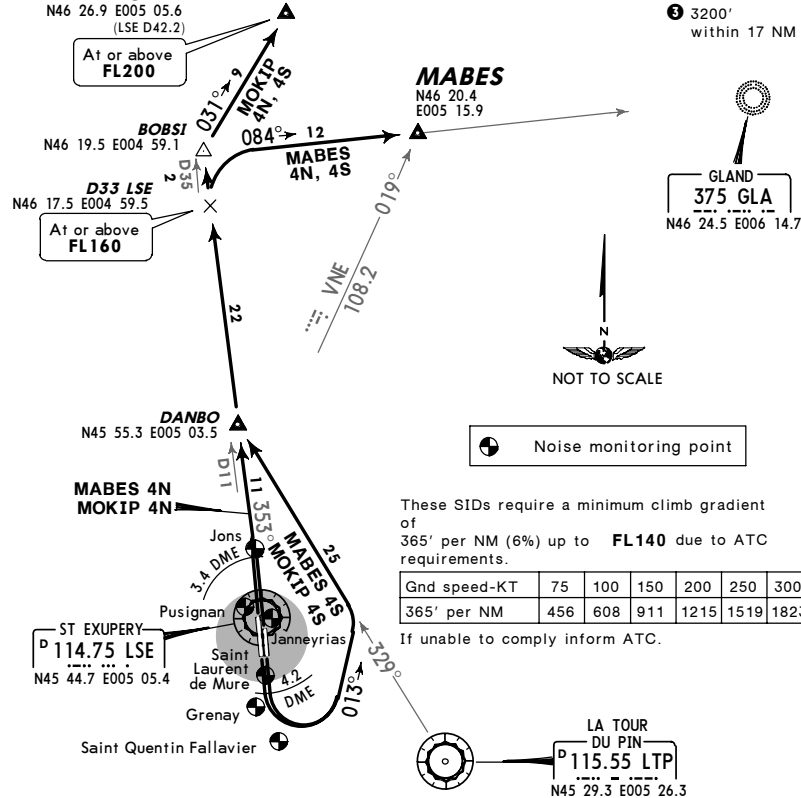
MABES 4N [MABE4N], MABES 4S [MABE4S]  
MOKIP 4N [MOKI4N], MOKIP 4S [MOKI4S]  
RWYS 36L/R, 18L/R DEPARTURES  
TO NORTH

**SPEED MAX 250 KT PRIOR TO TRANSFER TO ACC**

**MOKIP**

N46 26.9 E005 05.6  
(LSE D42.2)

At or above  
FL200



- 1 3200'
- 2 3200' within 14 NM
- 3 3200' within 17 NM

These SIDs require a minimum climb gradient of  
365' per NM (6%) up to **FL140** due to ATC  
requirements.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823

If unable to comply inform ATC.

**MABES 4N, MOKIP 4N:** Initial climb clearance **FL140**  
**MABES 4S, MOKIP 4S:** Initial climb clearance **FL100**

SID	RWY	ROUTING
MABES 4N 06	36L/R	Climb to LSE 3.4 DME, intercept LSE R-353 towards BOBSI, at D33 LSE turn RIGHT, intercept 084° bearing towards GLA to MABES.
MABES 4S 01	18L/R	Climb to LSE 4.2 DME, turn LEFT, 013° track, intercept LTP R-329 to DANBO, turn RIGHT, intercept LSE R-353 to D33 LSE, turn RIGHT, intercept 084° bearing towards GLA to MABES.
MOKIP 4N 06	36L/R	Climb to LSE 3.4 DME, intercept LSE R-353 to BOBSI, turn RIGHT, 031° track to MOKIP.
MOKIP 4S 06	18L/R	Climb to LSE 4.2 DME, turn LEFT, 013° track, intercept LTP R-329 to DANBO, turn RIGHT, intercept LSE R-353 to BOBSI, turn RIGHT, 031° track to MOKIP.

- 1 For flights with destination 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. 5 For departures via airway **UL 47**.
- 6 For flights into upper airspace with destination LFPG, LFPC, LFPB, LFPT & LFOB.

CHANGES: MSA.

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LFLL/LYS  
ST EXUPERY

JEPPESEN

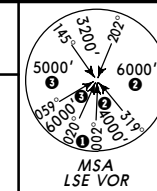
5 JAN 07 10-3A Eff 18 Jan

LYON, FRANCE

SID

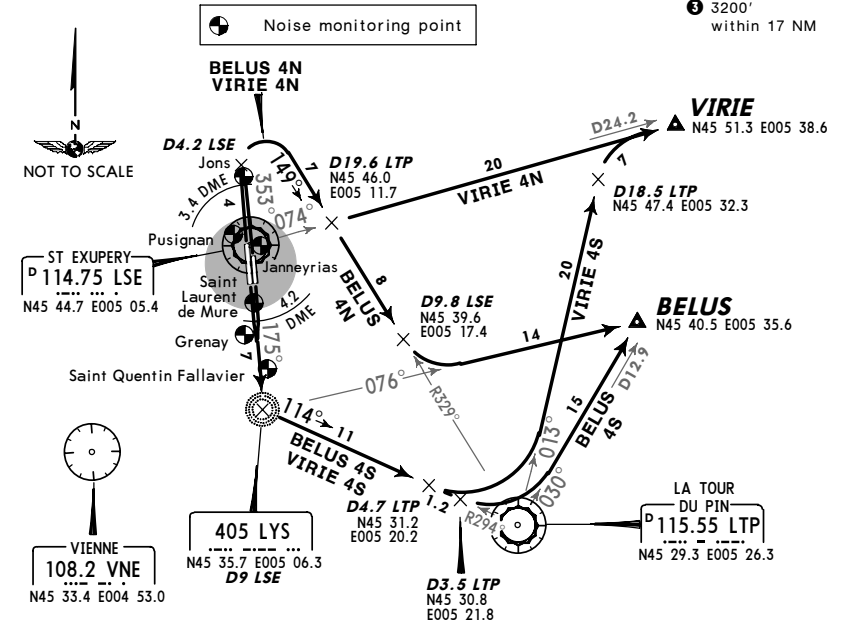
Apt Elev  
821'

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



BELUS 4N [BELU4N], BELUS 4S [BELU4S]  
VIRIE 4N [VIRI4N], VIRIE 4S [VIRI4S]  
RWYS 36L/R, 18L/R DEPARTURES  
TO EAST

**SPEED MAX 250 KT PRIOR TO TRANSFER TO ACC**



- 1 3200'
- 2 3200' within 14 NM
- 3 3200' within 17 NM

These SIDs require minimum climb gradients  
of  
**BELUS 4N:** 486' per NM (8%) up to **FL100** due  
to ATC requirements.  
**BELUS 4S, VIRIE 4S:** 365' per NM (6%) up to  
**FL80** due to ATC requirements.  
**VIRIE 4N:** 486' per NM (8%) up to **FL80** due  
to ATC requirements.

Gnd speed-KT	75	100	150	200	250	300
486' per NM	608	810	1215	1620	2025	2430
365' per NM	456	608	911	1215	1519	1823

If unable to comply inform ATC.

**BELUS 4N:** Initial climb clearance **FL100**  
**BELUS 4S, VIRIE 4N, 4S:** Initial climb clearance **FL80**

SID	RWY	ROUTING
BELUS 4N 01	36L/R	Climb to LSE 3.4 DME, intercept LSE R-353 to D4.2 LSE, turn RIGHT, intercept LTP R-329 inbound to D9.8 LSE, turn LEFT, intercept VNE R-076 to BELUS.
BELUS 4S 01	18L/R	Climb to LSE 4.2 DME, intercept LSE R-175 to D9 LSE, turn LEFT, intercept LTP R-294 inbound to D4.7 LTP, turn LEFT, intercept LTP R-013 to BELUS.
VIRIE 4N 06	36L/R	Climb to LSE 3.4 DME, intercept LSE R-353 to D4.2 LSE, turn RIGHT, intercept LTP R-329 inbound to D19.6 LTP, turn LEFT, intercept LSE R-074 to VIRIE.
VIRIE 4S 06	18L/R	Climb to LSE 4.2 DME, intercept LSE R-175 to D9 LSE, turn LEFT, intercept LTP R-294 inbound to D4.7 LTP, turn LEFT, intercept LTP R-013 to D18.5 LTP, turn RIGHT, intercept LSE R-074 to VIRIE.

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

CHANGES: MSA.

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LFLL/LYS  
ST EXUPERY

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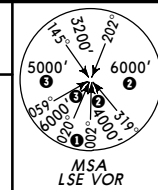
5 JAN 07 10-3B Eff 18 Jan

LYON, FRANCE

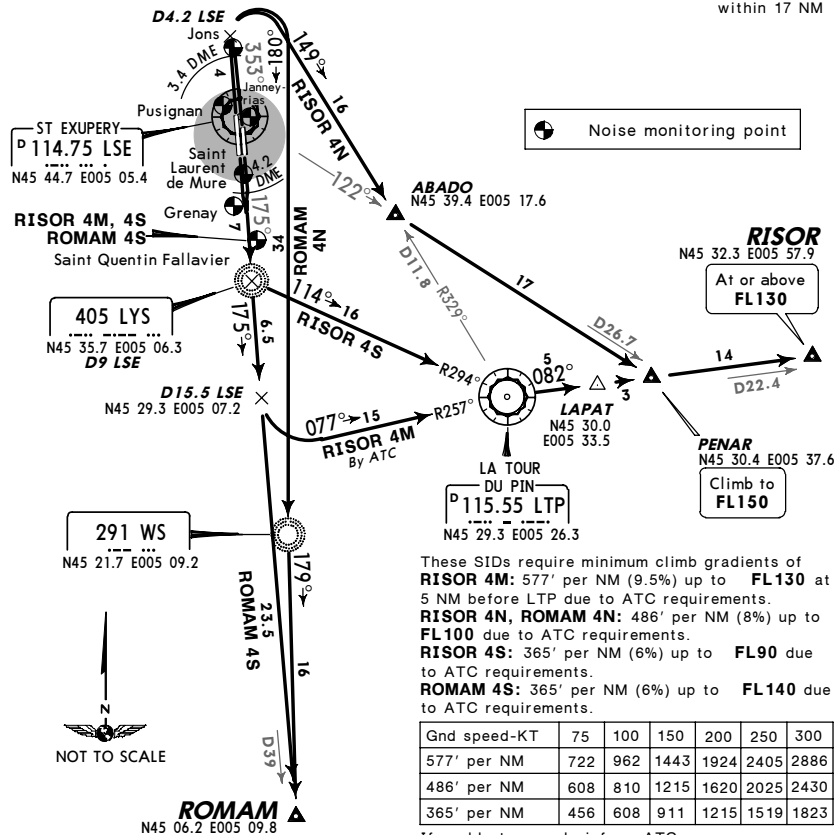
SID

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 4M [RISO4M], RISOR 4N [RISO4N]  
RISOR 4S [RISO4S]  
ROMAM 4N [ROMA4N], ROMAM 4S [ROMA4S]  
RWYS 18L/R, 36L/R DEPARTURES  
TO SOUTHEAST & SOUTH  
**SPEED MAX 250 KT PRIOR TO TRANSFER TO ACC**



- 1 3200' within 14 NM
- 2 3200' within 14 NM
- 3 3200' within 17 NM



These SIDs require minimum climb gradients of  
**RISOR 4M:** 577' per NM (9.5%) up to **FL130** at 5 NM before LTP due to ATC requirements.  
**RISOR 4N, ROMAM 4N:** 486' per NM (8%) up to **FL100** due to ATC requirements.  
**RISOR 4S:** 365' per NM (6%) up to **FL90** due to ATC requirements.  
**ROMAM 4S:** 365' per NM (6%) up to **FL140** due to ATC requirements.

Gnd speed-KT	75	100	150	200	250	300
577' per NM	722	962	1443	1924	2405	2886
486' per NM	608	810	1215	1620	2025	2430
365' per NM	456	608	911	1215	1519	1823

If unable to comply inform ATC.

**RISOR 4M, ROMAM 4S:** Initial climb clearance **FL140**  
**RISOR 4N, ROMAM 4N:** Initial climb clearance **FL100**  
**RISOR 4S:** Initial climb clearance **FL90**

SID	RWY	ROUTING
RISOR 4M By ATC	18L/R	Climb to LSE 4.2 DME, intercept LSE R-175 to D15.5 LSE, turn LEFT, intercept LTP R-257 inbound to LTP, turn RIGHT, LTP R-082 to RISOR.
RISOR 4N	36L/R	Climb to LSE 3.4 DME, intercept LSE R-353 to D4.2 LSE, turn RIGHT, intercept LTP R-329 inbound to ABADO, intercept LSE R-122 to PENAR, intercept LTP R-082 to RISOR.
RISOR 4S	18L/R	Climb to LSE 4.2 DME, intercept LSE R-175 to D9 LSE, turn LEFT, intercept LTP R-294 inbound to LTP, turn LEFT, LTP R-082 to RISOR.
ROMAM 4N	36L/R	Climb to LSE 3.4 DME, intercept LSE R-353 to D4.2 LSE, turn RIGHT, intercept 180° bearing to WS, turn LEFT, 179° bearing to ROMAM.
ROMAM 4S	18L/R	Climb to LSE 4.2 DME, intercept LSE R-175 to ROMAM.

CHANGES: MSA.

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LFLL/LYS  
ST EXUPERY

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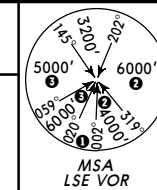
5 JAN 07 10-3C Eff 18 Jan

LYON, FRANCE

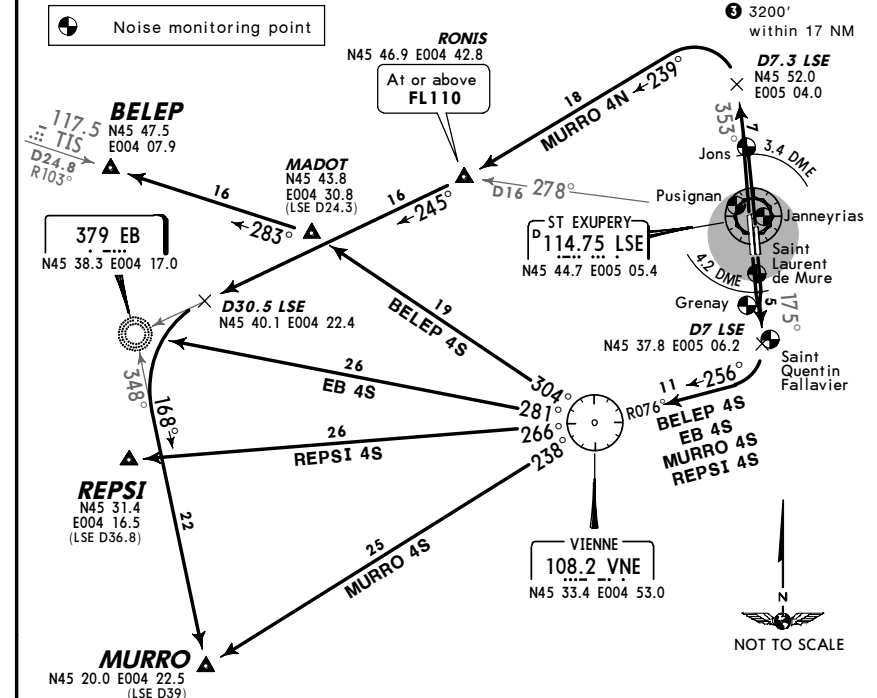
SID

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 4S [BELE4S], EB 4S, MURRO 4N [MURO4N]  
MURRO 4S [MURO4S], REPSI 4S [REPS4S]  
RWYS 18L/R, 36L/R DEPARTURES  
TO SOUTHWEST & WEST  
**SPEED MAX 250 KT PRIOR TO TRANSFER TO ACC**



- 1 3200' within 14 NM
- 2 3200' within 14 NM
- 3 3200' within 17 NM



These SIDs require a minimum climb gradient of  
**Rwys 18L/R:** 486' per NM (8%) up to **FL90** due to ATC requirements.  
**Rwys 36L/R:** 486' per NM (8%) up to **FL100** due to ATC requirements.

Gnd speed-KT	75	100	150	200	250	300
486' per NM	608	810	1215	1620	2025	2430

If unable to comply inform ATC.

**BELEP 4S, EB 4S, MURRO 4S, REPSI 4S:** Initial climb clearance **FL90**  
**MURRO 4N:** Initial climb clearance **FL140**

SID	RWY	ROUTING
BELEP 4S	18L/R	Climb to LSE 4.2 DME, intercept LSE R-175 to D7 LSE, turn RIGHT, intercept VNE R-076 inbound to VNE, turn RIGHT, VNE R-304 to MADOT, intercept TIS R-103 inbound to BELEP.
EB 4S		Climb to LSE 4.2 DME, intercept LSE R-175 to D7 LSE, turn RIGHT, intercept VNE R-076 inbound to VNE, turn RIGHT, VNE R-281 to EB.
MURRO 4N	36L/R	Climb to LSE 3.4 DME, intercept LSE R-353 to D7.3 LSE, turn LEFT, 239° track to RONIS, turn RIGHT, intercept 245° bearing towards EB, at D30.5 LSE turn LEFT, intercept 168° bearing to MURRO.
MURRO 4S	18L/R	Climb to LSE 4.2 DME, intercept LSE R-175 to D7 LSE, turn RIGHT, intercept VNE R-076 inbound to VNE, turn LEFT, VNE R-238 to MURRO.
REPSI 4S		Climb to LSE 4.2 DME, intercept LSE R-175 to D7 LSE, turn RIGHT, intercept VNE R-076 inbound to VNE, turn RIGHT, VNE R-266 to REPSI.

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

CHANGES: MSA.

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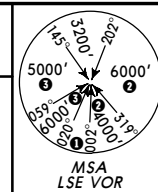
LFLL/LYS  
ST EXUPERY

JEPPESEN  
5 JAN 07 (10-3D) Eff 18 Jan

LYON, FRANCE

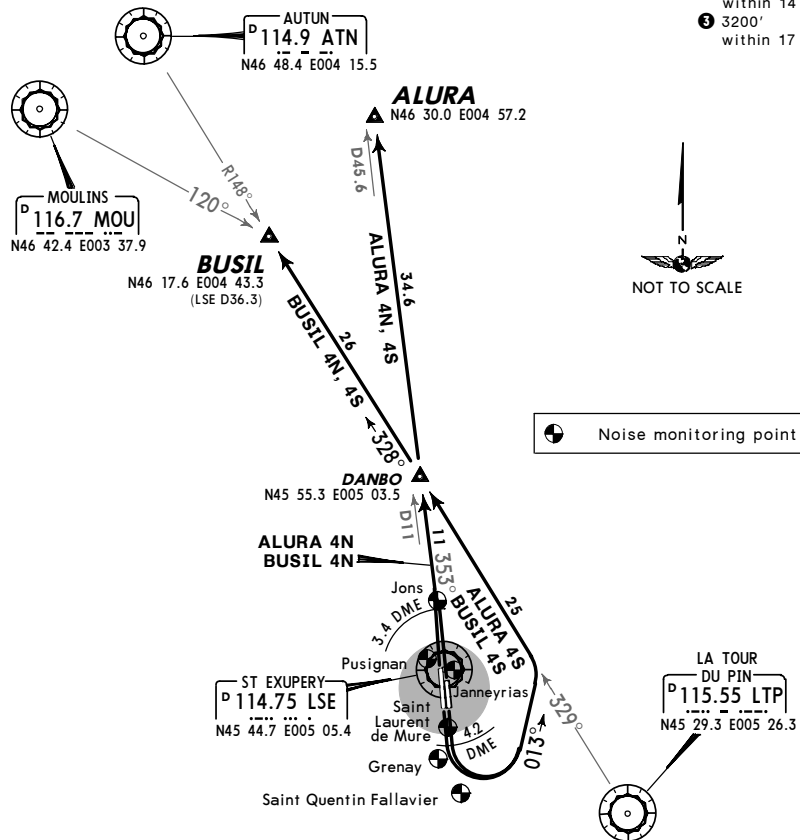
SID

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.



- 1 3200'
- 2 3200' within 14 NM
- 3 3200' within 17 NM

ALURA 4N [ALUR4N], ALURA 4S [ALUR4S]  
BUSIL 4N [BUSI4N], BUSIL 4S [BUSI4S]  
RWYS 36L/R, 18L/R DEPARTURES  
TO NORTHWEST  
**SPEED: MAX 250 KT PRIOR TO TRANSFER TO ACC**



These SIDs require a minimum climb gradient of 365' per NM (6%) up to **FL140** due to ATC requirements.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823

If unable to comply inform ATC.

ALURA 4N, BUSIL 4N: Initial climb clearance **FL140**  
ALURA 4S, BUSIL 4S: Initial climb clearance **FL100**

SID	RWY	ROUTING
ALURA 4N ①	36L/R	Climb to LSE 3.4 DME, intercept LSE R-353 to ALURA.
ALURA 4S ①	18L/R	Climb to LSE 4.2 DME, turn LEFT, 013° track, intercept LTP R-329 to DANBO, turn RIGHT, intercept LSE R-353 to ALURA.
BUSIL 4N	36L/R	Climb to LSE 3.4 DME, intercept LSE R-353 to DANBO, turn LEFT, intercept ATN R-148 inbound to BUSIL.
BUSIL 4S	18L/R	Climb to LSE 4.2 DME, turn LEFT, 013° track, intercept LTP R-329 to BUSIL.

① For flights into lower airspace.

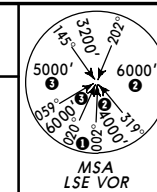
LFLL/LYS  
ST EXUPERY

JEPPESEN  
5 JAN 07 (10-3E) Eff 18 Jan

LYON, FRANCE

SID

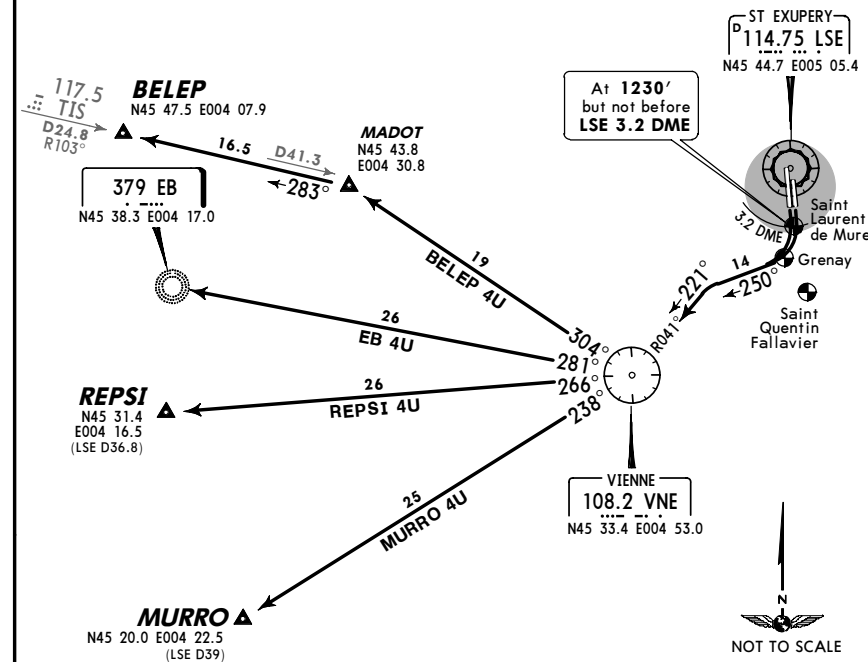
Apt Elev 821'  
Trans level: By ATC Trans alt: 5000'  
SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.



- 1 3200'
- 2 3200' within 14 NM
- 3 3200' within 17 NM

BELEP 4U [BELE4U], EB 4U  
MURRO 4U [MURO4U], REPSI 4U [REPS4U]  
RWYS 18L/R DEPARTURES  
PROP AIRCRAFT  
CAT A, B & C  
**SPEED: MAX 250 KT PRIOR TO TRANSFER TO ACC**

Noise monitoring point



These SIDs require a minimum climb gradient of 365' per NM (6%) up to **5000'** due to ATC requirements.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823

If unable to comply inform ATC.

Initial climb clearance **5000'**

SID	ROUTING
BELEP 4U	Climb to <b>1230'</b> , not before LSE 3.2 DME turn RIGHT, 250° track, intercept VNE R-041 inbound to VNE, turn RIGHT, VNE R-304 to MADOT, intercept TIS R-103 inbound to BELEP.
EB 4U ①	Climb to <b>1230'</b> , not before LSE 3.2 DME turn RIGHT, 250° track, intercept VNE R-041 inbound to VNE, turn RIGHT, VNE R-281 to EB.
MURRO 4U ①	Climb to <b>1230'</b> , not before LSE 3.2 DME turn RIGHT, 250° track, intercept VNE R-041 inbound to VNE, turn RIGHT, VNE R-238 to MURRO.
REPSI 4U ①	Climb to <b>1230'</b> , not before LSE 3.2 DME turn RIGHT, 250° track, intercept VNE R-041 inbound to VNE, turn RIGHT, VNE R-266 to REPSI.

① For destinations within Clermont TMA & Saint Etienne TMA.

② For flights into lower airspace. ③ For flights into upper airspace.

LFLL/LYS  
ST EXUPERY

JEPPesen

5 JAN 07 (10-3F) Eff 18 Jan

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 4R [BELU4R], RISOR 4R [RISO4R]  
ROMAM 4R [ROMA4R]  
RWYS 36L/R DEPARTURES

PROP AIRCRAFT

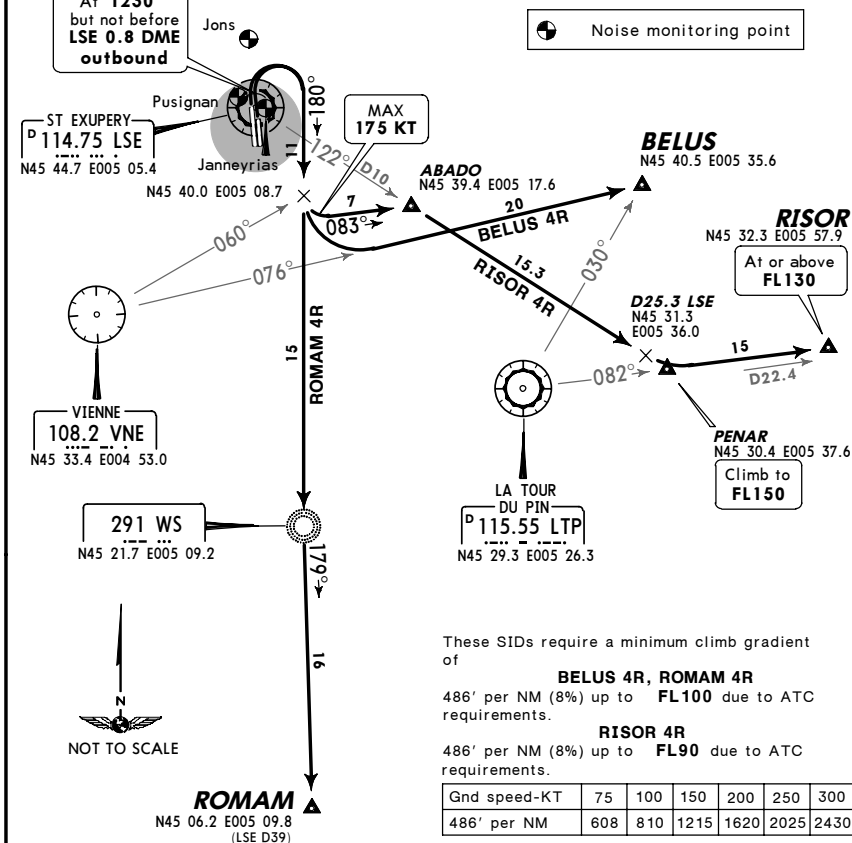
CAT A, B & C

TO EAST & SOUTH

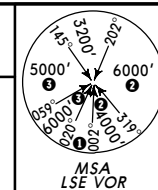
**SPEED** MAX 250 KT PRIOR TO TRANSFER TO ACC

0.8 DME outbound

At 1230'  
but not before  
LSE 0.8 DME  
outbound



- 1 3200'
  - 2 3200'
  - 3 3200'
- within 14 NM  
within 17 NM



LFLL/LYS  
ST EXUPERY

JEPPesen

5 JAN 07 (10-3C) Eff 18 Jan

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 4R [BELE4R], EB 4R  
RWYS 36L/R DEPARTURES  
MURRO 4R [MURO4R], REPSI 4R [REPS4R]  
RWYS 36L/R RNAV DEPARTURES

PROP AIRCRAFT

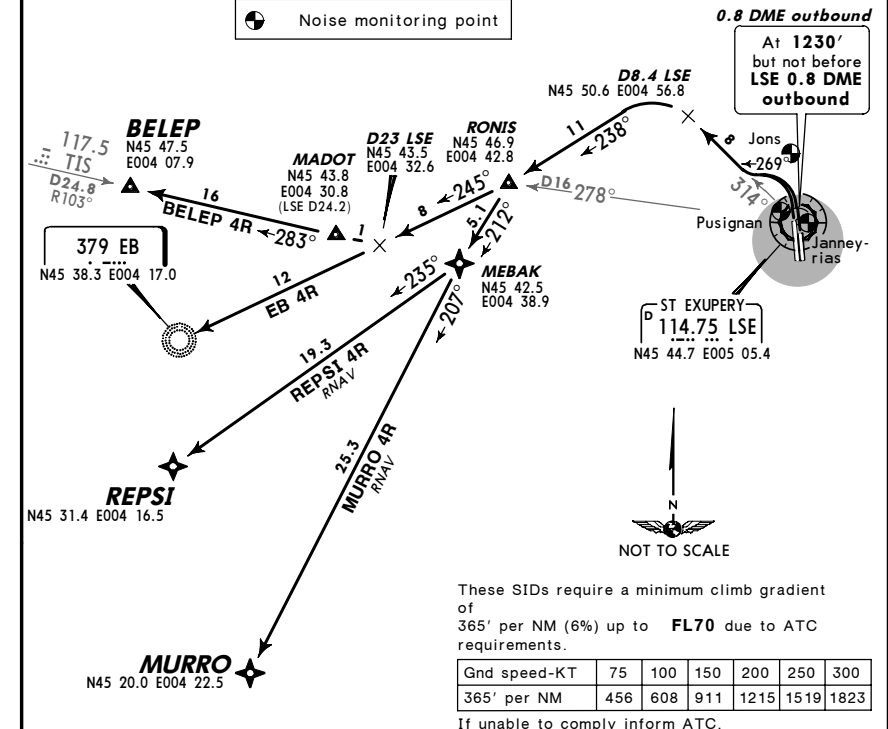
CAT A, B & C

TO SOUTHWEST & WEST

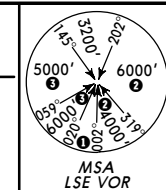
**SPEED** MAX 250 KT PRIOR TO TRANSFER TO ACC

0.8 DME outbound

At 1230'  
but not before  
LSE 0.8 DME  
outbound



- 1 3200'
  - 2 3200'
  - 3 3200'
- within 14 NM  
within 17 NM



Initial climb clearance 5000'

SID	ROUTING
BELEP 4R	Climb to 1230', not before LSE 0.8 DME outbound turn LEFT, 269° track, intercept LSE R-314 to D8.4 LSE, turn LEFT, 238° track to RONIS, turn RIGHT, intercept 245° bearing towards EB to D23 LSE, turn RIGHT, intercept TIS R-103 inbound via MADOT to BELEP.
EB 4R	Climb to 1230', not before LSE 0.8 DME outbound turn LEFT, 269° track, intercept LSE R-314 to D8.4 LSE, turn LEFT, 238° track to RONIS, intercept 245° bearing to EB.
MURRO 4R	Climb to 1230', not before LSE 0.8 DME outbound turn LEFT, 269° track, intercept LSE R-314 to D8.4 LSE, turn LEFT, 238° track to RONIS, then to MEBAK, then to MURRO.
REPSI 4R	Climb to 1230', not before LSE 0.8 DME outbound turn LEFT, 269° track, intercept LSE R-314 to D8.4 LSE, turn LEFT, 238° track to RONIS, then to MEBAK, then to REPSI.

1 For destinations within Clermont TMA & Saint Etienne TMA.

2 For flights into lower airspace. 3 For flights into upper airspace.

CHANGES: MSA.

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CHANGES: MSA.

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LFLL/LYS  
ST EXUPERY

JEPPESEN

5 JAN 07 10-3H Eff 18 Jan

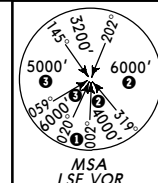
LYON, FRANCE

RNAV SID

Apt Elev  
821'

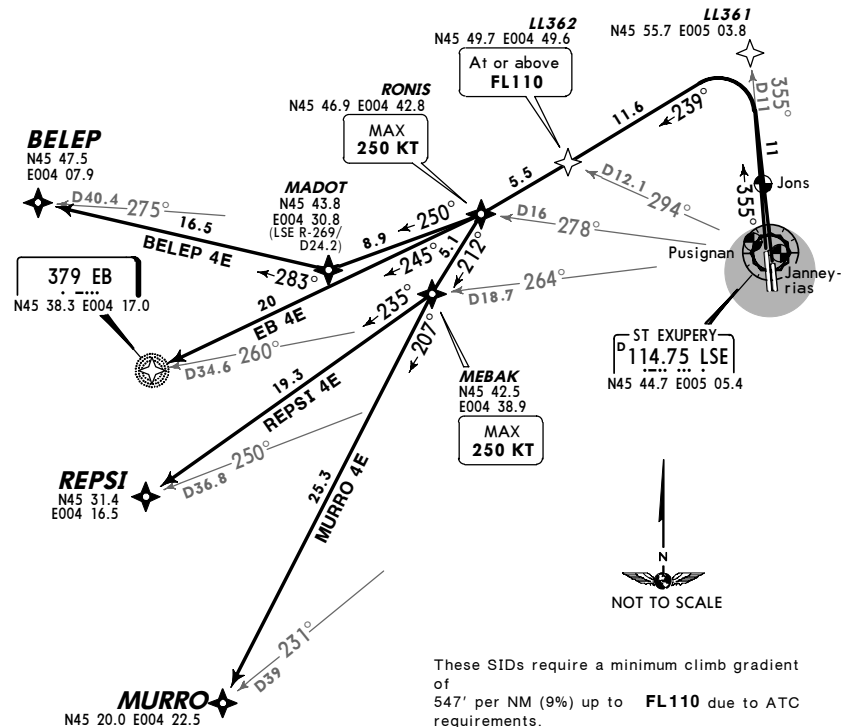
Trans level: By ATC Trans alt: 5000'  
1. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.  
2. Equipment usually required must be approved P-RNAV. Nevertheless aircraft non P-RNAV but B-RNAV equipped regarding to the RNAV in terminal areas specifications could perform departures under operational conditions as follows:  
- after take-off proceed on conventional navigation until 2500'  
- follow RNAV SID reaching 2500'.  
3. If unable to use RNAV SID inform "NON RNAV terminal area" on start-up clearance.

BELEP 4E [BELE4E], EB 4E  
MURRO 4E [MURO4E], REPSI 4E [REPS4E]  
RWYS 36L/R RNAV DEPARTURES  
JET AIRCRAFT  
P-RNAV (VOR/DME LSE OR DME/DME OR GNSS)  
**~~SPEED~~ MAX 250 KT PRIOR TO TRANSFER TO ACC**



- 1 3200'
  - 2 3200'
  - 3 3200'
- within 14 NM  
within 17 NM

Noise monitoring point



These SIDs require a minimum climb gradient of 547' per NM (9%) up to FL110 due to ATC requirements.

Gnd speed-KT	75	100	150	200	250	300
547' per NM	684	911	1367	1823	2279	2734

If unable to comply inform ATC.

Initial climb clearance **FL140**

ROUTING

SID	
BELEP 4E	(2500') - LL361 - LL362 (FL110+) - RONIS (K250-) - MADOT - BELEP.
EB 4E	(2500') - LL361 - LL362 (FL110+) - RONIS (K250-) - EB.
MURRO 4E	(2500') - LL361 - LL362 (FL110+) - RONIS (K250-) - MEBAK (K250-) - MURRO.
REPSI 4E	(2500') - LL361 - LL362 (FL110+) - RONIS (K250-) - MEBAK (K250-) - REPSI.

LFLL/LYS  
ST EXUPERY

JEPPESEN

16 APR 04 10-4

LYON, FRANCE

NOISE

NOISE ABATEMENT

SUMMER : LT minus 2 HOURS = UTC (Z)  
WINTER : LT minus 1 HOUR = UTC (Z)

ARRIVALS

Pilots must perform their approach so as to maintain last assigned altitude by ATC until ILS glide slope interception. The final approach must then be performed without flying below glide path.

DEPARTURES

SIDs must be followed strictly, except otherwise instructed by ATC or for safety reasons.  
Climb rate must allow (according to operational specifications of each aircraft) to reach 4000' (3000' AAL) as early as possible.

NIGHTTIME RESTRICTIONS

In order to reduce the noise pollution in the vicinity of aerodrome, the Ministerial Order defined the following category:  
'The most noisy aircraft of Chapter 3' - turbojet aircraft whose noise certification is according to ICAO Annex 16, Volume 1, 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 aircraft of Chapter 3' are not permitted to:  
- take-off between 2315-0600LT;  
- land between 2330-0615LT of arrival on parking area.  
These restrictions do not apply to aircraft in emergency for flight safety reasons, humanitarian or ambulance flights, aircraft operating for government missions, aircraft mentioned in article L. 110-2 of Civil Aviation Code.

LOCAL FLYING RESTRICTIONS

Visual approaches are prohibited except for safety or health emergency. The passing of a runway to the parallel runway can be allowed on pilot's request if aircraft is lined up on final approach axis and is located less than 10 NM from THR.

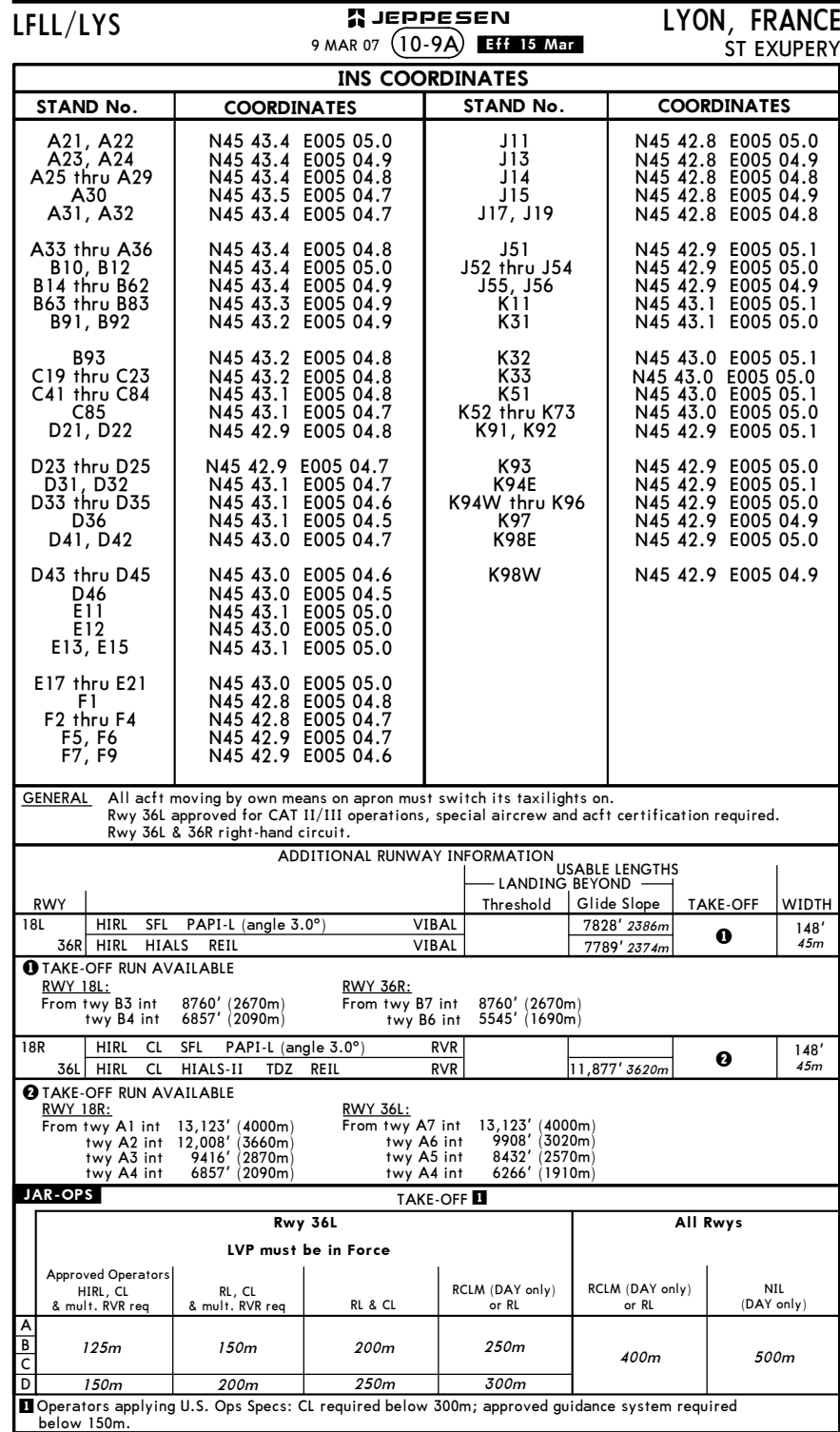
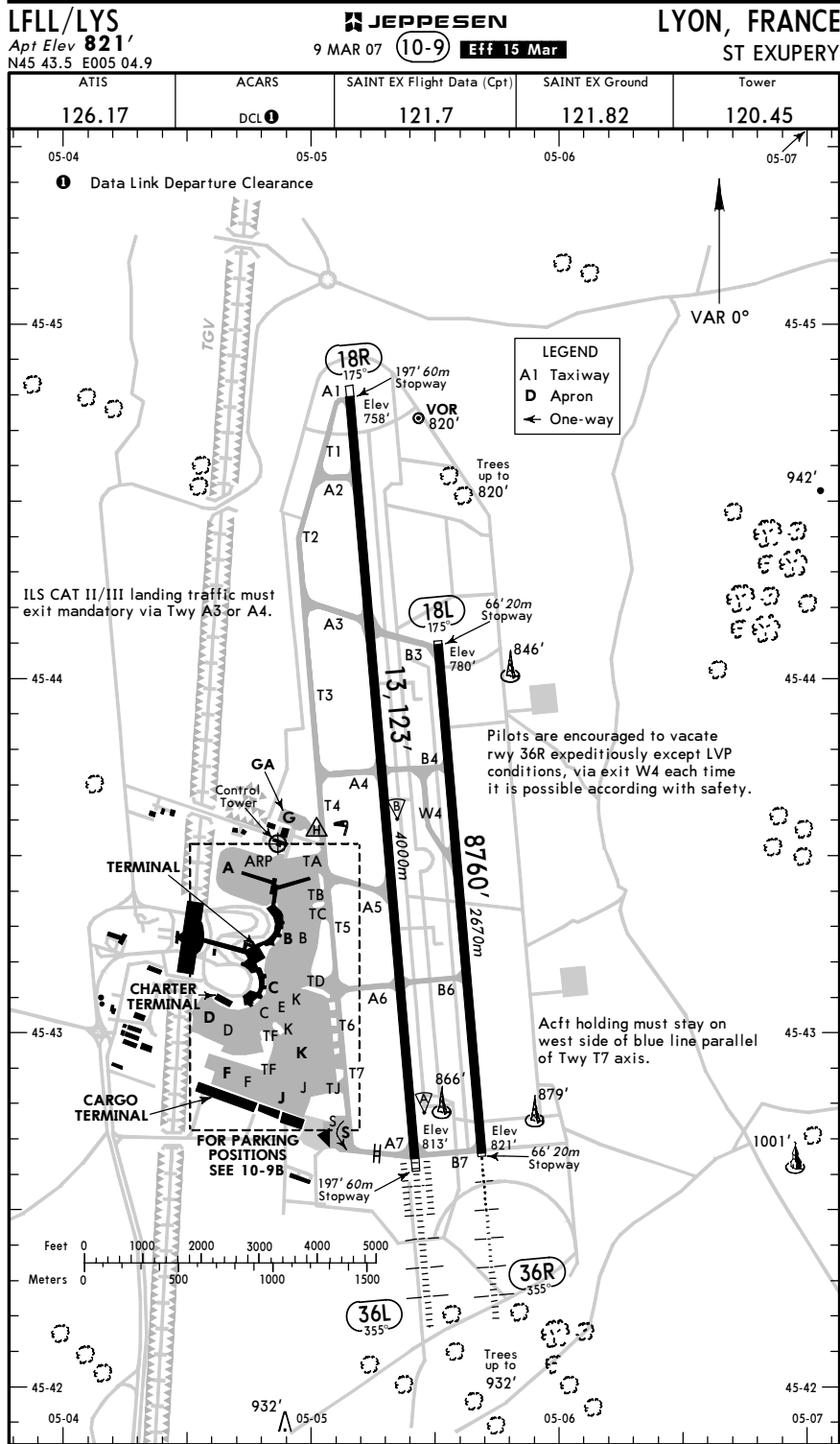
REVERSE THRUST

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.

RUN-UP TESTS

Run-up tests mean any operations carried out on a stationary aircraft 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 (04.72.22.56.76) or radio (Ground Frequency 121.82) is required before any engine test. These services will notify the location where tests are possible, as also the aircraft orientation to be observed. A listening watch on Ground Frequency shall be maintained by the team in charge of the aircraft during all the test duration, except otherwise specified by the Control Tower.

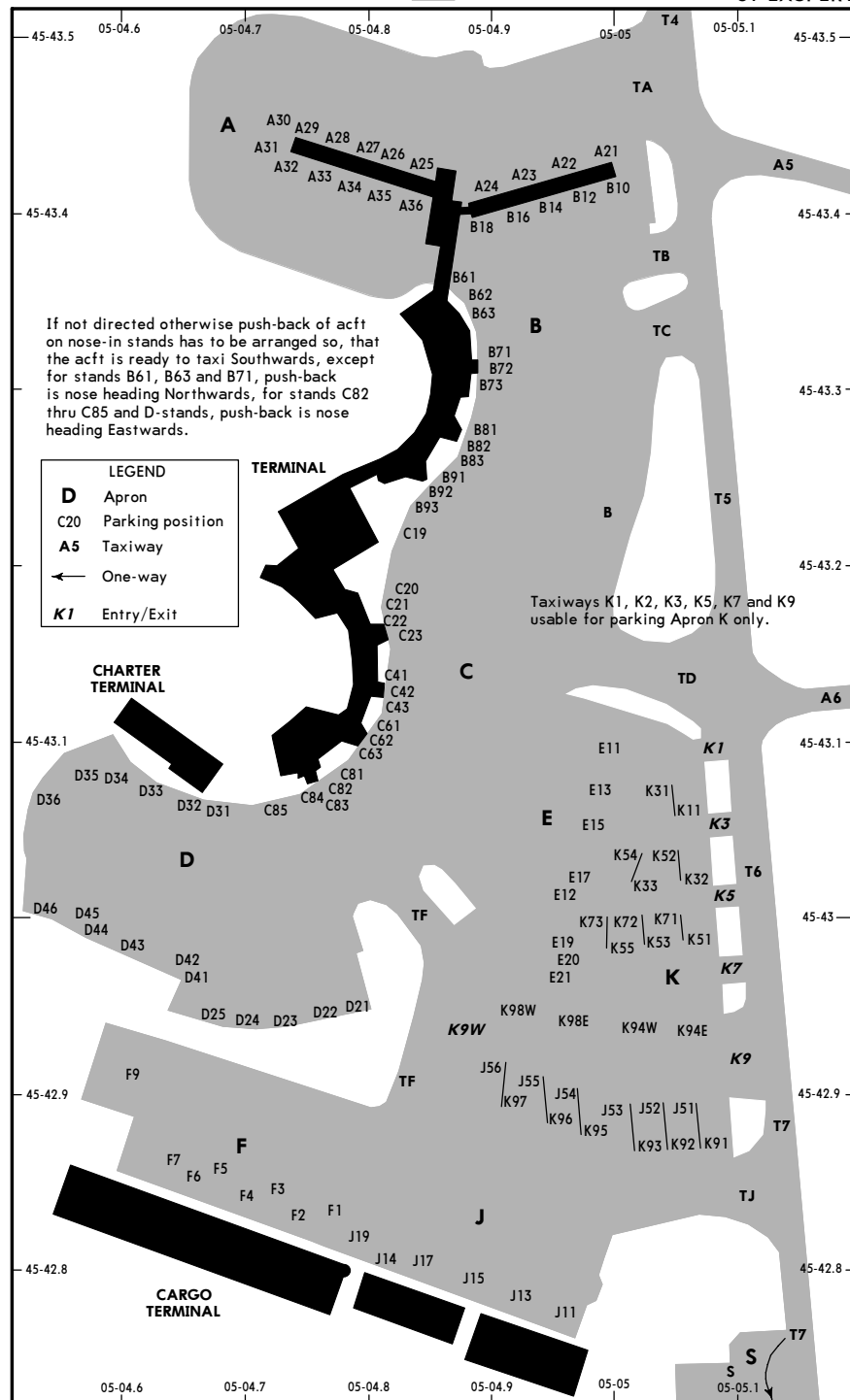




LFLL/LYS

JEPPesen  
10 NOV 06 (10-9B)

LYON, FRANCE  
ST EXUPERY



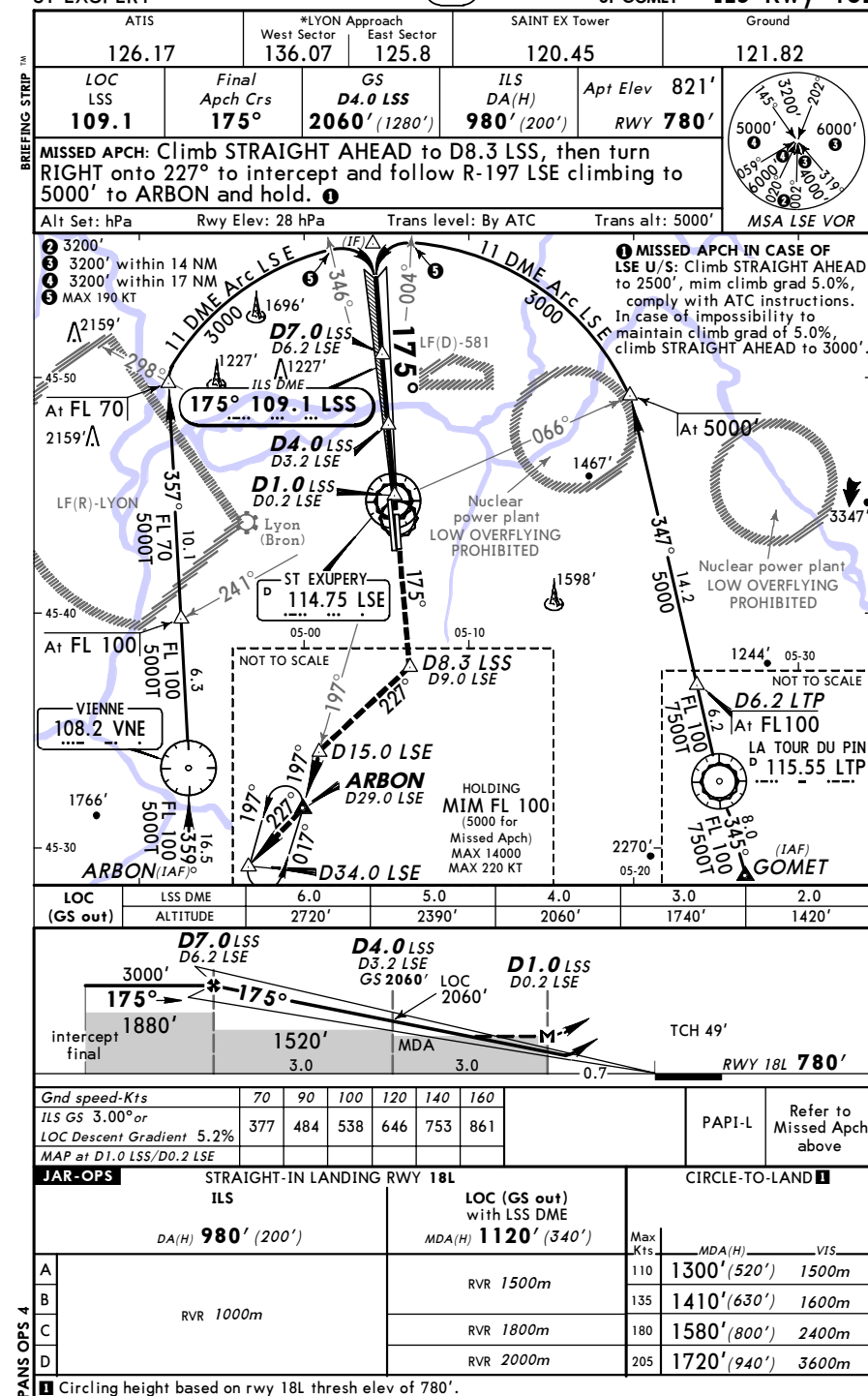
CHANGES: Stands. Note.

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LFLL/LYS  
ST EXUPERY

JEPPesen  
23 MAR 07 (11-1)

LYON, FRANCE  
ILS Rwy 18L



LFLL/LYS  
 ST EXUPERY

JEPPESEN

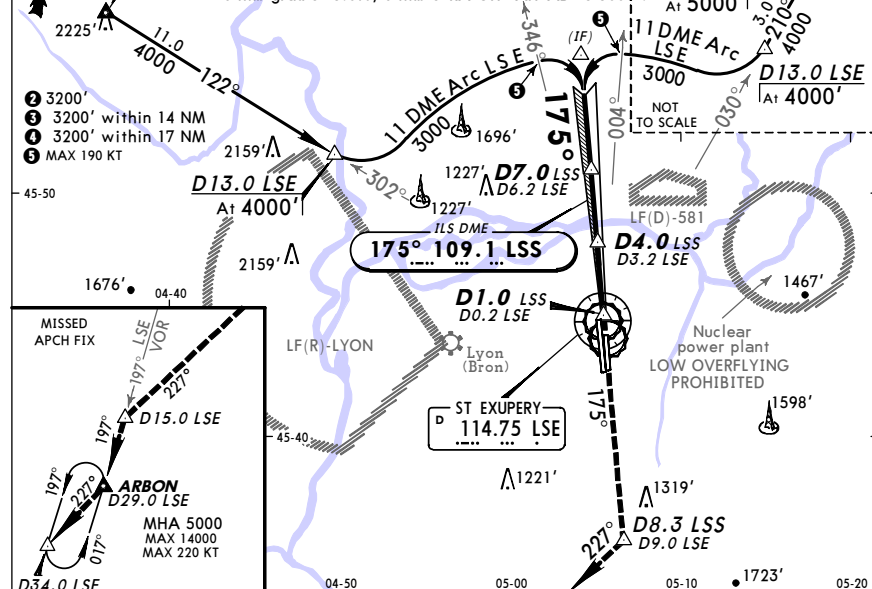
23 MAR 07 (11-2)

via TALAR  
 or RUNOM

LYON, FRANCE  
 ILS Rwy 18L

ATIS		*LYON Approach		SAINT EX Tower		Ground
126.17		West Sector	East Sector	120.45		121.82
LOC	Final	GS	ILS	Apt Elev	821'	
LSS	Apch Crs	LSS	DA(H)			
109.1	175°	D4.0 LSS 2060' (1280')	980' (200')	RWY 780'		

MISSED APCH: Climb STRAIGHT AHEAD to D8.3 LSS, then turn RIGHT onto 227° to intercept and follow R-197 LSE climbing to 5000' to ARBON and hold.



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

Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or	377	484	538	646	753	861
LOC Descent Gradient 5.2%						
MAP at D1.0 LSS/D0.2 LSE						

JAR-OPS		STRAIGHT-IN LANDING RWY 18L		CIRCLE-TO-LAND	
ILS		LOC (GS out) with LSS DME		ILS	
DA(H) 980' (200')		MDA(H) 1120' (340')		DA(H) 1013' (200')	
A		RVR 1500m	110	1300' (520')	1500m
B		RVR 1800m	135	1410' (630')	1600m
C		RVR 2000m	180	1580' (800')	2400m
D		RVR 2000m	205	1720' (940')	3600m

LFLL/LYS  
 ST EXUPERY

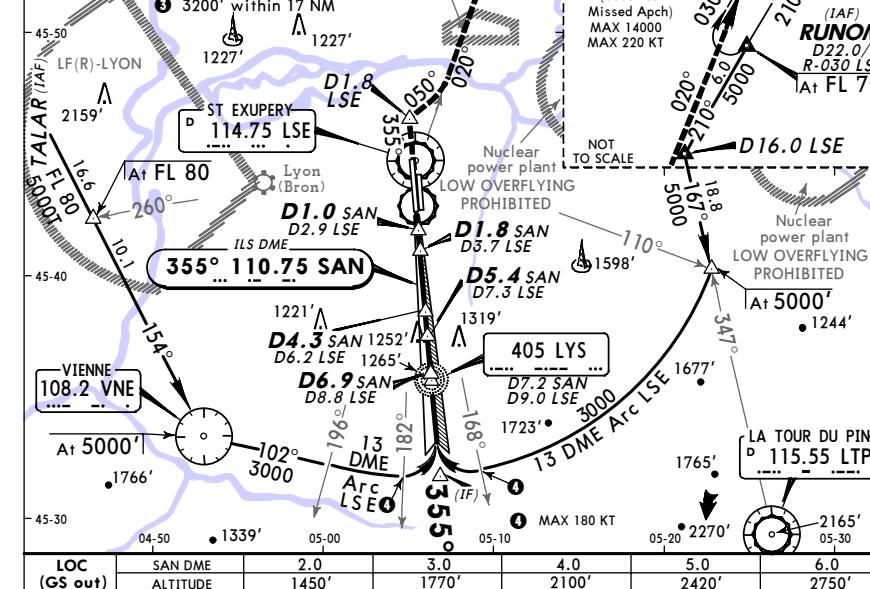
JEPPESEN

2 FEB 07 (11-3)

LYON, FRANCE  
 ILS Rwy 36L

ATIS		*LYON Approach		SAINT EX Tower		Ground
126.17		West Sector	East Sector	120.45		121.82
LOC	Final	GS	ILS	Apt Elev	821'	
SAN	Apch Crs	SAN	DA(H)			
110.75	355°	D5.4 SAN 2550' (1737')	1013' (200')	RWY 813'		

MISSED APCH: Climb STRAIGHT AHEAD to D1.8 LSE, then turn RIGHT (MAX 185 KT) onto 050° to intercept and follow R-020 LSE climbing to 5000'. At D27.0 LSE turn RIGHT to join holding at RUNOM.



LOC (GS out)	SAN DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE		1450'	1770'	2100'	2420'	2750'

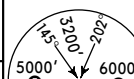
Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or	377	484	538	646	753	861
LOC Descent Gradient 5.2%						
MAP at D1.0 SAN/D2.9 LSE						

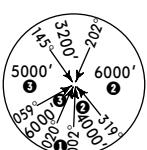
JAR-OPS		STRAIGHT-IN LANDING RWY 36L		CIRCLE-TO-LAND	
ILS		LOC (GS out) with SAN DME		ILS	
DA(H) 1013' (200')		MDA(H) 1250' (437')		DA(H) 1013' (200')	
A		RVR 900m	110	1310' (497')	1500m
B		RVR 1000m	135	1420' (607')	1600m
C		RVR 1400m	180	1580' (767')	2400m
D		RVR 2000m	205	1720' (907')	3600m

LFLL/LYS  
ST EXUPERY

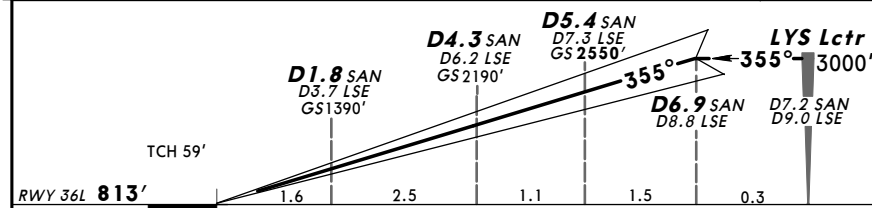
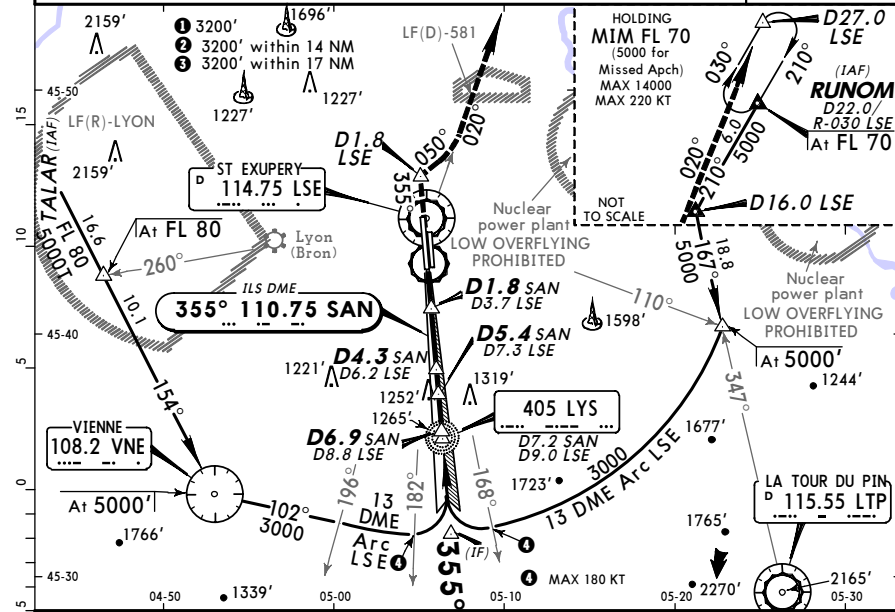
JEPPESEN  
2 FEB 07 11-3A

LYON, FRANCE  
CAT II ILS Rwy 36L

ATIS		*LYON Approach		SAINT EX Tower		Ground	
126.17		West Sector	East Sector	120.45		121.82	
LOC SAN	Final Apch Crs	GS D5.4 SAN		CAT II ILS RA 98'	Apt Elev	821'	
110.75	355°	2550' (1737')		DA(H) 913' (100')	RWY	813'	
MISSED APCH: Climb STRAIGHT AHEAD to D1.8 LSE, then turn RIGHT (MAX 185 KT) onto 050° to intercept and follow R-020 LSE climbing to 5000'. At D27.0 LSE turn RIGHT to join holding at RUNOM.							
Alt Set: hPa		Rwy Elev: 29 hPa		Trans level: By ATC		Trans alt: 5000'	
Special Aircrew & Aircraft Certification required.							



MSA LSE VOR



Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	377	484	538	646	753	861

HIALS-II  
REIL

D1.8  
LSE


JAR-OPS		STRAIGHT-IN LANDING RWY 36L	
		CAT II ILS ABCD RA 98' DA(H) 913' (100')	
		RVR 300m	

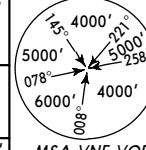
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

LFLL/LYS  
ST EXUPERY

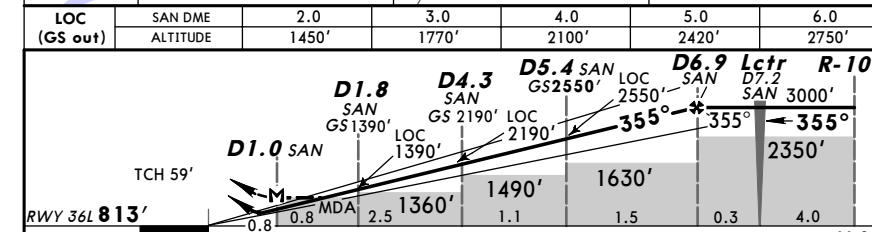
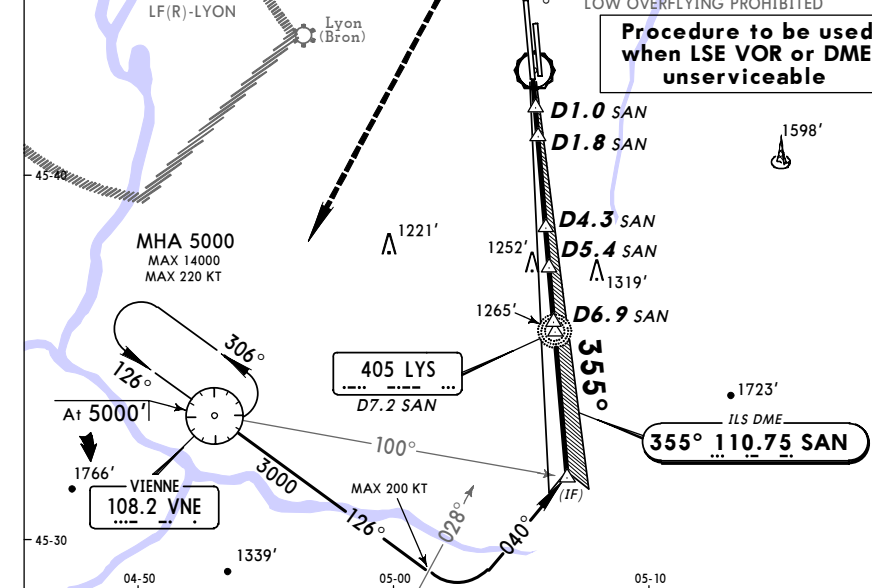
JEPPESEN  
5 JAN 07 11-4 Eff 18 Jan via VNE VOR

LYON, FRANCE  
CAT II ILS Rwy 36L

ATIS		*LYON Approach		SAINT EX Tower		Ground
126.17		West Sector	East Sector	120.45		121.82
LOC SAN	Final Apch Crs	GS D5.4 SAN	ILS DA(H)	Apt Elev 821'		
110.75	355°	2550' (1737')	1013' (200')	RWY 813'		
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then turn LEFT (MAX 185 KT) climbing to VOR to 5000'.						
Alt Set: hPa      Rwy Elev: 29 hPa      Trans level: By ATC      Trans alt: 5000'						
1234'						MSA VNE VOR
1467'						Nuclear power plant LOW OVERFLY VOR and UNPILATED



MSA VNE VOR



0							11.0	
Gnd speed-Kts	70	90	100	120	140	160	<div>HIALS-II REIL</div> <div>3000</div> <div>↑</div>	
ILS GS 3.00° or	377	484	538	646	753	861		
LOC Descent Gradient 5.2%								
MAP at D1.0 SAN								

JAR-OPS		STRAIGHT-IN LANDING RWY 36L		CIRCLE-TO-LAND	
		CAT II ILS ABCD RA 98' DA(H) 913' (100')		RVR 300m	
		RVR 300m			

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

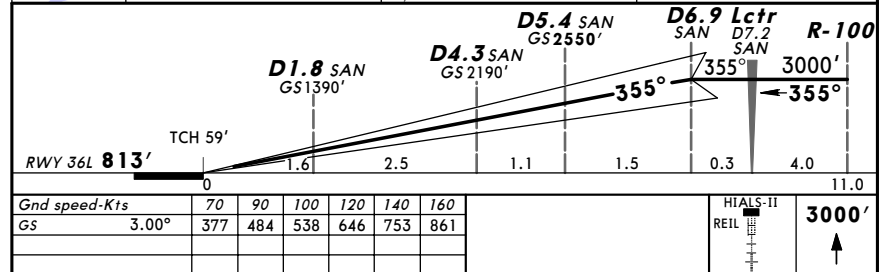
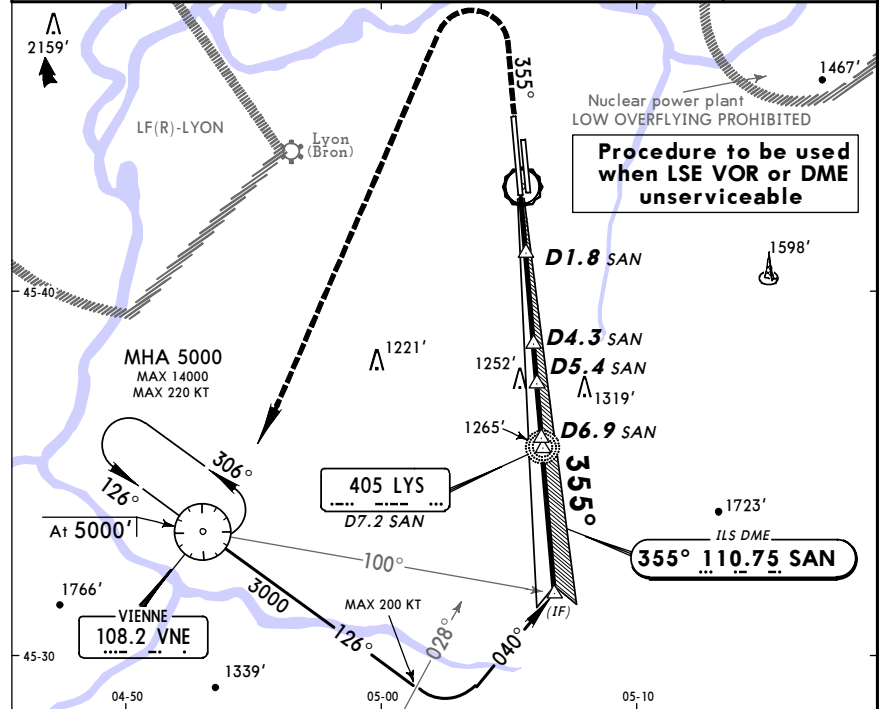


LFLL/LYS  
ST EXUPERY

JEPPESEN  
5 JAN 07  
Eff 18 Jan  
11-4A via VNE VOR

LYON, FRANCE  
CAT II ILS Rwy 36L

ATIS		*LYON Approach		SAINT EX Tower		Ground
126.17		West Sector	East Sector	120.45		121.82
LOC SAN	Final Apch Crs	GS	CAT II ILS	Apt Elev		
110.75	355°	D5.4 SAN	RA 98'	821'		
		2550' (1737')	DA(H) 913' (100')	RWY 813'		
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then turn LEFT (MAX 185 KT) climbing to VOR to 5000'.						
Alt Set: hPa Rwy Elev: 29 hPa Trans level: By ATC Trans alt: 5000'						MSA VNE VOR
Special Aircrew & Aircraft Certification Required.						

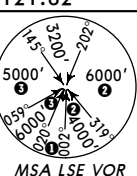


JAR-OPS	STRAIGHT-IN LANDING RWY 36L
	CAT II ILS
	ABCD
	RA 98'
	DA(H) 913'(100')
	RVR 300m

LFLL/LYS  
ST EXUPERY

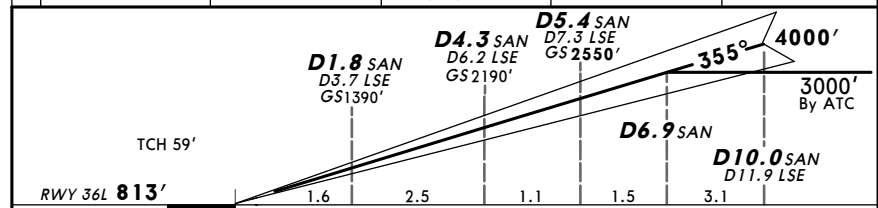
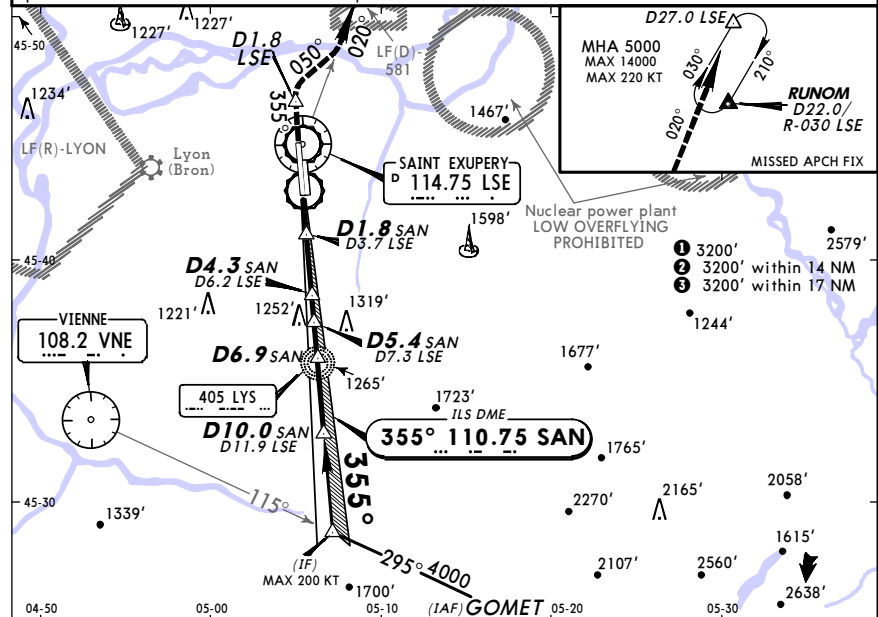
2 FEB 07 **(11-5A)** via GOMET CAT II ILS Rwy 36L

JEPPesen LYON, FRANCE

BRIEFING STRIP	ATIS		*LYON Approach		SAINT EX Tower		Ground	
	126.17		West Sector	East Sector	120.45		121.82	
	LOC	Final	GS		CAT II ILS	Apt Elev		
	SAN	Apch Crs	D5.4 SAN		RA 98'	821'		
	110.75	355°	2550' (1737')		913' (100')	RWY 813'		
MISSED APCH: Climb STRAIGHT AHEAD to D1.8 LSE, then turn RIGHT (MAX 185 KT) onto 050° to intercept and follow R-020 LSE climbing to 5000'. At D27.0 LSE turn RIGHT to join holding at RUNOM.								

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

Special Aircrew & Aircraft Certification Required.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		D1.8 LSE		050°		185 KT	
GS	3.00°	377	484	538	646	753	REIL		↑		RT		MAX	

JAR-OPS STRAIGHT-IN LANDING RWY 36L

CAT II ILS  
ABCD  
RA 98'  
DA(H) 913' (100')

RVR 300m

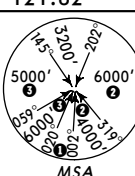
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

LFLL/LYS  
ST EXUPERY

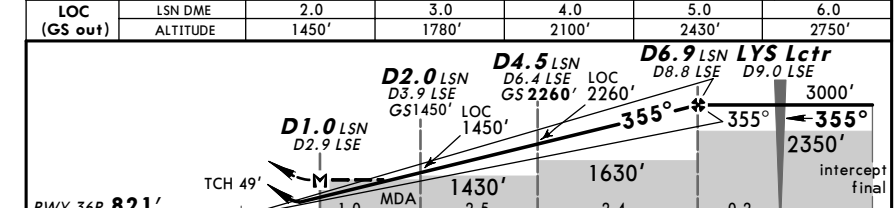
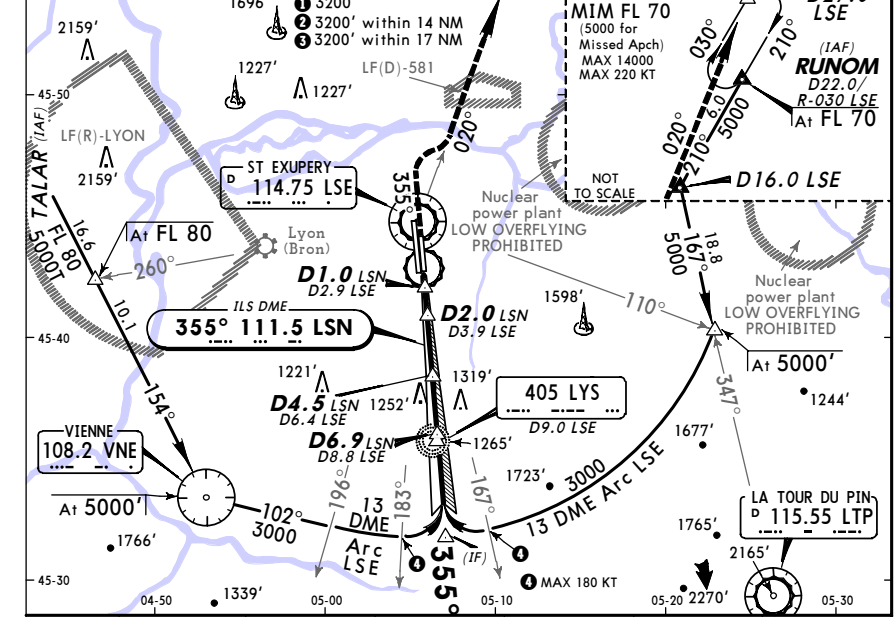
2 FEB 07 **(11-6)** via GOMET CAT II ILS Rwy 36R

JEPPesen LYON, FRANCE

BRIEFING STRIP 7A

ATIS		*LYON Approach		SAINT EX Tower		Ground
126.17		West Sector	East Sector	120.45		121.82
LOC	Final	GS		ILS	Apt Elev	
LSN	Apch Crs	D4.5 LSN		DA(H)	821'	
111.5	355°	2260' (1439')		Refer to Minimums	RWY 821'	
MISSED APCH: Climb STRAIGHT AHEAD to 1200', then turn RIGHT (MAX 185 KT) to intercept and follow R-020 LSE climbing to 5000'. At D27.0 LSE turn RIGHT to join holding at RUNOM.						

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		D1.0 LSE		1200'		185 KT		LSE	
GS	3.00°	377	484	538	646	753	REIL		↑		RT		MAX		114.75	

JAR-OPS STRAIGHT-IN LANDING RWY 36R

CAT II ILS  
ABCD  
RA 98'  
DA(H) 913' (100')

RVR 300m

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

LYON, FRANCE  
via VNE VOR ILS Rwy 36R



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	<div style="text-align: center;">  HIALS REIL         </div>	<div style="text-align: center;"> <b>3000'</b> ↑         </div>
<i>ILS GS 3.00° or</i>	377	484	538	646	753	861		
<i>LOC Descent Gradient 5.2%</i>								
<i>MAP at D1.0 LSN</i>								

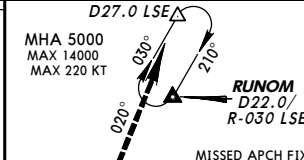
## PLANS OPS 4

**CHANGES:** None.

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LYON, FRANCE  
via GOMET ILS Rwy 36R

Alt Set: hPa	Rwy Elev: 30 hPa	Trans level: By ATC	Trans alt: 5000'	MSA LSE VOR
--------------	------------------	---------------------	------------------	-------------



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>ILS GS 3.00° or</i>	377	485	539	647	755	862	
<i>LOC Descent Gradient 5.2%</i>							
<i>MAP at D1.0 LSN/D2.9 LSE</i>							

**PANIC OPS A**


CHANGES: MSA.

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LYON, FRANCE

VOR DME Rwy 18R

BRIEFING STRIP™	ATIS 126.17		*LYON Approach West Sector 136.07 East Sector 125.8		SAINT EX Tower 120.45		Ground 121.82	
	VOR LSE 114.75	Final Apch Crs 169°	Procedure Alt D6.9 3000' (2242')		MDA(H) 1200' (442')	Apt Elev 821'	RWY 758'	
	MISSED APCH: Climb on 169° to LSE VOR. Follow R-176 LSE to D9.0 or LYS Lctr, then turn RIGHT onto 227° to intercept and follow R-197 LSE climbing to 5000' to ARBON and hold.							
	Alt Set: hPa      Rwy Elev: 27 hPa      Trans level: By ATC      Trans alt: 5000'							
	MSA LSE VOR							

**(IAF) TALAR**  
At FL 70  
2225' 11.0 4000 122°  
2750'

**PROCEDURE TO BE USED ONLY WHEN ILS RWY 18L U/S OR RWY 18L CLOSED**

**ARBON**  
D29.0  
MHA 5000  
MAX 14000  
MAX 220 KT  
D34.0

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

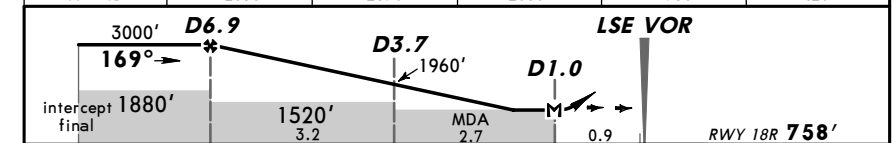
**ST EXUPERY**  
114.7 LSE  
1598'

**405 LYS**  
D9.0  
1723'

**Legend:**  
① 3200'  
② 3200' within 14 NM  
③ 3200' within 17 NM  
④ MAX 200 KT

**Other Labels:**  
D16.0 At 5000'  
D13.0 At 4000'  
D1.0  
D6.9  
D3.7  
D15.0  
D30.0  
DME Arc  
LF(D)-581  
Nuclear power plant LOW OVERFLYING PROHIBITED  
NOT TO SCALE  
46-00 45-50 04-40 04-50 05-00 05-10 05-20

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	<div> <div>LSE</div> <div>114.75 on 169°</div> <div>↑</div> </div>
Descent Gradient 5.2%	369	474	527	632	737	843		
MAP at D1.0								

JAR-OPS	STRAIGHT-IN LANDING RWY 18R	CIRCLE-TO-LAND 1
---------	-----------------------------	------------------

		Max Kts.	MDA(H)	VIS
A	MDA(H) <b>1200'</b> (442')	110	<b>1300'</b> (542')	1500m
B	RVR 1500m	135	<b>1410'</b> (652')	1600m
C	RVR 1800m	180	<b>1580'</b> (822')	2400m
D	RVR 2000m	205	<b>1720'</b> (962')	3600m

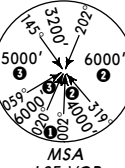
**1** Circling height based on rwy 18R thresh elev of 758'

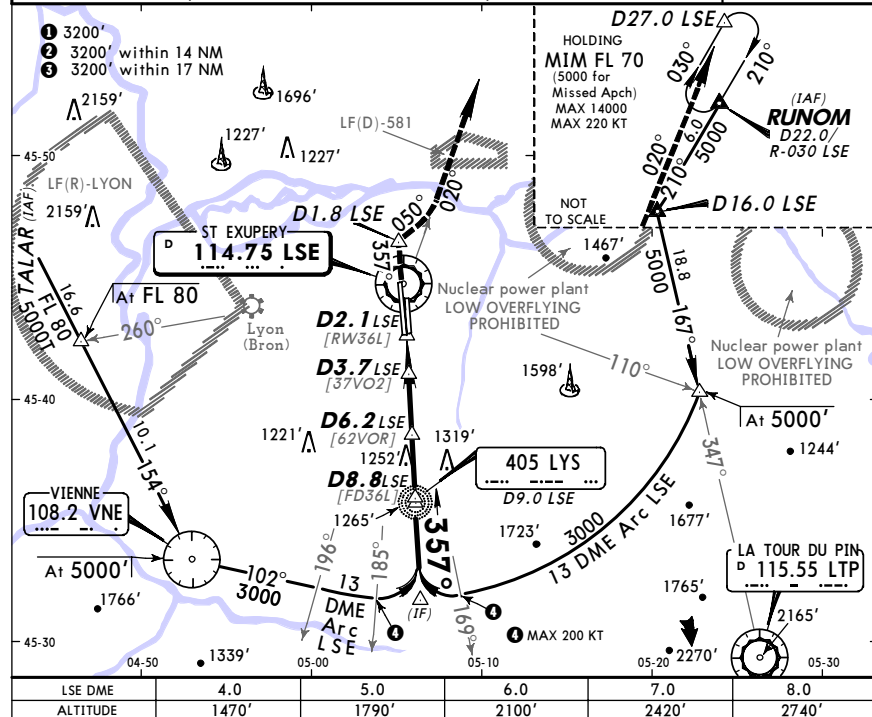


LFLL/LYS  
ST EXUPERY

JEPPESEN  
2 FEB 07 (13-3)

LYON, FRANCE  
VOR DME Rwy 36L

ATIS		*LYON Approach		SAINT EX Tower		Ground
126.17		West Sector	East Sector	120.45		121.82
VOR LSE	Final Apch Crs	Procedure Alt		MDA(H)	Apt Elev	
114.75	357°	D8.8 LSE 3000' (2179')		1260' (439')	821'	
MISAPCH: Climb on R-357 LSE to D1.8 LSE, then turn RIGHT (MAX 185 KT) onto 050° to intercept and follow R-020 LSE climbing to 5000'. At D27.0 turn RIGHT to join holding at RUNOM.						
Alt Set: hPa		Apt Elev: 30 hPa		Trans level: By ATC		Trans alt: 5000'



LSE VOR		D3.7 LSE [37VO2]		D6.2 LSE [62VOR]		D8.8 LSE Lctr [FD36L] D9.0 LSE 3000'	
[TCH 59']		1370'		2170'		357°	
APT 821'		MDA 1360'		1630'		2350' intercept final	
Gnd speed-Kts		70	90	100	120	140	160
Descent Gradient 5.24% or		372	478	531	637	743	849
Descent angle [3.00°]							
MAP at D2.1 LSE							

JAR-OPS				STRAIGHT-IN LANDING RWY 36L				CIRCLE-TO-LAND			
				MDA(H) 1260' (439')							
				ALS out				Max Kts MDA(H) VIS			
A				RVR 900m				110 1300' (479') 1500m			
B				RVR 1000m				135 1410' (589') 1600m			
C				RVR 1400m				180 1570' (749') 2400m			
D								205 1720' (899') 3600m			

CHANGES: MSA.

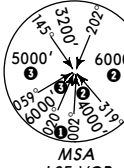
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LFLL/LYS  
ST EXUPERY

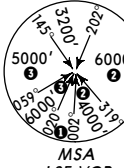
JEPPESEN  
2 FEB 07 (13-4)

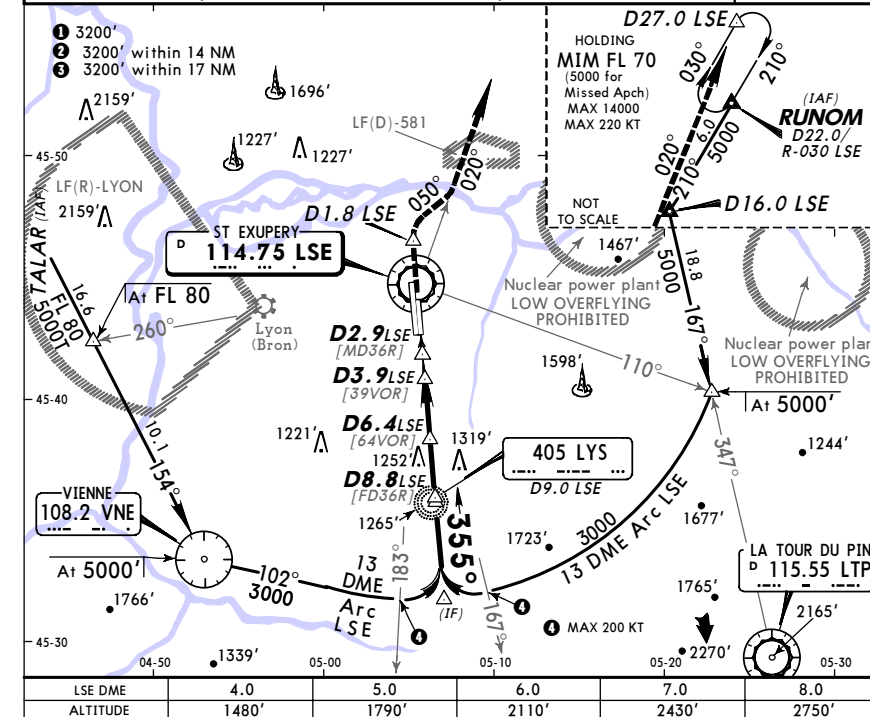
LYON, FRANCE  
VOR DME Rwy 36R

BRIEFING STRIP <sup>TM</sup>

ATIS		*LYON Approach		SAINT EX Tower		Ground
126.17		West Sector	East Sector	120.45		121.82
VOR LSE	Final Apch Crs	Procedure Alt		MDA(H)	Apt Elev	
114.75	355°	D8.8 LSE 3000' (2179')		1260' (439')	821'	
MISAPCH: Climb STRAIGHT AHEAD to D1.8 LSE, then turn RIGHT (MAX 185 KT) onto 050° to intercept and follow R-020 LSE climbing to 5000'. At D27.0 LSE turn RIGHT to join RUNOM holding.						
Alt Set: hPa		Apt Elev: 30 hPa		Trans level: By ATC		Trans alt: 5000'

MSA LSE VOR





LSE VOR		D3.9 LSE [39VOR]		D6.4 LSE [64VOR]		D8.8 LSE Lctr [FD36R] D9.0 LSE 3000'	
[TCH 49']		1440'		2240'		355°	
APT 821'		MDA 1430'		1630'		2350' intercept final	
Gnd speed-Kts		70	90	100	120	140	160
Descent Gradient 5.24% or		372	478	531	637	743	849
Descent angle [3.00°]							
MAP at D2.9 LSE							

JAR-OPS				STRAIGHT-IN LANDING RWY 36R				CIRCLE-TO-LAND			
				MDA(H) 1260' (439')							
				ALS out				Max Kts MDA(H) VIS			
A				RVR 900m				110 1300' (479') 1500m			
B				RVR 1000m				135 1410' (589') 1600m			
C				RVR 1400m				180 1570' (749') 2400m			
D								205 1720' (899') 3600m			

CHANGES: MSA.

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