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GRENOBLE, FRANCE I JEPPESEN LFLS/GNB (10-1R) ST GEOIRS 21 JAN 05 RADAR MINIMUM ALTITUDES *LYON Approach Alt Set: hPa **WEST Sector EAST Sector** Guidance Apt Elev Trans level: By ATC up to FL200 up to FL200 for regulation 1302' Trans alt: 5000' 133.15 125.42 120.22 136.07 125.8 LYON-BRON GRENOBLE NDB WS NDB - 47-00 LYON-ST EXUPERY GRENOBLE NDB EG NDB LYON RADAR TOUR DU PIN VOR DME PARIS LFFF FIR 3721 REIMS LFEE FIR MARSEILLE LFMM FIR 6000 ∆ 0° BOBSI ST YAN MABES 3452' BOURG Ceyzeriat OTKOL BOURG 5000 4524' 3491 • 3009' 3042′ RUNON 6100 VILLEFRANCHE Tarare Saint Exupery LYON 4222 5574 BELEP 5361 OPAD A OF ST ETIENNE Boutheon 45-30 **REPSI** VOR 3300 MURRO 4000 ROLIR 13065 45-00 VALENCE Chahemi 13456 10395 12134 7679 11284 9106 10376 10353 VALENCE 8890 €5213° NDB 9126 5883' - 44-30 5269' 3000 5574 CONTOUR 5026' 5301' 04-30 05-00

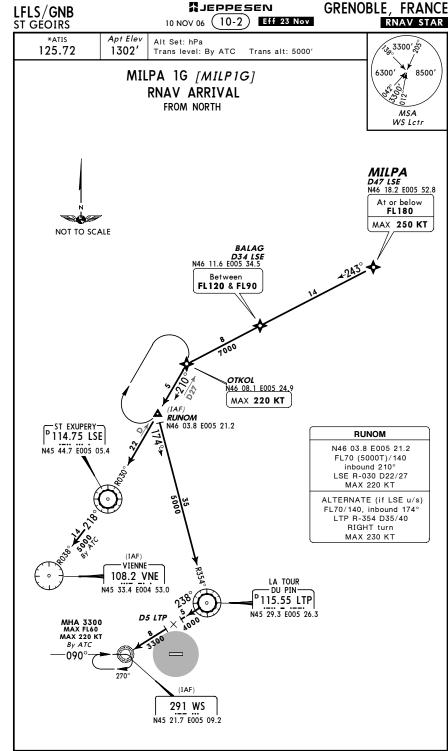
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CHANGES: Altitudes

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GRENOBLE, FRANCE MJEPPESEN! LFLS/GNB 10 NOV 06 (10-2A) Eff 23 Nov RNAV STAR ST GÉOIRS Apt Elev *ATIS Alt Set: hPa స్త్ర్య 3300'న్లో 125.72 1302' Trans level: By ATC Trans alt: 5000 AMVAR 1, PINED 1 6300' 8500' RNAV ARRIVALS FROM EAST & SOUTH MSA WS Lctr ST EXUPERY 114.75 LSE N45 44.7 E005 05.4 LA TOUR - DU PIN -²115.55 LTP N45 29.3 E005 26.3 (IAF) **AMVAR** N45 19.8 E005 56.2 291 WS N45 21.7 E005 09.2 At or below FL150 MHA 3300 MAX FL60 MAX 220 KT **MAX 250 KT** GOMET N45 21.6 E005 29.3 By ATC -090° *LL101* N45 18.2 E005 43.0 LL 102 -261N45 17.7 E005 38.8 9000 AMVAR 1 **OSMAS** N45 16.8 E005 31.1 8400 7500 MAX 220 KT LL103 N45 08.3 E005 31.2 D45 LSE MAX 250 KT **PINED** N45 00.0 E005 31.3 At or below FL130 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 NOT TO SCALE **MAX 230 KT**

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GRENOBLE, FRANCE **JEPPESEN** LFLS/GNB 10 NOV 06 (10-2B) Eff 23 Nov RNAV STAR ST GÉOIRS *ATIS Apt Elev Alt Set: hPa స్త్ర 3300'స్ట్రీ 125.72 1302' Trans level: By ATC Trans alt: 5000 6300' 8500' MEZIN 1D [MEZI1D] RNAV ARRIVAL MSA FROM WEST WS Lctr ST EXUPERY 114.75 LSE N45 44.7 E005 05.4 VIENNE -108.2 VNE LA TOUR N45 33.4 E004 53.0 DU PIN-P115.55 LTP N45 29.3 E005 26.3 291 WS N45 21.7 E005 09.2 ARBON N45 17.0 E004 53.4 At FL70 Descend to 3000' D34 LSE D45 LSE MAX At or below 220 KT FL140 01% **MAX 250 KT** ROLIR N45 10.5 E004 50.6 **NELEN** N45 07.1 E004 36.7 MEZIN At or above N45 01.0 E004 11.8 FL120 (113.65 MTL R-318) NOT TO SCALE ARBON HOLDING N45 17.0 E004 53.4 **OVER ARBON** 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

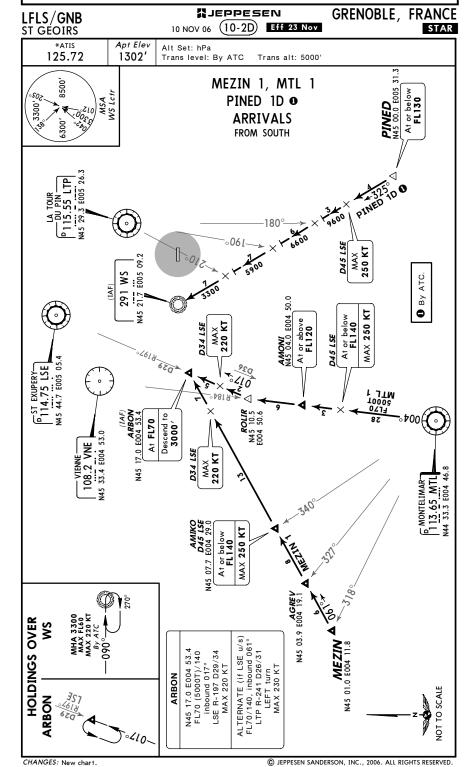
CHANGES: New chart.

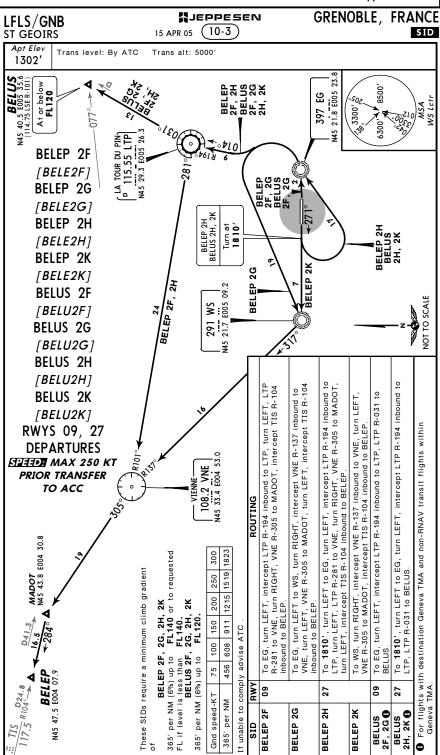
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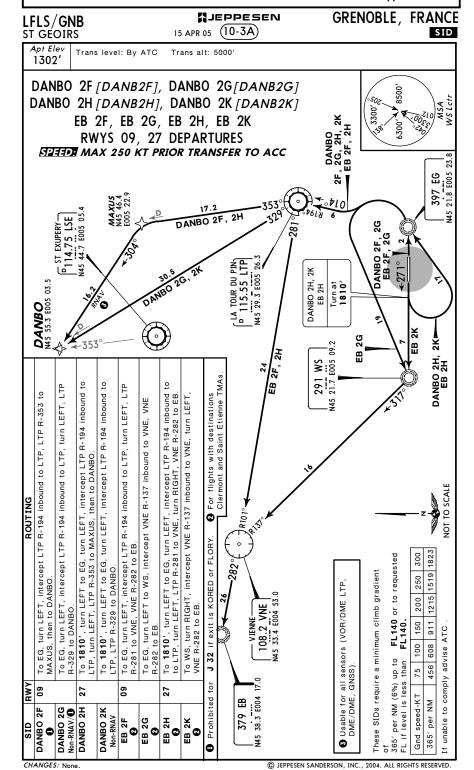
CHANGES: TIS frequency.

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JEPPESEN GRENOBLE, FRANCE LFLS/GNB 4 MAR 05 (10-3B) Eff 17 Mar ST GÉOIRS Apt Elev Trans level: By ATC Trans alt: 5000 1302' MURRO 2F [MURO2F] MURRO 2F, 2H REPSI 2F, 2H MURRO 2G [MURO2G] MURRO 2H [MURO2H] MURRO 2K [MURO2K] REPSI 2F/REPS2F1 გგ REPSI 2G [REPS2G] REPSI 2H/REPS2H] LTP 5 26. MURRO REPSI 2 REPSI 2K [REPS2K] RWYS 09, 27 MURRO 2H, REPSI 2H Turn at 1810′ **DEPARTURES** SIFF MAX 250 KT PRIOR MURRO 2K REPSI 2K TRANSFER TO ACC MURRO 2H E005 09.2 ¥. 291 To EG, turn LEFT to WS, turn RIGHT, intercept VNE R-137 inbound to VNE, VNE R-266 to REPSI.

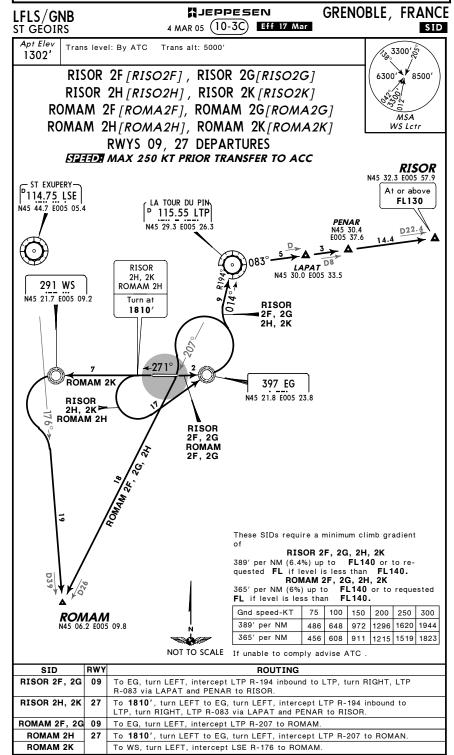
To 1810', turn LEFT to EG, turn LEFT, intercept LTP R-194 inbound to LTP, turn LEFT, LTP R-281 to VNE, turn LEFT, VNE R-266 to REPSI.

TO WS, turn RIGHT, intercept VNE R-137 inbound to VNE, turn LEFT, VNE VIENNE 108.2 VNE N45 33.4 E004 53.0 2G, 2H, Lower airspace
MURRO 2H
Lower airspace
MURRO 2K Upper airspace
REPSI 2G
Upper airspace
REPSI 2H
Upper airspace
REPSI 2H
Upper airspace ower airspace REPSI 2F

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JEPPESEN DN. Disc 23-2007 *Jepp View 3.5.2.0*



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GRENOBLE, FRANCE **MATERIAL SEN** LFLS/GNB 12 MAR 04 (10-3D) Eff 18 Mar ST GÉOIRS Trans level: By ATC Trans alt: 5000' _{స్త్ర} 3300′స్ట్రీ 1302' SOPLO 2F [SOPL2F], SOPLO 2G[SOPL2G] 6300' 8500' SOPLO 2H [SOPL2H], SOPLO 2K [SOPL2K] VIRIE 2F [VIRI2F], VIRIE 2G [VIRI2G] MSAVIRIE 2H [VIRI2H], VIRIE 2K [VIRI2K] WS Lctr RWYS 09, 27 DEPARTURES STATEM MAX 250 KT PRIOR TRANSFER TO ACC _ SAINT EXUPERY-**VIRIE**N45 51.3 E005 38.6 P 114.75 LSE At or below N45 44.7 E005 05.4 FL80 **SOPLO** N45 43.7 E005 44.8 E005 32.3 At or below A NA VLA N45 40.0 E005 40.0 TOUR DU PIN-115.55 LTP N45 29.3 E005 26.3 N45 21.7 E005 09.2 **SOPLO** 2F, 2G VIRIE NOT TO SCALE 1810 2F, 2G These SIDs require a minimum climb gradient SOPLO 2F, 2G, 2H, 2K 365' per NM (6%) up to FL140 or to requested **SOPLO** FL if level is less than FL140. 2H, 2K VIRIE 2F, 2G, 2H, 2K VIRIE 365' per NM (6%) up to FL80. 2H, 2K 397 EG Gnd speed-KT 75 100 150 200 250 300 N45 21.8 E005 23.8 365' per NM 456 608 911 1215 1519 1823 If unable to comply advise ATC SID RWY ROUTING SOPLO 2F, 2G 09 To EG, turn LEFT, intercept LTP R-194 inbound to LTP, turn RIGHT, LTP R-043 via NAVLA to SOPLO. SOPLO 2H, 2K 27 To 1810', turn LEFT to EG, turn LEFT, intercept LTP R-194 inbound to LTP, turn RIGHT, LTP R-043 via NAVLA to SOPLO. VIRIE 2F, 2G To EG, turn LEFT, intercept LTP R-194 inbound to LTP, LTP R-014 to D18.5 LTP, turn RIGHT, intercept LSE R-075 to VIRIE. VIRIE 2H, 2K 27 To 1810', turn LEFT to EG, turn LEFT, intercept LTP R-194 inbound to LTP, LTP R-014 to D18.5 LTP, turn RIGHT, intercept LSE R-075 to VIRIE. 1 For flights with destination Chambery TMA

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CHANGES: New chart.

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LFLS		M JEPPES	5EN	GRENC	BLE, FR	RANCE	
Apt Elev	1302' .1 from LSE 114.75	14 DEC 01 (10-9)	Eff 27 Dec		BLE, FR ST G N45 21.8	EOIRS	
30.7 /23	*ATIS *GRENOBLE Groun		und	N45 21.8 E005 20.0 *Tower			
	125.72			119.3			
						<u> </u>	
05-18 05-19 05-20 05-21							
					\	-	
	Parachuting.				\		
	Rwy 16 & 27 right-hand	circuit.			일		
-		• 1365		1427	′• ≥	-	
- 1003							
Twy N7 prohibited to acft with							
	wingspan exceeding 39'/12m.						
. (16)							
45-22							
ARP N7 Flev N6 N7 Flev N3 N6 N7 Flev N3 N6 N7 Flev N3 N6 N7 Flev N3 N6 N7 N6 N							
Elev 10,007'3050m \ N6 N7 Elev up to 1302' 1378' 1378'							
S1 S2 Flev S3 AS4 S5 27							
Elev 1238' 1257' 271"							
Twy S2 & S3 prohibited GRASS AIS							
I to neavy acti. Z/JJ GRASS / \\							
Light acft							
- (3A) apron							
- \							
45-21 Feet 0 1000 2000 3000 4000 5000 45-21							
Meters 0 500 1000 1500							
_ 05-18							
ADDITIONAL RUNWAY INFORMATION							
		ADDITIONAL KUNWAT	INFORMATIC	USABLE LENGTH G BEYOND——	ls .	I	
RWY			Threshold	Glide Slope	TAKE-OFF	WIDTH	
09	HIRL (60m) HIALS REI			9121' 2780m		148'	
27	HIRL (60m) REIL PAPI	I-L (3.0°) RVR				45m	
⁰⁹ •• ₂₇	Grass runway					164' 50m	
6						164'	
⁶ 0 ₃₄						50m	
$\overline{}$							
- ,	unusable when TWR not ope	-			_ ,		
PREFERENTIAL RUNWAY SYSTEM: If not directed otherwise and wind speed is less than 2m/sec, use rwy 09.							
JAR-OPS TAKE-OFF I							
Main Rwy							
LVP must be in Force							
	RCLM (DAY only) or RL	RCLM (DAY or RL	RCLM (DAY only) or RL		NIL (DAY only)		
4					(2 5)		
B C	250m	400m		500m			
D	300m						
Operators applying U.S. Ops Specs: CL required below 300m.							

CHANGES: Grass rwy 16/34. Lights.

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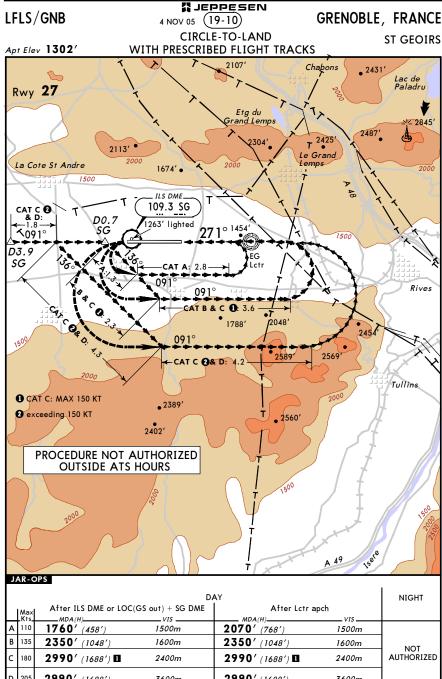
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GRENOBLE, FRANCE **JEPPESEN** LFLS/GNB 4 NOV 05 (11-1) ILS DME or Lctr Rwy 09 ST GÉOIRS *GRENOBLE Approach *GRENOBLE Tower *Ground *LYON Approach West Sector East Sector 125.72 | 136.07 | 2133.15 | 125.8 | 2125.42 119.3 119.3 121.92 ILS DA(H) D3.9 SG SG Final Apt Elev 1302 Refer to 3300'& 109.3 2520'(1296' Minimums Apch Crs Minimum Alt Lctr Lctr RWY 1224 091° WS Lctr MDA(H)WS 6300' 8500' 291 **3300**′(*2076*′) **1990**′(*766*′) MISSED APCH: Climb STRAIGHT AHEAD. At 3000' turn LEFT (MAX 185 KT) climbing to 4300' to rejoin R-137 inbound LTP VOR or inbound LSE VOR. At D1.9 LTP or D23.2 LSE turn LEFT (MAX 200 KT) to intercept 059° from MSA WS Lctr. At WS Lctr join holding. Do not turn before passing EG Lctr or R-194 WS Lctr LTP unless otherwise directed. Climb to 3500' prior to level acceleration. Alt Set: hPa Rwy Elev: 44 hPa Trans level: By ATC Trans alt: 5000' 1 Up to FL 200 2 Up to FL 120 2165 3 When WS Lctr is unserviceable the full ILS procedure can also be carried TOUR DU PINout if speed does not exceed 200 KT D1.9 LTF 115.55 LTP until intercepting Localizer course. D23.2 LSE PROCEDURE NOT AUTHORIZED **OUTSIDE ATS HOURS** • 2107 ■ 18.0 to WS Lctr 2845 3300 1871' 2425' 2290' 291 WS ILS DME. 091° 109.3 SG D6.7 SG 09 091° D3.9 D2.3 091° D0.7 397 EG 271° • 1778 1870 MHA 3300 2589 • 2569' 2228 OR VIENNE VOR: RESIDUAL HOLDING PATTERN BY ATC LF(D)-534 • 2389 2560 05-30 1.0 LOC 5.0 4.0 3.0 2.0 (GS out) ALTITUDE 2840' 2520' 2190' 1870 1550' WS Lctr D3.9 SG 3300′ GS 2520' D2.35G D0.75G LOC RWY 09 1224' 2.8 Gnd speed-Kts 100 120 140 ILS GS 3.00° or 3000 485 539 647 755 REIL: LOC or Lctr Descent Gradient LOC: MAP at D0.7 SG Lctr: MAP at D2.3 SG or WS Lctr to MAP 4.4 3:46 2:56 2:38 2:12 1:53 1:39 JAR-OPS CIRCLE-TO-LAND STRAIGHT-IN LANDING RWY LOC (GS out) Lctr DA(H) A: 1454'(230')C: 1474'(250' with SG DME MDA(H) 1510' (286') MDA(H) 1990'(766' B: 1464'(240') D:1484'(260' ALS out ALS out ALS out RVR 1000m 1980'(756') 1500m RVR 1500m RVR 1500m RVR 700m 2350'(1126') 1600m RVR 1000m RVR 1100m RVR 1600m 2990'(1766') 2400m RVR 1200m RVR 1800m 2990'(1766') 3600m RVR 800m RVR 1200m RVR 1400m RVR 1800m RVR 2000m Circling height based on rwy 09 thresh elev of 1224'. 2 After Lctr apch MDA(H) 1990'(766')

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CHANGES: Missed apch text.

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2990' (1688') 3600m 2990' (1688') 3600m

■ Acft with MAX 150 KT: MDA(H) 2450' (1148').

CHANGES: Chart reindexed