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LYON, FRANCE I JEPPESEN LFLL/LYS (10-1R) ST EXUPERY 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 821' 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 0 LYON RADAR TOUR DU PIN VOR DME 60NM PARIS LFFF FIR 3721 REIMS LFEE FIR MARSEILLE LFMM FIR 3652 6000 ST YAN ∆ 0° BOBSI MABES 3452' BOURG Ceyzeriat OTKOL BOURG 5000 A524' 53/18 • 3009' 3491 RUNON 3042 6100 VILLEFRANCHE LYON 3074' /Tarare DANBO Exuper 4222' 5574 BELEP 5361 SOPAD A O^p ST ETIENNE Boutheon 45-30 **REPSI** VIENNE VOR 3300 MURRO 4000 COLIR 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

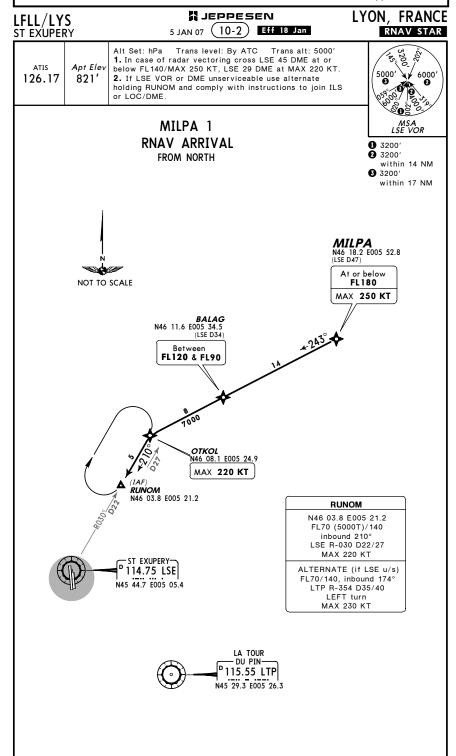
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CHANGES: Altitudes.

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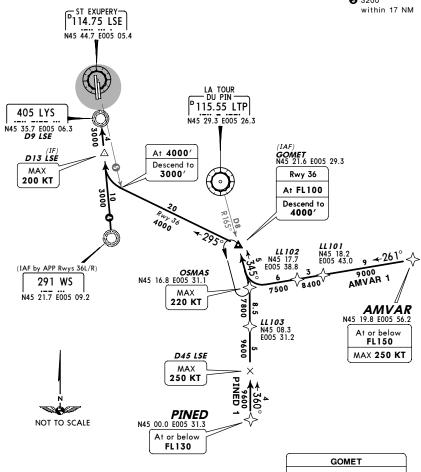
JEPPESEN Licensed to Elefant air. Printed on 27 Feb 2008. JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 23-2007 LYON, FRANCE I JEPPESEN LFLL/LYS (10-2A) Eff 18 Jan RNAV STAR ST EXUPERY Alt Set: hPa Trans level: By ATC Trans alt: 5000 3200 1. In case of radar vectoring cross LSE 45 DME at or ATIS below FL140/MAX 250 KT, LSE 29 DME at MAX 220 KT. 5000' 6000 126.17 2. If LTP VOR or DME unserviceable use alternate holding GOMET and comply with instructions to join ILS or LOC/DMF MSA LSE VOR

AMVAR 1, PINED 1 RNAV ARRIVALS FROM EAST & SOUTH



within 14 NM

3200′



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. **⑤** VOR DME APCH RWY 36L: R-172; VOR DME APCH RWY 36R: R-170. 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

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JEPPESEN LYON, FRANCE LFLL/LYS 5 JAN 07 (10-2B) Eff 18 Jan RNAV STAR ST EXUPERY

ATIS 126.17 821'

D45 LSE

At or below

FL140

MAX 250 KT

MEZIN

N45 01.0 E004 11.8 (113.65 MTL R-318)

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/DMF

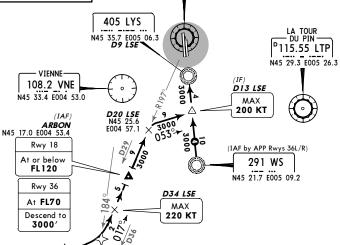
3200 5000 6000′ • MSA LSE VOR

MEZIN 1D [MEZI1D] RNAV ARRIVAL FROM WEST





within 17 NM



ST EXUPERY 114.75 LSE

N45 44.7 E005 05.4

ARBON

NELEN N45 07.1 E004 36.7

At or above

FL120

ROLIR N45 10.5 E004 50.6

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



NOT TO SCALE

JEPPESEN JeppView 3.5.2.0

LYON, FRANCE **MALEPPESEN** (10-2C) Eff 18 Jan 5 JAN 07

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 ATIS Apt Elev 250 KT, LSE 29 DME at MAX 220 KT. 821' 126.17 2. If LSE VOR or DME unserviceable use alternate holding TALAR and

comply with instructions to join ILS or LOC/DME.

,0009

LFLL/LYS ST EXUPERY

Σ Σ 17 3200' 3200' within 1 3200' within 1 00 0

ARSOM 1, CFA 10 LABAL 19 MOU 1, TIS 1 **ARRIVALS**

FROM WEST & NORTH

LA TOUR DU PIN P115.55 LTP N45 29.3 E005 26.3 N45

ᄫ 220

N45 57.4 E004 36.3 VY 18: FL80 (4500T)/140 VY 36: FL70 (4500T)/140 IDMONT 122 LSE R-302 D24/29 MAX 220 KT ALTERNATE (if LSE u/s) FL70.140, inbound 129° LTP R-309 D45/50 LEFT turn MAX 230 KT **DIRBA**N46 00.0 E004 30.2
(LSE D29) TALAR lower P 114.7 N45 44.7 N45 5 RWY 18: RWY 36: MAX flights **TALAK** 57.4 E004 36.3 At or below **FL120** For 00 At or below FL140 250 Traffic flight-planned above **FL195 LESPI** N46 06.8 E003 57.5 ARSOM At or below FL 190 At or below FL190 101° , 980 P116.7 MOU At or below FL250 ◁ P 114.35 CFA LABAL E003 21.3 At or below **FL200**

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Apt Elev

821'

ATIS

126.17

JEPPESEN JeppView 3.5.2.0

M JEPPESEN LFLL/LYS ST EXUPERY

or LOC/DME.

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

holding ARBON and comply with instructions to join ILS

2. If LSE VOR or DME unserviceable use alternate

3200 5000' **§** 6000' MSA LSE VOR

LYON, FRANCE

MEZIN 1, MTL 1 **ARRIVALS**

FROM SOUTH

2 3200' within 14 NM

1 3200'

3200′ within 17 NM

HOLDING OVER ARBON

NOT TO SCALE

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

ARBON

ALTERNATE (if LSE u/s) FL70/140, inbound 061° LTP R-241 D26/31 LEFT turn MAX 230 KT

VIENNE-

108.2 VNE

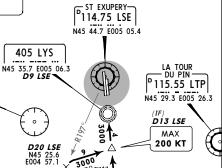
N45 33.4 E004 53.0

ARBON N45 17.0 E004 53.4

Rwy 18

(IAF)

4 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.



(IAF by APP

Rwys 36L/R)

At or below FL120 Rwy 36 At FL70 **АМІКО** N45 07.7 E004 29.0 Descend to D34 LSE (LSE D45) 3000′ MAX At or below 220 KT FL140

291 WS 017°0 **MAX 250 KT** D34 LŠE N45 21.7 E005 09.2 MAX**ROLIR** N45 10.5 E004 50.6 220 KT **AGREV AMONI** N45 04.0 E004 50.0

405 LYS

D9 LSE

D20 LSE N45 25.6 E004 57.1

At or above FL120 A 0619 MEZIN D45 LSE N45 01.0 E004 11.8 (MTL R-318) At or below FL140 **MAX 250 KT**

N45 03.9 E004 19.1

821'

JEPPESEN JeppView 3.5.2.0

LYON, FRANCE **MJEPPESEN** LFLL/LYS (10-3)Eff 18 Jan ST EXUPERY 5 JAN 07 Apt Elev Trans level: By ATC Trans alt: 5000'

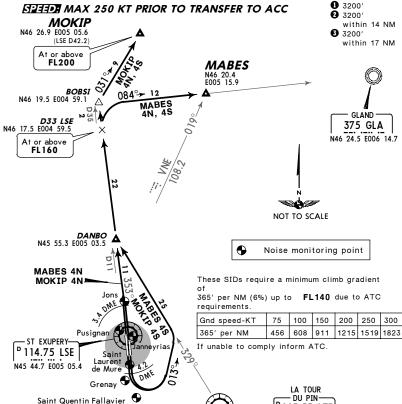
MABES 4N [MABE4N], MABES 4S [MABE4S] MOKIP 4N [MOKI4N], MOKIP 4S [MOKI4S] RWYS 36L/R, 18L/R DEPARTURES TO NORTH

within the limits of aircraft performance is mandatory.

SIDs are also noise abatement procedures. Strict adherence



STEEDS MAX 250 KT PRIOR TO TRANSFER TO ACC



MABES 4N, MOKIP 4N: Initial climb clearance FL140

115.55 LTP

N45 29.3 E005 26.3

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	MABES 45, MORIP 45: Initial climb clearance FL100									
SID	RWY	ROUTING								
MABES 4N	36L/R	imb to LSE 3.4 DME, intercept LSE R-353 towards BOBSI, at D33 LSE rn RIGHT, intercept 084° bearing towards GLA to MABES.								
MABES 4S	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	36L/R	Climb to LSE 3.4 DME, intercept LSE R-353 to BOBSI, turn RIGHT, 031° track to MOKIP.								
MOKIP 4S	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.								

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.

• For departures via airway UL 47.

6 For flights into upper airspace with destination LFPG, LFPC, LFPB, LFPT & LFOB.

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LFLL/LYS ST EXUPERY

MJEPPESEN (10-3A) Eff 18 Jan 5 JAN 07

LYON, FRANCE

6000

50001

1 3200′

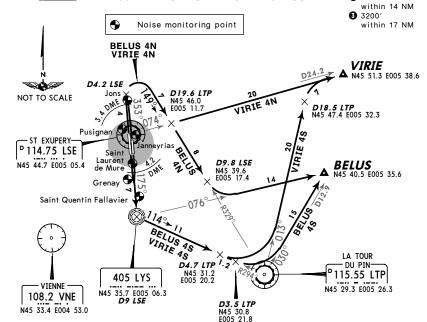
2 3200

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

MAX 250 KT PRIOR TO TRANSFER TO ACC



These SIDs require minimum climb gradients

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				
4 ATO										

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

SID	RWY	ROUTING						
BELUS 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 D9.8 LSE, turn LEFT, intercept VNE R-076 to BELUS.						
BELUS 4S	18L/R	Climb to LSE 4.2 DME, intercept LSE R-175 to D9 LSE, turn LEFT, intercept LTP R-294 inbound to D3.5 LTP, turn LEFT, intercept LTP R-030 to BELUS.						
VIRIE 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 D19.6 LTP, turn LEFT, intercept LSE R-074 to VIRIE.						
VIRIE 4S	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.						

For destinations within Geneva TMA & non-RNAV transits in Geneva TMA. At or below 6 For destinations within Chambery TMA. At or below

CHANGES: MSA.

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LFLL/LYS ST EXUPERY MJEPPESEN

LYON, FRANCE

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

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

SEEDE MAX 250 KT PRIOR TO TRANSFER TO ACC



1 3200′ **2** 3200'

722 962 1443 1924 2405 2886

608 810 1215 1620 2025 2430

456 608 911 1215 1519 1823

within 14 NM

3200′ within 17 NM D4.2 LSE -ST EXUPERY-Noise monitoring point ^D 114.75 LSE N45 44.7 E005 05.4 **ABADO** N45 39.4 E005 17.6 Grenay RISOR 4M, 4S **RISOR** N45 32.3 E005 57.9 ROMAM 4S-Saint Quentin Fallavier At or above FL130 405 LYS N45 35.7 E005 06.3 D9 LSE D22.4 D15.5 LSE × N45 29.3 E005 07.2 E005 33.5 PENAR N45 30.4 E005 37.6 LA TOUR Climb to - DU PIN-115.55 LTP FL150 291 WS N45 29.3 E005 26.3 N45 21.7 E005 09.2 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 100 150 200 250 300 75 NOT TO SCALE

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

ROMAM A

577' per NM

486' per NM

365' per NM

If unable to comply inform ATC

ILLOGIT TO: THIRTIE CHARLES I LOG								
SID	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.						

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MSA

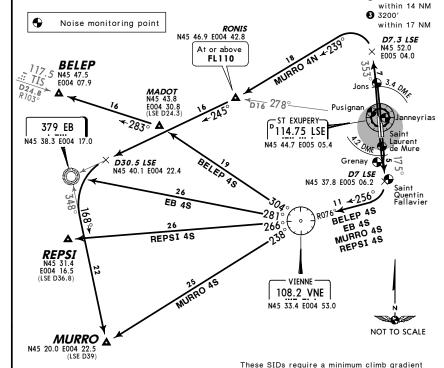
1 3200

2 3200

LYON, FRANCE **MALEPPESEN** LFLL/LYS 5 JAN 07 (10-3C) Eff 18 Jan ST EXUPERY Apt Elev Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement procedures. Strict adherence 821' within the limits of aircraft performance is mandatory 50001 6000

BELEP 4S [BELE4S], EB 4S, MURRO 4N [MURO4N] MURRO 4S [MURO4S], REPSI 4S [REPS4S] RWYS 18L/R, 36L/R DEPARTURES TO SOUTHWEST & WEST

STATE MAX 250 KT PRIOR TO TRANSFER TO ACC



75 100 150 200 250 300 Gnd speed-KT 486' per NM 608 810 1215 1620 2025 2430 If unable to comply inform ATC

Rwys 18L/R: 486' per NM (8%) up to FL90 due to ATC requirements. Rwys 36L/R: 486' per NM (8%) up to FL100

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.					
4 For destin	ations w	vithin Clermont TMA & Saint Etienne TMA. 3 For flights into lower airspace.					

4 For destinations within Clermont TMA & Saint Etienne TMA. 6 For non-RNAV flights. 7 For flights into upper airspace.

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due to ATC requirements.

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LYON, FRANCE **MJEPPESEN** LFLL/LYS (10-3D) Eff 18 Jan ST EXUPERY

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.

ALURA 4N [ALUR4N], ALURA 4S [ALUR4S] BUSIL 4N [BUSI4N], BUSIL 4S [BUSI4S] RWYS 36L/R, 18L/R DEPARTURES TO NORTHWEST

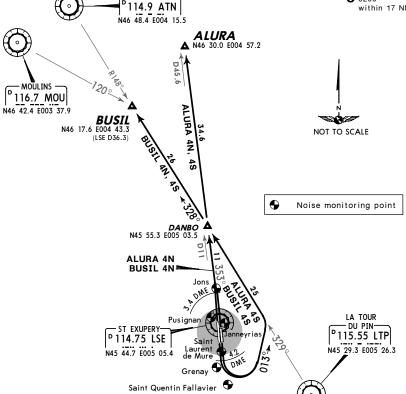
MAX 250 KT PRIOR TO TRANSFER TO ACC



1 3200′ **2** 3200'

within 14 NM

3200′ within 17 NM



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

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. BUSTI 4S: Initial climb clearance FL100

ALONA 43, BOSIL 43. Initial offinis ofcarance 12100								
SID	RWY	ROUTING						
ALURA 4N 4	36L/R	Climb to LSE 3.4 DME, intercept LSE R-353 to ALURA.						
ALURA 4S	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								
BUSIL 4S	18L/R	Climb to LSE 4.2 DME, turn LEFT, 013° track, intercept LTP R-329 to BUSIL.						
• For flights into lower airspace.								

CHANGES: MSA.

requirements

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Apt Elev

821'

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MIEPPESEN LFLL/LYS ST EXUPERY

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

LYON, FRANCE

Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement procedures. Strict adherence

within the limits of aircraft performance is mandatory

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

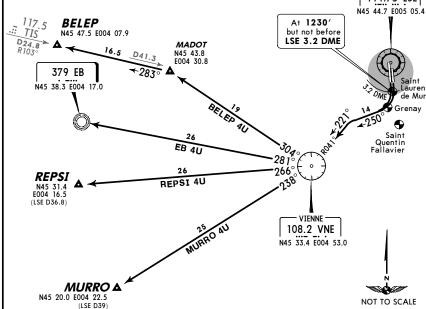


1 3200 **2** 3200

within 14 NM **3**200′

within 17 NM

ST EXUPERY-114.75 LSE



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

requirements

Gnd speed-KT 100 | 150 | 200 | 250 | 300 608 911 1215 1519 1823 365' per NM 456 If unable to comply inform ATC.

Initial climb clearance 5000 ROUTING SID Climb to 1230', not before LSE 3.2 DME turn RIGHT, 250° track, intercept VNE BELEP 4U R-041 inbound to VNE, turn RIGHT, VNE R-304 to MADOT, intercept TIS R-103 Climb to 1230', not before LSE 3.2 DME turn RIGHT, 250° track, intercept VNE 0 R-041 inbound to VNE, turn RIGHT, VNE R-281 to EB MURRO 4U Climb to 1230', not before LSE 3.2 DME turn RIGHT, 250° track, intercept VNE R-041 inbound to VNE, turn RIGHT, VNE R-238 to MURRO. Climb to 1230', not before LSE 3.2 DME turn RIGHT, 250° track, intercept VNE R-041 inbound to VNE, turn RIGHT, VNE R-266 to REPSI

For destinations within Clermont TMA & Saint Etienne TMA For flights into lower airspace. 6 For flights into upper airspace.

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JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 23-2007 LYON, FRANCE **MJEPPESEN** LFLL/LYS 5 JAN 07 (10-3F) Eff 18 Jan SID ST EXUPERY Trans level: By ATC Trans alt: 5000 Apt Elev SIDs are also noise abatement procedures. Strict adherence 821' within the limits of aircraft performance is mandatory ₩ 6000' 5000' BELUS 4R [BELU4R], RISOR 4R [RISO4R] ROMAM 4R [ROMA4R] RWYS 36L/R DEPARTURES PROP AIRCRAFT **1** 3200 CAT A, B & C 3200' within 14 NM TO EAST & SOUTH **3200**′ MAX 250 KT PRIOR TO TRANSFER TO ACC within 17 NM 0.8 DME outbound At 1230' but not before Noise monitoring point LSE 0.8 DME outbound ST EXUPERY— 114.75 LSE 175 KT **BELUS** N45 40.5 E005 35.6 N45 44.7 E005 05.4 **ABADO** N45 39.4 E005 17.6 N45 40.0 E005 08.7 **RISOR** N45 32.3 E005 57.9 At or above FL130 **D25.3 LSE** N45 31.3 E005 36.0 - VIENNE -108.2 VNE N45 30.4 E005 37.6 N45 33.4 E004 53.0 Climb to LA TOUR FL150 - DU PIN-291 WS 115.55 LTP N45 21.7 E005 09.2 N45 29.3 E005 26.3 These SIDs require a minimum climb gradient BELUS 4R, ROMAM 4R 486' per NM (8%) up to FL100 due to ATC requirements. RISOR 4R NOT TO SCALE 486' per NM (8%) up to FL90 due to ATC requirements Gnd speed-KT 75 100 150 200 250 300 **ROMAM** N45 06.2 E005 09.8 486' per NM 608 810 1215 1620 2025 2430 If unable to comply inform ATC Initial climb clearance FL100 SID ROUTING BELUS 4R Climb to 1230', not before LSE 0.8 DME outbound turn RIGHT, intercept 180° O bearing towards WS, when passing VNE R-060 turn LEFT, intercept VNE R-076 to RISOR 4R Climb to 1230', not before LSE 0.8 DME outbound turn RIGHT, intercept 180° bearing towards WS, when passing VNE R-060 turn LEFT, 083° track to ABADO, intercept LSE R-122 towards PENAR to D25.3 LSE, intercept LTP R-082 to RISOR Climb to 1230', not before LSE 0.8 DME outbound turn RIGHT, intercept 180°

4 For destinations within Geneva TMA & non-RNAV transits in Geneva TMA. At or below © JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.

bearing to WS, turn LEFT, 179° bearing to ROMAM.

LFLL/LYS

ST EXUPERY

Apt Elev

821'

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JEPPESEN JeppView 3.5.2.0 LYON, FRANCE

1 3200'

3200'

3200′

within 14 NM

within 17 NM

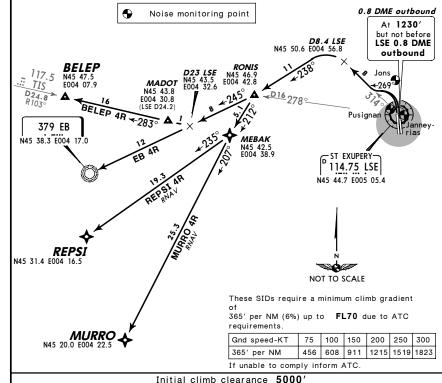
#JEPPESEN 5 JAN 07 (10-3G) Eff 18 Jan Trans level: By ATC Trans alt: 5000

SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory ₩ 6000′ 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

MAX 250 KT PRIOR TO TRANSFER TO ACC



SID **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° 0 MURRO 4R Climb to 1230', not before LSE 0.8 DME outbound turn LEFT, 269° track, inter-Θ cept LSE R-314 to D8.4 LSE, turn LEFT, 238° track to RONIS, then to MEBAK, REPSI 4R Climb to 1230', not before LSE 0.8 DME outbound turn LEFT, 269° track, inter-0 cept LSE R-314 to D8.4 LSE, turn LEFT, 238° track to RONIS, then to MEBAK,

4 For destinations within Clermont TMA & Saint Etienne TMA.

6 For flights into lower airspace. 6 For flights into upper airspace.

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LFLL/LYS ST EXUPERY

MJEPPESEN 5 JAN 07 (10-3H) Eff 18 Jan LYON, FRANCE RNAV SID

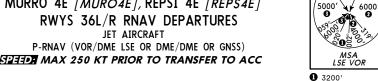
Trans level: By ATC Trans alt: 5000'

1. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory

- Apt Elev 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.

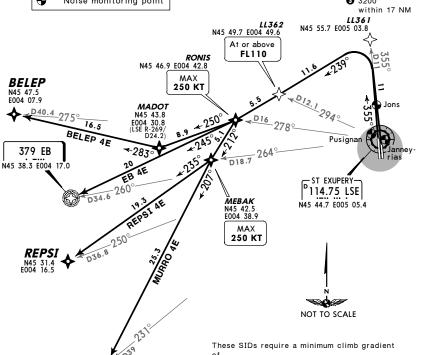
BELEP 4E [BELE4E], EB 4E MURRO 4E [MURO4E], REPSI 4E [REPS4E] RWYS 36L/R RNAV DEPARTURES JET AIRCRAFT







Noise monitoring point



547' per NM (9%) up to FL110 due to ATC

4									
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								
SID	ROUTING							
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.							

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" JEPPESEN LFLL/LYS 16 APR 04 10-4 ST EXUPERY

LYON, FRANCE

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

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 I, 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

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.

CHANGES: Text revised.

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LFLL/LYS LYON, FRANCE **™** JEPPESEN Apt Elev **821**′ N45 43.5 E005 04.9 9 MAR 07 (10-9) Eff 15 Mar ST EXUPERY ATIS ACARS SAINT EX Flight Data (Cpt SAINT EX Ground Tower 126.17 DCL ① 121.7 121.82 120.45 05-04 05-06 05-07 05-05 Data Link Departure Clearance 00 VAR 0° 45-45 - 45-45 **LEGEND** 197*' 60m* Stopway A1 Taxiway 0 00 **D** Apron Elev o VOR 820 758' ← One-way Trees up to Up to 942' A2 T2 ILS CAT II/III landing traffic must 66' 20m Stopway (18L) exit mandatory via Twy A3 or A4. A3 В3 5 - 45-44 45-44 Т3 123 Pilots are encouraged to vacate rwy 36R expeditiously except LVP conditions, via exit W4 each time 0 it is possible according with safety. o 0 ១ភ TERMINAL 6 TERMINAL Acft holding must stay on - 45-43 45-43 west side of blue line parallel of Twy T7 axis. CARGO 1001', 🔘 FOR PARKING POSITIONS ٨ SEE 10-9B 197' 60m 2000 36R Meters 36L 0 Trees up to 932' €} 45-42 45-42 -05-06 05-04 05-07

CHANGES: Note. Holding position withdrawn.

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LFLL/LYS

₹ JEPPESEN 9 MAR 07 (10-9A) Eff 15 Mar

LYON, FRANCE CT EVIIDEDV

9 MAR 07 (TU-9A) EHF 15 Mar ST EXUPER										
	INS COO	RDINATES								
STAND No.	COORDINATES	STAND No.	COORDINATES							
A21, A22 A23, A24 A25 thru A29 A30 A31, A32	N45 43.4 E005 05.0 N45 43.4 E005 04.9 N45 43.4 E005 04.8 N45 43.5 E005 04.7 N45 43.4 E005 04.7	J11 J13 J14 J15 J17, J19	N45 42.8 E005 05.0 N45 42.8 E005 04.9 N45 42.8 E005 04.8 N45 42.8 E005 04.9 N45 42.8 E005 04.8							
A33 thru A36 B10, B12 B14 thru B62 B63 thru B83 B91, B92	N45 43.4 E005 04.8 N45 43.4 E005 05.0 N45 43.4 E005 04.9 N45 43.3 E005 04.9 N45 43.2 E005 04.9	J51 J52 thru J54 J55, J56 K11 K31	N45 42.9 E005 05.1 N45 42.9 E005 05.0 N45 42.9 E005 04.9 N45 43.1 E005 05.1 N45 43.1 E005 05.0							
B93 C19 thru C23 C41 thru C84 C85 D21, D22	N45 43.2 E005 04.8 N45 43.2 E005 04.8 N45 43.1 E005 04.8 N45 43.1 E005 04.7 N45 42.9 E005 04.8	K32 K33 K51 K52 thru K73 K91, K92	N45 43.0 E005 05.1 N45 43.0 E005 05.0 N45 43.0 E005 05.1 N45 43.0 E005 05.1 N45 43.0 E005 05.0 N45 42.9 E005 05.1							
D23 thru D25 D31, D32 D33 thru D35 D36 D41, D42	N45 42.9 E005 04.7 N45 43.1 E005 04.7 N45 43.1 E005 04.6 N45 43.1 E005 04.5 N45 43.0 E005 04.7	K93 K94E K94W thru K96 K97 K98E	N45 42.9 E005 05.0 N45 42.9 E005 05.1 N45 42.9 E005 05.0 N45 42.9 E005 04.9 N45 42.9 E005 05.0							
D43 thru D45 D46 E11 E12 E13, E15	N45 43.0 E005 04.6 N45 43.0 E005 04.5 N45 43.1 E005 05.0 N45 43.0 E005 05.0 N45 43.1 E005 05.0	K98W	N45 42.9 E005 04.9							
E17 thru E21 F1 F2 thru F4 F5, F6 F7, F9	N45 43.0 E005 05.0 N45 42.8 E005 04.8 N45 42.8 E005 04.7 N45 42.9 E005 04.7 N45 42.9 E005 04.6									
Rwy 36L a	GENERAL All acft moving by own means on apron must switch its taxilights on. Rwy 36L approved for CAT II/III operations, special aircrew and acft certification required. Rwy 36L & 36R right-hand circuit.									
	ADDITIONAL RUNWAY INFORMATION LANDING BEYOND LANDING BEYOND									

ADDITIONAL RUNWAY INFORMATION										
	USABLE LENGTHS — LANDING BEYOND —									
RWY					Threshold	Glide Slope	TAKE-OFF	WIDTH		
RVVI					Inresnoia	Gilde Stope	TAKE-OFF	WIDIN		
18L	HIRL	SFL	PAPI-L (angle 3.0°)	VIBAL		7828' 2386m	•	148'		
36R	HIRL	HIAL	LS REIL	VIBAL		7789' 2374m	0	45m		
● TAKE-	OFF RU	N AV	AILABLE							

RWY 18L: <u>RWY 36R:</u> From twy B3 int twy B4 int 8760' (2670m) 6857' (2090m) From twy B7 int 8760' (2670m) twy B6 int 5545' (1690m)

HIRL CL SFL PAPI-L (angle 3.0°) RVR 148' Ø 36L HIRL CL HIALS-II TDZ REIL 11,877' 3620m 45m RVR

2 TAKE-OFF RUN AVAILABLE RWY 36L: From twy A7 int 13,123' (4000m) RWY 18R: From twy A1 int 13,123' (4000m) twy A2 int 12,008' (3660m) twy A3 int 9416' (2870m) twy A6 int 9908' (3020m) twy A5 int 8432' (2570m) twy A4 int 6857' (2090m) twy A4 int 6266' (1910m)

JAR-OPS TAKE-OFF Rwy 36L All Rwys LVP must be in Force Approved Operators RCLM (DAY only) RCLM (DAY only) NIL HIRL, CL (DAY only) RL & CL or RL & mult. RVR req & mult. RVR req or RL 125m 150m 200m 250m 400m 500m 250m 300m 150m 200m ■ Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required

CHANGES: Minimums.

below 150m.

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¼ JEPPESEN LYON, FRANCE LFLL/LYS 10 NOV 06 (10-9B) ST EXUPERY 05-04.6 05-04.7 05-04.8 05-04.9 05-05.1 05-05 - 45-43.5 45-43.5 -TA A5 - 45-43.4 45-43.4 B62 B63 If not directed otherwise push-back of acft TC on nose-in stands has to be arranged so, that the acft is ready to taxi Southwards, except B72 for stands B61, B63 and B71, push-back B73 45-43.3 is nose heading Northwards, for stands C82 thru C85 and D-stands, push-back is nose B81 B82 B83 heading Eastwards. **TERMINAL** LEGEND D Apron Parking position C20 Α5 Taxiway 45-43.2 -One-way C20 C21 Taxiways K1, K2, K3, K5, K7 and K9 K1 Entry/Exit C22 C23 usable for parking Apron K only. CHARTER C TD TERMINAL A6 45-43.1 45-43.1 E11 K1 D35 D34 D33 D32 D31 E13 K31\ D36 **C85** K11 E15 K54/ K521 D E17 K32 E12 D46 D45 45-43 — K73 | K72 | K71 | K55 K53 K51 E19 D43 E20 E21 D25 D24 D23 D22 D21 K98W K98E K94W K94E K9W J551 45-42.9 45-42.9 J53 | J52 | J51 K96 K93 K92 K91 TJ F2 F1 J19 J14 J17 45-428. - 45-42.8 J15 CARGO TERMINAL 05-04 7 05-04.8 05-04.9

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CHANGES: Stands, Note,

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LYON, FRANCE LFLL/LYS MJEPPESEN via ARBON ILS Rwy 18L 23 MAR 07 (11-1) ST EXUPERY or GOMET SAINT EX Tower *LYON Approach West Sector East Sector 126.17 136.07 125.8 120.45 121.82 LOC Final GS ILS 3200 Apt Elev 821 Apch Crs LSS D4.0 LSS DA(H) 175° 980'(200') 109.1 2060' (1280') RWY 780 ₩ 6000′ 5000' 0 • 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. 🕡 Alt Set: hPa Rwv Elev: 28 hPa Trans level: By ATC Trans alt: 5000 MSA LSE VOR 2 3200' 3 3200' within 14 NM 3 3200' within 17 NM MAX 190 KT MISSED APCH IN CASE OF LSE U/S: Climb STRAIGHT AHEAD to 2500', mim climb grad 5.0%, 1,00 d 1696' comply with ATC instructions.
In case of impossibility to
maintain climb grad of 5.0%,
climb STRAIGHT AHEAD to 3000'. Λ^{2159}' **D7.0** LSS D6.2 LSE LF(D)-581 1227 1227′ CT:// - 45-50 175° 109.1 LSS At FL 70 066 At 5000 2159' D4.0 LSS D3.2 LSE D1.0 LSS DO.2 LSE LF(R)-LYON Nuclear power plant Lvon LOW OVERFLYING PROHIBITED Nuclear power plant 5000 ST EXUPERY 1598 LOW OVERFLYING 114.75 LSE PROHIBITED 05-00 05-10 At FL 100 5-1 1244 05-30 000T NOT TO SCALE D8.3 LSS NOT TO SCALE D6.2 LTP - VIENNE At FL100 108.2 VNE LA TOUR DU PIN D15.0 LSE ^D 115.55 LTP **ARBON** HOLDING 1766' MIM FL 100 Missed Apch) 45-30 2270′-/IAF MAX 14000 MAX 220 KT GOMET ARBON(IAF) D34.0 LSE 05-20 LSS DME 6.0 5.0 4.0 2.0 LOC (GS out) ALTITUDE 2720' 2390 2060 1740 1420 **D7.0** LSS D6.2 LSE **D4.0** LSS D1.0 LSS 3000' GS 2060' LOC DO.2 LSE 175°- 2060 intercept 1880 TCH 49' 1520 MDA final RWY 18L 780' Gnd speed-Kts 70 90 100 120 140 160 Refer to ILS GS 3.00° or 753 PAPI-L 377 484 538 646 861 Missed Apch LOC Descent Gradient 5.2% above MAP at D1.0 LSS/D0.2 LSE JAR-OPS STRAIGHT-IN LANDING RWY 18L CIRCLE-TO-LAND 1 ILS LOC (GS out) with LSS DME DA(H) 980' (200') MDA(H) 1120' (340') 1300′(520′) 110 1500m RVR 1500m 135 1410′(630′) 1600m RVR 1000m RVR 1800m 180 1580′(800′) 2400m RVR 2000m 205 1720*′*(*940′*) 3600m Circling height based on rwy 18L thresh elev of 780'

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JEPPESEN LYON, FRANCE LFLL/LYS via TALAR 23 MAR 07 (11-2) ILS Rwy 18L ST EXUPERY or RUNOM SAINT EX Tower *LYON Approach West Sector East Sector 126.17 136.07 125.8 120.45 121.82 LOC Final GS ILS Apt Elev 821 LSS Apch Crs D4.0 LSS DA(H) 109.1 175° 2060' (1280') 980'(200') RWY 780 5000' 6000' 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. • Alt Set: hPa Rwv Elev: 28 hPa Trans level: By ATC Trans alt: 5000' MSA LSE VOR TALAR
At FL 70

MISSED APCH IN CASE OF LSE U/S: Climb STRAIGHT
AHEAD to 2500', mim climb grad 5.0%, comply with
ATC instructions. In case of impossibility to maintain (IAF) RUNOM 46-00 At FL 70 At FL 70 2750 D16.0 LSE climb grad of 5.0%, climb STRAIGHT AHEAD to 3000' 4 2225'T. D13.0 LSE At 4000 **2** 3200' 3 3200' within 14 NM TO SCALE 4 3200' within 17 NM [™]2159′\ **6** MAX 190 KT 1227', D7.0 D13.0 LSE 1.\D6.2 LSE 45-50 ₹**∆**1227′ At 4000 LF(D)-581 D4.0 LSS 175° 109.1 LSS ₂₁₅₉, ∕\ 1676' 04-40 D1.0 LSS DO.2 LSE MISSED Nuclear APCH FIX LF(R)-LYON power plant LOW OVERFLYING (Bron) PROHIBITED – ST EXUPERY-D15.0 LSE 114.75 LSE Λ¹³¹⁹′ **∆**1221′ D8.3 LSS MHA 5000 △ D9.0 LSE **MAX 220 KT** •1723′ D34.0 LSE 05-20 05-00 05-10 04-50 LSS DME 6.0 5.0 4.0 3.0 2.0 LOC 2060 (GS out) ALTITUDE 2720' 2390 1420 **D7.0** LSS **D4.0** LSS **D1.0** LSS 3000' GS 2060' LOC DO.2 LSE 175°→ 2060 1880 TCH 49' intercept 1520 MDA final RWY 18L 780' Gnd speed-Kts 90 100 120 140 160 Refer to ILS GS 3.00° or PAPI-L 377 484 538 646 753 Missed Apch LOC Descent Gradient 5.2% above MAP at D1.0 LSS/D0.2 LSE STRAIGHT-IN LANDING RWY 18L JAR-OPS CIRCLE-TO-LAND LOC (GS out) with LSS DME DA(H) 980' (200') MDA(H) 1120' (340') MDA/H 110 1300′(520′) 1500m RVR 1500m 135 1410′(630′) 1600m RVR 1000m 180 RVR 1800m 1580′(800′) 2400m RVR 2000m 1720′(940′) 3600m ■ Circling height based on rwy 18L thresh elev of 780'

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CHANGES: Missed apch

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LYON, FRANCE MJEPPESEN LFLL/LYS 2 FEB 07 (11-3) ILS Rwy 36L ST EXUPERY SAINT EX Tower *LYON Approach West Sector 126.17 136.07 125.8 120.45 121.82 Final LOC GS ILS Apt Elev 821 SAN Apch Crs D5.4 SAN DA(H) 2550′(1737′) 1013'(200') 110.75 355° RWY 813 ₩ 6000′ 5000' 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. MSAAlt Set: hPa Trans alt: 5000' LSE VOR Rwy Elev: 29 hPa Trans level: By ATC D27.0 HOLDING **1** 3200' MIM FL 70 2 3200' within 14 NM 3 3200' within 17 NM LSE Λ (5000 for ŏ Missed Apch) (IAF) ۸ 1227 MAX 14000 RÜNÓM 45-50 MAX 220 KT 1227 LF(R)-LYON D1 1_{At} FL 70 AR ST EXUPERY-2159 114.75 LSE NOT ■D16.0 LSE power plant TO SCALE At FL 80 Lyon (Bron) LOW OVERFLYING PROHIBITED D1.0 SAN_ Nuclear **D1.8** SAN D2.9 LSE power plant _ ILS DME LOW OVERFLYING **(3**) 1598′ 355° 110.75 SAN **D5.4** SAN PROHIBITED 45-40 At 5000' 1221' 1319' 1244' **D4.3** SAN 1252' 405 LYS D6.2 LSE 1265' 1677 D6.9 SAN 108.2 VNE LA TOUR DU PIN-At 5000' D 115.55 LTP 1765 _1766' O W (IF) \ LSEO S 45-30 MAX 180 KT 2165 Ċ 05-20 2270' 1339' 05-10 04-50 05-30 LOC SAN DME 2.0 6.0 (GS out) 2100 2420 2750 ALTITUDE **D5.4** SAN LYS Lctr D7.3 LSE LOC GS 2550' 2550' 7D7.2 SAN D9.0 LSE **D4.3** SAN 3000' D1.8 SAN D6.2 LSE _355°-# G\$2190' LOC 2190' ∠355° ≺ 355° G\$1390' LOC **D6.9** SAN D8.8 LSE **D1.0** SAN 2350 D2.9 LSE intercept 1630 TCH 59' final 1490' 1360 RWY 36L 8 13 Gnd speed-Kts 90 100 120 140 160 D1.8 ILS GS 3.00° or LSE 377 484 538 753 646 861 LOC Descent Gradient 5.2% MAP at D1.0 SAN/D2.9 LSE JAR-OPS STRAIGHT-IN LANDING RWY 36L CIRCLE-TO-LAND 1 LOC (GS out) with SAN DME DA(H) 1013' (200') MDA(H) 1250' (437' FULL ALS out RVR 900m 1310*'* (497') 1500m RVR 1500m 1420′(607′) 1600m RVR 1000m RVR 1000m RVR 550m RVR 1800m 180 1580′ (767′) 2400m RVR 1400m RVR 2000m 1720′ (907′) 3600m Circling height based on rwy 36L thresh elev of 813'.

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JEPP SEN

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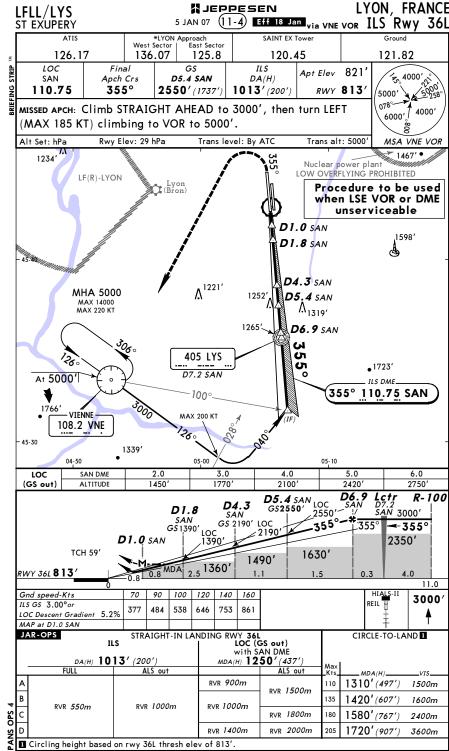
LYON, FRANCE JEPPESEN LFLL/LYS 2 FEB 07 (11-3A) CAT II ILS Rwy 36L ST EXUPERY *LYON Approach West Sector | East Sector SAINT EX Tower 126.17 136.07 125.8 120.45 121.82 CAT II ILS RA 98' LOC Final GS Apt Elev 821 SAN Apch Crs D5.4 SAN 3200 110.75 355° 2550' (1737' RWY 813 913'(100' 5000' 6000' MISSED 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 MSA LSE VOR Special Aircrew & Aircraft Certification required. D27.0 **1** 3200' MIM FL 70 LSE 2 3200' within 14 NM (5000 for 3200' within 17 NM (IAF) Missed Apch) ۸ ₁₂₂₇, MAX 14000 **RUNOM** 45-50 **MAX 220 KT** D22.0/ R-030 LSE 1227 LF(R)-LYON At FL 70 ST EXUPERY-2159' 114.75 LSE D16.0 LSE power plant TO SCALE Lyon OW OVERFLYING **PROHIBITED** Nuclear D1.8 SAN power plant 355° 110.75 SAN **D5.4** SAN (1598) LOW OVERFLYING PROHIBITED 45-40 1221' **D4.3** SAN At 5000' • 1244′ 1252' 405 LYS 1265 -VIENNE 108.2 VNE LA TOUR DU PIN-D 115.55 LTP At 5000 1765′ •1766′ LSEO S 45-30 MAX 180 KT -2165' Ü • 1339 05-20 2270 04-50 LYS Lctr **D4.3** SAN D6.2 LSE **355°**-∎3000 **D1.8** SAN D3.7 LSE GS 2190' **D6.9** SAN TCH 59' RWY 36L 813' 70 90 100 120 140 160 D1.8 REIL # 3.00° 377 484 538 646 753 861 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.

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LYON, FRANCE ...JEPPESEN LFLL/LYS (11-4A) via VNE VOR CAT II ILS RWY 36L ST EXUPERY Eff 18 Jan SAINT EX Tower West Sector East Sector 126.17 136.07 125.8 120.45 121.82 CAT II ILS LOC Final GS Apt Elev 821 RA 98 خ 4000′ پ SAN Apch Crs D5.4 SAN DA(H) 913' (100' 110.75 355° 2550'(1737' RWY 813 5000° 078°----MISSED APCH: Climb STRAIGHT AHEAD to 3000', then turn LEFT 4000' 6000 (MAX 185 KT) climbing to VOR to 5000'. Rwy Elev: 29 hPa Trans level: By ATC Trans alt: 5000' MSA Special Aircrew & Aircraft Certification Required. VNE VOR 2159' 1467 Nuclear power plant LOW OVERFLYING PROHIBITED LF(R)-LYON Lyon (Bron) Procedure to be used when LSE VOR or DME unserviceable 1598 **D1.8** SAN Λ^{1221′} **D4.3** SAN MHA 5000 1252'. **D5.4** SAN MAX 14000 MAX 220 KT ۸₁₃₁₉, **D6.9** SAN S Ġ 405 LYS S .1723' D7.2 SAN At 5000 ILS DME. 355° 110.75 SAN 1766 **MAX 200 KT** VIFNNE 108.2 VNE 1339' 04-50 05-00 05-10 D6.9 Lctr SAN D7.2 L SAN **D5.4** SAN R-100 GS 2550' **D4.3** SAN 3000, **D1.8** SAN GS 2190' GS1390' -355° TCH 59' RWY 36L 813' 2.5 1.5 0.3 4.0 11.0 90 | 100 | 120 | 140 | 160 Gnd speed-Kts 3000 3.00° 377 484 538 646 753 861 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.

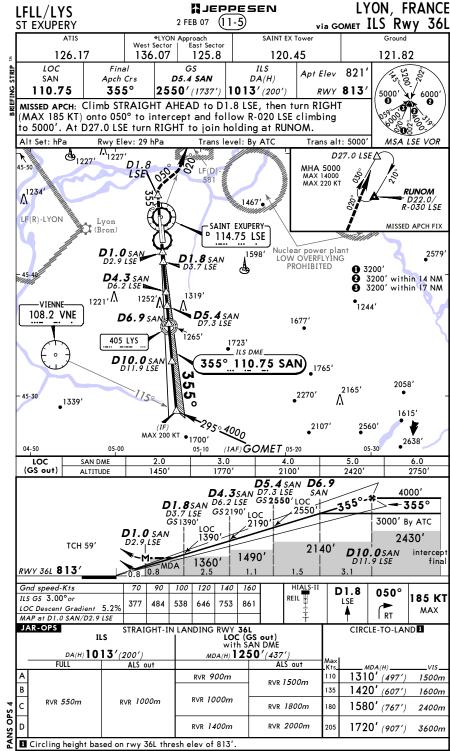
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LYON, FRANCE JEPPESEN LFLL/LYS 2 FEB 07 (11-5A) via GOMET CAT II ILS RWY 36L ST EXUPERY SAINT EX Tower *LYON Approach West Sector | East : ATIS East Sector 126.17 136.07 125.8 120.45 121.82 CAT II ILS **RA 98'** DA(H) 913'(100') LOC Final GS Apt Elev 821 SAN Apch Crs D5.4 SAN 110.75 355° 2550' (1737') RWY 813 5000' 6000 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. MSA LSE VOR Alt Set: hPa Rwy Elev: 29 hPa Special Aircrew & Aircraft Certification Required. Trans level: By ATC Trans alt: 5000 7\₁₂₂₇, **∆**1227′ D27.0 LSEX MHA 5000 MAX 14000 MAX 220 KT RUNOM 1234 Λ 1467 D22.0/ R-030 LSE LF(R)-LYON Lyon MISSED APCH FIX -SAINT EXUPERY D 114.75 LSE Nuclear power plant LOW OVERFLYING PROHIBITED 1598' 2579' **1** 3200′ **D4.3** SAN D6.2 LSE 2 3200' within 14 NM 3 3200' within 17 NM 1252' -VIENNE-•1244′ 108.2 VNE 1677 D6.9 SAN 1723'
• ILS DME 405 LYS **D10.0** SAI 355° 110.75 SAN 2058' 2165' 1150 2270' 45-30 1339′ 1615' (*IF*)
MAX 200 KT 1700' 2107' 2560' 2638 (IAF) GOMET 05-20 04-50 05-00 05-10 05-30 D5.4 SAN D4.3 SAN D7.3 LSE D6.2 LSE GS 2550' 4000 **D1.8** SAN GS 2190' D3.7 LSE GS1390' 3000' By ATC **D6.9** SAN TCH 59' **D10.0** SAN D11.9 LSE RWY 36L 813 HIALS-II 70 90 | 100 | 120 | 140 | 160 Gnd speed-Kts D1.8 050° 3.00° 377 484 538 646 753 861 185 KT LSE 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.

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	LFLL/LY	/S			l	JE		ĘSI	ΕN					FRANCE
	ST EXUPE				2 FE	B 07	(11-	6)]	ILS R	wy 36F
		ATIS	Wes	*LYC	N Appr	oach ast Sec	tor		SAINT	EX Tower			Groun	d
TM	1:	26.17		6.07	- 1	125.			12	0.45			121.	82
STRIP	LOC		inal		G	-			LS A(H)	Apt I	Elev	821′	12.5	2020
G S	LSN 111.		ch Crs 55°	2.	<i>D4.5</i> 2 60 ′		2/1	Ref	er fo	'		821 [′]	1/ 50	o_ / · \
RIEFING									mums	_			5000′	6000'
BR	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'												059°00	
													600	000
														MSA
	Alt Set: nr	a kw				irans	ievei	: ву А	ic	HOLDII		: 5000		E VOR D27.0
	2159'		1696	0 32 0 32	200' wi	thin 1	4 NM		-	MIM F	L 70	0	/ To	LSE
	2139		@	3 32	00' wi	thin 1	7 NM	?	- \	(5000 fo Missed A	Apch)	8	18	(IAF)
			1227′	۸		(D)- <u>5</u> 8	31	ann.		MAX 140 MAX 220		Ţ		RUNOM
	FF LF(R)-L		<u>d</u>	/. \ 12:	27′					į		0		D22.0/ R-0 <u>30 LSE</u>
	LF(R)-L	ON M					- 8	Š		i	,	\$ <i>!</i> .%	\$ 1/	4t FL 70
	<u>~</u> ∧		— (T F)	CUPERY		,	10	—		!	0	20		
	2159			.75 L		35	1	Nucl	Par Mill	NOT TO SCALE	. 4	*	D16.0	LSE
	F)	FI 00			`	Ϋ́	$\hat{\boldsymbol{\chi}}_{i}$	powe	r plant		7	1		
	5776	At FL 80		Lyon (Bron)		A	K	PROH	IBITED		Ų	26.8	1	
	0,0/	_260°		D1	. 0 LSI	v_(!					,		Nucle	ar
		6 /	_ ILS DME		.9 LSE	7	Ñ Da	2. 0 LS		98' /	10€	. 1	power OW OVE	plant RFLYING
	- 45-40	355	<u>.</u> 1 <u>1</u> 1.	. <u>5</u> LS	SN)			9 LSE		₫ .			PROHIE	
		~ <u>~</u>	1	^{221′} Λ			I	101					At 50	00'
		7		7.1	, CA 1	2521		519'	405	LYS		/ 341	1 1	•1244'
	VIENNE	_ ~			LSN 1: SE				D9.0) LSE		1677'	Ŷ	
	108.2 V	NE 🔪		D.	6.9 LS 8.8LS	N .		-1265′		JUE ALC	/4	•	\	
		7	}		ار» م	٥		6	723′	3000	`		\	ID DU DIN
	At 500	00'l t "	J-10;	2°	~ 13 /_DM	183	火	30		ME		1765′		JR DU PIN
		1766'	300	0 7			A W		7 0 .			1705	2165'	<u></u>
	- 45-30			1	Arc LSE	ŲØ	Ġ	(IF)	_	X 180 KT		*		
		04-50	1339'	05-0	00		5 °	05-10			05-2	2270	(C)	05-30
	LOC (GS out)	LSN DME ALTITUDE		2.0 1450'			3.0 1780'			4.0 100'		5.0 2430'		6.0 2750'
	(63 001)	ALTITODE		1430			1700				D6		LYS L	
						D2.	O LSN	l D	4.5 L. 6.4 LS	E LOC	D8	.8 LSE	D9.0 L	SE .
					_	D3.9	<i>LSE</i> 450' μ	.oc	S 226	0' 2260'	55°	_# <u></u>	355° -	3000′ -355°
			1	D1.0 D2.9		i	_1	450'						350'
				- L			*	_	-	1630)′		-	intercept
	RWY 36R		H 49'		1.0	MDA		430' 2.5		2.4		- .	0.2	final
				0.8 		100				HIALS				
	Gnd speed- ILS GS 3.00		70		100	120	140	160			1:	200′	185 K	T LSE 114.75
		Gradient 5.2	% 377	484	538	646	753	861		REIL +		A	RT	R-020
	JAR-OPS	ST	RAIGHT- . \$	IN LAI	NDING	RWY	36R			•	T	CIRC	CLE-TO-LA	
		II	.S				١	LOC (C	SN DM	Ė			,	
	DA(H) ABO	C:1021′ <i>(20</i>)	MDA(I	н) 12	50′ (·	429')	Max	l		
		FULL	A	ALS out		+	VD 00	0	A	LS out	_Kts_		DA(H)	VIS
	A	. 550				R	∨R <i>90</i>	υm	R∨R	1500m	110		(479')	1500m
4	H	550m	R∨R	1000	m	R\	/R 100	00m			135		(589')	1600m
OPS	С									1800m	180		(749')	2400m
PANS OPS	D RVF	8 600m				R\	/R 140	00m	R∨R	2000m	205	1720)' (899')	3600m
₹														

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LYON, FRANCE **JEPPESEN** LFLL/LYS 2 FEB 07 (11-7) via VNE VOR ILS RWY 36R ST EXUPERY *LYON Approach West Sector | East Sector SAINT EX Tower ATIS 126.17 136.07 125.8 120.45 121.82 5000 nd 5000 n ILS DA(H) Refer to LOC Final GS Apt Elev 821 LSN Apch Crs D4.5 LSN 111.5 355° 2260' (1439' RWY 821' Minimums 5000'` 078°---MISSED APCH: Climb STRAIGHT AHEAD to 3000', then turn LEFT 4000' 6000′ (MAX 185 KT) climbing to VOR to 5000'. Alt Set: hPa Rwy Elev: 30 hPa Trans level: By ATC Trans alt: 5000' MSA VNE VOR Λ 1234 Nuclear power plant
LOW OVERFLYING PROHIBITED LF(R)-LYON C Lyon (Bron) PROCEDURE TO BE USED WHEN LSE VOR OR DME UNSERVICEABLE D1.0 LSN 1598' **D2.0** LSN Λ^{1221′} **D4.5**LSN MHA 5000 1252' Λ¹³¹⁹′ MAX 14000 **MAX 220 KT** 1265′~ D6.9 LSN 405 LYS 5 1723' C At 5000 ILS DME. 355° 111.5 LSN 100° 1766′ **MAX 220 KT** VIENNE 108.2 VNE 45-30 1339 05-00 05-10 LOC LSN DME 2.0 3.0 4.0 5.0 6.0 (GS out) 2100 2430' ALTITUDE **D6.9** LSN **D4.5**LSN LOC 2260' LYS R-100 Lctr ′355° ■ 3000′ .355°-# D2.0 LSN LOC GS 1450' <355° /1450 **D1.0** LSN 2350' 1630 1430 RWY 36R 821' 7.0 11.0 90 | 100 | 120 | 140 | 160 Gnd speed-Kts 70 3000 ILS GS 3.00° or 377 484 538 646 753 861 LOC Descent Gradient 5.2% MAP at D1.0 LSN JAR-OPS STRAIGHT-IN LANDING RWY 36R CIRCLE-TO-LAND LOC (GS out) with LSN DME DA(H) ABC: 1021' (200') D: 1031' (210') MDA(H) 1250' (429') ALS out 1300' (479') 1500m RVR 1500m RVR 550m 1410'(589') 1600m RVR 1000m RVR 1000m RVR 1800m 1570' (749') 2400m 1720′ (899′) <u>3600m</u> RVR 600m RVR 2000m

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CHANGES: None.

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		II /I V		### JEPPESEN								LYON, FRANCE				
	L FLL/LYS ST EXUPERY				~ ~							GOMET ILS RWY 36R				
ĺ	ATIS					*LYON					EX Tower			Ground		
TM	126.17				West 5	Sector	East Sector 125.8			120.45			121.82			
STRIP	LOC LSN			Final Apch C	rs		GS 94.5 LSN		ILS DA(H) Refer to			Elev 821'		125	3200	
RIEFING		111.5		355		_	0'(1439	/	Mini	mums			821 ′	5000	600	
BRIE	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.													05900	0000	
	Αl·	t Set: hPa	F	Rwy Ele	v: 30 h	Pa	Trans level: By			ATC Tran		ns alt: 5000'		MS	A LSE VO	OR
	45-5 12	1 3e1: HPa	7'	1227'	227' LF(D)-581					D27 MHA 5000 MAX 14000 MAX 220 KT			7.0 LSE N \$\begin{align*} \text{\$\hat{R}\$} & \text{\$\hat{RUNOM}\$} \\ \text{\$\hat{D}\$} & \text{\$\hat{D}\$} & \text{\$\hat{C}\$} \\ \text{\$\hat{R}\$} & \text{\$\hat{C}\$} & \text{\$\hat{C}\$} & \text{\$\hat{C}\$} \\ \text{\$\hat{R}\$} & \text{\$\hat{C}\$} & \text{\$\hat{C}\$} & \text{\$\hat{C}\$} & \text{\$\hat{C}\$} \\ \text{\$\hat{R}\$} & \text{\$\hat{C}\$}			
	LF(R)-LYON Lyon (Bron)					K	SAINT EXUPERY					MISSED APCH FIX				
				D1.0	LISN D2.0 LSN 1598'					Nucle LOW	clear power plant DW OVERFLYING					
	- 45	40		D4.5	.5 LSN D3.9 LSE					PROHIBITED 3200'				2579'		
	_	VIENNE-	12	Λ.							200' within 14 NM 200' within 17 NM 1244'					
	108.2 VNE 108.2 VNE 405 LYS 1677'														7	
		()		1265			•	23' . ILS DA							
	D10.0 LSN 355° 11.1.5 LSN 1765'															
	- 45	1339'				55°				•2270′ ^.			2165' ^{2058'}			-
		· ·				(IF)	295° 4000			210		07' 256		1615' 60'		
	04	-50		05-00	MA	x 200 K	1/00			OMET 05-20			05-		2638'	
		roc		N DME 2.0			3.0			4.0 2100'			5.0		6.0	
	((GS out)	ALTITU	JDE	1.	450′		1780′		210	D6	9	2430′		2750′	\dashv
									94.5 1 96.4 L		150			<u>*</u>	4000'	_ I
						D:	2.0 LSN GS 2 : 3.9 LSE			260, 2260'			355°-#		> ~ 355°	
		TCH 49'				G	\$1450' LOC							3000' By ATC		
					1.0 L	SN	1450'							2430'		
					2./[, <u>.</u>					2140	2140'		. 0 LSN .9 LSE	LSN intercept	
	RWY 36R 821 ′				0.8	.0 MI	DA 1430' 2.5			2.4			<i>D11.</i> 3.1		9 LSE final	
	Gn	d speed-K	ts	- -	70	90	100 120	140	160		HIALS	1,	200/	185 K	T LS	E
	LO	GS 3.00° C Descent (Gradient	5.2%	377 4	85 5	39 647	755	862	RE	n T	12	≱	MAX	114	.75
		R-OPS	.SN/D2.9		TDA ICI	IAI TK	ANDING RWY 36R LOC (GS							I RT	RT R-020	
			II				LANDING						CIF	(CLE-10	-LAND	
	DA(H) ABC: 1021 ' (200') D: 1031 ' (210')						with LSN DME MDA(H) 1250'(429')									
	FULL			ALS out			MDA(H) 125			ALS out		Max KtsMDA(H)V				/IS
	Α	A					RVR 900m					110	130	0′ <i>(479</i>) 150	00m
4	В			D\/I	R 1000	_ [R∨R 1000n			NVN 130	RVR 1500m			O' (589') 1600m		
S.	С			KVI	RVR 1000m		KVK /		\perp	RVR 18	00m	180		0′ (749		00m
PANS OPS	D	D RVR 600m					RVR 1400m			RVR 2000m		205	172	0′ (899) 360	00m
- 1	СН	CHANCES, HEA											2004 2	007 411 5	DIGHTS DES	EB//ED
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LYON, FRANCE MJEPPESEN. LFLL/LYS or GOMET VOR DME RWY 18R 2 FEB 07 (13-1) ST EXUPERY *LYON Approach West Sector | East Sector SAINT EX Tower ATIS 126.17 136.07 125.8 120.45 121.82 VOR Final Procedure Alt Apt Elev 821 MDA(H) LSE Apch Crs D6.9 LSE 1200' (442') 169° 3000' (2242' 114.75 RWY 758 5000' 🛶 6000' MISSED APCH: Climb on 169° to LSE VOR. Follow R-176 LSE to D9.0 LSE or LYS Lctr, then turn RIGHT onto 227° to intercept and follow R-197 LSÉ climbing to 5000' to ARBON and hold. Alt Set: hPa Trans level: By ATC Rwy Elev: 27 hPa Trans alt: 5000' MSA LSE VOR ♠ MAX 200 KT Do not mistake motor-PROCEDURE TO BE USED way, situated btn 3.0 and 1.5 NM in front of threshold ONLY WHEN ILS RWY 18L U/S OR RWY 18L CLOSED rwy 18R, for rwy. 2159 **60 6** 1696′ LF(D)-581 69° Λ D6.9 **⊕** 3200′ 1227' LSE Λ 2 3200' within 14 NN 3200' within 17 NN 1227 At FL 70 D3.7 At 5000% .066 2159 1467 D1.0 LF(R)-LYON (Bron) Nuclear power plant LOW OVERFLYING PROHIBITED - ST EXUPERY -Nuclear power plant 114.75 LSE LOW OVERFLYING AFEL 100 1598 PROHIBITED 05-10 FL 100 NOT TO SCALE 1244 05-30 NOT TO SCALE 405 LYS - VIENNE D6.2 LTP 108.2 VNE D9.0 LSE At FL100 LA TOUR DU PIN D15.0 LSE [₽] 115.55 LTP ARBON HOLDING MIM FL 100 1766' Missed Apch MAX 14000 2270′-45-30 MAX 220 KT ARBONIAF D34.0 LSE 05-20 GOMET 5.0 4.0 2.0 LSE DME 6.0 3.0 ALTITUDE 2370 2050' 1730 1420 LSE VOR **D6.9** LSE D3.7 3000' 169°- J1960' **D1.0** LSE intercept 1880 1520 MDA final RWY 18R 758' 70 90 100 120 140 160 Gnd speed-Kts 114.75 | 169° Descent Gradient 5.2% 369 474 527 632 737 843 MAP at D1.0 LSE JAR-OPS STRAIGHT-IN LANDING RWY 18R CIRCLE-TO-LAND MDA(H) 1200' (442' 110 1300' (542') 1500m RVR 1500m 1410' (652') 1600m 180 RVR 1800m 1580' (822') 2400m RVR 2000m 1720' (962') 3600m Circling height based on rwy 18R thresh elev of 758'

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LYON, FRANCE NJEPPESEN LFLL/LYS 2 FEB 07 (13-2) via TALAR or RUNOM VOR DME RWY 18R ST EXUPERY *LYON Approach Sector | East Sector SAINT EX Tower West Sector 126.17 136.07 125.8 120.45 121.82 VOR Final Procedure Alt Apt Elev 821 MDA(H)3200 LSE Apch Crs D6.9 1200' (442') 3000' (2242') 169° 114.75 RWY 758 5000' 6000' 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. Rwy Elev: 27 hPa Alt Set: hPa Trans level: By ATC Trans alt: 5000 MSA LSE VOR (IAF) RUNOM **⊕** 3200′ At FL 70 3200' within 14 NM 46-00 2750' D16.0 TALAR 3200' within 17 NM A+5000' MAX 200 KT 11DME D13.0 At 4000' Nuclear *6*0€ 1696′ power plant LF(D)-581 21591 6 LOW OVERFLYING D6.9 PROHIBITED 1227 ٩ D13.002 **Λ**_{1227′} PROCEDURE TO BE At 4000 USED ONLY WHEN ILS D3.7 RWY 18L U/S OR RWY Λ_{2159′} 18L CLOSED 1467 D1.0 1676' 04-40 LF(R)-LYON ST EXUPERY-Lyon (Bron) MISSED 114.75 LSE APCH FIX Do not mistake motorway, .1598' situated between 3.0 and Δb 1.5 NM in front of threshold rwy 18R, for rwy. D15.0 Λ 1319 1252′∧ 1221' **ARBON** D29.0 405 LYS MHA 5000 D9.0 MAX 14000 1265' MAX 220 KT • 1723' 05-00 04-50 05-20 6.0 5.0 4.0 3.0 2.0 LSE DME 1730 ALTITUDE 2690 2370 2050 1420 D6.9 LSE VOR 3000' D3.7 169°- ...1960 D1.0 intercept 1880' 1520' MDA final RWY 18R 758' 0.9 70 90 100 120 140 160 Gnd speed-Kts 114.75 on 169° 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 MDA(H) 1200' (442' 110 1300' (542') 1500m RVR 1500m 135 1410′(652′) 1600m RVR 1800m 180 1580' (822') 2400m RVR 2000m 1720'(962') 3600m ■ Circling height based on rwy 18R thresh elev of 758' CHANGES: MSA © JEPPESEN SANDERSON, INC., 1998, 2007. ALL RIGHTS RESERVED

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1720′ (899′)

205

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RVR 2000m

LYON, FRANCE MJEPPESEN. LFLL/LYS 2 FEB 07 (13-3) VOR DME Rwy 36L ST EXUPERY *LYON Approach Sector | East Sector SAINT EX Tower ATIS West Sector 126.17 136.07 125.8 120.45 121.82 VOR Final Procedure Alt MDA(H) Apt Elev 821 LSE Apch Crs D8.8 LSE 1260' (439' 357° 3000' (2179' 114.75 5000′ **1** ′ 🛶 6000′ MISSED APCH: 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. MSA Apt Elev: 30 hPa Trans level: By ATC Trans alt: 5000' LSE VOR D27.0 LSEX ① 3200' HOLDING 2 3200' within 14 NM MIM FL 70 3 3200' within 17 NM $\Lambda^{2159'}$ **₫**1696′ Missed Apch) MAX 14000 RUNOM LF(D)-581 MAX 220 KT Λ_{1227′} R-030 LSE LF(R)-LYON NOT ≈D16.0 LSE 2159' D1.8 LSE TO SCALE ST EXUPERY-1467 114.75 LSE Nuclear power plant At FL 80 LOW OVERFLYING **D2.1** LSE PROHIBITED [RW36L] Nuclear power plant LOW OVERFLYING D3.7 LSE 1598' / PROHIBITED 45-40 At 5000' **D6.2** LSE 1319' • 1244['] 12527 405 LYS D8.8LSI D9.0 LSE 108.2 VNE 1265 LA TOUR DU PIN-At 5000' P 115.55 LTP 1765 1766 DME (IF) 169 0 2165' Arc **⚠** MAX 200 KT 45-30 • 1339′ 05-20 2270 05-00 05-30 LSE DME 5.0 7.0 8.0 1470 1790 2100 2420 2740 ALTITUDE D8.8 LSE Lctr [FD36L] D9.0 LSE 3000' LSE VOR **D6.2** LSE **D3.7** LSE [37VO2] 2170' **D2.1** LSE 357° **~**357° TRW36L7 [TCH 59'] 1370 2350' intercept 1630 1360 MDA APT 821 Gnd speed-Kts 90 100 140 160 120 D1.8 Descent Gradient 5.24% or REIL 372 478 531 637 743 849 on 114.75 Descent angle [3.00° R-357 MAP at D2.1 LSE JAR-OPS STRAIGHT-IN LANDING RWY 36L CIRCLE-TO-LAND MDA(H) 1260' (439') ALS out RVR 900m 110 1300′ (479′) 1500m RVR 1500m 135 1410′ (589′) 1600m RVR 1000m RVR 1800m 1570′ (749′) 2400m

RVR 1400m

CHANGES: MSA.

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LFLL/LYS 2 FEB 07 (13-4) VOR DME Rwy 36R ST EXUPERY *LYON Approach Sector | East Sector SAINT EX Tower West Sector 126.17 136.07 125.8 120.45 121.82 **VOR** Final Procedure Alt MDA(H)Apt Elev 821 LSE Apch Crs D8.8 LSE 1260' (439') 355° 3000' (2179' 114.75 5000' **3** ₹ 6000, 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 RUNOM holding. MSA Alt Set: hPa Trans alt: 5000' Apt Elev: 30 hPa Trans level: By ATC LSE VOR D27.0 LSE **①** 3200' HOLDING 2 3200' within 14 NM MIM FL 70 3200' within 17 NM $\Lambda^{2159'}$ (A) 1696' Missed Apch) MAX 14000 **RUNOM** LF(D)-581 MAX 220 KT 1227 Λ_{1227′} R-030 LSE LF(R)-LYON *■D16.0 LSE* 2159′ D1.8 LSE TO SCALE ST EXUPERY 1467 114.75 LSE Nuclear power plant At FL 80 LOW OVERFLYING **PROHIBITED D2.9**LSE Nuclear power plant LOW OVERFLYING D3.9LSE PROHIBITED 45-40 At 5000' ^{1221′}Λ **D6.4**LSE 1319' 1244 405 LYS 12527 D8.815 D9.0 LSE -VIENNE 1677′ 108.2 VNE 1265' G LA TOUR DU PIN 13 € DME — S At 5000' P 115.55 LTP 1766 Arc LSE (IF) 2165 67 MAX 200 KT 45-30 o5-20 2270′ ₁₃₃₉ 05-00 05-30 LSE DME 4.0 5.0 6.0 7.0 8.0 2110 2430 2750 ALTITUDE 1480 1790' D8.81SE Lctr [FD36R] D9.0 LSE 3000' LSE VOR D6.4LSE **D3.9**LSE [39VOR] 2240' 355° **D2.9**LSE **-**355° 2350 [TCH 49'] intercept 1630 1430 APT 821 0.2 Gnd speed-Kts 90 100 120 140 160 D1.8 050° 185 KT Descent Gradient 5.24% or REIL 372 478 531 637 743 Descent anale [3.00°] MAX RT MAP at D2.9 LSE JAR-OPS STRAIGHT-IN LANDING RWY 36R CIRCLE-TO-LAND MDA(H) 1260' (439') ALS out RVR 900m 1300' (479') 1500m RVR 1500m 1410′ (589′) 135 1600m RVR 1000m RVR 1800m 1570′ (749′) 2400m 205 1720′ (899′) RVR 1400m RVR 2000m

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