

Lyon Saint Exupéry Airport

IATA/ICAO CODE: LYS/LFLL
CITY: Saint Exupery
COUNTRY: France

AIRPORT CONTACT

Information updated by the airport 3/2011

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Airport Web Site: www.lyon.aeroport.fr

ELEVATION: 821 ft

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
36 R	8760	-	3	148
36 L	13123	-	3	148
18 R	13123	-	VOR/DME, NO ILS	148
18 L	8760	-	3	148

NOISE ABATEMENT PROCEDURES

All Visual Approaches are prohibited

Departures:

Irrespective of the type of departure or aircraft, the flight will be operated (according to the operational standards peculiar to each aircraft) in order to reach as soon as possible the height of 3000 ft AAL.

All aircraft equipped with turbojets should maintain the take off power to 1500ft AAL and then set the climb thrust V2+ 10 to 3000ft AAL.

Taking off on RWY 18R will be performed at taxiway A3 (9541 ft) except on Captain request substantiated by special cases (weight limitation, wet runway, etc...)

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS

Effective March, 2007
(Translated version)

Decree of bearing 10 September 2003 restriction of exploitation of the aerodrome of Lyon - Saint-Exupéry

Article 1

In order to reduce the sound harmful effects around the aerodrome of Lyon - Saint-Exupéry, the following restrictions of exploitation are decided on this platform:

I - Within the meaning of the present decree, one indicates by:

- "exploiting" the technical owner of an aircraft;
- "the noisiest aircraft of the chapter 3" aircraft equipped with turbojets whose acoustic certification meets the standards stated in chapter 3 of the second part of the first volume of appendix 16 of the convention on the international civil aviation of December 7, 1944 and who present a cumulated margin of the levels of certified noises, compared to the acceptable limits defined in this chapter, lower than 5 EPNdB;
- "movement" a landing or a takeoff.

II - Subject to the provisions envisaged in article 4 of this decree, none the noisiest aircraft of chapter 3 can, on the aerodrome of Lyon - Saint-Exupéry:

- to land enters 22h15 and 6. 15 standard times of arrival on the parking space;
- to take off enters 22h00 and 6 hours, standard times starting of the parking space.

III - A the landing, the reversers of pushed and the reversers of step of the propellers cannot be used, enters 22 hours and 6 hours, beyond the idle that for operational reasons and of safety.

Article 2

Subject to the provisions envisaged in article 4 of this decree:

I - the aircraft evolving/moving according to rules' of instrument flying must observe the elaborate particular procedures in order to limit the sound harmful effects and ranges to the knowledge of the users by the way of aeronautical information.

II - the crews must respect the instructions of control machine of the handbooks of

exploitation aiming at to the minimum reducing the sound impact of the landings and takeoffs. These instructions must be in conformity with regulations ICAO PANS-OPS, volume 1.

III - the aircraft evolving/moving according to rules' of flight at sight must respect the elaborate particular instructions in order to limit the sound harmful effects and ranges to the knowledge of the users by the way of practical information.

Article 3

All owners carrying out of the commercial flights at the beginning or the arrival of the aerodrome of Lyon - Saint-Exupéry must publish, in their handbooks of exploitation, the classification of their aircraft in comparison with the definitions appearing in the I of the article 1st.

Article 4

I - the provisions envisaged with the articles 1st and 2 of this decree do not make obstacle with the landing or takeoff, in exceptional circumstances, of the following aircraft:

- aircraft carrying out of the missions of medical or humane nature;
- aircraft in emergency holding with reasons of safety of flight;
- aircraft mentioned with the article L. 110-2 of the code of the civil aviation;
- aircraft carrying out of the governmental flights.

II - the commander can derogate from the rules defined in the articles 1st and 2 of this decree only if it considers it absolutely necessary for reasons of safety of flight.

Article 5

An assessment of the movements carried out in accordance with article 4 of this decree is presented, by the services of the civil aviation, at each meeting of the advisory commission of the environment of the aerodrome of Lyon - Saint-Exupéry and is made public at least once per annum.

Article 6

The decree of bearing 30 June 1999 restriction of use of the aerodrome of Lyon-Satolas (the Rhone) is repealed.

Article 7

The date of entry into force of this decree is fixed at November 1, 2003.

Article 8

The general manager of the civil aviation and the prefect of the Rhone-Alps area, prefect of the Rhone, are charged, each one in what relates to it, of the execution of this decree, which will be published with the Journal officiel de la République française.

Fact in Paris, September 10, 2003.

Summary of the information above provided by the airport:

In Brief:

- Restrictions have been applied since the 1st of November.
- It concerns only aircraft that comply with chapter 3 standard with less than 5 EPNdB cumulated margin For these aircraft:
- aircraft operators have to publish in their manual the list of all concerned aircraft

- no take off allowed btw 22:00and 06:00
- no landing allowed btw 22:15 and 06:15

For all aircraft:

- no reverse thrust at landing allowed btw 22:00 and 06:00 excepted for security reasons

No restrictions on:

- Sanitary, humanitarian, governmental filghts.

PREFERENTIAL RUNWAYS

Runway A : Take off

Runway B : Landing

OPERATING QUOTA

Max 34 landing/hour with max 51 mouvements/hours

Max 34 Take off/hour with max 17 mouvements/20 minutes

ENGINE RUN-UP RESTRICTIONS

Engine testing means any operation carried out on a stationary aircraft, during which the aircraft engines will run for more than five minutes or with power settings exceeding those used for starting and taxiing sequences.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

Information updated by the airport 3/2011

In order to calculate the landing fee(s) excluding passenger fee, ect, follow the three part process. First calculate the landing fee, next calculate the adjustment to the landing fee and then calculate the noise tax.

LANDING FEE		
	Fixed Charge	+ Rate per tonne
EU and Domestic		
Up to 8 tonnes	EUR 23.81	
9 - 20 tonnes	EUR 36.38	
21 - 25 tonnes	EUR 47.24	
26 - 75 tonnes	EUR 46.41	+5.312 over 25t
Over 75 tonnes	EUR 46.41	+6.754 over 75t
International		
Up to 8 tonnes	EUR 29.76	
9 - 20 tonnes	EUR 45.46	
21 - 25 tonnes	EUR 59.00	
26 - 75 tonnes	EUR 57.85	+5.312 (Per additional T) over 25t
Over 75 tonnes	EUR 67.85	+6.822 (Per additional T) over 75t

ADJUSTMENT TO THE LANDING FEE

Since 1984, the landing fee is adjusted according to the aircraft's acoustic group.

	Day	Night
Group 1	1.365	2.048
Group 2	1.260	1.890
Group 3	1.208	1.812
Group 4	1.050	1.575
Group 5A	0.893	1.340
Group 5B	0.735	1.103
Click here for Aircraft Acoustic Groups		

TAX ON AIR NOISE POLLUTION - [click here for the details](#)

This charge is in addition to the landing fee which is based on the aircraft's acoustic group.

The formula for the noise tax which is applied to each take-off:

Tax = b x t x log(MTOW)
t= Unit rate: [EUR 7.00](#) (adjusted each year based on the domestic retail price index)
b= Coefficient according to the departure time and to the acoustic group to which the aircraft belongs.

Aircraft Group	Coefficient		
	Departure time (local between)		
	0600-1800	1800-2200	2200-0600
1	12	36	120
2	12	36	120
3	6	18	50
4	2	6	12
5a	1	3	6
5b	.5	1.5	5

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	1999	480 homes
Purchase Assurance for Homeowners Located Within	-	No Data

the Airport Noise Contours		
Avigation Easements	-	None
Zoning Laws	-	No new housing in the Lden 65 and above contour, only businesses that are airport compatible are allowed. New buldings/housing within Lden 57 contours have specific building code. No requirements in Lden 50 contour zone
Real Estate/Property Disclosure Laws	-	Sellers are required to disclose that the residence is within a certain airport noise contour and the buyer must sign that they have been made aware of this .
Acquire Land for Noise Compatibility to date	-	None
Population within each noise contour level relative to aircraft operations	-	Aera A Lden >70 Aera B 70 > Lden >65 Aera C 65 > Lden > 57 Total 15300 Aera D 57 > Lden > 50 Total 20700
Airport Noise Contour Overlay Maps	-	Click here for map Note: On the map is shown the map project for the 3rd and 4th runways; these 2 runways do not exit right now but the noise mitigation program is prepared for the future extension.
Total Cost of Noise Mitigation Programs to Date	-	EUR10.00 Million from 1999 for insulation program
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Noise pollution Taxes from Airlines

NOISE MONITORING SYSTEM

- implemented by 01dB - Atech
- has been working since January 2001
- A new software since November 2005
- 6 fixed stations + 1 mobile
- Monitoring of noise levels and flight paths in real time or not
- Cost: 680 000 Euros + 50 000 Euros (new software)
- Possibility to record audio events

- Possibility to calculate all usual parameters

Noise Measuring Stations are installed in the following sites	
Pusignan	45deg 45'20.0"N - 005deg 04'05.0"E
Jons	45deg 48'30.7"N - 005deg 04'53.3"E
Janneyrias	45deg 44'43.0"N - 005deg 06'13.0"E
Saint Laurent de Mure	45deg 41'34.4"N - 005deg 05'41.5"E
Grenay	45deg 39'50.0"N - 005deg 04'56.0"E
Saint Quentin Fallavier	45deg 37'57.5"N - 005deg 06'43.6"E

FLIGHT TRACK MONITORING SYSTEM

See information under Noise Monitoring System

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS

See Airport Curfews - night time ban in effect for Chapter 3 -5 airplanes