

RWY 24

Designator	Route	Remarks
DISKI 2Y	R-238 LUX to 8 DME LUX, RT to intercept R-222 NTM to 24 DME NTM, RT R-156 DIK, LT R-115 LUX to DISKI.	Cross DISKI FL 60MNM Always AVBL for traffic DEST EDDR, EDRZ and ETAR Additionally AVBL FRI, 1700 (1600) to MON, 0700 (0600) to join Q760 and Z729
GTQ 7X	R-238 LUX to 6 DME LUX, LT to intercept QDR-118 WLU, RT R-336 GTQ to GTQ.	Climb gradient: 5.2% MNM Cross 27 DME GTQ FL80 MNM Flights filing FL 130 or above, cross 25 DME GTQ FL 130 MNM. If unable to comply, advise ATC.
GTQ 7Y	R-238 LUX to 8 DME LUX, RT to intercept R-222 NTM to 24 DME NTM, RT R-336 GTQ to GTQ.	Cross 27 DME GTQ FL80 MNM Flights filing FL 130 or above, cross 25 DME GTQ FL 130 MNM. If unable to comply, advise ATC.
MMD 7X	R-238 LUX to 8 DME LUX, RT R-266 LUX to TILVI, MMD next.	Cross 19 DME LUX FL60 MNM Cross TILVI FL80 MNM
RAPOR 4X	R-238 LUX to 8 DME LUX, RT R-266 LUX to TILVI, RAPOR next.	Cross 19 DME LUX FL60 MNM

3.2.2 Climb Requirements

All traffic shall initially climb to 4000FT QNH with climb gradient 3.3% MNM, unless instructed otherwise by ATC.

4 LOW VISIBILITY PROCEDURES**4.1 Facilities and Equipment Available**

No surface movement radar is available.

4.1.1 Runways

RWY 24 is equipped with ILS and is approved for CAT II and III (minimum RVR is 125M). If wind direction and speed require the use of RWY 06 (ILS CAT I only), LVP are not notified.

During LVP, arriving aircraft shall respect the following restrictions when vacating RWY 24:

- TWYs D2, E or F: preferably to be used when vacating RWY 24;
- TWYs B4, G or H: if planned to use, advise ATC as soon as possible;
- TWYs C or D1: only usable on ATC instructions;
- TWYs A or I: not usable.

Guided take-off:

- RWY 06: not AVBL;
- RWY 24: on request upon start-up.

4.1.2 Taxiways

The taxiways are equipped with centre line lights, except for TWY I and H.

TWY C and D1 shall not be used during LVP unless authorized by ATC.

4.1.3 Communications

Pilots will be informed by ATIS or ATC when LVP are in progress. The ATIS message will contain the phrase "LOW VISIBILITY PROCEDURES IN OPERATION. DEPARTING AIRCRAFT, USE CAT TWO THREE HOLDING POINTS. ARRIVING AIRCRAFT, LATEST RVR WILL BE GIVEN ON THE ATC FREQUENCY. CHECK YOUR MINIMA".

In addition to the current readings for the landing runway and information on significant changes in surface wind, ATC will provide details of any unavailability of equipment relevant to LVP (NOTAM will be issued if the unavailability is expected to last more than 1HR).

Pilots will be informed by ATC when LVP are terminated.

Pilots shall report when runway and taxiway are vacated and when approaching any CAT II/III holding points.

Pilots should be ready for departure at the CAT II/III holding point.

4.2 Criteria for Initiation and Termination of LVP

The preparation phase will start when visibility is at or below 1500M and/or ceiling is at or below 300FT, and further weather deterioration is expected. The operations phase will start when RVR is at or below 800M or ceiling/vertical visibility is at or below 200FT.

LVP will be terminated when RVR increases above 800M and ceiling/vertical visibility is higher than 200FT, and a further improvement of the weather conditions is expected.

Note: The ILS sensitive area shall remain clear of vehicles until the visibility exceeds 1500M and the ceiling is higher than 300FT.

4.3 Other Information

Any operator wishing to perform CAT II/III operations at ELLX shall apply in writing to obtain approval from the CAA.

Pilots wishing to practice a CAT II/III approach shall inform Luxembourg APP using the phraseology "REQUEST PRACTICE CAT II/III APPROACH." They should be aware that protection of the ILS sensitive area is not guaranteed and no special ATC procedures will be applied.

During low visibility operations and provided adjacent airspace is available, arriving aircraft are typically vectored to intercept ILS at 10NM final. Due to airspace limitations arriving aircraft may be vectored to be established at 8NM final latest. Aircraft requiring a longer than 8NM line-up shall inform ATC as soon as practicable to allow time for the necessary coordination with adjacent sectors.

The spacing between inbound flights established on the ILS is typically 10NM, but may vary depending on actual weather conditions and runway contamination.

During LVP all guided take-offs shall be requested upon start-up, otherwise there is no ILS protection for departures.

During LVP reduced aerodrome capacity. Major delay should be expected.

5 VFR FLIGHTS

5.1 General

A flight plan is compulsory for all VFR flights to and from ELLX (see [ENR 1.10, § 1](#)).

The published inbound and outbound routes are compulsory. For safety and noise abatement reasons, 2000FT QNH is to be maintained in so far as cloud separation permits.

Centreline crossing closer than 11NM from ARP should be done at 2000FT MAX. Aircraft unable to comply shall contact Luxembourg APP 118.900MHZ.

5.2 Visual Reporting Points

VFR traffic shall only use following compulsory reporting points:

Name	Associated landmark	Relative position	Position
ALPHA	Church of Keispelt	R-295 LUX / 7.7 DME	494138N 0060407E
MERSA	Silo installation at Mersch	R-322 LUX / 8.6 DME	494511N 0060640E
BRAVO	Motorway crossing A1/A7	R-272 LUX / 2.3 DME	493827N 0061121E
CARLI	Castle of Fischbach	R-340 LUX / 6.9 DME	494451N 0061112E
OSCAR	Bridge of Wormeldange	R-108 LUX / 6.4 DME	493626N 0062414E
REMIK	Bridge of Remich	R-140 LUX / 7.5 DME	493236N 0062214E
SIERA	Railway crossing at Moutfort	R-176 LUX / 2.8 DME	493534N 0061507E
TANGO	Water tower at Frisange	R-197 LUX / 7.8 DME	493053N 0061123E

5.3 Inbound Traffic

Inbound flights shall proceed via the arrival routes depicted on chart [AD 2.ELLX-VAC.01](#).

The VFR holding patterns and aerodrome traffic circuits are depicted on chart [AD 2.ELLX-VAC.02](#).

5.4 Outbound Traffic

Outbound flights shall proceed via the departure routes depicted on chart [AD 2.ELLX-VAC.01](#) and

- if RWY 06 is in use, via CARLI or OSCAR;
- if RWY 24 is in use, via ALPHA or TANGO.

6 RADIO COMMUNICATION FAILURE

6.1 IFR

- Set transponder on code 7600;
- Proceed to DIK at last assigned and acknowledged flight level;

- At last received and acknowledged EAT or, in the absence of an EAT, at FPL ETA, descend to 4000FT QNH in the DIK holding pattern;
- Descend to initial approach altitude to carry out a standard instrument approach according to IAC;
- Aircraft equipped with an on-board telephone/cellphone, dial +352 47 98 24 01 0 or +352 47 98 24 01 1 and mention last RTF channel used.

6.2 VFR

- Set transponder on code 7600;
- Without clearance do not enter Luxembourg CTR and land on alternate aerodrome;
- If already cleared to join aerodrome circuit: hold on downwind and look out for light signals from TWR;
- Aircraft equipped with an on-board telephone/cellphone, dial +352 47 98 24 05 0 or +352 47 98 24 05 1 and mention last RTF channel used.

ELLX AD 2.23 Additional Information

1 ATIS

ATIS messages serving both inbound and outbound traffic are broadcast H24 (see [ELLX AD 2.18](#)).

The messages contain following elements in the order as listed:

- Runway-in-use;
- QNH (in HPA);
- Transition level;
- Operational status LVP;
- METAR (letter of the alphabet and time of observation expressed in HR and MIN UTC) or SPECI;
- Surface wind direction and speed (average and gusts when appropriate). Expressions “variable” and “calm” are used when appropriate;
- Visibility;
- Present weather;
- Clouds (amount expressed by SCT, BKN and OVC, height in feet. Types CB and TCU only are specified);
- The expression CAVOK is used when VIS is 10KM MNM, no clouds exist below 5000FT and no CB are present and no precipitation or thunderstorms exist;
- Temperature and dew point;
- Wind shear;
- Previous weather;
- TREND.

Low visibility operations are announced when RVR is 800M or below and the ceiling is 200FT or below.

ELLX AD 2.24 Charts Related to ELLX

AD 2.ELLX-ADC.01	Aerodrome Chart - ICAO
AD 2.ELLX-ADC.02	Aerodrome Chart - ICAO. Appendix 1: Runway Markings and Lighting Aids
AD 2.ELLX-GMC.01	Aerodrome Ground Movement Chart - ICAO
AD 2.ELLX-GMC.02	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Taxiways
AD 2.ELLX-GMC.03	Aerodrome Ground Movement Chart - ICAO. Appendix 2: Hot Spots
AD 2.ELLX-APDC.01	Aircraft Parking Docking Chart - ICAO
AD 2.ELLX-STAR.01	Standard Arrival Chart - Instrument - ICAO: Holding DIK DVOR/DME
AD 2.ELLX-STAR.02	Standard Arrival Chart - Instrument - ICAO: Holding WLU NDB
AD 2.ELLX-SID.01	Standard Departure Chart - Instrument - ICAO: RWY 06
AD 2.ELLX-SID.02	Standard Departure Chart - Instrument - ICAO: RWY 24
AD 2.ELLX-IAC.01	Instrument Approach Chart - ICAO: ILS or LOC RWY 06

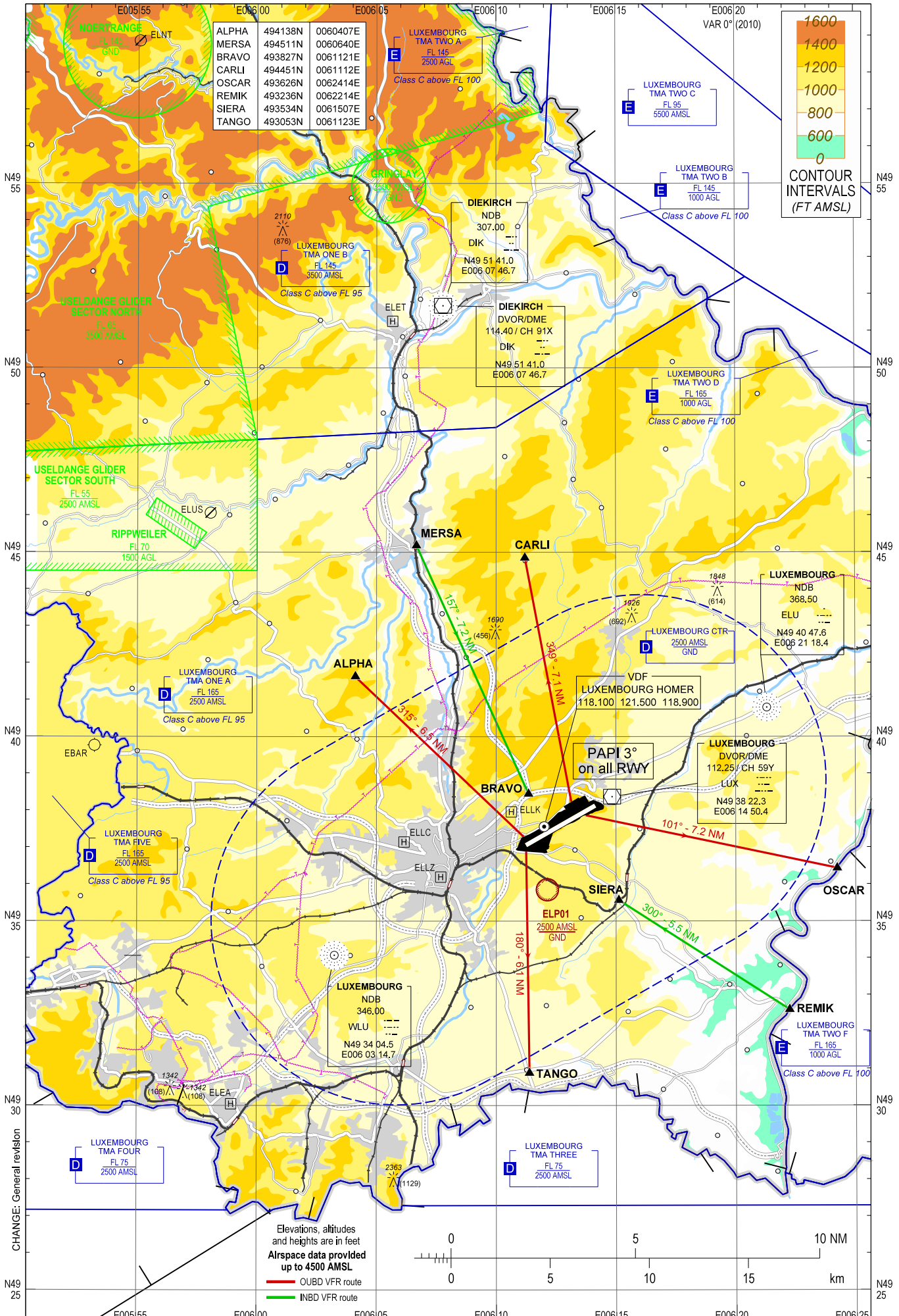
AD 2.ELLX-IAC.02	Instrument Approach Chart - ICAO: ILS or LOC RWY 24
AD 2.ELLX-IAC.03	Instrument Approach Chart - ICAO: NDB RWY 06
AD 2.ELLX-IAC.04	Instrument Approach Chart - ICAO: NDB RWY 24
AD 2.ELLX-VAC.01	Visual Approach Chart - ICAO
AD 2.ELLX-VAC.02	Visual Approach Chart - ICAO. Appendix 1: Aerodrome Traffic Circuit

Visual Approach Chart - ICAO

AD ELEV 1234 ft
Heights related to AD ELEV

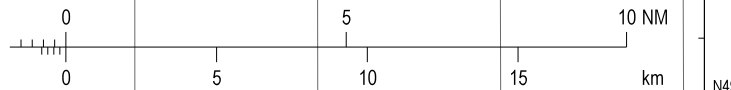
APP 118.900
TWR 118.100
ATIS 134.750

LUXEMBOURG / Luxembourg (ELLX)



CHANGE: General revision

Elevations, altitudes and heights are in feet
Airspace data provided up to 4500 AMSL
— OUBD VFR route
— INBD VFR route



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Visual Approach Chart - ICAO
Appendix 1: Aerodrome Traffic Circuit

AD ELEV 1234 ft
Heights related
to AD ELEV

APP 118.900
TWR 118.100
ATIS 134.750

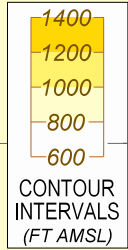
LUXEMBOURG / Luxembourg (ELLX)

E006 15

VAR 0° (2010)

BRAVO 493827N 0061121E
SIERA 493534N 0061507E

Elevations, altitudes
and heights are in feet
Airspace data provided
up to 4500 AMSL



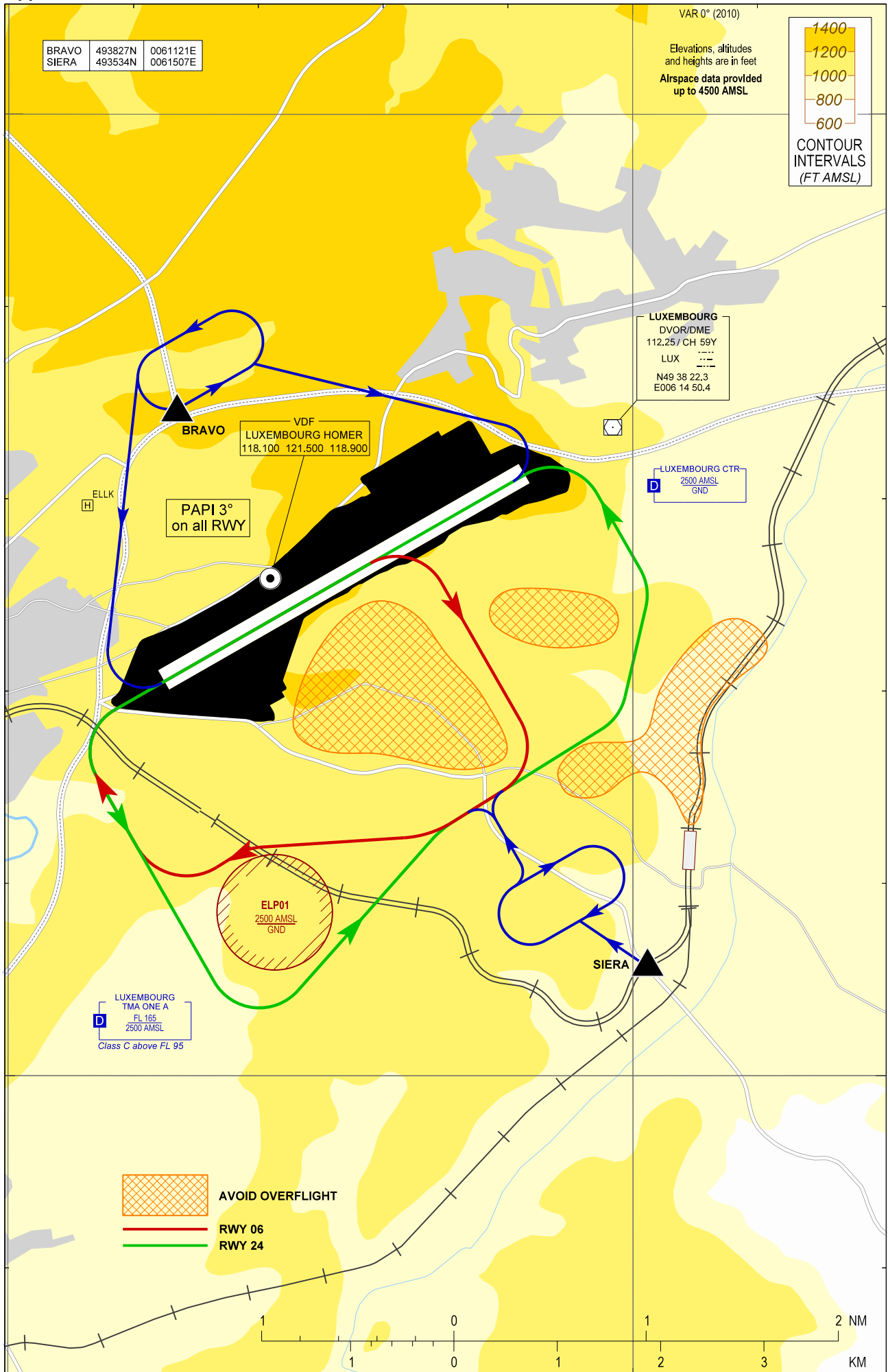
N49 40

N49 40

N49 35

N49 35

CHANGE: New chart



LUXEMBOURG
DVOR/DME
112.25 / CH 59Y
LUX
N49 38 22,3
E006 14 50,4

LUXEMBOURG CTR
2500 AMSL
GND

VDF
LUXEMBOURG HOMER
118.100 121.500 118.900

PAPI 3°
on all RWY

ELP01
2500 AMSL
GND

LUXEMBOURG
TMA ONE A
FL 165
2500 AMSL
Class C above FL 95

AVOID OVERFLIGHT
RWY 06
RWY 24



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