

List of pages in this Trip Kit

Trip Kit Index

Airport Information For ELLX

Terminal Charts For ELLX

Revision Letter For Cycle 22-2020

Change Notices

Notebook

General Information

Location: LUXEMBOURG LUX
ICAO/IATA: ELLX / LUX
Lat/Long: N49° 37.4', E006° 12.3'
Elevation: 1234 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 2.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Traffic Pattern Altitude: 2000 ft (766 ft AGL)

Sunrise: 0620 Z
Sunset: 1618 Z

Runway Information

Runway: 06
Length x Width: 13130 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 1203 ft
Lighting: Edge, ALS, Centerline

Runway: 24
Length x Width: 13130 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 1213 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 134.755
Luxembourg Tower: 119.950 Secondary
Luxembourg Tower: 118.105 VHF-DF
Luxembourg Tower: 120.165 Secondary
Luxembourg Approach: 119.950 Secondary
Luxembourg Approach: 120.165 Secondary
Luxembourg Approach: 120.885 VHF-DF

Luxembourg Direct (Approach Control Radar): 118.905

ELLX/LUX
LUXEMBOURG

7 FEB 20

JEPPESEN
10-1P

LUXEMBOURG, LUXEMBOURG
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 134.755

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. "CHAPTER 2" ACFT

Take-off and landing of ACFT classified according to ICAO Annex 16, Chapter 2 are forbidden.

Excluded are official government flights and military flights.

1.2.2. USE OF REVERSE THRUST

Except for safety reasons, ACFT crews must conform to all relevant noise abatement techniques. ACFT must be operated to cause the least disturbance practicable in areas surrounding the APT.

The use of reverse thrust should be limited to idle power wherever possible, and higher power used only for safety reasons or for compliance with operational instructions.

1.2.3. RUN-UP TESTS

Engine run-ups shall only be conducted on the engine test area located on TWY I.

Run-up tests are only allowed:

- From MON to FRI between 0700-2100LT;
- SAT between 0800-2000LT.

Run-up tests are prohibited on public holidays.

Ground idle runs are not considered to be engine test runs.

Engine run-ups on the test area on TWY I may be allowed during LVP after coordination with ANA AER +352 47 98 23 55 5.

ACFT performing engine run-up on TWY I must normally be positioned on a heading between 240° clockwise through 60° and additionally in a way that blasting along TWY I centerline towards RWY 06/24 is avoided.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

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

Pilots wishing to practice a CAT II/III APCH shall inform LUXEMBOURG Approach using the phraseology "REQUEST PRACTICE CAT II/III APPROACH."

Pilots will be informed by ATC when LVP are terminated.

Guided take-off:

RWY 06: Not available.

RWY 24: On request upon start-up, otherwise there is no ILS protection for departures.

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

During LVP, arriving ACFT 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.

Pilots shall report when RWY and TWY are vacated and when approaching any CAT II/III holding point.

ELLX/LUX
LUXEMBOURG**JEPPESEN**
7 FEB 20**10-1P1****LUXEMBOURG, LUXEMBOURG**
AIRPORT BRIEFING

1. GENERAL

1.3.2. CRITERIA FOR INITIATION AND TERMINATION OF LVP

Preparation phase will start when visibility is at or below 1500m and/or ceiling is at or below 300', and further weather deterioration is expected.

Operations phase will start when RVR is at or below 800m or ceiling is at or below 200'.

LVP will be terminated when RVR increases above 800m and ceiling is higher than 200', and a further improvement of the weather conditions is expected.

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM (SMGCS)

ELLX is equipped with an advanced ground surveillance system using Mode A and S. Operators intending to use the APT should ensure that Mode S transponders are able to operate when their ACFT are on the ground.

Pilots shall select XPDR or the equivalent according to specific installation, AUTO if available, not OFF or STBY, and the assigned Mode A code, if available:

- From the request for push-back or start-up, whichever is earlier;
- After landing, continuously until the ACFT is fully parked on stand. When parked, Mode A code 2000 shall be set before selecting OFF or STBY.

Whenever possible, the ACFT identification (i.e. call sign used in flight) shall be entered as from the request for push-back or start-up, whichever is earlier (through the FMS or the transponder control panel). Pilots shall use the ICAO format for ACFT identification, as entered in item 7 of the flight plan form (e.g. "LGL123").

To ensure that the performance of systems based on SSR frequencies (incl. air-borne ACAS units and SSR radars) is not compromised, ACAS shall not be selected before receiving clearance to line up. It should be deselected after vacating the RWY.

ACFT without assigned Mode A code or taxiing without flight plan shall select Mode A code 2000.

1.5. TAXI PROCEDURES

Enter apron P1, P2, P3, P7 and P10 with Follow-me car.

On aprons P7 and P10, use minimum thrust, maximum 30PCT N1, when entering stands to avoid jet blast damage and injuries. ACFT entering stands Z5 thru Z8 use caution due to slight upslope.

On aprons P2 and P3 boarding and deboarding is not permitted with running engines. On these aprons, use of APU limited to 15 minutes after arrival and 20 minutes before departure. Exception to this only after authorisation of Business Aviation Center.

Watch out for possible interference of traffic exiting TWY D1 and taxiing on TWY B1.

Exit from apron P6 is not allowed via the sliding gate opposite TWY G unless explicitly approved by ATC.

Wearing of high visibility vest mandatory on movement area.

No control service provided on aprons by ATC. Information and alerting service provided only.

ACFT with wake turbulence CAT H are not allowed to enter RWY 06/24 via intersection G except when towed. All ACFT are still permitted to vacate at TWY G after landing.

Traffic landing on RWY 06 and vacating at TWY D1 or E shall await onward clearance before entering B1.

To expedite departing traffic flow on RWY 24, use TWY A2. Other TWY are available on request or ATC instruction.

ELLX/LUX
LUXEMBOURG**JEPPESEN**
11 SEP 20**10-1P2****LUXEMBOURG, LUXEMBOURG**
AIRPORT BRIEFING

1. GENERAL

1.6. RADIO COMMUNICATION FAILURE

1.6.1. GENERAL

DIK is the only holding available in case of radio communication failure.

ACFT equipped with an on-board telephone/mobile phone, dial +352 47 98 24 01 0 or +352 47 98 24 01 1 and mention last RTF channel used.

1.6.2. CONVENTIONAL NAVIGATION

- Set transponder to 7600.
- Proceed to DIK at last assigned and acknowledged flight level, or if assigned a level below 4000' whilst receiving radar vectors to intercept an instrument approach, climb immediately to 4000'.
- At last received and acknowledged EAT or, in the absence of an EAT, at FPL ETA, descend to 4000' QNH in the DIK holding pattern.
- Descend to initial approach altitude to carry out a standard instrument approach according to IAC.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Unless otherwise instructed, speed on final approach shall not exceed 180 KT at the FAF/FAP.

Pilots are requested to comply as promptly as feasible within operational constraints with any speed adjustment requested by ATC. ACFT unable to comply with the requested speed shall inform ATC and indicate the speed that will be used.

2.2. RADIO COMMUNICATION FAILURE

2.2.1. PERFORMANCE BASED NAVIGATION

2.2.1.1. STANDARD INSTRUMENT ARRIVALS

- Set transponder code to 7600.
- Follow STAR to end waypoint.
- Proceed to DIK at last assigned and acknowledged flight level.
- Continue with a published approach.

2.2.1.2. TRANSITIONS

- Set transponder code to 7600.
- Follow Transition to FAF/FAP.
- Adhere to published profile and speed.
- Continue with a published approach.

2.2.1.3. HOLDING PATTERNS

- Commence descent from the last NAVAID or fix at or as close as possible to the last EAT that has been received and acknowledged.
- If no EAT has been received and acknowledged, ETA as indicated in flight plan shall be used.
- Continue with a published approach.
- Land, if possible, within 30 minutes after ETA or the last acknowledged EAT, whichever is earlier.

ELLX/LUX
LUXEMBOURG

JEPPESEN

11 SEP 20

10-1P3

LUXEMBOURG, LUXEMBOURG

AIRPORT BRIEFING

2. ARRIVAL**2.3. NOISE ABATEMENT PROCEDURES****2.3.1. APPROACH**

ACFT performing a visual approach shall intercept the final approach leg not earlier than 6NM from THR.

2.3.2. CONTINUOUS DESCENT OPERATIONS (CDO)

When the traffic situation permits, ATC will facilitate continuous descent for all RWYs, based on radar-vectoring or RNAV1 procedure. Facilitation of CDO will be provided at ATC discretion only.

When a CDO can be approved by ATC, as soon as practicable after first call on the APP frequency, ATC will provide a clearance to proceed on a CDO via one or more of the following significant points: IRTON, LX242, LX243, LX063, LX062, BREDI and PONIG.

After passing either LX242 or LX243 (for RWY 24), respectively LX063 or LX062 (for RWY 06), ACFT on CDO are expected to turn inbound and intercept the ILS prior to the FAF.

Following phraseology shall be used:

CDO Request: [ACFT call sign], [position report], REQUEST CDO.

CDO Approval: [ACFT call sign], CLEARED CDO ILS RWY XX VIA [significant point], QNH (number)[units], (report established).

Descent clearance to 3000' is included in the ILS clearance.

The following restrictions apply:

RWY	Route	Restriction
06	MMD - IRTON - WLU	MNM FL 80 abeam IRTON
	SORAL - AKELU - BREDI - LX062	MNM FL 80 2NM North of AKELU MNM 4000' above LX062
24	MMD - IRTON - LX242	MNM FL 80 abeam IRTON
	PONIG - ELU	MNM FL 60 above PONIG
	SORAL - AKELU - LX243	MNM FL 80 2NM North of AKELU

CDO will not be facilitated in adverse weather conditions that may affect the approach (wind shear, thunderstorms, etc.).

Adopt a CDO profile that is to the greatest possible extent compatible with safe operation of the ACFT by employing minimum engine thrust, ideally in a low drag configuration, prior to FAF/FAP.

All noise abatement procedures and speeds published for the arrivals remain applicable.

2.4. CAT II/III OPERATIONS

RWY 24 approved for CAT II/III operations, special aircrew and ACFT certification required.

2.5. RWY OPERATIONS**2.5.1. MINIMUM RWY OCCUPANCY TIME**

Landing ACFT shall vacate the RWY expeditiously and are to ensure fully vacated before stopping.

2.6. TAXI PROCEDURE

During adverse weather situations such as lightning activity above or in the proximity of the aerodrome and high winds exceeding 40 KT expect suspension of ground handling activities. Arriving ACFT are to follow the Follow-me car for parking of ACFT.

2.7. OTHER INFORMATION

ILS is the default approach procedure. Pilots planning for any other type of procedure must ask for explicit ATC clearance.

ELLX/LUX
LUXEMBOURG**JEPPESEN**

20 MAR 20

10-1P4

LUXEMBOURG, LUXEMBOURG

Eff 26 Mar

AIRPORT BRIEFING

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

The SIDs constitute noise abatement procedures. Therefore it is emphasized that pilots shall adhere to these routes as closely as performance criteria permit. If unable to comply with these procedures, advise ATC immediately.

Climb with the maximum gradient compatible with safety or with most noise abatement efficient ACFT setting if available until 4000'.

3.2. START-UP, PUSH-BACK AND TAXI PROCEDURES

Pilots shall call Tower in accordance with their slot (if any), and when ready to push and/or taxi immediately. ATC start-up and/or push-back clearances are based on the assumption that an average of 15 minutes is required for start-up, push-back, taxi and take-off maneuvers. Start-up and/or push-back shall be performed without delay after reception of the respective clearance. An ATC departure clearance shall only be requested after start-up and/or push-back has been granted by ATC.

ACFT shall taxi as close as possible to the RWY holding position.

Unless otherwise notified to ATC by the pilot, ACFT are expected to be ready for departure upon reaching the RWY holding position.

General aviation ACFT departing from aprons P5 and P6 shall complete all pre-departure checks, including engine/power checks, before requesting taxi instructions to enter the maneuvering area.

3.3. RWY OPERATIONS

3.3.1. MINIMUM RWY OCCUPANCY TIME

Pilots should be ready for a rapid line-up according to ATC instructions.

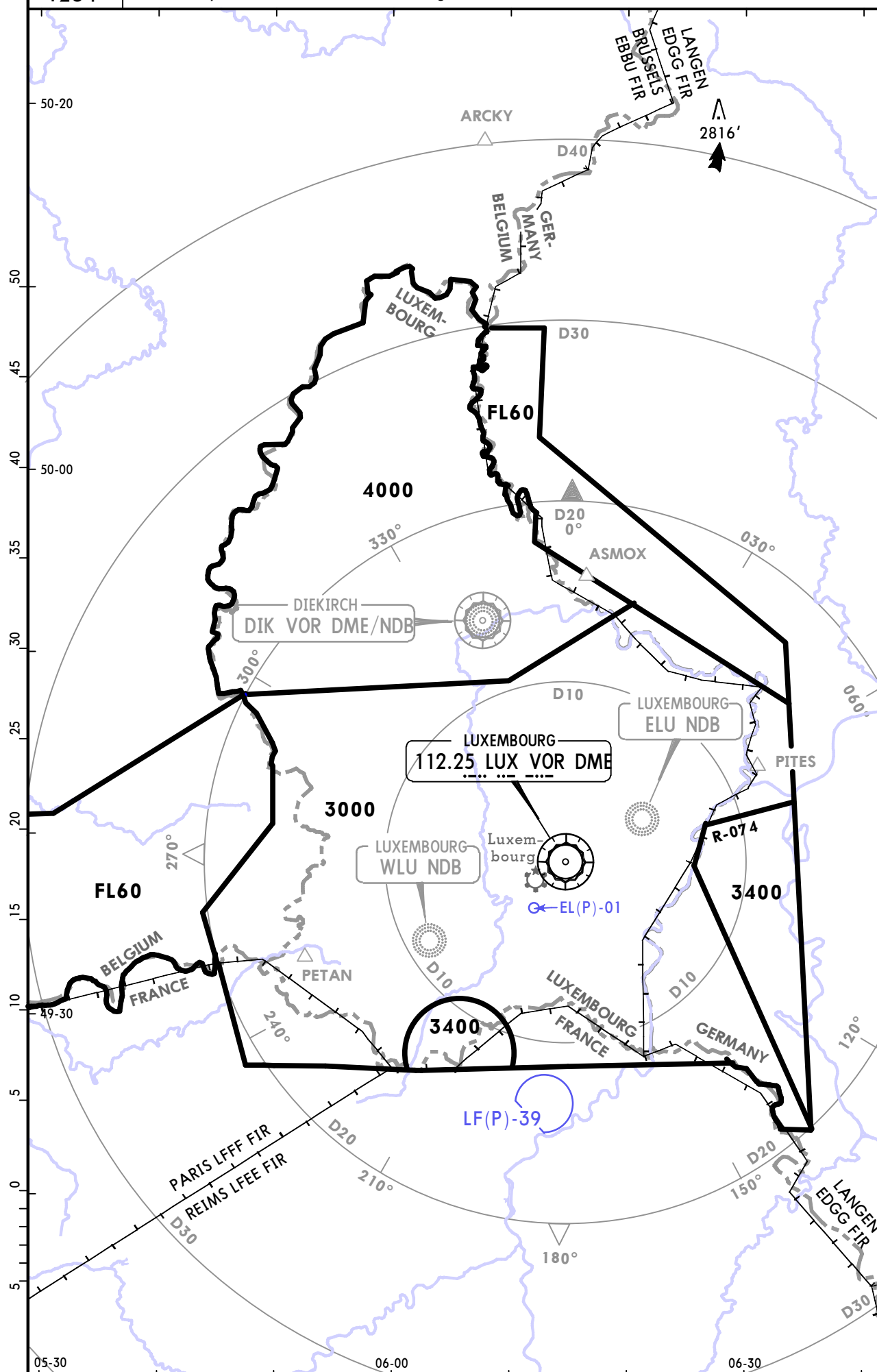
Cockpit checks should be completed prior to line-up and any checks requiring completion whilst on the runway should be kept to a minimum required. Pilots should ensure that they are able to commence the take-off roll immediately after receiving take-off clearance. Pilots not able to comply with the above requirements shall notify ATC as soon as possible.

ELLX/LUX
LUXEMBOURG

JEPPESSEN LUXEMBOURG, LUXEMBOURG
23 JUN 17 **(10-1R)** **RADAR MINIMUM ALTITUDES**

Apt Elev
1234'

Alt Set: hPa Trans level: By ATC Trans alt: 4500'
Chart only to be used for cross-checking of altitudes while under RADAR control.



CHANGES: New chart.

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ELLX/LUX
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JEPPESSEN LUXEMBOURG, LUXEMBOURG

19 JUN 20 10-2

RNAV STAR

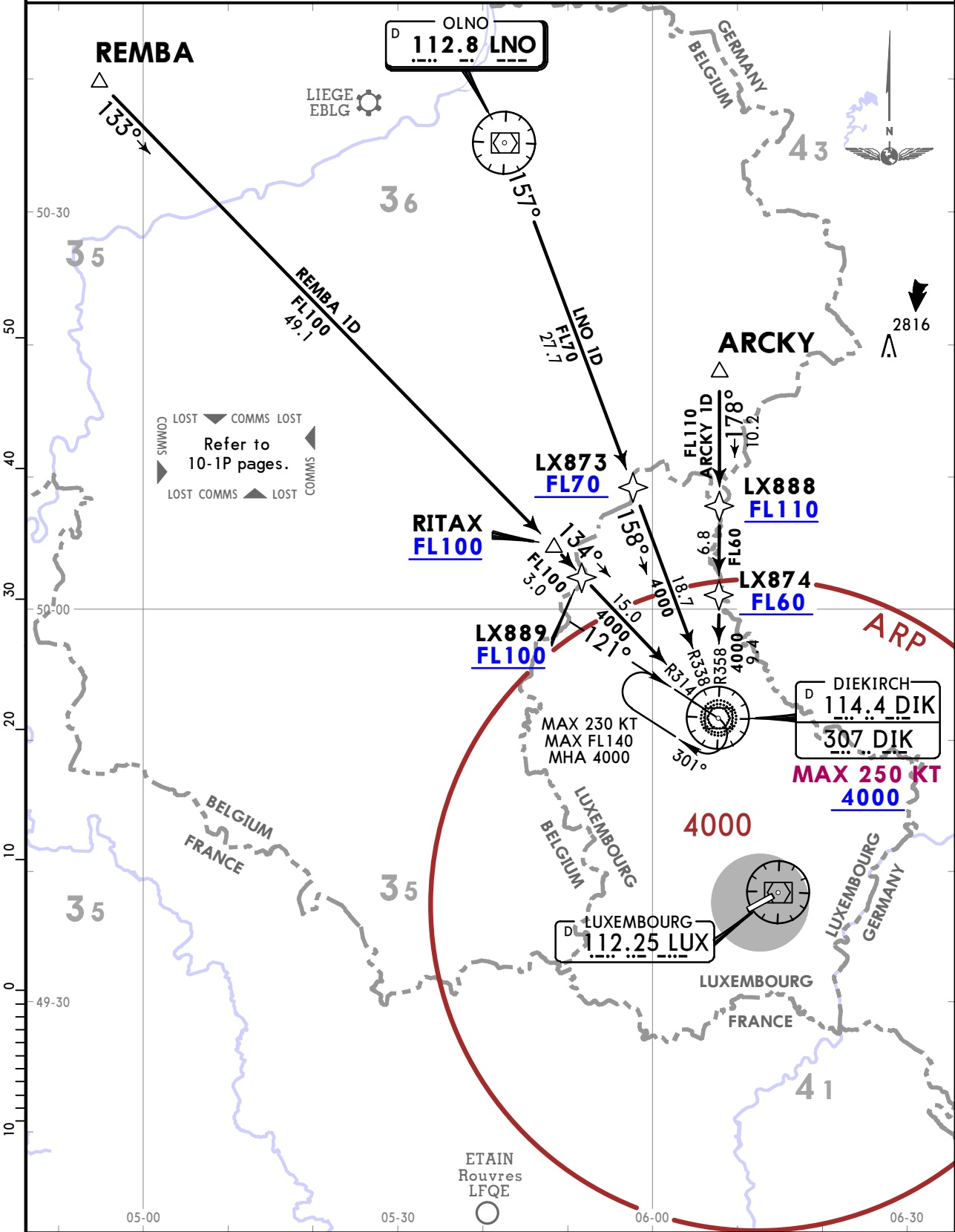
ATIS
134.755

Apt Elev
1234

Alt Set: hPa
Trans level: By ATC
1. RNAV 1.
2. GNSS only.
3. RADAR vectoring may be expected.

ARCKY 1D [ARCK1D], LNO 1D [LNO1D], REMBA 1D [REMB1D]
RNAV ARRIVALS
(ALL RWYS)

SPEED RESTRICTION
Aircraft being RADAR vectored shall reduce speed to
MAX 250 KT when crossing D25.0 LUX or below FL100.
If unable to comply inform ATC.



ELLX/LUX
LUXEMBOURG

JEPPESEN LUXEMBOURG, LUXEMBOURG
19 JUN 20 10-2A
RNAV STAR

ATIS
134.755

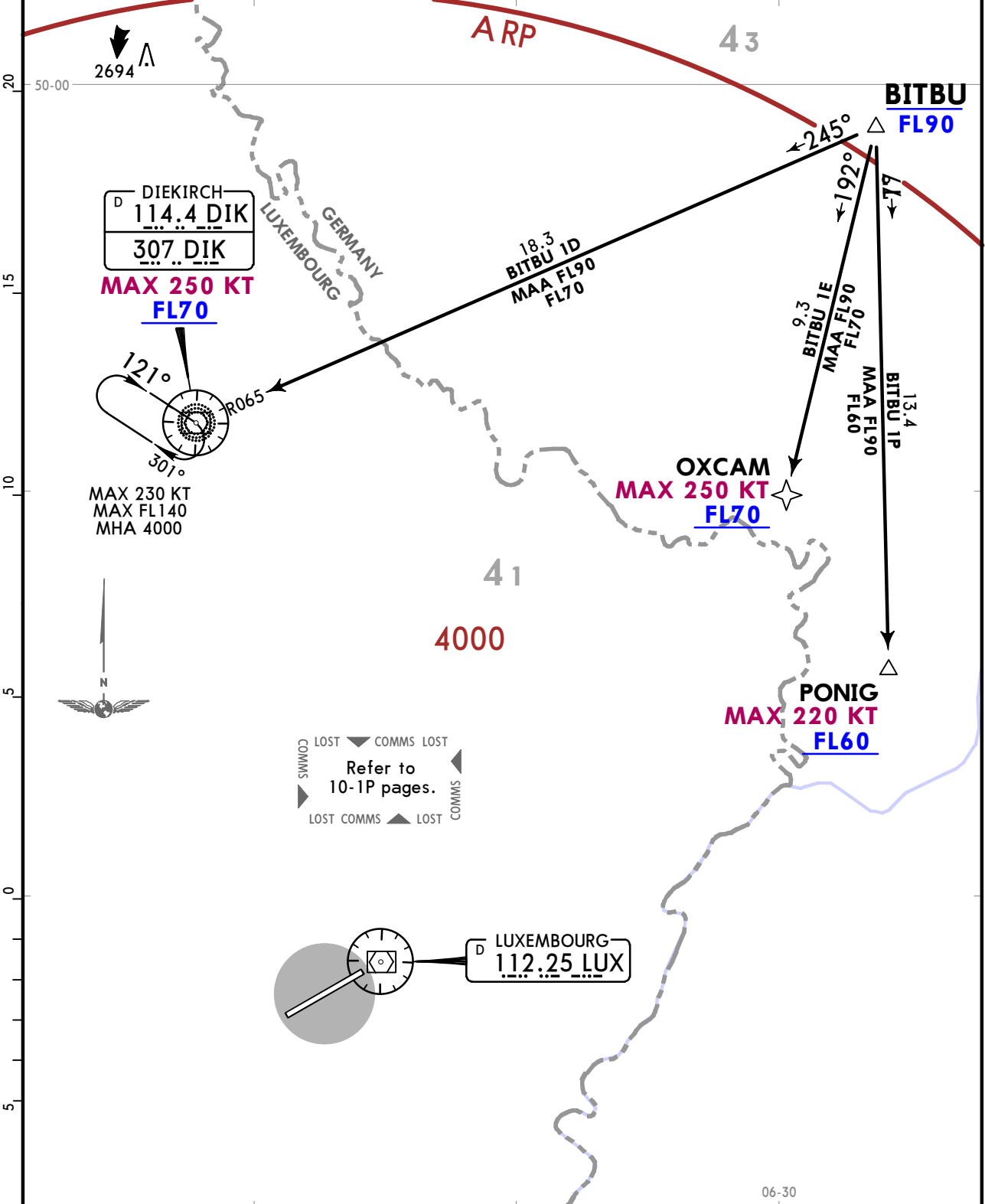
Apt Elev
1234

Alt Set: hPa
Trans level: By ATC
1. RNAV 1.
2. GNSS only.
3. RADAR vectoring may be expected.

BITBU 1D [BITB1D], BITBU 1E [BITB1E], BITBU 1P [BITB1P] ①
RNAV ARRIVALS
(ALL RWYS)

SPEED RESTRICTION
Aircraft being RADAR vectored shall reduce speed to
MAX 250 KT when crossing D25.0 LUX or below FL100.
If unable to comply inform ATC.

① By ATC.



ELLX/LUX
LUXEMBOURG

26 JUN 20

10-2B

JEPPESEN LUXEMBOURG, LUXEMBOURG

RNAV STAR

ATIS
134.755

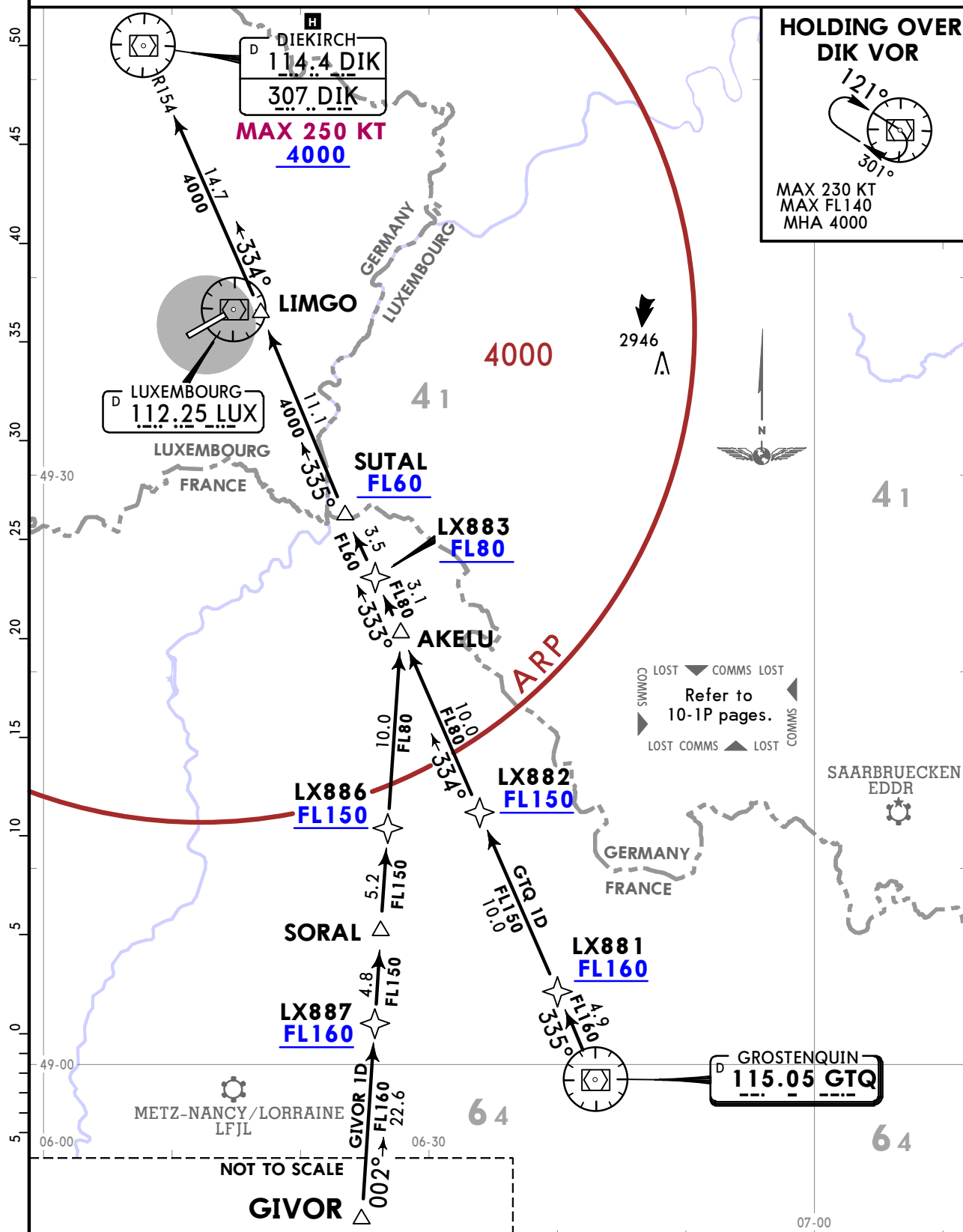
Apt Elev
1234

Alt Set: hPa
Trans level: By ATC
1. RNAV 1.
2. GNSS only.
3. RADAR vectoring may be expected.

**GIVOR 1D [GIVO1D], GTQ 1D [GTQ1D]
RNAV ARRIVALS
(ALL RWYS)**

SPEED RESTRICTION

Aircraft being RADAR vectored shall reduce speed to
MAX 250 KT when crossing D25.0 LUX or below FL100.
If unable to comply inform ATC.



ELLX/LUX
LUXEMBOURG

26 JUN 20

10-2C

JEPPESEN LUXEMBOURG, LUXEMBOURG

RNAV STAR

ATIS
134.755

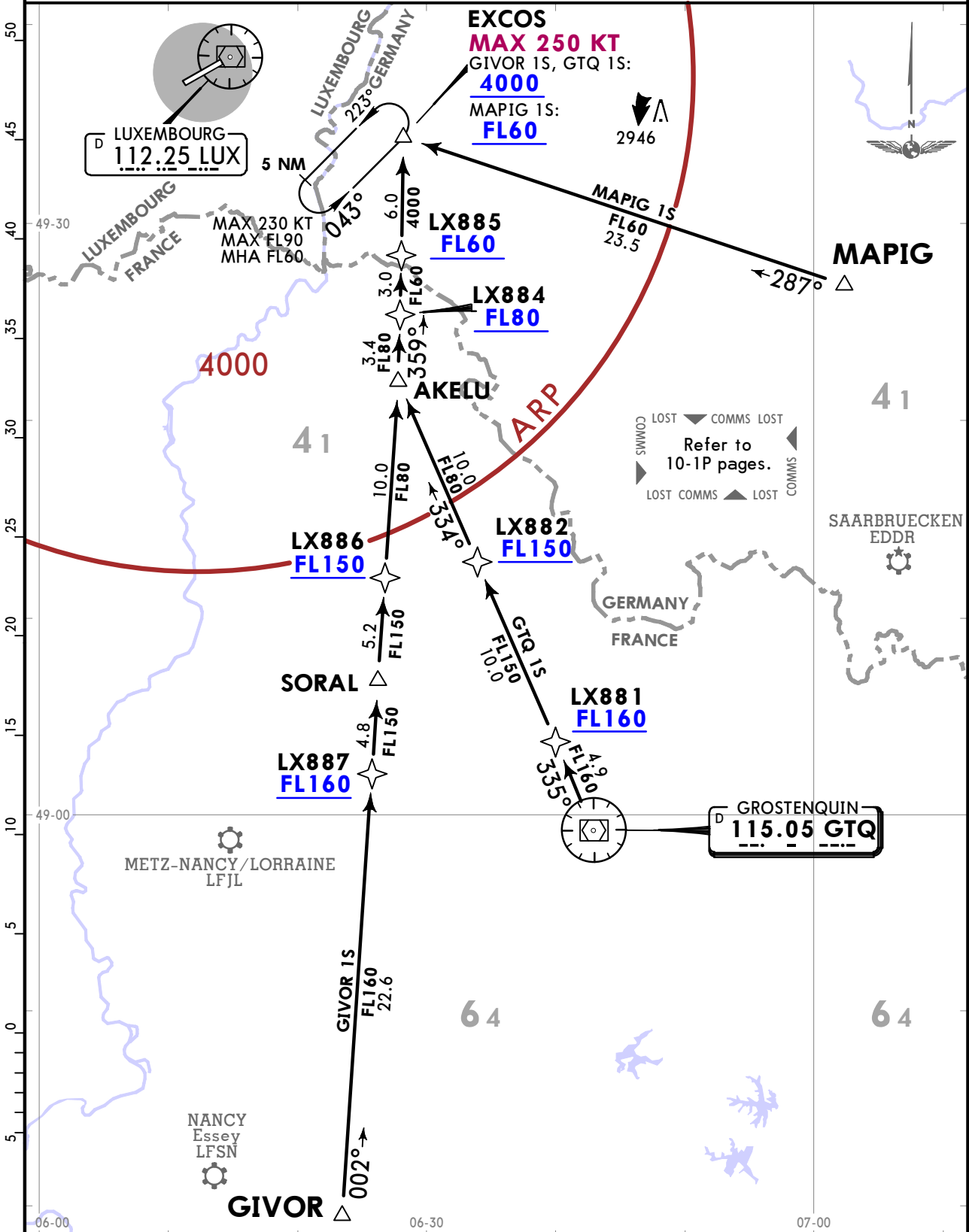
Apt Elev
1234

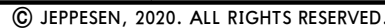
Alt Set: hPa
Trans level: By ATC
1. RNAV 1.
2. GNSS only.
3. RADAR vectoring may be expected.

GIVOR 1S [GIVO1S], GTQ 1S [GTQ1S], MAPIG 1S [MAPI1S]
RNAV ARRIVALS
(ALL RWYS)

SPEED RESTRICTION

Aircraft being RADAR vectored shall reduce speed to
MAX 250 KT when crossing D25.0 LUX or below FL100.
If unable to comply inform ATC.

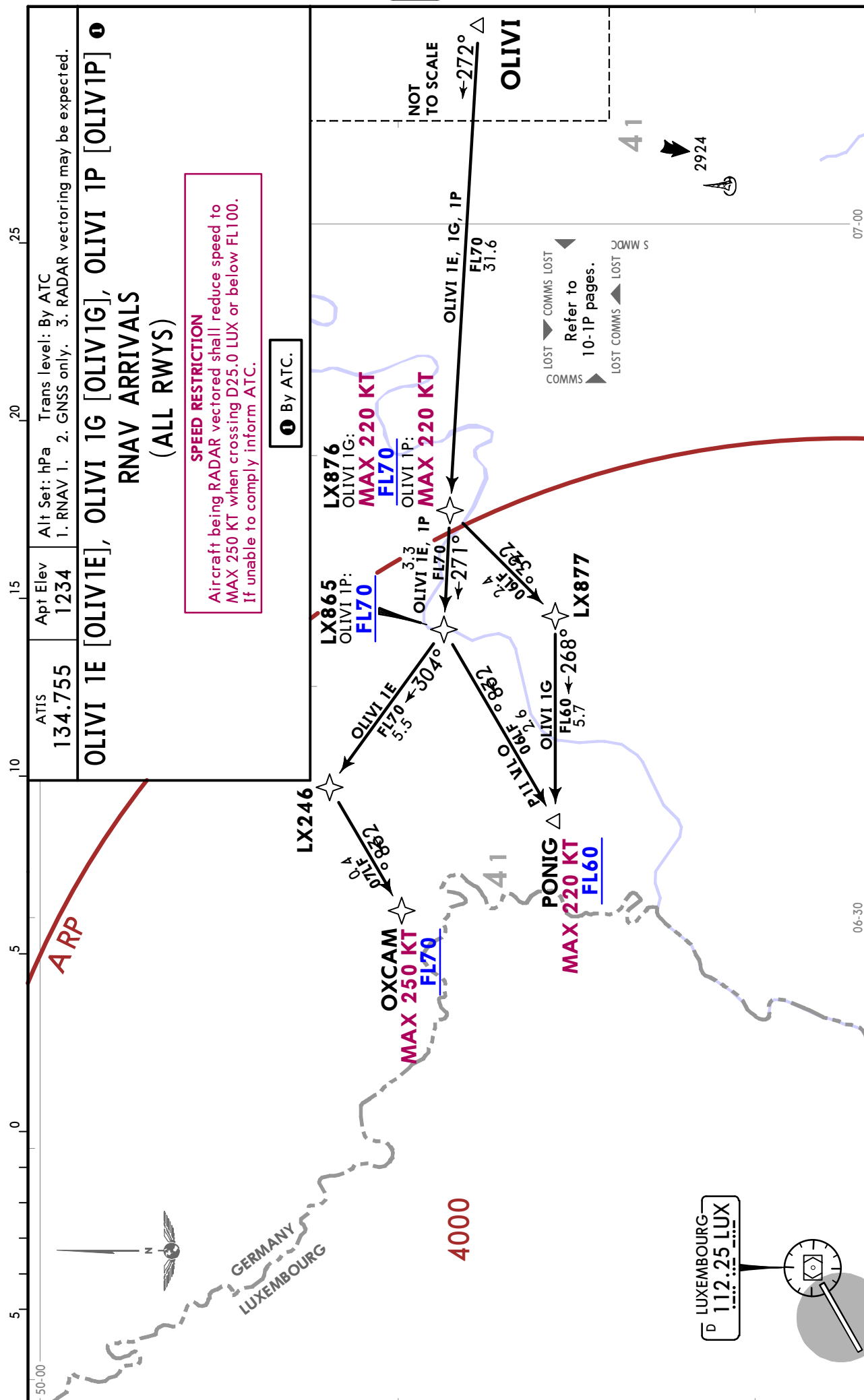




ELLX/LUX
LUXEMBOURG

20 MAR 20

10-2E

Eff 26 Mar**RNAV STAR**

CHANGES: New chart.

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LUXEMBOURG, LUXEMBOURG

06-30

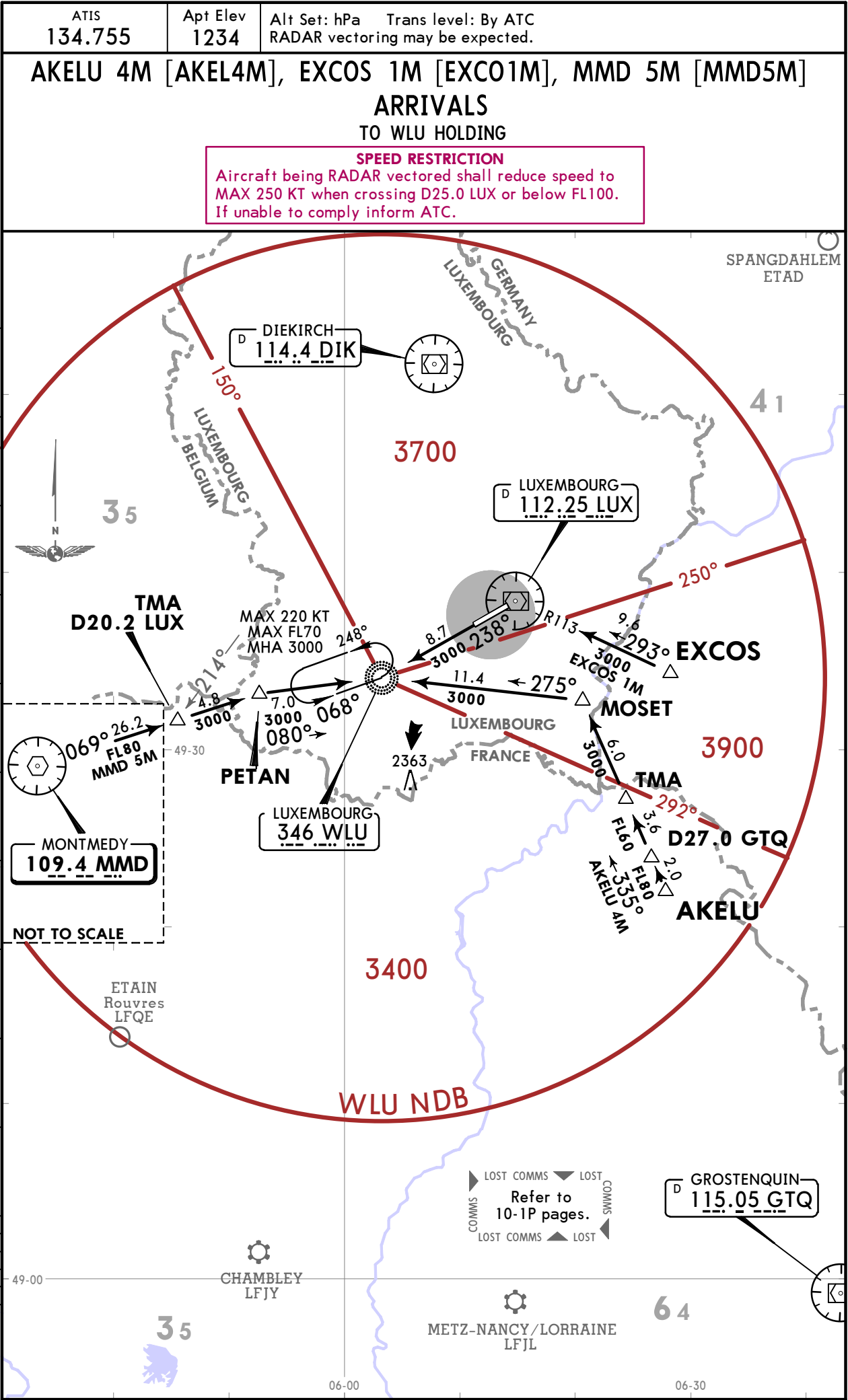
06-00

05-30

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ELLX/LUX
LUXEMBOURG

JEPPESEN LUXEMBOURG, LUXEMBOURG
26 JUN 20 10-2G
STAR



ELLX/LUX
LUXEMBOURG

28 AUG 20

10-2H

JEPPESEN LUXEMBOURG, LUXEMBOURG

STAR

ATIS
134.755

Apt Elev
1234

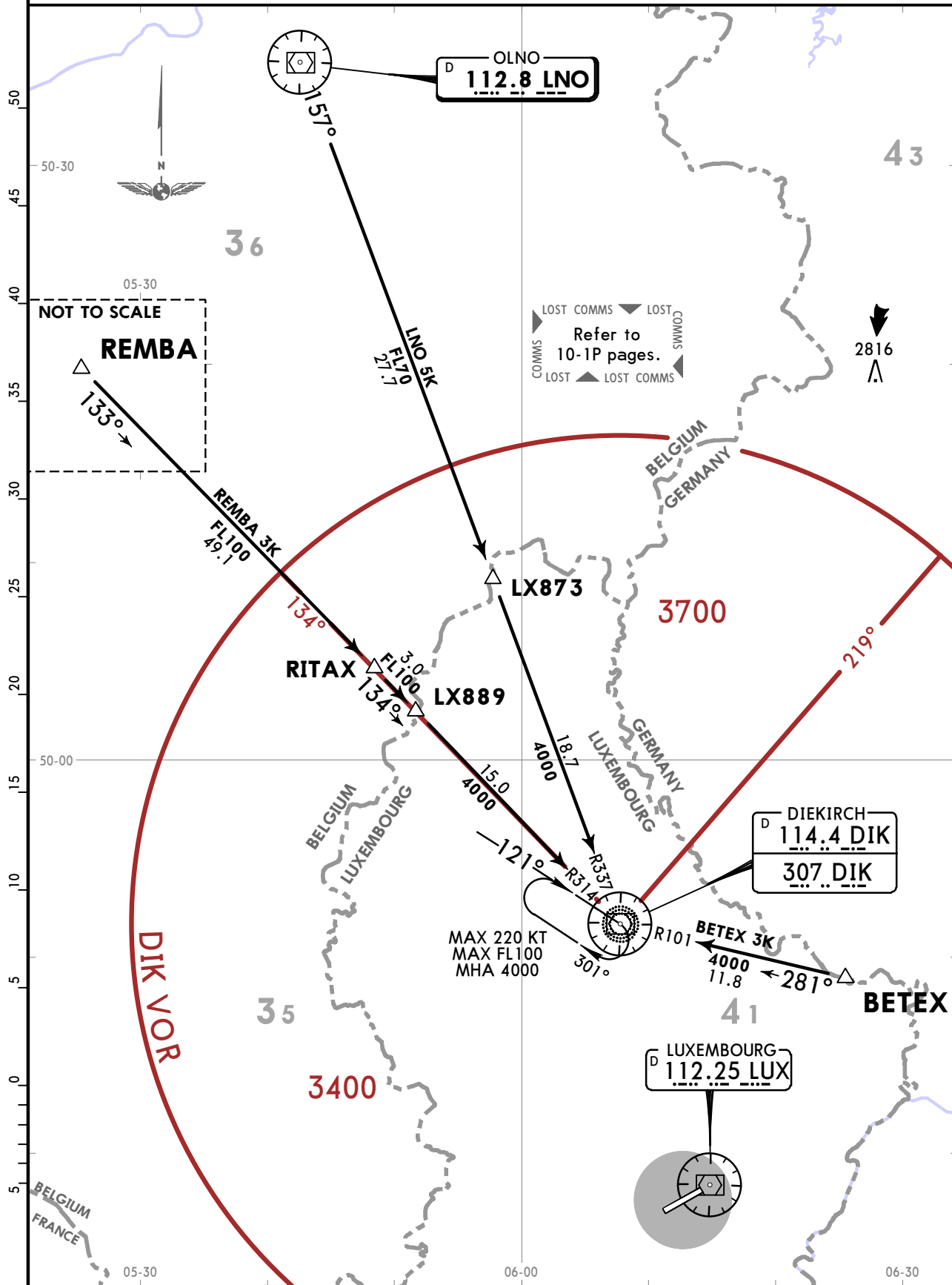
Alt Set: hPa Trans level: By ATC
RADAR vectoring may be expected.

BETEX 3K [BETE3K], LNO 5K [LNO5K], REMBA 3K [REMB3K]

ARRIVALS
TO DIK HOLDING

SPEED RESTRICTION

Aircraft being RADAR vectored shall reduce speed to
MAX 250 KT when crossing D25.0 LUX or below FL100.
If unable to comply inform ATC.



CHANGES: Waypoint D27.5 LNO withdrawn; LX873 established.

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ELLX/LUX
LUXEMBOURG

28 AUG 20

10-2J
JEPPESSEN LUXEMBOURG, LUXEMBOURG
STAR
ATIS
134.755
Apt Elev
1234
Alt Set: hPa
Trans level: By ATC
RADAR vectoring may be expected.
BETEX 3M [BETE3M], LNO 6M [LNO6M], REMBA 3M [REMB3M]
ARRIVALS
TO WLU HOLDING
SPEED RESTRICTION

Aircraft being RADAR vectored shall reduce speed to
MAX 250 KT when crossing **D25.0 LUX** or below **FL100**.
If unable to comply inform ATC.

CHANGES: Waypoint D27.5 LNO withdrawn; LX873 established.

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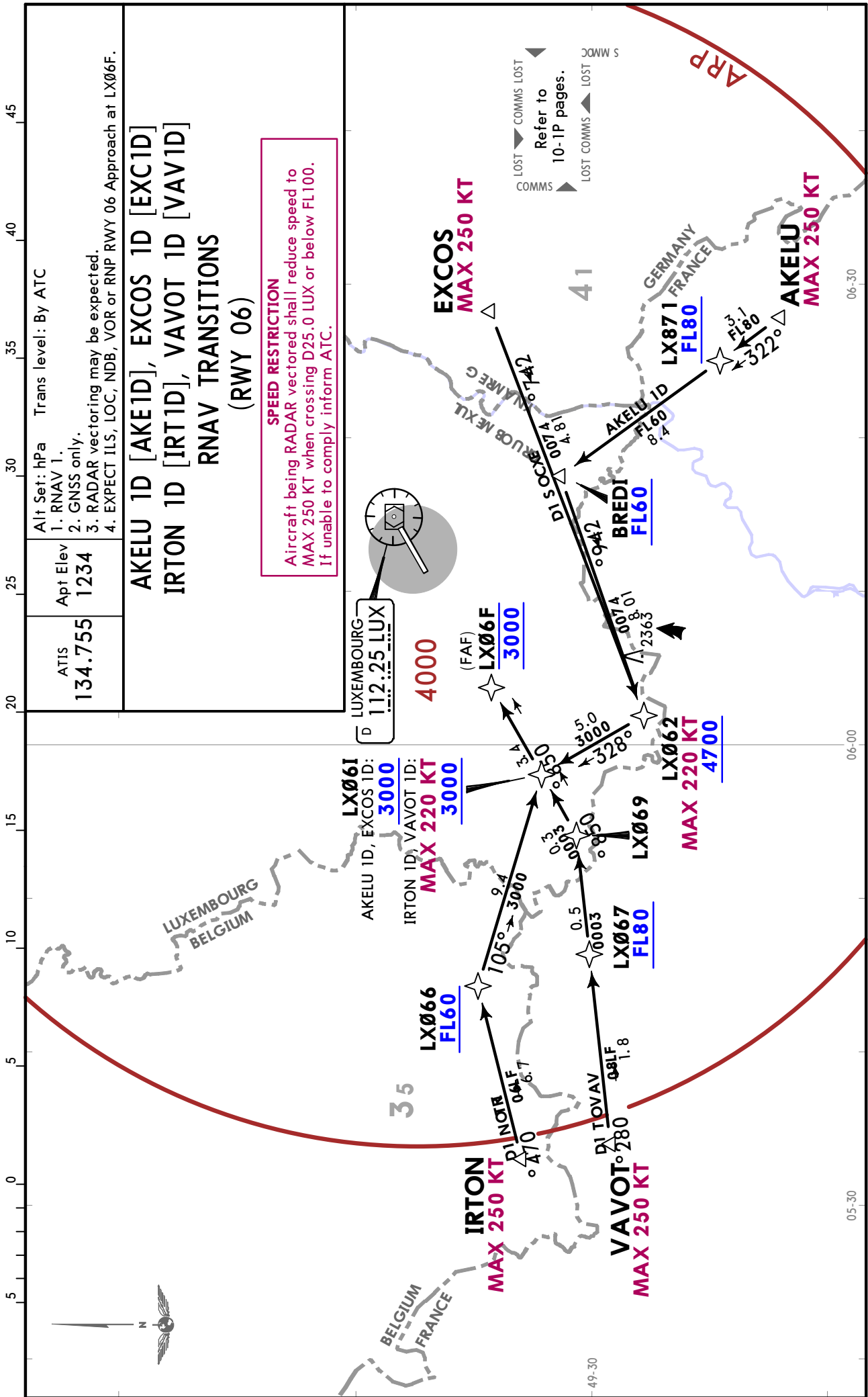
ELLX/LUX
LUXEMBOURG

22 MAY 20

10-2K

JEPPesen LUXEMBOURG, LUXEMBOURG

RNAV TRANSITION



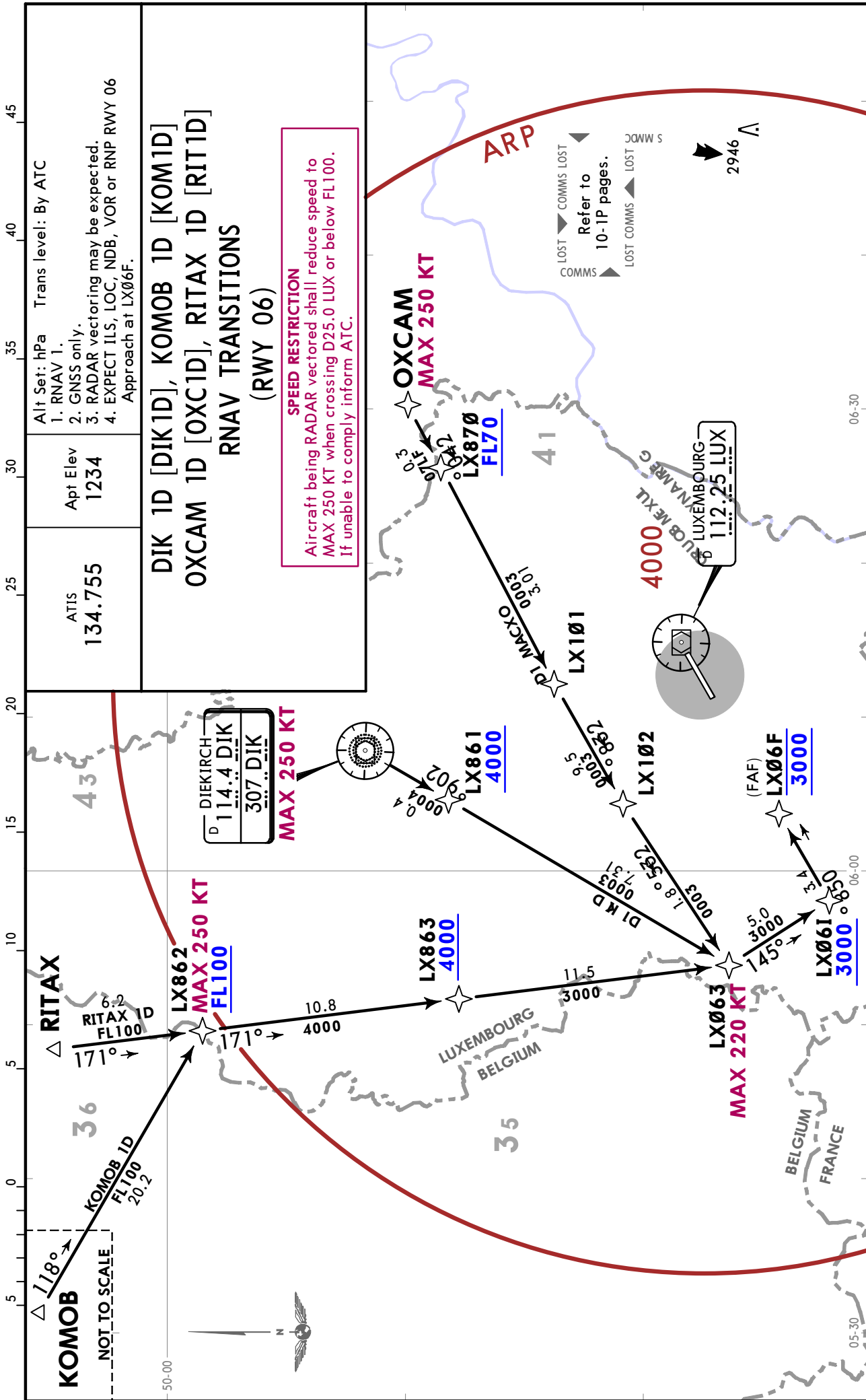
ELLX/LUX
LUXEMBOURG

22 MAY 20

10-2L

JEPPESSEN LUXEMBOURG, LUXEMBOURG

RNAV TRANSITION



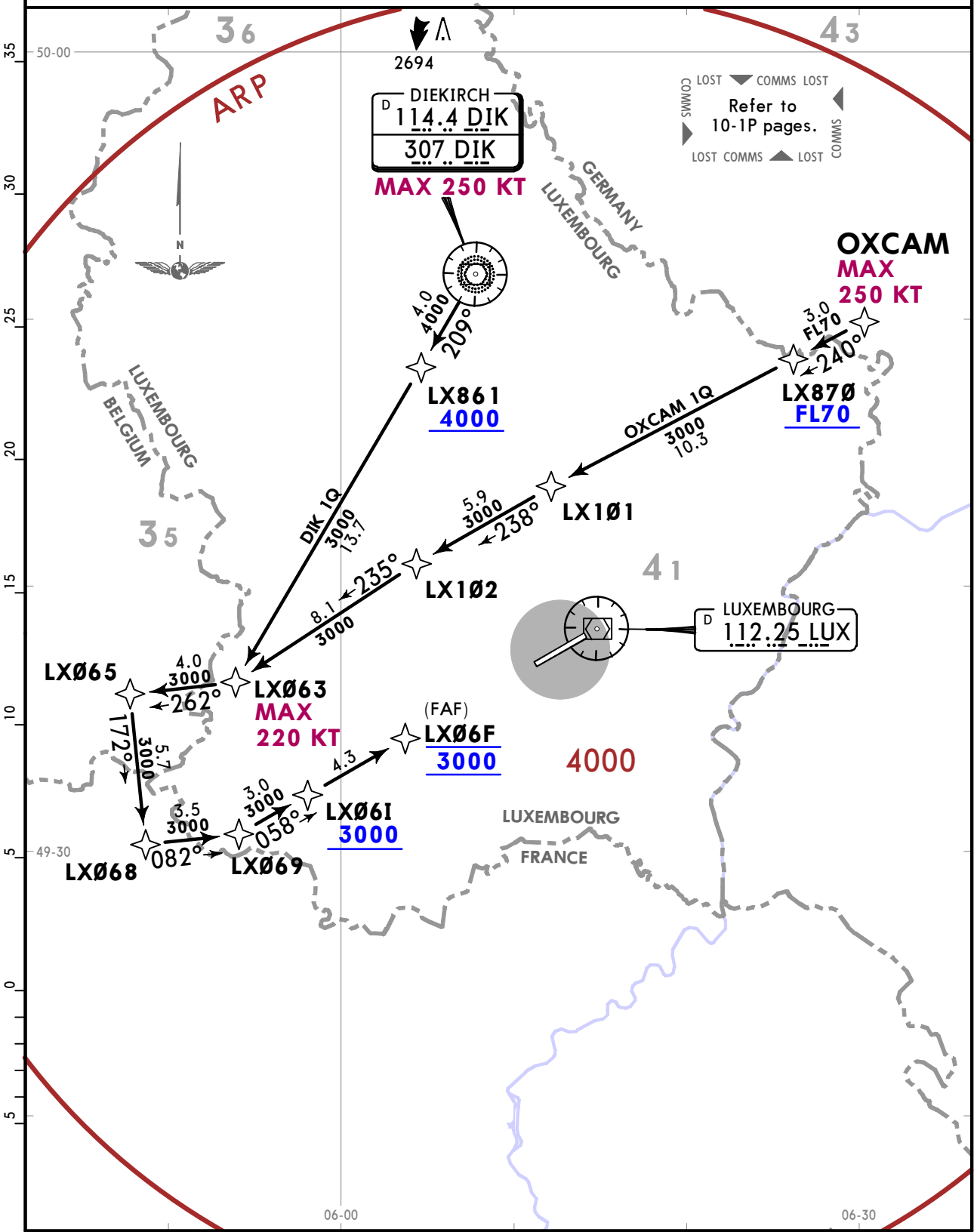
ELLX/LUX
LUXEMBOURG

JEPPESSEN LUXEMBOURG, LUXEMBOURG
11 SEP 20 **(10-2M)** **RNAV TRANSITION**

ATIS 134.755	Apt Elev 1234	Alt Set: hPa Trans level: By ATC 1. RNAV 1. 2. GNSS only. 3. RADAR vectoring may be expected. 4. EXPECT ILS, LOC, NDB, VOR or RNP RWY 06 Approach at LX06F.
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DIK 1Q [DIK1Q], OXCAM 1Q [OXC1Q]
RNAV TRANSITIONS
(RWY 06)
BY ATC

SPEED RESTRICTION
Aircraft being RADAR vectored shall reduce speed to
MAX 250 KT when crossing D25.0 LUX or below FL100.
If unable to comply inform ATC.



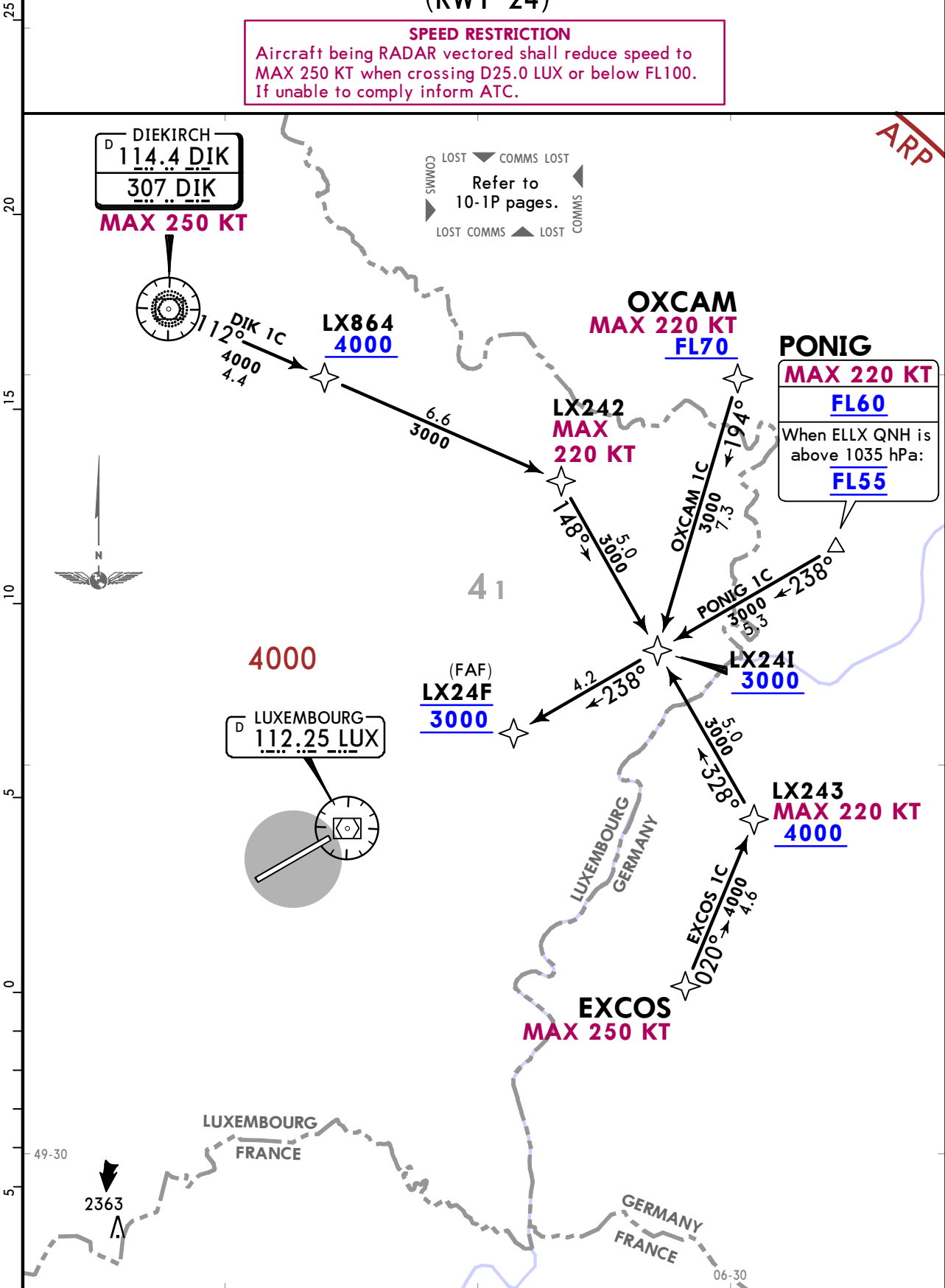
ELLX/LUX
LUXEMBOURG

JEPPESEN LUXEMBOURG, LUXEMBOURG
11 SEP 20 10-2N
RNAV TRANSITION

ATIS 134.755	Apt Elev 1234	Alt Set: hPa Trans level: By ATC 1. RNAV 1. 2. GNSS only. 3. RADAR vectoring may be expected. 4. EXPECT ILS, LOC, NDB, VOR or RNP RWY 24 Approach at LX24F.
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DIK 1C [DIK1C], EXCOS 1C [EXC1C]
OXCAM 1C [OXC1C], PONIG 1C [PON1C]
RNAV TRANSITIONS
(RWY 24)

SPEED RESTRICTION
Aircraft being RADAR vectored shall reduce speed to
MAX 250 KT when crossing D25.0 LUX or below FL100.
If unable to comply inform ATC.



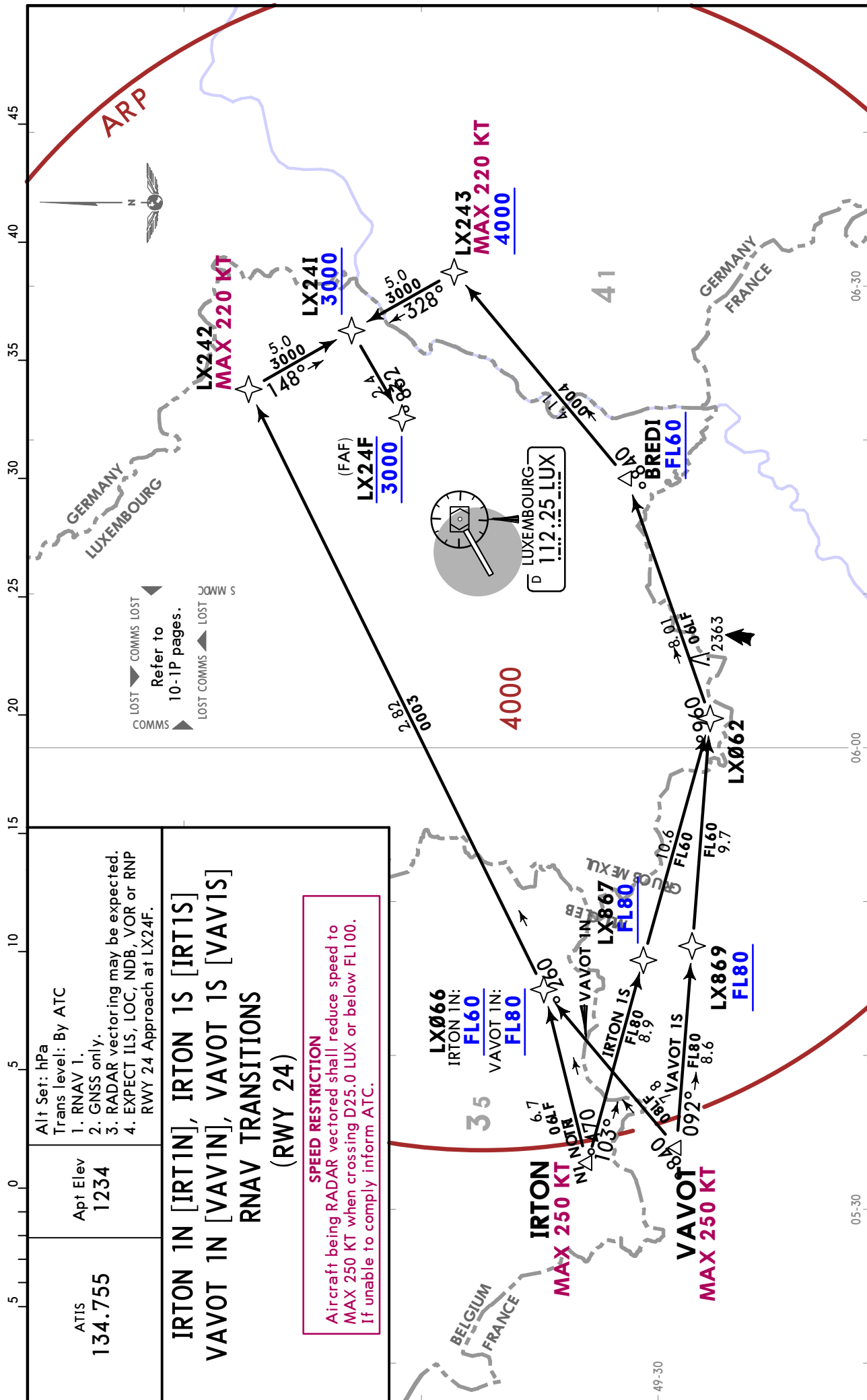
ELLX/LUX
LUXEMBOURG

22 MAY 20

10-2P

JEPPESSEN LUXEMBOURG, LUXEMBOURG

RNAV TRANSITION

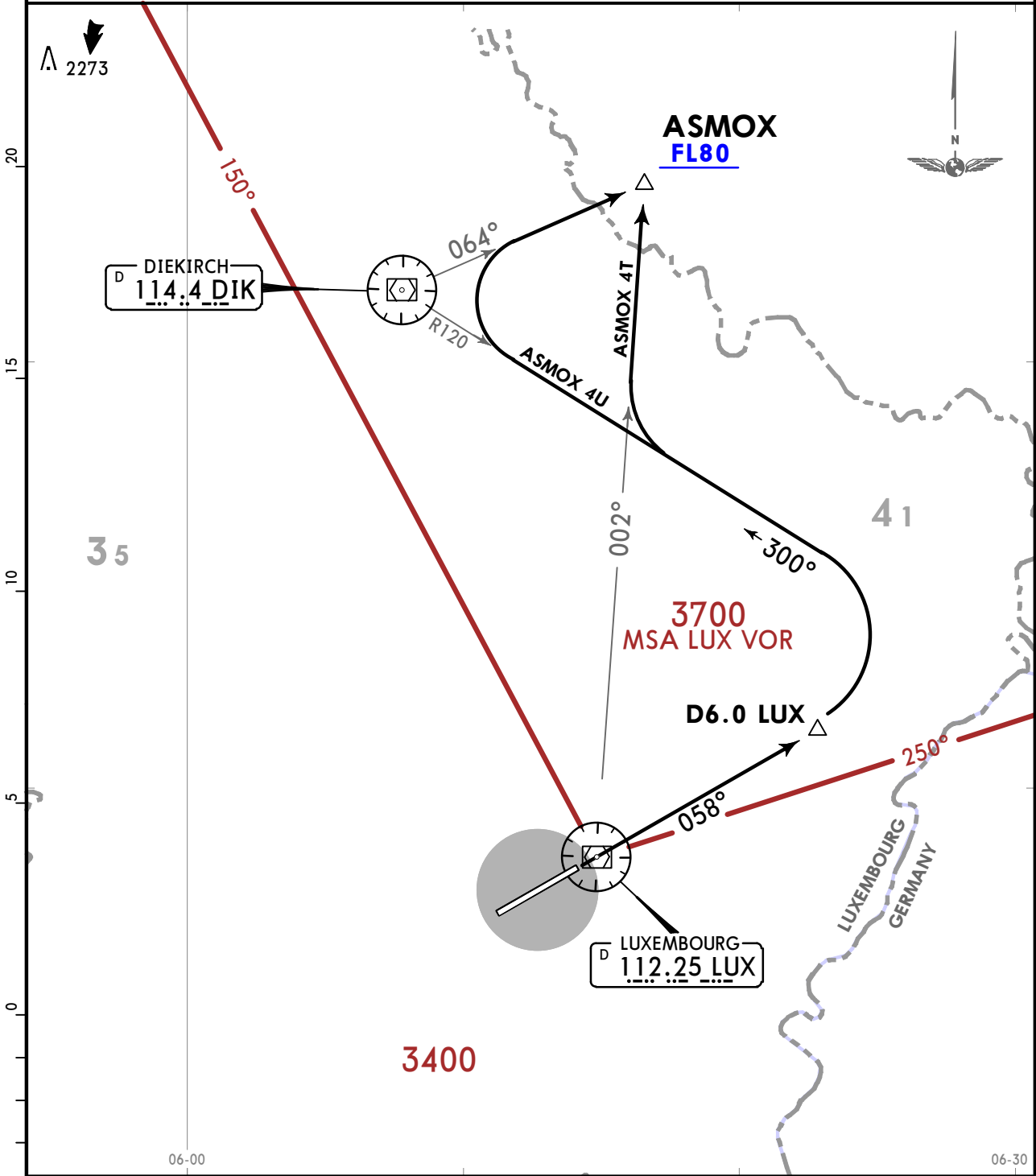


ELLX/LUX
LUXEMBOURG

JEPPESSEN LUXEMBOURG, LUXEMBOURG
17 APR 20 10-3 Eff 23 Apr **SID**

LUXEMBOURG Approach 120.885	Apt Elev 1234	Trans alt: 4500 1. Contact LUXEMBOURG Approach IMMEDIATELY after take-off. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is MANDATORY, except when being RADAR vectored. If unable to comply advise ATC IMMEDIATELY. 3. Initial turns are calculated upon 250 KT, bank angle 25°. 4. EXPECT close-in obstacles.	 MSA DIK VOR
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ASMOX 4T [ASMO4T], ASMOX 4U [ASMO4U]
DEPARTURES
(RWY 06)



Initial climb clearance 4000	
SID	ROUTING
ASMOX 4T	Intercept LUX R058 to D6.0 LUX, turn LEFT, intercept DIK R120 inbound, turn RIGHT, intercept LUX R002 to ASMOX.
ASMOX 4U	Intercept LUX R058 to D6.0 LUX, turn LEFT, intercept DIK R120 inbound, turn RIGHT, intercept DIK R064 to ASMOX.

ELLX/LUX
LUXEMBOURG

JEPPESSEN LUXEMBOURG, LUXEMBOURG
17 APR 20 **(10-3A)** **Eff 23 Apr** **SID**

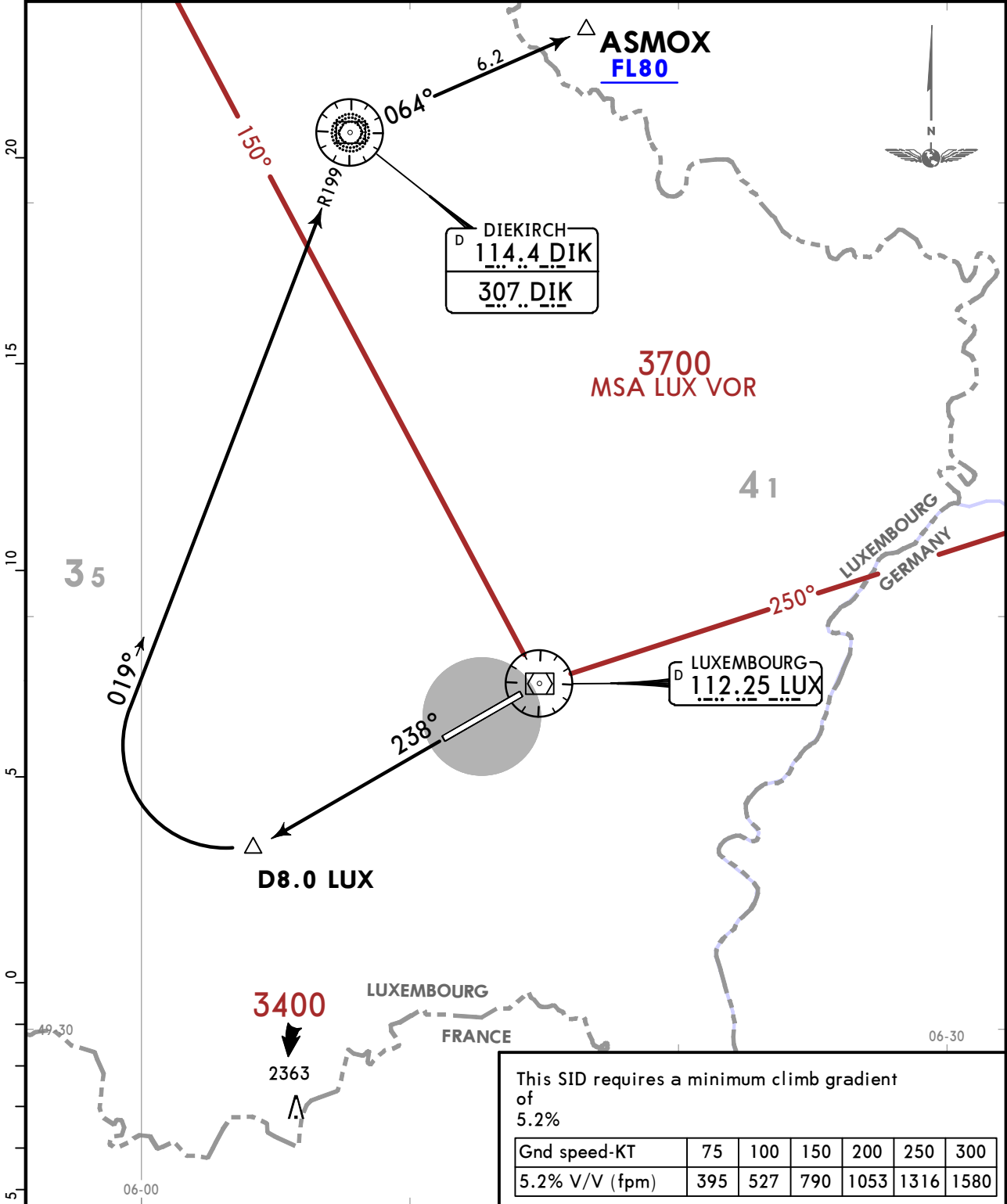
LUXEMBOURG
Approach
120.885

Apt Elev
1234

Trans alt: 4500
1. Contact LUXEMBOURG Approach IMMEDIATELY after take-off.
2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is MANDATORY, except when being RADAR vectored. If unable to comply advise ATC IMMEDIATELY.
3. Initial turns are calculated upon 250 KT, bank angle 25°.
4. EXPECT close-in obstacles.

MSA DIK VOR

ASMOX 4Z DEPARTURE
[ASMO4Z]
(RWY 24)



Initial climb clearance **4000**

ROUTING

Intercept LUX R238 to D8.0 LUX, turn RIGHT, intercept DIK R199 inbound to DIK VOR, DIK R064 to ASMOX.

ELLX/LUX
LUXEMBOURG

JEPPESSEN LUXEMBOURG, LUXEMBOURG

17 APR 20

10-3B

Eff 23 Apr

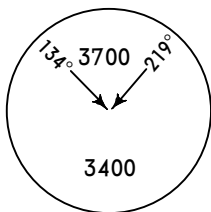
SID

LUXEMBOURG
Approach
120.885

Apt Elev
1234

Trans alt: 4500

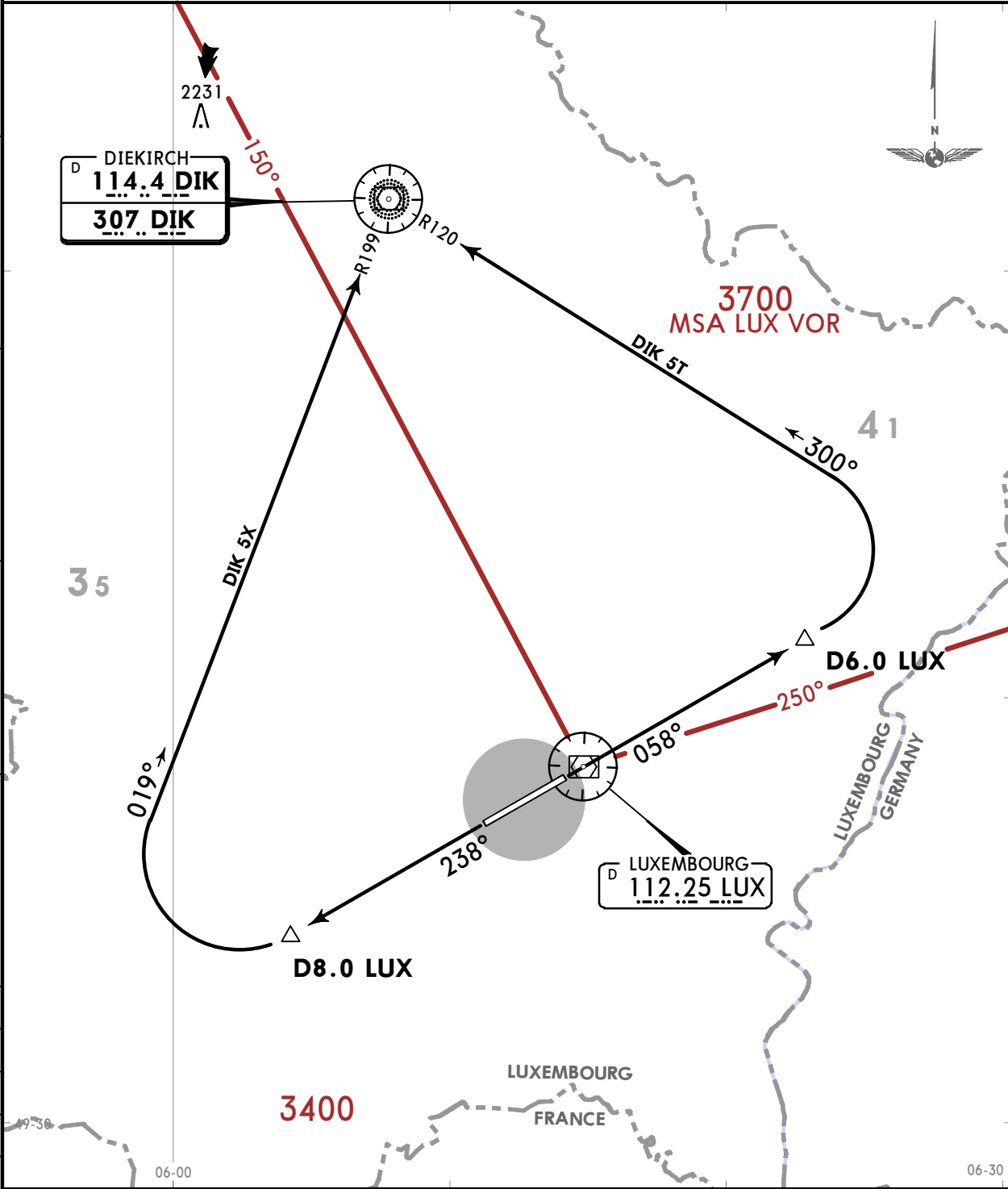
1. Contact LUXEMBOURG Approach IMMEDIATELY after take-off.
2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is MANDATORY, except when being RADAR vectored. If unable to comply advise ATC IMMEDIATELY.
3. Initial turns are calculated upon 250 KT, bank angle 25°.
4. EXPECT close-in obstacles.



MSA DIK VOR

DIK 5T, DIK 5X
DEPARTURES

25
20
15
10
5
0
5



Initial climb clearance 4000

SID	RWY	ROUTING
DIK 5T	06	Intercept LUX R058 to D6.0 LUX, turn LEFT, intercept DIK R120 inbound to DIK VOR.
DIK 5X	24	Intercept LUX R238 to D8.0 LUX, turn RIGHT, intercept DIK R199 inbound to DIK VOR.

CHANGES: LUXEMBOURG Approach frequency.

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ELLX/LUX
LUXEMBOURG

JEPPESSEN LUXEMBOURG, LUXEMBOURG

17 APR 20

10-3C

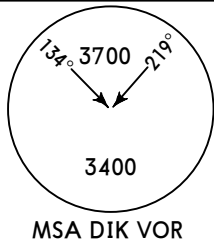
Eff 23 Apr

SID

LUXEMBOURG
Approach
120.885

Apt Elev
1234

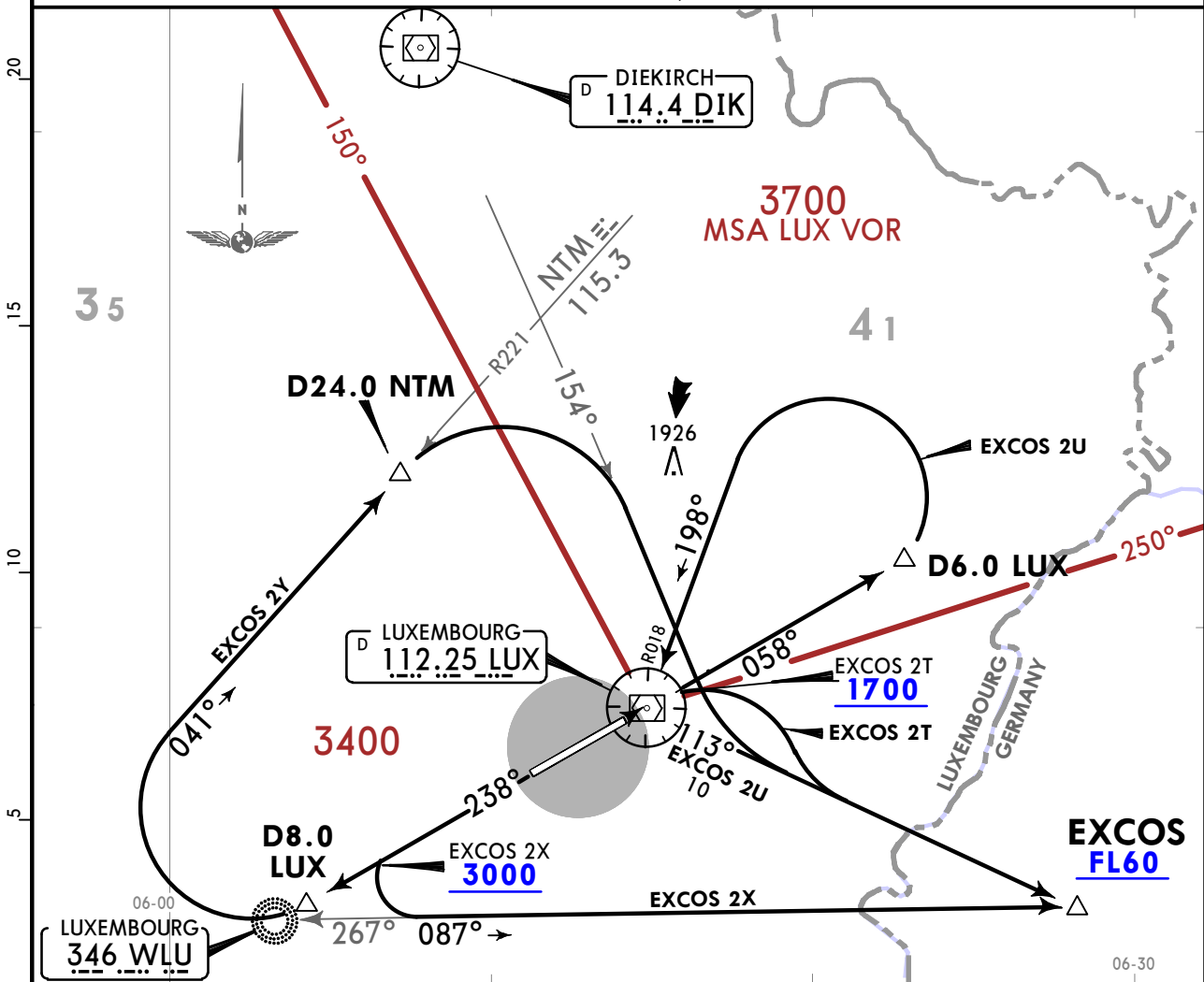
- Trans alt: 4500
1. Contact LUXEMBOURG Approach IMMEDIATELY after take-off.
 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is MANDATORY, except when being RADAR vectored. If unable to comply advise ATC IMMEDIATELY.
 3. Initial turns are calculated upon 250 KT, bank angle 25°.
 4. Expect close-in obstacles.



**EXCOS 2T [EXC02T], EXCOS 2U [EXC02U]
EXCOS 2X [EXC02X], EXCOS 2Y [EXC02Y]**

DEPARTURES

ALWAYS AVAILABLE FOR FLIGHTS TO EDDR, EDRZ & ETAR
ADDITIONALLY AVAILABLE BETWEEN
FRIDAY 1800LT - MONDAY 0800LT
TO JOIN AIRWAYS Q-760 & Z-729



EXCOS 2X

This SID requires a minimum climb gradient
of
5.2%

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580

Initial climb clearance **4000**

SID	RWY	ROUTING
EXCOS 2T	06	Intercept LUX R058, at 1700 turn RIGHT, intercept LUX R113 to EXCOS. No turn before DER.
EXCOS 2U		Intercept LUX R058 to D6.0 LUX, turn LEFT, intercept LUX R018 inbound to LUX VOR, turn LEFT, LUX R113 to EXCOS.
EXCOS 2X	24	Intercept LUX R238, at 3000 turn LEFT, intercept 087° bearing from WLU NDB to EXCOS. No turn before DER.
EXCOS 2Y		Intercept LUX R238 to D8.0 LUX, turn RIGHT, intercept NTM R221 inbound to D24.0 NTM, turn RIGHT, intercept DIK R154, turn LEFT, intercept LUX 113 to EXCOS.

CHANGES: LUXEMBOURG Approach frequency.

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LUXEMBOURG, LUXEMBOURG

SID

LUXEMBOURG
Approach
120.885

Apt Elev
1234

Trans alt: 4500
1. Contact LUXEMBOURG Approach IMMEDIATELY after take-off.
2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is MANDATORY, except when being RADAR vectored. If unable to comply advise ATC IMMEDIATELY.
3. Initial turns are calculated upon 250 KT, bank angle 25°.
4. EXPECT close-in obstacles.

GTQ 1T, GTQ 1U
GTQ 1X, GTQ 1Y
DEPARTURES

134

3700

134

3700

3400

MSA DIK VOR

41

07:00

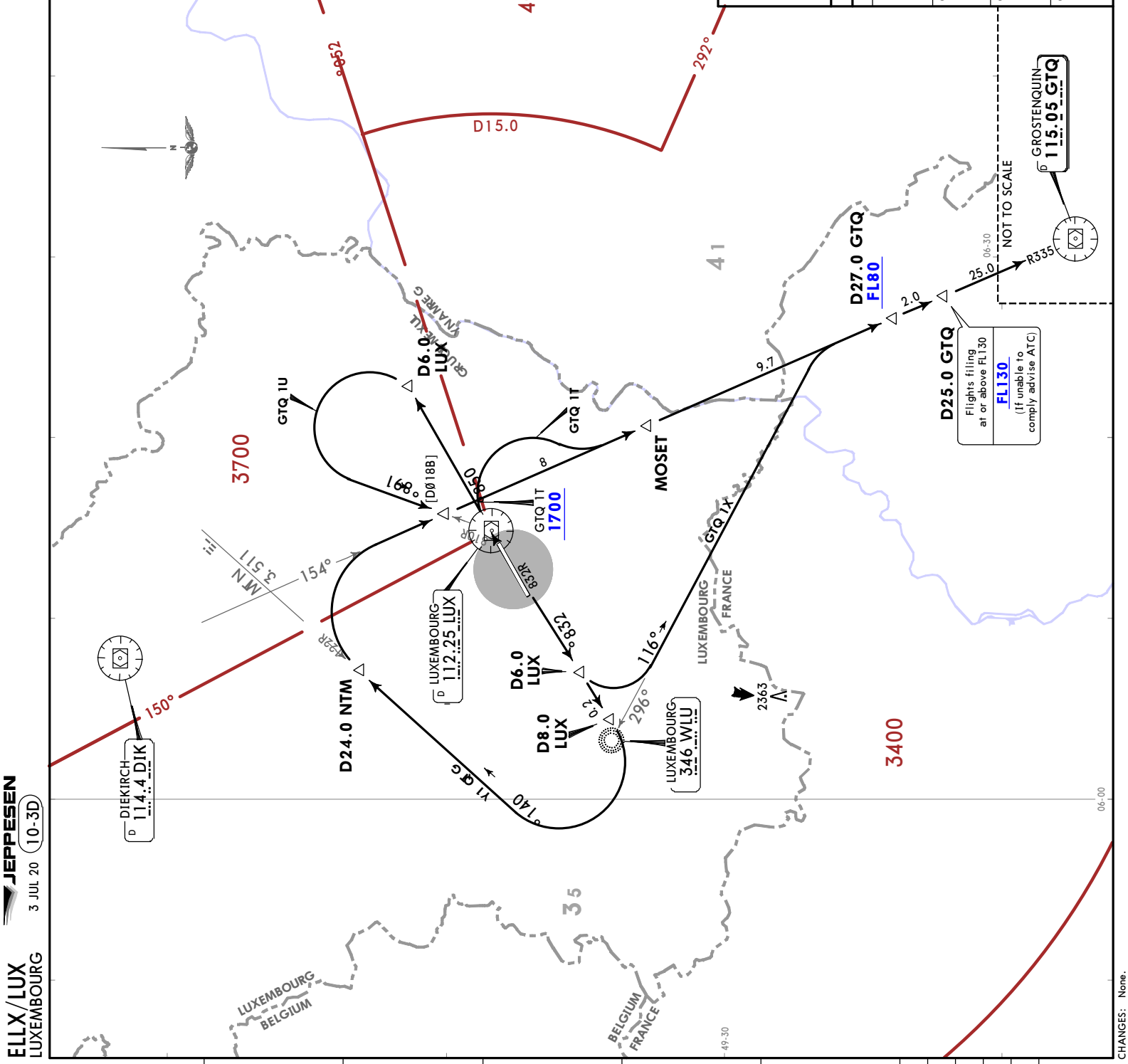
GTQ 1X

This SID requires a minimum climb gradient of 5.2%

Grnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580

Initial climb clearance 4000

SID	RWY	ROUTING
GTQ 1T	06	Intercept LUX R058, at 1700 turn RIGHT, intercept GTQ R335 inbound via MOSET to GTQ VOR. No turn before DER.
GTQ 1U		Intercept LUX R058 to D6.0 LUX, turn LEFT, intercept LUX R018 inbound, intercept GTQ R335 inbound via MOSET to GTQ VOR.
GTQ 1X	24	Intercept LUX R238 to D6.0 LUX, turn LEFT, intercept 116° bearing from WLU NDB, turn RIGHT, intercept GTQ R335 inbound to GTQ VOR.
GTQ 1Y		Intercept LUX R238 to D8.0 LUX, turn RIGHT, intercept NTM R221 inbound to D24.0 NTM, turn RIGHT, intercept GTQ R335 inbound via MOSET to GTQ VOR.



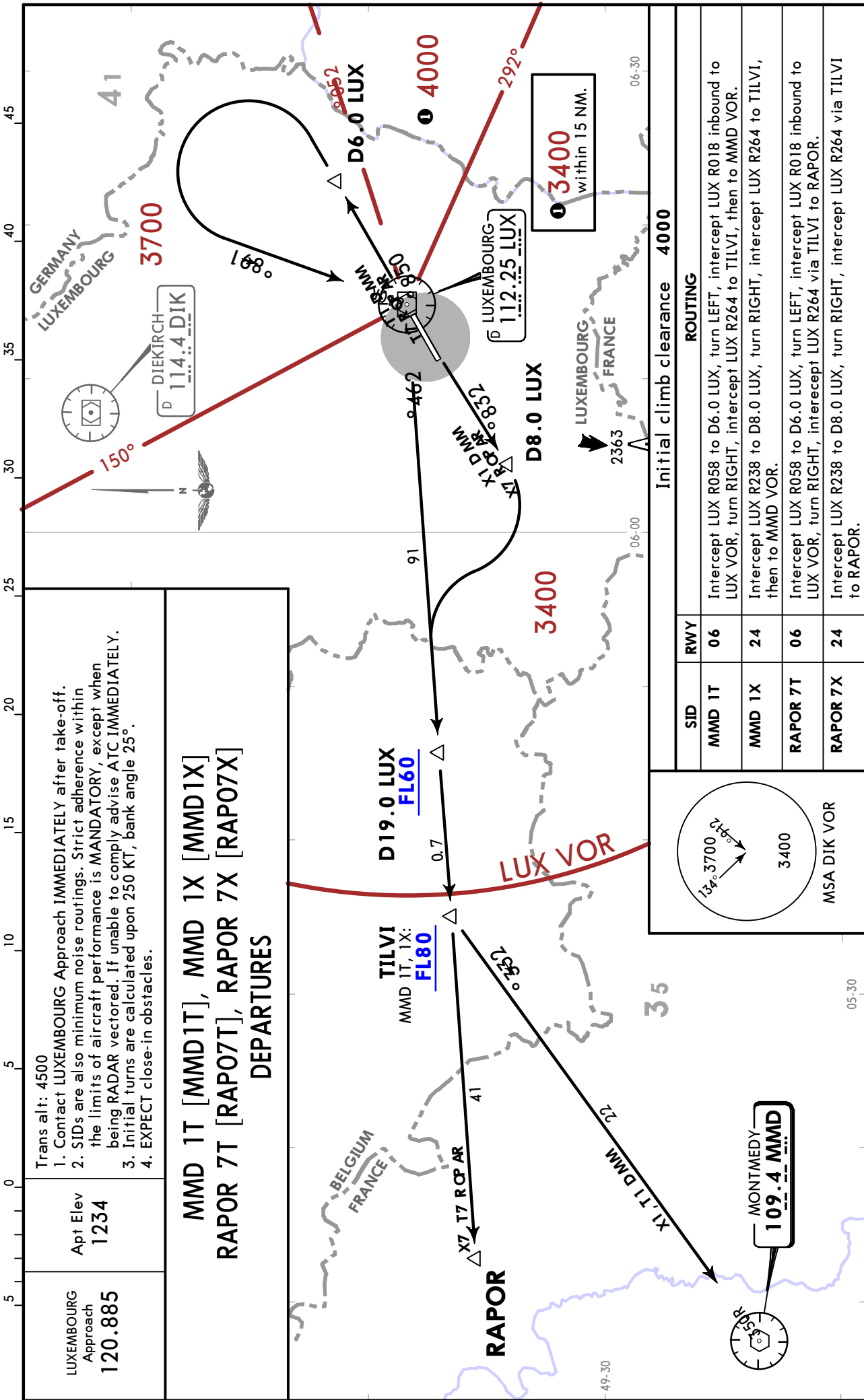
ELLX/LUX
LUXEMBOURG

JEPPESSEN LUXEMBOURG, LUXEMBOURG

3 JUL 20

10-3E

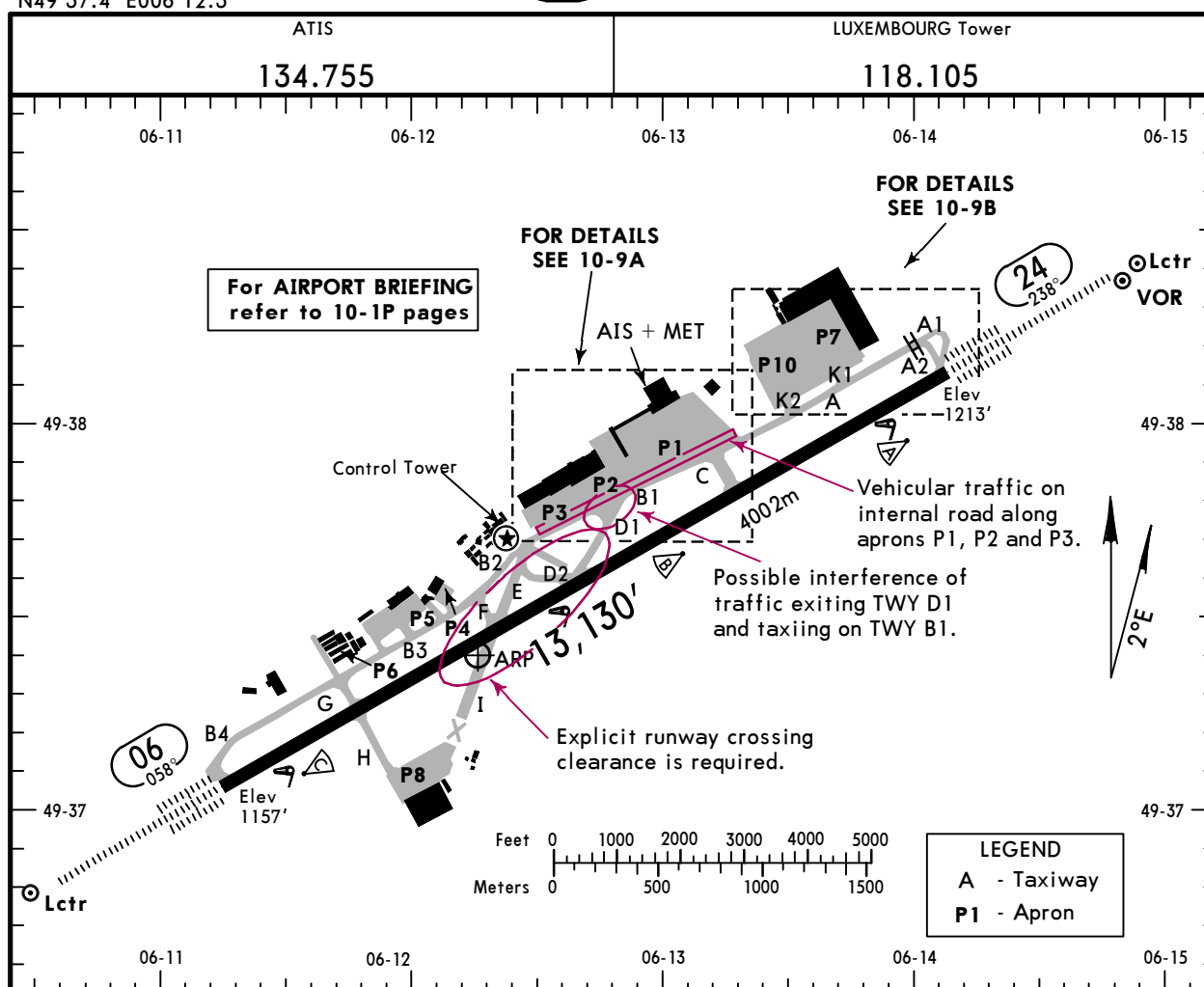
SID



ELLX/LUX

Apt Elev **1234'**
N49 37.4 E006 12.3

JEPPESSEN LUXEMBOURG, LUXEMBOURG

16 OCT 20 **(10-9)**
LUXEMBOURG


ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Glide Slope		
06	HIRL ① CL ② ALSF-II PAPI (3.0°)	RVR			12,340' 3761m	③	197'
24	HIRL ① CL ② ALSF-II TDZ PAPI (3.0°)	RVR			12,158' 3706m		60m

① spacing 30m ② spacing 15m

③ TAKE-OFF RUN AVAILABLE

RWY 06:

From rwy head 13,130' (4002m)

twy H int 10,748' (3276m)

twy G int ④ 10,742' (3274m)

twy F int ④ 8199' (2499m)

twy E int ④ 8058' (2456m)

RWY 24:

from rwy head 13,130' (4002m)

twy C int ④ 9400' (2865m)

twy F int ④ 5020' (1530m)

④ Not allowed for acft with Wake Turbulence Category H.

Standard

TAKE-OFF

	Low Visibility Take-off					Adequate vis ref (Day only)
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	
A						
B	TDZ, MID, RO	TDZ, MID, RO				
C	RVR 125m	RVR 150m	RVR 200m	RVR 300m	400m	500m
D						

ELLX/LUX

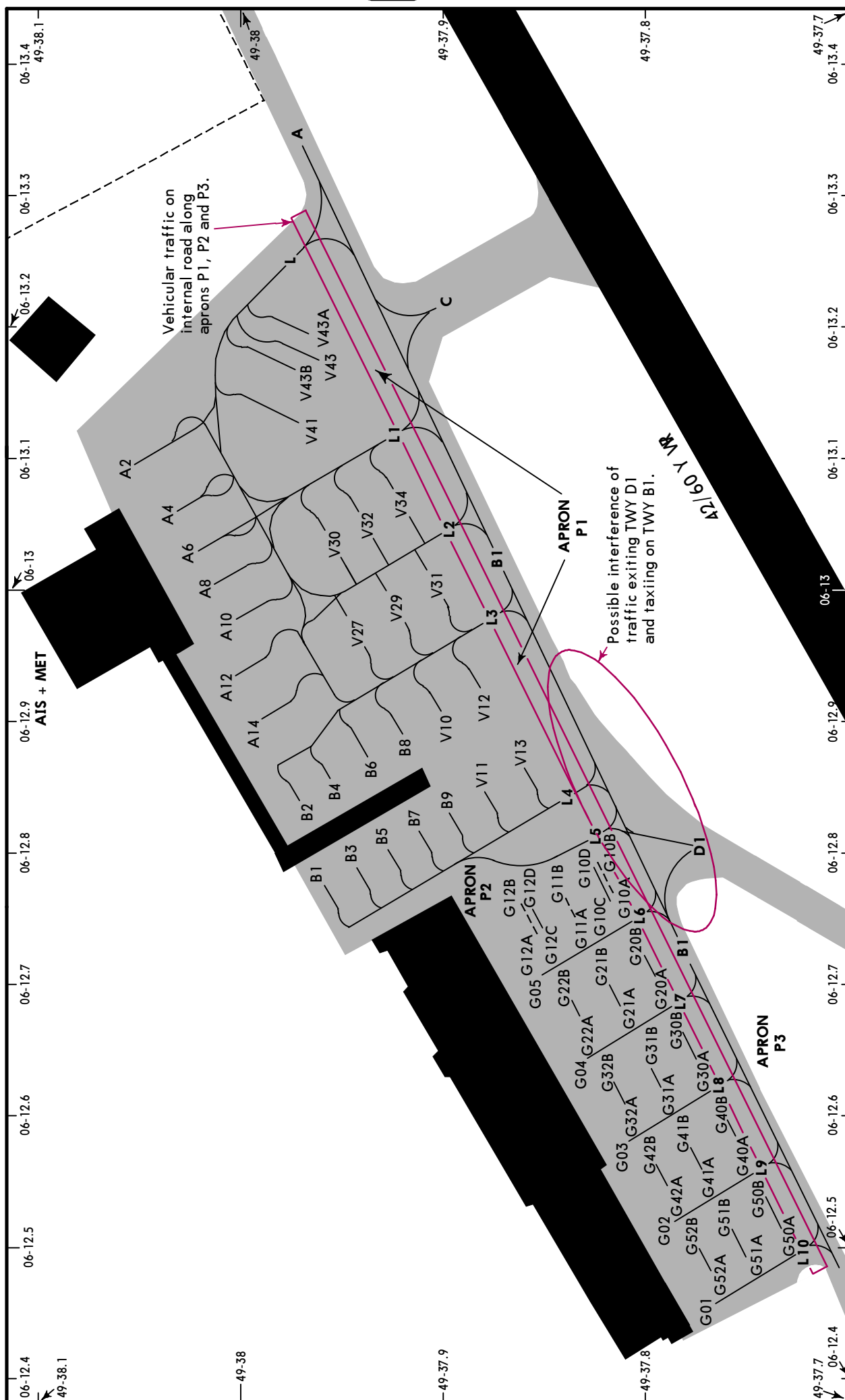
16 OCT 20

10-9A

JEPPesen

LUXEMBOURG, LUXEMBOURG

LUXEMBOURG



CHANGES: Guidance line on Twy D1.

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ELLX/LUX

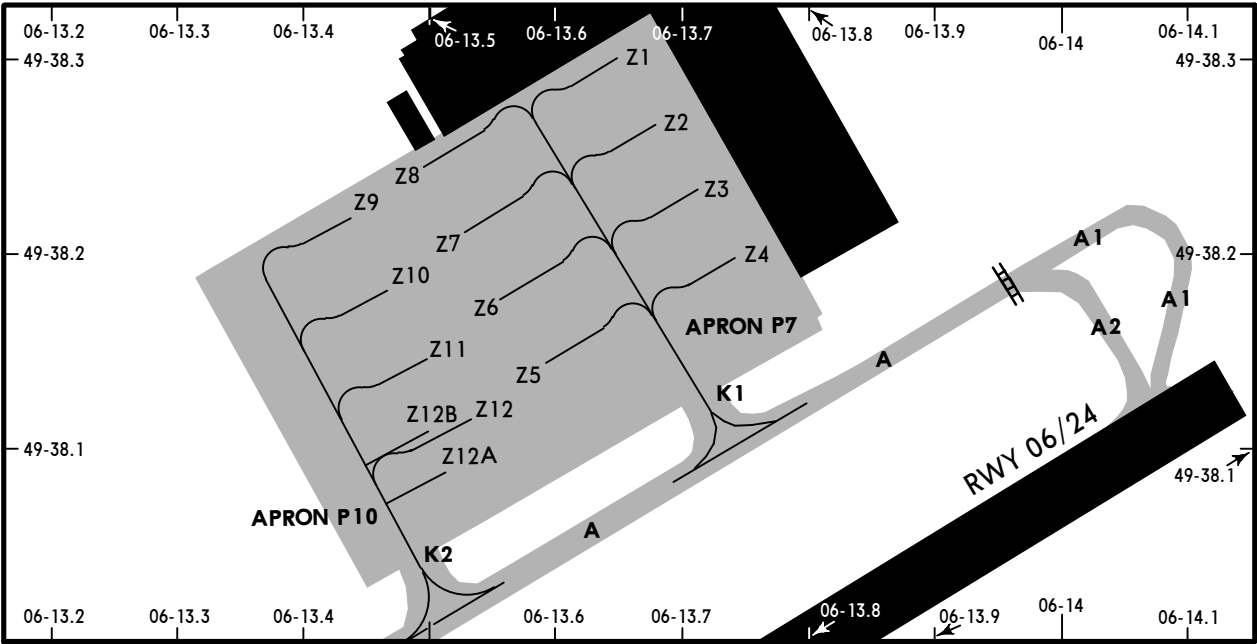


JEPPESEN LUXEMBOURG, LUXEMBOURG

16 OCT 20

10-9B

LUXEMBOURG



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A2	N49 38.1 E006 13.1	G51A thru G52B	N49 37.8 E006 12.5
A4	N49 38.0 E006 13.1	V10 thru V13	N49 37.9 E006 12.9
A6 thru A10	N49 38.0 E006 13.0	V27, V29	N49 37.9 E006 13.0
A12, A14	N49 38.0 E006 12.9	V30	N49 38.0 E006 13.0
B1, B2	N49 38.0 E006 12.8	V31	N49 37.9 E006 13.0
B3 thru B5	N49 37.9 E006 12.8	V32, V34	N49 37.9 E006 13.1
B6	N49 37.9 E006 12.9	V41	N49 38.0 E006 13.1
B7	N49 37.9 E006 12.8	V43 thru V43B	N49 38.0 E006 13.2
B8	N49 37.9 E006 12.9	Z1, Z2	N49 38.3 E006 13.7
B9	N49 37.9 E006 12.8	Z3	N49 38.2 E006 13.7
G01, G02	N49 37.8 E006 12.5	Z4	N49 38.2 E006 13.8
G03	N49 37.8 E006 12.6	Z5	N49 38.1 E006 13.6
G04, G05	N49 37.8 E006 12.7	Z6	N49 38.2 E006 13.6
G10A thru G10D	N49 37.8 E006 12.8	Z7 thru Z10	N49 38.2 E006 13.5
G11A	N49 37.8 E006 12.7	Z11	N49 38.1 E006 13.5
G11B	N49 37.8 E006 12.8	Z12	N49 38.1 E006 13.6
G12A	N49 37.8 E006 12.7	Z12A, Z12B	N49 38.1 E006 13.5
G12B	N49 37.9 E006 12.8		
G12C	N49 37.8 E006 12.7		
G12D	N49 37.8 E006 12.8		
G20A thru G22B	N49 37.8 E006 12.7		
G30A	N49 37.8 E006 12.6		
G30B	N49 37.8 E006 12.7		
G31A thru G42B	N49 37.8 E006 12.6		
G50A, G50B	N49 37.7 E006 12.5		

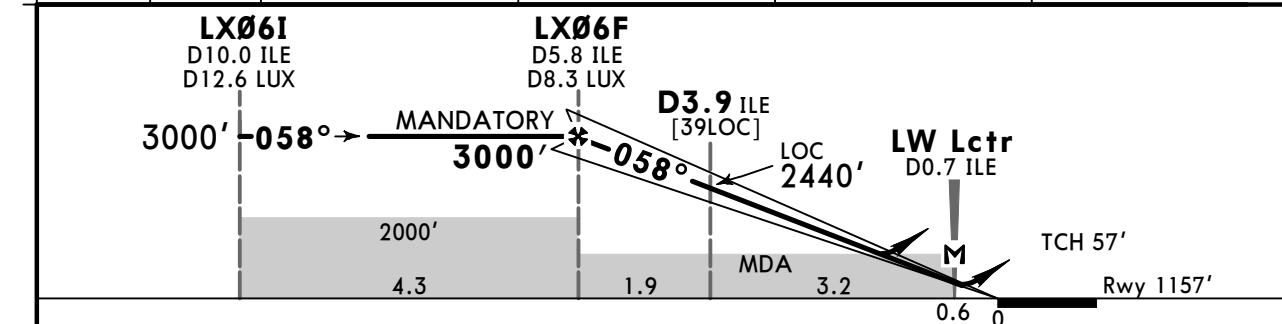
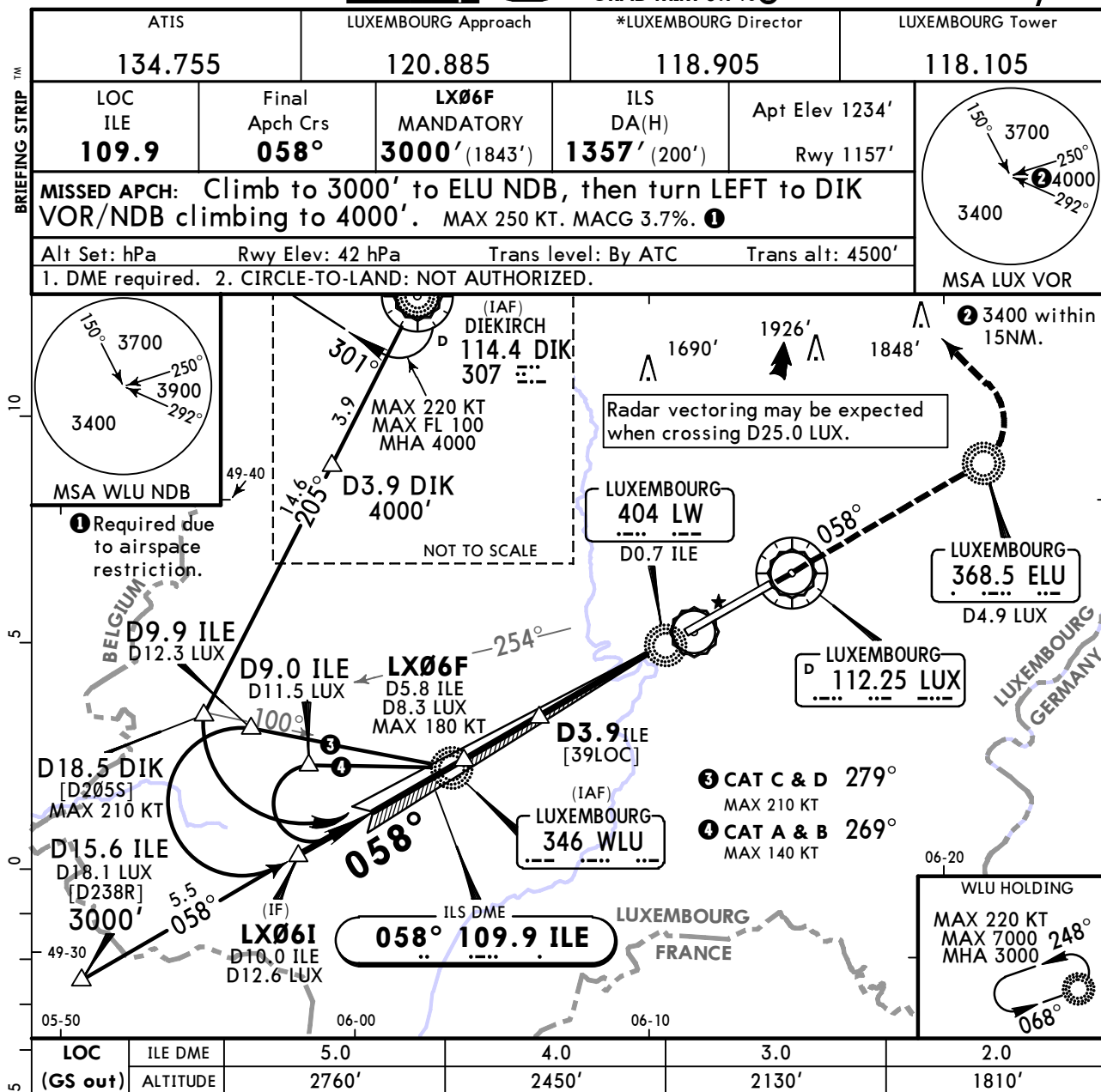
ELLX/LUX
LUXEMBOURG

4 SEP 20
Eff 10 Sep

11-1

MISSED APCH CLIMB
GRAD MIM 3.7% ①

ILS or LOC Rwy 06



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	250 KT	3000'	ELU
ILS GS	3.00°	372	478	531	637	743	PAPI	MAX	↑	368.5
LOC Descent Angle	3.06°	379	487	541	650	758				
MAP at LW Lctr/D0.7 ILE										

Standard				STRAIGHT-IN LANDING RWY 06		LOC (GS out)	
ILS				FULL		CDFA	
DA(H)				1357' (200')		1500' (343')	
				ALS out		ALS out	
A							
B							
C	RVR 600m ①			RVR 1200m		RVR 900m	
D						RVR 1200m	

① RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: IF. FAF ident.

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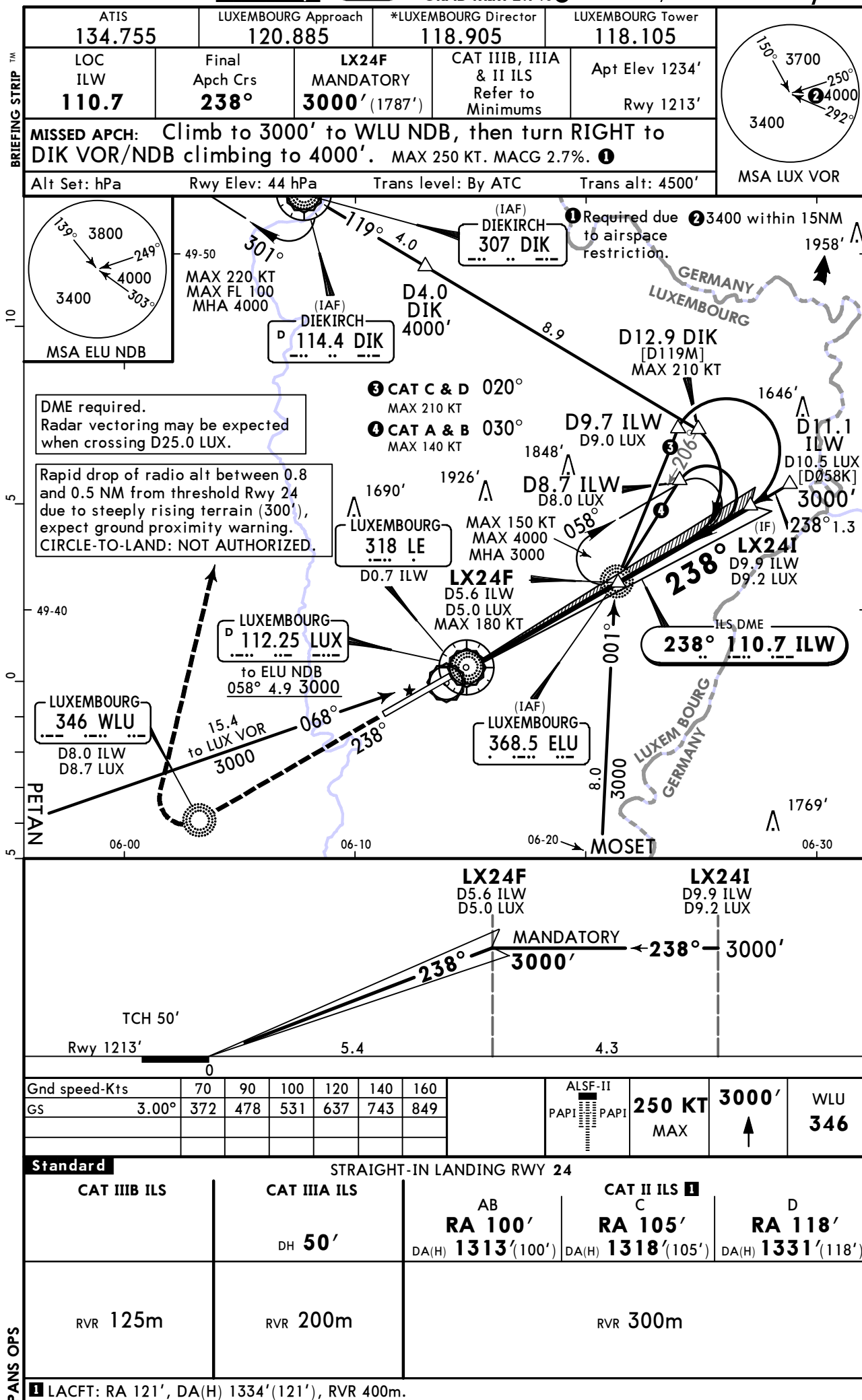
ELLX/LUX
LUXEMBOURG

4 SEP 20
Eff 10 Sep

JEPPESSEN
11-2A

MISSED APCH CLIMB
GRAD MIM 2.7%

LUXEMBOURG, LUXEMBOURG
CAT II/III ILS Rwy 24

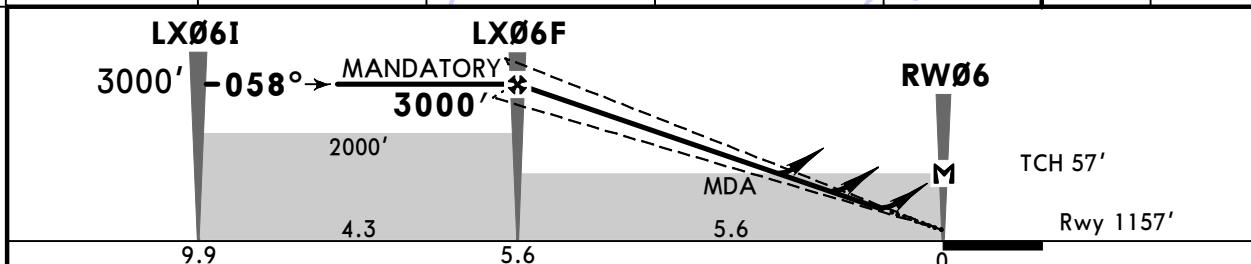
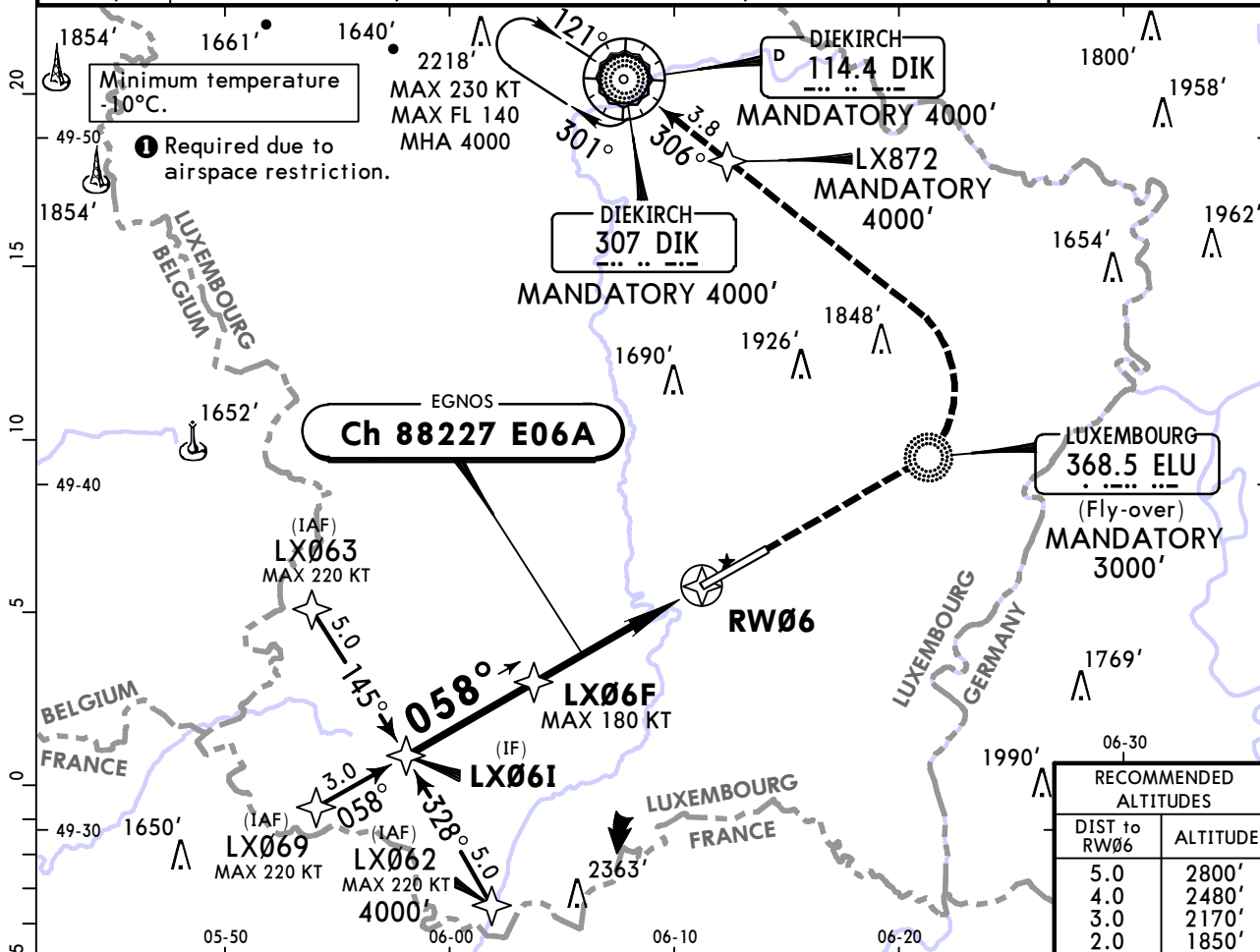


ELLX/LUX
LUXEMBOURG

JEPPESSEN
11 SEP 20 **(12-1)**

LUXEMBOURG, LUXEMBOURG
MISSED APCH CLIMB
GRAD MIM 3.7% **①**
RNP Rwy 06

ATIS	LUXEMBOURG Approach	*LUXEMBOURG Director	LUXEMBOURG Tower
134.755	120.885	118.905	118.105
EGNOS Ch 88227 E06A	Final Apch Crs 058°	LX06F MANDATORY 3000' (1843')	LPV CAT I DA(H) 1357' (200') Apt Elev 1234' Rwy 1157'
MISSED APCH: Climb to 3000' to ELU NDB, then turn LEFT to LX872 climbing to 4000'. DIK VOR/NDB next. MAX 250 KT. MACG 3.7%. ① MISSED APCH WITH COMM FAILURE: Climb on rwy heading to 3000', then turn LEFT to DIK VOR/NDB climbing to 4000'. Initial heading 300° until DIK VOR is avbl on FMS.			
RNP Apch.	Alt Set: hPa	Rwy Elev: 42 hPa	Trans level: By ATC Trans alt: 4500'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RWY06						

Standard		STRAIGHT-IN LANDING RWY 06			
LPV CAT I		LNAV/VNAV		LNAV CDFA	
DA(H) 1357' (200')		A: 1443' (286') C: 1475' (318') B: 1447' (290') D: 1487' (330')		DA/MDA(H) 1620' (463')	
ALS out		ALS out		ALS out	
A					
B	RVR 550m ①	RVR 1200m	RVR 750m	RVR 1400m	RVR 1500m
C					
D			RVR 800m	RVR 1500m	RVR 2200m

① RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

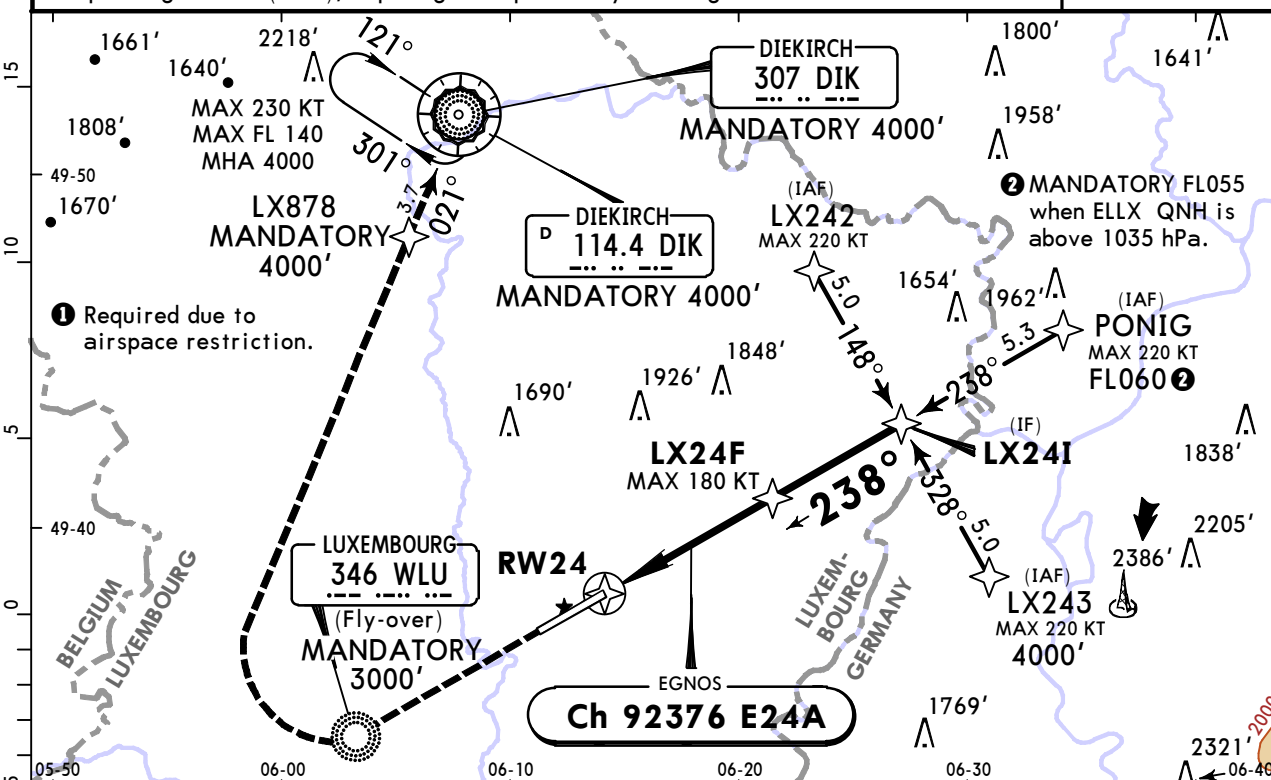
CHANGES: None.

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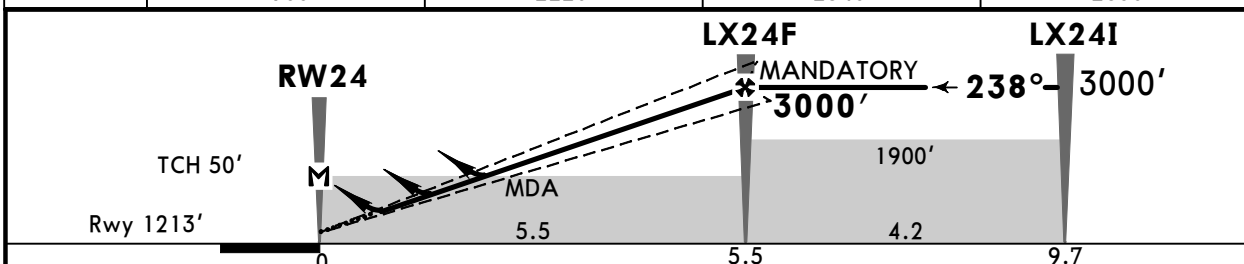
ELLX/LUX
LUXEMBOURG

11 SEP 20
(12-2)
JEPPESSEN
LUXEMBOURG
MISSED APCH CLIMB
GRAD MIM 2.7% ①
LUXEMBOURG
RNP Rwy 24

ATIS	LUXEMBOURG Approach	*LUXEMBOURG Director	LUXEMBOURG Tower
134.755	120.885	118.905	118.105
EGNOS Ch 92376 E24A	Final Apch Crs 238°	LX24F MANDATORY 3000' (1787')	LPV CAT I DA(H) Refer to Minimums Apt Elev 1234' Rwy 1213'
MISSED APCH: Climb to 3000' to WLU NDB, then turn RIGHT to LX878 climbing to 4000'. DIK VOR/NDB next. MAX 250 KT. MACG 2.7%. ① MISSED APCH WITH COMM FAILURE: Climb on rwy heading to 3000', then turn RIGHT to DIK VOR/NDB climbing to 4000'. Initial heading 020° until DIK VOR is avbl on FMS.			
RNP Apch.	Alt Set: hPa	Rwy Elev: 44 hPa	Trans level: By ATC Trans alt: 4500'
1. Minimum temperature -10°C. 2. Penetration of the VSS due to trees on both sides of RWY. 3. Rapid drop of radio altimeter between 0.8 NM and 0.5 NM from THR due to steep rising terrain (300'), expect ground proximity warning.			



DIST to RW24	2.0	3.0	4.0	5.0
ALTITUDE	1900'	2220'	2540'	2860'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW24						

STRAIGHT-IN LANDING RWY 24						
LPV CAT I ①			LNAV/VNAV		LNAV	
DA(H) ABC: 1413' (200') D: 1414' (201')			DA(H) A: 1582' (369') C: 1593' (380') B: 1588' (375') D: 1599' (386')		CDFA DA/MDA(H) 1650' (437')	
TDZ or CL out			ALS out		ALS out	
A						
B	RVR 550m	RVR 550m ②	RVR 1200m	RVR 1000m	RVR 1500m	RVR 1500m
C					RVR 1700m	
D				RVR 1100m	RVR 1800m	RVR 2000m

① LACFT: DA(H) 1417' (204'). ② RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Altitude at PONIG.

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ELLX/LUX
LUXEMBOURG
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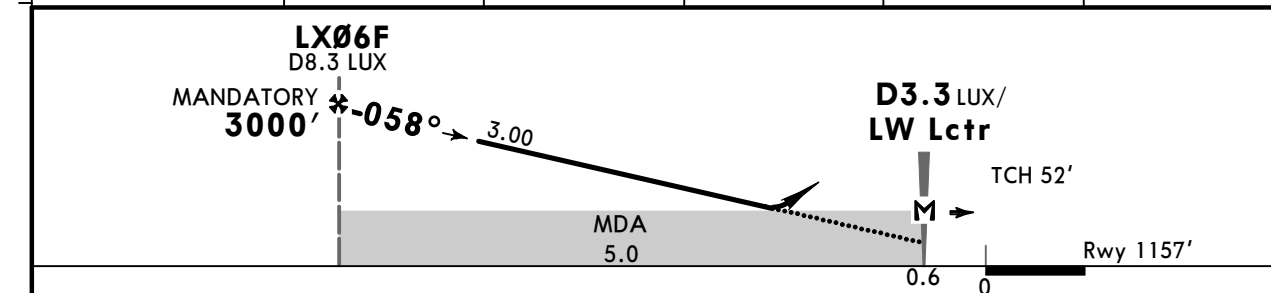
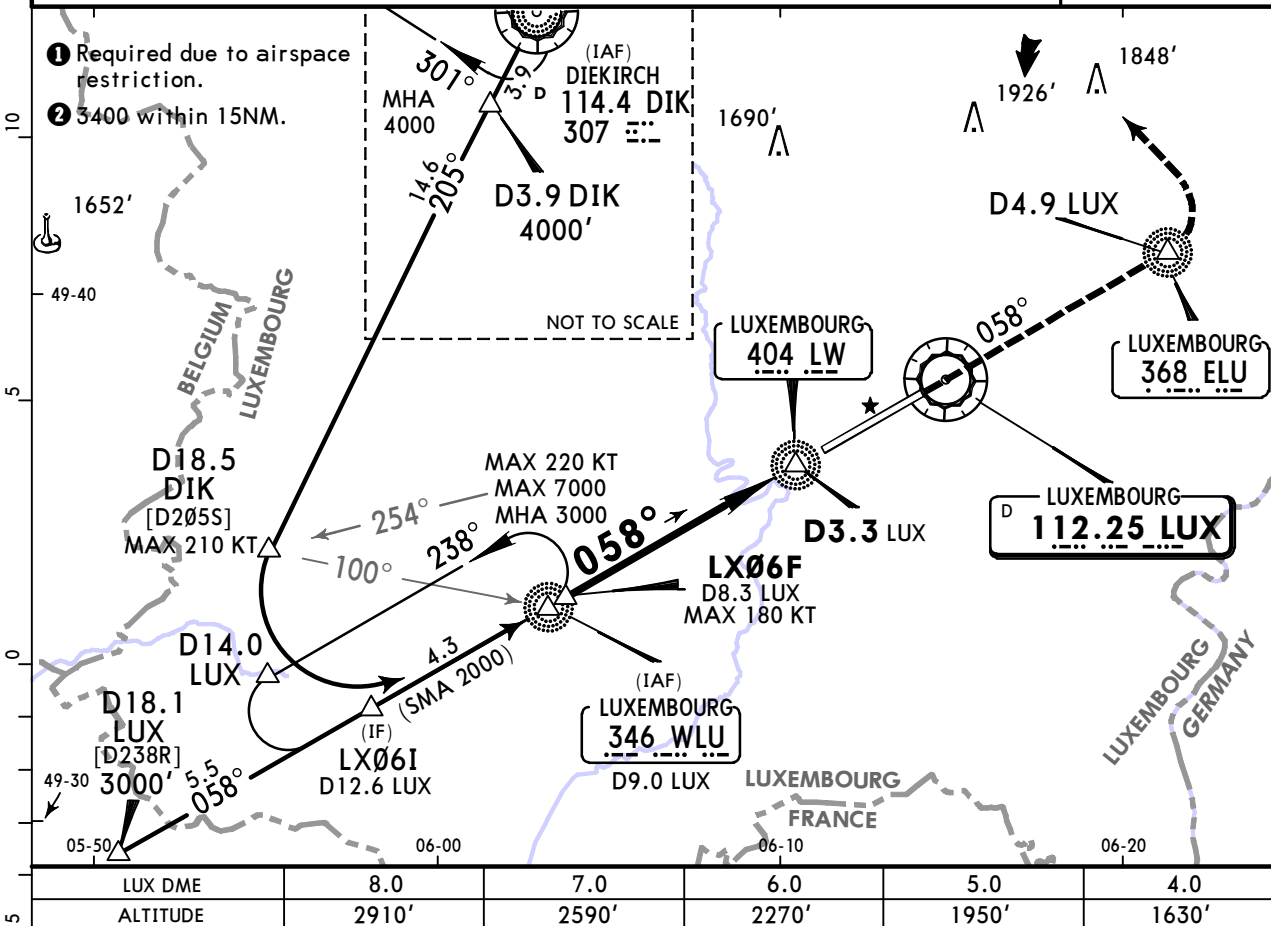
4 SEP 20

(13-1)

Eff 10 Sep

LUXEMBOURG
LUXEMBOURG
MISSED APCH CLIMB
GRAD MIM 2.9%
LUXEMBOURG
VOR Rwy 06

ATIS	LUXEMBOURG Approach	*LUXEMBOURG Director	LUXEMBOURG Tower
134.755	120.885	118.905	118.105
VOR LUX 112.25	Final Apch Crs 058°	LX06F MANDATORY 3000' (1843')	DA/MDA(H) 1600' (443')
		Apt Elev 1234'	Rwy 1157'
MISSED APCH: Climb to 3000' to D4.9/R-058 LUX, then turn LEFT to DIK VOR/NDB climbing to 4000'. MAX 250 KT.			
Alt Set: hPa	Rwy Elev: 42 hPa	Trans level: By ATC	Trans alt: 4500'
1. DME required. 2. CIRCLE-TO-LAND: NOT AUTHORIZED. 3. Radar vectoring may be expected when crossing D25.0 LUX.			
			MSA LUX VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	250 KT	3000'	LUX
Descent Angle	3.00°	372	478	531	637	743	PAPI	MAX	↑	D4.9/R-058
MAP at D3.3 LUX/LW Lctr										

Standard										
STRAIGHT-IN LANDING RWY 06										
Missed apch climb gradient mim 2.9%										
CDFA										
DA/MDA(H) 1600' (443')										
ALS out										
A						RVR 1500m				
B	RVR 1400m									
C						RVR 2100m				
D	RVR 1600m									

CHANGES: IF. FAF ident.

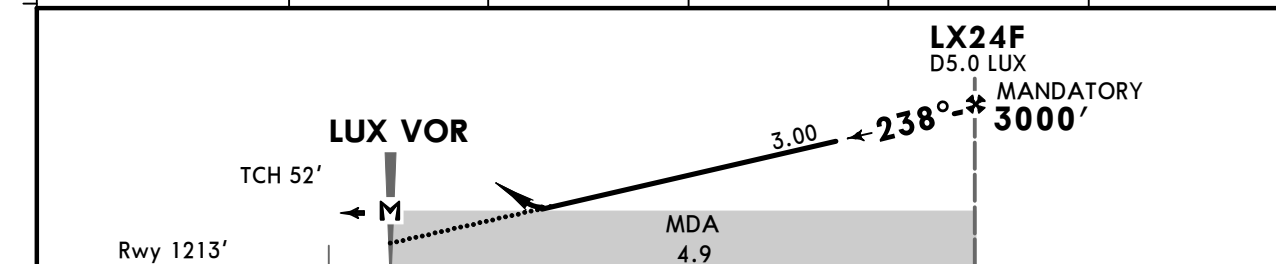
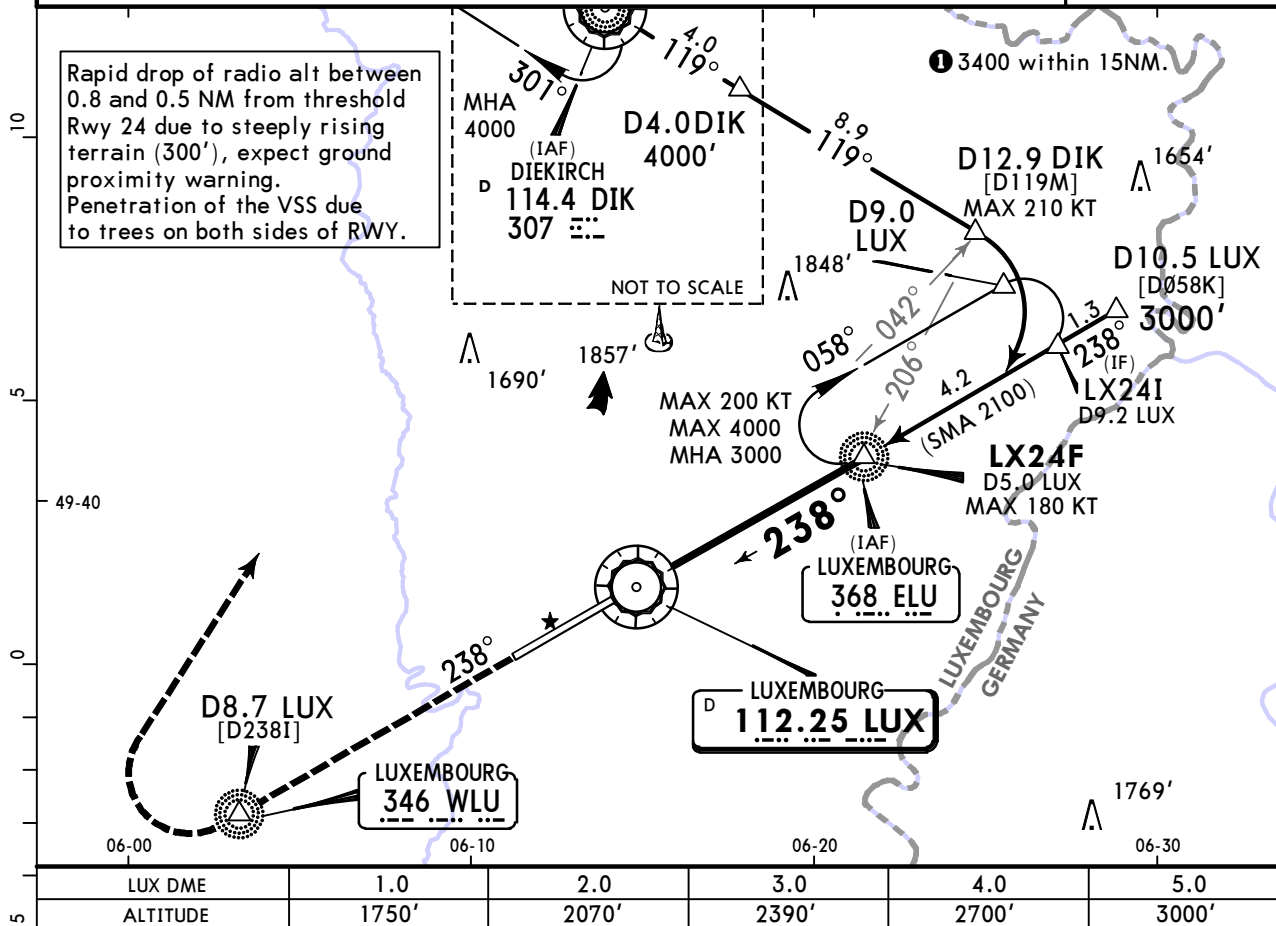
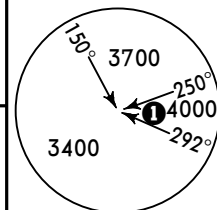
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ELLX/LUX
LUXEMBOURG

JEPPesen
4 SEP 20 **13-2** Eff 10 Sep

LUXEMBOURG, LUXEMBOURG
VOR Rwy 24

ATIS	LUXEMBOURG Approach	*LUXEMBOURG Director	LUXEMBOURG Tower
134.755	120.885	118.905	118.105
VOR LUX 112.25	Final Apch Crs 238°	LX24F MANDATORY 3000' (1787')	DA/MDA(H) 1600' (387')
		Apt Elev 1234'	Rwy 1213'
MISSED APCH: Climb to 3000' to D8.7/R-238 LUX, then turn RIGHT to DIK VOR/NDB climbing to 4000'. MAX 250 KT.			
Alt Set: hPa	Rwy Elev: 44 hPa	Trans level: By ATC	Trans alt: 4500'
1. DME required. 2. CIRCLE-TO-LAND: NOT AUTHORIZED.			



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	250 KT	3000'	LUX
Descent Angle	3.00°	372	478	531	637	743	PAPI	MAX	↑	D8.7/ R-238
MAP at LUX VOR										

Standard STRAIGHT-IN LANDING RWY 24

CDFA	DA/MDA(H) 1600' (387')	ALS out
------	-------------------------------	---------

A	RVR 1200m	RVR 1500m
B		
C		
D	RVR 1600m	RVR 1800m

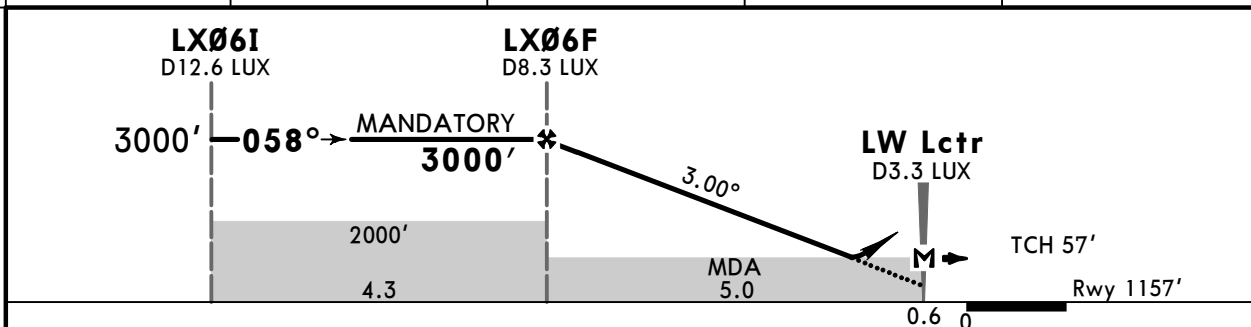
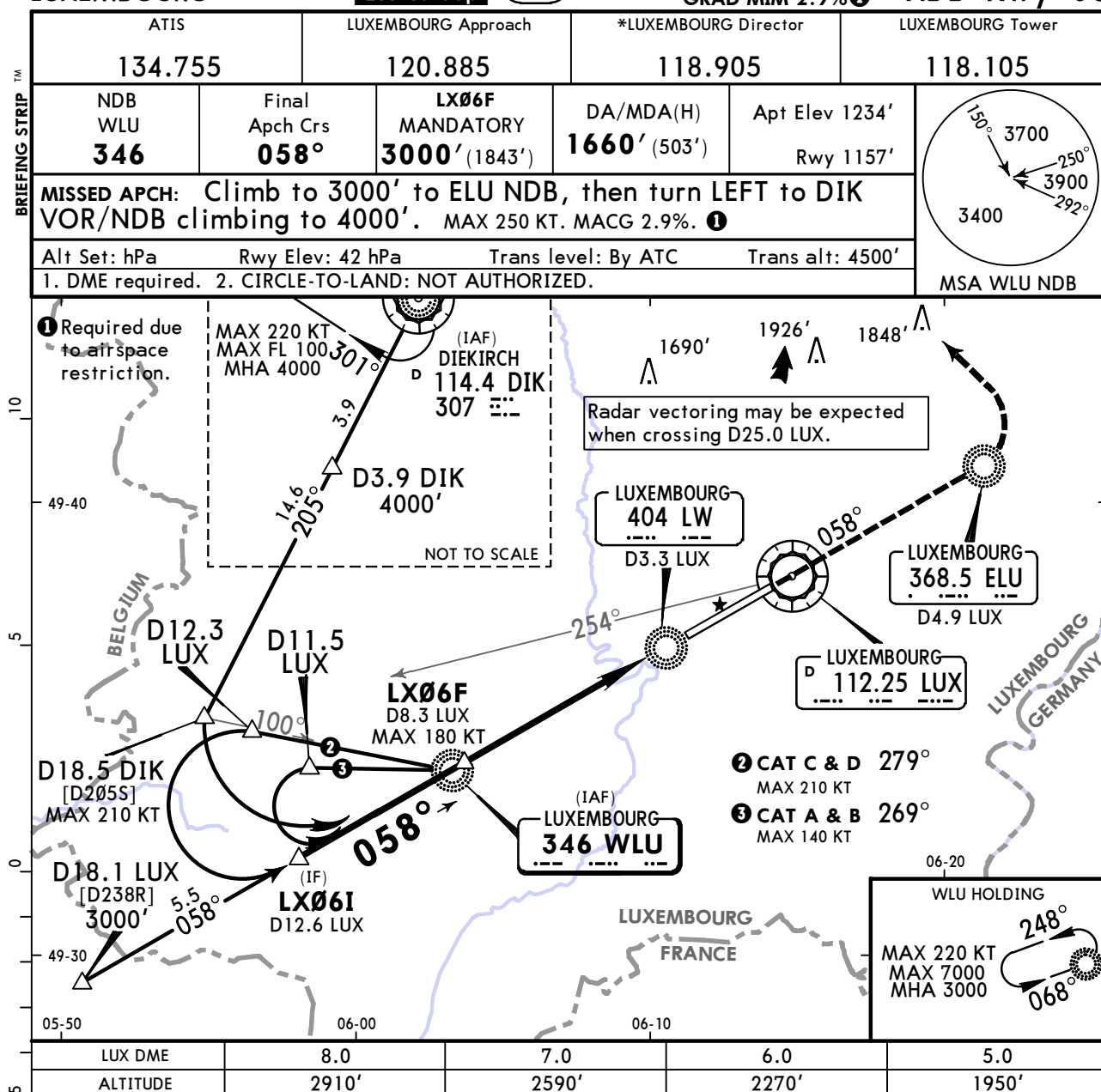
ELLX/LUX
LUXEMBOURG

4 SEP 20
Eff 10 Sep

(16-1)

JEPPESEN LUXEMBOURG
MISSED APCH CLIMB
GRAD MIM 2.9% ①

LUXEMBOURG
NDB Rwy 06



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	250 KT	3000'	ELU
Descent Angle 3.00°	372	478	531	637	743	849	PAPI PAPI	MAX	↑	368.5
MAP at LW Lctr/D3.3 LUX										

Standard STRAIGHT-IN LANDING RWY 06

CDFA
DA/MDA(H) **1660'** (503')

ALS out

A	RVR 1500m	
B		
C	RVR 1600m	RVR 2400m
D		

CHANGES: IF. FAF ident.

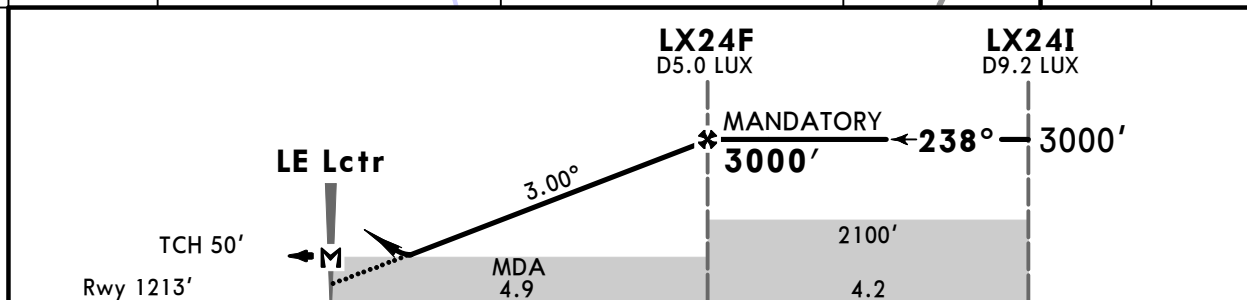
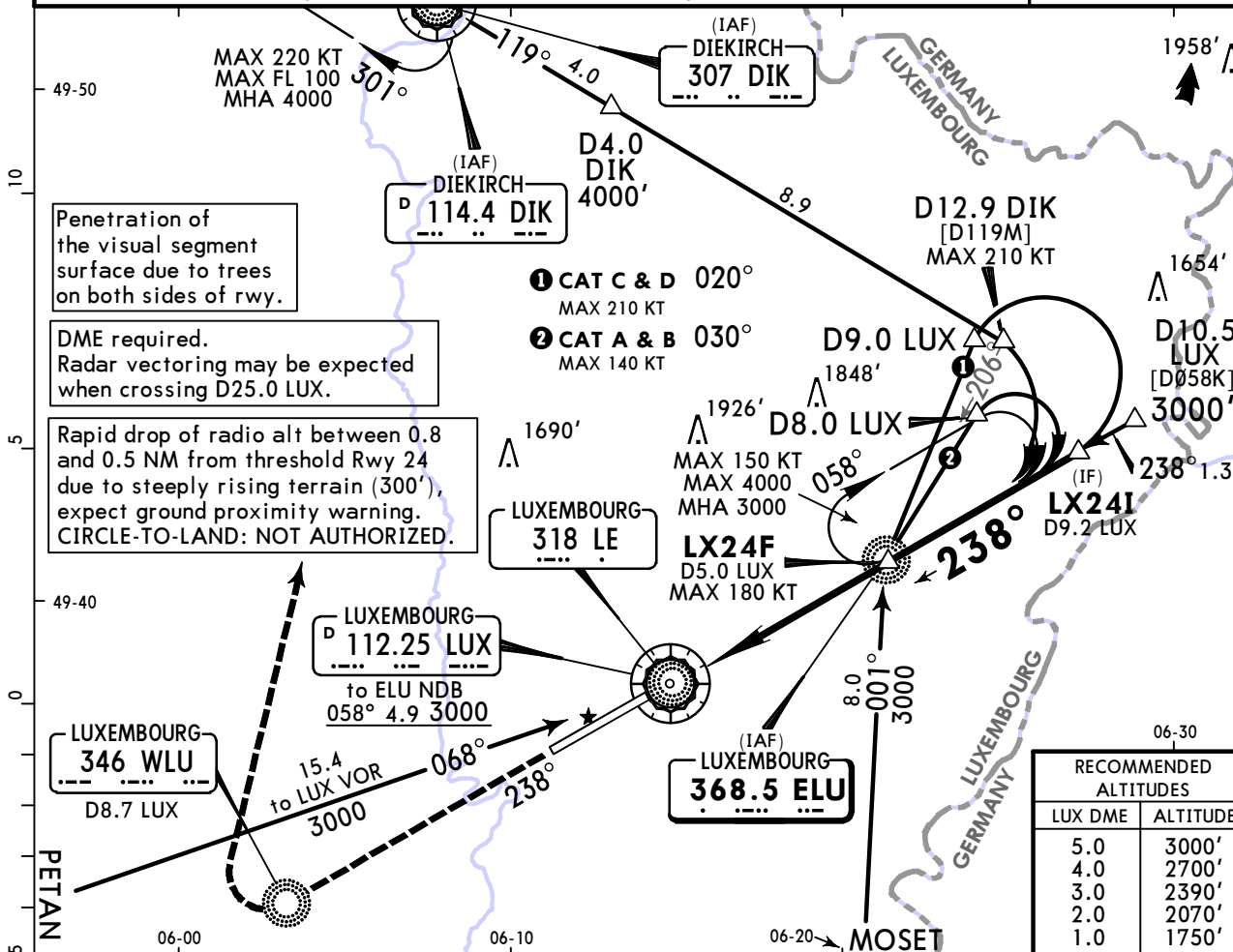
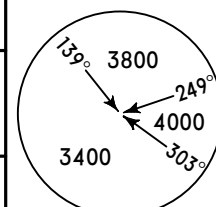
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ELLX/LUX
LUXEMBOURG

JEPPESSEN 4 SEP 20 **16-2** Eff 10 Sep

LUXEMBOURG, LUXEMBOURG
NDB Rwy 24

ATIS 134.755	LUXEMBOURG Approach 120.885	*LUXEMBOURG Director 118.905	LUXEMBOURG Tower 118.105
NDB ELU 368.5	Final Apch Crs 238°	LX24F MANDATORY 3000' (1787')	DA/MDA(H) 1680' (467')
MISSED APCH: Climb to 3000' to WLU NDB, then turn RIGHT to DIK VOR/NDB climbing to 4000'. MAX 250 KT.			Apt Elev 1234' Rwy 1213'
Alt Set: hPa	Rwy Elev: 44 hPa	Trans level: By ATC	Trans alt: 4500'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI	250 KT MAX	3000'	WLU 346
Descent Angle	3.00°	372	478	531	637	743				
MAP at LE Lctr										

Standard STRAIGHT-IN LANDING RWY 24

CDFA DA/MDA(H) 1680' (467')	ALS out
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A	RVR 1500m	RVR 1500m
B		
C		
D	RVR 1600m	RVR 2200m

CHANGES: IF. FAF ident.

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Chart changes since cycle 21-2020

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
LUXEMBOURG, (LUXEMBOURG - ELLX)				
DEL	AKELU, EXCOS, IRTON & VAV...	10-2K	23 Oct 2020	05 Nov 2020
ADD	AKELU, EXCOS, IRTON & VAV...	10-2K	23 Oct 2020	05 Nov 2020
DEL	DIK, KOMOB, OXCAM & RITAX...	10-2L	23 Oct 2020	05 Nov 2020
ADD	DIK, KOMOB, OXCAM & RITAX...	10-2L	23 Oct 2020	05 Nov 2020
DEL	DIK & OXCAM 1Q RNAV TRANS	10-2M	23 Oct 2020	05 Nov 2020
ADD	DIK & OXCAM 2Q RNAV TRANS	10-2M	23 Oct 2020	05 Nov 2020
DEL	DIK, EXCOS, OXCAM & PONIG...	10-2N	23 Oct 2020	05 Nov 2020
ADD	DIK, EXCOS, OXCAM & PONIG...	10-2N	23 Oct 2020	05 Nov 2020
DEL	IRTON & VAVOT 1N & 1S RNA...	10-2P	23 Oct 2020	05 Nov 2020
ADD	IRTON & VAVOT 2N & 2S RNA...	10-2P	23 Oct 2020	05 Nov 2020

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ELLX