## GENERAL

### Operational Hours

**ATS Hours:** H24

**AD ADMIN Hours:** MON-FRI 0800-1600‡

AD is CLSD to TFC from 2200-0500‡, except for government flights, SAR flights, humanitarian flights, hospital flights, distress flights and delayed scheduled flights.

### Airport Information

**RFF:** CAT 9
**PCN:** RWY 06/24: 65/F/A/W/T

### Operation

**Traffic Note**
AD AVBL for ACFT with wingspan above 65m / 213ft with special permission only.
ACFT Code F OPS: B747-8F authorized to operate at ELLX, others are subject to special permission.

**Transponder Operation**
Select assigned transponder Mode A and activate Mode S, set to AUTO if technically AVBL;
- from push-back or taxi, whichever comes earlier.
- after LDG, continously until fully parked on stand.
- after parking set transponder Mode A2000 before OFF / STBY.

Select ACFT identification feature if AVBL, before activating transponder.
ACFT taxiing between stands shall activate Mode S and code 2000.
Any ground surveillance derived information from ATC to be considered as advice only.

**Low Visibility Procedures (LVP)**
When RVR equal or below 800m and/or ceiling is equal or below 200ft.

During LVP, arriving ACFT are typically vectored to intercept ILS at 10NM final. Due to airspace limitations arriving ACFT may be vectored to be established at 8NM final latest. ACFT requiring a line-up longer than 8NM must inform ATC.

Arrival RWY 24
TWY D2, E, F: preferably to be used when vacating RWY 24.
TWY B4, G, H: If planned to use, advise ATC as soon as possible.
TWY C, D1: Only usable on ATC instructions.
TWY A1, A2, I: Not usable.

TWY I and H are not equipped with CLL.

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

Report when RWY and TWY vacated and when approaching any CAT II/III HLDG point.

Guided TKOF must be REQ upon start-up, otherwise there is no ILS protection for DEP.

DEP ACFT use HLDG PSN on TWY A. Be ready for DEP at the CAT II/III HLDG point.

**Minimum Runway Occupancy Time (MROT):**
Ensure standard MROT procedures.

DEP ACFT: Taxi as close as possible to the HLDG PSN and be ready for DEP upon reaching it.

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## GENERAL

**Taxi/Parking**

After LDG RWY 06, ACFT vacating via TWY E or D1 shall await onward CLR before entering TWY B1.
For DEP RWY 24, use TWY A2. Other TWYs AVBL O/R.
Enter APN P1, P2 and P7 with follow-me only.
Exit Apron P1 and P2 behind follow-me when markings are not visible.

Exit from APN P6 is not allowed via sliding gate opposite TWY G unless otherwise instructed by ATC.

**Engine Run-up Areas**

ENG run-up are only allowed for ACFT meeting the standard of ICAO Annex 16, VOL 1, Chapter 3.
ENG test runs are permitted from MON-FRI between 0600-2000‡ and on SAT between 0700-1900‡.
ENG test on public HOL and during LVP are prohibited.
ENG run-up must be performed on TWY I and ACFT must normally be positioned on a HDG between 240° clockwise trough 060° and additionally in a way that blasting along TWY I CL towards RWY 06/24 is avoided.

### Warning

No ATC on APN, only INFO and alerting service AVBL.

## ARRIVAL

### Speed

MAX IAS 250KT when crossing D25 LUX or below FL100.
MAX IAS 180KT at FAF/FAP.

### Communication

**COM Failure**

Proceed to DIK VOR/DME at last assigned and acknowledged FL or, if assigned a LVL below 4000ft whilst receiving RAD vectors to intercept an IAP, climb immediately 4000ft.
At last received and acknowledged EAT or, in the absence of an EAT, at FPL ETA, descend to 4000ft QNH in the DIK VOR/DME holding pattern.
Descend to initial APCH ALT to carry out a standard IAP according IAC.
ACFT equipped with an onboard telephone/cellphone, dial +352 4798 2401 0 or +352 4798 2401 1 and mention last RTF channel used.

### Arrival Procedure

**Continuous Descent Operations (CDO)**

CDO AVBL at ATC discretion only.
When CDO can be approved, ATC will provide clearance to proceed on a CDO via one or more of the following WPTs: IRTON, CONDO, SARBU, STINO, DUDAN, LAKAL, BREDI and PONIG.
After passing either CONDO or SARBU (for RWY 24), respectively STINO or DUDAN (for RWY 06), ACFT is expected to turn inbound FAF and intercept the ILS.
Descent clearance to 3000ft is included in the ILS clearance.

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**ARRIVAL**

Following restrictions apply:

| RWY | Route | Restriction |
|---|---|---|
| 06 | MMD-IRTON-WLU | MNM FL80 abeam IRTON |
| | SORAL-AKELU-BREDI-DUDAN | MNM FL80 2NM north of AKELU<br>MNM 4000ft above DUDAN |
| 24 | MMD-IRTON-CONDO | MNM FL80 abeam IRTON |
| | SORAL-AKELU-SARBU | MNM FL80 2NM north of AKELU |

**VFR Traffic Pattern:** RWY 06 right-hand circuit.

**Visual APCH**
ACFT performing visual APCH shall intercept the final APCH leg not earlier than 6NM from the threshold.

**Reverse:** When LDG, reverse thrust other than idle thrust shall only be used for safety reasons.

**Radar vectoring**
Radar vectoring with ALT/levels below MNM sector ALT or ARR level may be expected.
Obstacle clearance of at least 1000ft is assured.

**Noise Abatement Procedures**
ACFT performing LOC/DME APCH on RWY 06 shall cross D2 ILE at 1810ft MNM.

**Warning**

**APCH RWY 24**
Steep rising terrain between 0.8-0.5NM from THR. Depending on equipment, triggering of GPWS possible.

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## DEPARTURE

**Take-off Minima**

| RWY | | 24 | |
|---|---|---|---|
| All ACFT | ft - m/km | 0 - 125R | - |
| | | | |
| RWY | | 06 | |
| All ACFT | ft - m/km | 0 - 400R/400V | - |

### Speed

MAX IAS 250KT on initial turns.

### Communication

After TKOF contact immediately APP, climbing to 4000ft.

### Departure Procedure

**Departure Notes**
ACFT with WTC H are not allowed to use INT E and G for TKOF from RWY 06.
ACFT with WTC H are not allowed to use INT C for TKOF from RWY 24.

**DISKI**
AVBL for DEST EDDR, EDRZ, ETAR.
AVBL FRI 1700‡ - MON 0700‡; to join Q760 and Z729.

**Noise Abatement Procedure:**
Climb until 4000ft with most efficient noise abatement ACFT setting or with MAX climb gradient compatible with safety.

### ATC Slot, Clearance

**Start-up**
ATC DEP CLR AVBL after start-up request to ATC. Start-up / push-back to be performed without delay after start-up / push-back CLR delivered.

### De-Icing

AVBL H24.

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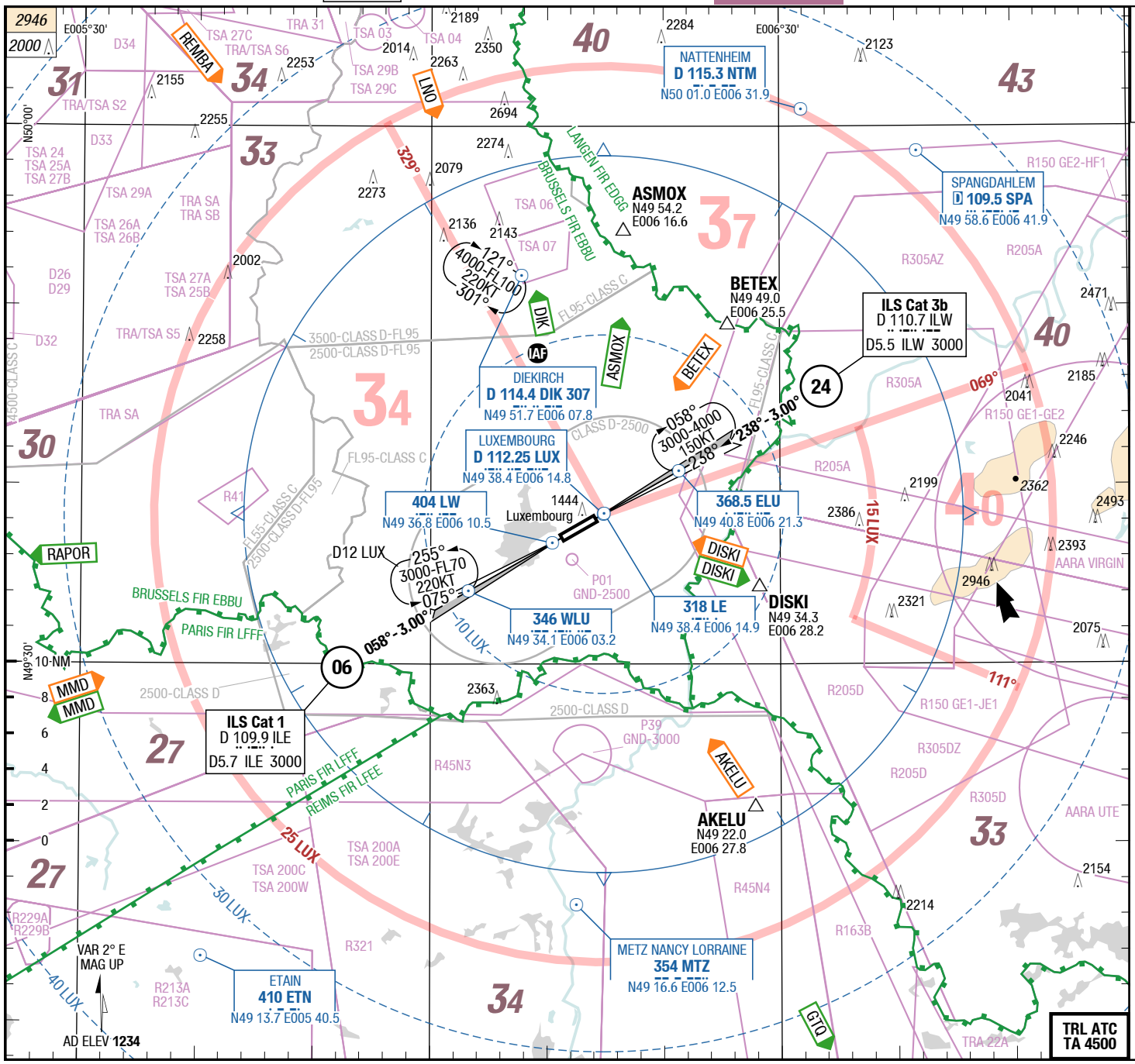
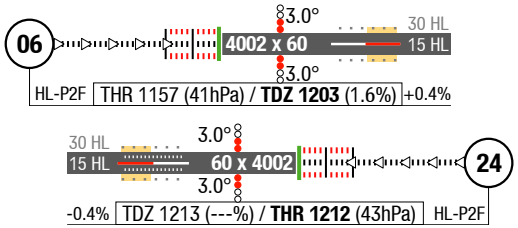



| | |
|---|---|
| ATIS | 134.750 |
| APP | 118.900<br>119.950 |
| TWR | 118.100<br>119.950 |

**Landing RWY system:**

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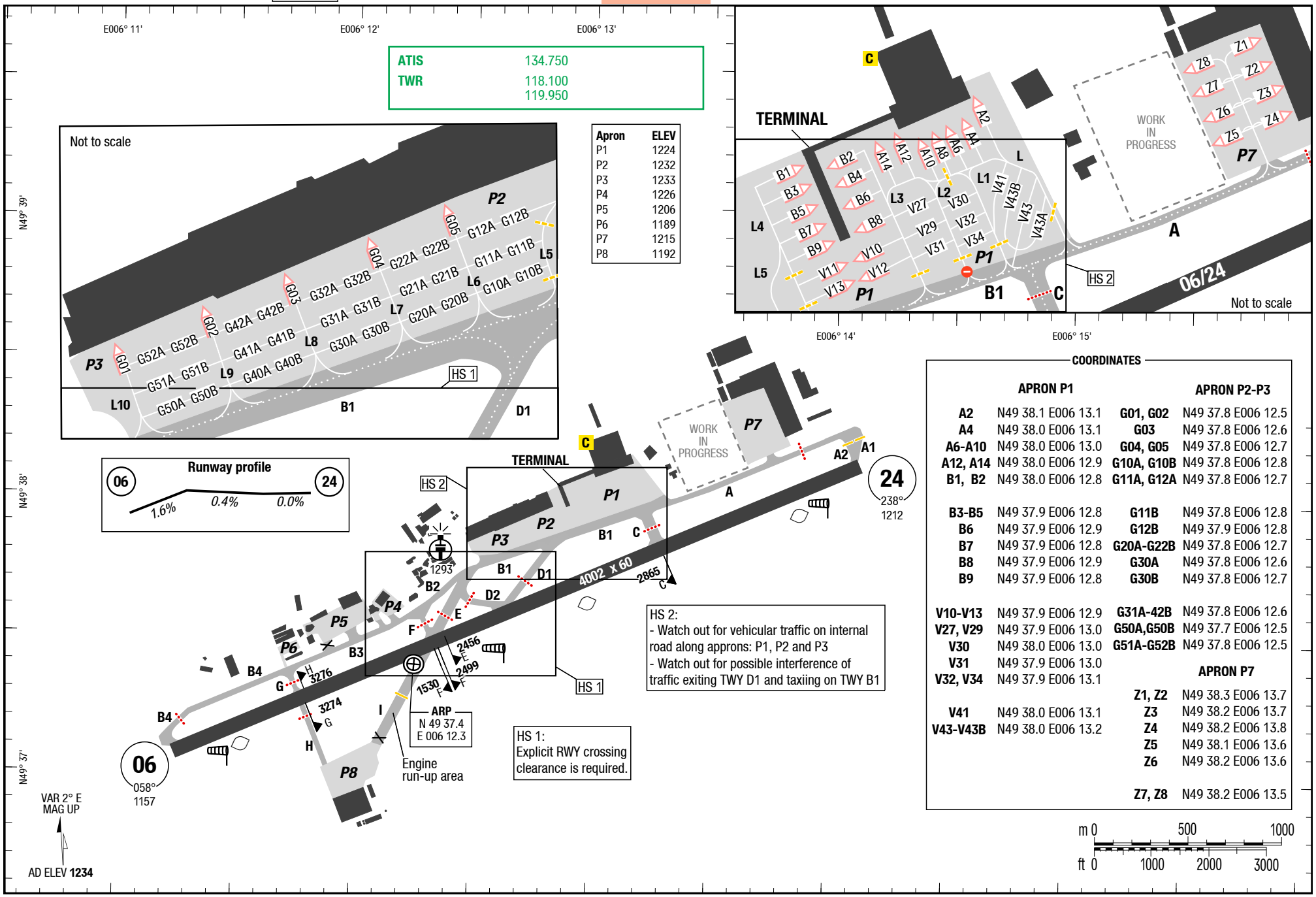
Changes: Nil

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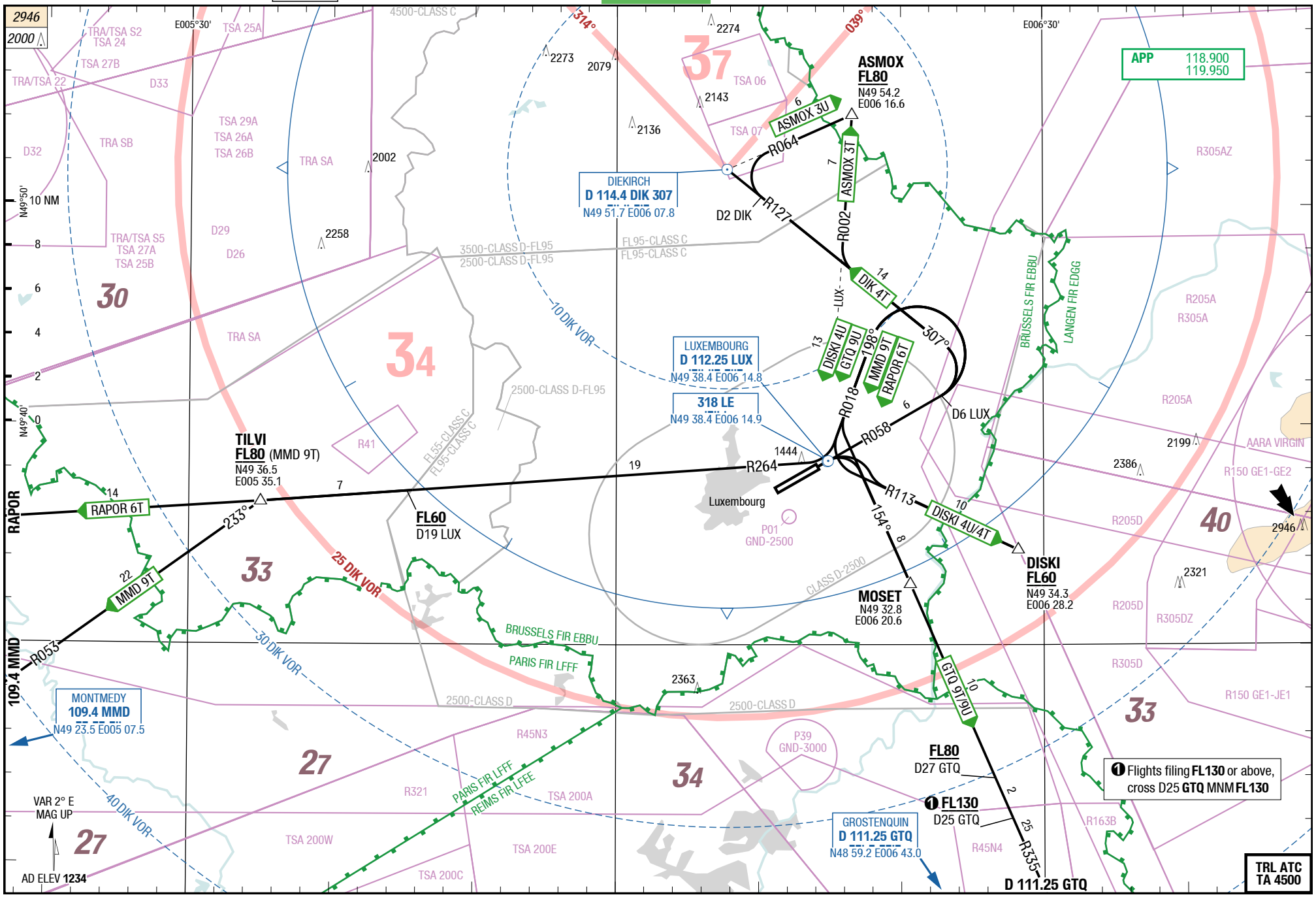
Changes: TWY , hot spots

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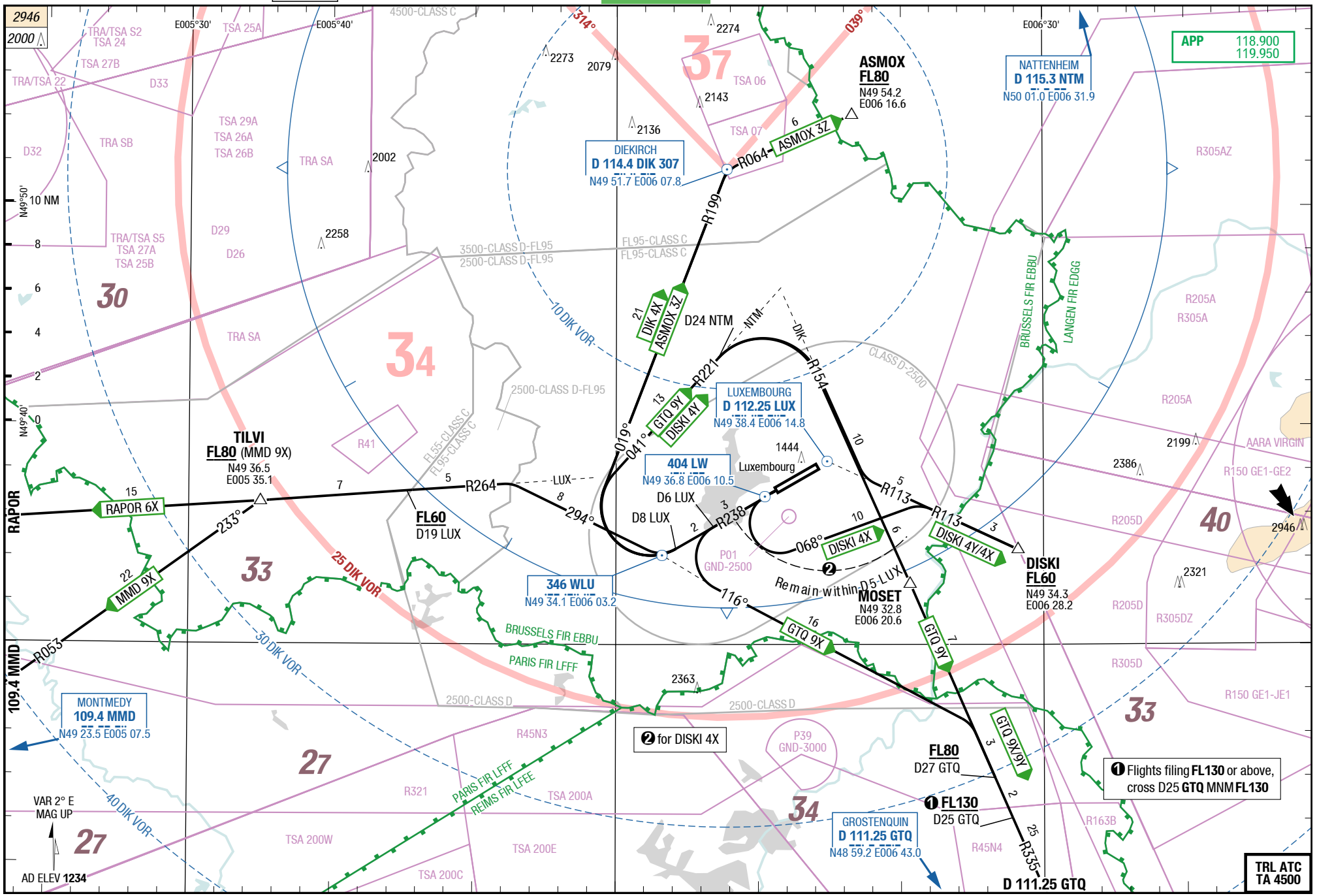
Changes: Nil

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Changes: PROC

**ASMOX 3T / ASMOX 3U / DIEKIRCH 4T / DISKI 4T / DISKI 4U / GROSTENQUIN 9T / GROSTENQUIN 9U / MONTMEDY 8T / RAPOR 6T**

RWY 06 (058°)

**After take-off, contact Luxembourg APP.**

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | **Runway 06** | |
| **ASMOX 3T**<br>**118.900** | R058 **LUX** - at D6 **LUX LT** intercept R127 **DIK** inbound - **RT** intercept R002 **LUX** to ASMOX | ASMOX MNM **FL80**<br>Initial climb **4000** |
| **ASMOX 3U**<br>**118.900** | R058 **LUX** - at D6 **LUX LT** intercept R127 **DIK** inbound - at D2 before **DIK RT** intercept R064 **DIK** to ASMOX | ASMOX MNM **FL80**<br>Initial climb **4000** |
| **DIEKIRCH 4T**<br>**DIK 4T**<br>**118.900** | R058 **LUX** - at D6 **LUX LT** intercept R127 **DIK** to **DIK** | Initial climb **4000** |
| **DISKI 4T**<br>**118.900** | R058 **LUX** - crossing **LE RT** intercept R113 **LUX** to DISKI | DISKI MNM **FL60**<br>Initial climb **4000** |
| **DISKI 4U**<br>**118.900** | R058 **LUX** - at D6 **LUX LT** intercept R018 **LUX** to **LUX** - R113 **LUX** to DISKI | DISKI MNM **FL60**<br>Initial climb **4000** |
| **GROSTENQUIN 9T**<br>**GTQ 9T**<br>**118.900**<br>① | R058 **LUX** - crossing **LE RT** intercept R335 **GTQ** to **GTQ** | D27 **GTQ** MNM **FL80**<br>Initial climb **4000** |
| **GROSTENQUIN 9U**<br>**GTQ 9U**<br>**118.900**<br>① | R058 **LUX** - at D6 **LUX LT** intercept R018 **LUX** inbound - **LT** intercept R335 **GTQ** to **GTQ** | D27 **GTQ** MNM **FL80**<br>Initial climb **4000** |
| **MONTMEDY 8T**<br>**MMD 9T**<br>**118.900** | R058 **LUX** - at D6 **LUX LT** intercept R018 **LUX** to **LUX -** R264 **LUX** to TILVI - **MMD** | D19 **LUX** MNM **FL60**<br>TILVI MNM **FL80**<br>Initial climb **4000** |
| **RAPOR 6T**<br>**118.900** | R058 **LUX** - at D6 **LUX LT** intercept R018 **LUX** to **LUX -** R264 **LUX** to TILVI - RAPOR | D19 **LUX** MNM **FL60**<br>Initial climb **4000** |

① Flights filing FL130 or above, cross D25 GTQ MNM FL130. If unable to comply, advise ATC.

Changes: Editorial

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**ASMOX 3Z / DIEKIRCH 4X / DISKI 4X / DISKI 4Y / GROSTENQUIN 9X / GROSTENQUIN 9Y / MONTMEDY 9X / RAPOR 6X**

RWY 24 (238°)

**After take-off, contact Luxembourg APP.**

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|---|---|---|---|---|---|---|---|
| 5.2% | ft/MIN | 700 | 800 | 1000 | 1200 | 1300 | 1500 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | **Runway 24** | |
| **ASMOX 3Z**<br>5.2%<br>**118.900** | R238 **LUX** - at D8 **LUX RT** intercept R199 **DIK** to **DIK** - R064 **DIK** to ASMOX | ASMOX MNM **FL80**<br>initial climb **4000** |
| **DIEKIRCH 4X**<br>**DIK 4X**<br>**118.900** | R238 **LUX** - at D8 **LUX RT** intercept R199 **DIK** to **DIK** | initial climb **4000** |
| **DISKI 4X**<br>5.2%<br>**118.900** | R238 **LUX** - crossing **LW LT** (within D5 **LUX**) - intercept as soon as possible R113 **LUX** to DISKI | DISKI MNM **FL60**<br>initial climb **4000** |
| **DISKI 4Y**<br>**118.900** | R238 **LUX** - at D8 **LUX RT** intercept R221 **NTM** inbound - at D24 **NTM RT** intercept R154 **DIK** - **LT** intercept R113 **LUX** to DISKI | DISKI MNM **FL60**<br>initial climb **4000** |
| **GROSTENQUIN 9X**<br>**GTQ 9X**<br>5.2%<br>**118.900**<br>① | R238 **LUX** - at D6 **LUX LT** intercept QDR 116 **WLU** - **RT** intercept R335 **GTQ** to **GTQ** | D27 **GTQ** MNM **FL80**<br>initial climb **4000** |
| **GROSTENQUIN 9Y**<br>**GTQ 9Y**<br>**118.900**<br>① | R238 **LUX** - at D8 **LUX RT** intercept R221 **NTM** inbound - at D24 **NTM RT** intercept R335 **GTQ** to **GTQ** | D27 **GTQ** MNM **FL80**<br>initial climb **4000** |
| **MONTMEDY 9X**<br>**MMD 9X**<br>**118.900** | R238 **LUX** - at D8 **LUX RT** intercept R264 **LUX** to TILVI - **MMD** | D19 **LUX** MNM **FL60**<br>TILVI MNM **FL80**<br>initial climb **4000** |
| **RAPOR 6X**<br>**118.900** | R238 **LUX** - at D8 **LUX RT** intercept R264 **LUX** to TILVI - RAPOR | D19 **LUX** MNM **FL60**<br>initial climb **4000** |

① Flights filing FL130 or above, cross D25 GTQ MNM FL130. If unable to comply, advise ATC.

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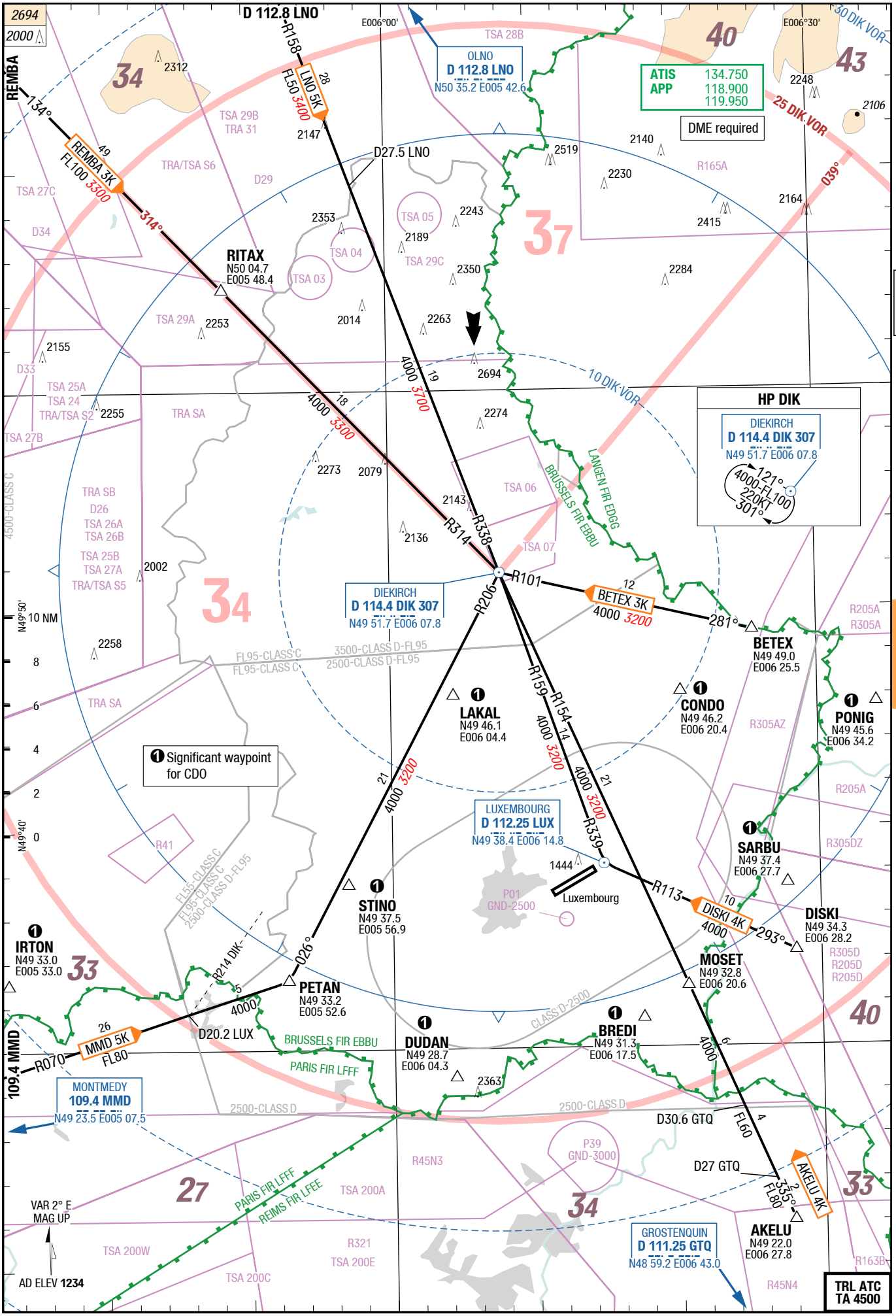
Changes: Track, MSA, VAR, SUAs, PROC renumbered

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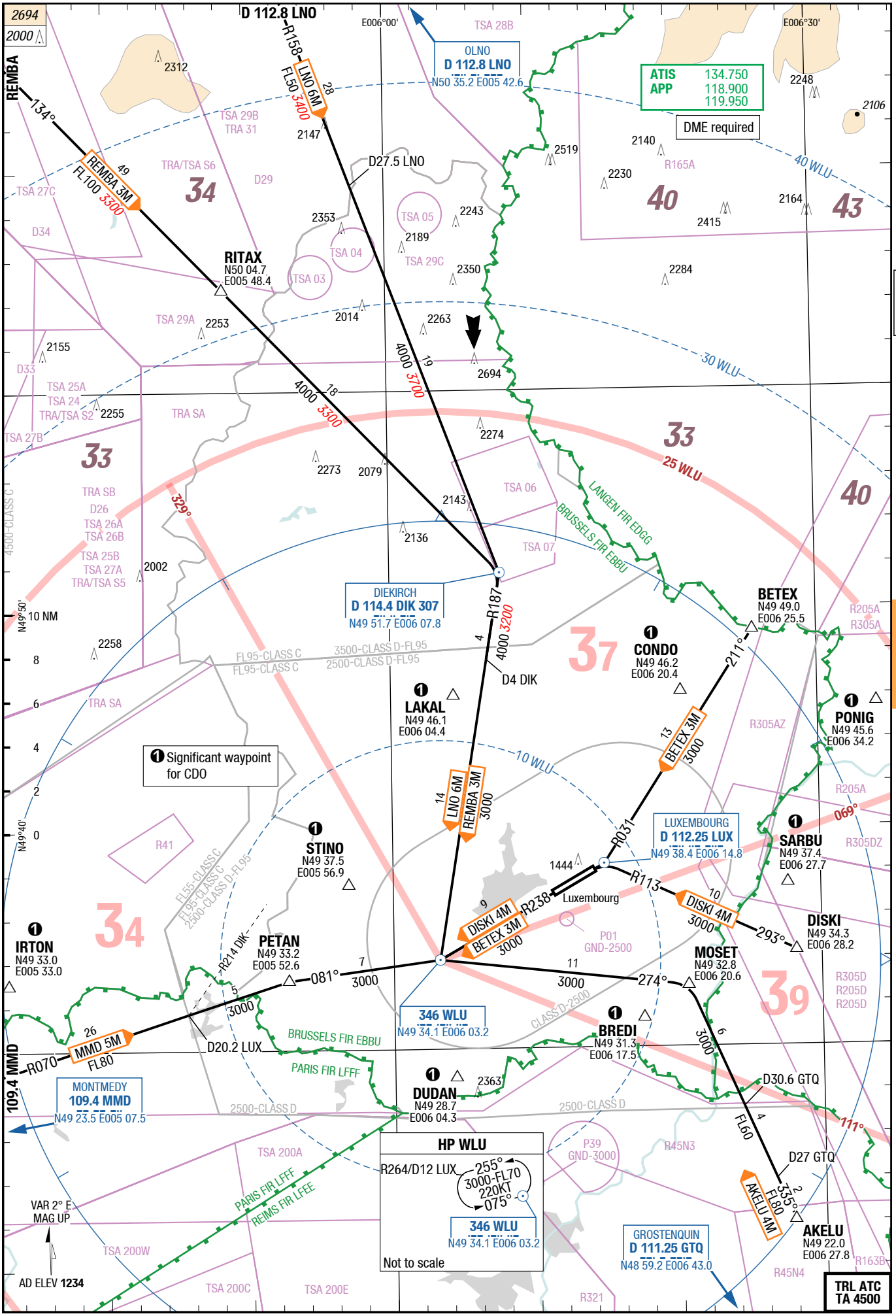
Changes: Track, MSA, PROC renumbered, VAR, SUAs

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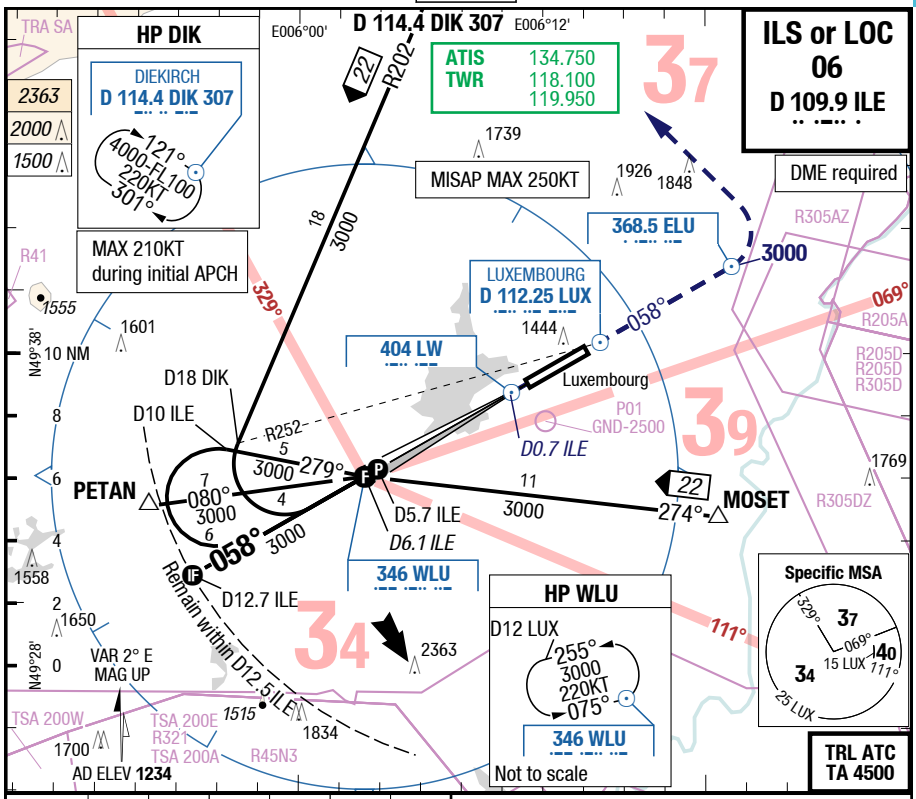
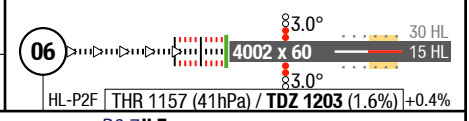
# LUX-ELLX

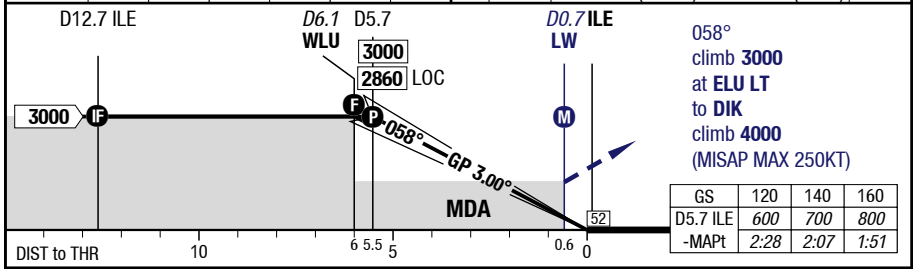
7-10

## ILS or LOC 06




| LOC 2.81° D ILE | 6.1 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| | 3000 | 2660 | 2370 | 2070 | 1770 | 1470 |




| 06 | | Cat 1 1) | LOC | | | | Circling |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 200 - 600R **1410** | 250 - 800R/800V **1460** | | | | Not authorized |
| D | ft - m/km ft | 200 - 600R **1410** | 250 - 1.2R/1.2V **1460** | | | | Not authorized |

1) With EVS RVR 550m

Changes: Track, MSA, OBST, VAR

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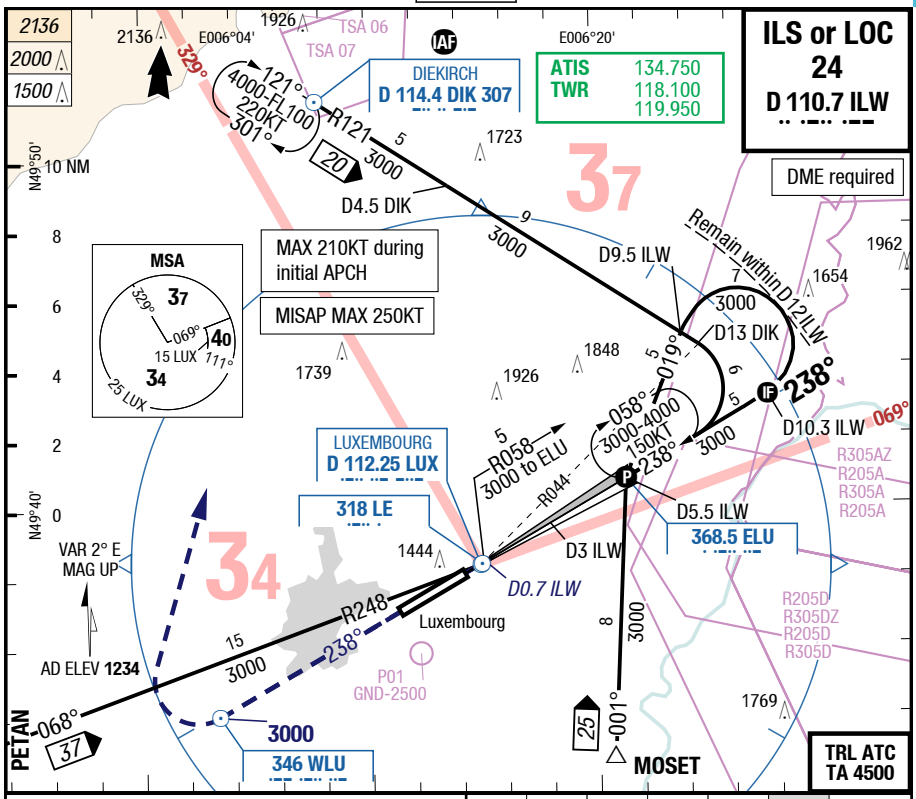
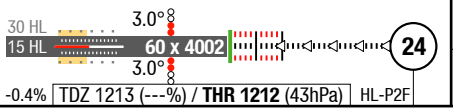
# LUX-ELLX

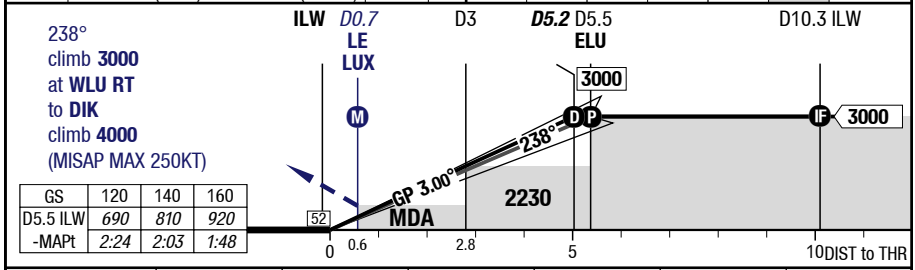
7-20

## ILS or LOC 24




| 1 | 2 | 4 | 5 | 5.2 | | LOC 3.25° D ILW |
|---|---|---|---|---|---|---|
| 1560 | 1900 | 2590 | 2940 | 3000 | | |




| GS | 120 | 140 | 160 |
|---|---|---|---|
| D5.5 ILW | 690 | 810 | 920 |
| -MAPt | 2:24 | 2:03 | 1:48 |

| 24 | | Cat 3b | Cat 2 | Cat 1 1) | LOC DME | LOC wo D3.0 ILW | Circling |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 0 - 125R **Company** | 100 - 300R **100** RA | 200 - 550R **1420** | 300 - 800R/800V **1510** | 400 - 1.1R/1.1V **1610** | Not authorized |
| D | ft - m/km ft | 0 - 125R **Company** | 100 - 300R **100** RA 2) | 200 - 550R **1420** | 300 - 1.2R/1.2V **1510** | 400 - 1.2R/1.2V **1610** | Not authorized |

1) With EVS RVR 350m
2) If not conducting autoland RVR 350m required

Changes: Track, MSA, MIN, OBST, SUAs, VAR

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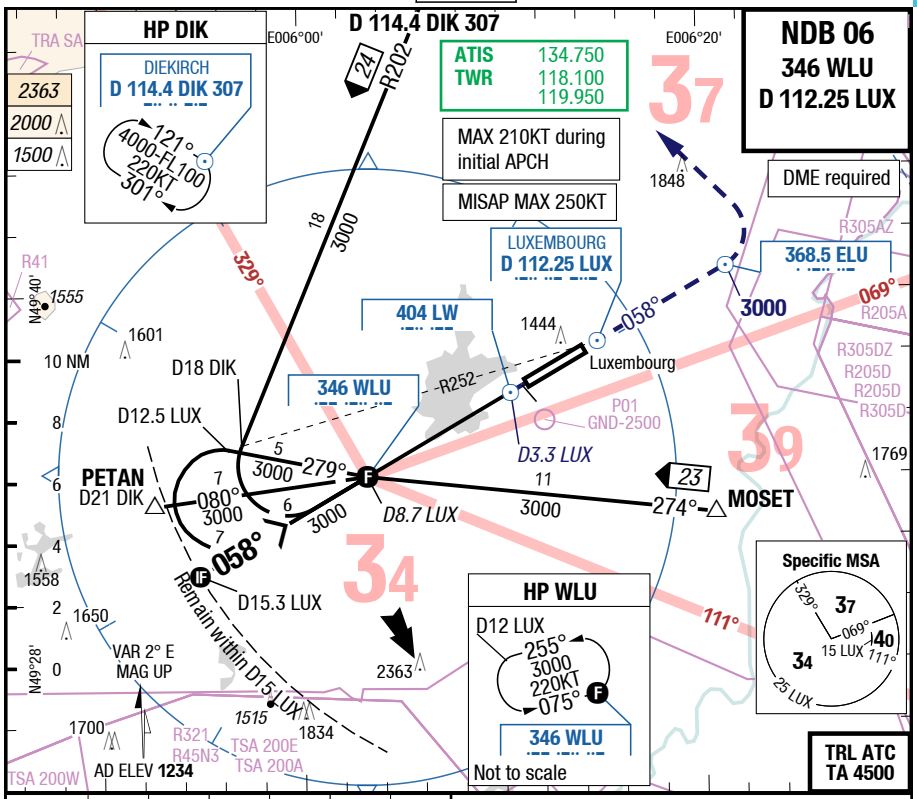
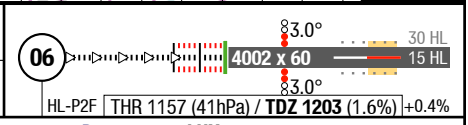
# LUX-ELLX

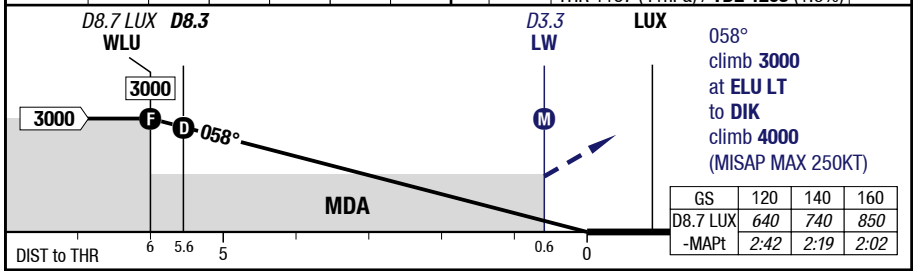


# NDB 06




| 3.00° D LUX | 8.7 | 8 | 7 | 6 | 5 | 4 |
|---|---|---|---|---|---|---|
| | 3000 | 2910 | 2590 | 2270 | 1950 | 1630 |




| 06 | | NDB | | | | | Circling |
|---|---|---|---|---|---|---|---|
| C | ft - m/km<br>ft | 360 - 1.2R/1.2V<br>**1560** | | | | | Not authorized |
| D | ft - m/km<br>ft | 360 - 1.6R/1.6V<br>**1560** | | | | | Not authorized |

Changes: MSA, Track, OBST, SUAs, VAR

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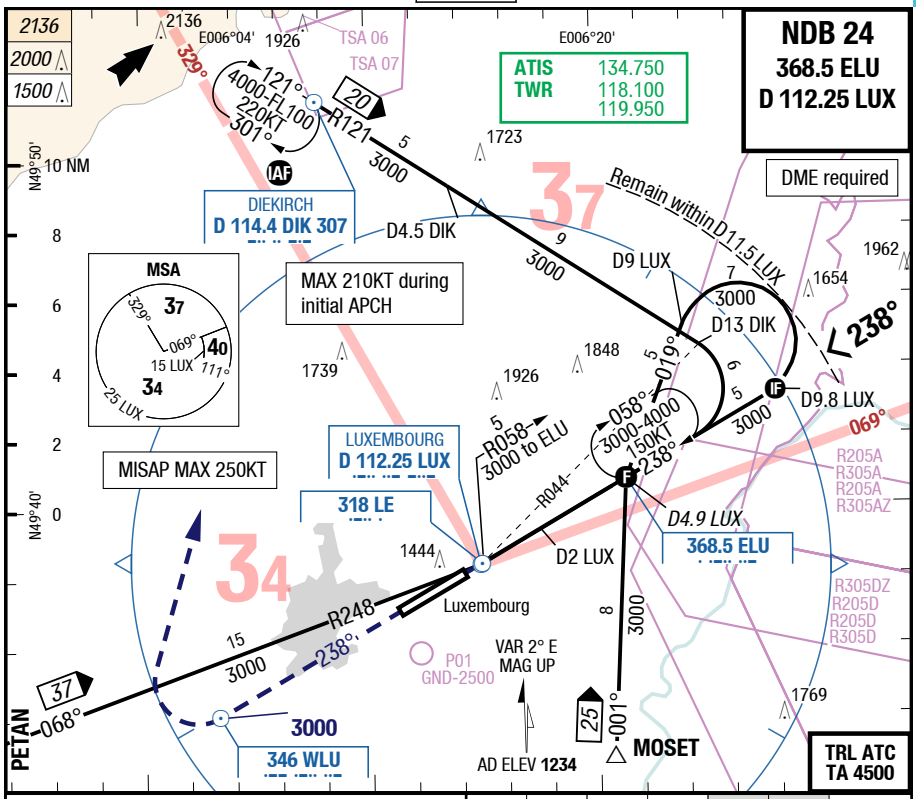
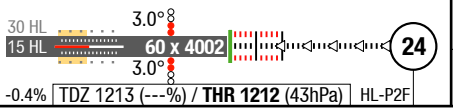
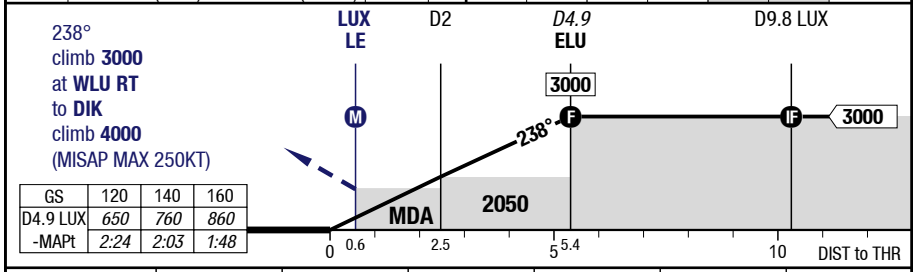



| 1 | 3 | 4 | 4.9 | | | 3.05° |
|---|---|---|---|---|---|---|
| 1760 | 2410 | 2730 | 3000 | | | D LUX |




| GS | 120 | 140 | 160 |
|---|---|---|---|
| D4.9 LUX | *650* | *760* | *860* |
| -MAPt | *2:24* | *2:03* | *1:48* |

| **24** | | **NDB DME** LUX | **NDB** wo D2.0 LUX | | | | **Circling** |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 360 - 1.2R/1.2V **1570** | 410 - 1.2R/1.2V **1620** | | | | Not authorized |
| D | ft - m/km ft | 360 - 1.6R/1.6V **1570** | 410 - 1.6R/1.6V **1620** | | | | Not authorized |

Changes: Track, MSA, MIN, OBST, SUAs, VAR

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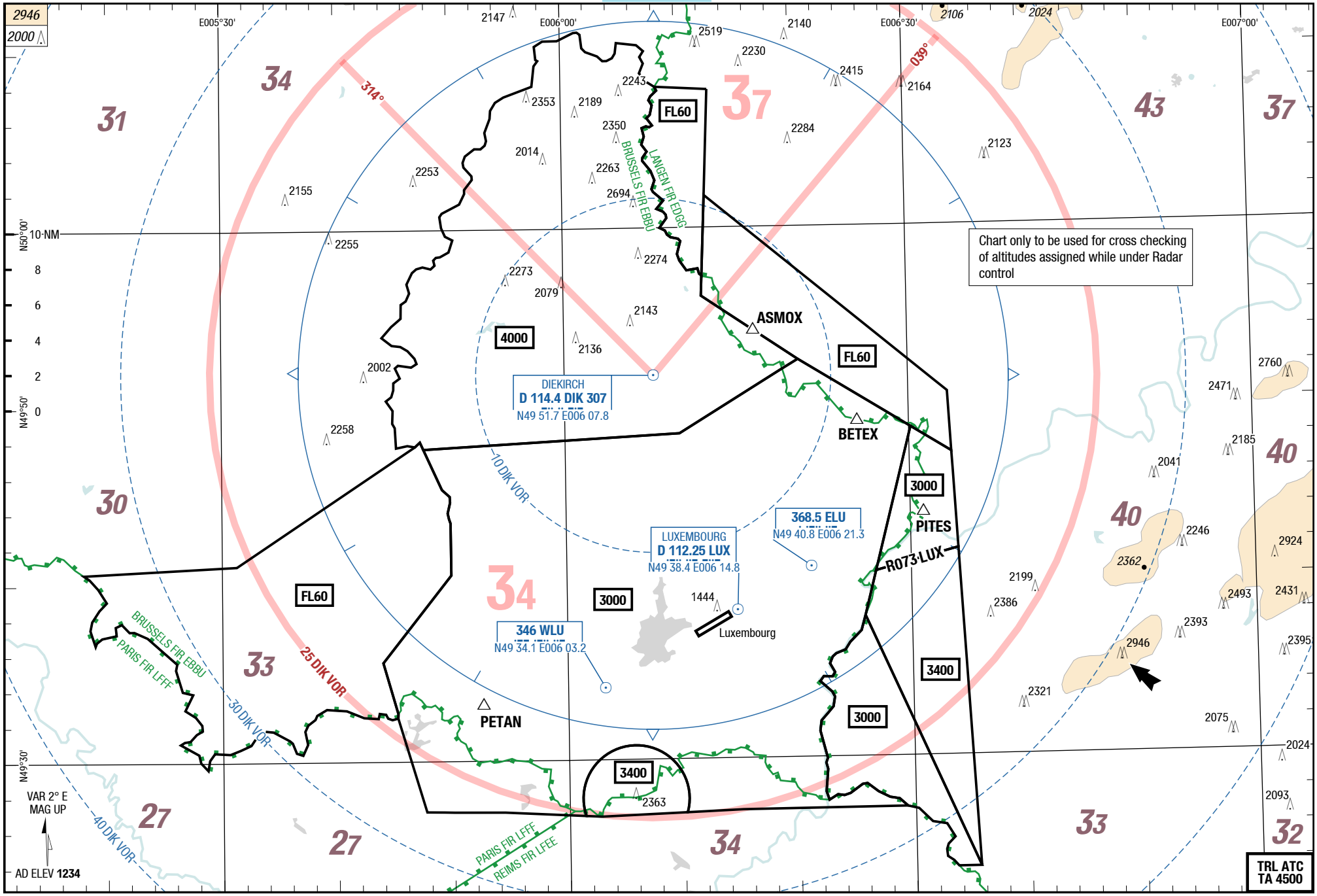
Luxembourg **Luxembourg** NIL **MRC** | **MRC** | **MRC**

**Luxembourg** Luxembourg NIL **MRC**




Changes: MSA, VAR, OBST

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