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ELLX/LUX LUXEMBOURG 5 MAY 06 # JEPPESENLUXEMBOURG, LUXEMBOURG (10-2) Eff II May STAR

ELLX/LUX LUXEMBOURG

5 MAY 06 (10-2A) Eff 11 May

JEPPESENLUXEMBOURG, LUXEMBOURG

STAR

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ATIS 135.55 AKELU TWO KILO (AKELU 2K) [AKEL2K] DISKI TWO KILO (DISKI 2K) [DISK2K] Trans level: By ATC Trans alt: 4500' Alt Set: hPa

VETIL TWO KILO (VETIL 2K) [VETI2K]

TO DIK HOLDING ARRIVALS

MONTMEDY THREE KILO (MMD 3K) OLNO THREE KILO (LNO 3K)

^b 112.8 LNO

N50 35.2 E005 42.6

TMA

DME or below FL100. If unable to comply inform ATC.

SPEED RESTRICTION
MAX 250 KT within LUX 25

Within LUX 25 DME aircraft are likely to be radar vectored.

N49 51.7 E006 07.8 307 DIK | N49 51.7 E006 07.8

DIEKIRCH DIEKIRCH DIK

3700′ 3400′ 4000'

MSA DIK VOR/NDB

TI 12.25 LUX N49 38.4 E006 14.8 VETTL 2K D27 GTQ **VETIL** N49 45.9 E006 32.0

NOT TO SCALE

MONTMEDY 109.4 MMD N49 23.5 E005 07.5 N50 35.2 E005 42.0 112.8 LNO 135.55 AKELU TWO MIKE (AKELU 2M) [AKEL2M] VETIL TWO MIKE (VETIL 2M) [VETI2M] DISKI TWO MIKE (DISKI 2M) [DISK2M] MONTMEDY THREE MIKE (MMD 3M) Apt Elev 1234' 307 DIK | N49 51.7 E006 07.8 D 114.4 DIK OLNO THREE MIKE (LNO 3M) N49 51.7 E006 **PETAN** N49 33.2 E005 52.6 D12 LUX 251 Alt Set: hPa Trans level: By ATC Trans alt: 4500' TO WLU HOLDING **ARRIVALS** 346 WLU N49 34.1 E006 03.3 3000 DISKI 2M VETIL 2M TUXEMBOURG (T)112.25 LUX N49 38.4 E006 14.8 MOSET 0 N49 32.8 62 9 E006 20.7 6 <u>+276°</u> Within LUX 25 DME aircraft are likely to be radar vectored. If unable to comply inform ATC. SPEED RESTRICTION
MAX 250 KT within LUX 25 DME or below FL100 NOT TO SCALE VETTL 2M 9 × D27 GTQ ^ TMA **AKELU** N49 22.0 E006 27.8 ე. |} |} 090° **VETIL** N49 45.9 E006 32.0 3400' 3700′

THANGES: STARs renumbered; ATIS.

GROSTENQUIN 111.25 GTC N48 59.2 E006 43.0

CHANGES: STARs renumbered; ATIS.

MONT MEDY 109.4 MMD 109.4 MMD 109.5 07.5

GROSTENQUIN 111.25 GTQ N48 59.2 E006 43.0

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ELLX/LUX LUXEMBOURG 5 MAY 06 MJEPPESEN LUXEMBOURG, LUXEMBOURG 10-3) Eff 11 May

LUXEMBOURG Approach 118.9

Trans level: By ATC 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 and leading turns are calculated upon 250 KT, bank angle 25° .

3400′ 3700′

DIEKIRCH TWO TANGO (DIK 2T)

DIEKIRCH TWO X-RAY (DIK 2X)

RWYS 06, 24 DEPARTURES

DIEKIRCH D 114.4 DIK N49 51.7 E006 07.8

D 112.25 LUX (T) 13.25 LUX N49 38.4 E006 14.8 **D6 LUX** N49 41.4 E006 22.8

D8 LUX N49 34.1 E006 04.4

	Initial climb clearance 4000
RWY	ROUTING
90	Intercept LUX R-060 to D6 LUX, turn LEFT, intercept D
	DIK.
24	Intercept LUX R-238 to D8 LUX, turn RIGHT, intercept

DIK R-129 inbound to DIK R-201 inbound

NOT TO SCALE

HANGES: SIDs DIK 1T, 1X renumbered 2T, 2X.

to DIK.

DIK 2X DIK 2T SID

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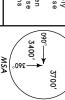
ELLX/LUX LUXEMBOURG

SID

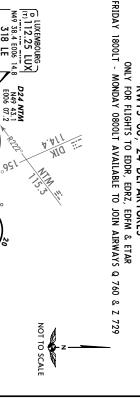
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SID

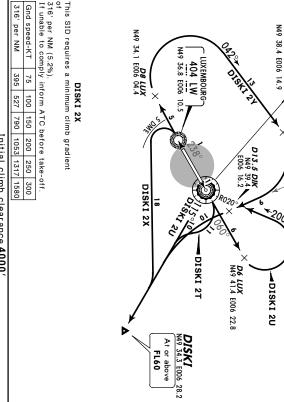
Approach 118.9 routings. Strict adherence within the limits of aircraft performance is mandatory, except when being radar vectored. If unable to comply advise ATC immediately. 3. Initial and leading turns are calculated upon 250 KT, bank angle 25°. after take-off. 2. SIDs are also minimum noise Trans level: By ATC Trans alt: 4500'
1. Contact LUXEMBOURG Approach immediately



DISKI TWO UNIFORM (DISKI 2U) [DISK2U] DISKI TWO YANKEE (DISKI 2Y) [DISK2Y] DISKI TWO X-RAY (DISKI 2X) [DISK2X] DISKI TWO TANGO (DISKI 2T) [DISK2T] RWYS 06, 24 DEPARTURES



N49 38.4 E006 14.8 LUXEMBOURG -



		Initial climb clearance 4000 '
SID	RWY	ROUTING
DISKI 2T	90	Intercept LUX R-060 to LE, turn RIGHT, intercept LUX R-115 to DISKI.
DISKI 2U		Intercept LUX R-060 to D6 LUX, turn LEFT, intercept LUX R-020 inbound to
		LUX, turn LEFT, LUX R-115 to DISKI.
DISKI 2X	24	Intercept LUX R-238 to LW, turn LEFT within LUX 5 DME, intercept as soon
DISKI 2Y		Intercept LUX R-238 to D8 LUX, turn RIGHT, intercept NTM R-222 inbound
		to D24 NTM, turn RIGHT, intercept DIK R-156, turn LEFT, intercept LUX
		R-115 to DISKI.

CHANGES: SIDs DISKI 1T, 1U, 1X, 1Y renumbered 2T, 2U, 2X, 2Y.

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ELLX/LUX LUXEMBOURG 5 MAY 06 MJEPPESEN LUXEMBOURG, LUXEMBOURG (10-3B)Eff 11 May

SID

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.UXEMBOURG 118.9 Approach Apt Elev after take-off. 2. SIDs are also minimum noise routings. Strict adherence within the limits of being radar vectored. If unable to comply advise ATC immediately. **3.** Initial and leading turns are calculated upon 250 KT, bank angle 25°. Trans level: By ATC Trans alt: 4500'
1. Contact LUXEMBOURG Approach immediately performance is mandatory, except when

3400′ 3700′

GROSTENQUIN FIVE TANGO (GTQ 5T)

GROSTENQUIN FIVE UNIFORM (GTQ 5U

GROSTENQUIN FIVE YANKEE (GTQ 5Y) GROSTENQUIN FIVE X-RAY (GTQ 5X)

RWYS 06, 24 DEPARTURES

DIK T

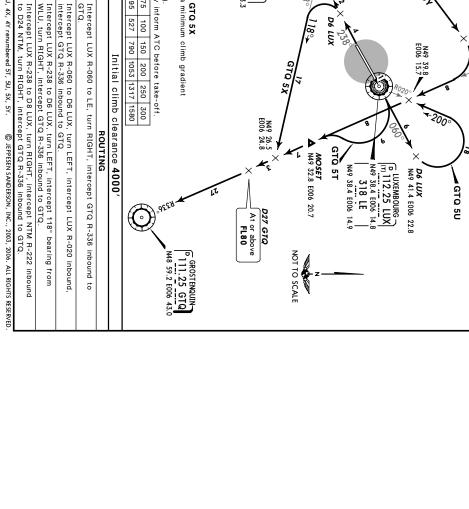
D24 NTM N49 43.1 E006 07.2

MMD T

LUXEMBOURG (T) 112.25 LUX

N49 38.4 E006 14.8

N49 39.8 E006 15.7



Initial climb clearance

4000

D8 LUX N49 34.1 E006 04.4

NOT TO SCALE

ROUTING

Intercept LUX R-060 to D6 LUX, turn LEFT, intercept LUX R-020 inbound to LUX, turn RIGHT, LUX R-266 to TILVI, then to MMD.

Intercept LUX R-238 to D8 LUX, turn RIGHT, intercept LUX R-266 to TILVI, then to MMD.

Intercept LUX R-060 to D6 LUX, turn LEFT, intercept LUX R-020 inbound to LUX, turn RIGHT, LUX R-266 via TILVI to RAPOR.

Intercept LUX R-238 to D8 LUX, turn RIGHT, intercept LUX R-266 via TILVI to RAPOR.

D19 LUX At or above FL60

GTQ 5X
This SID requires a minimum climb gradient of

346 WLU N49 34.1 E006 03.3

E 480 8 680

D6 LUX

GTQ 5X

N49 26.5 E006 24.8

If unable to comply inform ATC before take-off

316' per NM (5.2%).

316' per NM Gnd speed-KT

395

527

790 | 1053 | 1317 | 1580

100

150

200

250

300



SIDS RAPOR 4T RAPOR 4X JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED

SID

MMD 7T

MMD 7X

RWY

06

24

06

RAPOR △ N49 35.5 E005 12.8

RAPOR 4T,

MONTMEDY - 109.4 MMD

N49 23.5 E005 07.5

HANGES: SIDs GTQ 4T,

4U, 4X, 4Y renumbered 5T, 5U, 5X, 5Y.

GTQ 5Y

GTQ 5U GTQ 5X

GTQ 5T

SID

R₩Y 90

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ELLX/LUX LUXEMBOURG MJEPPESEN LUXEMBOURG, LUXEMBOURG

5 MAY 06 (10-3D) Eff 11 May

SID

Trans level: By ATC 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 and leading turns
are calculated upon 250 KT, bank angle 25°.

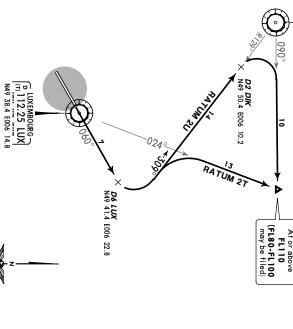
Approach 118.9

Apt Elev

3400′ 3700′

RATUM TWO UNIFORM (RATUM 2U)[RATU2U] RATUM TWO TANGO (RATUM 2T)[RATU2T] FOR SIDS RWY 24 REFER TO CHART 10-3E **RATUM** 149 51.6 E006 24.1 At or above FL110

RWY 06 DEPARTURES



DIEKIRCH
114.4 DIK
N49 51.7 E006 07.8

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ELLX/LUX LUXEMBOURG

Approach 118.9

5 MAY 06 (10-3E) Eff 11 May

SID

after take-off. 2. SIDs are also minimum noise Trans level: By ATC Trans alt: 4500'
1. Contact LUXEMBOURG Approach immediately



RATUM TWO YANKEE (RATUM 2Y) [RATU2Y] RATUM TWO X-RAY (RATUM 2X) [RATU2X] 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 and leading turns are calculated upon 250 KT, bank angle 25°.

RATUM TWO ZULU (RATUM 2Z) [RATU2Z]

RWY 24 DEPARTURES

RATUM ZX (FL80-FL100 may be filed) **RATUM** N49 51.6 E006 24.1 At or above **FL110** NOT TO SCALE

DIEKIRCH
DIA.4 DIK
N49 51.7 E006 07.8

316' per NM (5.2%). If unable to comply inform ATC before take-off. These SIDs require a minimum climb gradient Gnd speed-KT 75 100 150 200 250 300 316' per NM 395 527 790 1053 1317 1580 **RATUM 2Y D8 LUX** N49 34.1 E006 04.4 **RATUM 2X** 404 LW | N49 36.8 E006 10.5 LUXEMBOURG D LUXEMBOURG N49 38.4 E006 14.8

	Initial climb clearance 4000'
SID	ROUTING
RATUM 2X	RATUM 2X Intercept LUX R-238 to LW, turn LEFT, intercept LUX R-204 inbound to LUX, LUX
	R-024 to RATUM.
RATUM 2Y	RATUM 2Y Intercept LUX R-238 to D8 LUX, turn LEFT, intercept LUX R-204 inbound to LUX, LUX R-024 to RATUM.
RATUM 2Z	RATUM 2Z Intercept LUX R-238 to D8 LUX, turn RIGHT, intercept DIK R-201 inbound to DIK, then to RATUM.
CHANGES: SIDe	CHANGES: SIDS RATIIM 1X 1X 17 February 2X 2X 2X 2Z @ JEPPESEN SANDERSON INC. 2003 2006 ALL RIGHTS RESERVED.

RATUM 2T

SID

RATUM 2U

Intercept LUX R-060 to D6 LUX, turn LEFT, intercept DIK R-129 inbound to D2 DIK, turn RIGHT to RATUM. Intercept LUX R-060 to D6 LUX, turn LEFT, intercept LUX R-024 to RATUM

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Initial climb clearance 4000'

NOT TO SCALE

ROUTING

HANGES: SIDs RATUM 1T, 1U renumbered 2T, 2U.

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₩JEPPESEN LUXEMBOURG, LUXEMBOURG

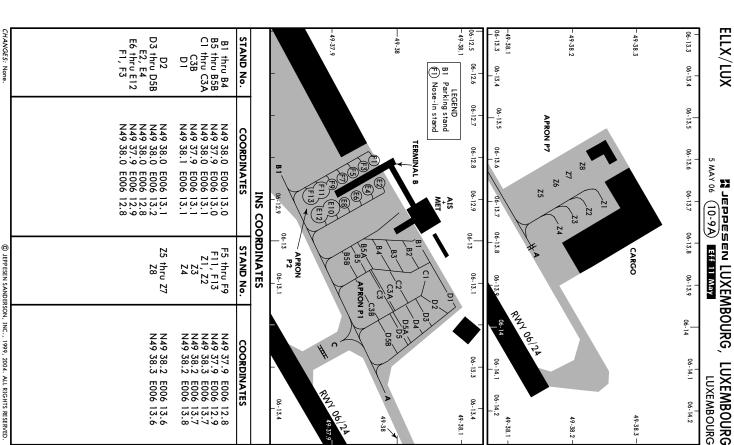
ELLX/LUX Apt Elev 1234' N49 37.4 E006 12.3 O_{Lctr} • For acft with MTOW up to 25t. • For single-engine acft. 3 TAKE-OFF RUN AVAILABLE ① spacing 30m ② spacing 15m 1473 JAR-OPS Ę Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m. From rwy head | HIRL **0** CL **0** ALSF-II PAPI (3.0°) RVR | HIRL **0** CL **0** ALSF-II TDZ PAPI (3.0°) HST-D2 RVR HIRL, CL mult. RVR Approved Operators twy G int (10,663'(3250m) twy E/F int (10,8202'(2500m) twy D2 int (10,6562'(2000m) 06-11 1473′ 13,123'(4000m) 4,3 4,3 4,3 150m . 55 LVP must be in Force ., CL . RVR req 06-12 1484 ADDITIONAL RUNWAY INFORMATION 5 MAY 06 Meters RL & CL Feet FOR PARKING POSITIONS 200m SEE 10-9A £. Rwy 24 is approved for CAT II/III operations, special aircrew and acti certification required. قريم دريم دريم دريم درا هراع الدراع 1000 2000 3000 4000 5000 ا مند لم 1501 (10-9)TAKE-OFF All Rwys 500 RCLM (DAY only) or RL rom rwy head Eff 11 May twy C int 4 twy D1 int 5 twy E/F int 5 250m Threshold USABLE LENGTHS . 00 12,351' 3765m 12,110' 3691m RCLM (DAY only) or RL Glide Slope 9186'(2800m) 6234'(1900m) 4921'(1500m) 13,123'(4000m) 1500 06-14 118.1 06-14 اع71' کو کیم موراع 400m P1 - Apron Trees up to 3 1365' LEGEND Taxiway LUXEMBOURG 0 OLctr NIL (DAY only 500m VAR 0° WIDT 06-15 197'

CHANGES: ATIS. Var. Rwy bearings. Usable lengths. © JEPPESEN SANDERSON, INC., 1999, 2006. ALL RIGHTS RESERVED

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5 MAY 06 #JEPPESEN LUXEMBOURG, LUXEMBOURG (10-9A) Eff 11 May



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ELLX/LUX

JEPPESEN LUXEMBOURG, LUXEMBOURG LUXEMBOURG

19 NOV 04 (10-9B) Eff 25 Nov

LOW VISIBILITY PROCEDURES

GENERAL

During CAT II/II operations, the following information is added to the ATIS message: "CAI TWO THREE PROCEDURES IN OPERATION. DEPARTING AIRCRAFT, HOLD AT THE RED LIGHT. ARRIVING AIRCRAFT, LATEST RVR WILL BE GIVEN AT THE OUTER MARKER CHECK YOUR MINIMA."

RUNWAYS AND TAXIWAYS

Landing acft are required to vacate rwy via exits C, D2, E or at the end (equipped with green/yellow coded twy centerline lights within sensitive area).

yellow and green twy centerline lights. Landing acft should leave as soon as possible the ILS sensitive area signalled by alternated

CRITERIA FOR THE NOTIFICATION AND THE TERMINATION OF LOW VISIBILITY PROCEDURES

PREP AR ATION

- the visibility is at or below 1500m and/or
 the ceiling or the vertical visibility is reported to be at or below 300', and if
- the weather forecast expects further detoriation

NOTIFICATION

- the RVR is at or below 800m and/or - the ceiling or the vertical visibility is reported to be at or below 200'
- CANCELLATION
- the general visibility increases above 800m
 the ceiling or the vertical visibility is reported to be above 200°
 the weather forecast expects further improvement

DESCRIPTION OF LOW VISIBILITY PROCEDURES (CAT II/III OPERATIONS)

Pilots will be informed by ATIS or RTF when low visibility procedures are in progress.

Pilots will be informed by RTF:

- Current RTF readings for the landing rwy
 Significant changes in surface wind (speed and direction)
 Unserviceability of any equipment relevant to CAT II/III
- When low visibility procedures are cancelled

Pilots shall report when rwy and twy are vacated and when approaching CAT II/III holding

Pilots wishing to practice a CAT II/III approach shall inform LUXEMBOURG APP by using the sentence "REQUEST PRACTICE CAT II/III APPROACH".

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MJEPPESEN LUXEMBOURG,

LUXEMBOURG

PANS OPS 3 ELLX/LUX LUXEMBOURG CAT C & D Dio.a MISSED APCH: Climb to 3000' to ELU NDB, then turn LEFT to DIK VOR/NDB climbing to 4000'. MAX 250 KT. DI2.7 ILE 49-30 - 49-40 Alt Set: hPa (GS out) nitial apch restricted to MAX 210 KT AR-OPS C Descent Gradient Š 109.9 RVR 600m VIS 800m 060°¥ DA(H) 1358 '(200')
ALS out 700 튜 D9.0 D18.0 D<u>I</u>K CAT A & B 31125 ALTITUDE 135.55 ILE DME ATIS MHA 4000 5 ES 3000 4.9% Rwy Elev: 42 hPa Apch Crs RVR 1000m .. 0° 31,0501 000 ---281°c & D ---269°A & B 347 70 377 STRAIGHT-IN LANDING RWY 06 2700 DIEKIRCH 114.4 DIK 307 =:: 90 100 485 539 447 496 5.0 060° 109.9 ILE NOT TO SCALE D5.7 ILE 3000' (1842') 5 MAY 06 (11-1) WLU NDB D5.7 ILE 1200m 800m 346 WLU ILS DMEg120 140 160 647 755 862 595 695 794 595 LUXEMBOURG Approach Trans level: By ATC 2400′ MDA(H) 1430' (272', D2.011E 404 LW A 1690' 118.9 DA(H) 1358' (200') LOC (GS out) LW Lctr out %-10 LF(R)-45 North Eff 11 May FE N LUXENASOURG 1810, FOC EL(P)-01 2100 **Q** CAT A & B 269° Ocarc & D 281° Baseturn: PAPI PAPI 250 KT D LUXEMBOURG T) 112.25 LUX RVR 1800m RVR 1600m RVR 1500m MAX 210 KT Apt Elev 1234' Trans alt: 4500' RWY 1158' LW Lctr ΜAX 1810 D 0 LUXEMBOURG Tower TCH 52' 368.5 ELU DME Rwy 06 LUXEMBOURG 18.1 CIRCLE-TO-LAND 3000′ RWY 06 1 158 NSA WLU NDB E E ED(R)-205 1784' 3700′ 3400′ 1.0 368.5 E

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PANS OPS 3 | LOC | Finel | GS | D/C | Finel | GS | D/C | Finel | GS | D/C | Finel | FIL NOB | D/C | Finel | D/C | Finel | D/C | Finel | FIL NOB | D/C | Finel | D/C | Fin ELLX/LUX LUXEMBOURG LE Lctr out: NOT AUTH. - 49-50 •1802′ OC Descent Gradient RWY 241214' (GS out) Ą Alt Set: hPa IAR-OPS ind speed-Kts LS GS 3.00° or Initial apch restricted to MAX 210 KT.
Rapid drop of radio alt between 0.8 and
0.5 NM from threshold Rwy 24 due to
steeply rising terrain (300'), expect RVR **550m** VIS **800m** õ ground proximity warning. DA(H) 1414' (200') PETAN LE Lctr - BELGIUM ᄄ TCH 52' Climb to 3000' to WLU NDB, then turn RIGHT to RVR 1000m ALTITUDE 06-00 Rwy Elev: 44 hPa 377 400A 400A TRAIGHT-IN LANDING RWY 24
LOC (GS out) LE Lctr MDA(H) 1510' 800m 15:AIOR 1200m 485 D LUXEMBOURG 3000 5 MAY 06 (11-2) to ELU NDB 060° 4.9 3000 3000'(1786') 1414'(200') 590 539 DIEKIRCH DIEKIRCH DIK DILA DIK #JEPPESEN LUXEMBOURG, _070°-Approach RVR 1800m RVR 1600m RVR 1500m 647 2400 _346_WLU Trans level: By ATC (296') ALS out LUXEMBOURG 1690′ Baseturn: MAX 210 KT ,2230' LUXEMBOURG OCAT A & B 031° 755 10 DME Arc ILW. 2.5 862 160 EL(P)-01 Eff 11 May 2.0 -240°w/o D3.0 ILW MDA(H) **1610′**(396′) DA(H)1400m 1000m 900m ELU NDB JOZ DIK LUXEMBOURG Tower PAPI PAPI - LUXEMBOURG-RVR 2000m RVR 1500m RVR 1800m C,D021°→ A,B031°→ Apt Elev 1234' 3000 3000 Trans alt: 4500' 18 3000' -240° RWY 1214' 2230 250 KT MO 8.0 3000 MAX D 0 D9.5 DI3.0 240° 110.7 ILW LUXEMBOURG CIRCLE-TO-LAND 3000′ MSA DIK VOR/NDB 3700′ E F ED(R)-205 Rwy 24 2560 3400′ *****⁷**←** 270 D10.3 4000′ %[U 1657

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PANS OPS 3 ELLX/LUX LUXEMBOURG LUXEMBO Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m. MISSED APCH: Climb to 3000' to WLU NDB, VOR/NDB climbing to 4000'. MAX 250 KT RWY 24 12 14' •1802′ JAR-OPS secial Aircrew & Aircraft Certification Required nd speed-Kts 70 90 3.00° 377 485 ground proximity warning. Initial apch restricted to MAX 210 KT. Rapid drop of radio alt between 0.8 and 0.5 NM from threshold Rwy 24 due to steeply rising terrain (300°), expect 110.7 PETAN ILW 70C **BELGIUM** 135.55 TCH 52' 06-00 Rwy Elev: 44 hPa Apch Crs **240°** 4000 4000 539 647 to ELU NDB 060° 4.9 3000 3000'(1786') 112.25 LUX Eff 11 May (11-2A) STRAIGHT-IN LANDING RWY 24 ELU NDB 755 862 MIEPPESEN LUXEMBOURG, DIEKIRCH 114.4 DIK 118.9 _070°-LUXEMBOURG EL(P)-01 RA 100' DA(H) 1314'(100') Trans level: By ATC RVR 300m CAT II ILS Baseturn: MAX 210 KT O CAT A & B 031° 1690′ Remain within 10 DME Arc ILW. RA 100' then turn RIGHT to DIK 1314' (100' .240°-D5.5 ILW O DIEKIRCH 307 DIK - LUXEMBOURG-368.5 ELU LUXEMBOURG Tower C,D 021° D8:5 A,B 031° I,W CAT II ILS PAPI PAPI D5.5 ILW Apt Elev 1234 118.1 3000 3000 3000′ Trans alt: 4500' RWY 1214' ONO , , , 250 KT MOSE 3000 MA X D9.5 D13.0% -240° 240° LUXEMBOURG DME Rwy 24 3000′ MSA DIK VOR/NDB 3700′ 110.7 ILW ED(R)-205 CAT C & D **D9.5** 3400′ D10.3 4000′ 346 ۷LU 1657

PANS OPS 3

□ □ □ □ □ □ BRIEFING STRIP TA ELLX/LUX LUXEMBOURG BELGIUM WISSED APCH: Climb to 3000' to ELU NDB, then turn LEFT to DIK VOR/NDB climbing to 4000'. MAX 250 KT. 3000 ₽₹ D15.3 LUX D12.5 Alt Set: hPa Rwy Elev: 42 hPa Initial apch restricted to MAX 210 KT. - 49-30 Descent angle Descent Gradient 4.90% or IAR-OPS 10 & D WLU **346** ALTITUDE LUX DME BOURG D18.0 D<u>I</u>K CAT A & 135.55 1200m 1600m AHA 0004 STRAIGHT-IN LANDING RWY 06 060°**√** Apch Crs 000 MDA(H) 1560' (402' ---281°C & D ---269°A & B 348 DIEKIRCH 114.4 DIK 307 =:: 447 hospita NOT TO SCALE 3000'(1842') 5 MAY 06 (16-1) WLU NDB Minimum Alt WLU NDB 497 100 MJEPPESEN LUXEMBOURG, - LUXEMBOURG-596 R K RVR RVR 1500m 2530 LUXEMBOURG Approach 1800m Trans level: By ATC 2000m 696 140 LUXEMBOURG 404 LW 118.9 06-10 LF(R)-45 North **№**1690′ MDA(H) 1560' (402') 795 160 Eff 11 May EL(P)-01 TUXEW BOUNG • CAT C & D 281°
Baseturn:
MAX 210 KT
O CAT A & B 269° 6.0 2230 1926′ D \circ ∞ D PAPI D LUXEMBOURG (T) 112.25 LUX PAPI Apt Elev 1234' Trans alt: 4500 LW_Lctr RWY 1158' 250 KT 1848′**€** NDB B CIRCLE-TO-LAND 5.0 1930 ΜAX LUXEMBOURG Tower PNOT -LUXEMBOURG-DME Rwy 06 LUXEMBOURG -8 3000 RWY 06 1158 [TCH 52'] 3400′ 3700′ ED(R)-205 WLU NDB * 4.0 1630 368.5 E 1784 1784

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PANS OPS 3 ELLX/LUX LUXEMBOURG LUXEMO - 49-50 VOR/NDB climbing to 4000', MAX 250 KT Descent Gradient 5.30% or Descent angle [3.04°] RWY 24 12 14 escent angle • 1802′ AR-OPS ind speed-Kts Initial apch restricted to MAX 210 KT. Rapid drop of radio alt between 0.8 and 0.5 NM from threshold Rwy 24 due to steeply rising terrain (300°), expect ground proximity warning. 368.5 мда(н) AB:1 PETAN ELU 80N [TCH 52'] ALTITUDE 1200m LUX DME with D2.0 LUX
AB: **1520'** (306')
CD: **1570** (356')
Als out BELGIUM Apch Crs 240° RVR 1500m RVR 2000m RVR 1800m 376 40A 000 1410′ Œ 90 Lctr 484 LUXEMBOURG (T) 112.25 LUX LANDING RWY 24 w/o D2.0 LUX to ELU NDB 060° 4.9 3000 5 MAY 06 (16-2) 3000' (1786') Minimum Alt ELU NDB 538 100 MJEPPESEN LUXEMBOURG, 1600m 1200m MDA(H) 1620'(406')
ALS out DIEKIRCH DIK Approach _070°-120 645 **D2.0** LUX [20 YOR] 1730 346 WLU **≜**1690′ 140 9.5 DME Arc LUX. **2** Baseturn: O CAT A & B 031° 753 - LUXEMBOURG 318 LE 2050 MAX 210 KT Remain within R R R R 861 160 RVR 2000m then turn RIGHT to DIK Eff 11 May Refer to Minimums MDA(H) 1800m 1500m 9.40° EL(P)-01 D5.0 LUX 2050′ LUXEMBOURG 1 DIEKIRCH 307 DIK PAPI PAPI 0 o ω | x D2.0 Apt Elev 1234' 3000′ c, D 021°→ A, B 031°→ RWY 1214' 3000 . چې MOSET 250 KT BB 2370 8.0 -003 3000 ΜA X **←240°** ° **D9.0** CIRCLE-TO-LAND 368.5 ELU D8.0 4.8 .UXEMBOURG-D5.0 LUX HE NOT LUXEMBOURG 3000 D13.0 3700′ CAT C & D **D9.0** ED(R)-205 Rwy 24 MSA (VOR/NDB 3400′ 2700' **D9.8** 4000′ %LU **346** -2701657

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