

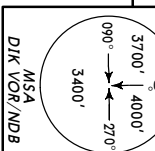
ELX/LUX
LUXEMBOURG

ATIS 135.55	Apri Elev 1234'	Alt Set: nPA	Trans level: By ATC	Trans alt: 4500'
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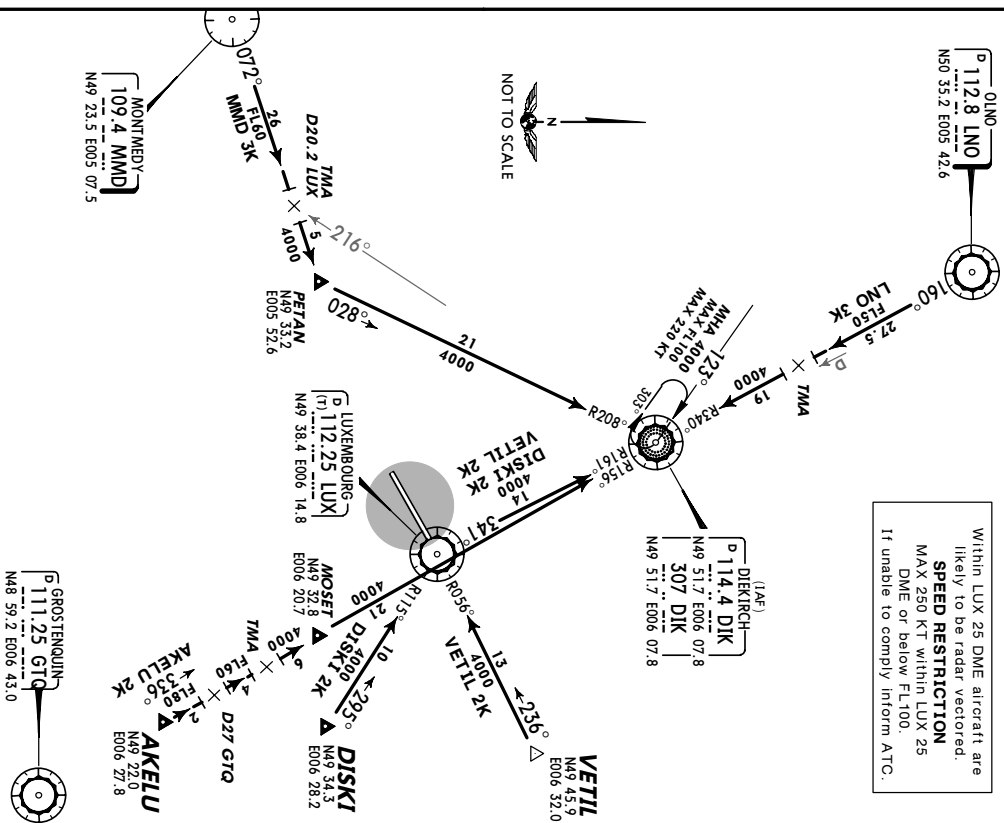
JEPPesenLUXEMBOURG, LUXEMBOURG
 5 MAY 06 (10-2) **EFF 11 MAY**
STAR

AKELU TWO KILO (AKELU 2K) [AKEL2K]
 DISKI TWO KILO (DISKI 2K) [DISK2K]
 MONTMEDY THREE KILO (MMD 3K)
 OLNO THREE KILO (LNO 3K)
 VETIL TWO KILO (VETIL 2K) [VETI2K]

ARRIVALS
 TO DIK HOLDING



Within LUX 25 DME aircraft are likely to be radar vectored.
SPEED RESTRICTION
 MAX 250 KT within LUX 25
 DME or below FL100.
 If unable to comply inform ATC.



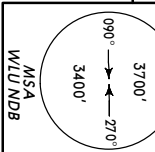
ELX/LUX
LUXEMBOURG

ATIS 135.55	Apri Elev 1234'	Alt Set: nPA	Trans level: By ATC	Trans alt: 4500'
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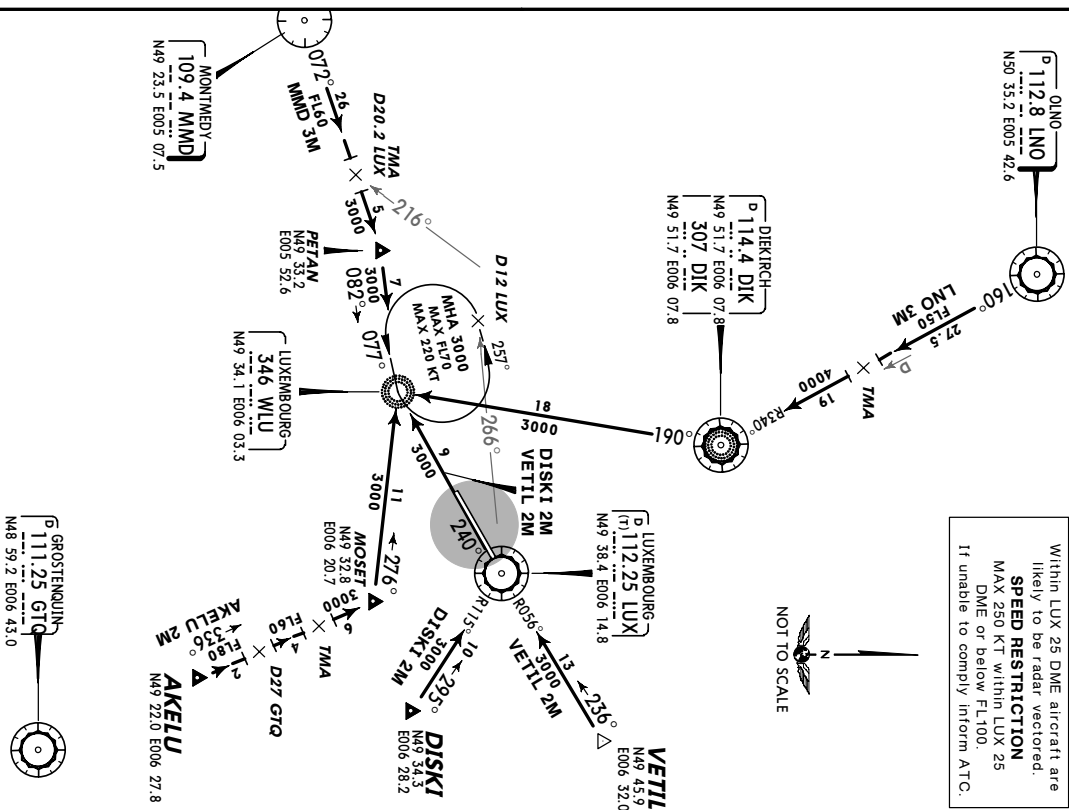
JEPPesenLUXEMBOURG, LUXEMBOURG
 5 MAY 06 (10-2A) **EFF 11 MAY**
STAR

AKELU TWO MIKE (AKELU 2M) [AKEL2M]
 DISKI TWO MIKE (DISKI 2M) [DISK2M]
 MONTMEDY THREE MIKE (MMD 3M)
 OLNO THREE MIKE (LNO 3M)
 VETIL TWO MIKE (VETIL 2M) [VETI2M]

ARRIVALS
 TO WLU HOLDING



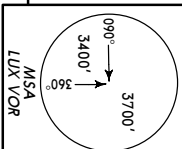
Within LUX 25 DME aircraft are likely to be radar vectored.
SPEED RESTRICTION
 MAX 250 KT within LUX 25
 DME or below FL100.
 If unable to comply inform ATC.



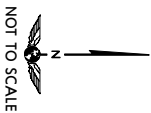
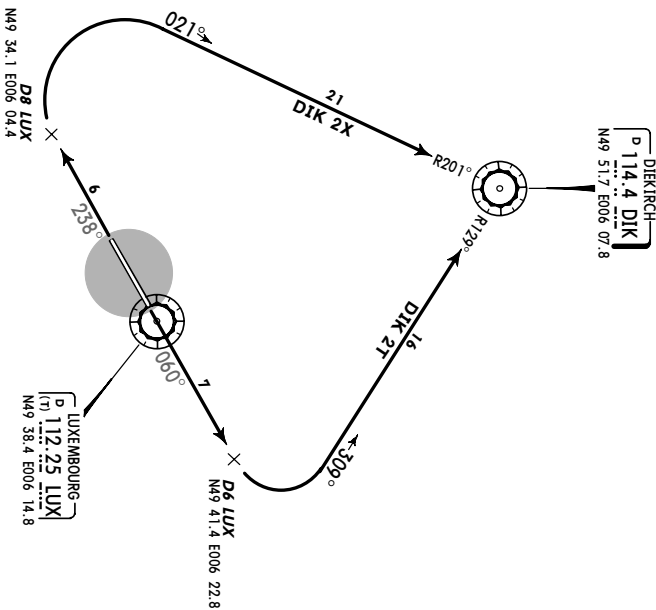
ELLX/LUX
LUXEMBOURG
 5 MAY 06 (10-3) **EF 11 MAY**
SID

LUXEMBOURG
 Approach
 118.9
 Apt Elev
 1234'

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°.



DIEKRICH TWO TANGO (DIK 2T)
DIEKRICH TWO X-RAY (DIK 2X)
RWYS 06, 24 DEPARTURES



Initial climb clearance 4000'

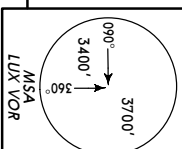
ROUTING

SID	RWY	ROUTING
DIK 2T	06	Intercept LUX R-060 to D6 LUX, turn LEFT, intercept DIK R-129 inbound to DIK.
DIK 2X	24	Intercept LUX R-238 to D8 LUX, turn RIGHT, intercept DIK R-201 inbound to DIK.

ELLX/LUX
LUXEMBOURG
 5 MAY 06 (10-3A) **EF 11 MAY**
SID

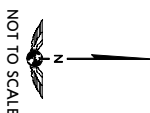
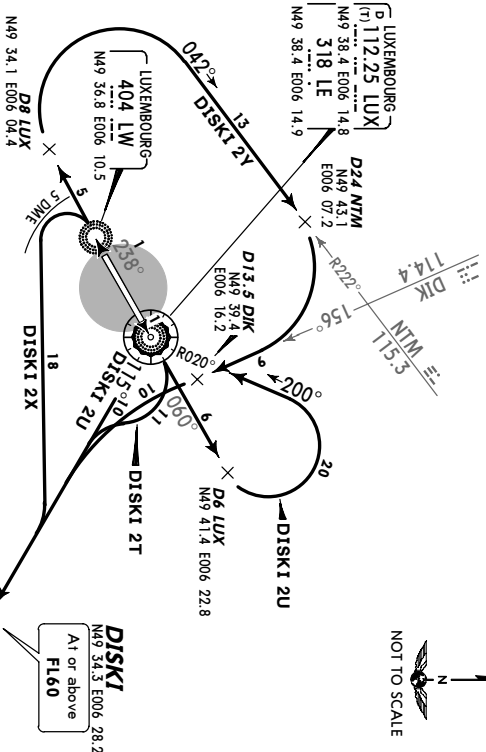
LUXEMBOURG
 Approach
 118.9
 Apt Elev
 1234'

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°.



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

ONLY FOR FLIGHTS TO EDDR, EDNZ, EDPM & ETAR
 FRIDAY 1800LT - MONDAY 0800LT AVAILABLE TO JOIN AIRWAYS Q 760 & Z 729



DISKI 2X
 This SID requires a minimum climb gradient

316' per NM (5.2%), If unable to comply inform ATC before take-off.	75	100	150	200	250	300
Gnd speed-KT	395	527	790	1053	1317	1580
316' per NM						

Initial climb clearance 4000'

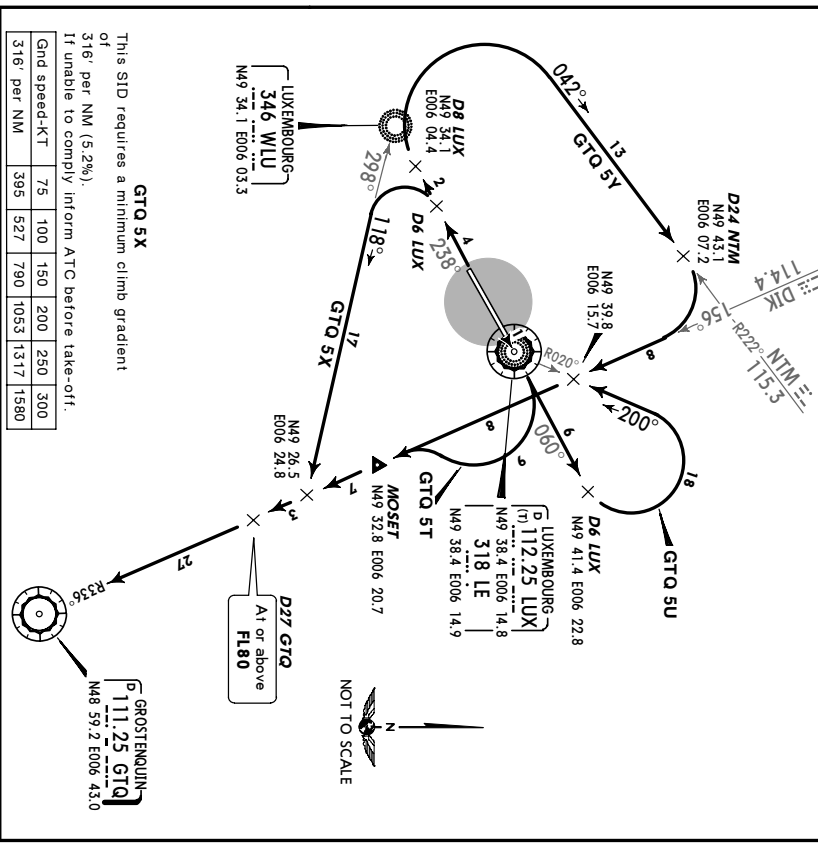
ROUTING

SID	RWY	ROUTING
DISKI 2T	06	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 DWE, intercept as soon as possible LUX R-115 to DISKI.
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.

ELLX/LUX
LUXEMBOURG
 5 MAY 06 (10-3B) **EFF 11 MAY** **SID**

LUXEMBOURG Approach 118.9	Ap ^t Elev 1234'	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°.	MSEA LUX VOR 3700' 3400' 360'
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GROSTENQUIN FIVE TANGO (GTQ 5T)
GROSTENQUIN FIVE UNIFORM (GTQ 5U)
GROSTENQUIN FIVE X-RAY (GTQ 5X)
GROSTENQUIN FIVE YANKEE (GTQ 5Y)
RWYS 06, 24 DEPARTURES



SID	RWY	ROUTING
GTQ 5T	06	Intercept LUX R-060 to LE, turn RIGHT, intercept GTQ R-336 inbound to GTQ.
GTQ 5U		Intercept LUX R-060 to D6 LUX, turn LEFT, intercept LUX R-020 inbound, intercept GTQ R-336 inbound to GTQ.
GTQ 5X	24	Intercept LUX R-238 to D6 LUX, turn LEFT, intercept 118° bearing from WLU, turn RIGHT, intercept GTQ R-336 inbound to GTQ.
GTQ 5Y		Intercept LUX R-238 to D8 LUX, turn RIGHT, intercept NTM R-222 inbound to D24 NTM, turn RIGHT, intercept GTQ R-336 inbound to GTQ.

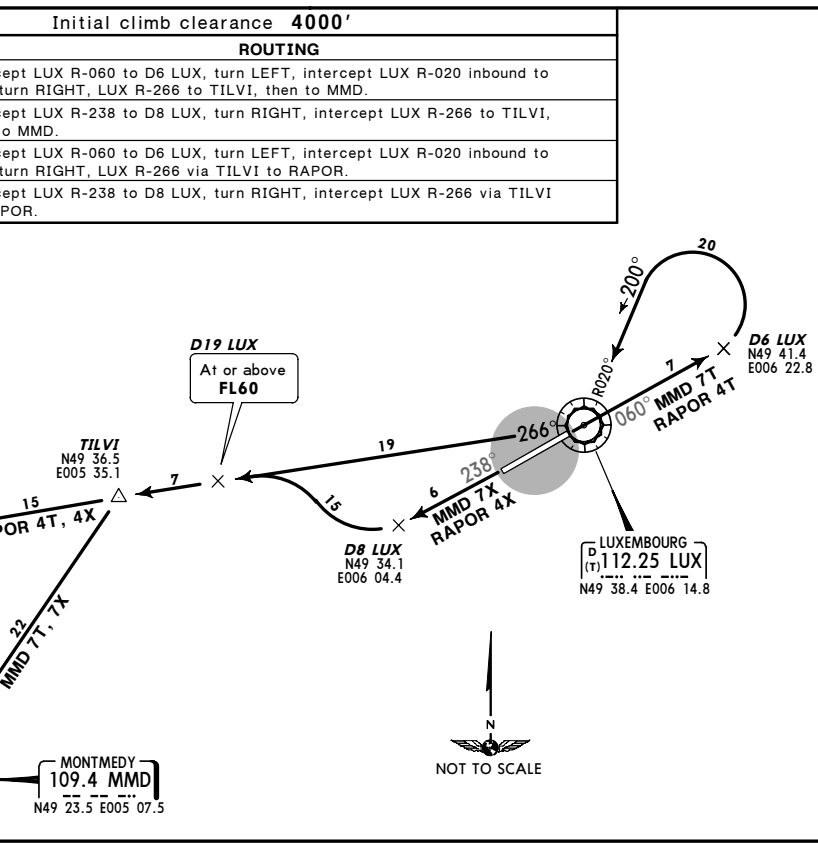
Initial climb clearance 4000'

CHANGES: SIDs GTQ 4T, 4U, 4X, 4Y renumbered 5T, 5U, 5X, 5Y. © JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED.

ELLX/LUX
LUXEMBOURG
 5 MAY 06 (10-3C) **EFF 11 MAY** **SID**

LUXEMBOURG Approach 118.9	Ap ^t Elev 1234'	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°.	MSEA LUX VOR 3700' 3400' 360'
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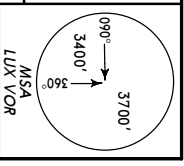
MONTMEDY SEVEN TANGO (MMD 7T)
MONTMEDY SEVEN X-RAY (MMD 7X)
RAPOR FOUR TANGO (RAPOR 4T) [RAPOR4T]
RAPOR FOUR X-RAY (RAPOR 4X) [RAPOR4X]
RWYS 06, 24 DEPARTURES



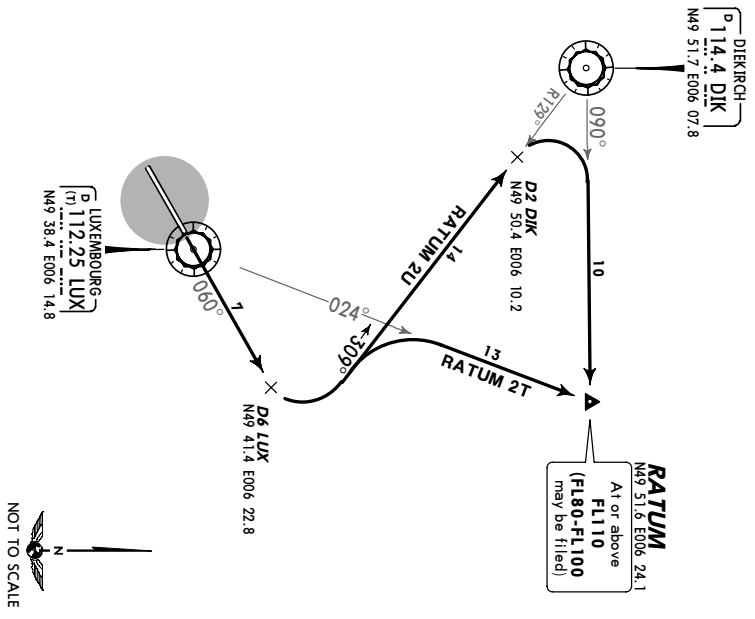
Initial climb clearance 4000'

CHANGES: SIDs renumbered. © JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED.

ELLX/LUX
LUXEMBOURG
 5 MAY 06 (10-3D) **EFF 11 MAY** **SID**

LUXEMBOURG Approach 118.9	Ap ^r Elev 1234'	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°.	MSEA LUX VOR 
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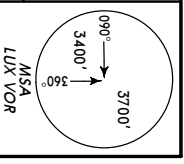
**RATUM TWO TANGO (RATUM 2T) [RATU2T]
 RATUM TWO UNIFORM (RATUM 2U) [RATU2U]
 RWY 06 DEPARTURES**
 FOR SIDS RWY 24 REFER TO CHART 10-3E



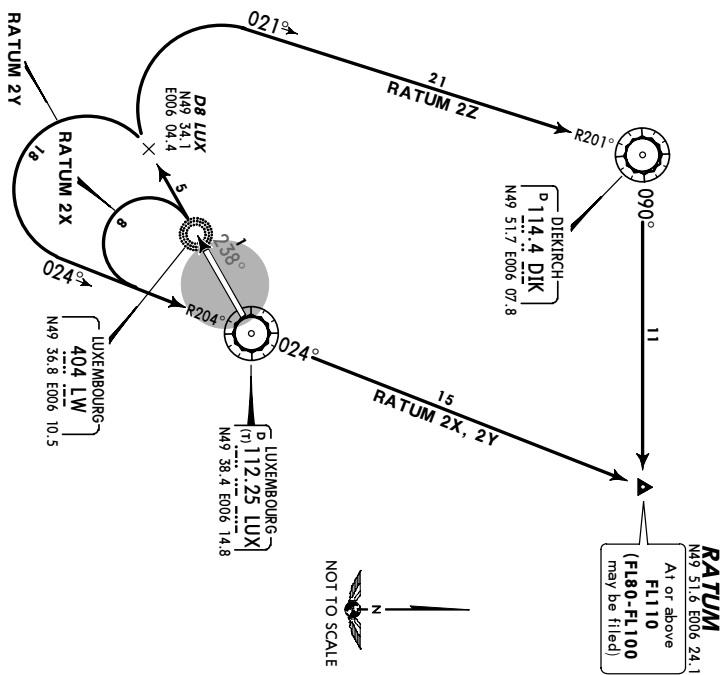
Initial climb clearance 4000'	
ROUTING	
SID	ROUTING
RATUM 2T	Intercept LUX R-060 to D6 LUX, turn LEFT, intercept LUX R-024 to RATUM, D2 DIK, turn RIGHT to RATUM.
RATUM 2U	Intercept LUX R-060 to D6 LUX, turn LEFT, intercept DIK R-129 inbound to D2 DIK, turn RIGHT to RATUM.

CHANGES: SIDS RATUM 1T, 1U renumbered 2T, 2U © JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED.

ELLX/LUX
LUXEMBOURG
 5 MAY 06 (10-3E) **EFF 11 MAY** **SID**

LUXEMBOURG Approach 118.9	Ap ^r Elev 1234'	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°.	MSEA LUX VOR 
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**RATUM TWO X-RAY (RATUM 2X) [RATU2X]
 RATUM TWO YANKEE (RATUM 2Y) [RATU2Y]
 RATUM TWO ZULU (RATUM 2Z) [RATU2Z]
 RWY 24 DEPARTURES**



These SIDs require a minimum climb gradient of 316' per NM (5.2%).
 If unable to comply inform ATC before take-off.

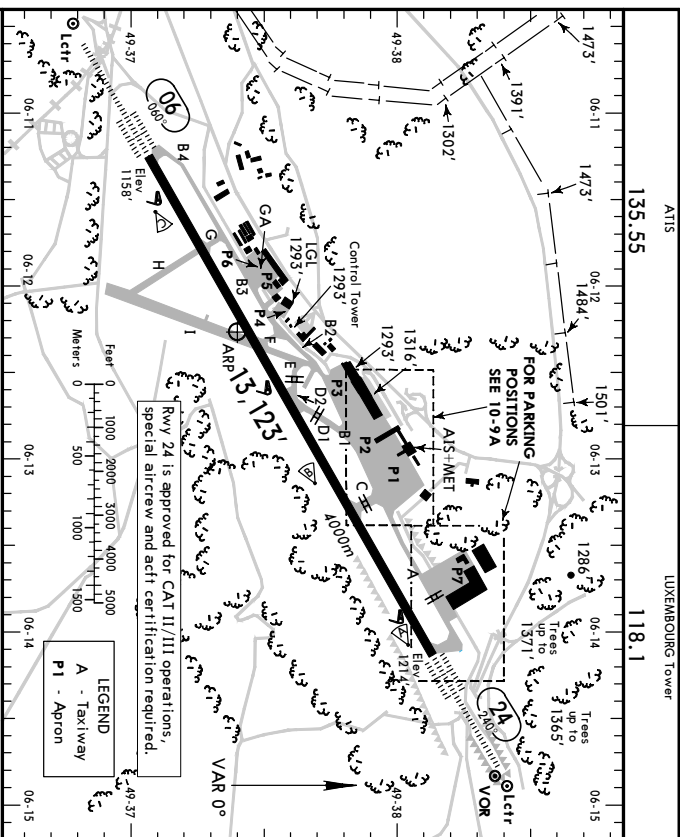
Gnd speed-KT	75	100	150	200	250	300
316' per NM	395	527	790	1053	1317	1580

Initial climb clearance 4000'	
ROUTING	
SID	ROUTING
RATUM 2X	Intercept LUX R-238 to LW, turn LEFT, intercept LUX R-204 inbound to LUX, LUX R-024 to RATUM.
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	Intercept LUX R-238 to D8 LUX, turn RIGHT, intercept DIK R-201 inbound to DIK, then to RATUM.

CHANGES: SIDS RATUM 1X, 1Y, 1Z renumbered 2X, 2Y, 2Z © JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED.

ELX/LUX
 Apt Elev 1234'
 N49 37.4 E006 12.3

JEPPESSEN LUXEMBOURG, LUXEMBOURG
 5 MAY 06 (10-9) **EFF 11 MAY**
 LUXEMBOURG



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS		TAKE-OFF WIDTH
	Threshold	Glide Slope	
06	HRLR ① C ② ALSF-II PAPI (3.0°)	RVR 12,351' (3765m)	197' 60m
24	HRLR ① C ② ALSF-II TDZ PAPI (3.0°) HST-DZ RVR	12,110' (3691m)	③

① spacing 30m **②** spacing 15m

③ TAKE-OFF RUN AVAILABLE
 RWY 06:
 From rwy head 13,123' (4000m)
 twy G Int ④ 10,663' (3250m)
 twy E/F Int ⑤ 8202' (2500m)
 twy D2 Int ⑥ 6562' (2000m)

RWY 24:
 from rwy head 13,123' (4000m)
 twy C Int ④ 9186' (2800m)
 twy D1 Int ⑤ 6234' (1900m)
 twy E/F Int ⑥ 4921' (1500m)

④ For acti with MTOW up to 25t.
⑤ For single-engine acti.

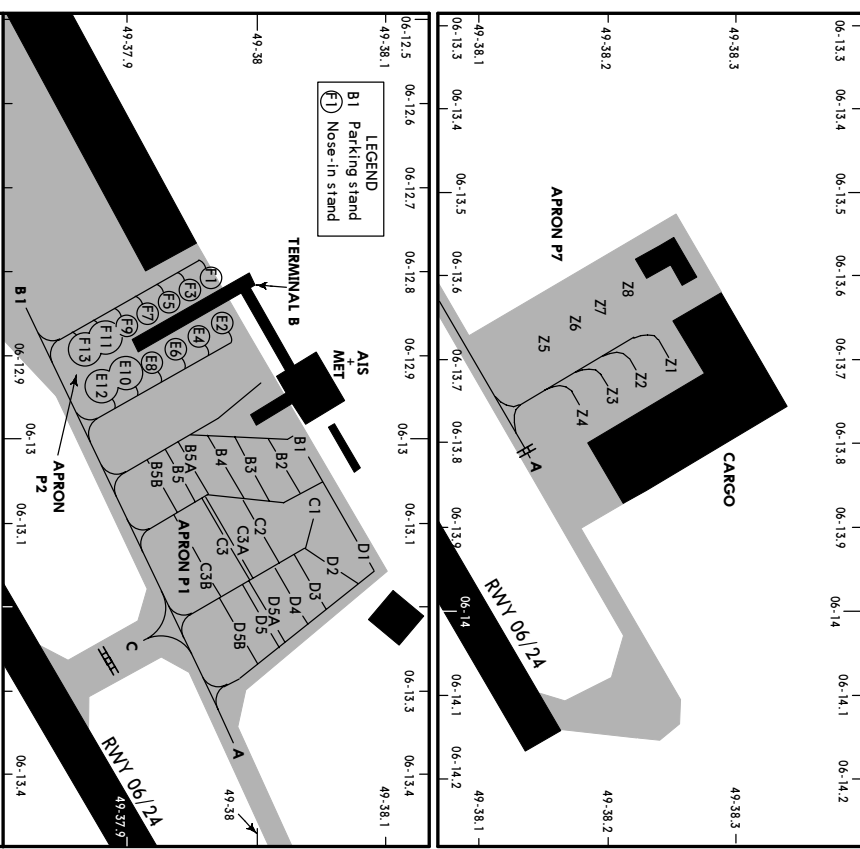
JAR OPS	TAKE-OFF ①
Approved Operators	All Rwys

LVP must be in Force

	HRLR, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	125m	150m	200m	250m	400m	500m
B	150m	200m	250m	300m		
C						
D						

① Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

ELX/LUX
 5 MAY 06 (10-9A) **EFF 11 MAY**
 LUXEMBOURG



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
B1 thru B4	N49 38.0 E006 13.0	F5 thru F9	N49 37.9 E006 12.8
B5 thru B5B	N49 37.9 E006 13.0	F11, F13	N49 37.9 E006 12.9
C1 thru C3A	N49 38.0 E006 13.1	Z1, Z2	N49 38.3 E006 13.7
C3B	N49 37.9 E006 13.1	Z5	N49 38.2 E006 13.8
D1	N49 38.1 E006 13.1	Z4	N49 38.2 E006 13.8
D2	N49 38.0 E006 13.1	Z5 thru Z7	N49 38.2 E006 13.6
D3 thru D5B	N49 38.0 E006 13.2	Z8	N49 38.3 E006 13.6
E2, E4	N49 38.0 E006 12.8		
E6 thru E12	N49 37.9 E006 12.9		
F1, F3	N49 38.0 E006 12.8		

LOW VISIBILITY PROCEDURES

GENERAL
 During CAT II/III operations, the following information is added to the ATIS message:
 "CAT 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 act 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).
 Landing act should leave as soon as possible the ILS sensitive area signalled by alternated yellow and green twy centerline lights.

CRITERIA FOR THE NOTIFICATION AND THE TERMINATION OF LOW VISIBILITY PROCEDURES

PREPARATION
 When:
 - 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 deterioration

NOTIFICATION

When:
 - the RVR is at or below 800m and/or
 - the ceiling or the vertical visibility is reported to be at or below 200'

CANCELLATION

When:
 - 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.

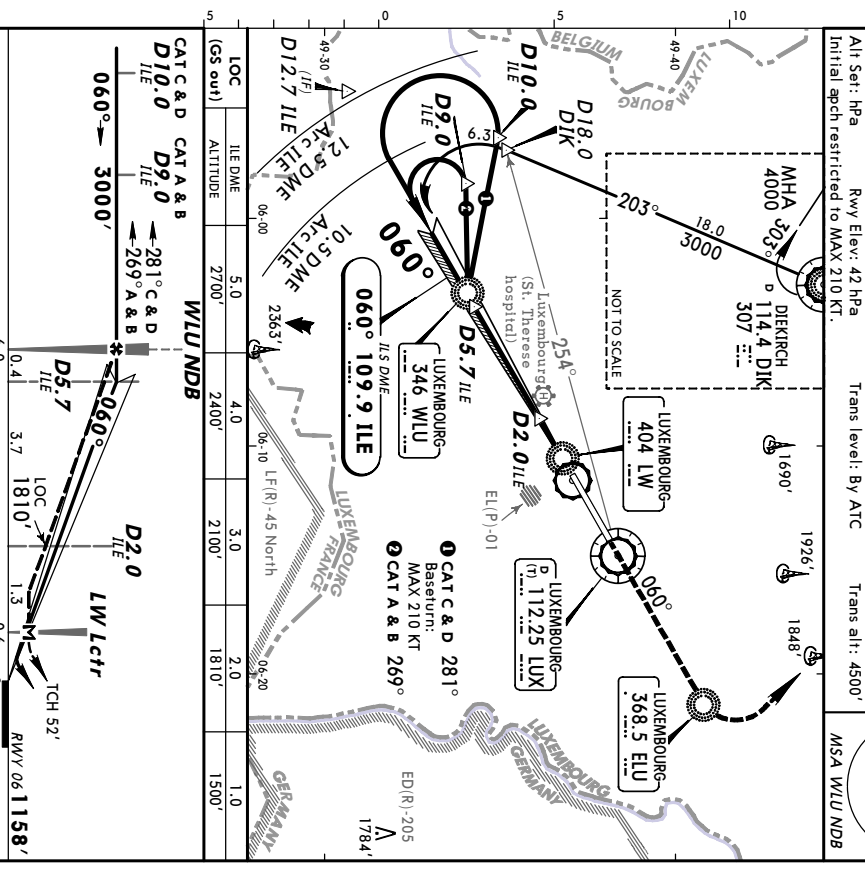
Pilots will be informed by RTF:

- Current RTF readings for the landing rwy
- Significant changes in surface wind (speed and direction)
- Unsuitability 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 points.

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

LOC	135.55	Final	GS	118.9	ILS	123.4	DA(H)	200'	API Elev	1158'
ILE	109.9	Appch Crs	D5.7 ILE	1358'	DA(H)	200'	Rwy	1158'		
MISSED APCH: Climb to 3000' to ELU NDB, then turn LEFT to DIK										
VOR/NDB climbing to 4000', MAX 250 KT.										
Air Ser: RPA Rwy Elev: 42 RPA Trans level: By ATC Trans alt: 4500'										
Initial apch restricted to MAX 210 KT.										



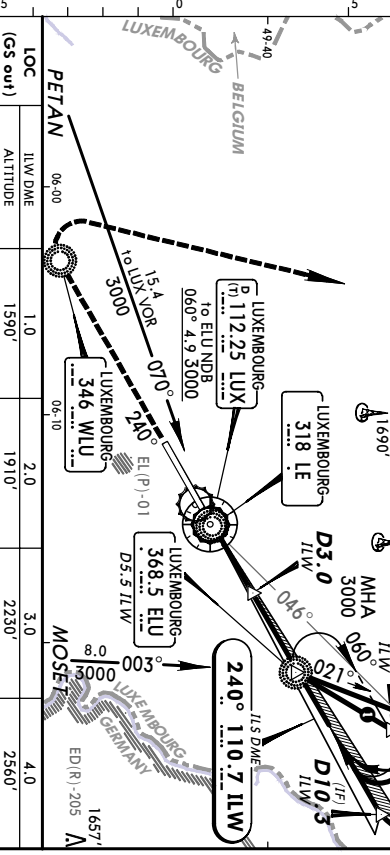
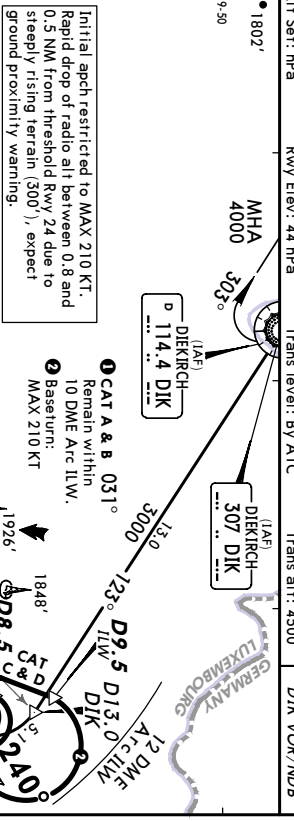
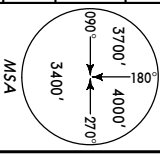
LOC	135.55	Final	GS	118.9	ILS	123.4	DA(H)	200'	API Elev	1158'
ILE	109.9	Appch Crs	D5.7 ILE	1358'	DA(H)	200'	Rwy	1158'		
MISSED APCH: Climb to 3000' to ELU NDB, then turn LEFT to DIK										
VOR/NDB climbing to 4000', MAX 250 KT.										
Air Ser: RPA Rwy Elev: 42 RPA Trans level: By ATC Trans alt: 4500'										
Initial apch restricted to MAX 210 KT.										

LOC	135.55	Final	GS	118.9	ILS	123.4	DA(H)	200'	API Elev	1158'
ILE	109.9	Appch Crs	D5.7 ILE	1358'	DA(H)	200'	Rwy	1158'		
MISSED APCH: Climb to 3000' to ELU NDB, then turn LEFT to DIK										
VOR/NDB climbing to 4000', MAX 250 KT.										
Air Ser: RPA Rwy Elev: 42 RPA Trans level: By ATC Trans alt: 4500'										
Initial apch restricted to MAX 210 KT.										

LOC	135.55	Final	GS	118.9	ILS	123.4	DA(H)	200'	API Elev	1158'
ILE	109.9	Appch Crs	D5.7 ILE	1358'	DA(H)	200'	Rwy	1158'		
MISSED APCH: Climb to 3000' to ELU NDB, then turn LEFT to DIK										
VOR/NDB climbing to 4000', MAX 250 KT.										
Air Ser: RPA Rwy Elev: 42 RPA Trans level: By ATC Trans alt: 4500'										
Initial apch restricted to MAX 210 KT.										

ELX/LUX
LUXEMBOURG
 5 MAY 06 **(1-2)** **EF 11 MAY**
JEPPERSEN LUXEMBOURG, LUXEMBOURG
ILS DME Rwy 24

ATIS		LUXEMBOURG Approach		LUXEMBOURG Tower	
LOC	135.55	GS	118.9	ILS	118.1
ILW	Final	GS	EU NDB	DA(H)	Appl Elev 1234'
110.7	240°	3000'	(1786')	1414' (200')	RWY 1214'
MISSED APCH: Climb to 3000' to WLU NDB, 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'		
D/K VOR/NDB			MSA		



LOC	04-00	ILW DME	1.0	2.0	3.0	4.0
(GS out)		ALTITUDE	1590'	1910'	2230'	2560'

Grnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or	377	485	539	647	755	862
LOC Descent Gradient	5.2%					
MAP at TE Lctr	MAP at TE Lctr					

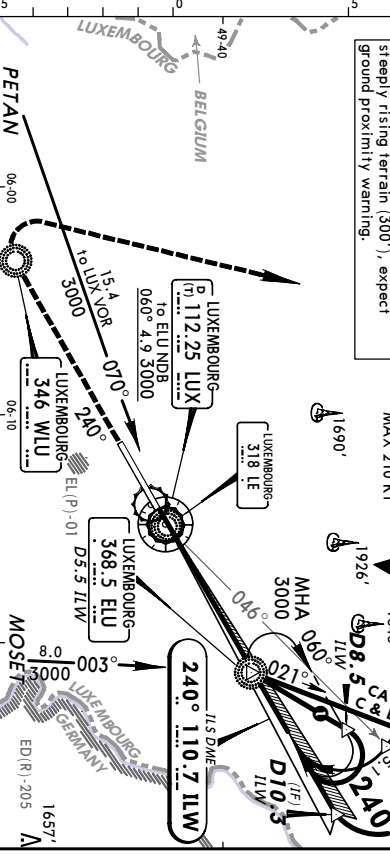
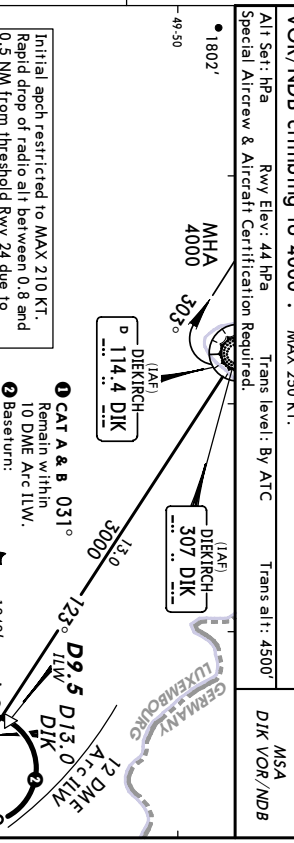
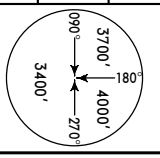
JAR OPS		STRAIGHT-IN LANDING RWY 24		CIRCLE-TO-LAND	
ILS	with D3.0 ILW	LOC (GS out)	with D3.0 ILW	WLU	346
DA(H)	1414' (200')	MDA(H)	1510' (296')	APR	250 KT
FULL	ALS out	ALS out	MDA(H)	1610' (396')	MAX
JAR OPS		STRAIGHT-IN LANDING RWY 24		CIRCLE-TO-LAND	
ILS	with D3.0 ILW	LOC (GS out)	with D3.0 ILW	WLU	346
DA(H)	1414' (200')	MDA(H)	1510' (296')	APR	250 KT
FULL	ALS out	ALS out	MDA(H)	1610' (396')	MAX

A	RVR 550m	RVR 1500m	RVR 1500m	A
B	RVR 800m	RVR 1000m	RVR 1500m	B
C	RVR 1000m	RVR 1600m	RVR 1800m	C
D	RVR 1800m	RVR 1800m	RVR 2000m	D

PANS OPS 3
 LE Lctr out: NOT AUTH.
 CHANGES: ATIS Bearings. © JEPPESEN SANDERSON, INC., 1999, 2006. ALL RIGHTS RESERVED.

ELX/LUX
LUXEMBOURG
 5 MAY 06 **(1-2A)** **EF 11 MAY**
JEPPERSEN LUXEMBOURG, LUXEMBOURG
CAT II ILS DME Rwy 24

ATIS		LUXEMBOURG Approach		LUXEMBOURG Tower	
LOC	135.55	GS	118.9	ILS	118.1
ILW	Final	GS	EU NDB	RA 100'	Appl Elev 1234'
110.7	240°	3000'	(1786')	1314' (100')	RWY 1214'
MISSED APCH: Climb to 3000' to WLU NDB, then turn RIGHT to DIK VOR/NDB climbing to 4000'. MAX 250 KT.					
Alt Set: Hpa			Rwy Elev: 44 Hpa		
Special Aircrew & Aircraft Certification Required.			Trans alt: 4500'		
D/K VOR/NDB			MSA		



LOC	04-00	ILW DME	1.0	2.0	3.0	4.0
(GS out)		ALTITUDE	1590'	1910'	2230'	2560'

Grnd speed-Kts	70	90	100	120	140	160
GS	3.00°	377	485	539	647	755
LOC Descent Gradient	5.2%					
MAP at TE Lctr	MAP at TE Lctr					

JAR OPS		STRAIGHT-IN LANDING RWY 24		CIRCLE-TO-LAND	
ILS	with D3.0 ILW	LOC (GS out)	with D3.0 ILW	WLU	346
DA(H)	1414' (200')	MDA(H)	1510' (296')	APR	250 KT
FULL	ALS out	ALS out	MDA(H)	1610' (396')	MAX
JAR OPS		STRAIGHT-IN LANDING RWY 24		CIRCLE-TO-LAND	
ILS	with D3.0 ILW	LOC (GS out)	with D3.0 ILW	WLU	346
DA(H)	1414' (200')	MDA(H)	1510' (296')	APR	250 KT
FULL	ALS out	ALS out	MDA(H)	1610' (396')	MAX

A	RVR 550m	RVR 1500m	RVR 1500m	A
B	RVR 800m	RVR 1000m	RVR 1500m	B
C	RVR 1000m	RVR 1600m	RVR 1800m	C
D	RVR 1800m	RVR 1800m	RVR 2000m	D

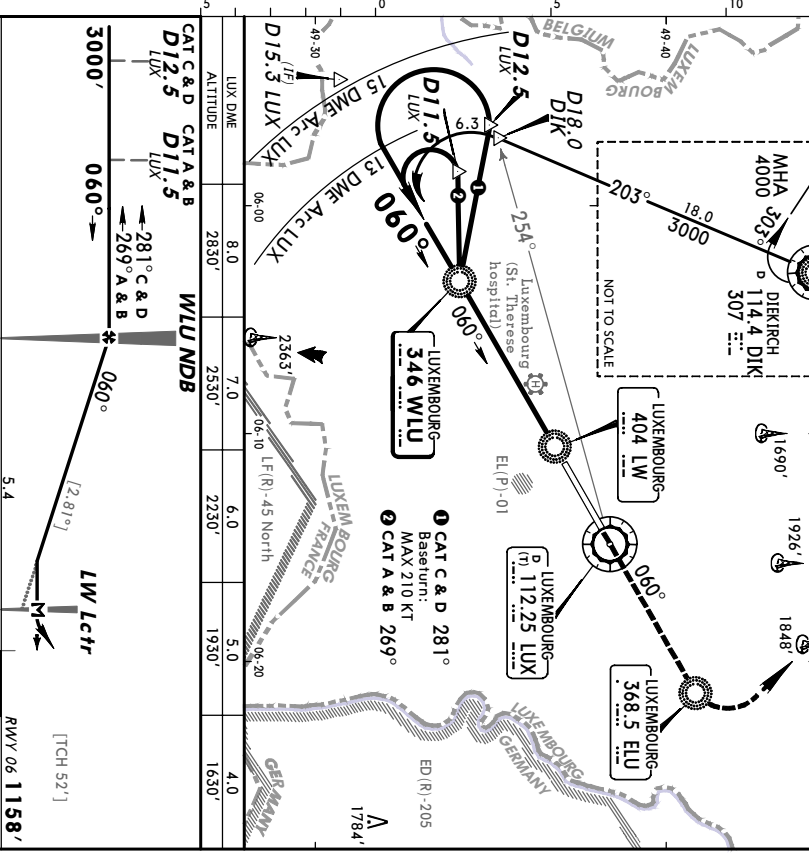
PANS OPS 3
 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.
 CHANGES: ATIS Bearings. © JEPPESEN SANDERSON, INC., 1999, 2006. ALL RIGHTS RESERVED.

ELX/LUX
LUXEMBOURG

JEPPesen LUXEMBOURG, LUXEMBOURG
5 MAY 06 (16-1) **EF 11.0307**

NDB DME Rwy 06

ATIS		LUXEMBOURG Approach		LUXEMBOURG Tower	
135.55	Final	Minimum Alt	MDA(H)	Appr Elev	1234'
WLU	346	WLU NDB	1560' (1842')	Rwy	1158'
MISSED APPCH: Climb to 3000' to ELU NDB, 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'		
Initial apch restricted to MAX 210 KT.					
MSA WLU NDB					



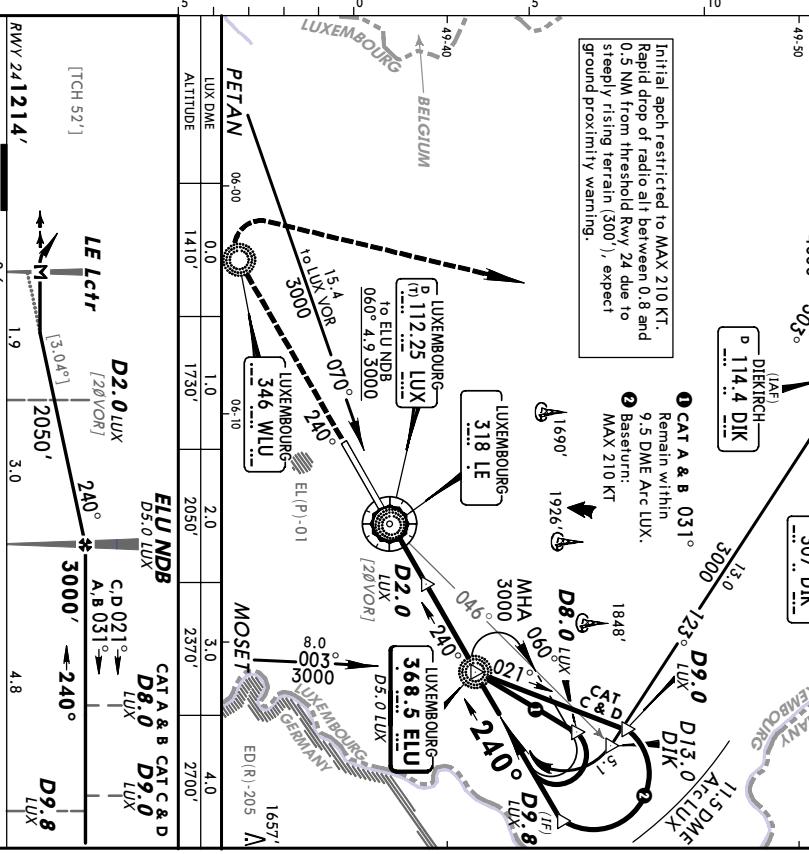
Grnd speed-Kts	70	90	100	120	140	160	ASFT	250 KT	3000'	ELU	368.5
Descent Gradient	4.90% or [2.81°]		348	447	497	596	PAP	MAX			
Descent angle	[2.81°]						PAP	MAX			
MAP at LE Lcfr											
STR-AIGHT-IN LANDING Rwy 06											
MDA(H) 1560' (1842')											
ALS out											
CIRCLE-TO-LAND											
RWY 06 1158'											

ELX/LUX
LUXEMBOURG

JEPPesen LUXEMBOURG, LUXEMBOURG
5 MAY 06 (16-2) **EF 11.0307**

NDB DME Rwy 24

ATIS		LUXEMBOURG Approach		LUXEMBOURG Tower	
135.55	Final	Minimum Alt	MDA(H)	Appr Elev	1234'
ELU	368.5	ELU NDB	3000' (1786')	Rwy	1214'
MISSED APPCH: Climb to 3000' to WLU NDB, 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'		
Initial apch restricted to MAX 210 KT.					
MSA DIK VOR/NDB					



Grnd speed-Kts	70	90	100	120	140	160	ASFT	250 KT	3000'	WLU	346
Descent Gradient	5.30% or [3.04°]		376	484	538	645	PAP	MAX			
Descent angle	[3.04°]						PAP	MAX			
MAP at LE Lcfr											
STR-AIGHT-IN LANDING Rwy 24											
MDA(H) 1570' (356')											
ALS out											
CIRCLE-TO-LAND											
RWY 24 1214'											