

LUXEMBOURG (LUX/ELLX)

Elevation 1234ft

CATEGORY A

AV brief – not required

GENERAL

- No significant terrain in the vicinity, although it is near the boundary of multiple FIRs including Paris, Reims and Langen – the airfield itself is in Brussels FIR.

Threats**Runway Excursion**

- False LOC capture has also been reported on Rwy 24 ILS – pilots must satisfy themselves by suitable means that the correct LOC QDM has been captured and established.
- The slope on Rwy 06 gives an illusion of low pitch in the flare, making the risk of high-pitch/ tail-strike more likely.
- Due to the up slope there is also a threat of hard landing.

Mid Air Collision

- Light aircraft traffic in the circuit and possibly orbiting in close proximity to final approach. This traffic can cause TCAS TA/RA activation.

ARRIVAL**Approach**

- Rwy 06: note that on final approach, at 1000ft radio, the height above the landing threshold is approx 700ft.
- Rwy 24: to reduce the risk of GPWS warnings below 4000ft QNH, the intermediate approach should be flown in Conf 1/Flap 1 at 210 kts or less.
- The final approach to Rwy 24 should be stabilised with gear down and landing flap selected by 2700ft QNH.
- On final approach, at 1000ft radio, the height above the landing threshold is approx 600ft.
- The nature of the terrain on the final approach causes the Rad Alt to indicate a change in height from approx 400ft to approx 200ft in a very short time.

OPERATIONAL INFORMATION

Handling Agent	LUXAIR
Handling Agent VHF	131.625
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use APU for air-conditioning Keep ground power connected according to guidance above to reduce fuel burn