STARs renumbered; ATIS.

CHANGES:

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NOT TO SCALE

FL60 TMA

MAX 250 KT within LUX 25
SPEED RESTRICTION

FL50 TMA

Max 220 KT

If unable to comply inform ATC.

LNO likely to be radar vectored.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

Licensed to BRITISH AIRWAYS PLC, Printed from JeppView disc 23-06.
Apt Elev
ELLX/LUX
Trans level: By ATC    Trans alt: 4500'

LUXEMBOURG
LUXEMBOURG, LUXEMBOURG
118.91234'

1. Contact LUXEMBOURG Approach immediately after take-off.

2. Initial climb clearance 4000' Gnd speed-KT.

3. This SID requires a minimum climb gradient of 316' per NM (5.2%).

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. Initial and leading turns are calculated upon 250 KT, bank angle 25°.

FRIDAY 1800LT - MONDAY 0800LT AVAILABLE TO JOIN AIRWAYS Q 760 & Z 729

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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.
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. Initial and leading turns are calculated upon 250 KT, bank angle 25°.

3. This SID requires a minimum climb gradient of 316' per NM (5.2%). If unable to comply inform ATC before take-off.
Contact LUXEMBOURG Approach immediately after take-off.

FL110 (FL80-FL100 may be filed) At or above LUXEMBOURG Approach

SIDs RATUM 1X, 1Y, 1Z renumbered 2X, 2Y, 2Z.

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

Initial climb clearance 4000'.

Intercept LUX R-238 to LW, turn LEFT, intercept LUX R-204 inbound to LUX, LUX R-024 to RATUM.

Intercept LUX R-238 to D8 LUX, turn LEFT, intercept LUX R-204 inbound to LUX, LUX R-024 to RATUM.

Intercept LUX R-238 to D8 LUX, turn RIGHT, intercept DIK R-201 inbound to DIK, then to RATUM.

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. Initial and leading turns are calculated upon 250 KT, bank angle 25°.
**LOW VISIBILITY PROCEDURES (CAT II/III OPERATIONS)**

**DESCRIPTION OF LOW VISIBILITY PROCEDURES**

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

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

- 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**

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

**CANCELLATION**

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

**GENERAL**

Pilots wishing to practice a CAT II/III approach shall inform LUXEMBOURG APP by using the WLU NDB points.

- When low visibility procedures are cancelled
  - 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 operations

- 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

**CRITERIA FOR THE NOTIFICATION AND THE TERMINATION OF LOW VISIBILITY PROCEDURES**

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

**PILots WILL BE I NFORMED 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 operations

**BRIEFING STRIP**

- Pilots will be informed by RTF:-
- Significant changes in surface wind (speed and direction)
- Unserviceability of any equipment relevant to CAT II/III operations

**REREQUEST PRACTICE CAT II/III APPROACH**

Pilots will be informed by RTF:-

**LOW VISIBILITY PROCEDURES (CAT II/III OPERATIONS)**

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

When:

**GENERAL**

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

- 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
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- Significant changes in surface wind (speed and direction)
- Unserviceability of any equipment relevant to CAT II/III operations

**REREQUEST PRACTICE CAT II/III APPROACH**

Pilots will be informed by RTF:-

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