# LUXEMBOURG

## PILOT BRIEFING

Belux vACC

**NOT FOR REAL LIFE AVIATION!**

# Introduction, copyright and credits

Luxembourg is a classic example of a small airport. It has one runway, two taxiways and some aprons. On approach level, it offers a TMA of average size. Luxembourg is one of the busiest, single runway airports based on cargo traffic.



| *Version* | *Date* | *Editor* | *Changes* |
|---|---|---|---|
| 01 | 09.2022 | Nicolas Vanruysseveldt | Version for CTL Eastbound 2022 |
| 02 | 05.2023 | Flavio Pasquariello | Generalization and update |
| 03 | 09.2024 | Steven Fauconnier | General update |

# General information

This general information might not be up to date at the time of reading. Please refer to the eAIP for the latest version.

Aerodrome elevation: 1234 ft

## Runways

| Runway | Heading | Precision approach | Approaches with vertical guidance | Non-precision approaches | Dimensions (m) |
|---|---|---|---|---|---|
| 06 | 060° | ILS (Freq: 109.90) | RNP(LPV); RNP(LNAV/VNAV) | RNP(LNAV); LOC; visual | 4 002 x 45 |
| 24 | 240° | ILS (Freq: 110.70) | RNP(LPV); RNP(LNAV/VNAV) | RNP(LNAV); LOC; visual | |

## ATS positions

### Controllers

| Abbreviation | Split sector | Frequency | Call sign |
|---|---|---|---|
| ELLX_ATIS | ELLX_ATIS | 134.755 | Luxembourg Information |
| ELLX_DEL | ELLX_DEL | 121.855 | Luxembourg Delivery |
| ELLX_TWR | ELLX_TWR | 118.105 | Luxembourg Tower |
| ELLX_APP | ELLX_APP | 120.885 | Luxembourg Approach |
| | ELLX_F_APP | 118.905 | Luxembourg Director |
| EBBU_W_CTR | EBBU_W_CTR | 131.100 | Brussels Control |
| | EBBU_E_CTR | 129.575 | |

# Pilot Information

## Charts

Official free charts can be found on our website linked below. Please have your charts with you when flying!

## Fuel Planning

Departing aircraft may be required to hold on the ground. Arriving aircraft may be required to hold over a waypoint, be it enroute or on the arrival. Pilots shall be able to accommodate ATC requests, and fuel emergencies shall have no priority.

We ask that pilots bring a minimum of 45 minutes of extra fuel on top of their planned trip fuel.

## Scenery

**MSFS**

- JustSim Luxembourg Airport (payware)
- Luxembourg Airport (freeware)

**P3D and FSX**

- JustSim Luxembourg Airport (payware)

**X-Plane**

- JustSim Luxembourg Airport (payware)
- Luxembourg-Findel (freeware)

## Useful Links

Belux vACC website: http://beluxvacc.org/

Brussels charts: http://beluxvacc.org/charts

Belux vACC Discord: https://community.vatsim.net

# Departure Procedures

## Clearance Request

In Luxembourg, when Delivery is not online, pilots may ask for clearance upon taxi. In this case, upon first contact with Luxembourg Tower, they shall only ask for push and start. Thereafter they shall request IFR clearance upon taxiing. *Remember that this procedure is NOT to be used when Luxembourg Delivery is online. In this case, IFR clearance shall be requested prior to pushing back.*

## Stand Selection

Belux vACC uses a standard gate assigner system. It allows you to see which stands are occupied and which ones are free. You can find it on our website.

## Standard Instrument Departures (SIDs)

Luxembourg uses a system of conventional SIDs with a standard initial climb to 4000ft. Please familiarize yourself with the possible SIDs using the charts.

## Pushback and taxi procedures

Luxembourg only has very limited apron and taxiway space available. Pushback may therefore be significantly delayed as to prevent apron congestion. Luxembourg Delivery or Tower will give you an estimation of your delay based on your reserved slot. Please monitor the frequency and be ready to push back as soon as instructed. When taxiing, be aware of your surroundings and any possible aircraft vacating.

Apron P1 has a standard one-way system as outlined in AD2.ELLX-APD.01. Normally, taxiways L and L2 may be used to enter the apron whilst L3 and L1 are used to exit the apron. In a high traffic scenario, the controller may deviate from this standard by assigning a different route on these taxiways. Please comply with their instruction.

## Departure

Silent handoffs are used upon departure. As such you must contact Luxembourg Approach, without any specific instruction from Tower, when airborne. We kindly ask you to not overshoot your initial climb altitude unless cleared for higher.

# Arrival Procedures

## Vectors

The primary way of sequencing at Luxembourg is using vectors. You will most likely be vectored onto the selected approach from the last point on your STAR. Please pay close attention to the communications and quickly comply to any given turn or climb/descend instructions.

## Transitions

A transition in Luxembourg is a procedure that links the IAF to the IF (LX06I/LX24I). At the IF, an approach can be initiated. In most FMS systems, such transitions do not show up as STARs but rather as "Via" when selecting the approach (G1000) or "Transitions" (Boeing or Airbus). Standard for runway 24 are C or N transitions, for runway 06 D transitions. Please be prepared to follow these routes. *Keep in mind that these are used during low/medium traffic situations. During high traffic situations, you will always be vectored.*

## Speed Management

Unless instructed otherwise by your controller, please maintain the following speeds:

- 210 KIAS on the downwind whilst being vectored or on a transition.
- 180 KIAS until 6 DME on final approach.

## Arriving Stands

Belux vACC uses a standard gate assigner system. It allows you to see which stands are occupied and which ones are free. You can find it on our website.

If you wish to park at a different stand, please inform the tower controller upon approaching or when you vacated the runway. Bear in mind that the gate assigner may be ignored during very busy events or when your stand has already been taken.

# Conclusion

Thank you for flying in/out of Luxembourg. We hope that this document has been of help to learn the basics of this airport. For any questions, feel free to reach out to us via our Discord or the contact forms on our website.

Welcome to the Grand Dutchy of Luxembourg!


*Image source: www.airport-technology.com*
*Luxembourg by Claudy Decoux*