



PROCEDURES OVERVIEW

Luxembourg Approach ELLX_APP

**NOT FOR REAL
AVIATION**

In Luxembourg (ELLX), departures/approach clearances are issued by the approach position. However if ELLX_APP is not online approach clearances can be issued by the next position, being EBBU_(E_)CTR.

ELLX_APP: 118.900

Arrivals

AIRSPACE

- Airspace class: D (some parts E)
- Upper limit: FL 135
- Lateral limit*: +/- geographical boundaries of G.D. of Luxembourg
(the lateral limit is in fact more complicated, but close to the geographical boundaries)

TASK

Your task as arrival controller is to guide the arriving aircraft, within your airspace, on final approach course of the active landing runway in ELLX. Mostly to intercept the ILS. You also have to take care of low flying aircraft crossing your airspace. The active landing runway(s) will be indicated by ELLX_TWR. If no tower service available the approach controller should create the ATIS.

GENERAL

EBBU_CTR will hand you off aircraft at or descending to FL 140. You can follow the charts or issue vectors to guide the aircraft to the final approach course. Do not forget that aircraft are in EBBU_CTR airspace as long they are above FL 135, even if you have them on your frequency before.

The first thing you do when you have the pilot of an arriving aircraft on your frequency, is inform him of what he can expect: ILS approach, Visual, procedural, ...

*Good evening Luxembourg, Beeline 52 Quebec at FL 140 inbound Olno VOR.
Beeline 52 Quebec, identified, expect vectors for ILS runway 24.*

The next step is to descend the aircraft

*Beeline 52 Quebec, descend altitude 4000 feet, QNH 1021
Descending altitude 4000 feet, QNH 1021, Beeline 52 Quebec*

Here the aircraft will descend below the transition level (you can calculate the Transition Level (TL) with a utility that can be downloaded on the Controller section/Controller files page). The first time you give an altitude you have to indicate the QNH at ELLX. (Remember: Flightlevels or FL above the TL, Altitudes below the TL).

*Beeline 52 Quebec, reduce speed to 210 knots for the turn onto final.
Speed 210 knots for final, Beeline 52 Quebec.*

Now it is time for the final turn:

Beeline 52 Quebec, turn right heading 210, cleared ILS approach 24, report established on the localizer.

Turning right heading 210, cleared ILS approach 24, will report established on the localizer, Beeline 52 Quebec.

The ideal is to make the aircraft intercept the localizer with a heading of 30 degrees, and intercept the glideslope from below. The aircraft should be vectored in this way, that it still can fly level for a short time before descending with the glide.

When vectoring, take the wind into account. If you do not indicate a speed, how faster the aircraft, the wider the turn will be.

The distance from threshold an aircraft has to be established on the ILS will depend on the altitude at which you make them intercept.

Once the aircraft is established on the localizer and correctly separated from other traffic on final, you handoff the traffic to ELLX_TWR

Beeline 52 Quebec is establishes on the localizer runway 24

Beeline 52 Quebec, contact Tower 118.10, goodnight.

Contacting Tower on 118.10, thank you and goodnight.

Before you tell a pilot to contact the Tower you have to assure the separation of other traffic on final approach course. You can do that with speed restriction:

Beeline 52 Quebec, maintain 180 knots until the outer marker

Beeline 52 Quebec, reduce to minimum approach speed.

ARRIVALS PROCEDURES:

HOLDING DIK DVOR/DME					
Designator	Significant point	Track (MAG)	Distance (NM)	MNM IFR level	Remarks
LNO 3K	LNO DVOR				Holding entry: direct.
		160°	27.5	FL 50	
	TMA BDRY				
		160°	18.8	4 000 ft QNH	
VETIL 2K	DIK DVOR				Holding entry: parallel
	VETIL				
		236°	13.4	4 000 ft QNH	
	LUX VOR				
DISKI 2K		341°	14.1	4 000 ft QNH	Holding entry: parallel
	DIK DVOR				
	DISKI				
		295°	9.6	4 000 ft QNH	
AKELU 2K	LUX VOR				Holding entry: parallel
		341°	14.1	4 000 ft QNH	
	DIK DVOR				
	AKELU				
		336°	2.0	FL 80	
	27 NM north of GTQ VOR				
MMD 3K		336°	3.6	FL 60	Holding entry: parallel
	TMA BDRY				
		336°	6.0	4 000 ft QNH	
	MOSET				
		336°	20.6	4 000 ft QNH	
	DIK DVOR				
	MMD VOR				
		072°	26.2	FL 80	
	072°	4.8	4 000 ft QNH		
MMD 3K	PETAN				Holding entry: parallel
		028°	21.0	4 000 ft QNH	
	DIK DVOR				

HOLDING WLU NDB					
Designator	Significant point	Track (MAG)	Distance (NM)	MNM IFR level	Remarks
LNO 3M	LNO DVOR				Holding entry: parallel
		160°	27.5	FL 50	
	TMA BDRY				
		160°	18.8	4 000 ft QNH	
	DIK DVOR				
		190°	17.9	3 000 ft QNH	
	WLU NDB				
VETIL 2M	VETIL				Holding entry: parallel
		236°	13.4	3 000 ft QNH	
	LUX VOR				
		240°	8.7	3 000 ft QNH	
	WLU NDB				
DISKI 2M	DISKI				Holding entry: parallel
		295°	9.6	3 000 ft QNH	
	LUX VOR				
		240°	8.7	3 000 ft QNH	
	WLU NDB				
AKELU 2M	AKELU				Holding entry: offset
		336°	2	FL 80	
	27 NM north of GTQ VOR				
		336°	3.6	FL 60	
	TMA BDRY				
		336°	6	3 000 ft QNH	
	MOSET				
	276°	11.4	3 000 ft QNH		
	WLU NDB				
MMD 3M	MMD VOR				Holding entry: direct
		072°	26.2	FL 80	
	TMA BDRY				
		072°	4.8	3 000 ft QNH	
	PETAN				
		082°	7.0	3 000 ft QNH	
	WLU NDB				

Departures

AIRSPACE

- Airspace class: D (some parts E)
- Upper limit: FL 135
- Lateral limit*: +/- geographical boundaries of G.D. of Luxembourg
(the lateral limit is in fact more complicated, but close to the geographical boundaries)

TASK

The task of the Departure Controller is to separate the departures from other traffic handled by the Approach Controller. If necessary you can do that by giving vectors and level them off to avoid other traffic, and send them back to their route as soon as they are clear off traffic.

The SID's

The initial climb for all the SID's at ELLX is 4000ft (on local QNH!). If no conflicting traffic, the Departure Controller has to monitor the departing aircraft to see if the Standard Instrument Departure (SID) is followed.

The Climb

Unless traffic separation does not permit an aircraft should immediately be instructed to continue climb to FL 130. Never make departures climb higher than FL 130. EBBU_CTR will descend arrivals to FL 140. This way traffic separation is maintained even during hand off procedures.

Good evening Luxembourg, Beeline 41 Hotel passing 1200 feet.
Beeline 41 Hotel, identified, climb FL 140.

Or when traffic separation can not be maintained:

Beeline 41 Hotel, continue climb and level off at 4000 feet for traffic separation.

Do not forget to initiate the handoff to Brussels Control in time. Pilots appreciate not having to level off if this is not necessary!

Beeline 41 Hotel, contact Brussels Control on 131.100
Brussels Control 131.10, Beeline 41 Hotel, goodnight.