

Luxembourg International Airport

IATA/ICAO CODE: LUX/ELLX  
CITY: Luxembourg  
COUNTRY: Luxembourg

AIRPORT CONTACT

No changes reported by the airport in 2011  
Verify information below with the airport

Name: Ender Ulcun  
Title: Director of Air Navigation Administration  
Airport: Luxembourg Airport  
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Airport Web Site: [www.airport.lu](http://www.airport.lu)

ELEVATION: 1234 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold(ft)	Glide Slope(deg)	Width (ft)
24/06	13123	-	24/3 deg 06/3 deg	197

NOISE ABATEMENT PROCEDURES

**Standard Instrument Departures** - The SIDs (see AIP ELLX AD 2.22, § 3.2.1) constitute noise abatement procedures. It is therefore emphasized that pilots shall adhere to these routes as closely as performance permits. If unable to comply with these procedures, they shall advise ATC immediately.

**Climb Procedure** - Climb at maximum climb gradient compatible with safety until 4000 ft QNH.

**Arrival Procedures** - Aircraft performing a LLZ/DME approach on RWY 06 shall cross 2 DME ILE at 1 810 ft QNH (650 ft QFE) MNM.

**Take-off and Landing of Chapter 2 Aircraft** - According to the EU directive 92/14 - these airplanes are forbidden. State and military aircraft are exempted from this prohibition.

**Reverse Thrust** - Except for safety reasons, reverse thrust during landing shall not be used at other than idle power.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS

Takeoff and landing of Chapter 3 airplanes prohibited 2300-0600 local time. Delayed scheduled arrivals not concerned. Delayed scheduled departures approved until 2400 local time. Outside this time frame prior approval from the Air Navigation Administration is required.

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Engine test runs are only allowed from MON to FRI between 0600 and 2000, and on SAT between 0700 and 1900. Engine test runs are prohibited on public holidays.

APU OPERATING RESTRICTIONS

APU to be used only if no GP available

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

IATA Airport & Air Navigation Charges Manual 5/2002	
Turbojet Powered Aircraft:	
<b>Chapter 3</b>	
Up to 60 tonnes	EUR 3.62 per tonne
Over 60 tonnes	EUR 4.86 per tonne
<b>Propeller driven aircraft over 60 tonnes</b>	
Up to 60 tonnes	EUR 3.62 per tonne
Over 60 tonnes	EUR 9.72 per tonne
Flights between 2301 and 0000 local time, normal landing charge is doubled. Flights between 0001 and 0559 local time, normal landing charge is tripled.	

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise		

contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

## NOISE MONITORING SYSTEM

Lochard noise monitoring system (5 units ). [Map with monitor locations on the airport's web site.](#)

Noise Monitor	Location	Distance
1	Central station	to 4520 m of the threshold of track 06
2	Hamm	to 1050 m of the threshold of track 06
3	Medium of track	with -1570m of the threshold of track 06
4	Threshold of track 24	to 980 m of the threshold of track 24
5	Roodt/Syr	with 6100 m of the threshold of track 24

## FLIGHT TRACK MONITORING SYSTEM

Yes - Global Environment Monitoring System

## NOISE LEVEL LIMITS - [NONE](#)

## CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

## CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

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