



## Important notice to VFR pilots:

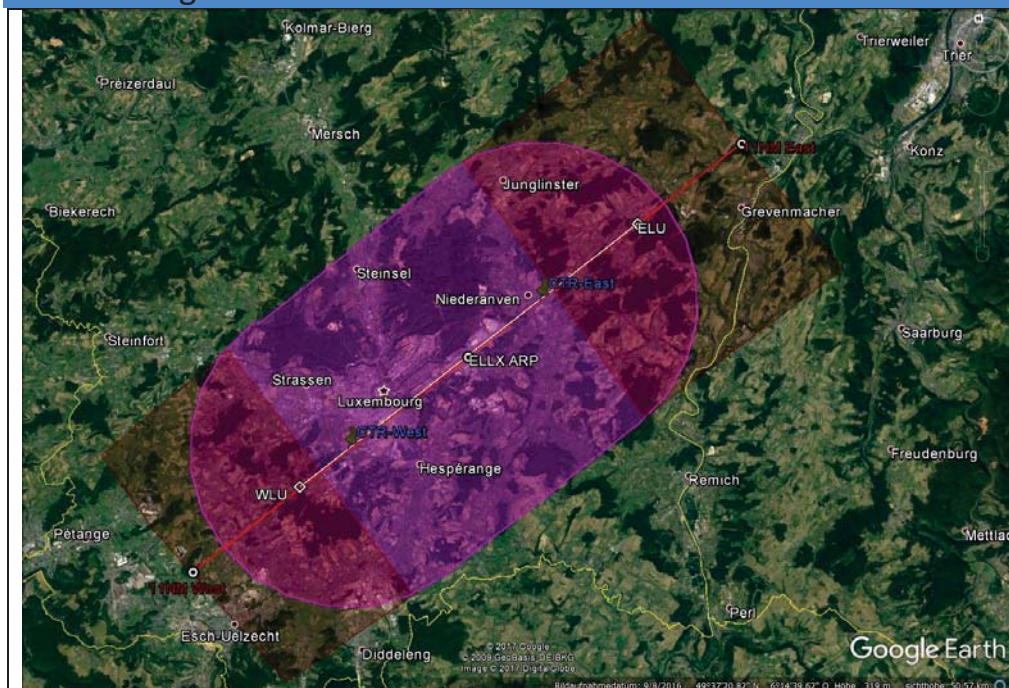
Recently a number of incidents occurred where VFR aircraft flew in the approach corridor above 2500 ft. and caused a safety concern to IFR aircraft on approach to ELLX. This is causing at a minimum a TCAS resolution and in one instance, a para-glider flew so close to an IFR aircraft that they could make out the details of the color scheme of the aircraft. Wake-turbulence can also affect VFR aircraft flying under and near the approach and departure paths, as it is not possible to fly above their wake.

As ATC cannot talk to these VFR aircraft and especially slower flying ones such as a para-glider, and is therefore not able to issue traffic avoidance instructions, VFR aircraft should adhere to following procedures:

1. If possible, avoid crossing the centerline and approach sector of active runway completely.
2. In case of centerline or approach sector crossing, stay well below 2500', at 2000' max.
3. In case of climb to 2500' or more, contact APP in advance to get traffic info on essential IFR traffic.

According to AIP ELLX AD 2.22 Flight Procedures, chapter 5.1 on VFR flights:

**“Centerline crossing closer than 11 NM from ARP (aerodrome reference point) should be done at 2 000 FT MAX. Aircraft unable to comply shall contact Luxembourg APP 118.9 MHZ”**



**General view of  
the area to be  
avoided at  
altitudes above  
2000'**



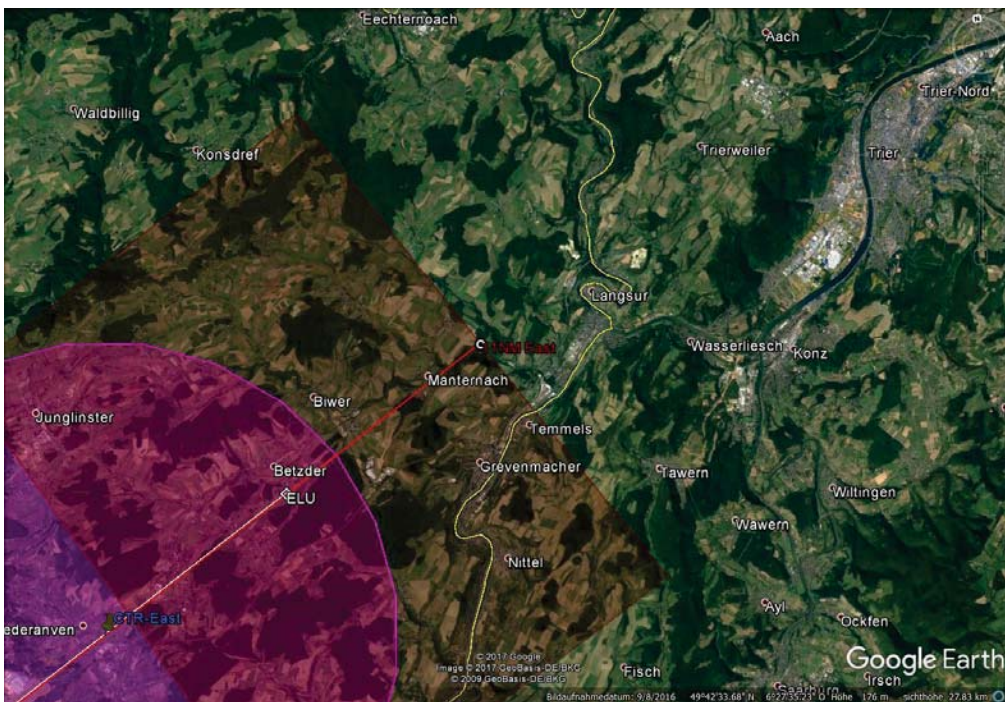
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et des Infrastructures

Administration de la navigation aérienne



Screenshot of  
ADS-B tracks of  
ELLX in &  
outbound IFR  
traffic.

Notice the  
base-leg tracks  
in the  
concerned area  
(mostly flown  
at 3000' until  
WLU/ELU)



View of the eastern part of the concerned area

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L-1212 Luxembourg

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4, route de Trèves  
L-2632 Findel

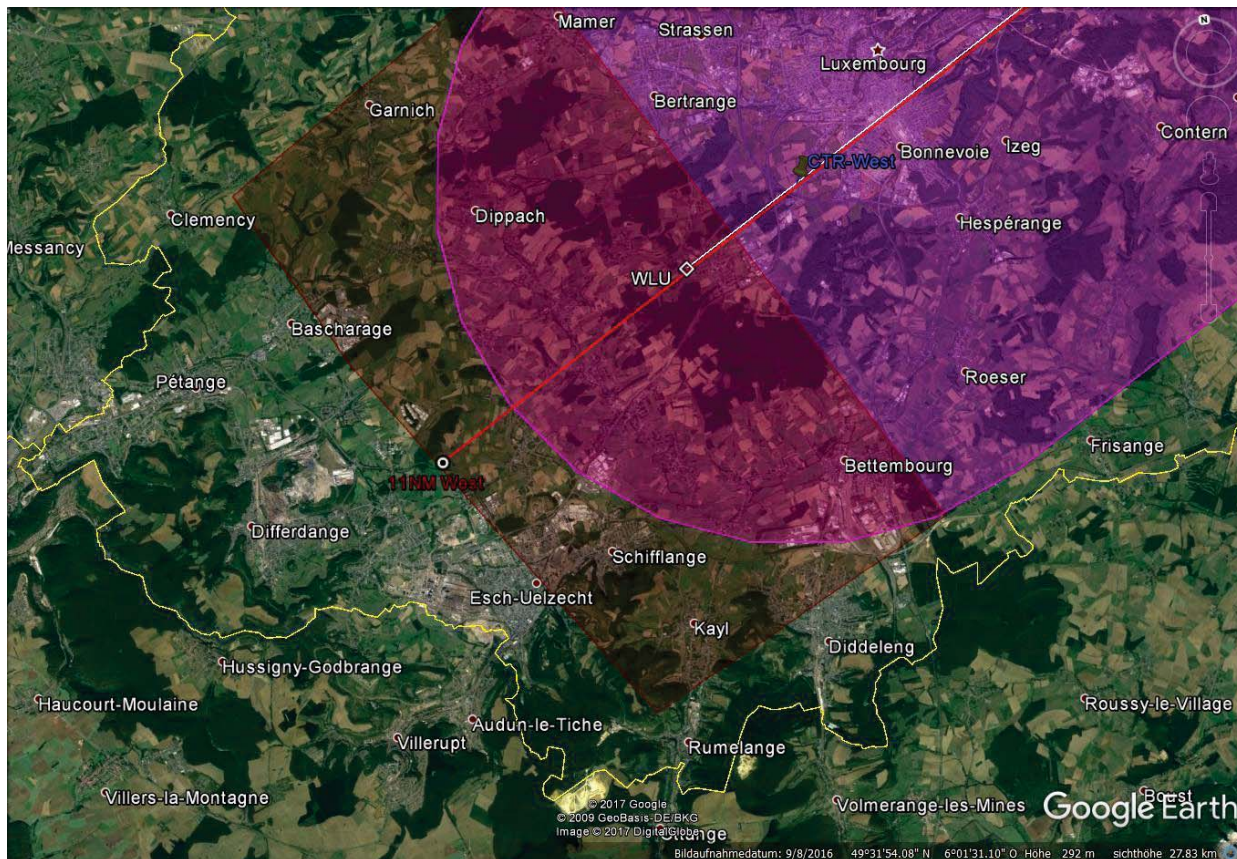
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View of the western part of the concerned area

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