



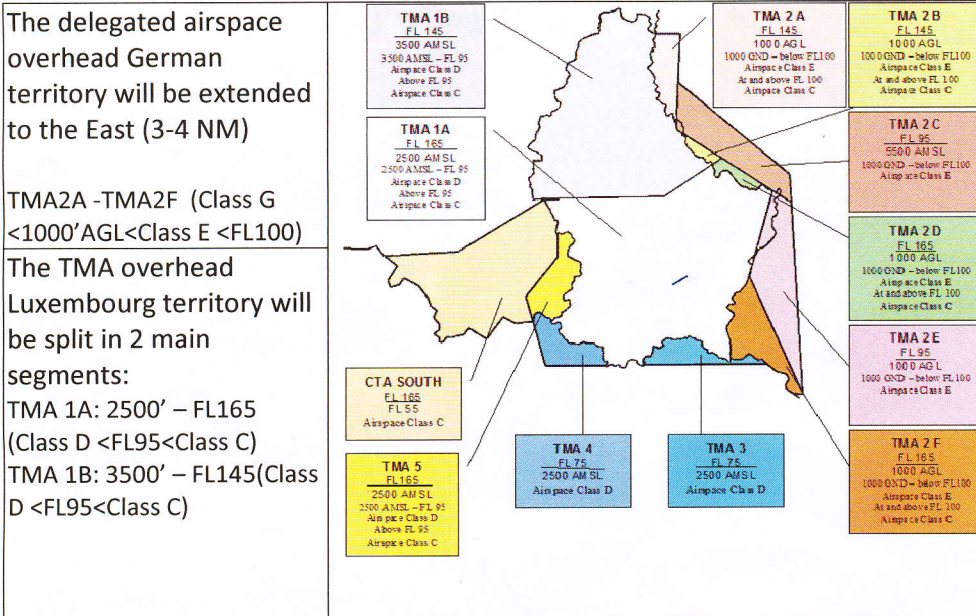
# Luxembourg Airspace Change

10th March 2011

Information leaflet for VFR airspace users

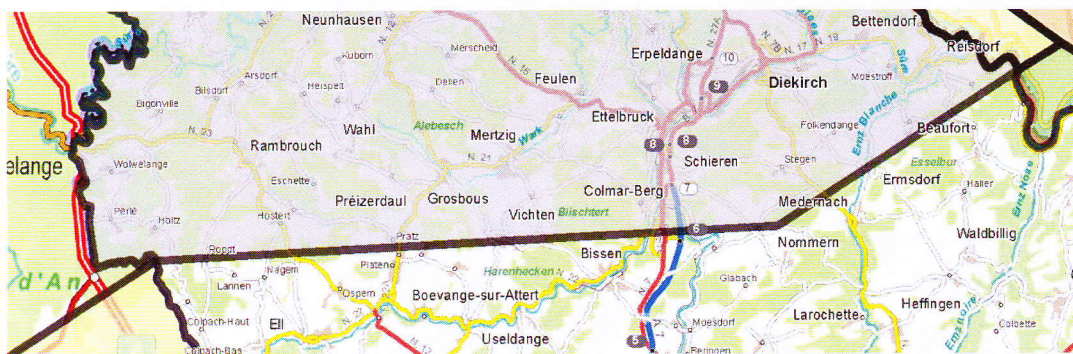
With effect of 10<sup>th</sup> march 2011 the following changes will be applied to the Luxembourg area of responsibility:

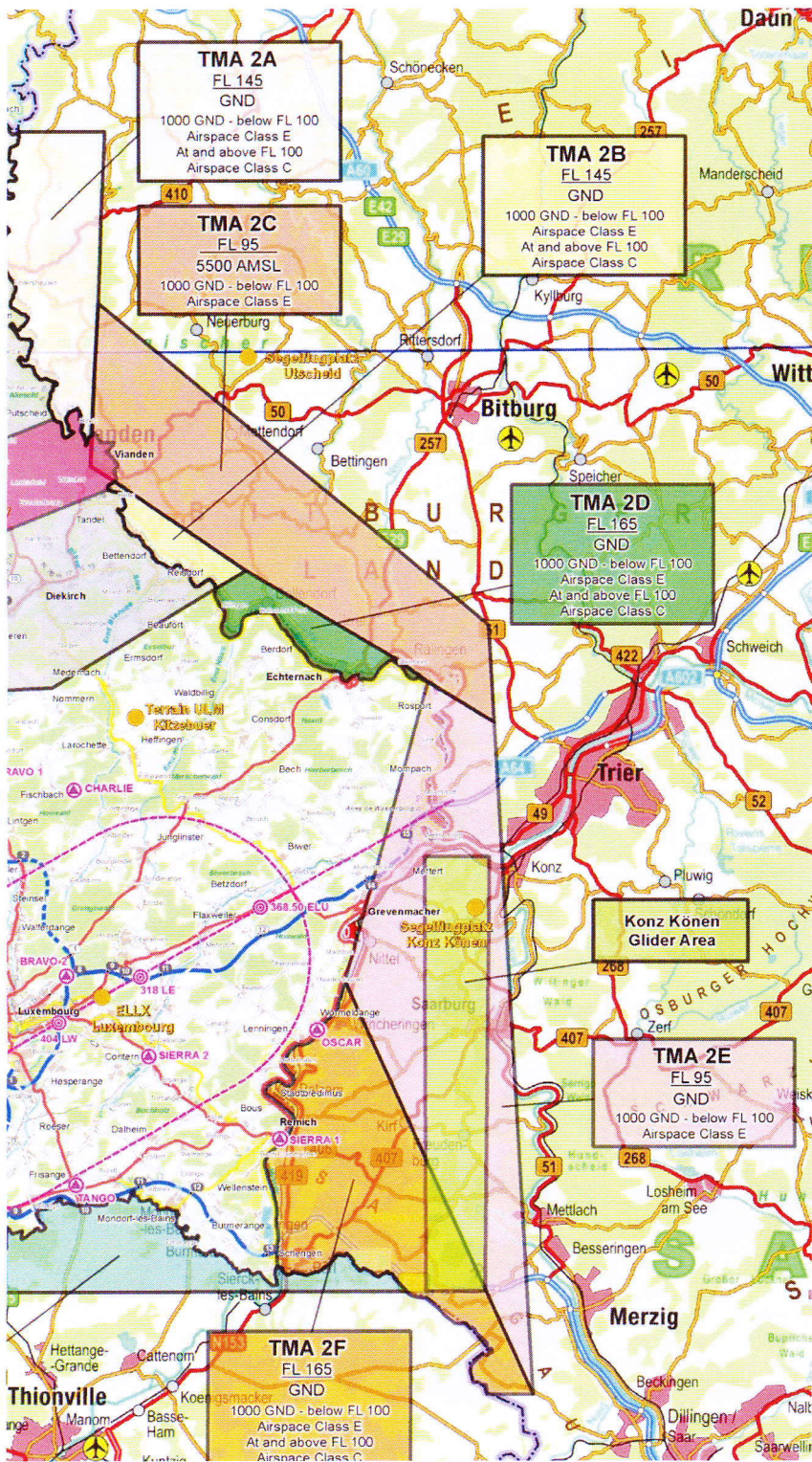
à compter du 10-03-2011



The boundary between: TMA1B (northern part: Class "G" < 3500 <= Class "D" < FL95)

And: TMA1A (southern part: Class "G" < 2500 <= Class "D" < FL95)



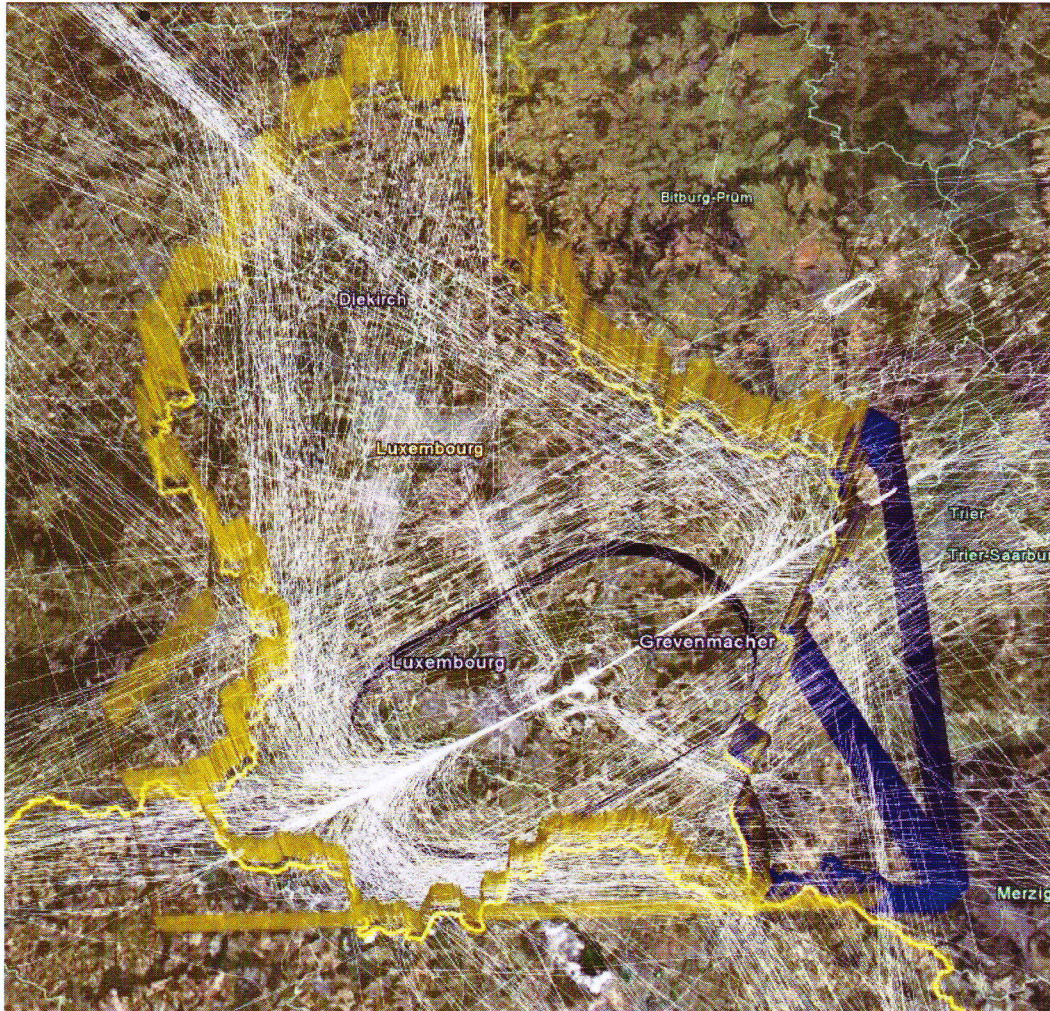


The TMA boundary along the eastern border

La TMA le long de la frontière est du Grand Duché

## The Class « E » problem

- In Class « E » Radio contact with ATC is not required for VFR Flights
- However, class « E » is considered as controlled airspace, IFR traffic is using this airspace and should be informed on **known** VFR traffic
- This graph displays the RADAR tracks of traffic vectored through Luxembourg airspace for both ELLX RWY's. (situation before march 2011)
- With the new extension to the East, most of IFR inbound flights for RWY24 ELLX, are passing through the class E TMA2C (southbound) and TMA2E/TMA2F (northbound)



## What Luxembourg ATC suggests to VFR airspace users

- Use the new allocated class G airspace in TMA1B to respect minimum height above ground
- Be aware of the Diekirch Holding (minimum holding altitude 4000ft)
- Avoid crossing the RWY extended centerline above 2000ft
- Enable the controllers to be aware of your presence in the class E airspace by:
  - establishing Radio contact and report position (118,9 MHz)
  - displaying your position via XPDR

## What are the benefits for VFR airspace users

- Respect of minimum heights within uncontrolled airspace in TMA1B
- Enhanced safety via radio contact and/or XPDR:
  - IFR flights are informed about your flight
  - You will be informed about relevant IFR traffic in your vicinity
  - You will be informed about other VFR traffic in your vicinity

**Informer les controleurs de  
votre présence sur 118,9 Mhz  
Avoir son transpondeur actif**