



Direction de l'Aviation Civile
Grand-Duché de Luxembourg

Air Safety Bulletin

ASB 2021/01

The aim of this ASB is to raise awareness of potential safety hazards between leisure aviation and military drones and provide recommendations relating to airspace infringements.

**Infringements of TSAs
reserved for drones**



✈ Background

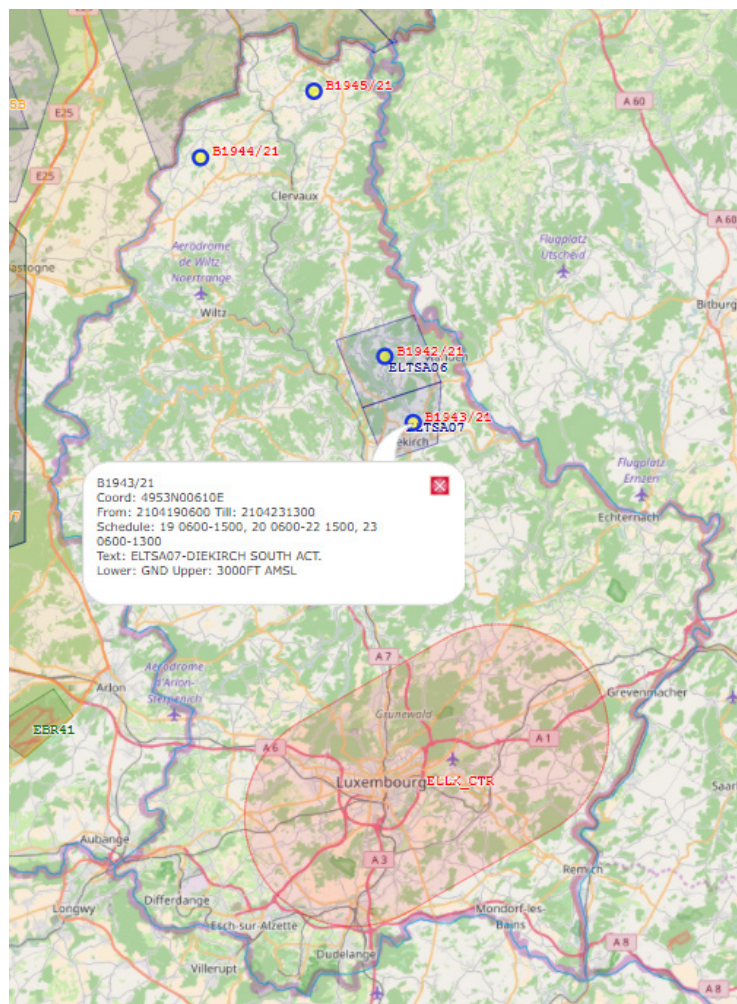
In the recent past, an increasing number of airspace infringements into a TSA - Temporary Segregated Area – (ELTSA06 / ELTSA07) has been reported to the Directorate of Civil Aviation of Luxembourg (DAC), all committed by light aircraft on VFR flights.

TSAs, including ELTSA06 and ELTSA07, are used by the Luxembourg Army for Unmanned Aircraft System (UAS) - commonly referred to as “drones” - activity. The Luxembourg Army is currently using UAV (Unmanned Aircraft Vehicle) of a maximum weight of up to 7 kg and practicing flights Beyond Visual Line of Sight (BVLOS), where the operator does not see the UAV directly.

An airspace infringement is the unauthorised entry of an aircraft into airspace that requires a clearance to enter, and may be restricted or closed for purposes of special flying activity or other reasons.

The activation of a TSA in Luxembourg is published via NOTAM. These NOTAMs are available not only in text form, but can also be viewed on an interactive chart provided by skeyes.be: the Navigational Warnings Interactive Chart, available here

<https://ops.skeyes.be/opsite/warningsChartGeo.do?cmd=whtmlcharttomorrow>



✈ Potential consequences of infringements

Airspace infringements, including infringements into TSAs like ELTSA06 and ELTSA07, are a safety hazard. Potential consequences are:

- Mid-air collisions with drones,
- Loss of separation,
- Significant increase of controller's and pilot's workload.

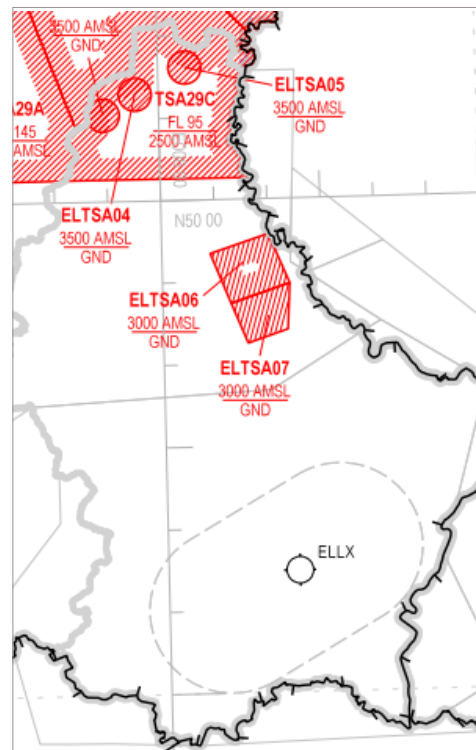
✈ Recommendations

In order to enhance flight safety and strengthen existing safety barriers, the DAC recommends that:

- Pre-flight Preparation is done appropriately with up-to-date airspace charts, NOTAMS and weather information and that controlled and restricted airspace are identified in advance.
- During the flight, accurate navigation and good situation awareness is maintained in order to avoid airspace infringements. If in doubt about your position, ask ATC for assistance.
- The pilot monitors the appropriate area radio frequency and that communication with ATC controllers is clear and done in due time.

Last but not least...

**Airspace infringements
may lead to loss of
separation and eventually
to mid-air collisions**



This Air Safety Bulletin is a document widely distributed by the DAC. Its aim is not to create any additional safety requirements but to inform all aviation stakeholders about a clearly identified risk and provide recommended actions, which are considered reasonably practicable for all involved actors.

Visit us at:

www.dac.gouvernement.lu
for further information and for
electronic copies of this ASB.

Help us improve aviation safety by reporting safety occurrences to the DAC !

In the event of:

- encounters with a drone, or
- an airspace infringement,

please send a report via aviationreporting.eu or e-mail us at safety@av.etat.lu

Links and references:

- [SKYbrary –Airspace infringement](#)
- [Navigational Warnings Interactive Chart \(skeyes.be\)](#)
- [Armee.lu](#)
- aviationreporting.eu

