



GEOPORTAIL USER GUIDE UAS GEOGRAPHICAL ZONES

Introduction

In the Grand Duchy of Luxembourg, the UAS ("Drone") geographical zones are represented **dynamically** with the support of the geoportail tool.

Géoportail can be accessed via <http://map.geoportail.lu> . It is the official national Geoportal of the Grand Duchy of Luxembourg, a government platform which aims to collect, describe and serve the country's official geodata.

Would you like to change the language of the site?

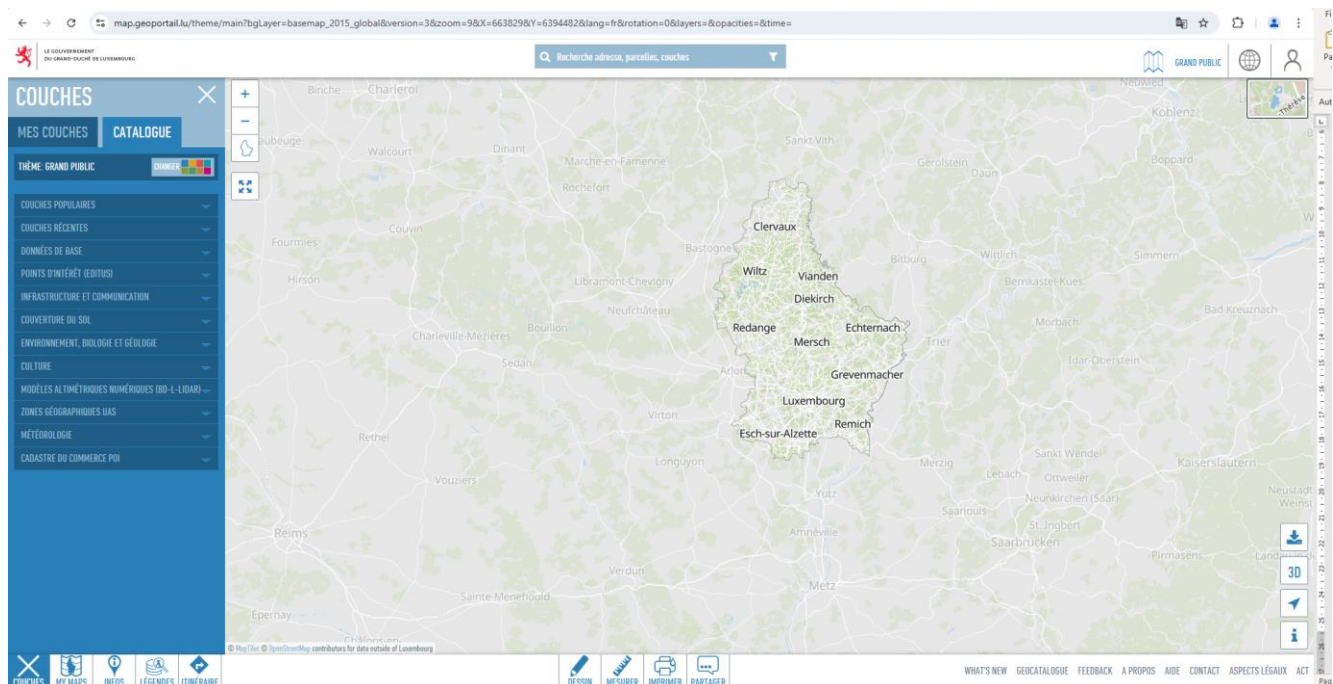


How do I find the "UAS geographical zones" in the geoportail?

The UAS geographical areas in the Grand Duchy are available in 2 "layers" of information:

- a first layer represents the zones between the ground **and 50m** height,
- a second layer represents the zones between **50 and 120m** height.

The following page appears via <http://map.geoportail.lu> :





In the catalog section, select "UAS GEOGRAPHIC ZONES".



The two layers are then available as follow:



Which layer should I choose?

The layer chosen depends on the **maximum** height. This maximum height obviously depends on the operations planned, but also on the operating category chosen:

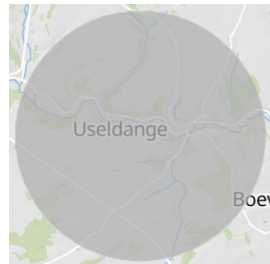
- The **OPEN** category limits the maximum height to 120 metres above the ground,
- The **SPECIFIC** category imposes a limit based on the SORA analysis. Authorisation must be requested from the DAC for this category.



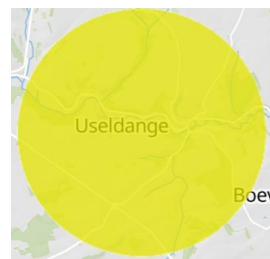
What does the color code of a zone represent?

A layer represents dynamic data **in real time**. It is therefore essential to **refresh** the navigation page regularly and always before a new flight.

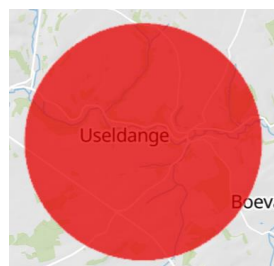
1. The grey zone: is an existing zone which is inactive at the time of consultation. *UAS flights are prohibited in this geographical zone when it is activated, for the flight height indicated.*



2. The yellow zone: this zone is still inactive at the time of consultation. *However, this zone will be activated shortly, and remote pilots should anticipate the change in status of the zone.*



3. The red zone: is an **active** zone.

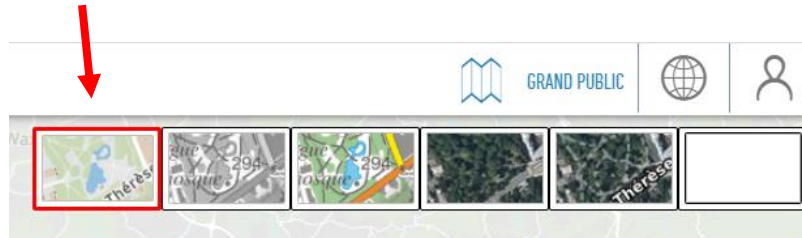


By clicking on the colored areas (grey, yellow or red) on Géoportail, you can access information about that specific area. For restricted areas (**red**) you can download forms to request authorisation or notification of access to this area.

An inactive zone systematically passes through the intermediate "activated soon" stage (yellow) before becoming active (red). This advance notice of activation varies from 30 minutes to 6 hours depending on the nature of the zone.



Note: It is recommended to use the "Road Map" background to optimize color contrast. This background might be selected from the upper right end corner on the screen.



How to get the access conditions to a particular zone?

Simply click on the zone. An "Info" window will then appear on the left of the screen, containing all the essential information:

- Reference: zone reference, in accordance with ministerial regulations;
- Description: a short description of the zone (object);
- Upper & lower limits: vertical limits of the zone;
- Start and end time: timeframe during which the zone is active;
- Remarks: potential remarks (e.g. notice of zone activation).

Access conditions to a zone are set out in the attached PDF document (**Conditions: "Download file"**). It is mandatory to respect **all** the conditions to access a particular zone.

What if two geographical zones overlap within the same layer?

UAS geographical zones might have different natures and objectives. The **access conditions are then cumulative**. If the remote pilot is willing to operate at a location where 2 zones overlap, it is then **compulsory** to respect the access conditions of the 2 zones.

Example 1	Example 2
<p>In the example here above, a remote pilot (yellow dot) willing to operate at the overlap of the 2 zones shall consider:</p> <ul style="list-style-type: none"> • The conditions of the zone protecting the helistation (EL-UAS-H3-1 - left) and, 	<p>In the example above, a remote pilot (yellow dot) willing to operate at the overlap of the 2 zones shall consider:</p> <ul style="list-style-type: none"> • Conditions of the zone protecting the helistation (EL-UAS-H1-2 - left) and,



<ul style="list-style-type: none"> The conditions of the zone protecting the stadium (EL-UAS-S12 - right). <p>In this case, the conditions imply, amongst others, a flight notification in the zone EL-UAS-H3-1 whilst the EL-UAS-S12 zone prohibits flights during a defined timeframe. Therefore, the flight in the overlapped zone is not authorized during this defined timeframe, even if the remote pilot respects all the conditions of the zone EL-UAS-H3-1.</p>	<ul style="list-style-type: none"> Conditions of the zone protecting Luxembourg airport (EL-UAS-A1-ELLX0 - right). <p>In this specific case, the conditions imply, amongst others, an authorization from ANA for the zone EL-UAS-A1-ELLX0 and a notification for the zone EL-UAS-H1-2. The authorization from ANA does NOT relief the pilot from the notification requested by EL-UAS-H1-2.</p>
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What are the conditions for accessing a zone?

By clicking on a particular zone, an "Info" window appears on the left of the screen. The last information contains a PDF file to download ("Download file"). This PDF defines the conditions to access the zone. Example for EL-UAS-H1-1 :

ZONE GEOGRAPHIQUE UAS
GEOGRAFISCHE UAS-ZONE
UAS GEOGRAPHICAL ZONE
UAS GEOGRAFESCH ZON

EL-UAS-H1-1

HELIPORT / HUBSCHRAUBERLANDEPLATZ

HRS KIRCHBERG

HAUTEUR / HÖHE / HEIGHT / HÉISCHT: 0 - 50M

1: VOL DE NUIT / NACHTFLUG / NIGHT FLIGHT / NUETSFLUCH

Les vols de nuit nécessitent une autorisation préalable de la DAC.
Nachflüge sind, ausschließlich mit vorheriger Genehmigung der DAC, erlaubt.
Night flights require prior authorisation from DAC.
Nuetsflüch brauchen am Voraus eng Genehmegung vun der DAC.

2: PRIORITÉ / PRIORITÄT / PRIORITY / PRIORITÄT

Les aéronefs habités ont la priorité. Le pilote à distance atterrit son UAS dès qu'un aéronef habité s'approche.
Ein UAS muss einem bemannten Flugzeuge immer ausweichen. Der Fernpilot landet sein UAS, sobald sich ein bemanntes Flugzeug nähert.
Manned aircraft have priority. The remote pilot lands the UAS as soon as a manned aircraft approaches.
Bemannte Flieger hu Priorität. De Fernpilot lant säin UAS esoubal e bemannte Flieger méi no këinnt.

3: FORMATION / AUSBILDUNG / TRAINING

Le pilote à distance dispose d'une preuve de formation valable dans la catégorie A1/A3.
Der Fernpilot verfügt über einen gültigen Ausbildungsnachweis in der Kategorie A1/A3.
The remote pilot has a valid proof of training in the category A1/A3.
De Fernpilot huet e gültege Beweis vum Training an der Kategorie A1/A3.

4: NOTIFICATION / BENACHRICHTIGUNG / NOTIFIKATIION

Le pilote à distance envoie le présent formulaire à :
Der Fernpilot übermittelt dieses ausgefüllte Formular an:
The remote pilot sends this form to:
De Fernpilot schéckt dëse Formulaire un:

drone.hrs@hopitauxschuman.lu AND ops@lar.lu (Click to send!)

Pilote / Fernpilot / Pilot (Nom/Prénom - Nachname/Vorname - Name/First name - Numm/Vinnum): [redacted]
N° mobile / Handynummer / Mobile number / Handysnummer: [redacted]
Date du vol / Flugdatum / Flight date / Fluchdatum: [redacted]

N°	Position / Position (GPS)	Hauteur / Höhe / Height / Héisch (m)	Heure / Zeit / Time / Zeit (h:mm)	Durée / Dauer / Duration (min)
1				
2				
3				
4				
5				

Le présent document est à envoyer au minimum 24h avant le vol. Passé ce délai, la notification est considérée non-valable.
Dieses Dokument muss mindestens 24 Stunden vor dem Flug eingereicht werden. Wird diese Frist nicht eingehalten, gilt die Mitteilung als ungültig.
This document must be sent at least 24 hours before the flight. After this period, the notification will be considered invalid.
Dëst Dokument muss minimum 24 Stonnen vürum geplante Fluch ageschéckt gin. No deem Dälai gëtt Är Mitteilong als ongültig ungesin.

5: APPEL TÉLÉPHONIQUE / TELEFONANRUF / TELEPHONE CALL / TELEFONSURUFF

Le jour du vol prévu, le pilote à distance notifie le début et la fin de ses opérations au numéro :
Am Tag des geplanten Fluges informiert der Fernpilot über den Beginn und den Abschluss des UAS Betriebs an folgende Nummer:
The day of the scheduled flight, the remote pilot notifies the start and the end of his operations at the following number:
Den Ament vu senger Operatioun deelt de Fernpilot den Ufank an de Schluss vu senger Operatioun op folgender Nummer matt:
+352 2468 2424

Regulatory reference for the zone

Description

Limits: lower and upper limits

Conditions 1 / 2 / 3

Condition n°4 : some zones require a notification to particular entities. The PDF form has been created to facilitate the communication. **Once completed**, the form might be sent directly to the entities by clicking on the grey button.

Condition no. 5: sending the form does not replace the need for a phone call!

Should it be required, the form is completed by an information sheet (verso).

You must meet all the conditions to access the zone.



How do I locate myself on a map? How do I determine my GPS position?

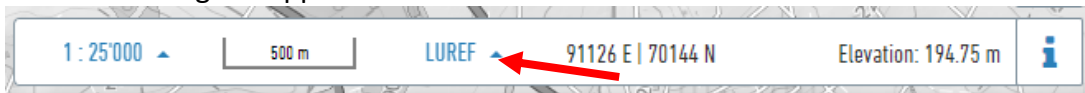
Some areas require the transmission of GPS coordinates for operations. In aviation, GPS coordinates are shared in the international WGS84 format in degrees, minutes, and seconds ("DMS").

There are several options for determining a position in this format:

1. By selecting the information tab in the bottom right-hand corner of the screen



The following bar appears:



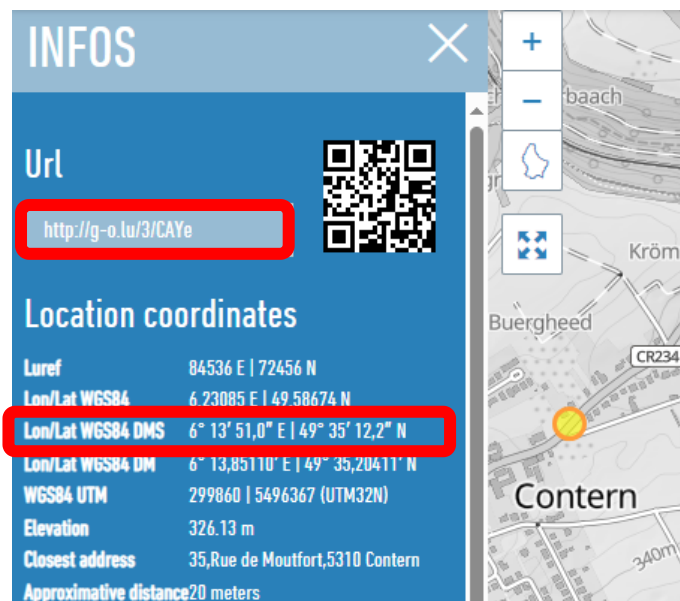
Then select **Lon/Lat WGS84 DMS** rather than LUREF (local format).

Depending on the position of the mouse on the screen, the information is also modified.



The framed references are the correct references.

2. By positioning the mouse over the take-off point and right-click, the information window appears on the left.



The required info appears instantly. Alternately, the Url might also be used.



How to prepare for a flight?

It is generally recommended to prepare for a flight before to move to the location to know the access conditions (which sometimes require actions several days in advance) and to avoid issues with connection to the internet.

A simple click on the precise location of the operations identifies all the existing zones at that particular point thanks to the information in the left-hand column. Example:

The screenshot displays a web interface for flight preparation. On the left, an 'INFOS' panel lists two zones:

Zone 1

- Description : Aerodrome public de Luxembourg
- Activité : Actif
- Fin d'activité : 31/12/2024 23:00:00
- Numéro d'identification : 4968
- Référence : EL-UAS-A1-1-VFRN
- Début d'activité : 29/12/2020 23:00:00
- Limite supérieure (m) : 50
- Fichier à télécharger : [Obtenir le fichier](#)
- Lien direct vers cet objet

Zone 2

- Description : Hélistation HRS (Site Kirchberg)
- Activité : Actif
- Fin d'activité : 31/12/2024 23:00:00
- Numéro d'identification : 4957
- Référence : EL-UAS-H1-1
- Début d'activité : 29/12/2020 23:00:00
- Limite supérieure (m) : 50
- Fichier à télécharger : [Obtenir le fichier](#)
- Lien direct vers cet objet

The map on the right shows a blue dot representing the 'Location of operation' with a red arrow pointing to it.

Most of the UAS geographical zones are permanent, i.e. they are active all year long. There are no quick changes to anticipate. Amongst them:

- The zones for Luxembourg airport and the helistations,
- The zones for the prisons, Police Grand-Ducale and the Maison du Grand-Duc,
- The zone of the harbour of Mertert,
- The NSPA zone.

Others zones might be activated with prior notice, sometimes quite short. It is therefore very important to ensure these zones are not actives by refreshing the information from the system before **each flight**:

30 minutes prior notice:

- The zones around the airport of Useldange and Noertrange. These zones are activated during the corresponding aerial activities on these airfields.

6 hours prior notice:

- The zones related to the military TSAs. These zones are activated during the corresponding aerial activities,
- The zones around the stadiums.