

Luxembourg Airspace Infringements

Related events

04/06/10 Coming from the west, a C172 enters Luxembourg TMA at 3500 feet AMSL and flies for 6 NM before contacting ELLX APP.

14/06/10 PA28 enters CTR at 2000 feet AMSL west of ALPHA without permission and proceeds southbound towards WLJ. Continuous calls from TWR, but the pilot reacts only after more than 2 minutes and turns around. PA28 almost reaches the extended centerline of runway 06, where IFR traffic is on final. Potential loss of separation.

07/07/10 After leaving CTR at exit point OSCAR, a C172 climbs to 4500 feet AMSL into Luxembourg TMA ONE (Class D Airspace) without establishing radio contact to ELLX APP.

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

Background

In the near past, an increasing number of airspace infringements has been reported to DAC, all committed by light aircraft on VFR flights or by gliders.

The lower airspace in Luxembourg is structured as follows:

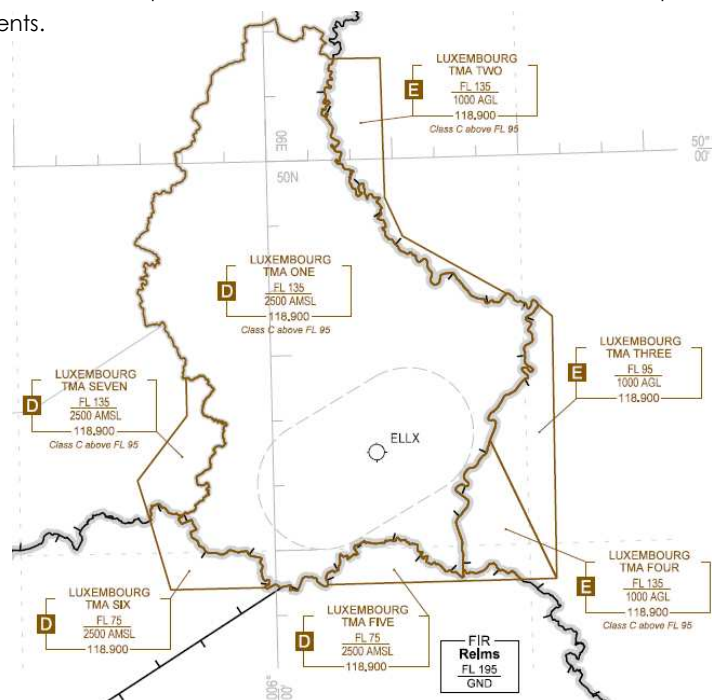
The airspace outside Luxembourg CTR (Control zone) and below 2500 feet AMSL is uncontrolled airspace (class G).

The Luxembourg CTR around ELLX is classified airspace D and reaches from ground to 2500 feet AMSL.

Within the Luxembourgish borders and above 2500 feet AMSL extends the Luxembourg TMA (Terminal area) up to flight level 135. Some airspaces overhead "foreign" territory along the German, Belgium and French borders have been delegated to Luxembourg approach on the base of agreements.

Luxembourg TMA is classified airspace class D over Luxembourg territory and class D or E in the delegated airspace.

The aim of the present air safety bulletin is to raise awareness of potential safety hazards and to provide recommendations in relation with airspace infringements.





ANA Radar records, 14/06/2010: CTR infringement by Piper PA28 (shown as A7000)

Situation at 8:54:55 UTC (left) and at 8:56:49 UTC (right, enlarged)

Typical Root Causes

- 1 Pilot unaware of airspace structure
- 2 Pilot unaware of his present position (poor navigation performance)
- 3 Poor air-ground communication technique

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

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

Potential consequences of infringements

Airspace infringements are a safety hazard. Potential consequences are:

- 1 Mid-air collisions
- 2 Loss of separation
- 3 Loss of separation may also cause loss of control due to wake vortex encounter
- 4 Significant increase of controller's and pilot's workload

Safety recommendations

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

- 1 Pre-flight **Preparation** should be done properly with up-to-date maps, Notams and weather information
- 2 Accurate **Navigation** is essential in order to avoid airspace infringements. In case of doubt, a pilot can ask ATC to confirm his actual position.
- 3 **Communication** with controllers should be clear and done in due time.

Links and References

- SKYbrary –Airspace_infringement
http://www.skybrary.aero/index.php/Airspace_infringement