



Important notice to VFR pilots:

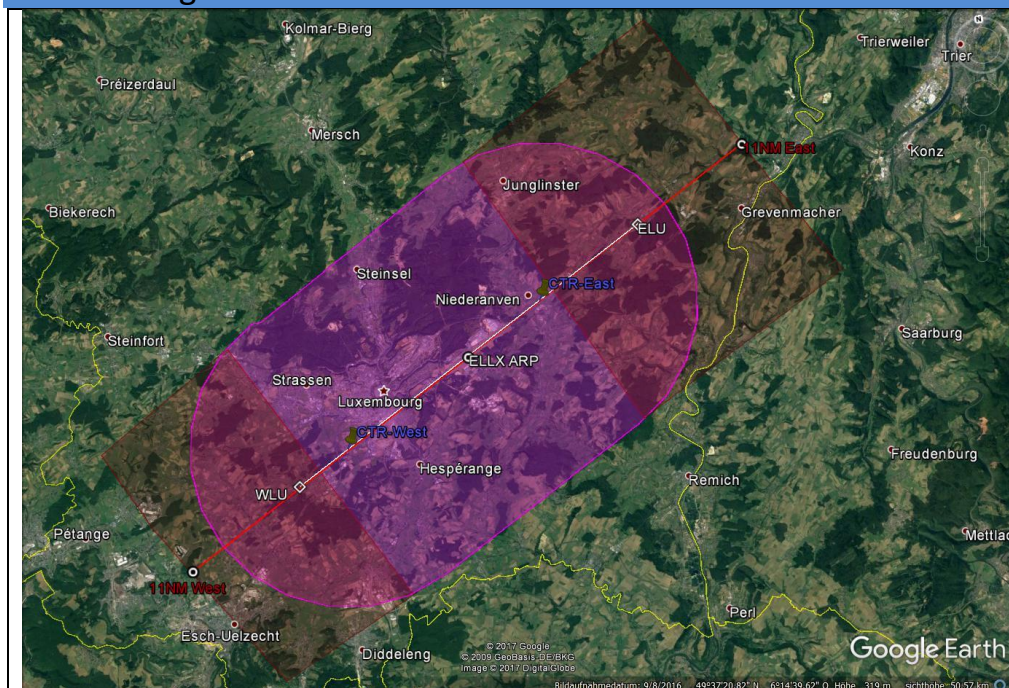
Recently a number of incidents occurred where VFR aircraft flew in the approach corridor above 2500 ft. and caused a safety concern to IFR aircraft on approach to ELLX. This is causing at a minimum a TCAS resolution and in one instance, a para-glider flew so close to an IFR aircraft that they could make 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:

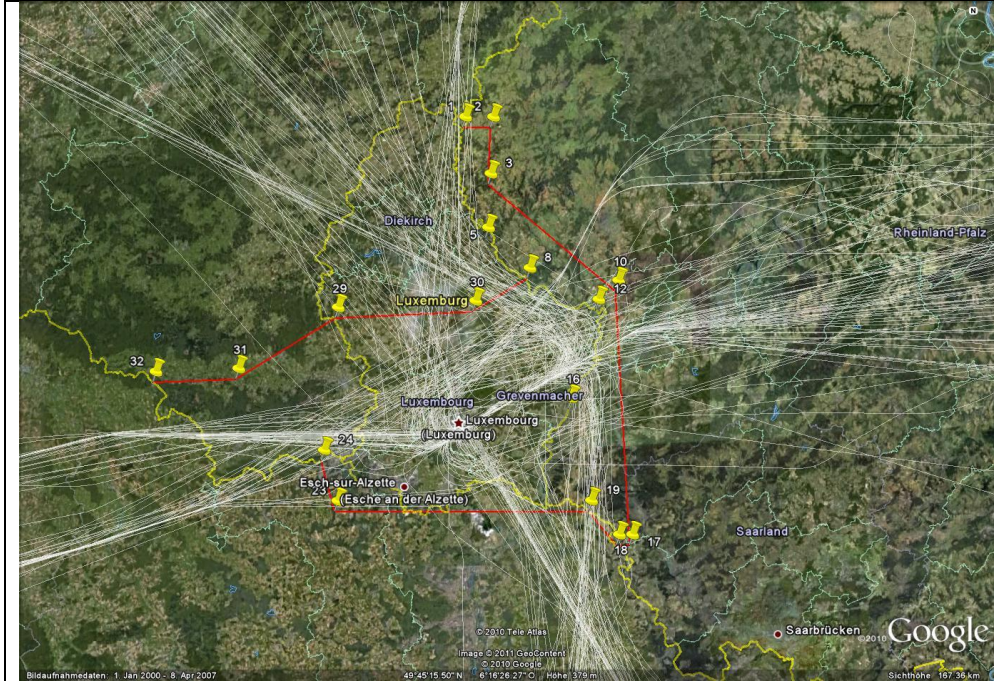
1. If possible, avoid crossing the centerline and approach sector of active runway completely.
2. In case of centerline or approach sector crossing, stay well below 2500', at 2000' max.
3. In case of climb to 2500' or more, contact APP in advance to get traffic info on essential IFR traffic.

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”

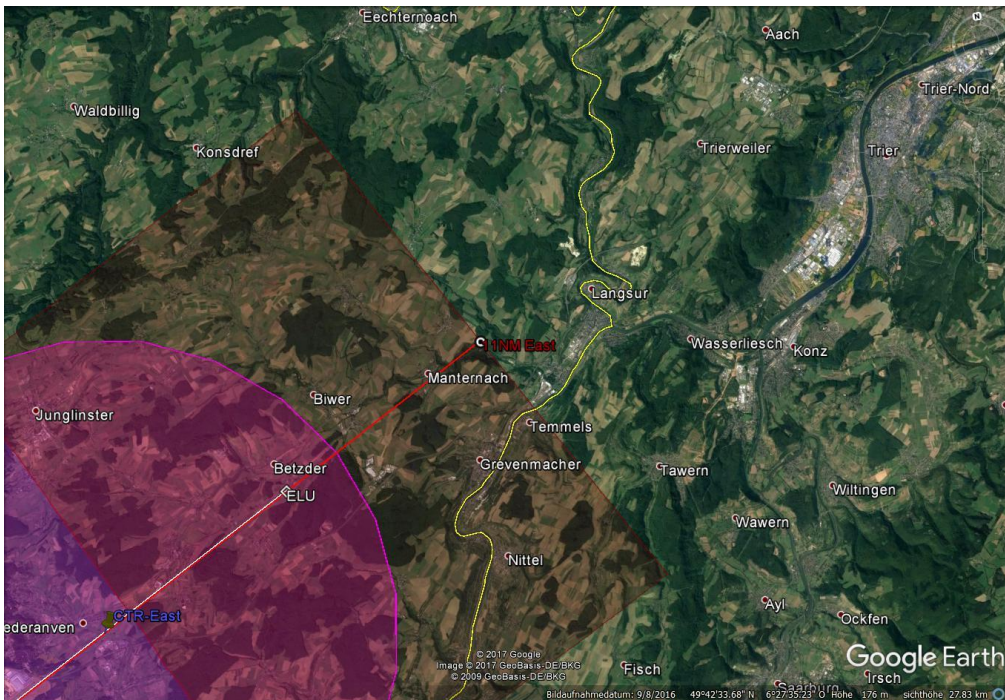


General view of the area to be avoided at altitudes above 2000'

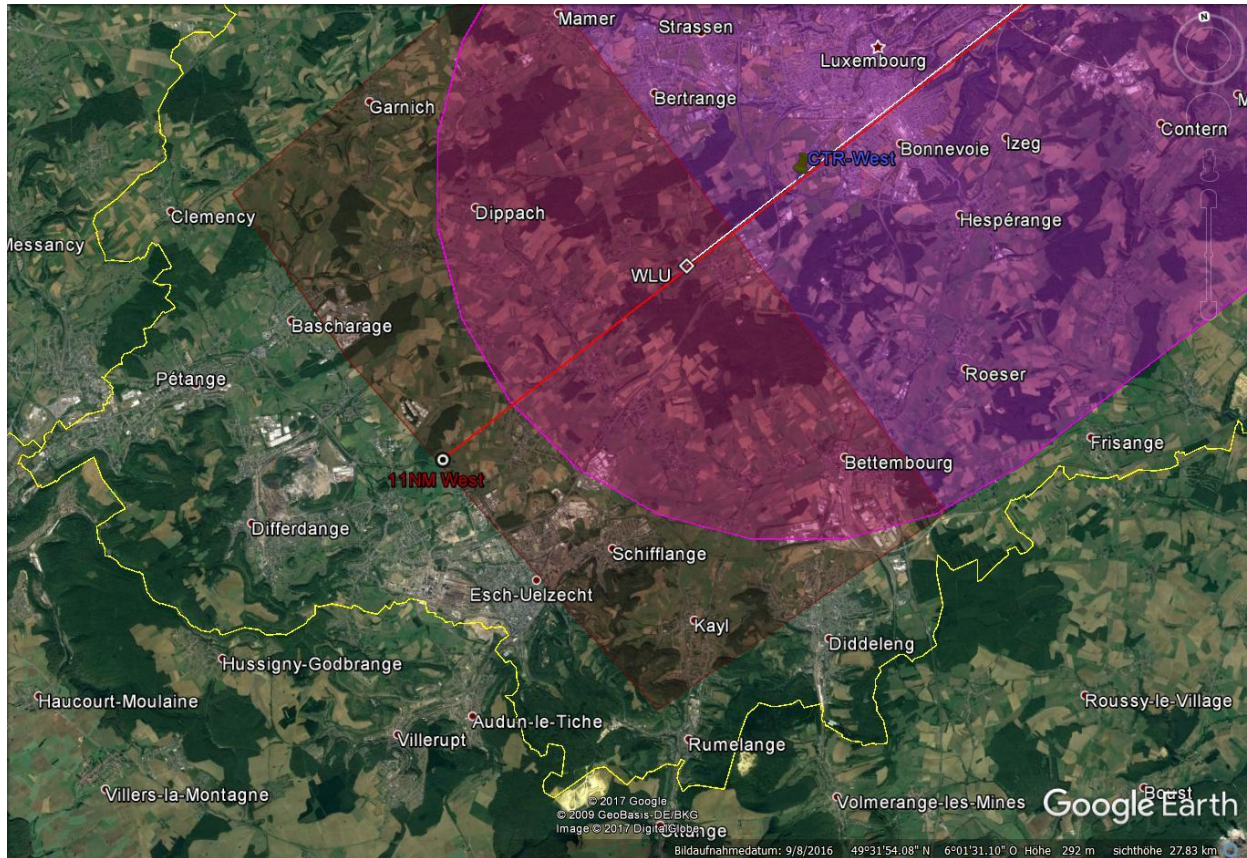


Screenshot of
ADS-B tracks of
ELLX in &
outbound IFR
traffic.

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



View of the western part of the concerned area