



# QRB.OPS-A.007

## AIRSIDE WORKS AWARENESS

Version n°1

- I. INTRODUCTION**
- II. AIRSIDE ACCESS**
- III. AIRSIDE EQUIPMENT**
- IV. AIRPORT OVERVIEW**
- V. AIRSIDE DRIVING RULES**
- VI. MARKINGS**
- VII. AERODROME HAZARDS**
- VIII. FOREIGN OBJECTS DEBRIS**
- IX. ADVERSE WEATHER CONDITIONS**
- X. AIRSIDE WORKS**
- XI. ENVIRONNEMENT**
- XII. SAFETY MANAGEMENT SYSTEM**
- XIII. GENERAL AIRSIDE RULES**
- XIV. EMERGENCY RULES**
- XV. CONTACT**

Version	Date	Modif. done by	Change Description
1	02/03/2026	AMA	Initial version.

## Dynamic Work Environment

- **Hundreds of thousands** of passengers arrive and depart annually.
- **Thousands of pieces** of luggage are handled each day.
- **Numerous personnel** work airside daily to ensure smooth operations.

## Importance of Safety

- To prevent unsafe situations, **strict rules and regulations** are enforced.
- Safety is an **ongoing process**, requiring continuous attention and adherence.

## Your Role

- By following safety and security protocols, you **protect yourself**, your colleagues, and our passengers.
- **Together**, we create a safe airport environment.

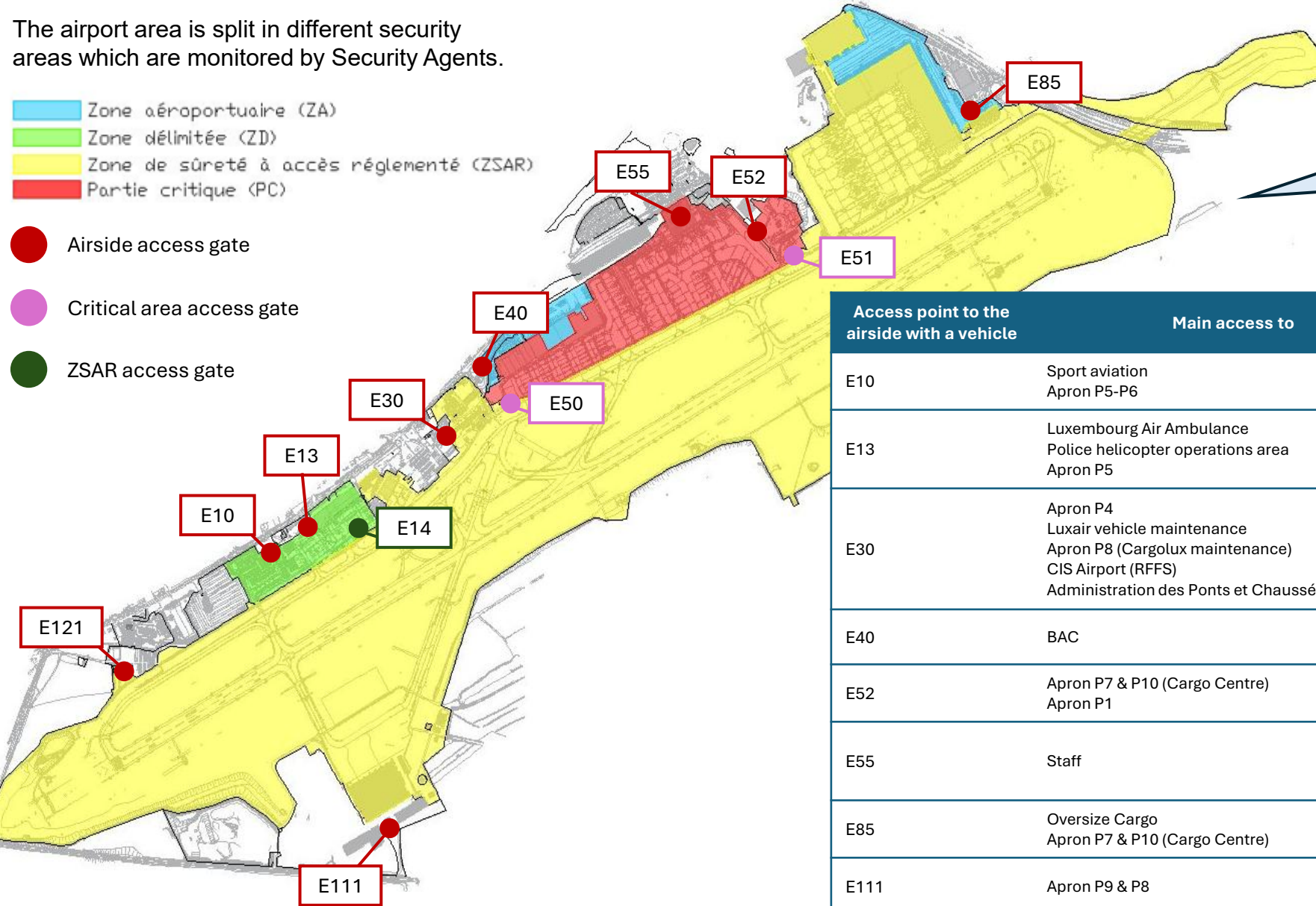
## Purpose of This Guide

- Provide a **quick reference** to raise awareness of potential hazards.
- Describe **features of the airside environment** to assist in identifying and mitigating associated risks.
- Help you **understand the hazards and risks** involved in working on an aerodrome.
- Assist in **protecting yourself and others** from these hazards.
- Ensure **safe airside operations** at Luxembourg Airport.

The airport area is split in different security areas which are monitored by Security Agents.

- Zone aéroportuaire (ZA)
- Zone délimitée (ZD)
- Zone de sûreté à accès réglementé (ZSAR)
- Partie critique (PC)

- Airside access gate
- Critical area access gate
- ZSAR access gate



**Aims of Airport Security are to protect civil aviation against unlawful acts.**



Access point to the airside with a vehicle	Main access to	Comments
E10	Sport aviation Apron P5-P6	-
E13	Luxembourg Air Ambulance Police helicopter operations area Apron P5	Address : 4 Rue de Trèves, L-2632 Findel Pieton access
E30	Apron P4 Luxair vehicle maintenance Apron P8 (Cargolux maintenance) CIS Airport (RFFS) Administration des Ponts et Chaussées	Address : 4 Rue de Trèves, L-2632 Findel Pieton access
E40	BAC	Address : Business Aviation Center, L-2632 Findel (follow the signs indicating Aeroport E40)
E52	Apron P7 & P10 (Cargo Centre) Apron P1	Address : 2 Heienhaff, L-1736 Sennengerbiërg (Follow the signs indicating LuxFuel/Luxair catering)
E55	Staff	Address: Terminal A, 2 Avenue de l'Aéroport, L-1110 Senningerberg Pieton access
E85	Oversize Cargo Apron P7 & P10 (Cargo Centre)	Address : 804 Parishaff, L-2315 Senningerberg <b>Accessible with works/equipments</b>
E111	Apron P9 & P8	Address : 21/23 Route de Remich, L-2436 Luxembourg <b>Accessible with works/equipments</b>
E121	Access reserved for certain major works carried on in the yellow area	Address : 160 rue Cents, L-1319 Luxembourg <b>Accessible with works/equipments</b>

## TCA





- ✓ **Required for all airport users**
- ✓ Issued **only if approved** by the Airport Police Unit (UPA)


### **Initial Request / Every 5 years**

-  *Form*: Request for a background check (UPA)
-  *Form*: Application for the issuance of Airport ID Card (SOF.SEC-002 // LAP)

### **Every year**

-  *Form*: Request for a background check (UPA)
-  **Plan ahead!** Processing takes time → **submit at least 3 months in advance** to avoid losing access.


 Access Card Office: security\_access@lux-airport.lu

 Phone: 24 64 25 99

## **Daily Access Badge**

- Exceptional access under **TCA holder supervision**
  - **For urgent works only**, planned works must have a TCA
- ID card must be presented & left at access point until leaving



 Validity: **max. 24h**


 Limited number of badges per year & per person → anticipate your requests!

## **Vehicle Access to Security Areas**

[Information on Vehicle Authorisation Requests - lux-Airport](#)

### **Only company vehicles authorised**

-  Permanent access → request to lux-Airport
-  Temporary access badge → request at access points: **E52, E85, E111, E121**

- Authorisation must be **clearly displayed** on the vehicle
-  Random **additional checks** may occur within the Security Area.



## Personal



High-visibility jacket



Safety footwear



Hearing protection (if applicable)



Helmets (if applicable)



Gloves (if applicable)



Eye protection (if applicable)



## Vehicle



Rotating / Flashing Beacon

All vehicles in operation AND out of the service road must have yellow rotating beacons activated at all times.



Fire Extinguisher (recommended)



Vehicle Identification



Dipped headlights

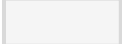


Vehicle must be clean and in good condition.






**Always wear your seatbelt !**

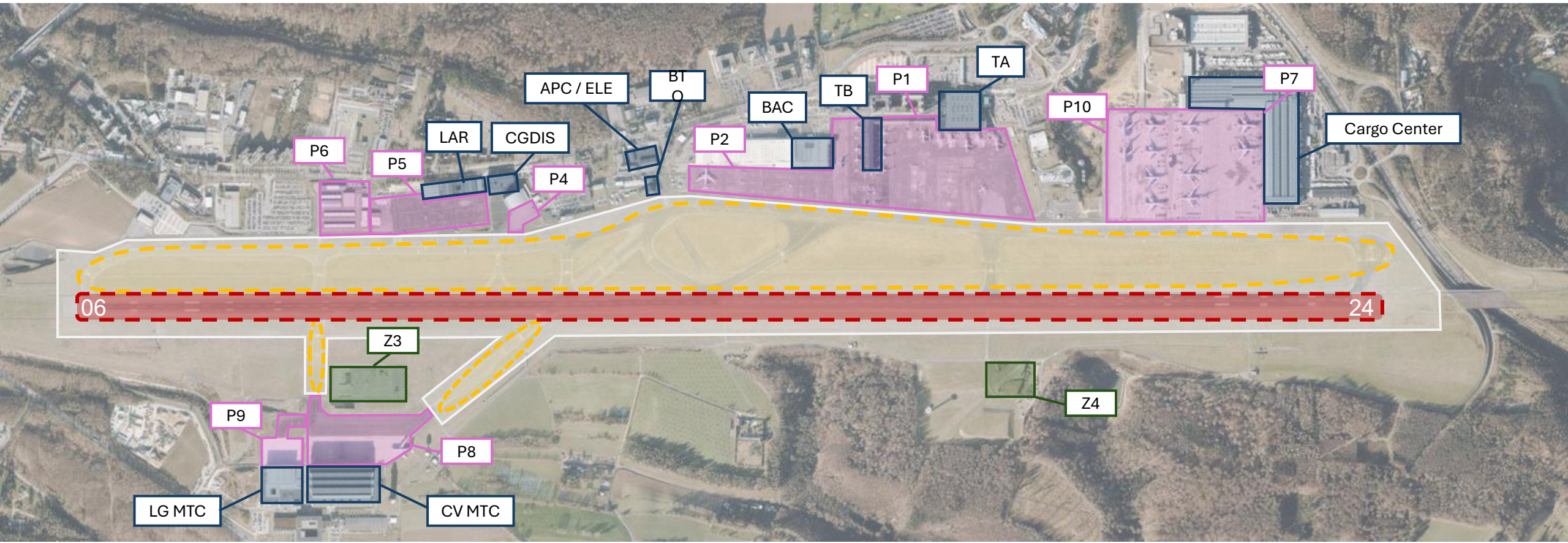


# AIRPORT OVERVIEW

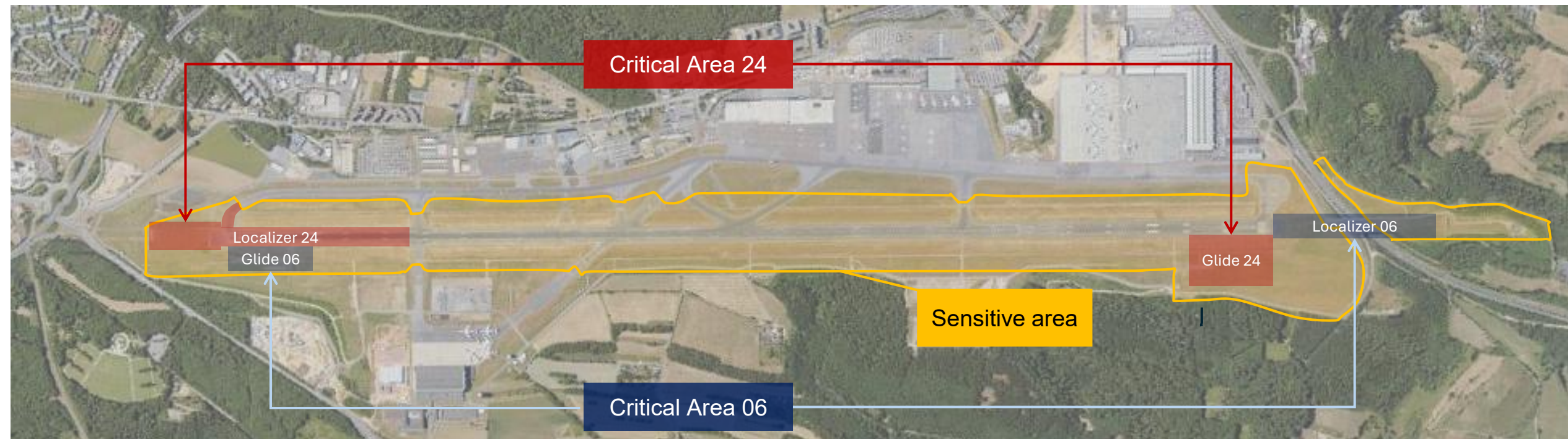
 Manoeuvring Area

Note : Movement area = manoeuvring area + aprons














-  RWY
-  TWY
-  APRON
-  STORAGE AREA
-  BUILDING

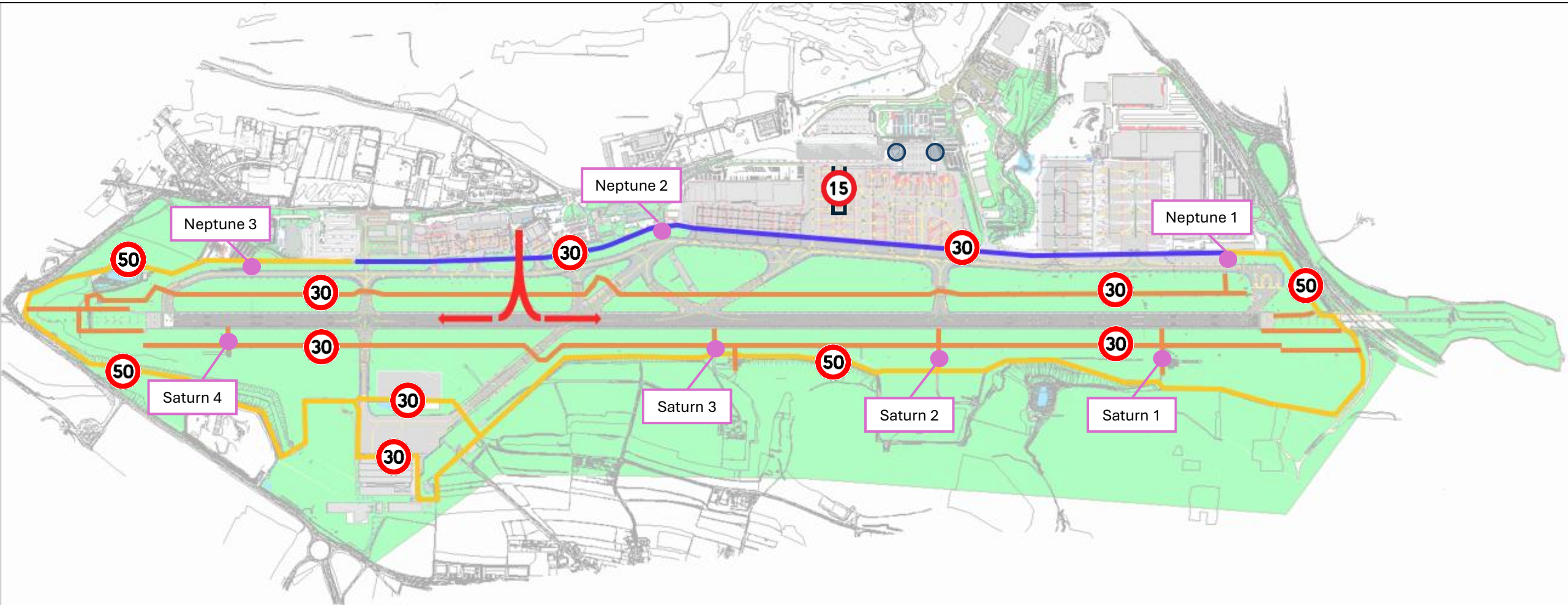


- **Sensitive Area** : “The ILS Sensitive area must remain free of obstacles, works equipment and related materials in low visibility conditions” (SOM.OPS-002 Airside Works Manual)
- **Critical Area** : “With the exception of vehicles using the perimeter road, no person, vehicle or equipment shall entre the ILS Critical Area. If works are needed within the ILS Critical Area, prior authorisation shall be granted by CNS and radio communication with ATC is mandatory” (SOM.OPS-002 Airside Works Manual)



# AIRSIDE DRIVING RULES

-  Internal Road  30
-  Perimeter Road  50
-  Technical Roads  30
-  CIS Emergency Road access to RWY (NEVER BLOCK, even punctually)
-  Around TB  15
-  Immediate vicinity of a parked aircraft  5
-  Main parking areas on airside
-  Road holding positions



## Priority

**Always give way to aircraft and emergency vehicles**

Priority also to emergency, FOLLOW-ME, winter service and fuelling

Vehicle use airside limited to operational needs

## Safety & Signage

Red anti-collision lights = aircraft moving

Keep aircraft on your left when manoeuvring

Follow signs, markings, and speed limits

Drive cautiously in bad weather – **no driving in LVP**

No alcohol, drugs, or distractions

## Prohibitions

No photos or videos

No dangerous or reckless driving

No mobile phone use

Do not block emergency routes

## Authorised Driving

Valid driving license + ADP required (or be accompanied by an ADP holder)

Pre-use vehicle check: documents, brakes, lights, tires, fuel, cleanliness

Escort rules : 3 cars or 2 vans or 1 truck. *Use your warning lights when*

*being escorted so that you can be easily identified.*



# AIRSIDE DRIVING RULES




Dangerous area with frequent aircraft crossing : *Aircraft crossing with apron entry and exit, involving regular movements. Stay vigilant during these crossings.*



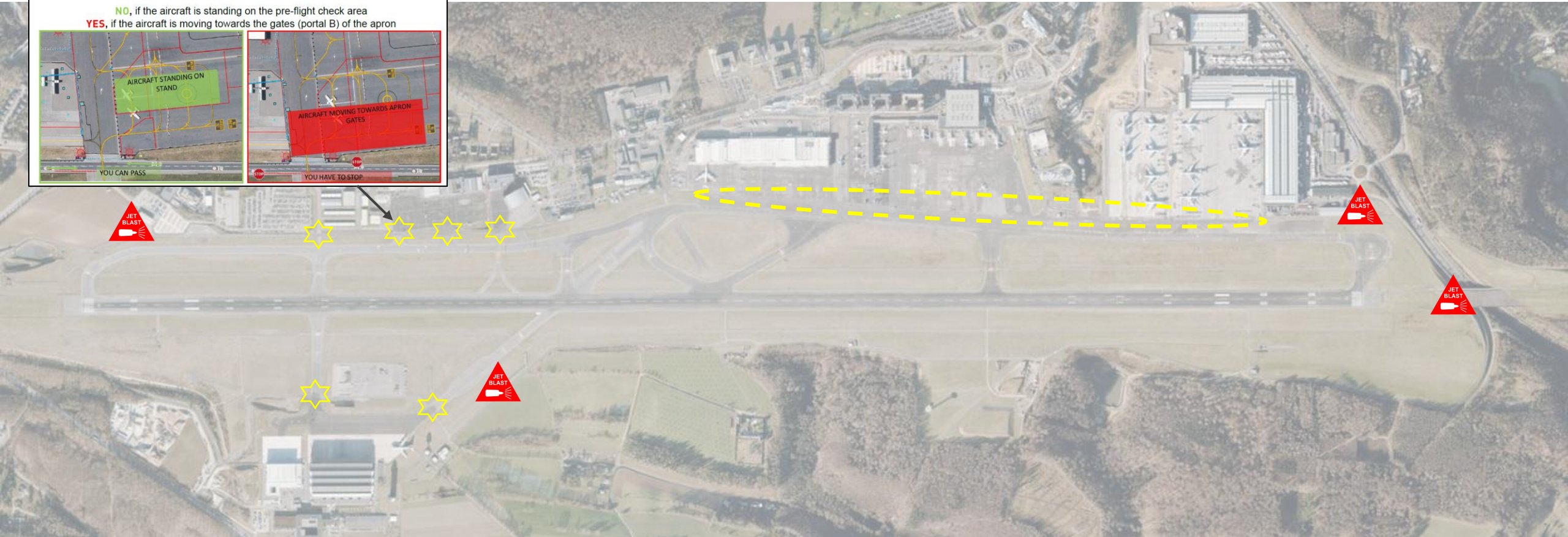
Jet blast area : *Areas affected by jet blast from aircraft engines, which can generate strong airflow and debris projection. Be cautious and maintain a safe distance.*

How to react when a pre-flight-check is ongoing on Apron P5 West?  
Do you have to stop the vehicle until the end of the pre-flight check?

**NO**, if the aircraft is standing on the pre-flight check area  
**YES**, if the aircraft is moving towards the gates (portal B) of the apron



YOU CAN PASS      YOU HAVE TO STOP



# MARKINGS / SIGNS - Road



Speed limit (example)



Road crosses a taxiway or apron access point :  
*Marking indicating that a vehicle driver must check for aircraft and stop if necessary*



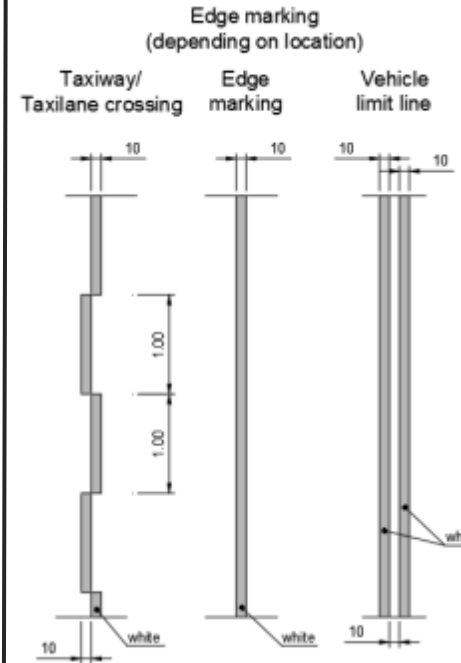
STOP sign or STOP marking indicating that a vehicle MUST come to a complete stop at that point



Jet blast area : *Areas affected by jet blast from aircraft engines, which can generate strong airflow and debris projection. Be cautious and maintain a safe distance.*



Give way to cars

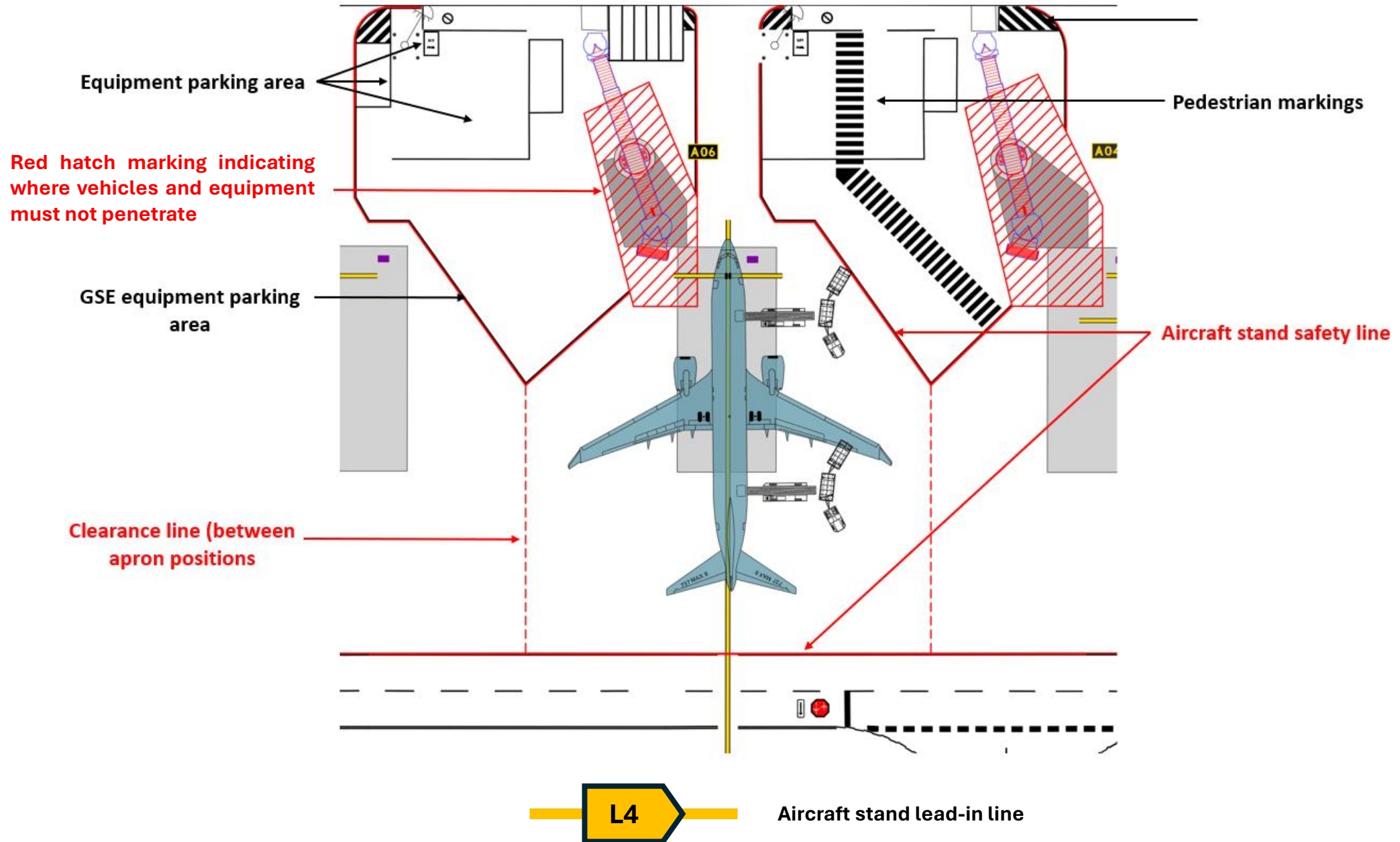


The boundary of an internal road is shown by a single white line on each side. A double white line indicates a vehicle limit that must never be crossed. A lateral dashed white line is used where the road crosses a taxilane or taxiway.



Restricted area : *Area needs to remain free of any objects at any time*

# MARKINGS / SIGNS - Apron



# MARKINGS / SIGNS - *Manoeuvring Area*

24 CAT I

24 CAT III

RWY holding point signs

A B2

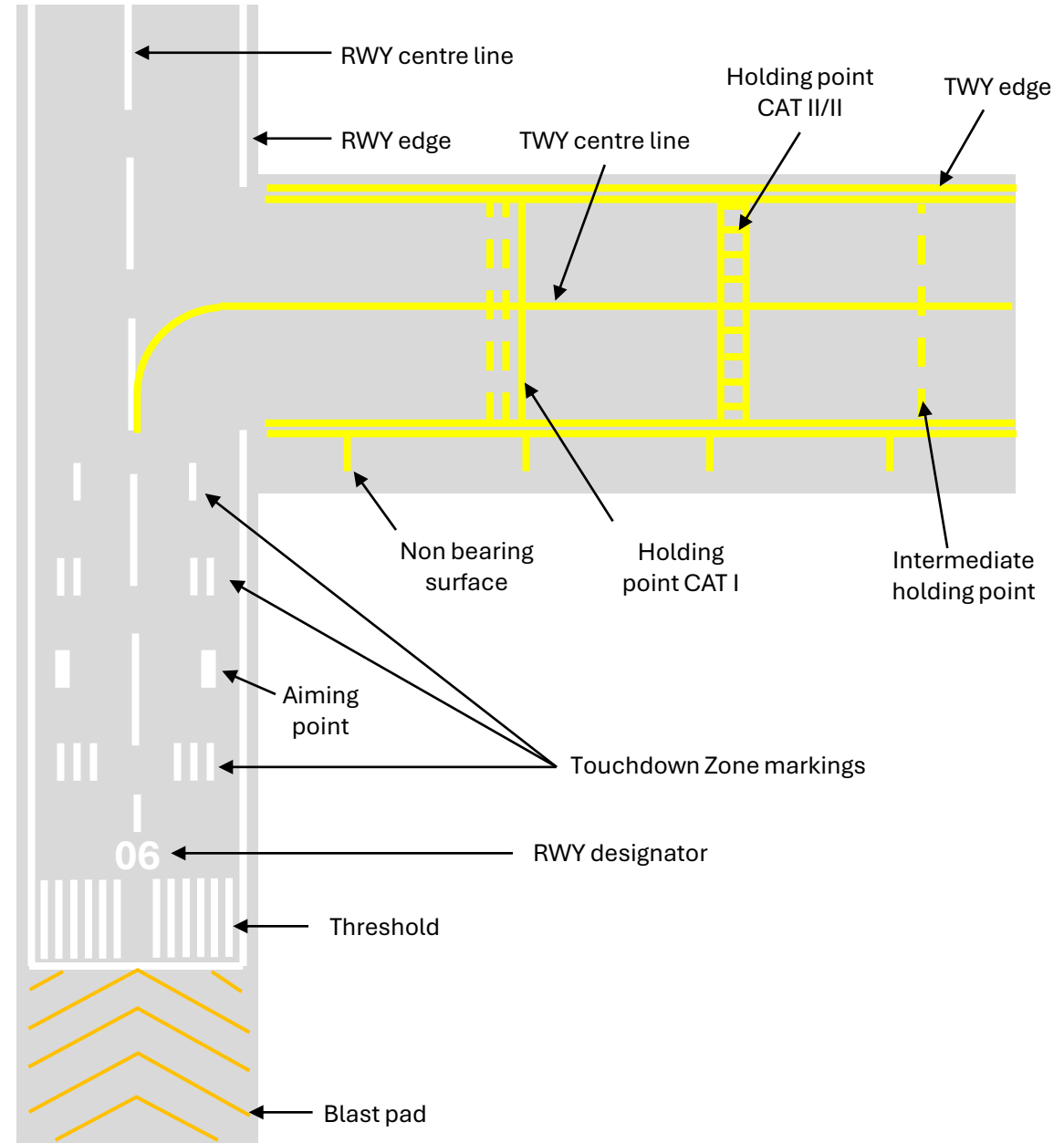
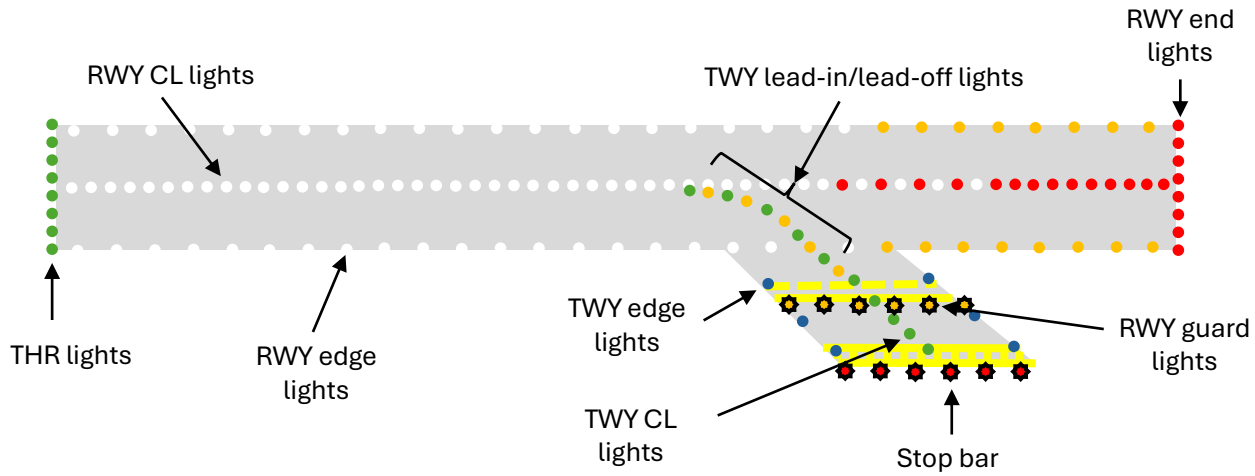
Location signs

A → 06 →

Direction and destination signs



RWY ahead marking



# AERODROME HAZARDS

## **Be aware of anti-collision beacons located on all aircraft**

*The anti-collision beacon indicates that the aircraft will/is moving.*

*Indicators that an aircraft is about to activate its anti-collision :*

- *no vehicles left servicing the aircraft*
- *a pushback tug or power push unit is attached*
- *the wheel chocks are removed*

**NEVER approach an aircraft when the anti-collision lights are illuminated**



## **Vehicle / Aircraft Movement**

*Vehicles and aircraft taxiing or moving on airside can cause collisions or injuries. Stay alert and follow designated routes and indications.*

**Always give way to aircraft!**



## **Noise & Vibration**

*High levels near operations can damage hearing and affect communication.*

*Maintain situational awareness and wearing protective equipment*



## **Jet Blast**

*Strong jet engine or propeller airflow can knock over people or objects.*

*Keep a safe distance behind the aircraft while its engines are running.*

*Never store objects or equipment not secured in jet blast areas.*

# AERODROME HAZARDS



## Engine intake / strike

*Do not approach running engines or aircraft with anti-collision lights on.  
Engine can ingest/strike people or objects even at idle, causing catastrophic injury or engine failure.*

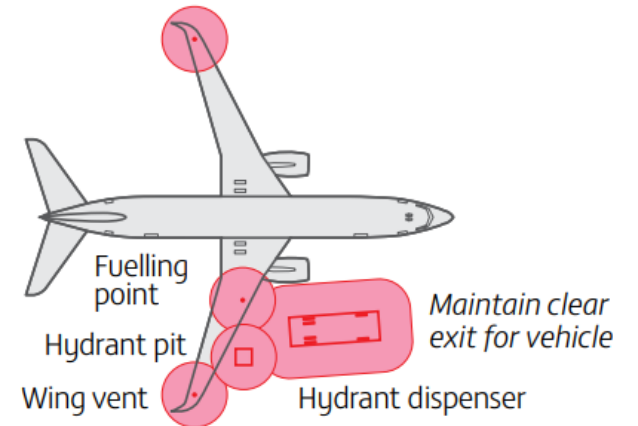
## Fuel / Oil

*Fuel and oil are flammable and hazardous, handle with care and report immediately in case of spills or leaks.*

*Maintain 3m distance from fuelling equipment, hydrants, and wing vents for people, vehicles, and phones.*

*Use only intrinsically safe electrical devices within the hazard zone.*

*Do not park under wing vents and in the fuelling truck exit area.*



## Non-aircraft hazards

*Vehicles, including service trucks, GSE, and RFFS, pose significant risks. Always wear high-visibility clothing and stay alert.*

*Wildlife, though infrequent, can create hazards. Avoid approaching animals and dispose of food and rubbish securely.*

*Human factors such as fatigue, distraction, or workload can increase risk, maintain situational awareness and follow SOPs.*

*Drugs and alcohol are strictly prohibited*

# FOREIGN OBJECT DEBRIS



Examples of FOD related to works at ELLX.

FOD refers to any loose object, such as baggage bits, paper, cups, hardware, or debris, that doesn't belong in the movement area and can damage aircraft or be propelled by jet blast.

## FOD prevention is everyone's responsibility

1. *Be alert when you are airside*
2. *FOD detected → Call directly LACC **+352 2464 3100***
3. *Identified FOD type and location*
4. *FOD removal (if possible). Otherwise, AI will pick up it.*
5. *Use FOD bins (Yellow bins) to keep FOD for analysis*
6. *Report FOD via SOR*



If you notice that one of your equipment/ tool is missing, always inform LACC OPS immediately and give the following information:

- Type of tool/equipment lost,
- Potential area where it can be found

FOD can be generated from:

- personnel
- airport infrastructure
- environment
- aircraft, helicopters
- equipment operating on the airfield
- aircraft servicing equipment



Adverse weather conditions can affect airside operational duties. Therefore, in addition to the constraints related to weather conditions that may be encountered on site, additional constraints may apply due to the specific operational characteristics of the airport. The risks associated can be :

 **Thunderstorm:** lightning, flying debris, slippery surfaces, operational delays

Phases		Conditions	Actions
1	Monitoring	Risk of thunderstorms and lightning > 8km radius of the airport, within the next eight hours.	Contractor starts to secure the worksite.
2	Preparation	Possibility of a low or high risk of thunderstorms and lightning > 8km radius of the airport, within the next 30mns.	a- Contractor removes staff and construction vehicles and equipment. b- Contractor leaves the construction site via the defined routes. c- Contractor keeps informed LACC OPS on the worksite status.
3	Activation	Low risk of thunderstorm and lightning is expected within 8km radius of the airport or within 10mns, hail 1-3 cm or gust 90-110 km/h or rain 25-35 l/m <sup>2</sup> /h and CAPE 1000 - 2500 J/kg	a- Contractor shall remain available if action should be taken on worksite safeguarding. b- All worksite vacated and secured by the contractor
4	Suspension of all ground OPS	High risk of thunderstorm and lightning expected within 5km radius of the airport or within 10mns, hail > 3 cm or gust > 110 km/h or rain > 35 l/m <sup>2</sup> /h and CAPE > 2500 J/kg	No actions, all worksite have already been vacated.
5	Cancellation - End of alert	Lightning activity has moved away from the airport or > 5km of the airport, period of "all clear" lightning activity during 15mns	LAP OPS will contact each worksites to confirm the return to activity.

**Always follow the instructions received via Alerting Tool or provided by lux-Airport Operational team**

# ADVERSE WEATHER CONDITIONS

Adverse weather conditions can affect airside operational duties. Therefore, in addition to the constraints related to weather conditions that may be encountered on site, additional constraints may apply due to the specific operational characteristics of the airport. The risks associated can be :

 **High Wind:** FOD hazard, vehicle instability, aircraft movement

Phases		Conditions	Actions
1	Monitoring	Risk of high winds or gust speeds $\geq$ 35KT within eight hours of notification.	Contractor starts to secure the worksite.
2	Preparation	Risk of high winds or gust speeds $\geq$ 35KT within one hour of notification	a- Contractor removes staff and construction vehicles and equipment. b- Contractor leaves the construction site via the defined routes. c- Contractor keeps informed LACC OPS on the worksite status. d- All worksite vacated and secured
3	Activation	Wind speeds or gusts $\geq$ 35KT	Contractor shall remain available if action should be taken on worksite safeguarding.
4	Suspension of all ground OPS	Wind speeds or gusts $>$ 60KT	No actions, all worksite have already been vacated.
5	Cancellation - End of alert	Wind speeds/gusts have reduced under 35KT	LAP OPS will contact each worksites to confirm the return to activity.

**Always follow the instructions received via Alerting Tool or provided by lux-Airport Operational team**


# ADVERSE WEATHER CONDITIONS


Adverse weather conditions can affect airside operational duties. Therefore, in addition to the constraints related to weather conditions that may be encountered on site, additional constraints may apply due to the specific operational characteristics of the airport. The risks associated can be :


 **Low Visibility:** poor sightlines, slower operations, collision risk, extra checks

Phases		Conditions	Actions
1	Monitoring	Risk of Meteorological visibility $\leq 800\text{m}$ , and/or ceiling or VV $\leq 200\text{ft}$ within the next 8 hours	<ul style="list-style-type: none"> <li>a- Works may not be authorised to be started.</li> <li>b- Works already started might be stopped.</li> <li>c- Works may pursue under certain conditions</li> </ul>
2	Preparation	Visibility $\leq 1500\text{ m}$ AND / OR ceiling or VV $\leq 300\text{ ft}$ AND forecast for deterioration $\leq 800\text{ m}$	<ul style="list-style-type: none"> <li>a- All manoeuvring area and sensitive area vacated</li> <li>b- Contractor removes staff and construction vehicles and equipment.</li> </ul>
3	Notification	RVR at position A of the RWY in use is $\leq 800\text{ m}$ AND / OR ceiling or VV is $\leq 200\text{ ft}$	<ul style="list-style-type: none"> <li>a- Contractor's focal point disseminate the information towards workers.</li> <li>b- Contractor strictly apply the rules for the Works Briefing.</li> <li>c- Contractor keeps informed LACC OPS of the worksite status.</li> </ul>
4	Suspension of all ground OPS	LVP capability impaired	No actions, all worksite have already been vacated.
5	Cancellation - End of alert	RVR RWY 24/06 at position A is $> 800\text{ m}$ AND ceiling or VV is $> 200\text{ ft}$ and an improvement is foreseen by MET forecast for improving trend	LAP OPS will contact each worksites to confirm the return to activity.

**Always follow the instructions received via Alerting Tool or provided by lux-Airport Operational team**

 All works must be submitted via a *work request* and approved with a lux-Airport permit.

 Depending on the parameters of works (works complexity and urgency, works location, equipment used, weather conditions, etc.), specific safety conditions apply to protect both the works and ongoing airport operations.

 Approval must be obtained before any work starts : Airside Works Permit and Airside Works Briefing (if applicable)


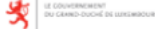
*Time needed for works treatment can vary depending on the works complexity and entirety completeness of the information provided.*



## Works anticipation is key!

RWY	
Closure	1 month
Limitation (works can be vacated)	1 week
Works in RWY strip (0m -> 90m)	1 month
Works in RWY strip (90m -> 140m)	3 weeks
Works in RESA	1 month
Works in ILS areas	1 month (minimum and if study is required can be more)

TWY	
Closure	3 weeks
Limitation (works can be vacated)	1 week
Works in TWY / wingtip clearance	3 weeks

Apron and others areas	
Closure of stand (small maintenance)	1 week
Maintenance of masts (cherry picker)	1 week
Thermal weeding	1 week
Markings	1 week
Civil works with major OPS impact	3 weeks

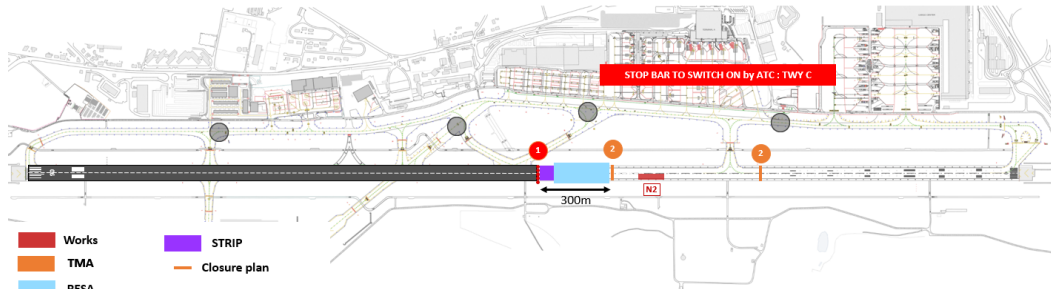
lux airport AIRSIDE WORKS REQUEST  							
(Part to be filled by work requestor)							
Location*	Select		Date of request*		Select		
Type of works*	Select	Select	Select	Select	Select		
REQUESTOR INFORMATION				CONTRACTOR INFORMATION			
Company*				Company*			
Department				Works Supervisor*			
Name*				Phone number*			
Phone number*				Phone number outside working hours*			
WORKS DESCRIPTION							
Project / Works name*							
Description of the works*							
Start date*					End date*		
Working day	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Daily working time							
Start time (LOC)*				End time (LOC)*			

lux airport AIRSIDE WORKS PERMIT  			
No. Permit			
PERMIT INFORMATION			
Issue Date			Expiry date
Issued by			Extended expiry date
WORKS DETAILS			
Project name			
Start date			End Date
Daily working time	Start Time (LOC)		End Time (LOC)
CONTRACTOR INFORMATION			
Requestor			Contractor
Works supervisor			Phone number
Contact outside working hours			
AIRSIDE WORKS CONDITIONS			
REQUIRED	CONDITIONS		ADDITIONAL COMMENTS
<input type="checkbox"/>	<input type="checkbox"/> Driving permit		<input type="checkbox"/> Permit A <input type="checkbox"/> Permit B

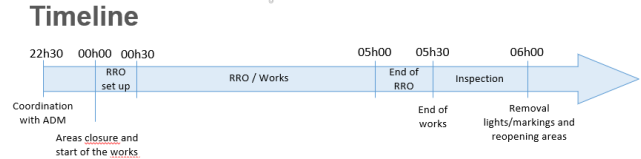


LANDING RWY 06		TAKE-OFF RWY 24 (LAR ONLY)		AGL U/S	Markings missing
LDA	TWY to vacate	TORA	TWY to enter		
2033m	TWY D1	2033m	TWY D1	• 4 RWY CLL	• Portion of RWY CLL -> ADM will publish a NOTAM if necessary

1 HA lights should only be installed in the event of RRO.



- ### Conditions of works
- Start of the works in coordination with ANA-ATC et LAP ADM.
  - Permanent contact with ANA ATC via radio.
  - Daily Sign in/Sign off
  - For markings works, coordinate with ADM for the phasing of IHP zones according to planned towings. Advise the ADM of each change in IHP location during the night

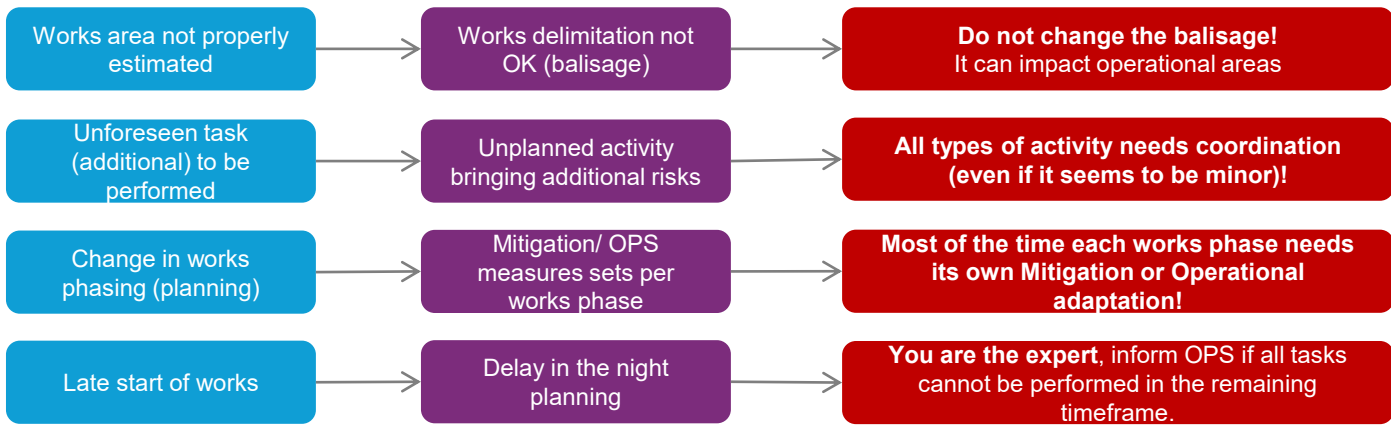


Airside Works Briefing is provided for complex works and should be used as support for the contractor to brief his team on the work conditions and as safety awareness.

If needed, additional meetings can be organised to ensure proper coordination of the works.

Any deviation from the works conditions described in the Airside Works Permit and/or Airside Works Briefing cannot be tolerated without prior coordination. Contact immediately the Airside Team to assess the new conditions.

Examples of potential deviation (non-exhaustive list):

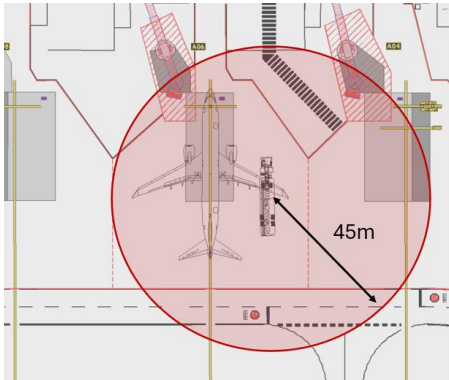
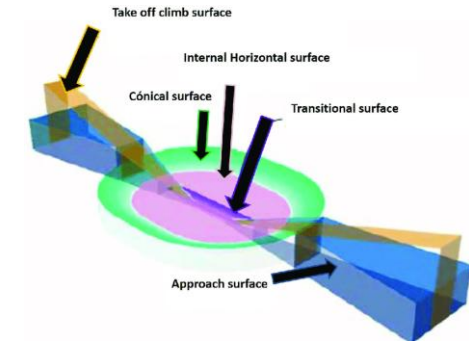


**Communication is essential, Safety is a priority!**

In case of urgent works, it's triggered by lux-Airport's Technical Department and Airside Duty Managers, contractors shall act upon contractual clauses.



**Any obstacle** (positive or negative) due to equipment, construction, soil storage, trenches... **need to be coordinated**  
 Can represent a risk to the operation and have an impact on safety. Must be reported and coordinated when works are requested/prepared. In the event of an unforeseen event, immediately contact the airport duty manager.

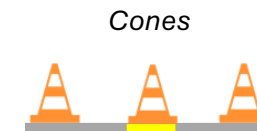
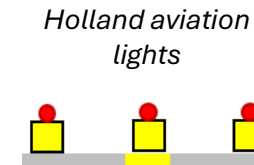
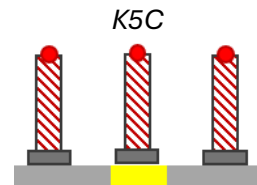


**Hot works need to be pre-approved & coordinated**

Welding / Cutting / Grinding / Sparkling / Open flames ...  
 Explosimeter or fuelling restriction can be necessary  
 Smoking only authorised in the dedicated airside smoking areas (apply also for electronic cigarette)

## Markings of work areas

Each work areas need to be marked with markers and/or lighting depending on the location/type of works and the duration.



Works between 2 Security area should be monitored by dedicated Security Agent.

Working below or above a fence should be monitored by a Security Agent.

No fence can be removed or moved without prior approval.

Any materials that cannot be checked needs to be escorted

No equipment nor vehicle can be parked at less than 3 meters from the airport fences.



## Security area

Security must be taken into account during the works to avoid any breaches.

**Airport is located onto three drink water protection zones!**  
*Special care should be taken towards environment preservation.*

lux-Airport Environment Department: [tec-environnement@lux-airport.lu](mailto:tec-environnement@lux-airport.lu)

Make sure to always apply the following guidelines:

WATER	SOIL	AIR	NOISE	WASTE MANAGEMENT			
Always make sure that antipollution kits are available on construction vehicle & work site.		Turn off the engine of unused vehicle/ equipment.	Unless OPS constraint, works should take place between 07h00 & 22h00LT.	All waste shall be managed by contractor according to local and European regulations.			
Do not intentionally dump liquids or materials in the drainage.		No open fire/ burning.	Worksite near residential area should not exceed 70db(A).	<i>If non-possible, check with LAP Environment Department if agreement can be found.</i>			
Avoid Dangerous Goods storage. If needed respect the standard storage rules (see below).			Equipment near residential area should not individually exceed 50db(A).	<table border="1"> <tr> <td>Prioritise waste valuation.</td> <td>No water nor liquid should be added for waste collection.</td> <td>Do not mix waste aiming to be valorised.</td> </tr> </table>	Prioritise waste valuation.	No water nor liquid should be added for waste collection.	Do not mix waste aiming to be valorised.
Prioritise waste valuation.	No water nor liquid should be added for waste collection.	Do not mix waste aiming to be valorised.					
<b>D G R</b>	<b>Storage</b>	On a waterproof area + On a retention + Respecting chemicals compatibility		<b>Sort your waste as much as possible for recycling!</b>			
	<b>Fuelling</b>	No equipment/vehicle fuelling on site – except if special authorisation is given.					
	<b>Info.</b>	Communicate to LAP Environment Department the list of product used & its SDS (Safety Data Sheet). Make sure that products are properly identified – labelled.					

In case of environmental emergency  
 e.g. dangerous good leak, fire, etc.

**Contact 1st**  
 Airport CIS: 49771 3600

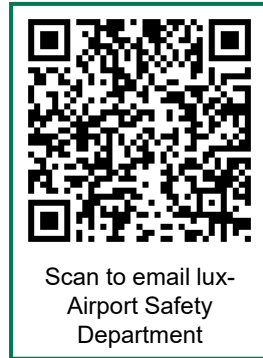
**Then contact**  
 LACC OPS: 24 64 3100



# SAFETY MANAGEMENT SYSTEM



If you should have any question, remark or suggestion, feel free to contact lux-Airport Safety Department:



[safety@lux-airport.lu](mailto:safety@lux-airport.lu)

## Safety external reporting system

*Can be use by anyone playing a role / performing tasks within the airport boundaries.*

*Can be used anonymously.*

*All reports are sent directly to lux-Airport Safety department*



External reports can be fulfilled via any electronic device (including mobile phone)



← Scan the QR code or use the direct link →

<https://lux-airport.centrik.net/sms/case/externalreport.aspx>

Always include maximum details in your report so the Safety Department can promptly assess the reported situation.

## **No Smoking – Airside (E-cigarettes included)**

Smoking is strictly prohibited on any airside area, except in officially designated smoking zones.

## **Alcohol & Drugs – Zero Tolerance**

Individuals under the influence are prohibited from entering or working airside. Policies also apply to impairing medication.

## **Mandatory Personal Protective Equipment (PPE)**

High-visibility jackets, safety footwear, helmets, and hearing protection must be worn as appropriate.

## **Waste & FOD Management**

All waste and debris must be placed in designated bins immediately. Prevent Foreign Object Debris (FOD).

## **Rotating/Strobing Beacons – ON**

All vehicles in operation AND out of the service road must have yellow rotating beacons activated at all times.

## **Worksite Safety – Planning & Coordination**

All airside works must follow approved safety processes: planning, briefing, coordination, monitoring, and safe restoration post-works.


**✈️ Airside safety is everyone's responsibility !**

 Immediate Reporting:

Any fire, spill, accident, injury, or hazardous event must be reported without delay.

 Quick Notification:


Immediately contact lux-Airport Control Centre (LACC) : **+352 2464 3100**

 Emergency services:

Ensure clear and easy access for Airport Rescue & Firefighting Services (RFFS) and/or Medical Units.

 Provide Key Information:

- Exact location (runway, taxiway, stand, apron, buildings)
- Type of emergency (fire, spill, accident, medical...)
- Number of persons/vehicles involved and hazards present

 Follow-up & Coordination:

Remain available for updates until relieved by emergency services. Record incident details.

**➔ Airside safety is everyone's responsibility !**

lux-Airport		
LAP ADM	+352 2464 3110	lxap_dms@lux-airport.lu
LAP AI	+352 2464 3120	
LACC OPS	+352 2464 3100	
LACC Security	+352 2464 3103	
LAP Wildlife	+352 2464 3123	-
LAP Security Supervisor	+352 2464 2578	-
TEC Airside team	+352 2464 2244	tec-airside@lux-airport.lu
Airside works	+352 2464 3310	as.works@lux-airport.lu
ANA		
ANA ELE (worksite contact)	+352 621 623 944	-
ANA ELE (stand-by)	+352 621 133 506	-
ANA TWR	+352 479 824 050	-
ANA TWR (emergency phone)	+352 621 283 891	-
ANA CNS	+352 479 825 800	-
APC		
Stand-by	+352 479 829 200 +352 479 829 800	-
CGDIS		
Stand-by	+352 497 713 610	-

P1		
FOLLOW-ME P1	+352 621 310 018	-
LG Ramp	+352 2456 5597	-
P2		
BAC	+352 2464 3400	-
FOLLOW-ME P2	+352 2464 3420	-
P5		
LAR OPS	+352 48 90 06 361	-
P7-P10		
LCH Cargo DM	+352 2747 6060	-
P8		
CV Hangar foreman	+ 352 4211 3467	-
P9		
LG MTC control	+352 2456 4936	-



**Thank you !**

*Safety & Coordination drive excellence.*