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## IMPLEMENTATION OF TMZ WITH MONITORING COM CHANNEL BELOW SCHIPHOL TMA 1

### 1 INTRODUCTION

The purpose of this AIC is to inform VFR pilots about a TMZ below the Schiphol TMA 1. This TMZ is part of an action plan initiated by LVNL, CLSK, KNVvL, AOPA, NACA and the Dutch State to reduce the number of airspace infringements. The aim of this measure is to reduce the duration and severity of airspace infringements in the Schiphol TMA and CTR.

The temporary TMZ was established in July 2023 and is continued to gather more data in order to make a balanced evaluation.

It remains the sole responsibility of a pilot to avoid infringing an airspace without a proper clearance. However, when an airspace infringement does occur, and the pilot is on the correct communication channel, Amsterdam Information can directly address the pilot and assist the pilot in navigating out of the area. This will significantly reduce the effects of an infringement.

### 2 REGULATIONS

**From 21 March 2024 to 20 March 2025** this TMZ will be active below the Schiphol TMA 1 **between 500 and 1500 FT AMSL**. The dimensions of the TMZ are described in paragraph 3.

In this TMZ pilots of aircraft equipped with a transponder are required to:

- set the transponder to code 7020, and
- maintain an air-ground voice communication watch on 124.300 (Amsterdam Information).

When leaving this TMZ the pilot should change the transponder again to the appropriate SSR code.

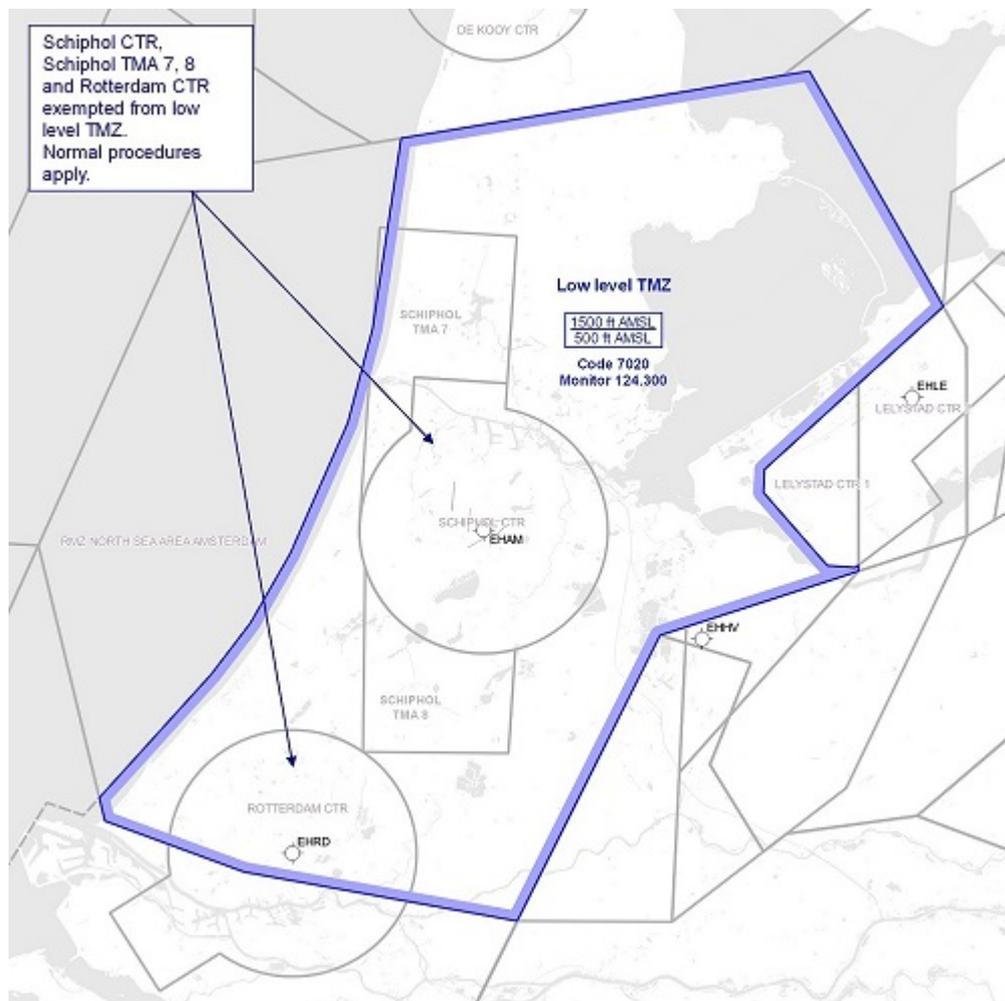
**Note:** for receiving flight information service (FIS), the pilot should establish two-way radio communication with Amsterdam Information. The transponder code remains 7020.

Pilots of the following flights are exempted of these regulations:

- State flights with dedicated transponder codes;
- Gliders, paragliders, hanggliders, paramotors and model aircraft;
- VFR flights westbound on the MIKE Arrival to Lelystad Airport (EHLE);
- Local VFR circuit traffic at Hilversum Airport (EHHV).
- For flights from and to Middenmeer local agreements have been made between LVNL and Middenmeer Airport.

### 3 TMZ DIMENSIONS

| Name<br>Lateral limits  | Vertical limits             | Remarks  |
|---|-----------------------------|--|
| 524820N 0052000E -<br>523305N 0053409E -<br>522804N 0052511E -<br>522231N 0051518E -<br>522102N 0051512E -<br>521617N 0052154E -<br>521610N 0052449E -<br>521620N 0052511E -<br>521556N 0052511E -<br>521219N 0050710E -<br>521145N 0050424E -<br>515311N 0044941E -<br>515610N 0042115E -<br>515920N 0040640E -<br>520049N 0040603E -<br>520857N 0041731E -<br>521218N 0042131E -<br>521649N 0042535E -<br>522522N 0043128E -<br>523129N 0043358E -<br>524350N 0043645E -<br>524820N 0052000E. | 1500 FT AMSL<br>500 FT AMSL | Parts overlapping Rotterdam CTR, Schiphol CTR, Schiphol TMAs and glider areas (when active) published in AIP ENR 5.5 are excluded. |



**4 KEEP DISTANCE FROM CONTROLLED AIRSPACE**

When flying in airspace class G it is recommended to keep your distance from controlled airspace. Therefore you can comply with TAKE 2; remain 200 FT from the base of controlled airspace and/or 2 NM from the edge of any airspace. When you comply to these distances, you will prevent an airspace infringement, but also reduce the risk of a TCAS RA and wake turbulence.

**5 FMC ROTTERDAM**

The current frequency monitoring codes in the vicinity of Rotterdam Airport (EHRD) remain unchanged:

| COM channel | ATS unit      | FMC / transponder code | Relevant areas              |
|-------------|---------------|------------------------|-----------------------------|
| 124.300     | Amsterdam FIC | 7020                   | Below Rotterdam TMA 1 and 2 |
| 122.990     | Rotterdam APP | 7010                   | In Rotterdam TMA 1 and 2    |

For receiving flight information service (FIS), the pilot should establish two-way radio communications with the appropriate ATS unit.

**6 DOCUMENT CONTROL**

Consult AIP Supplement and NOTAM for latest information.

Figure corrected; AIC-A 02/2024 is cancelled herewith.

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