

**Contact**

Post: Air Traffic Control the Netherlands  
 Aeronautical Information Service  
 P.O. Box 75200  
 1117 ZT Schiphol  
 The Netherlands  
 Tel: +31 (0)20 406 3521  
 Fax: +31 (0)20 406 3532  
 AFS: EHAAYOYX

**AIP SUP**  
**04/09**  
**04 APR 09**

## VFR TRAFFIC RESTRICTED AROUND SCHIPHOL

### 1 — INTRODUCTION

This AIP Supplement introduces the special rules zones Schiphol and Hilversum. These SRZs are created as a result of the radar clutter due to the increased number of VFR flights with activated mode S transponder under the Schiphol TMA 1. The radar clutter is increased to such an extent that Schiphol Approach cannot properly provide air traffic control. This radar clutter is a safety problem and is, therefore, not acceptable.

Dutch aviation authorities have therefore decided to clear the area around Schiphol, including Lelystad and Hilversum, from traffic with activated transponder. For Lelystad and Hilversum, a 'transponder prohibited zone' is created. Around Schiphol, a special rules zone (SRZ) is created. Aircraft with a mandatory mode S transponder are not allowed in this SRZ (exemptions are listed below).

To be perfectly clear: the mandatory carriage of a mode S transponder is **not** changed.

At this moment, it is hard to assess how long the measures shall be effective. ATC the Netherlands and CAA the Netherlands search for a solution for the problem. As soon as the solution is found and implemented, these measures will be cancelled.

### 2 — SPECIAL RULES ZONE SCHIPHOL

With effect from April 4th 2009, the special rules zone Schiphol is established to exclude VFR traffic with mode S transponder from critical areas below Schiphol TMA 1. The SRZ Schiphol is prohibited for all VFR traffic with mandatory active mode S transponder from GND to 1500 ft AMSL and active H24.

Exempted are:

- police, search and rescue, helicopter emergency medical, environmental control flights;
- military flights;
- traffic from/to AMSTERDAM/Schiphol EHAM, AMSTERDAM heliport EHHA, and pilot heliport YPAD EHYP. VFR traffic is prohibited to cross the Schiphol CTR.
- specific commercial VFR traffic after permission (PPR) from the Operational Helpdesk:
  - banner towing flights,
  - calibration flights,
  - photo flights,
  - pipeline inspection flights,
  - survey flights.

Name	Lateral limits	Upper limit Lower limit
SRZ Schiphol	Along northern border of Schiphol CTR 2, from NE-corner Schiphol CTR 2 a straight line to the highway junction A6/A27, along the highway A27 to the border of Schiphol TMA 1, along Schiphol TMA1 (SRZ Hilversum exempted) to the intersection with highway A12, along A12 to SE-corner of Schiphol CTR 3, along southern border of Schiphol CTR 3, from SW-corner Schiphol CTR 3 a straight line (ATZ Valkenburg exempted) to 52°11'29.86"N 004°22'53.46"E, along the coast to NW-corner Schiphol CTR 2.	1500 ft AMSL GND



### 3 — SRZ HILVERSUM

With effect from April 3rd 2009, the special rules zone Hilversum is established and active H24. In the SRZ Hilversum the use of an active transponder is prohibited. Two-way radio contact with Hilversum Radio 131.025 MHz is compulsory for motorised traffic with destination Hilversum EHHV.

Name	Lateral limits	Upper limit Lower limit
SRZ Hilversum	Circle, radius 2 NM, centre ARP 52°11'31"N 005°08'49"E.	1500 ft AAL GND

### 4 — VFR AREA LELYSTAD

In and below the VFR area Lelystad from GND to 3500 ft AMSL the use of an active transponder is prohibited. The transponder must be switched to stand-by mode. This also applies to MLA-flights. Two-way radio contact with Lelystad Radio 123.675 MHz is compulsory for all traffic with destination Lelystad EHLE.

ISSN: 0165-7291