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AIC-A
04/10
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CHANGED AIRSPACE STRUCTURE IN THE AMSTERDAM FIR

1 — INTRODUCTION

Effective **11 March 2010** the airspace structure in the eastern part of the Amsterdam FIR has been changed. The rationale of these changes is a required change in the ATS route structure.

The cross-border project AMRUFRA (Amsterdam-Ruhr-Frankfurt) aims to optimise the traffic flows from/to the international aerodromes of Amsterdam and Frankfurt. This is achieved by realigning some traffic flows through the current Nieuw Milligen TMA D and the temporary reserved airspace TRA 12 and 12A.

One such traffic flow is designed for outbound flights from airports located in the Amsterdam FIR. The new eastbound ATS route is situated south of the current Amsterdam CTA East, through the northern part of the current Nieuw Milligen TMA D.

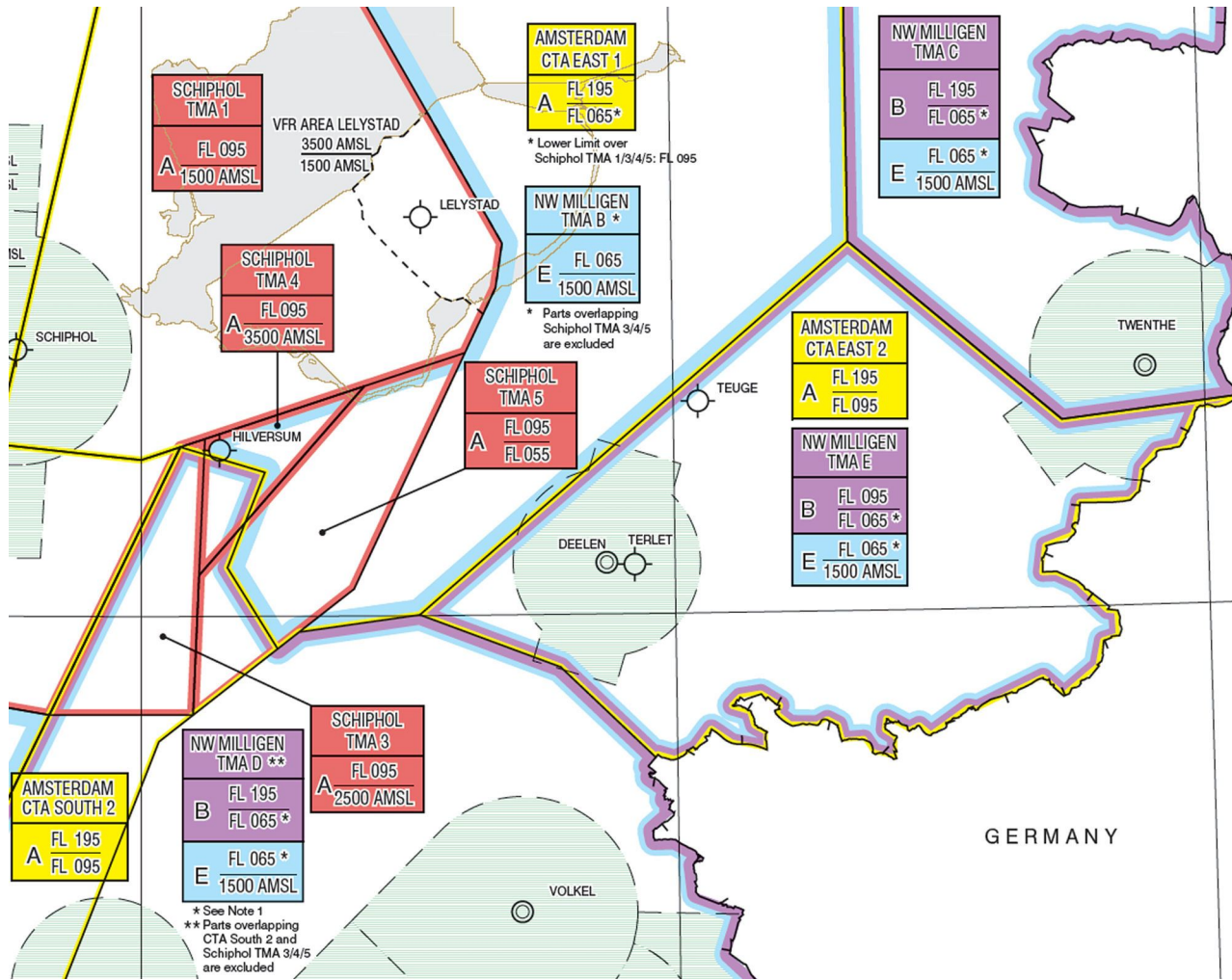
Another traffic flow is designed for outbound traffic from Frankfurt/Main airport. The new westbound ATS route is situated through the southern part of the TRA 12 and 12A.

2 — CHANGED AIRSPACE STRUCTURE

The following ATC airspaces will be effected by these changes:

1. Amsterdam control area East (CTA East) is divided into CTA East 1 and CTA East 2;
2. Amsterdam control area South 2 (CTA South 2);
3. Nieuw Milligen terminal control area B (TMA B);
4. Nieuw Milligen terminal control area D (TMA D);
5. Nieuw Milligen terminal control area E (TMA E);
6. Schiphol terminal control area 1 (TMA 1);
7. Schiphol terminal control area 5 (TMA 5);
8. VFR area Lelystad;
9. Transponder mandatory zones (TMZ), see AIC-A 07/08 revised 28 JAN 10.

The new airspace structure is shown in the figure below, without TMZs and TRAs.



3 — ADDITIONAL INFORMATION

For more information regarding this AIC-A please contact:

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