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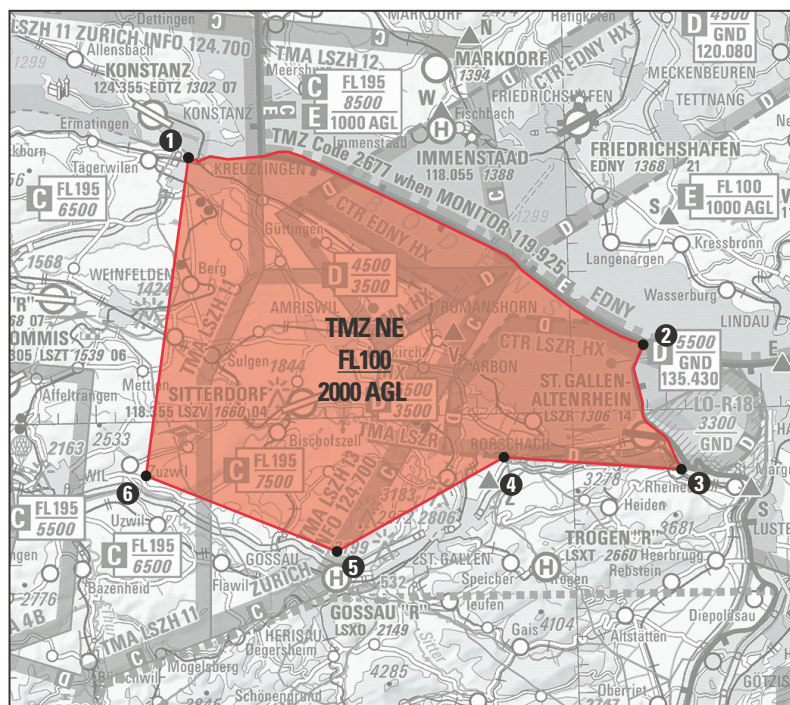
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## TMZ Northeast (TMZ NE)

### Transponder Mandatory Zone Northeast (TMZ NE) with voluntary radio listening watch

On 24 March 2022 a Transponder Mandatory Zone (TMZ NE) with voluntary radio listening watch (air-ground voice communication watch) will be established in Northeastern Switzerland. The TMZ covers the critical zones for arrivals and departures from St Gallen Altenrhein (LSZR) and Friedrichshafen (EDNY). Because of the requirement to carry a transponder, aircraft in the approach and departure area are visible to air traffic control and on-board collision warning devices, thereby increasing flight safety.

The TMZ NE covers the following area:



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## Horizontal dimension

1)	N 47 39 25	E 009 10 05
	Along Swiss-German border	
2)	N 47 32 21	E 009 33 49
	Along Swiss-Austrian border	
3)	N 47 27 52	E 009 35 39
4)	N 47 28 28	E 009 26 20
5)	N 47 25 15	E 009 17 26
6)	N 47 28 06	E 009 07 29
1)	N 47 39 25	E 009 10 05

## Vertical dimension

Lower limit: 2000ft GND

Upper limit: FL100

Outside Class C/D airspace

### 1. Procedure in the TMZ NE transponder (mandatory)

Within TMZ NE, all aircraft conducting VFR flights must carry a Mode S transponder of at least Level 2 with SI code and elementary surveillance functionality and operate with the transponder code 7000 or another code as assigned or designated by ATC.

### 2. Exemptions from the transponder requirement

Hang gliders, parachutes and model aircraft (excluding drones) are not required to carry and operate a transponder.

The FOCA may, in individual cases and in consultation with Skyguide, authorise exemptions from the requirement to carry and operate a transponder for flights with drones (model aircraft in accordance with Art. 14 of the DETEC Ordinance on Special Category Aircraft [OSCA]), kites, parasail wings and tethered balloons.

Skyguide can authorise exemptions from transponder operation in the TMZ NE via radio on a case-by-case basis, if operational requirements allow. VFR pilots ('pilots') can apply for an exemption to the APP Regional Sector Friedrichshafen Altenrhein (ARFA) - frequency 119.925 MHz. Where an exemption is granted by the air traffic control officer (ATCO), pilots must maintain a two-way radio communication with the ARFA-ATCO at all times. They must follow the ATCO's instructions at all times and report when leaving the TMZ. If the operational situation so requires, authorisation may be revoked by the ATCO at any time.

For special events such as air shows, aerobatics and glider training weeks, the FOCA may, in consultation with Skyguide, grant exemptions from the obligation to operate a transponder by establishing a temporary danger area (LS-D).

### 3. Voluntary radio listening watch

A TMZ EDNY with mandatory radio listening watch already exists over German territory. Radio listening watch in the immediately adjacent TMZ NE will be voluntary in an initial phase. The first year (approximately March 2022 to March 2023) will be spent gathering and evaluating experience before deciding on further steps. With the exception of the voluntary nature of radio listening watch in the TMZ NE, the procedures in the TMZ NE and the TMZ EDNY are identical.

Radio listening watch serves to further increase flight safety and improve pilot's situational awareness. The ATCO can either broadcast information regarding IFR flights taking off or landing, or, in the event of a potential conflict, address VFR pilots specifically in order to clarify their intentions and/or to provide traffic information.

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#### **4. Radio listening watch procedure in the TMZ NE**

It is intended that radio listening watch will be required for the following aircraft operating under VFR:

- Motorised aircraft
- Gliders
- Balloons

Prior to entering the TMZ NE, the VFR pilot sets transponder code 2677 and ARFA frequency 119.925 MHz.

The VFR pilot is **not** required to make a radio check nor an initial call. Communication is established by the ATCO if necessary.

After leaving the TMZ NE, the ARFA frequency is left without logging off and the transponder is set to code 7000 or another operationally prescribed code.

Radio contact between the ATCO and the VFR pilot is in English or German.

#### **5. FIC Zurich procedure**

VFR pilots already in contact with FIC Zurich (Zurich Information) on 124.700 MHz may remain on this frequency while flying through the TMZ NE. The pilot notifies the FIC Zurich about the intentions and keeps the transponder code assigned by the FIC. It is thus not necessary to set transponder code 2677 or ARFA frequency 119.925 MHz.

A VFR pilot in contact with FIC Zurich wishing to change to the radio listening watch procedure must first log off at FIC Zurich before changing to the ARFA frequency and setting the transponder code 2677.

#### **6. Special cases / exceptions**

Voluntary radio listening watch in the control sector does not apply to flights for which an exemption from the transponder obligation has been granted by means of LS-D (see above para. 2, last section) and which fall under this obligation. There is also no requirement to contact the FIC Zurich.

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