

EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION

" EUROCONTROL "

- Decisions of the Permanent Commission -

DECISION No 45

concerning determination of the configuration of the airspace in respect of which the air traffic services are entrusted to the Organisation.

THE PERMANENT COMMISSION FOR THE SAFETY OF AIR NAVIGATION,

Having regard to the EUROCONTROL International Convention relating to co-operation for the Safety of Air Navigation as amended at Brussels in 1981 and in particular to the provisions of Article 2.2 b) thereof;

Having regard to Annex 3 of the Protocol amending the EUROCONTROL International Convention relating to co-operation for the Safety of Air Navigation of 13 December 1960;

Having regard to the Agreement in the process of ratification relating to the Provision and Operation of Air Traffic Services and Facilities by EUROCONTROL at the Maastricht Area Control Centre and in particular to Article 12 and Annex I thereof;

Having regard to Decision No. 2, dated 7 October 1963, Decision No. 5, dated 21 December 1965 and Decision No. 39, dated 26 November 1985;

Considering the request made by the Kingdom of the Netherlands to transfer the provision of air traffic services above flight level 245 in the airspace of the Netherlands from the Amsterdam ACC to the Maastricht Area Control Centre;

Considering the endeavours of the Federal Republic of Germany, the Kingdom of Belgium, the Grand Duchy of Luxemburg and the Kingdom of the Netherlands to attain a common integrated air traffic services system calling for a harmonised presentation of the vertical airspace boundaries in Annex I of the Agreement relating to the Provision and Operation of Air Traffic Services and Facilities by EUROCONTROL at the Maastricht Area Control Centre;

HAS TAKEN THE FOLLOWING DECISION :

.../...

ARTICLE 1

Without prejudice to the provisions of Article 2 below, the definition in Annex I to the Agreement relating to the Provision and Operation of Air Traffic Services and Facilities by EUROCONTROL at the Maastricht Area Control Centre of the vertical limits of the airspace of the National Contracting Parties in which the Organisation shall provide and operate air traffic services and facilities shall be amended as follows :

Federal Republic of Germany	Above flight level 245.
Kingdom of Belgium Grand Duchy of Luxemburg	Above flight level 245.
Kingdom of the Netherlands	a) Above flight level 245, excluding the part of the Flight Information Region south of a line between 51°42'20"N - 2°10'15"E and 51°38'4"N - 2°30'E;
	b) Above flight level 245 in respect of the area south of a line between 51°38'4"N - 2°30'E and 51°16'15"N - 4°6'30"E.

ARTICLE 2

1. On a transitional basis, the airspace of the Kingdom of the Netherlands defined under a) in Article 1 above shall be reduced to flight level 300 and above until the date of transfer, scheduled to take place in the period 1992-93, of the air traffic services concerned from the Amsterdam Area Control Centre to the Maastricht Area Control Centre.
2. On a transitional basis, the airspace of the Kingdom of the Netherlands defined under b) in Article 1 above shall be extended to flight level 200 and above until the date of entry into service of the Brussels Area Control Centre's new facilities.

ARTICLE 3

As from the date of entry into force of the Agreement relating to the Provision and Operation of Air Traffic Services and Facilities by EUROCONTROL at the Maastricht Area Control Centre, Annex I to the said Agreement shall be superseded by the Annex to the present Decision.

Done at Brussels, on 22 November 1988.

A handwritten signature in black ink, appearing to read 'Lord Brabazon of Tara', written in a cursive style.

Lord BRABAZON OF TARA  
President of the Permanent Commission

ANNEX I

Configuration of the airspace in respect of which the Organisation shall provide facilities and operate en-route air traffic services

The configuration of the airspace in respect of which the National Contracting Parties shall entrust the Organisation with the provision and operation of facilities and en-route air traffic services is defined as follows :

National Contracting Parties	Lateral limits	Vertical limits
Federal Republic of Germany	The airspace within the lateral limits of the Hannover Upper Flight Information Region.	Above flight level 245.
Kingdom of Belgium Grand Duchy of Luxembourg	The airspace within the lateral limits of the Brussels Upper Flight Information Region.	Above flight level 245 (1).
Kingdom of the Netherlands	The airspace within the lateral limits of the Amsterdam Flight Information Region.	Above flight level 245 (2), excluding the part of the Flight Information Region south of a line between 51° 42' 20" N - 2° 10' 15" E and 51° 38' 4" N - 2° 30' E.
		Above flight level 245 (1) in respect of the area south of a line between 51° 38' 4" N - 2° 30' E and 51° 16' 15" N - 4° 6' 30" E.

- (1) The airspace shall be extended temporarily to flight level 200 and above pending the entry into service of the Brussels Area Control Centre's new facilities.
- (2) The airspace shall be reduced temporarily to flight level 300 and above pending the successful transfer of the relevant ATS tasks from Amsterdam ACC to Maastricht Area Control Centre planned in 1992/1993.