

## ATS AIRSPACE CLASSIFICATION INFORMATION

EFFECTIVE 17 OKT 2013

### 1 GENERAL

Since the introduction of airspace classifications in the Netherlands all military and civil CTR's are categorized as Class C.

The operational utilization of the military CTR's and the concept of operations for the ATX handling of VFR and IFR traffic in a military CTR, render that the ICAO classification C limits the possibility to handle a specific VFR/IFR mix of traffic. Taking also into account the Airspace Criteria Catalogue as guidance material in determining the airspace composition and classification, the change of the classification for most military CTR's in the Amsterdam FIR offers the required level of operational flexibility and the required level of safety.

With the implementation of FABEC, harmonization across borders also becomes more and more important. Military CTR's in Germany and Belgium are already classified as ICAO classification D.

### 2 CTR RE-CLASSIFICATION

Military CTR's.

For the Dutch military CTR's, except for the Eindhoven CTR, the least restrictive airspace classification possible is class D. The Eindhoven CTR remains class C due to a high and increasing number of IFR flights.

Cross Border CTR's.

The CTRs Niederrhein (DLD) and Kleine Brögel (BE) are classified in their respective national airspace as Class D. Due to the Dutch regulations their parts of the CTRs inside Dutch airspace were Class C. The German and the Belgian ANSP's preferred one airspace classification in their respective CTR's. With the planned Dutch CTR classification change, the Dutch parts of Niederrhein and Kleine Brögel CTR will be changed to Class D.

As of 17 October 2013, the Airspace Classifications of the military CTR's, Leeuwarden, De Kooij, Twenthe, Deelen, Volkel, De Peel, Gilze-Rijen and Woensdrecht, change to Airspace Classification D.

The Dutch part of the CTR's of Niederrhein and Kleine Brögel change to Airspace Classification D.

The (airspace) amendments will be effective via NOTAM, October 17, and published in the AIP AIRAC amendment WEF 14 November 2013.

MLA

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