LOCAL OPERATIONAL PROCEDURES

within

München ACC

Effective: November 28, 2024 (AIRAC2412)

1 General.

1.1 Purpose.

The purpose of these Local Operational Procedures and Orders is to define the coordination to be applied within München ACC when providing ATS to air traffic (IFR/VFR) on the VATSIM network.

All information and procedures described in this Document shall not be used for real world purposes.

1.2 Validity.

The Local Operational Procedures and Orders laid out in this document become effective on November 28, 2024 (AIRAC2412) and supersede previous LOP München ACC from June 13, 2024 (AIRAC 2406).

1.3 Revision control.

Revision	Date	Author
1.0	13.07.2023	JV
1.1	30.11.2023	JV
1.2	13.06.2024	RG, JV
1.3	28.11.2024	JV

2 Areas of Responsibility and Sectorization.

2.1 Areas of Responsibility.

The lateral and vertical limits of the respective areas of responsibility are as follows:

2.1.1 München ACC.

Lateral limits: München FIR and Rhein UIR as described in AIP Germany

Vertical limits: GND – FL245 (München FIR)
FL245 – FL315 (Rhein UIR)

2.2 Sectorization.

See here: vats.im/edmm

2.3 Delegation of the Responsibility for the Provision of ATS.

The area of responsibility of München ACC includes the delegated airspace as laid out in the Letters of Agreement with external units.

3 Procedures for Coordination.

3.1 Definitions.

A release is an authorization for the accepting ATS unit to climb, descend and/or turn (by no more than 45°) a specific aircraft before the transfer of control point. The transferring ATS unit remains responsible for separation within its Area of Responsibility unless otherwise agreed.

Wherever VATSIM callsigns are used to describe the terms of a certain procedure, this procedure is also applicable for all higher stations that take over the responsibilities of said station. E.g., procedures for an APP-stations are also applicable for the respective CTR station fulfilling the duties of said APP station.

3.2 Abbreviations.

ACC	Area Control Center
AD	Aerodrome
ADEP	Aerodrome of Departure
ADES	Aerodrome of Destination
AoR	Area of Responsibility
APP	Approach Facility
ATS	Air Traffic Services
COP	Coordination Point
CTR	Center/Enroute Facility
FIR	Flight Information Region
FIS	Flight Information Service
FL	Flight Level
GND	Ground
GNG	Global Nav Generator (gng.aero-nav.com)
kts	Knots
LOP	Local Operational Procedures
LoR	Line of Responsibility
NM	Nautical Mile
NVFR	Night Visual Flight Rules
RFL	Requested Flight Level
Rlsd	Released
SSR	Secondary Surveillance Radar
TMA	Terminal Maneuvering Area
UAC	Upper Area Control Center
VFR	Visual Flight Rules
WEF	With Effect From

3.3 General Conditions.

Coordination of flights shall take place via the agreed coordination points (COP).

Coordinated flights shall be handed off via a valid COP. Any deviation shall be coordinated verbally, by text or by Euroscope inter-sector coordination.

Traffic shall be handed off at the levels, defined in the regulations below. If a specified level restriction cannot be met due to a lower RFL, traffic shall be handed off at RFL, if this does not cause a conflict with any other traffic. Otherwise, traffic shall be coordinated.

If a traffic situation is not covered herein or closely matching a covered one, individual coordination between the concerned sectors shall be made.

After Transfer of communications, traffic is NOT released for climb, descent or turns until Transfer of control or otherwise specified in the following local operational procedures and orders.

↓FLxxx / ↑FLxxx means „descending / climbing to a specified FL“, without any further restriction. Any required crossing/speed restriction shall be added separately. At level means that the aircraft shall be in level flight on a published flight level and in accordance with east/ west odd/even policy.

FLxxxA means “climbing and above specified FL”, FLxxxB means “descending and below specified FL”.

3.4 Flights sorted by transferring sector.

3.4.1 EBG West-Nord (Sectors ALB, RDG, EGG, NDG, WLD).

3.4.1.1 Sector ALB.

Departure AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDM	**UPALA DOSIS**	FL250	rlsd passing T159	ALB	BBG
	GOLMO	FL240	-		WLD
ETSI	**UPALA**	FL200	-		BBG
EDMO	**UPALA**	FL300	-		

Arrival AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDN	**UPALA**	↓FL140	rlsd	ALB	FRK
EDQ*, ETIC	**UPALA**	↓FL140	-		
EDDE	**UPALA**	FL250	-		BBG
EDDP, EDAC	**UPALA**	FL290	-		
EDMA	**MIQ**	FL80	-		DMNL
EDMO	**Individual coordination**		-		DMNH/L

3.4.1.2 Sector RDG.

Departure AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDN	**RUDNO**	FL270	-	RDG	EGG
EDQ*, ETIC	**RUDNO**	FL230	-		
LOWL, LOWS	**AKINI**	FL300	-		ALB

Arrival AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDM	**GOMAX KUFAZ OSTES**	FL170 (RWY08) FL110 (RWY26)	-	RDG	DMNH
EDMA, EDMO	**VESIX KUFAZ OSTES**	FL90	-		DMNL
ETSI	**RUDNO**	FL90	-		SWA
	STAUB	FL100	-		
EDDN	**AKINI**	FL210	-		ALB

EDDN, EDQ*, ETIC	**RODIS**	↓FL140	-		FRK

Arrival AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDP	**RODIS**	FL300	-	RDG	BBG
EDDE	**RODIS**	FL260	-		
LOWI	**RDG**	FL250	-		EGG
LOWL	**ARBAX**	FL260	-		
LOWS	**OSTES**	FL200	-		

3.4.1.3 Sector EGG.

Departure AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
LOWL	**LoR**	FL260	-	EGG	RDG
LOWS	**NENUM**	↑FL240	out of FL210		

Arrival AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDM	**ROSAB**	FL170 (RWY08) FL110 (RWY26)	-	EGG	DMNH
ETSI	**GONBA**	FL100	-		RDG
EDDN	**NENUM**	FL280	-		
EDQ*, ETIC	**GONBA**	FL240	-		
LOWI	**DOSEL**	FL240	-		TRU

3.4.1.4 Sectors NDG and WLD.

Departure AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDMO	**BESNI LASMI**	↑FL200	-	NDG	EGG
	BESNI	FL200	-		ALB
	LASMI		-		RDG
EDDN	**BESNI**	FL310	-		TEG/TRU
EDDF	**LoR**	FL310	-	WLD	NDG

Arrival AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDM	**LURER RIDAR**	FL160 (RWY26) FL140 (RWY08)	-	NDG	DMNH
EDDM	**BURAM RENLO**	FL170 (RWY26) FL130 (RWY08)	-	WLD	DMNH
EDMA, EDMO	**LoR**	FL110	-	NDG	SWA
ETSL	**RIXED**	FL110	-		
EDJA	**ELVAG**	FL110	-		
EDDN	**MAH**	FL200	-		ALB
LOWI	**LoR**	FL270	-	WLD	NDG
	BESNI WLD	FL200	-	NDG	TEG
LOWS	**BESNI WLD**	FL200	OLETU @FL200		DMSH
LOWL	**BESNI**	FL310 or below	rlsd after/abeam MIQ	NDG	EGG

3.4.2 EBG West-Süd (Sectors FUE, ZUG, TEG, STA, TRU).

3.4.2.1 Sectors FUE and ZUG.

Departure AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDJA	**GAPTO XEBIX**	FL230	-	ZUG	STA
LSZH	**GAPTO**	FL270	if RFL is FL310 or below		
		FL310	if RFL is FL320 or above		
	XEBIX	FL270	-		
LSZS	**KUSAM**	FL310	-		
EDNY, LSZR	**GAPTO XEBIX**	FL230	-		
LOWI	**MOGTI**	FL180	-		FUE
EDDM, EDMA	**KPT**	FL270	-	FUE	ZUG
EDJA	**XEBIX**	FL170	-		
EDJY, EDNY, LSZR	**BEMKI**	FL170	-		
EDDS	**MOMUK**	FL270	-		

Arrival AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDM	**DISUN MERSI**	FL120 (RWY08) FL160 (RWY26)	-	FUE	DMSH
EDMA, EDMO	**DISUN KPT**	FL80	-		DMSL
ETSI	**DISUN**	FL120	-		DMSH
ETSL	**KPT**	FL90	-		ILR
EDJA	**KPT**	FL100	-		
EDDF	**LoR** (via Q163)	↓FL280	out of FL300		NDG
LOWI, LSZS, LIPB	**LoR**	FL250	-		ZUG
LOWS	**BEMKI MADEB**	FL270	-	ZUG	STA
EDJA, EDNY, LSZR, LSZS	**MOGTI**	FL170	-		FUE
LSZH		FL280	-		
EDDS		FL300	-		

3.4.2.2 Sectors TEG and STA.

Departure AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
LOWI	**KONIN**	FL260	-	STA	NDG
LOWS	**KONIN**	↑FL310	out of FL270		FUE
LOWS	**MANAL**	FL250	-	TEG	STA

Arrival AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDM	**ANDEC KONIN**	FL130 (RWY08) FL150 (RWY26)	-	STA	DMSH
EDMA, EDMO	**ANDEC KONIN**	FL90	-		DMSL
ETSI	**KONIN**	FL130	-		DMSH
ETSL	**KONIN**	↓FL70	out of FL90		DMSL
EDJA	**KONIN**	FL180	-		FUE
	KOGOL	FL200	-		
EDDN, ETIC	**KONIN**	FL260	-		NDG
EDQ*	**KONIN**	FL300	-		
EDDS, EDTY, EDFM, EDSB, EDRY	**KONIN**	FL280	-		

LOWS	**BADVI**	↓FL160	out of FL180	TEG	TRU
EDJA	**MANAL**	FL200	-		STA
	ERKIR	FL240	-		
EDNY, LSZR, LSZS	**MANAL**	FL220	-		
	KOGOL	FL240	-		
LSZS	**GEDSO**	FL240	-		
LSZS	**LoR**	↓FL190	out of FL220	STA	ZUG

3.4.2.3 Sectors TRU.

Departure AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
LOWS	**LoR**	↑FL190	out of FL160	TRU	TEG

Arrival AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDJA	**VAVOR**	FL220	-	TRU	TEG
EDDS	**EBEDA**	FL280	-		NDG
EDNY, LSZR, LSZS	**VAVOR**	FL260	-		TEG
LOWI	**LoR**	FL210	-		
LSZS	**LoR** (via M736 OLPIX)	FL290	-		

3.4.3 EBG Approach.

3.4.3.1 Approach München.

Departure AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDM	SID	FL180 (RWY08) FL140 (RWY26)	at level	DMNL/H	NDG
		↑FL190	-		ALB RDG
		↑FL190	-	DMSL/H	EGG FUE
		↑FL150	-		TEG TRU
EDMA	**RIDAR**	↑FL80	-	DMNL	SWA
	MIQ	↑FL190	-	DMNL/H	ALB EGG RDG
	MAH	↑FL190	-	DMSL/H	TRU TEG FUE
EDMO	**LELTA**	FL120	-		NDG
	BESNI LASMI	FL190	-	DMNL/H	
	LoR	FL70	individual coordination	DMSL/H	TRU TEG FUE

3.4.3.2 Sectors ILR, SWA.

Departure AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDJA	**KPT**	FL90	hold, advise “ready for departure”	ILR	FUE
	UMTEX LUPOL	FL90	-		
	PELOG SUDEN	FL90	if TRA Allgäu inactive		
	PELOG SUDEN	FL80	If TRA Allgäu active		REU (EDGG)
ETSL	**LoR**	FL90	-	SWA	NDG
	LoR	FL80	-	SWA	FUE

Arrival AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDMA	**BURAM RIDAR**	FL80	-	SWA	DMNL
EDMO	**RIDAR**	FL90	-		DMNL

3.4.4 EBG East.

3.4.4.1 Sectors FRK, BBG and HOF.

Departure AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDN	**BOLSI**	FL130	-	FRK	WLD
	SID **RODIS**	↑FL160	-		RDG
	SIDs	↑FL190	-		BBG
	LASGA	FL280	-	BBG	GER
	TABAT	FL270	-	HOF	
	PEROX		-		MEI
EDQ*, ETIC	**PEROX**	FL120	-	FRK	SAS
	LASGA TABAT		-		TRS
	NIKUS	FL170	AKOSI/ARMUT @FL170		RDG
EDDE	**AKOSI ARMUT**	FL310	-	HOF	
EDDS	**TABAT**	FL270	-		GER

Arrival AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
ETSI, EDMS	**AKOSI**	FL170	-	FRK	RDG
EDDP	**VOCIM**	FL190	-	FRK	TRS
EDAC	**TABAT**	FL110	-		
EDDE	**PILAM LASGA SODRO**	FL110	-		
EDBM, EDVE, EDBC, EDDV, EDDW, ETNW	**LASGA PIBAD**	FL280	-	BBG	GER
EDDP		FL230	-		HOF
EDDC, EDAB	**LONLI ERETO**	FL270	-		
	PEROX	FL250	-	HOF	MEI
EDDM, EDMA, EDMO	**ARMUT**	FL270	-		RDG
EDJA, EDDS, EDDR	**KULOK**	FL260	-		BBG
EDFM, EDSB, EDRY		FL220	-		
EDDF, ETOU, EDFE	**NURGO**	FL270	-		
EDDF	**UNAVI RONIG**	FL260	-		
ETAR, ETOU, EDF*, EDG*, EDR*, EDVK	**UNAVI**	FL260	-		

3.4.4.2 Sectors GER, HAL.

Departure AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDP	**ALOSO**	FL210	-	GER	HOF
	BAMKI	FL240	-		BBG
EDDE	**TADUV SULED**	FL250	-		MEI
EDBC, EDBM	**ALOSO**	FL290	-		HOF
	BAMKI		-		BBG
	TADUV	FL230	-		MEI
EDDC, EDAB	**TADUV**	FL240	-		HAL
EDDE	**OSKAT SOPLA**	FL230	-	HAL	GER
EDBC, EDBM	**GALMA OSKAT**	FL210	-		

Arrival AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDMA, EDMO	**ALOSO**	FL290	-	GER	HOF
ETSI	**ALOSO RELKO**	FL250	-		
EDMS	**ALOSO**	FL270	-		
EDDN	**BAMKI**	FL210	-		BBG
	ALOSO RELKO		-		HOF
EDDS, EDJA, EDDR, EDFM, EDTY, EDSB, ETAR	**BAMKI**	FL260	-		BBG
LKPR, LKKB, LKVO, LKPD, LKCV, LKHK, LKMH, LKCS	**TALEG OSTRA**	FL290	-		MEI
LSZH, LFSB, EDDM	**BAMKI**	FL280	-		BBG
EDDP	**MIPSI**	FL230	-		HAL
EDDV, EDDW, ETNW	**NARUS BAMKI**	FL280	-		
	TADUV	FL240	-		
EDBM, EDVE	**NARUS BAMKI TADUV**	FL220	-		
EDMS	**GALMA**	FL290	-	HAL	GER
EDDN		FL240	-		

Arrival AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDS, EDJA, EDDR, EDFM, EDTY, EDSB, ETAR	**GALMA**	FL260	-	HAL	GER

3.4.4.3 Sector MEI.

Departure AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDC, EDAB	**ABKIS**	FL240	-	MEI	HOF

Arrival AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDJA	**NOKSI**	FL300	-	MEI	HOF
EDDN	**ABKIS**	FL220	-		
EDDE	**BEBEX**	FL180	-		TRS
EDDV, EDDW, ETNW	**BEBEX**	FL280	-		GER
EDBM, EDVE	**BEBEX**	FL240	-		
EDDS	**NOKSI**	FL300	-		HOF

3.4.4.4 Approach Leipzig (Sectors TRN and TRS).

Departure AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDP	SID **DRN**	FL150	-	TRS	SAS
EDAC	**LoR**	FL100	-		
	ALOSO	FL120	-		FRK
EDDE	**ERF NEVKO**	FL160	-		
	LASTO	FL160	-		TRN

Arrival AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDQ*, ETIC	**GALMA**	FL190	-	TRN	TRS
	BAMKI ALOSO RELKO	FL110	-	TRS	FRK
EDDC, EDAB	**OSKAT**	FL170	-	TRN	TRS
	SULED TADUV	FL150	-	TRS	SAS
LKKV	**ALOSO**	FL190	-	TRS	FRK

3.4.4.5 Sector SAS.

Departure AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDC, EDAB	**BEBEX**	FL160	-	SAS	TRS

Arrival AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDQ*, ETIC	**ABKIS**	FL110	-	SAS	FRK
EDDP	**UWBAZ**	FL120	-		TRN
	IVQOQ		-		TRS
EDAC	**BEBEX**	FL110	-		

4 Special Procedures.

4.1 Procedures within EBG APP München

Procedures to be applied within EBG Approach München shall be defined in SOP München Arrival in the knowledgebase.

4.2 EDDM Procedures between ACC and APP.

All flights from APP to ACC are fully released at transfer of communications subject to other flights entering and leaving TMA EDDM.

4.2.1 Arrivals.

München APP is responsible for separation between departures out of and arrivals into AoR APP on standard ATS routes.

All inbounds are released for speed adjustments. The sector applying speed adjustments takes over responsibility to ensure separation to succeeding traffic.

4.2.1.1 From WLD/NDG/SWA.

Inbounds are released from WLD for turns and descent passing FL195.
Inbounds are released from NDG for turns and descent passing/abeam LURER.

Arrivals may be cleared direct to ROKIL, in this case NDG/WLD shall ensure separation between arrivals converging over ROKIL.

4.2.1.2 From RDG/EGG.

Inbounds are released for turns and descent passing FL195.

Arrivals may be cleared direct to LANDU, in this case RDG/EGG shall ensure separation between arrivals converging over LANDU.

4.2.1.3 From FUE/STA.

Inbounds are released for turns and descent north of L608.

The area MERSI-IRBIR-OBAXA is released from both FUE and STA to DMSL/H. Inside the area inbounds are released for turns and descent below FL195. DMSL/H is responsible for separation within the release area.

4.2.2 Holding Procedures EDDM

The published holdings over ROKIL, LANDU, NAPSA and BETOS shall be used. Holding from FL110 and above is handled by DMNH/DMSH. Holding below FL110 shall be coordinated with DMNL/DMSL first.

Begin and end of holding procedures shall be communicated to all adjacent ACC sectors (NAPSA must be coordinated with LOVV-B and LOWS additionally.)

4.2.3 Departures EDDM via KIRDI

Departures EDDM via KIRDI are approved to cross ACC Sector TRU for LOVV-B Sector up to FL220 without prior verbal coordination.
Traffic below FL230 shall be pointed out to LOVV-B Sector by Sector TRU and the general approval to cross shall be cancelled for a specific flight or a release SYD shall be given.

4.2.4 Departures.

If RFL is lower than defined level allocation, the aircraft shall be transferred climbing to RFL. Generally, departures may be cleared direct SID end point by EBG Approach.

Succeeding departures with a distance less than 5 NM shall be transferred at different levels by APP. In exceptional cases, departures may be sent on assigned headings from APP. The pilot shall be instructed to report the assigned heading upon initial contact.

Departures RWY26 via SIDs ANKER and AKINI may be cleared direct to:

- RUDNO: If ED-R170 and ED-R138 are inactive (flights are approved to cross ALB).
- AKINI: If ED-R170 is active and ED-R138 is not active.

Departures via MERSI SID may be cleared direct UMTEX/RAVED whenever TRA Allgäu is inactive and traffic permits.

Departures via INPUD SID may be cleared direct UPALA by APP.

4.3 EDME Procedures.

During EDDM RWY 08, all SIDs and approaches from/to EDME up to and including A5000 ft are released from DMNL/DMSL to EGG.

During EDDM RWY 26, all SIDs and approaches from/to EDME are subject to prior coordination with DMNL. DMNL shall be responsible for further coordination with DMSL.

4.4 Departures EDDM from ALB to BBG.

Departures via TENLO Y102 may be cleared direct ALAXA or TENLO.

Departures via KEMES M726 may be cleared direct LONLI or KEMES, clear of ED-R136.

Departures via UPALA Z109 RODOG may be cleared direct RODOG.

4.5 Arrivals EDJA.

Arrivals via ALOXO are transferred directly from ARFA to ILR (rf. LoA LSAS), these arrivals are released to ILR for turns passing ALOXO.

4.6 Departures EDDN.

Departures via SID AKANU are released by FRK to WLD, approval to cross ALB must be obtained for climb above FL130.

Departures via SID RODIS are released by FRK to RDG, approval to cross HOF must be obtained for climb above FL190.

4.7 Procedures within EBG West.

Flights via N871 and M736 may proceed in odd and even levels without prior coordination.

4.8 Procedures within EBG Ost.

Between sectors of EBG Ost, all flights are released upon transfer of communication.

4.8.1 Arrivals EDDP via SAS.

SAS shall issue the inbound clearance for STARs LUXBO and YAWOY.

5 Transfer of Control and Transfer of Communication.

5.1 Transfer of Control.

Transfer of Control shall take place at the AoR boundary.

If the downstream sector in EuroScope is set to >.break<, the procedure 5.4 is suspended and transfer of communication can only take place after the downstream sector has assumed the flight via the appropriate function of the radar client.

If it becomes necessary to reduce or suspend transfers, a 5-minute prior notification is required.

When transfers are suspended, the hand-off procedure (5.4) is suspended.

5.2 Silent transfer of control.

Radar transfer without coordination between aircraft proceeding in the same direction require following radar separation minimima are constant or increasing:

- 5NM from München APP to München APP
- 5NM from München APP to München ACC
- 7NM from München ACC to München APP
- 10NM other

5.3 Transfer of Communications.

Transfer of Communications shall take place no later than Transfer of Control.

5.4 Hand-Off procedure.

Unless otherwise agreed between stations online, the following hand-off procedure shall apply:

1. The upstream sector sends the aircraft to the frequency of the downstream sector by voice or text.
2. The upstream sector initiates a transfer via the appropriate function of the radar client.
3. Upon initial call the downstream sector assumes the flight via the appropriate function of the radar client.