



# LOCAL OPERATIONAL PROCEDURES

within

## Bremen ACC

| Effective: [October 30, 2024 \(AIRAC 2511\)](#)

### 1 General.

#### 1.1 Purpose.

| The purpose of these Local Operational Procedures and Orders is to define the coordination to be applied within Bremen 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 [October 30, 2025 \(AIRAC 2511\)](#) and supersede previous LOP Bremen ACC from [March 20, 2025 \(AIRAC 2503\)](#).

#### 1.3 Revision control.

Revision	Date	Author
1.0	23.03.2023	Hannes Altmann, Chris Gutierrez
1.1	18.05.2023	Hannes Altmann
1.2	13.07.2023	Hannes Altmann, Chris Gutierrez
1.3	25.01.2024	Hannes Altmann
1.4	13.06.2024	Hannes Altmann
1.5	11.07.2024	Hannes Altmann
1.6	03.10.2024	Hannes Altmann
1.7	23.01.2025	Hannes Altmann
2.0	20.03.2025	Hannes Altmann
2.1	<a href="#">30.10.2025</a>	Hannes Altmann

## **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 Bremen ACC.**

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

Vertical limits: GND – FL245 (Bremen FIR)  
FL245 – FL285 (Rhein UIR)

### **2.2 Sectorization.**

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

### **2.3 Delegation of the Responsibility for the Provision of ATS.**

#### **2.3.1 Uelzen Area.**

When necessary, sector HAM may request the delegation of ATS within the Uelzen Area from 5500 ft AMSL to FL105 from sector HAN. Sector HAM shall inform sector HEI and Fassberg APP about the beginning and termination of the delegation (see Appendix A).

#### **2.3.2 ARSAP Overflow Area.**

During high-traffic situations, sector FLG may request delegation of ATS within the ARSAP Overflow Area from FL165 to FL235 to sectors DBDN/DBDS (see Appendix B).

Sector FLG shall also inform sector MAR and BOR about the beginning and termination of the delegation. During the activity of ARSAP Overflow Area, sector DBDS shall transfer traffic via ARSAP and SUBIX according to the current version of the LoA between EDWW ACC and EPWW ACC.

*Due to Euroscope limitations, sectors DBDN, DBDS, BOR, FLG and MAR shall set any runway active at EDAE when the ARSAP Overflow Area is active. This is necessary to delegate this sector correctly and to generate correct sector predictions. To deactivate the area, deselect any runway at EDAE.*

### **3 Procedures for Coordination.**

#### **3.1 Definitions.**

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.

##### **3.1.1 Release for Turn.**

Unless agreed or determined otherwise, a RELEASE FOR TURN contains the approval for the accepting sector to turn the specific aircraft by a maximum of 45 degrees.

For the following traffic a RELEASE FOR TURN applies without the above-mentioned value of 45 degrees:

- Traffic transferred from sectors DBDN/DBDS to sectors BOR, FLG and MAR
- Traffic transferred between sectors of sector family North

##### **3.1.2 General Releases.**

If not stated otherwise in 3.5, coordinated verbally or given a more restrictive release via TopSky System function, all aircraft after transfer of communication are released for turn, descent or climb (independently from previous vertical direction) and speed control, from the transferring sector to the receiving ATS unit.

#### **3.2 Abbreviations.**

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

#### **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.

$\downarrow$ FLxxx /  $\uparrow$ 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.

### 3.3.1 Vertical Transfers.

If the sector transferring an aircraft specifies that a climbing or descending aircraft to be transferred to the sector above/below will also affect the laterally adjacent sector, the transferring sector shall be responsible for coordination with the adjacent sector.

If the accepting sector is unable to ensure that the aircraft will expeditiously vacate the transfer level, it shall inform the transferring sector thereof without delay. Unless this Operational Order stipulates otherwise, the two sectors shall coordinate whatever is required for the safe continuation of the flight.

## 3.4 Changes of Runway Direction.

### 3.4.1 EDDB.

DBAS shall notify DBDN/S, DBAN, DBANT, DBAST, FLG and MAR of any change of RWY direction at EDDB. FLG shall pass this information to BOR. MAR shall pass this information to MRZ.

### 3.4.2 EDDH.

HAM shall notify ALR, HEI and EID of any change of RWY direction at EDDH.

### 3.4.3 EDDV.

HAN shall notify HEI, HRZ and EMS of any change of RWY direction at EDDV. HEI shall pass this information to BOR.

### 3.4.4 EDVE.

HAN shall notify HRZ and HEI of any change of RWY direction at EDVE. HEI shall pass this information to MAR.

### 3.5 Flights sorted by transferring sector.

#### 3.5.1 EBG BER (Sectors DBAN, DBAS, DBANT, DBAST, DBDN, DBDS).

##### 3.5.1.1 Sectors DBAN, DBAS, DBANT and DBAST.

Arrival AD	COP/Routing	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDAY	<b>Individual coordination</b>		EDDB 06 Ops	DBAN	DBDN
	TUVAK	FL100	EDDB 24 Ops	DBAS	DBAN
EDAZ	<b>Individual coordination</b>				DBDS
			EDDB 06 Ops		DBAST

Departure AD	COP/Routing	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDAY	TUVAK	↑FL90	EDDB 24 Ops	DBAN	DBAS
	GERGA		EDDB 06 Ops		DBDS
	RENKI	↑FL130	-		MAR
EDBM	ESIKA	FL100	EDDB 06 Ops	DBAS	DBDS
ETSH	KOSIX	FL100	-		BOR
	HOZ	FL130	-		
EDAY	LUROS	↑FL130	EDDB 24 Ops		FLG
EDAZ	BOLBO	↑FL130	-		
	BOLBO SIDs	↑A40	EDDB 06 Ops	DBST	DBAS

##### 3.5.1.2 Sectors DBDN and DBDS.

Arrival AD	COP/Routing	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDAY	GERGA	FL100	EDDB 06 Ops	DBDN	DBAN
	IDOBA	FL100	EDDB 06 Ops	DBDS	DBDN

Departure AD	COP/Routing	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDAY	RENKI SIDs	↑FL70	EDDB 06 Ops	DBDN	DBAN
	TUVAK	FL90	EDDB 06 Ops		DBDS
EDDB	SUKIP SIDs KUSIC SIDs	↑FL160	Except via M748 SOGMA		BOR
	SUKIP SIDs		Via M748 SOGMA only		
	GERGA SIDs		-		MAR
	BIKPO SIDs		-		
	ARSAP SIDs LUROS SIDs	FL100	EDDB 06 Ops		DBDS
		FL120	EDDB 24 Ops		

	<b>KUSIC SIDs</b>	↑FL160	-	DBDS	BOR
EDDB	<b>SUKIP SIDs</b>	FL120	-	DBDS	DBDN
	<b>GERGA SIDs</b>	FL90	EDDB 06 Ops		
		FL110	EDDB 24 Ops		
	<b>LUROS SIDs</b>	↑FL160	-		FLG
	<b>ARSAP SIDs</b>		-		
	-		EDDB 06 Ops		
EDBM	<b>SONUD</b>				
EDAY	<b>OBANI</b>				
EDAZ	<b>BOLBO SIDs</b>	↑A40	EDDB 24 Ops		DBAS

### 3.5.2 EBG Nord-A (Sectors ALR, HAM, DHAT, HEI).

#### 3.5.2.1 Sector ALR.

Arrival AD	COP/Routing	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDH, EDHI, EDHL	RIBSO	↓FL110	-	ALR	HAM
EDVE	<b>Individual coordination</b>		-		HEI
EDHK, EDXF, EDXR, EDXW	OMWEG	↓FL110	-		EID
ETNH, ETNS	ELSOB		-		
ETMN	<b>Individual coordination</b>		-		
EHGG, EHLE	OMEPA	↓FL180	-		FRI
EDWE, EDWF		↓FL110	-		
EDDW	EKROV		-		
	GIBMA		-		
EDDV, ETHB, ETHE, ETNW	IDEKO	↓FL150	-		EMS

Departure AD	COP/Routing	Level Allocation	Special Conditions	Transferring sector	Receiving sector		
EDDW	GESTO SIDs	FL150	-	ALR	HEI		
	HAM	FL240	-		EMS		
EDDH, EDHI	HABFU	↑FL200	Out of FL150				
	IDEKO						

#### 3.5.2.2 Sectors HAM and DHAT.

Departure AD	COP/Routing	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDH, EDHI	HABFU SIDs	↑FL100	-	HAM	ALR
	IDEKO SIDs		-		HEI
	WSN SIDs		-		
	AMLUH SIDs		-		
	LUGEG SIDs		-		
	RAMAR SIDs		-		
EDHL	LUGEG SIDs		-		EID
	HAM SIDs		-		
	ELSOB SIDs		-		
EDDH	SOKWO SIDs		-		

EDHL	<b>OLUBI</b>	FL100	-	HAM	MRZ
	<b>BERIM</b>		-		

### 3.5.2.3 Sector HEI.

Arrival AD	COP/Routing	Level Allocation	Special Conditions	Transferring sector	Receiving sector		
EDWE, EDWI, ETMN	<b>HAM</b>	FL240	-	HEI	ALR		
	<b>AMLUH</b>		-				
ETMN	<b>BOGMU</b>						
EDDW	<b>GESTO</b>	↓FL160	-		HAM		
EDDH, EDHI, EDHL	<b>RARUP</b>	-					
	<b>BOGMU</b>	-					
	<b>NOLGO</b>	-					
EDXF, EDXR	<b>SOKWO</b>	-	EID				
EDHK	<b>OTAHO</b>	-					
ETNH, ETNS	<b>HAM</b>	↓FL110			DCT HNT/SWG		
	<b>LUGEG</b>						
	<b>NUSTA</b>						
EDDV, ETNW	<b>CEL</b>		HAN				
EDVE	<b>DIRBO</b>						
	<b>ULSEN</b>				-		

Departure AD	COP/Routing	Level Allocation	Special Conditions	Transferring sector	Receiving sector	
EDHL	<b>Individual coordination</b>		-	HEI	ALR	
EDVE	<b>NIE SIDs</b>	FL140	-		EMS	
EDDH, EDHI, EDHL, EDHK	<b>NUSGU</b>	↑FL230	Out of FL170		MAR	
	<b>PABMI</b>					
EDDV, ETNW	<b>DIRBO</b>		-			
EDDW	<b>NEBUN</b>		If RFL below FL285 only			
EDVE	<b>BATEL</b>	↑FL150	-		MRZ	
EDDV		FL230	-			
ETNH, ETNS	<b>LUWIL</b>		If RFL below FL285			
EDDH, EDHI, EDHK	<b>OLUBI</b>	↑FL230	-			
	<b>BERIM</b>		-			
ETNH, ETNS	<b>LAG</b>	FL230	If RFL below FL285			

3.5.3 EBG Nord-B (Sectors EID, FRI).

3.5.3.1 Sectors EID and FRI.

Arrival AD	COP/Routing	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDW	REVLA	↓FL150	Out of FL200		ALR
EDDH, EDHI, EDHL		Individual coordination	-	EID	HAM
ETNT			-		
EDWI	SUQIF	↓FL110	-	FRI	
EHGG	ABFAD		-		
	LAZOQ		-		
	AMCUB		-		
	GASTU		-		
	ITMIZ		-		

Departure AD	COP/Routing	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EHGG	REVLA	↑FL230	-		
EDWE, EDWF		↑FL140	-		ALR
EDXW		Individual Coordination	-	EID	
EDHK, EDXF, ETNH, ETNS			-		HEI
EDWI	MALYK	↑FL150	-		EMS
EDWI	OPWOT	↑FL100	-	FRI	ALR
EDDW	GESTO SIDs		-		
	WSN SIDs		-		
	OKWEL SIDs		-		
	ZUFFA		-		EID
EHGG	ABFAD		-		
	GASTU		-		
	SUQIF		-		
	OKWEL		-		
ETNT	Individual coordination				
EDDW	WIMCI SIDs	↑FL100	-	EMS	
	NIE SIDs		-		
	SOFED SIDs		ABDIM DCT ITMIZ		
EHGG, EDWE, EDWF	MALYK		-		

3.5.4 EBG Ost (Sectors BOR, FLG, MAR, MRZ).

3.5.4.1 Sector BOR.

Arrival AD	COP/Routing	Level Allocation	Special Conditions	Transferring sector	Receiving sector
ETSH	<b>BARAP</b>	FL110	-	BOR	DBAS
EDAZ			-		
EDAE, EDAV, EDAY, EDBW, EDON		<b>KOSIX</b>	EDDB 06 Ops		DBDS
			EDDB 24 Ops		
ETSH		<b>KUSIC</b>	-		
			-		
			-		
ETSH	<b>LUPAK</b>	FL170	-		HEI
			-		
ETNW	<b>HLZ</b>	FL180	-		
EDDV			EDDV 27 Ops		
		FL220	EDDV 09 Ops		
EDDC, EDAC, EDAB	<b>NISGA</b>	FL230	-		FLG
EDDB	<b>MAG</b>	FL230	MAG DCT KLF		MAR
ETNL, EDAH, EDBH, EDBN	<b>EVOKI</b>	FL270	-		HAN
EDVE	<b>HLZ</b>	FL80	-		HRZ
EDDW, ETNW, EDDG, EDLI	<b>POVEL</b>	FL240	-		
EDVK, EDLP, EDLI, EDFQ, EDDF, EDGS	<b>ABGUS</b>		-		

Departure AD	COP/Routing	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDBM	<b>BUROK</b>	FL90	EDDB 06 Ops	BOR	DBAS
EDBC			EDDB 24 Ops		DBDS
EDBM, EDBC		<b>SONUD</b>	-		FLG
EDDP, EDAC, EDAZ			-		MAR
EDBM, EDBC		<b>BUREL</b>	-		HRZ
EDBM			-		
EDBC		<b>POVEL</b>	-		
		<b>ABGUS</b>	-		
			↑FL70		

### 3.5.4.2 Sector FLG.

Arrival AD	COP/Routing	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDBM, EDBC	SONUD	FL280	-		BOR
EDDB	KLF	↓FL140	-	FLG	DBAS
	NUKRO		-		
EDDB, EDAY	ATGUP		-		
EDAY	LUROS		-		
EDAZ	POGAB		-		
EPSC	ANEBO	FL200	-		MAR
	GERGA		-		

Departure AD	COP/Routing	Level Allocation	Special Conditions	Transferring sector	Receiving sector
ETSH	LUPAK	FL200	-	FLG	BOR
	PENEK		-		
	BARAP		-		
EDAZ	KOSIX	FL180	-		MAR
	GERGA	FL220	-		

### 3.5.4.3 Sector MAR.

Arrival AD	COP/Routing	Level Allocation	Special Conditions	Transferring sector	Receiving sector	
EDBM, EDBC	SOGMA	FL170	-	MAR	BOR	
EDDP, EDAC, EDAZ		FL230	-			
EDDB	OGBER	↓FL140	-		DBAN	
	KETAP		-			
EDAE, EDAV, EDAY, EDBW, EDON	RADEL		-			
EDAY			-			
EDDV, ETNW	BKD	FL200	-		HEI	
EDVE			RWY 08			
EDDH, EDHI, EDHL, EDHK	BUMIL	FL240	-		FLG	
EDDW, EDWE, EDWI			-			
EDAZ	RENKI	FL230	-		MRZ	
ETNL, EDAH, EDBH, EDBN	ADEPO	↓FL180	-			
	RODEP		-			
ETNL, EDBH, EDBN	TIRMI	↓FL180	-			

ETNL, EDBH, EDBN	<b>BKD</b>	↓FL110	-	MAR	MRZ
EDVE		FL80	RWY 26		HAN

Departure AD	COP/Routing	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDV, EDVE, ETNW	<b>BKD</b>	FL250	-	MAR	MRZ
EDDV, ETNW	<b>BUMIL</b>	FL230	BUMIL DCT ROSOK		
EDAY	<b>RAKIT</b>	↑FL160	-		
EDDB		FL260	-		
	<b>ABIKA</b>		-		
	<b>ITEZG</b>		-		

### 3.5.4.4 Sector MRZ

Arrival AD	COP/Routing	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDHL	<b>ROSOK</b>	FL100	Minimum 5000 ft AMSL	MRZ	HAM
	<b>BERIM</b>				HEI
EDDH, EDHI	<b>ROSOK</b>	FL200			
	<b>BERIM</b>				
EDDW, EDHK, EDWI, EDWE	<b>RODEP</b>	↓FL210		MRZ	MAR
	<b>LEGSA</b>				
	<b>ADEPO</b>				
EDAY	<b>RODEP</b>	FL170			
	<b>ADEPO</b>				
EDDV, EDVE, ETNW	<b>BKD</b>	FL260			

Departure AD	COP/Routing	Level Allocation	Special Conditions	Transferring sector	Receiving sector
ETNL	<b>BERIM</b>	FL240		MRZ	HEI
	<b>LUWIL</b>	FL260	-		MAR
	<b>LINVO</b>	FL230	-		
	<b>TIRMI</b>		-		
EDBH, ETNL	<b>RODEP</b>	FL230	-		
	<b>ADEPO</b>		-		
	<b>INDOK</b>	↑FL240	-		
	<b>PABMI</b>	FL160	-		

EDBN	<b>TIRMI</b>	↑FL170	-	MRZ	MAR
	<b>BKD</b>	↑FL240	-		
EDAH, EDBN	<b>INDOK</b>		-		
	<b>RODEP</b>	↑FL170	-		
	<b>LINVO</b>		-		
EDAH	<b>ADEPO</b>		-		

### 3.5.5 EBG Süd (Sectors EMS, HAN, DVAT, HRZ).

#### 3.5.5.1 Sector EMS.

Arrival AD	COP/Routing	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDH, EDHI	YEFAW	↓FL210	Out of FL240	EMS	ALR
EDWE, EDWF		FL210	-		
ETMN			BASUM DCT WSN		
EDDW	BASUM	↓FL110	-		FRI
			-		
	NIE		IPMOG DCT PIXUR		
EDWI	PIXUR	↓FL110	-		
	YEFAW		-		
EDWE, EDWF, EHGG	MALYK	↓FL110	-		HAN
			-		
EDDV, ETNW	NIE	FL150	-		
ETNW	ROBEG		-		
EDVE	FL150	-		HRZ	

Departure AD	COP/Routing	Level Allocation	Special Conditions	Transferring sector	Receiving sector	
EDDV, ETNW, ETHC, ETHB	NIE	↑FL140	-	EMS	ALR	
EDDW	SOFED SIDs	FL200	ABDIM DCT ITMZ		EID	
					HRZ	
	SAS	FL210	-			
ETND	VAXEV		-			
	ROBEG	FL240	-			
	SAS		-			

#### 3.5.5.2 Sectors HAN and DVAT.

Departure AD	COP/Routing	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDV	NIE SIDs	↑FL100	-	HAN	EMS
EDDV, ETNW	VAXEV		-		
EDDV, ETNW	CEL		-		HEI
	MULDO		-		
EDVE	NIE SIDs		-		
	HLZ SIDs		-		
	DIRBO SIDs		-		
	BATEL SIDs		-		

ETNW	<b>ROBEG</b>	↑FL100	-	HAN	HRZ
	<b>SAS</b>		-		
EDDV	<b>POVEL SIDs</b>		-		
	<b>WRB SIDs</b>		-		
	<b>WERRA SIDs</b>		-		
	<b>DLE SIDs</b>		-		
EDVE	<b>NORTA SIDs</b>		-		
	<b>POVEL SIDs</b>		-		

### 3.5.5.3 Sector HRZ

Arrival AD	COP/Routing	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDAC	<b>POVEL</b>	FL230	-	HRZ	BOR
EDBM, EDBC		FL110	-		
EDDB	<b>ABGUS</b>	FL230	MAG DCT KLF		
EDDW, EDWI, ETND	<b>ROBEG</b>	FL180	-		EMS
	<b>ITZAN</b>		-		
	<b>SAS</b>		-		
EDLW	<b>SAS</b>	FL240		HAN	HAN
EDDG, EDLI		FL210	-		
EDDV, ETNW, ETHB, ETHC, ETHS	<b>ROBEG</b>	-			
EDVE	<b>DLE</b>	↓FL110	-		

Departure AD	COP/Routing	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDV, ETNW	<b>POVEL</b>	FL230	-	HRZ	BOR
EDVE		↑FL150	-		
EDVK	<b>ABGUS</b>	FL230	-		

## **4 Special Procedures.**

### **4.1 Procedures within EBG BER.**

Further procedures to be applied within EBG BER which are not described within this document shall be defined in SOP Berlin Arrival/Departure in the Vatsim Germany knowledgebase.

### **4.2 Procedures within sector HAM.**

Further procedures to be applied within sector HAM which are not described within this document shall be defined in SOP Hamburg Arrival in the Vatsim Germany knowledgebase.

### **4.3 Procedures within sector HAN.**

Further procedures to be applied within sector HAN which are not described within this document shall be defined in SOP Hannover Arrival in the Vatsim Germany knowledgebase.

### **4.4 Procedures within sector FRI.**

Further procedures to be applied within sector HAM which are not described within this document shall be defined in SOP Friesland in the Vatsim Germany knowledgebase.

## **4.5 EDDB Procedures.**

### **4.5.1 Departures.**

Departures EDDB from sector DBDN may be cleared direct to:

- HLZ (RWY 24), BUREL (RWY 06) or POVEL
- DENOL, ABEPE and PODER (if RFL above FL245)

Departures EDDB from sector DBDS may be cleared direct to:

- ARSAP, MAG, ODLUN and MAXAN

Sectors DBDN and DBDS shall consider the status of ED-R 73 and ED-R 74.

### **4.5.2 Arrivals.**

Any direct routing coordinated by sectors DBAN or DBAS to sectors MAR and FLG shall always include the approval to cross sectors DBDN and DBDS. DBAN/DBAS shall be responsible for coordinating the inbound sequence.

However, when delay vectors or holdings are to be expected due to multiple aircraft arriving at the same time, ACC sectors FLG and MAR shall instruct aircraft to reduce to 250 kts IAS (to keep current spacing constant or increasing), but not less than 220 kts IAS (if performance allows)

### **4.5.3 Holdings.**

ACC shall announce to APP the first and last aircraft to hold. The lowest aircraft inbound to the holding (FL140) will be sent to APP without further coordination. If workload requires, APP can leave aircraft inside the holding at FL140. In this case ACC will hold succeeding aircraft on the frequency.

Holdings at KLF at ATGUP are dependent. Traffic shall be managed in either KLF or ATGUP holding.

#### **4.6 Departures EDDB via BOR/FLG/MAR.**

In case of direct routings, departures EDDB may generally cross sectors DBAN and DBAS without prior coordination. In this case sector BOR, FLG and MAR shall provide separation to known traffic inside sectors DBAN and DBAS.

Departures EDDB are generally released for airspace crossing through sectors BOR and FLG. In this case sector the sector receiving traffic from DBDN/S is responsible for separation to known traffic inside sectors BOR or FLG.

#### **4.7 Arrivals EDDB from MAR via MRZ.**

Arrivals EDDB may be cleared direct OGBER or KETAP. Arrivals to EDDB from sector MAR are always released by sector MRZ to sector DBAN.

#### **4.8 Arrivals EDDH/HI.**

##### **4.8.1 From EID.**

Sector EID shall perform coordination with sector HAM to transfer EDDH and EDHI arrivals via OSTOR T904 RIBSO and EKERN T905 BOGMU at FL100, clear of sector ALR/HEI. In case FL100 is unavailable, sector EID shall perform required coordination with sector ALR or HEI (depending on routing) to transfer this traffic descending to FL110 to sector HAM.

##### **4.8.2 From HEI via MAR.**

Arrivals EDDH and EDHI from sector MAR are also released to sector HEI by sector MRZ.

#### **4.9 Departures EDDH/HI/HL.**

##### **4.9.1 To MAR via HEI.**

Departures EDDH, EDHI and EDHL from sector HEI to sector MAR may be cleared direct NUSGU or PABMI.

##### **4.9.2 Sector Skip between EMS and ALR.**

Sector EMS may request FL240 silently for EDDH/HI departures via HABFU and IDEKO. This coordination is also to be considered an approval to skip sector EMS. In this case sector ALR shall transfer this traffic climbing to FL240 directly to MUAC sector CEL (via IDEKO) or MUAC sector MNS (via HABFU). Sector ALR may use the general directs WRB, RIMET, LARBU, BOMBI, SWALM, ZUCKA, PODER or BERXO, but only if the sector skip has been coordinated beforehand.

#### **4.10 Arrivals EDDV/VE/ETNW.**

##### **4.10.1 From EMS.**

Sector EMS shall generally clear all EDDV arrivals direct to NIE.

##### **4.10.2 From HEI.**

Sector HEI shall generally clear all EDDV arrivals direct to CEL.

##### **4.10.3 From HEI via BOR.**

Sector BOR may clear arrivals EDDV, EDVE and ETNW direct HLZ, clear of sector HRZ.

#### **4.10.4 From HRZ.**

Sector HRZ shall generally clear all EDDV arrivals direct to ROBEG (RWYs 09) or SAS (RWYs 27).

### **4.11 Departures EDDV/ETNW.**

#### **4.11.1 VAXEV SIDs.**

Departures via VAXEV SIDs may be generally cleared direct to MAWEQ or EDWOC.

#### **4.11.2 NIE SIDs.**

In case a departure via a NIE SID is unable to climb above sector FRI, sector HAN shall perform required coordination with sector FRI.

#### **4.11.3 POVEL SIDs.**

Sector HRZ may clear departures from EDDV and ETNW via POVEL direct to ELTED or MAG. Deviations from POVEL SIDs from RWYs 27 shall not be instructed until passing SAS, unless required for safety reasons.

### **4.12 Arrivals EDDW.**

#### **4.12.1 From ALR via EID.**

Sector ALR may request FL110 silently for EDDW arrivals via SUQIF M105 REVLA T948 GIBMA. This coordination is also to be considered an approval to skip sector ALR. In this case sector EID shall transfer this traffic descending to FL110 directly to sector FRI.

#### **4.12.2 From ALR via HEI.**

Sector ALR may request FL110 silently for EDDW arrivals via GESTO Z870 EKROV. This coordination is also to be considered an approval to skip sector ALR. In this case sector HEI shall transfer this traffic descending to FL110 directly to sector FRI.

### **4.13 Departures EDDW.**

#### **4.13.1 To ALR.**

When a higher level is coordinated between ALR and FRI for traffic with ADEP EDDW, sector FRI is responsible for separation to sector HAM. In case no higher level is coordinated, sector FRI shall transfer departing traffic climbing to FL100 to sector ALR as soon as possible. In this case sector ALR is responsible for separation to sector HAM.

#### **4.13.2 To EMS.**

In case a departure via a WIMCI or NIE SID is unable to climb above sector HAN, sector FRI shall perform required coordination with sector HAN.

#### **4.13.3 Sector Skip between HRZ and EMS.**

Sector HRZ may request FL240 silently for EDDW departures via VAXEV and SAS. This coordination is also to be considered an approval to skip sector HRZ. In this case sector EMS shall transfer this traffic climbing to FL240 directly to MUAC sector CEL.

### **4.14 Arrivals EDHL.**

Sector MRZ may clear EDHL arrivals direct to LUGEG. Arrivals EDHL from sector MAR are also released to sector HEI by sector MRZ.

#### **4.15 Arrivals EDHK.**

Sectors ALR, HAM and HEI may clear EDHK arrivals direct to RENSU or OTAHO. The status of all relevant ED-Rs, ED-D and TRAs shall be considered.

#### **4.16 Departures EDVE.**

Sectors HAN and HRZ may clear EDVE departures direct to ELTED or MAG.  
Sector HAN may clear EDVE departures direct to ABGUS (RWY 08) or GALMA (RWY 26).  
Additionally, EDVE departures via ELNAT may be cleared direct to ELNAT.

#### **4.17 Arrivals ETNH/ETNS.**

Sectors ALR, HAM and HEI may clear ETNH arrivals direct to HNT and ETNS arrival direct to SWG. Traffic shall stay east of line WSN-OSTOR and clear of TRA 201 when active.

#### **4.18 Arrivals ETNL.**

Sector HAM may clear ETNL arrivals direct to LAG.

#### **4.19 Airway N850 between ALR and EMS.**

Sector EMS shall generally use even FLs. Enroute flights above FL140 from EMS are subject to prior coordination with sector ALR. Sector ALR shall generally use odd FLs.

#### **4.20 Separation between N850 and L980.**

In the area of ROBEG, sector EMS shall be responsible for providing separation for traffic proceeding southbound on airway N850 and eastbound traffic on L980.

#### **4.21 Procedures EDWE/WI.**

Whenever Wittmund AoR is active, Wittmund APP is responsible for control for EDWE and EDWI inbounds and outbounds. Wittmund APP will ensure the required coordination.

#### **4.22 Operations TRA 201.**

Sector EID is responsible for informing sector ALR about the activation and deactivation of ED-R201C. ALR shall forward this information to sector HAM.

#### **4.23 Operations TRA 202.**

Sector EMS is responsible for informing sector ALR about the activation and deactivation of ED-R202.

Additionally, sector EMS shall inform sectors EID and FRI about the status of TRA 202, LANTA 161A/B and SANDRA Anchor.

#### **4.24 Operations TRA 203.**

Sector HRZ shall forward any status updates about TRA 203 from Langen ACC to sector HAN.

#### **4.25 Operations MVPA North-East.**

Sector MRZ is responsible for informing sector MAR about the activation and deactivation of ED-R401.

## **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 minima are constant or increasing:

- 5NM              within EBG BER
- 5NM              from Berlin DEP to Bremen ACC
- 10NM             other

### **5.3 Transfer of Communications.**

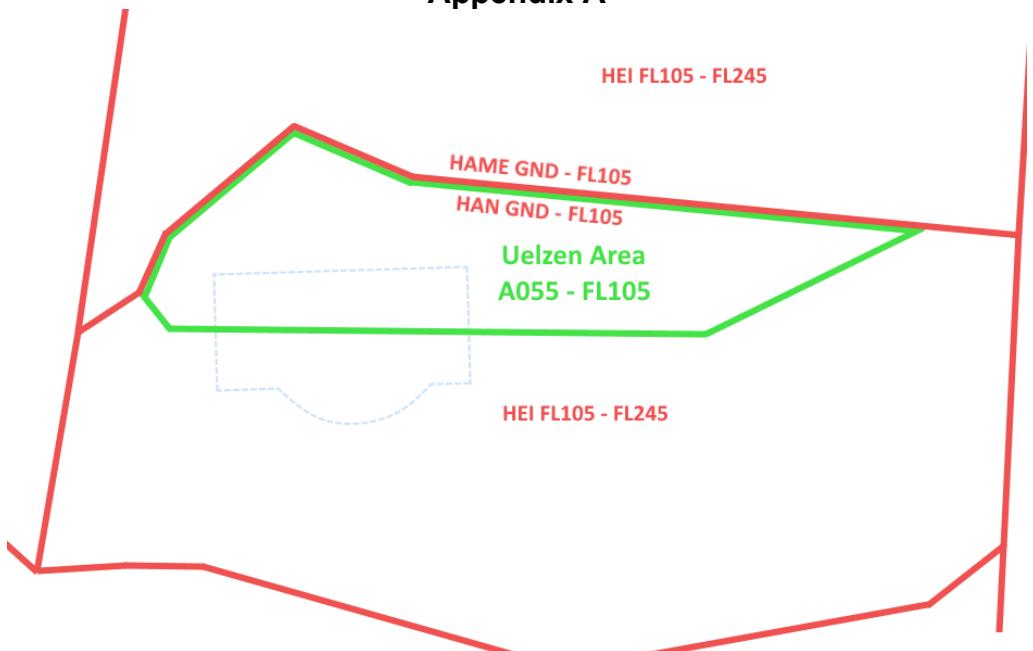
Transfer of Communications shall take place no later than Transfer of Control.

### **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.

## Appendix A



## Appendix B

