

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 EDWW.

2.1.1.1 Bremen FIR.

Lateral limits: As described in AIP Germany
Vertical limits: GND – FL315

2.1.1.2 Rhein UIR.

Lateral limits: As described in AIP Germany
Vertical limits: GND – FL315

2.1.2 ESAA.

Lateral limits: As described in AIP Sweden
Vertical limits: GND – FL660

2.2 Sectorization.

Sector chart: see Appendix A

For detailed coordinates and sector ownerships refer to GNG, AIP Germany or AIP Sweden.

2.2.1 EDWW.

Sector	Logon	Frequency
Müritz (MRZ)	EDWW_M_CTR	124.175
Ostsee Low (OSE1)	EDUU_O_CTR	133.035
Ostsee High (OSE2)	EDUU_OH_CTR	126.785

2.2.2 ESAA.

Sector	Logon	Frequency
ESMM-L	ESMS_APP	134.980
ESMM-8	ESMM_8_CTR	128.180
ESMM-9	ESMM_9_CTR	135.985

2.3 Delegation of the Responsibility for the Provision of ATS.

2.3.1 Delegation of ATS from EDWW to ESAA.

2.3.1.1 Roenne South West Area.

The airspace overhead Roenne South West Area (Appendix B) is permanently delegated from Bremen FIR to Sweden FIR.

Vertical Limits: FL105 – FL660

2.3.2 Delegation of ATS from ESAA to EDWW.

Not applicable.

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.

The use of VATSIM callsigns in this document includes any variation of said callsign. E.g., any procedure applicable for EDWW_CTR may also be used by EDWW_X_CTR or EDWW_1_CTR.

3.2 Abbreviations.

ACC	Area Control Center	kts	Knots
AD	Aerodrome	LoA	Letter of Agreement
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	Released	
COP	Coordination Point	SSR	Secondary Surveillance
CTR	Center/Enroute Facility	Radar	
FIR	Flight Information Region	TMA	Terminal Manoeuvring 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		
	gng.aero-nav.com		

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 this Letter of Agreement.

↓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 IFR flights from EDWW to ESAA.

Note: Traffic from EDWW MRZ is released to ESMM for turn, descent and climb 20 NM before the sector boundary with regard to known traffic, EPWW and EKDK AoRs.

Note: Traffic from EDUU OSE is released to ESMM for turn when passing abeam ASDIN or CIPPI with regard to known traffic, EPWW and EKDK AoRs.

3.4.1 Arrivals.

Arrival AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
ESMS, EKCH, EKRK	BAKLI	↓FL100	Out of FL160	MRZ	ESMM-L
EKRN	DETNI	↓FL100		MRZ	ESMM-L

3.4.2 Departures.

Departure AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EDAH, EDBH, ETNL	SALLO BAKLI	FL280		MRZ	ESMM-L
EDAH, EDBH, ETNL	DETNI	FL270		MRZ	ESMM-L

3.5 IFR flights from ESAA to EDWW.

Note: Traffic from ESMM-L to EDWW MRZ is released for turn 15 NM before the sector boundary with regard to known traffic, EPWW and EKDK AoRs.

3.5.1 Arrivals.

Arrival AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EDAH, EDBH, ETNL	SALLO	FL270		ESMM-L	MRZ
EDAH, EDBH, ETNL	UNGAV	FL280		ESMM-L	MRZ
EPSC		FL330		ESMM-8	OSE1

Note: Traffic departing ESMS, EKCH, EKRK and EKRN shall be transferred according 3.5.2.

3.5.2 Departures.

Departure AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
ESMS, EKCH, EKRK	SALLO	↑FL250	Released for climb to FL280	ESMM-L	MRZ
EKRN	UNGAV	↑FL90	Minimum 4000ft MSL	ESMM-L	MRZ

3.6 VFR flights from EDWW to ESAA.

For controlled VFR flights, transfer of control shall take place as for IFR flights. Uncontrolled VFR flights shall be transferred to the appropriate sector if in radio contact.

3.7 VFR flights from ESAA to EDWW.

For controlled VFR flights and NVFR flights above 2500 feet GND coordination, transfer of control and transfer of communication shall take place as for IFR flights. Uncontrolled VFR flights shall be transferred to the appropriate sector if in radio contact. If online, EDXX_WW_CTR (Langen Information), 119.525, shall be the primary sector for uncontrolled VFR flights. If EDXX_WW_CTR is offline, EDXX_FIS_CTR (Langen Information), 128.950, will cover this area.

4 Special Procedures.

4.1 General Directs.

Note: Controllers may suspend the use of all, or some, general directs if operationally advantageous. Examples of such situations include periods of activity in military training areas or other airspace restrictions.

4.1.1 EDWW.

Waypoint	From Sector	Special Conditions
ELVIX	EDWW MRZ	
TIDVU		

4.1.2 EDUU.

Waypoint	From Sector	Special Conditions
ALAMI	EDUU OSE1/2	
INRER		
KOLJA		
NILUG		
TRS		
PELUP		
TIDVU		
EVONA		North of BANUB

4.1.3 ESMM.

Waypoint	From Sector	Special Conditions
PEROM	ESMM-L	
ARGAD		
BINKA		
HDO		
MAREM		
KETAP		ADES EDDB

Waypoint	From Sector	Special Conditions
PEROM	ESMM-8/9	
ARGAD		
CIPPI		
ROSOK		
BERIM		
BUMIL		
AMOSAS		
MAG		
TABAT		
LABES		
RENKI		
RODEP		
HDO		
MAREM		
WRB		
TOPDI		
TADUV		
BKD		
BINKA		
HLZ		
POVEL		ADES EDDF
DENOL		ADES EDDL/EDLV
PODER		ADES EDDK
EBASA		ADES LKPR
ABAMI		ADES EBBR
NVO		ADES LFPG
KETAP		ADES EDDB

4.2 Enroute level allocations.

Traffic between EDUU and ESMM (above FL285) may generally be transferred at “all levels”, i.e. even or odd levels in both directions. Controllers may suspend the use of “all levels” and revert to standard semicircular levels if operationally advantageous, examples of such situations include periods of high complexity or adverse weather.

Traffic between EDWW and ESMM (below FL285) shall be transferred in accordance with standard semicircular levels. Traffic via COP SALLO shall be transferred at even levels northbound and odd levels southbound, even if deviating slightly from the standard semicircular level.

4.3 Coordination of Status of Special Areas in the Area of Common Interest.

Bremen ACC shall be responsible for informing Malmö ATCC about the activation and deactivation of ED-D 47 (Danger Area “Rügen”, see Appendix C) including lowest useable FL above ED-D 47.

5 Transfer of Control and Transfer of Communication.

5.1 Transfer of Control.

Transfer of Control shall take place at the AoR boundary.

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.

For successive traffic on the same route and at the same flight level, the transferring controller shall establish lateral separation of 10 NM or more, remaining constant or increasing.

5.3 Transfer of Communications.

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

5.4 Hand-Off procedure.

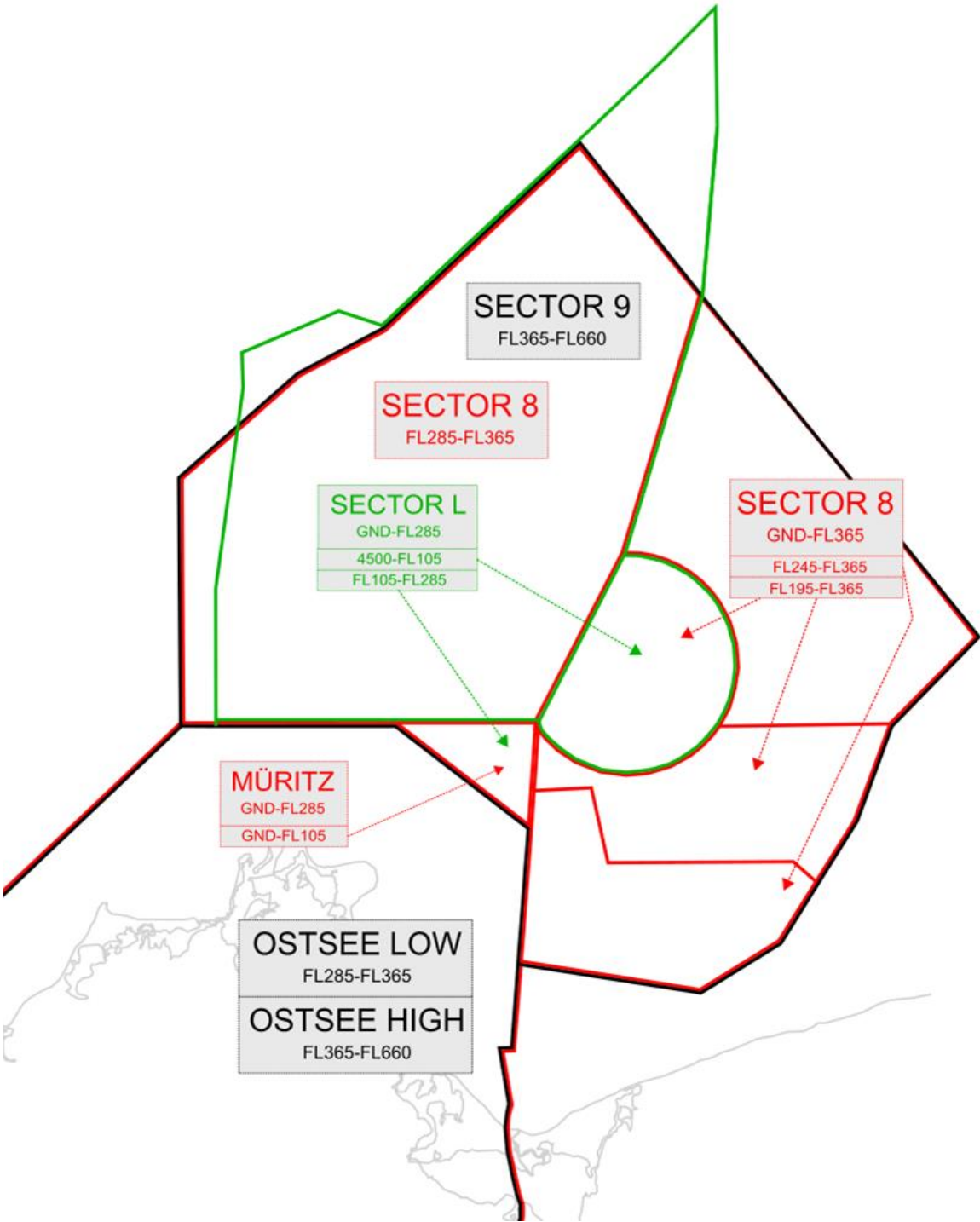
Unless otherwise agreed between stations online, the following hand-off procedure shall apply:

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.

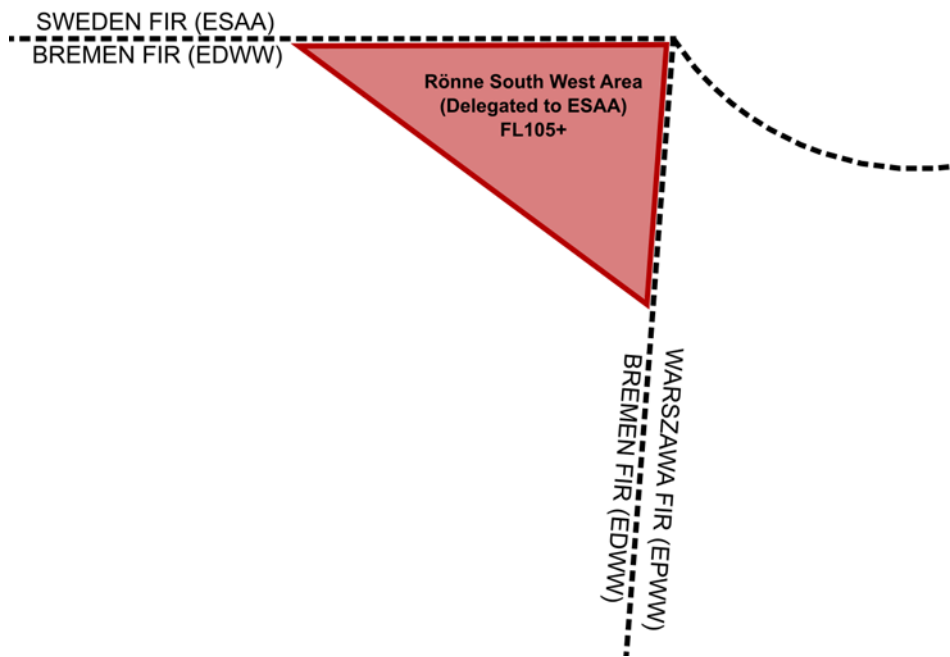
5.5 SSR Code Assignment.

Both ATS units shall transfer flights on verified discrete SSR codes. Any change of SSR code by the accepting ATS unit may only take place after the transfer of control point.

Appendix A



Appendix B



Appendix C

