





## **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 EDMM\_CTR may also be used by EDMM\_X\_CTR.

### **3.2 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/specified 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 Flights from Karlsruhe UAC West and Central Sectors to Munich ACC

#### 3.3.1 Arrivals

Destination AD	Route of Flight and ACT COP (bold)	Transferring Sector	Entry Conditions	Accepting Sector
LOWI, LOWS	T104- <b>DKB</b>	WUR1	At FL310 or below	WLD
LOWI, LSZS, LSZA, LSZL, LIPB	M738/DCT- <b>BATUB</b>	TGO1	At FL310 or below	FUE
EDDP, EDAC	T279/T278- <b>TAMEB</b>	FUL1	5NM before TAMEB at FL250	GER
EDDP	<b>FEDZA</b> -T957		FL260	HAL
EDDP	<b>IBAGA</b> -T435	WUR1	At FL310	BBG
EDBM	<b>FEDZA</b> -N858	FUL1	At FL250	HAL
LKKV, EDMS	L984- <b>KOMIB</b>	WUR1	At FL250	BBG
	L604- <b>GASKA</b>	FUL1		
EDDM	T107- <b>GESLU</b>	TGO1	Descending FL250, to cross 5NM before GESLU at FL250 (*1)	NDG
	T104- <b>DKB</b>	WUR1	FL250 at DKB	WLD

(\*1) Note: Released for descent to FL240.

#### 3.3.2 Departures

Departure AD	Route of Flight and ACT COP (bold)	Transferring Sector	Entry Conditions	Accepting Sector
EDDF	<b>DINKU</b> -L603	WUR1	Climbing FL290 out of FL230 (*1)	WLD
EDDF, EDFE, ETOU, EDFB	Y161- <b>ELVAG</b> -RIDAR		Climbing FL310 out of FL240	NDG
EDDF, EDFE, ETOU, EDFB, EDFZ	<b>FEDZA</b> -N858	FUL1	FL290 (*1)	HAL
	<b>FEDZA</b> -Y172			GER
	<b>TAMEB</b> -T278			
EDDF	<b>MAGES</b> -TAMEB DCT NEVKO			
ETAR, ETOU	<b>BARSU</b> -Z12-SULUS	WUR1	FL270	BBG
EDVK	<b>GASKA</b> -GORKO-SULUS	FUL1	FL270	

(\*1) Note: Released for climb to FL310.

### 3.4 Flights from Karlsruhe UAC East Sectors to Munich ACC

#### 3.4.1 Arrivals

Destination AD	Route of Flight and ACT COP (bold)	Transferring Sector	Entry Conditions	Accepting Sector
EPWR	L856/M725/DCT-KOBUS	SPE1	KOBUS FL320	MEI
	BEBKU DCT LASIS		abeam KOBUS FL320	
EPPO, EPZG	KOBUS-P31		KOBUS FL320	
	KOBUS DCT POZUM			
EDDB, EDAY, EDAZ	RELKO-T728	SAL1	RELKO FL320	GER
	T202-GOLAT-T202		GOLAT FL320	
EDDV	KILNU DCT GOLAT		TOGRO FL320	
EDDN, EDQD, EDQM, EDQC, EDQK, EDQT, EDQG, EDQA, ETIC	TOGRO T202			
EDDN, EDQD, EDQM, EDQC, EDQK, EDQT, EDQG, EDQA, ETIC	MAG M736 GALMA	HVL1	MAG FL300	HAL
EDDW, EDDV, ETNW	DCT/M726-OKKOC-M726	SAL1	NARUS FL320	GER
EDVE, EDBM	DCT/M726-LASGA-M726	ERL1	LASGA FL320	BBG
EDDC, EDAB	Z715/L984-KULOK-Z715		10 NM prior KULOK at FL320	HOF
			TONSU FL320	
LKPR, LKKB, LKCS, LKVO, LKPD, LKCV, LKHK, LKMH	BAROB-Z35	SPE1	FL320 at boundary SAL/SPE	GER
	TALEG-L620			
	OSTRA-Z21		EBASA FL320	MEI
	EBASA-M725			
	OSKAN-M748			
EDDN, EDDS, EDJA	NOKSI-Z715	20NM before NOKSI FL320		
EDMS, ETHN, ETIN, LKKV	GALMA-M736	SAL1	GALMA FL320	HAL
LKPM	BEBKU-Z36	SPE1	BEBKU FL320	MEI
EDQD, EDQM, EDQC, EDQK, EDQT, EDQG, EDQA, ETIC, ETIN, ETHN, LKKV, LKCS			KOBUS FL320	
ELLX	MAG-Z20	HVL1	MAG FL300	HAL
EDDF, ETOU, EDFE, EDFZ, EDFQ	DCT NIMAB T171	SAL1	NIMAB FL320	
	T178 OSKAT T178		OSKAT FL320	
	TOPDI DCT NIMAB T171	HVL1	TOPDI FL300	
	DIDGI DCT NIMAB T171		DIDGI FL300	

Destination AD	Route of Flight and ACT COP (bold)	Transferring Sector	Entry Conditions	Accepting Sector
EDDF, ETOU, EDFE, EDFZ, EDFQ	<b>SULED</b> DCT ROBEL	SAL1	abeam NAMUB FL320	GER
ETSI, ETSN	<b>SULED</b> -T202		SULED FL320	
	<b>RELKO</b> -M736		RELKO FL320	
EDDR, EDDS, EDFM, EDFV, EDJA, EDRY, EDRZ, EDTL, EDTY, EDSB, EDTM, ETAR	<b>SULED</b> DCT BAMKI		SULED FL320	
EDDM, EDMA, EDMO	<b>SODRO</b> -T703	ERL1	15NM before SODRO FL320	HOF
EDDF	<b>NURGO</b> -T170		NURGO FL320	BBG
	SODRO DCT <b>KODUK</b>		SODRO FL320 <i>Handover at SODRO, but COP KODUK</i>	
EDDF, ETAR	<b>UNAVI</b> -Z93		UNAVI FL320	HOF

#### 3.4.2 Departures

Not applicable.

### 3.5 Flights from Karlsruhe UAC South Sectors to Munich ACC

#### 3.5.1 Arrivals

Destination AD	Route of Flight and ACT COP (bold)	Transferring Sector	Entry Conditions	Accepting Sector
LIMC, LIML, LIME	M738 <b>MADEB</b>	ALP1	MADEB at FL320	ZUG
LIPZ, LIPH, LIPX, LIPO, LIPA	DCT <b>BERAS</b> M736		BERAS at FL320	TEG
LSZS, LSZA, LIPB	M736 <b>TULSI</b>	CHI1	MANAL / abeam MANAL at FL320	
LIPZ, LIPH, LIPX, LIPO, LIPA	M738/N871 <b>MADEB</b>	ALP1	MADEB at FL320	ZUG
LFST, LSZB	<b>KPT</b> L856 RAVED		KPT at FL320	FUE
LFST, LFGA, LFJL	<b>KPT</b> L608 TEDGO		30NM prior KUNOD at FL320	
LSZH	P66 <b>KPT</b>		20NM prior KPT at FL320	
EDDS	P66/L12 <b>MOGTI</b> P66		10NM prior MOTGI at FL320	ZUG
EDSB, LSZS, EDFM, ETAR, EDTD, EDTL, EDRY	P66/L856 <b>KPT</b> RAVED		15NM prior KPT at FL320	FUE
EDSB, EDDR, EDRY, EDRZ, EDFM, ETAD, ETAR	L173 <b>MAH</b> L173 RIDAR	ISA1	OTT at FL320	NDG
EDDF	Q163 <b>NIKWU</b> Q163	ALP1	NIKWU at FL320	FUE
EDDF	ERKIR UQ863 <b>GESUC</b>	ISA1	GESUC at FL320	NDG
EDSB, EDRY, EDFM	M726 <b>KOGOL</b>	CHI1	KOGOL at FL320	STA
EDDS, EDSB, EDRY, EDTY, EDFM	L608 <b>KPT</b>	ALP1	30NM prior KPT at FL320	FUE
LFSB, LFGA, LFGB, LFSC, LFSM, EDTG, LSGC, LSZ_ (excl. LSZH), LSM_ (excl. LSMD)	P66/L608/L856 <b>KPT</b>		KPT at FL320	
LSZH, LSMD	L856/L608 <b>KPT</b>		30NM prior KPT at FL320	
LOWS	L607 <b>MOMUK</b>		15NM prior BEMKI at FL320	ZUG
	T703 <b>TIVDA</b>	DON1	ARMUT at FL320	RDG
LOWL	L603 <b>BESNI</b>	ISA1	BESNI at FL320	NDG
	DCT <b>TULSI</b> N871	CHI1	TULSI at FL320	TEG
	T703 <b>TIVDA</b>	DON1	ARMUT at FL320	RDG
EDDN, EDDS, EDTY, EDQD, EDQM, EDQC, EDQK, EDQT, EDQG, EDQA	M726 <b>KOGOL</b>	CHI1	NORIN at FL320	STA

Destination AD	Route of Flight and ACT COP (bold)	Transferring Sector	Entry Conditions	Accepting Sector
LOWI	M736 <b>RUDNO</b>	DON1	RUDNO at FL320	RDG
EDDC, EDAB	L132 <b>RUDNO</b>	DON1	10NM prior RUDNO at FL320	RDG
LKPR, LKPD, LKKB, LKCV, LKHK, LKMH, LKVO	L132 <b>MAMOR</b>		MAMOR at FL320	
	N871/Y700 <b>NENUM Z39</b>		NENUM at FL320	EGG
	GAMSA DCT <b>STAUB</b>		STAUB at FL320	RDG
LKKV	<b>MAH</b> L132	ISA1	MAH at FL320	NDG
ETAR, EDGS, EDRK	M726 <b>MAH</b>			
EDDF	M726 <b>ERNAS</b> / T161 GOLMO T161	DON1	GOLMO / abeam GOLMO at FL320 (*1)	ALB
EDDF, ETOU, EDFE, EDFZ	M726 <b>ERNAS</b> Y101 TALAL		TALAL at FL320	
	AKINI T159 <b>TALAL</b>			
EDDF	Q162 <b>ERMEL</b>		10NM prior ERMEL at FL320	RDG
EDQG	L610 <b>STAUB</b>		STAUB at FL320	
EDSB, EDDR, EDRZ	L610 <b>UNKUL</b> Z744 PETIX		UPALA at FL320	ALB
EDDP, EDAC, EDDE, EDFQ, EDVK	DCT / M726 <b>UPALA</b>		10NM before UPALA at FL320	
EDFQ, EDGS, EDDE, EDDP, EDVK	L604 <b>RUDNO</b>		RUDNO at FL320	RDG
LKCS	<b>AMDID</b> N871	CHI1	AMDID at FL320	TRU

(\*1) Note: Flights are released for descent and turn within DON sector. If spacing cannot be accomplished by DON, successive arrivals may be revised at FL330.

### 3.5.2 Departures

Not applicable.



### 3.6 Flights from München ACC to Karlsruhe UAC West and Central Sectors

#### 3.6.1 Arrivals

Destination AD	Route of Flight and ACT COP (bold)	Transferring Sector	Entry Conditions	Accepting Sector
LFST, LFGA, LFJL	KPT-L608 <b>KUNOD</b> L608	FUE	at FL280 or below	TGO1
EDDK, EDLW, EDLA, EDKZ, EDLP, EDLI	L604 <b>GASKA</b> Y102/T852 <b>TESDU</b>	BBG	at FL300 or below (1)	FUL1
EDDK, EDLW, EDLA, EDKZ, EDLP, EDLI, EDDL	<b>VAGAB T170</b> <b>RUNEN</b> <b>PILAM T843</b>		at FL300 or below (if RFL < FL315)	
EDSB, EDDR, EDRZ	<b>PETIX Z744</b> COSJE	ALB	at FL280 or below	WUR1

(1) Released for descent FL280 when passing Z94.

#### 3.6.2 Departures

Departure AD	Route of Flight and ACT COP (bold)	Transferring Sector	Entry Conditions	Accepting Sector
EDDP, EDAC	Z94- <b>KOMIB</b>	BBG	at FL300	WUR1
	Y231- <b>ALAXA</b> Y231		at FL310	
EDDE	Z94- <b>KOMIB</b>		at FL260	
	Y231- <b>ALAXA</b> Y231		at FL310	
EDDN	L604- <b>GASKA</b>	BBG	FL260, <b>GASKA@</b>	FUL1
EDDM	L604- <b>GASKA</b>		at FL300	
EDDM, EDMA, EDMO	Y101- <b>AMOSA</b> - Y101/L610 IBAGA DCT MASEK	ALB	climbing FL300, latest IBAGA/REKDI at FL300	WUR1
	Y101- <b>INBED</b> DCT REKDI			
EDMS	L610 <b>INBED</b> DCT REKDI		at FL300	
EDDM	Z714- <b>PELOG</b> - UM164-UTABA	FUE	at FL260 (1)	TGO1
LKKV, EDQD, EDQM	L984-SULUS-T852- <b>TESDU</b>	BBG	at FL260 (2)	FUL1
	L984-SULUS-L604- <b>GASKA</b>			
	L984- <b>KOMIB</b>	ALB	at FL260 (2)	WUR1
	Z715- <b>ALAXA</b> /N869 <b>AMOSA</b>			
EDDP	Y225- <b>TAMEB</b> -DCT	GER	2NM before TAMEB @FL260 (2)	FUL1

(1) FUE may transfer flights at higher FL, whenever possible.

(2) Flights may be revised at FL280 / FL300.

### 3.7 Flights from München ACC to Karlsruhe UAC East Sectors

#### 3.7.1 Arrivals

Not applicable.

#### 3.7.2 Departures

Departure AD	Route of Flight and ACT COP (bold)	Transferring Sector	Entry Conditions	Accepting Sector	
EDDE	N858 <b>DIDGI</b>	HAL	FL310	HVL1	
EDDV, EDDG, EDVE, ETNW	Z94- <b>GALMA</b> -T703/M736/Z21			SAL1	
EDLP, EDDK, EDDL, EDLW, EDVK	BIRKA-Z21- <b>GALMA</b> -N858/Z21				
	BIRKA-L602- <b>SUVUT</b>				
EDDB	Z115/Z117- <b>ORTAG</b> DCT BAMKI				
	Z207- <b>SONDU</b>				
EDAY, EDAZ	M736- <b>GALMA</b>				
EDDF, EDFE, EDFZ, ETOU	Y172- <b>SISMI</b>				
EDDF	TAMEB DCT <b>NEVKO</b> DCT LASIS/GOVEN	GER		SPE1	
	TAMEB DCT <b>NEVKO</b> DCT GOLAT DCT EKPEK				
EDDB	Z36- <b>BEBKU</b>	MEI			SPE1
EDAC	P31- <b>KOBUS</b> -M725				
EPWR	Z348- <b>IVDUF</b>				
EDDC, EDAB	Z715- <b>UNAVI</b> -Z93/Z715	HOF		ERL1	
	T843- <b>RONTU</b>				
EDBM	M736- <b>RONIG</b> -M736	BBG			
	Z94- <b>RATIP</b> -Y231				
EDDP, EDVK	M736- <b>RONIG</b> -M736/DCT	HOF			
EDDV, EDVE, ETNW	Y800- <b>TADUV</b> -Z21-OSTRA	GER		SAL1	
EDDE	Z21- <b>RISVA</b>	MEI		SPE1	
	L620- <b>EKPEK</b>				
LKPR, LKKB, LKVO	Y621- <b>GARKI</b>				
LKPD, LKCV, LKHK, LKCS	M725- <b>KOBUS</b>				

Departure AD	Route of Flight and ACT COP (bold)	Transferring Sector	Entry Conditions	Accepting Sector
LKPR, LKKB, LKVO, LKCV, LKHK, LKPD, LKCS	M748-REND0	MEI	FL310	SPE1
LKPR, LKKB, LKKV, LKVO, LKCS, EDDC	L602-SODRO	HOF		SAL1
LKKV	L132-ABKIS-L132	MEI		SPE1
EDDN, ETIC, EDQD, EDQM, EDQC, EDQK, EDQT, EDQG, EDQA	L132-ABKIS-L132			
	M726-OKKOC	GER		SAL1
EDDF, ETOU, EDFE, EDQG, ETHN, ETAR	L984-KULOK	HOF		ERL1
	Z650-NOGRA			
EDDS, EDSB, EDTY, EDVK	Z715-KULOK			
	Z650-NOGRA			
EDDM, EDMO, EDMA, EDMS, ETSI, ETSN	Y102-ALAXA	BBG		
	M726-LONLI			
EDJA	M726-LONLI			
	Z715-ERETO-Z715/Z650			
EDMO	Z109-BAMAS-Z109/L604			
LKPR, LKKB, LKVO, LKCS	L984-KULOK-Z715-ERETO	HOF		
	Z93-UNAVI			
	T843-RONTU			
EDDF, EDFE, LSZH, EDDS, EDSB, EDTY, EDDM	Z715(L132)-ABKIS-L132	MEI	SPE1	
EDDF, ETOU, EDFM, EDDS, EDSB, EDTY, LSZH	M726-OKKOC	GER	SAL1	
EDDM	Z109-BAMKI			

### 3.8 Flights from München ACC to Karlsruhe UAC South Sectors

#### 3.8.1 Departures

Departure AD	Route of Flight and ACT COP (bold)	Transferring Sector	Entry Conditions	Accepting Sector
LIPB	M726 <b>KOGOL</b>	STA	FL310	CHI1
	P66 <b>KPT</b>	FUE		ALP1
LOWI	L608 <b>KPT</b>			ISA1
LOWI	M726 <b>MAH</b>	NDG		
LOWS	L610 <b>MAMOR</b>	RDG		DON1
	NENUM DCT <b>EPTEU</b> L604 RUDNO			ALP1
	L856 <b>KPT</b>	FUE		ISA1
	KONIN DCT <b>AMEXO</b>			CHI1
LOWL	L856 <b>KONIN</b>	STA		DON1
	L610 <b>MAMOR</b>	RDG		ISA1
	L604 <b>RUDNO</b>			ISA1
EDDS, EDTY	RIDAR Z98/DCT MIQ DCT <b>ALUTU</b>	NDG		DON1
EDDF, EDSB, ETAR, EDF*, EDG*, EDDR, EDRZ, EDRY	Z98 -> L605/Y161 <b>REDVO</b>	NDG		ALP1
EDDF	L603 <b>BESNI</b> L605			EGG
	MIQ DCT <b>ALUTU</b> DCT BIBAG (slow climber)			
ETAR, EDSB, LFST, EDDS	N871 <b>MADEB</b> N871/N606	ZUG		
	L607 <b>BEMKI</b>	FUE		
EDDS, EDDN,EDTY, EDQD, EDQM, EDQC, EDQK, EDQT, EDQG, EDQA	L173/L603 <b>ROTAX</b>	TRU		
	M867 <b>TAKEX</b>			
		M736 <b>TULSI</b>		TEG
EDQD, EDQM, EDQC, EDQK, EDQT, EDQG, EDQA	L604 <b>LALIN</b>	EGG		
EDAC, EDDE	M736 <b>RUDNO</b>	RDG		
LKPR, LKPD, LKKB, LKKV, LKVO	P31 <b>DEGIN</b>	EGG		
	RUDAP DCT <b>MAMOR</b>	RDG		
LKCS	P31 DOSEL DCT <b>EBEDA</b>	TRU		
LFSB, LSZB, LSZC, LSZG, LSZS, LSMA, LSME	N871 <b>MADEB</b> N871/N606	ZUG		

LSZS	Z209, M726 <b>INN</b>	STA	FL310	
EDJA, EDNY, LSZR, LSZH (slow climber only)	L725 <b>ZUREX</b>	TRU		CHI1
	N871 <b>ATLOL</b>			
LSZH	N871 <b>SUGIB</b>	STA		ALP1
	Z2 <b>TUNUM</b>	TEG		

## 4 Special Procedures

- 4.1.1 The following tactical directs may be used without prior coordination provided those waypoints are on FPL route and traffic remains clear of adjacent sectors/centers:

Transferring sector (unit)	Waypoint
BBG (EDMM)	HLZ, KUMER, ABGUS, ZUCKA
HAL/GER (EDMM)	HLZ, KUMER, ZUCKA
HOF (EDMM)	VEMUT, OKG, KATCE
MEI (EDMM)	OMELO, MAREM, HDO
SAL (EDUU)	SODRO, LALUK, LASIS
SPE (EDUU)	LALUK, LASIS
FUL (EDUU)	TAMEB

### 4.2 Enroute Traffic

- 4.2.1 Traffic between München ACC and Karlsruhe UAC sector TGO along L608 may be cleared from ERKIR/MANAL direct TEDGO.

### 4.3 Departures

- 4.3.1 Routing ERMEL – Y101 – INBED

WUR1 accepts these flights climbing max. FL300 to be latest IBAGA/REKDI at level.

Departures EDMM FIR may be cleared direct IBAGA/REKDI by ALB sector.

Departures EDMM FIR are released by ALB sector

- for climb to FL310 and
- for turns passing/reaching FL300 or INBED/abeam INBED whichever is earlier.

- 4.3.2 Departures EDDN and EDDM L604-MASEK are released for climb from BBG.

### 4.4 Arrivals

- 4.4.1 Arrivals EDDP via FEDZA-T957 are released from FUL.

- 4.4.2 Sector ALP may clear flights direct TIRUL and BERAS.

### 4.5 Flights on transit

Flights via OTT-L173-EBEDA are released for turn from München ACC to CHI sector after passing OTT/abeam OTT.

Departures LSZH via Z2 XEBIX are accepted

- DCT KOGOL by ALP and CHI sector,
- DCT BIRGI, GEDSO or UMVEG by ALP sector.

Arrivals EDSB, LSZS, EDFM, ETAR, EDTD, EDTL and EDRY via P66 are accepted DCT KPT.

Departures LOWS via EPTEU L604 RUDNO are accepted DCT RUDNO by DON.

#### **4.6 Arrival Phase “ARMUT high”**

Phase „ARMUT high“ will be offered by München ACC to Karlsruhe UAC sector ERL after mutual agreement of München ACC sectors RDG and HOF.

During this phase, ERL shall handover Arrivals EDDM to cross ARMUT @ FL320 to RDG frequency. ERL is responsible for coordination with sector DON, if applicable.

Flights are released from ERL and approved to cross sectors HOF and DON to RDG. RDG shall clear those flights for descent below FL320 as soon as possible.

### **5 Transfer of Control and Transfer of Communication**

#### **5.1 Transfer of Control**

Transfer of Control shall take place at the AoR boundary, unless otherwise specified in paragraph 3.

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**

The following values for silent transfer of control apply:

- If succeeding aircraft is not faster: 10 NM
- If succeeding aircraft is faster by 20kts/M0.05 or less: 20 NM
- If succeeding aircraft is faster by 40kts/M0.1 or less: 30 NM

#### **5.3 Conditions for vertical entries**

Silent radar transfer of vertical entries shall be carried out according to the conditions listed in Chapter 3.

#### **5.4 Transfer of Communications**

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

#### **5.5 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.

#### **5.6 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.