LOCAL OPERATIONAL PROCEDURES

within

Bremen ACC

Effective: March 20, 2024 (AIRAC 2503)

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 March 20, 2025 (AIRAC 2503) and supersede previous LOP Bremen ACC from January 23, 2025 (AIRAC 2501).

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 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
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.

↓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.

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.

3.4 Flights sorted by transferring sector.

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

3.4.1.1 Sectors DBAN, DBAS, DBANT and DBAST.

Arrival AD	COP/Routing	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDAY	**Individual coordination**		EDDB 06 Ops	DBAN	DBDN
	TUVAK	FL100	EDDB 24 Ops	DBAS	DBAN
EDAZ	**Individual coordination**				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	-		FLG
EDAY	**LUROS**	↑FL130	EDDB 24 Ops		
EDAZ	**BOLBO**	↑FL130	-		
	BOLBO SIDs	↑A40	EDDB 06 Ops	DBST	DBAS

3.4.1.2 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 LOGDO SID**	↑FL160	Except via M748 SOGMA		BOR
	SUKIP SIDs		Via M748 SOGMA only		MAR
	GERGA SIDs		-		
	ARSAP SIDs LUROS SIDs	FL100	EDDB 06 Ops		DBDS
		FL120	EDDB 24 Ops		
	LOGDO SIDs	↑FL160	-	DBDS	BOR

EDDB	**SUKIP SIDs**	FL120	-	DBDS	DBDN
	GERGA SIDs	FL90	EDDB 06 Ops		
		FL110	EDDB 24 Ops		
	LUROS SIDs	↑FL160	-		FLG
	ARSAP SIDs		-		
EDBM	**SONUD**		-		
EDAY	**OBANI**		EDDB 06 Ops		
EDAZ	**BOLBO SIDs**	↑A40	EDDB 24 Ops		DBAS

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

3.4.2.1 Sector ALR.

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

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

3.4.2.2 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		-		
	WSN SIDs		-		
	AMLUH SIDs		-		HEI
	LUGEG SIDs		-		
	RAMAR SIDs		-		
EDHL			-		
	LUGEG SIDs		-		
	HAM SIDs		-		
EDHI					
EDDH, EDHI	**ELSOB SIDs**		-		EID
EDDH	**SOKWO SIDs**		-		

EDHL	**OLUBI**	FL100	-	HAM	MRZ
	BERIM		-		

3.4.2.3 Sector HEI.

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

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

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

3.4.3.1 Sectors EID and FRI.

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

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

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

3.4.4.1 Sector BOR.

Arrival AD	COP/Routing	Level Allocation	Special Conditions	Transferring sector	Receiving sector
ETSH	**BARAP**	FL110	-	BOR	DBAS
	KOSIX		-		
EDAZ		FL90	EDDB 06 Ops		
			EDDB 24 Ops		DBDS
EDAE, EDAV, EDAY, EDBW, EDON	**LOGDO**	FL170	-		
ETSH	**LUPAK**		-		
	PENEK		-		
ETNW	**HLZ**	FL180	-		HEI
EDDV			EDDV 27 Ops		
		FL220	EDDV 09 Ops		
EDDC, EDAC, EDAB	**NISGA**	FL230	-		FLG
EDDB	**MAG**	FL230	MAG DCT KLF		
ETNL, EDAH, EDBH, EDBN	**EVOKI**	FL270	-		MAR
EDVE	**HLZ**	FL80	-		HAN
EDDW, ETNW, EDDG, EDLI	**POVEL**	FL240	-		HRZ
EDVK, EDLP, EDLI, EDFQ, EDDF, EDGS	**ABGUS**		-		

Departure AD	COP/Routing	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDBM	**BUROK**	FL90	EDDB 06 Ops	BOR	DBAS
			EDDB 24 Ops		DBDS
EDBC	**SONUD**	FL230	-		FLG
EDBM, EDBC	**BUREL**	FL160	-		MAR
EDDP, EDAC, EDAZ		FL240	-		
EDBM, EDBC	**POVEL**	FL120	-		HRZ
EDBM	**ABGUS**	FL100	-		
EDBC		↑FL70	-		

3.4.4.2 Sector FLG.

Arrival AD	COP/Routing	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDBM, EDBC	**SONUD**	FL280	-	FLG	BOR
EDDB	**KLF**	↓FL140	-		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	-		
	GERGA	FL220	-		MAR

3.4.4.3 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	**RENKI**		-		
EDDV, ETNW	**BKD**	FL200	-		HEI
EDVE			RWY 08		
EDDH, EDHI, EDHL, EDHK	**BUMIL**	FL240	-		
EDDW, EDWE, EDWI	**NEBUN**		-		
EDAZ	**RENKI**	FL230	-		FLG
ETNL, EDAH, EDBH, EDBN	**ADEPO**	↓FL180	-		MRZ
	RODEP		-		
ETNL, EDBH, EDBN	**TIRMI**	↓FL180	-		

ETNL, EDBH, EDBN	**BKD**	↓FL110	-	MAR	MRZ
EDVE		FL80	RWY 26		HAN

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

3.4.4.4 Sector MRZ.

Arrival AD	COP/Routing	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDHL	**ROSOK**	FL100	Minimum 5000 ft AMSL	MRZ	HAM
	BERIM				
EDDH, EDHI		FL200			HEI
	ROSOK				
EDDW, EDHK, EDWI, EDWE	**BERIM**	FL240			
EDDB	**RODEP**	↓FL210			MAR
	LEGSA				
	ADEPO				
EDAY	**RODEP**	FL170			
	ADEPO				
EDDV, EDVE, ETNW	**BKD**	FL260			

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

EDBN	**TIRMI**	↑FL170	-	MRZ	MAR
	BKD	↑FL240	-		
EDAH, EDBN	**INDOK**		-		
EDAH	**RODEP**	↑FL170	-		
	LINVO		-		
	ADEPO		-		

3.4.5 EBG Süd (Sectors EMS, HAN, DVAT, HRZ).

3.4.5.1 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	**YEFAW**	FL210	-	EMS	ALR
ETMN	**BASUM**	FL210	BASUM DCT WSN	EMS	ALR
EDDW	**BASUM**	↓FL110	-	EMS	FRI
EDDW	**NIE**	↓FL110	-	EMS	FRI
EDDW	**PIXUR**	↓FL110	IPMOG DCT PIXUR	EMS	FRI
EDWI	**YEFAW**	↓FL110	-	EMS	FRI
EDWI	**MALYK**	↓FL110	-	EMS	FRI
EDWE, EDWF, EHGG	**MALYK**	↓FL110	-	EMS	FRI
EDDV, ETNW	**NIE**	↓FL110	-	EMS	HAN
ETNW	**ROBEG**	↓FL110	-	EMS	HAN
EDVE	**ROBEG**	FL150	-	EMS	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 ITMIZ	EMS	EID
EDDW	**SAS**	FL210	-	EMS	HRZ
EDDW	**VAXEV**	FL210	-	EMS	HRZ
ETND	**ROBEG**	FL240	-	EMS	HRZ
ETND	**SAS**	FL240	-	EMS	HRZ

3.4.5.2 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**	↑FL100	-	HAN	EMS
EDDV, ETNW	**CEL**	↑FL100	-	HAN	HEI
EDDV, ETNW	**MULDO**	↑FL100	-	HAN	HEI
EDVE	**NIE SIDs**	↑FL100	-	HAN	HEI
EDVE	**HLZ SIDs**	↑FL100	-	HAN	HEI
EDVE	**DIRBO SIDs**	↑FL100	-	HAN	HEI
EDVE	**BATEL SIDs**	↑FL100	-	HAN	HEI

ETNW	**ROBEG**	↑FL100	-	HAN	HRZ
	SAS		-		
EDDV	**POVEL SIDs**		-		
	WRB SIDs		-		
	WERRA SIDs		-		
EDVE	**DLE SIDs**		-		
	NORTA SIDs		-		
	POVEL SIDs		-		

3.4.5.3 Sector HRZ.

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

Departure AD	COP/Routing	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDV, ETNW	**POVEL**	FL230	-	HRZ	BOR
EDVE		↑FL150	-		
EDVK	**ABGUS**	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 coordinate a sector skip for EDDH/HI departures via HABFU and IDEKO. 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).

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.

When the traffic situation permits, sector ALR may approve sector EID to transfer traffic with ADES EDDW via SUQIF M105 REVLA T948 GIBMA descending to FL110 to sector FRI directly.

4.12.2 From ALR via HEI.

When the traffic situation permits, sector ALR may approve sector HEI to transfer traffic with ADES EDDW via GESTO Z870 EKROV descending to FL110 to sector FRI directly.

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 coordinate a sector skip for EDDW departures via VAXEV and SAS. 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 minimima are constant or increasing:

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

5.3 Transfer of Communications.

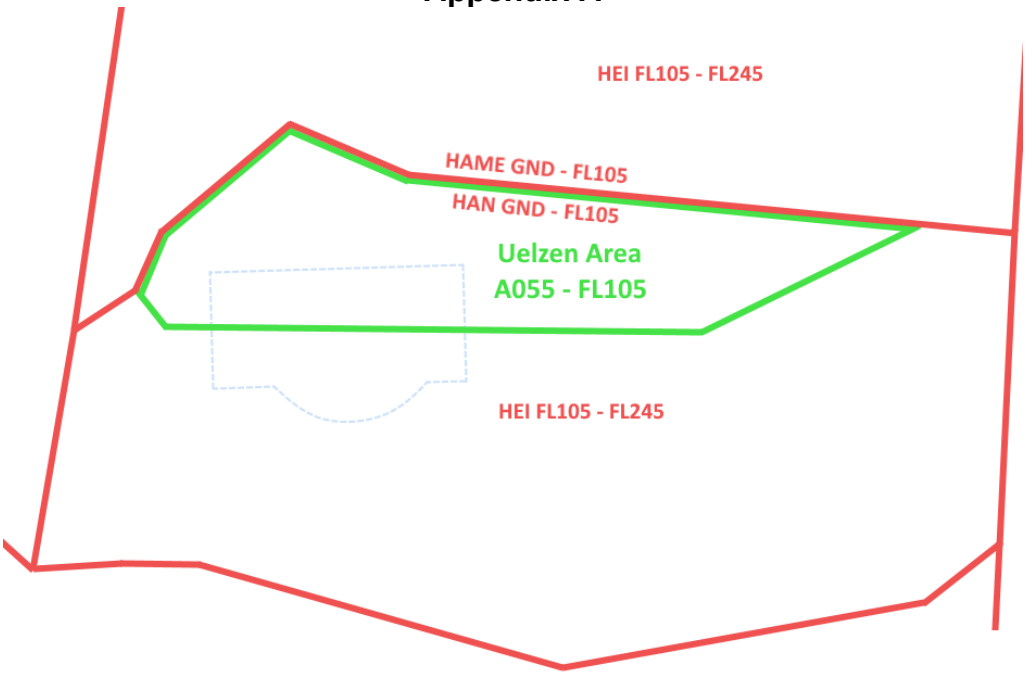
Transfer of Communications shall take place no later than Transfer of Control.

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