

Amendment

Operational Order ATC № 27/08

Local Specifications concerning Radar Separation Minima

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Effective from: 05 MAY 2011
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Number of pages (including amendment): 37

This amendment shall form part of the above-mentioned Operational Order and shall remain with the Operational Order until the next version is issued.

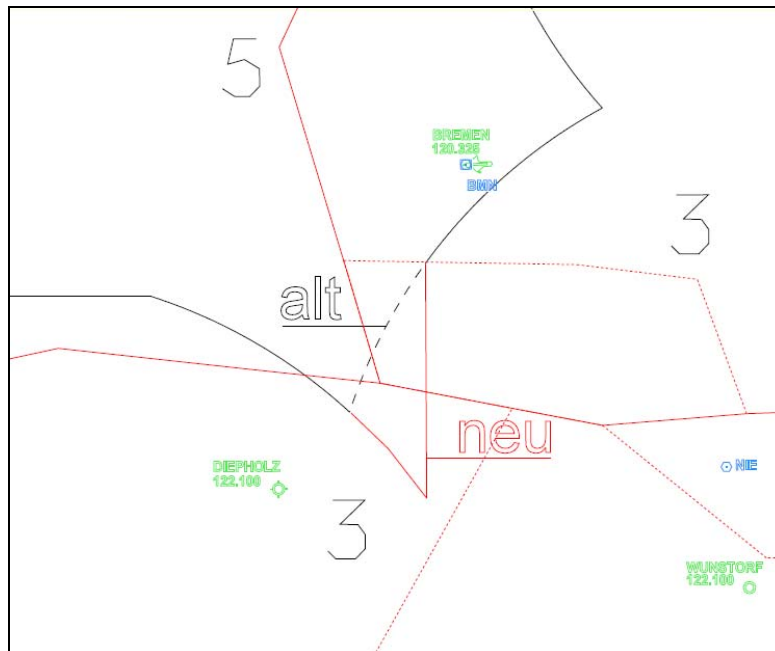
1. Essentials

In order to improve the Mode S detection in the vicinity of Bremen airport in some tileset antenna Brocken has replaced other antennas. Therefore the sepmaps 703 (BRE off), 712 (HAM and BRE off), 715 (BRE and HAN off) and 716 (BRE and MOB off) are changed accordingly.

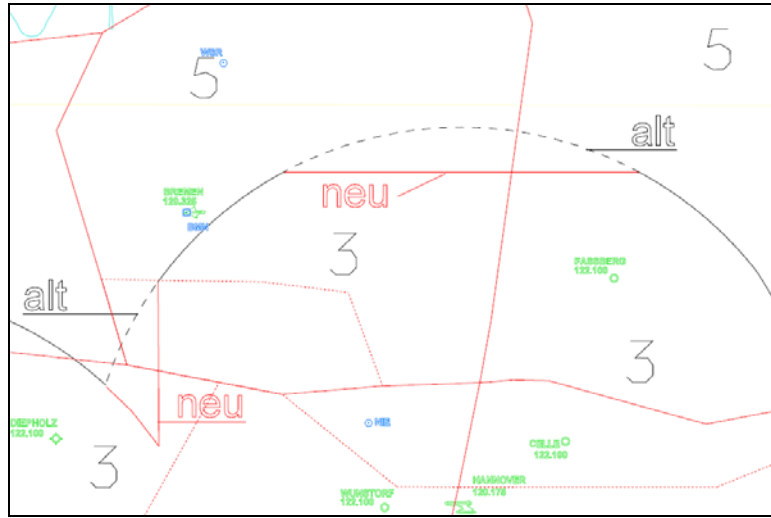
Sepmap 719 (BRO and SFD off) was verified. It was found that HAN was not taken into account. The area where lateral separation minima of 3 NM may be applied below FL195 is redefined and improving.

Changes in detail:

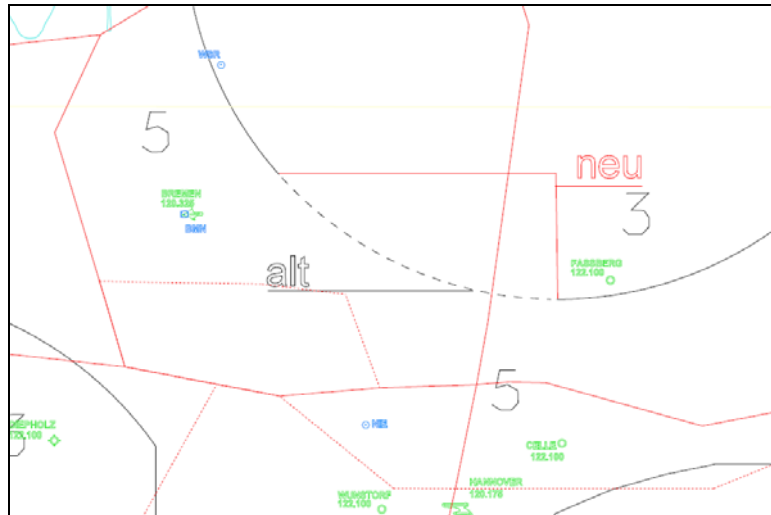
Map 703



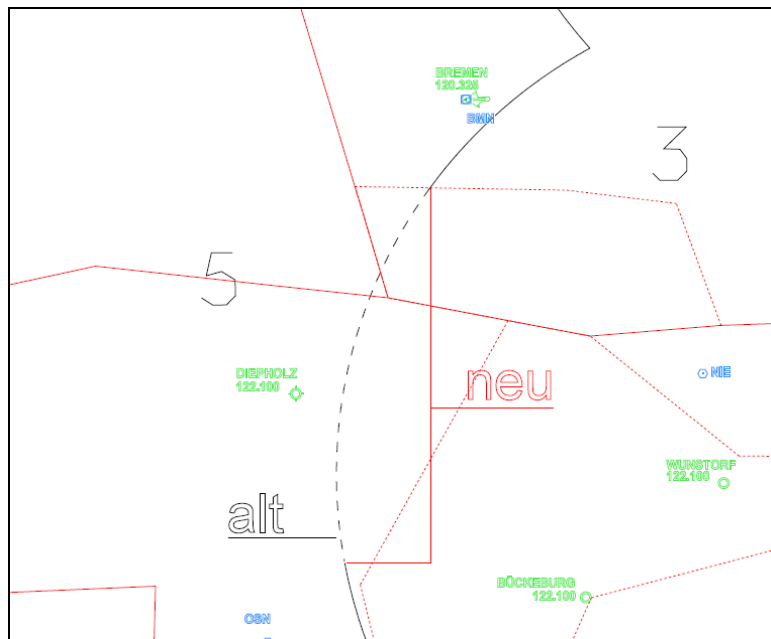
Map 712



Map 715



Map 716



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Effective from: 31 July 2008

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1. Lateral separation minima.

The same lateral separation minima shall be applied for P1/ATCAS and PHOENIX CC.

The failure of one or more radar stations has no impact to the 5 NM separation areas.

Special aspects

- When P1/ATCAS, System or Approach Presentation Modes, or PHOENIX CC are used, separation minima of **3 NM** may be applied up to FL 195 within areas whose lateral boundaries may be displayed on maps.
- When P1/ATCAS Local Presentation Mode with the radar stations ASR's¹ Hamburg (HAM), Hannover (HAN), Tegel (TGL) or Schönefeld (SFD) is used, separation minima of **3 NM** may be applied up to FL 195 within 45 NM around the antenna location.
- In case of a failure of up to two of the radar stations HAM, BRE, HAN, DEI, MOB, BRO, NBB, LPZ, DRE, TGL or SFD the 3 NM area will be redefined. The relevant applicable areas can be displayed by means of SEPMAPs.

Sectors affected shall identify and manually select the applicable map using a decision table.

2. Lateral distance minima from the airspace boundaries of ED-Ds and ED-Rs (except TRA) where flight operations take place

If vectoring is applied, the lateral distance minima (3 NM and/or 5 NM as stipulated by the separation map) from the airspace boundaries of ED-Ds and ED-Rs (except TRA), where flight operations take place, shall always be strictly observed, unless otherwise agreed with the users in the respective letters of agreement.

If there are doubts regarding the use of a certain area, it shall **always** be assumed, that flight operations take place.

3. Decision table to be used in the case of radar failure

In the case of a failure of up to two of the ASR stations Hamburg (HAM), Bremen (BRE), Hannover (HAN), Münster-Osnabrück (MOB), Tegel (TGL), Leipzig (LPZ), Dresden (DRE), Schönefeld (SFD) and/or a failure of the MSSR² stations Brocken (BRO) and/or Neubrandenburg (NBB), the area where lateral separation minima of 3 NM may be applied below FL195 will be redefined.

¹ ASR Airport Surveillance Radar

² MSSR Monopulse Secondary Surveillance Radar

In order to have the redefined 3 NM area displayed, the relevant SEPMAP may be selected according to the following rules:

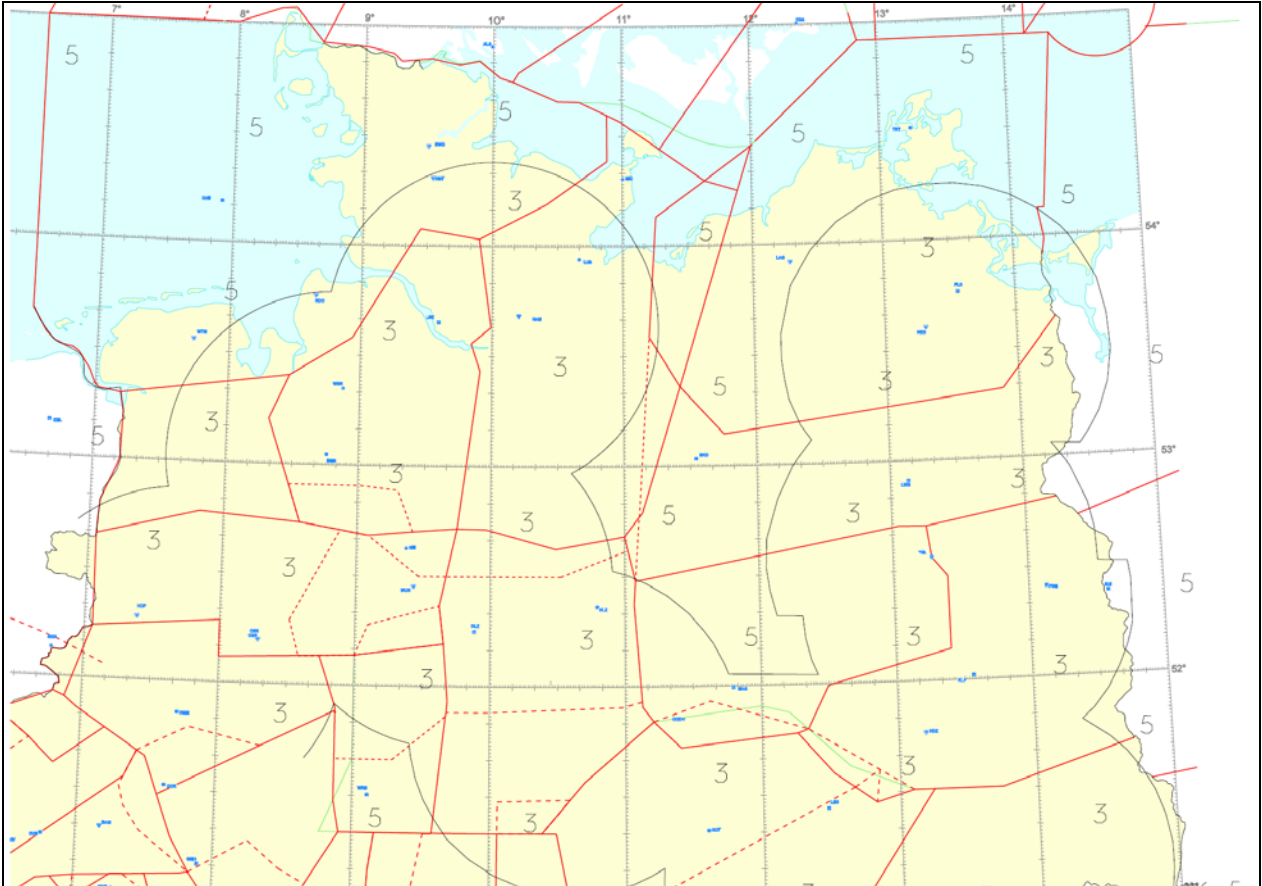
P1/ATCAS map 701 shows the area, in which a minimum lateral separation of 3 NM may be applied, when all of the stations HAM, BRE, HAN, MOB, BRO, SFD, LPZ, DRE, NBB and TGL are operational.

Failure of	Map(s) to be selected
Hamburg (HAM)	702
Bremen (BRE)	703
Hannover (HAN)	704
Münster-Osnabrück (MOB)	705
Brocken (BRO)	706
Schönefeld (SFD)	707
Leipzig (LPZ)	708
Dresden (DRE)	709
Neubrandenburg (NBB)	710
Tegel (TGL)	711
HAM and BRE	712
HAM and HAN	713
HAM and MOB	714
HAM and BRO	702 and 706
BRE and HAN	715
BRE and MOB	716
BRE and BRO	703 and 706

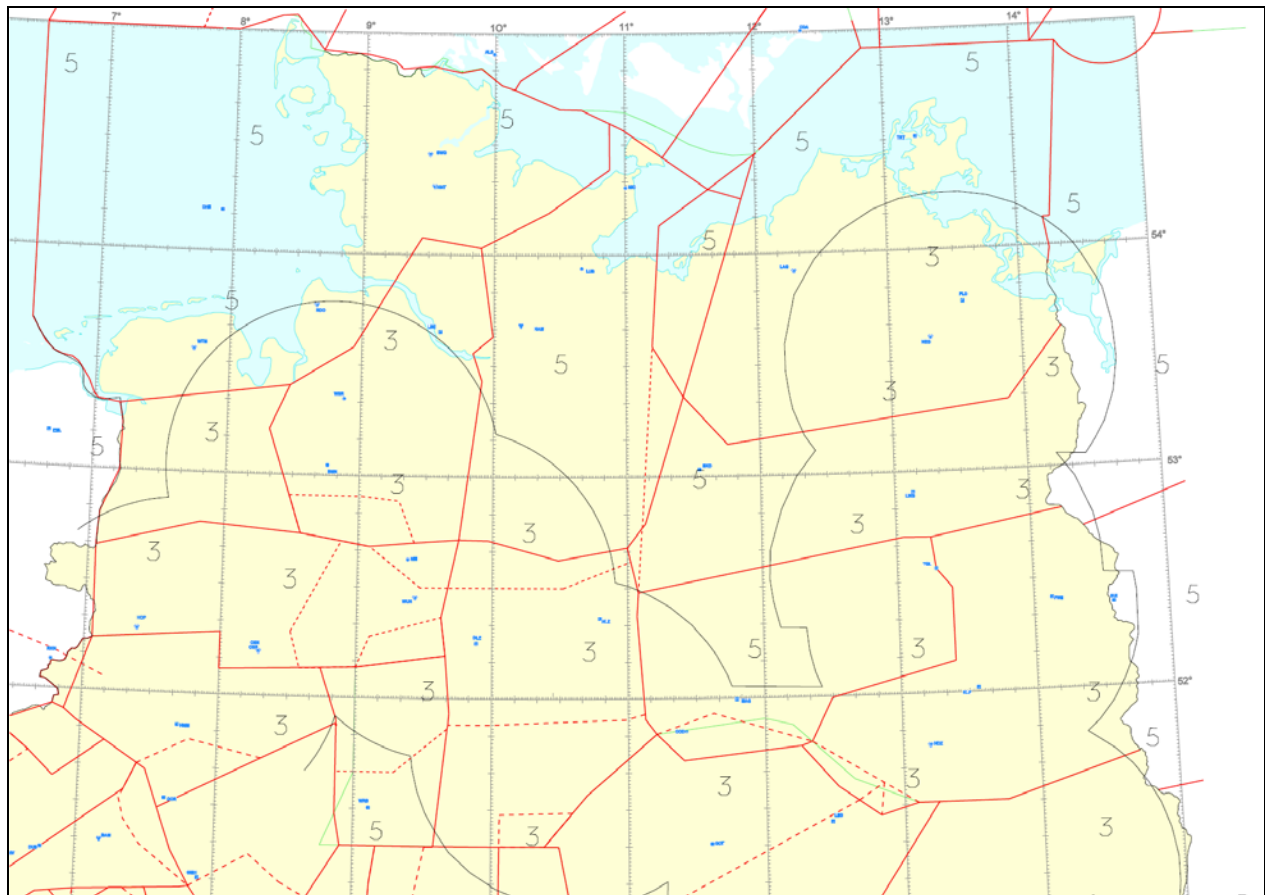
Failure of	Map(s) to be selected
HAN and MOB	717
HAN and BRO	718
MOB and BRO	705 and 706
BRO and SFD	719
BRO and LPZ	720
BRO and DRE	721
BRO and NBB	706 and 710
BRO and TGL	722
SFD and LPZ	723
SFD and DRE	724
SFD and NBB	725
SFD and TGL	726
LPZ and DRE	727
LPZ and NBB	708 and 710
LPZ and TGL	728
DRE and NBB	709 and 710
DRE and TGL	729
NBB and TGL	730

4. Separation Maps in the case of radar station failures.

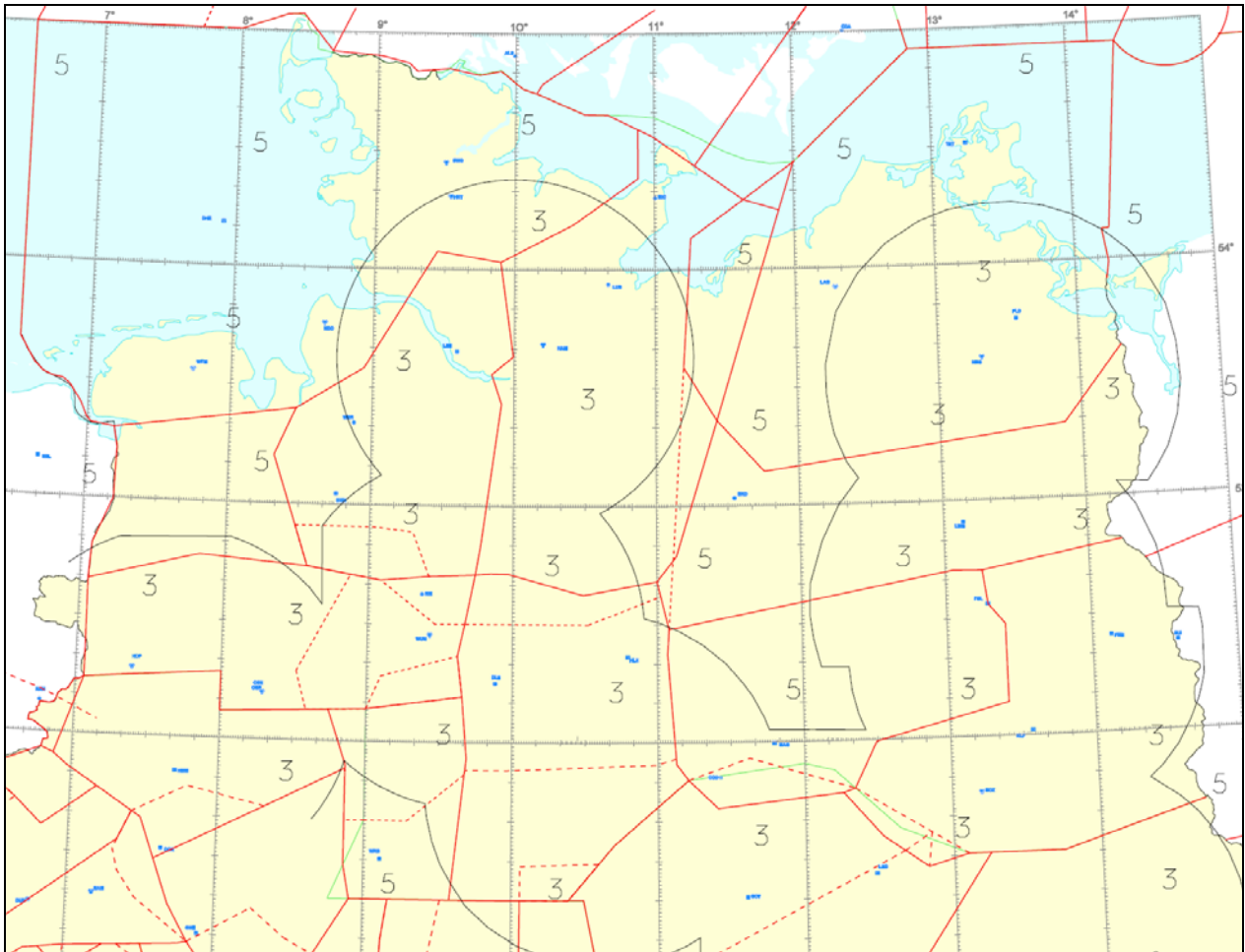
4.1 All of the stations HAM, BRE, HAN, MOB, BRO, SFD, LPZ, DRE, NBB and TGL are operational (Map 701)



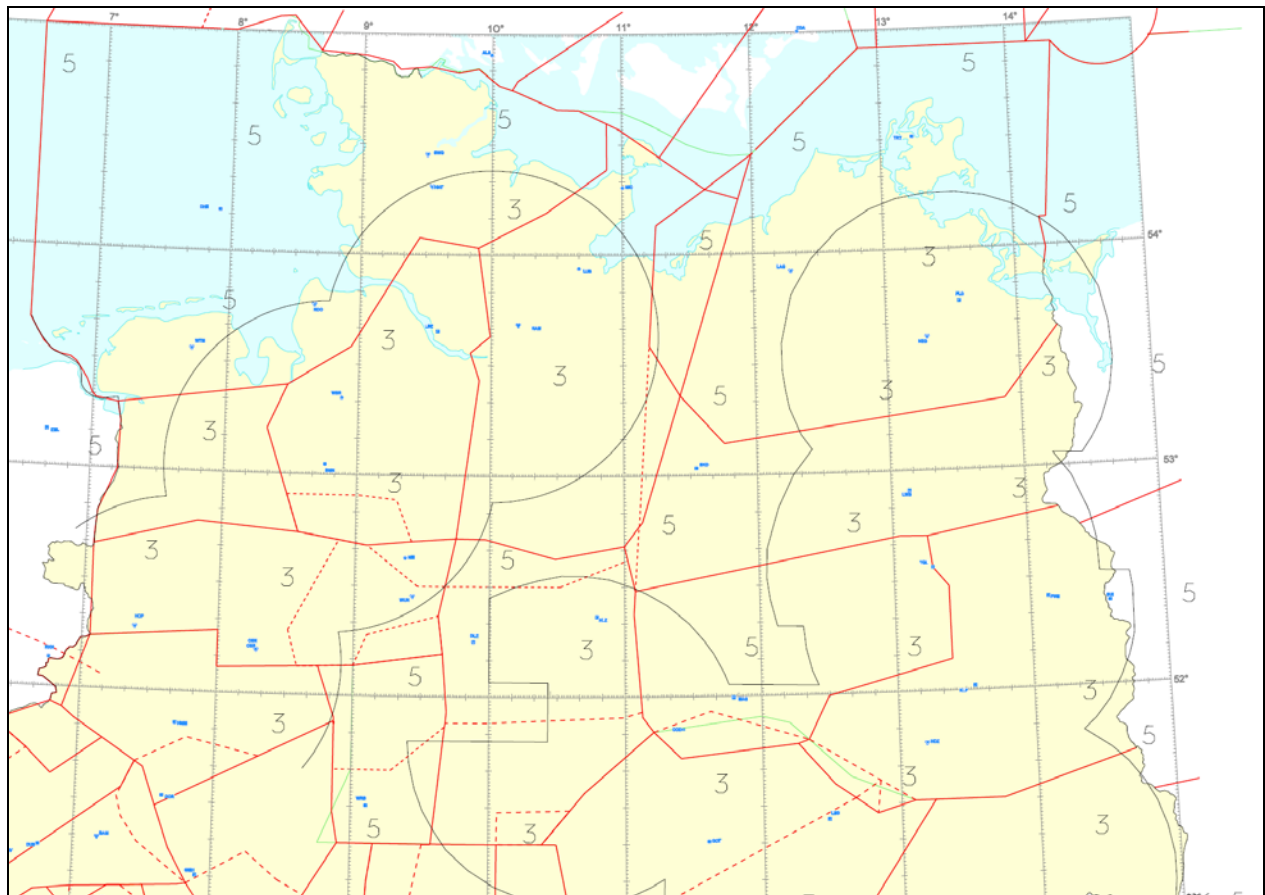
4.2 Failure of HAM (Map 702)



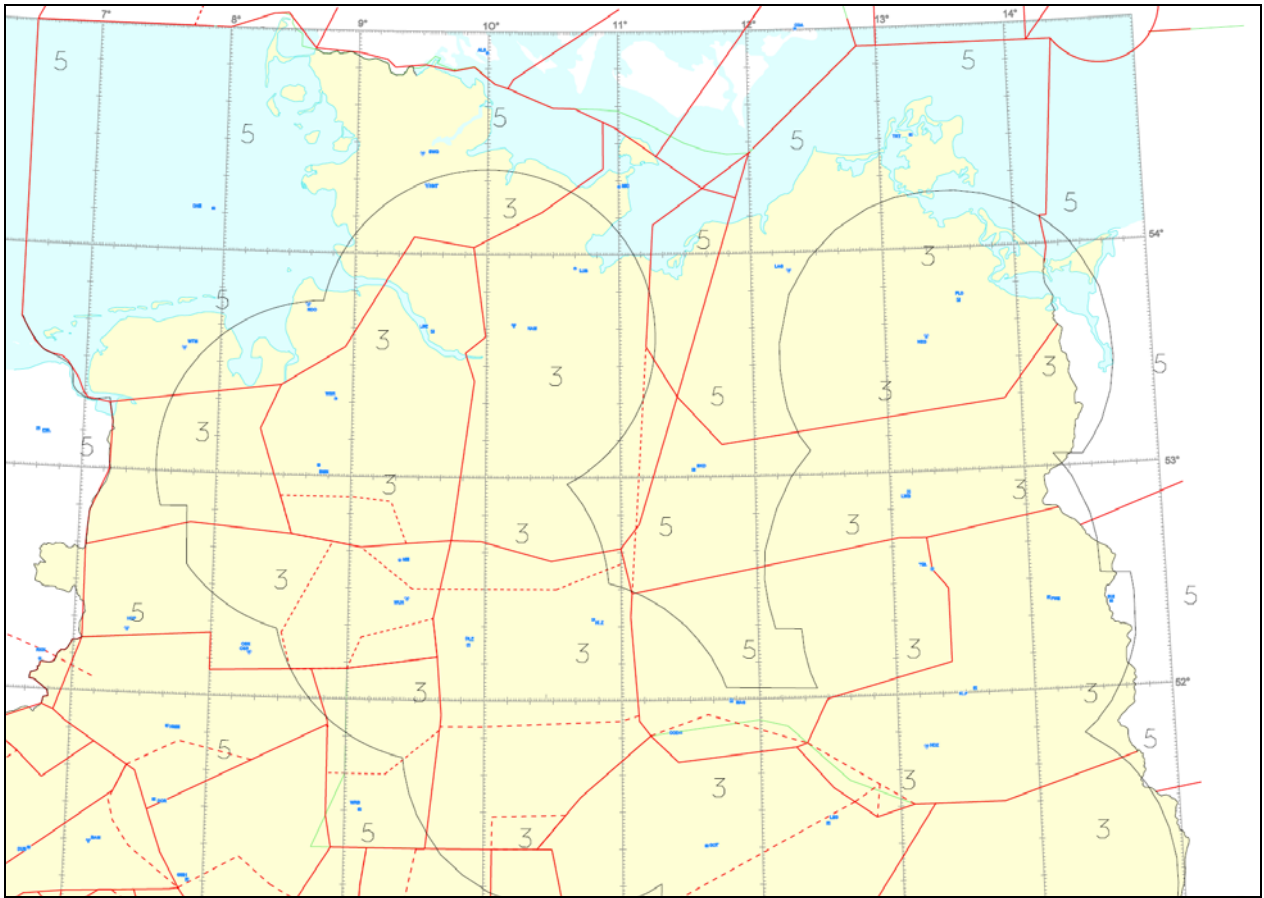
4.3 Failure of BRE (Map 703)



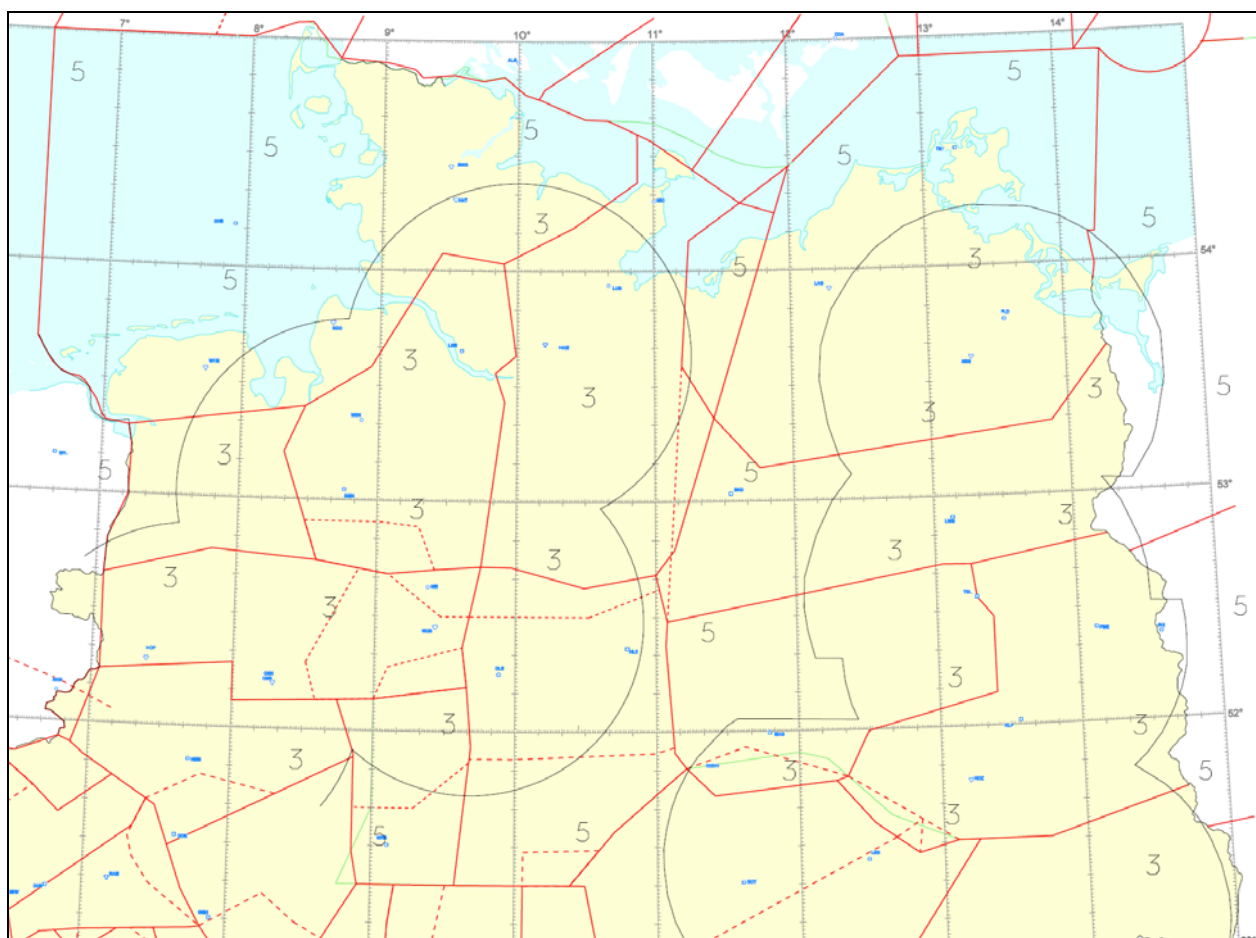
4.4 Failure of HAN (Map 704)



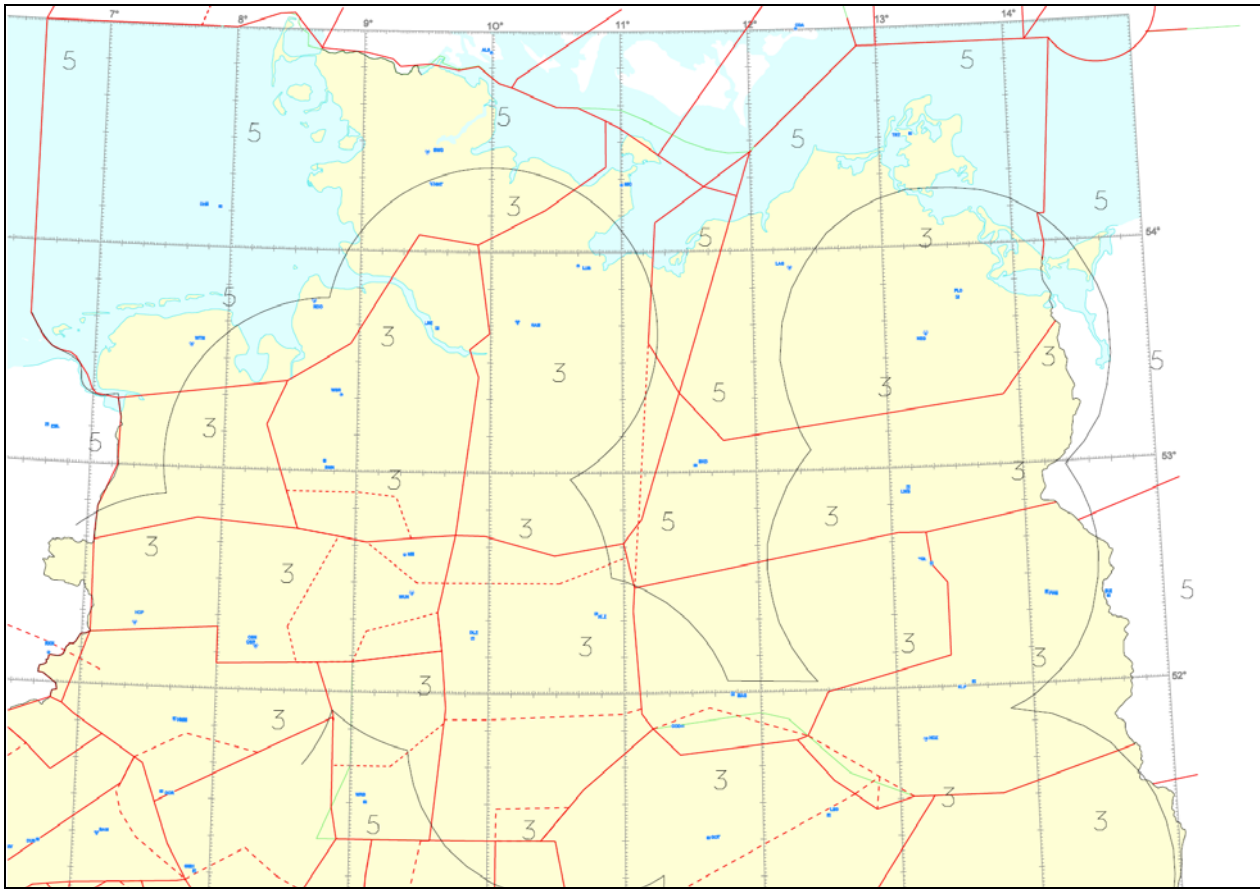
4.5 Failure of MOB (Map 705)



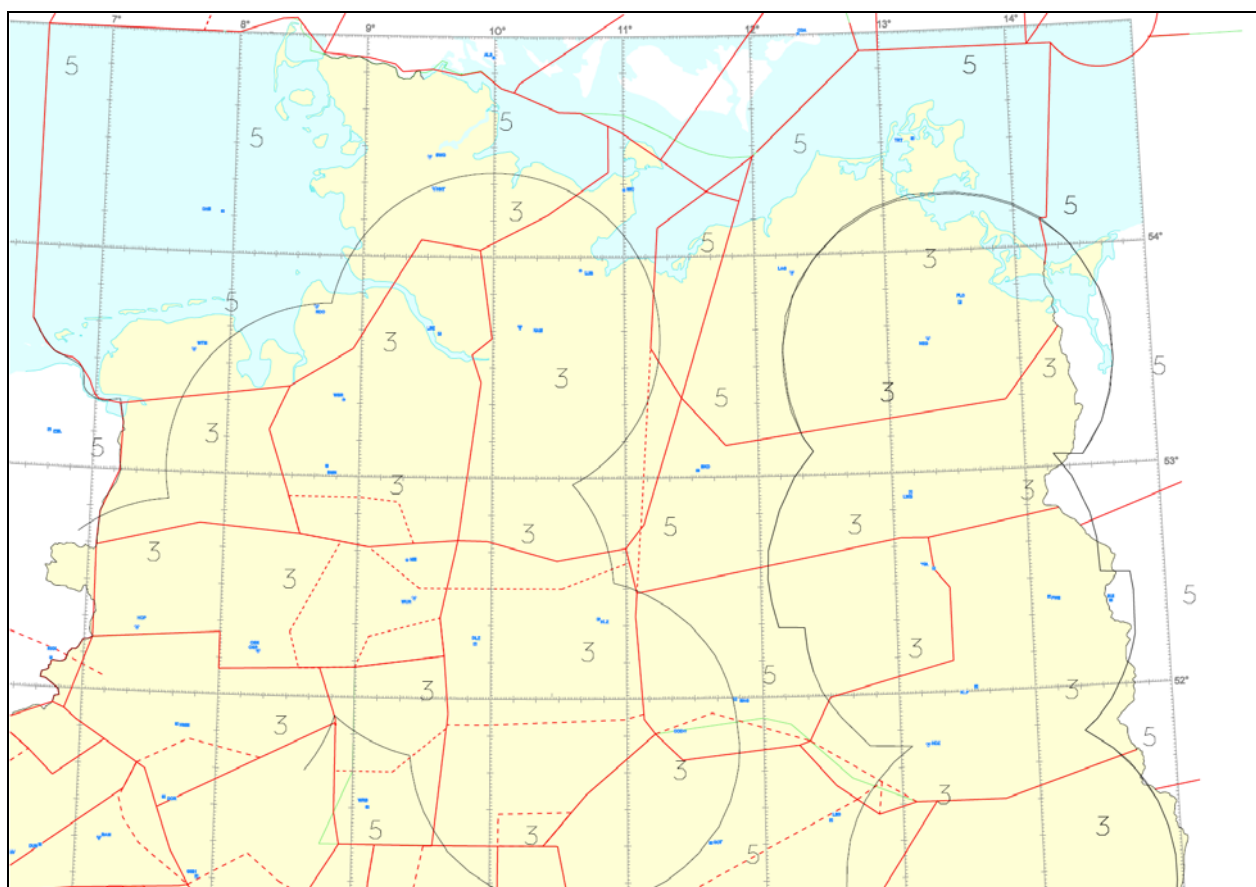
4.6 Failure of BRO (Map 706)



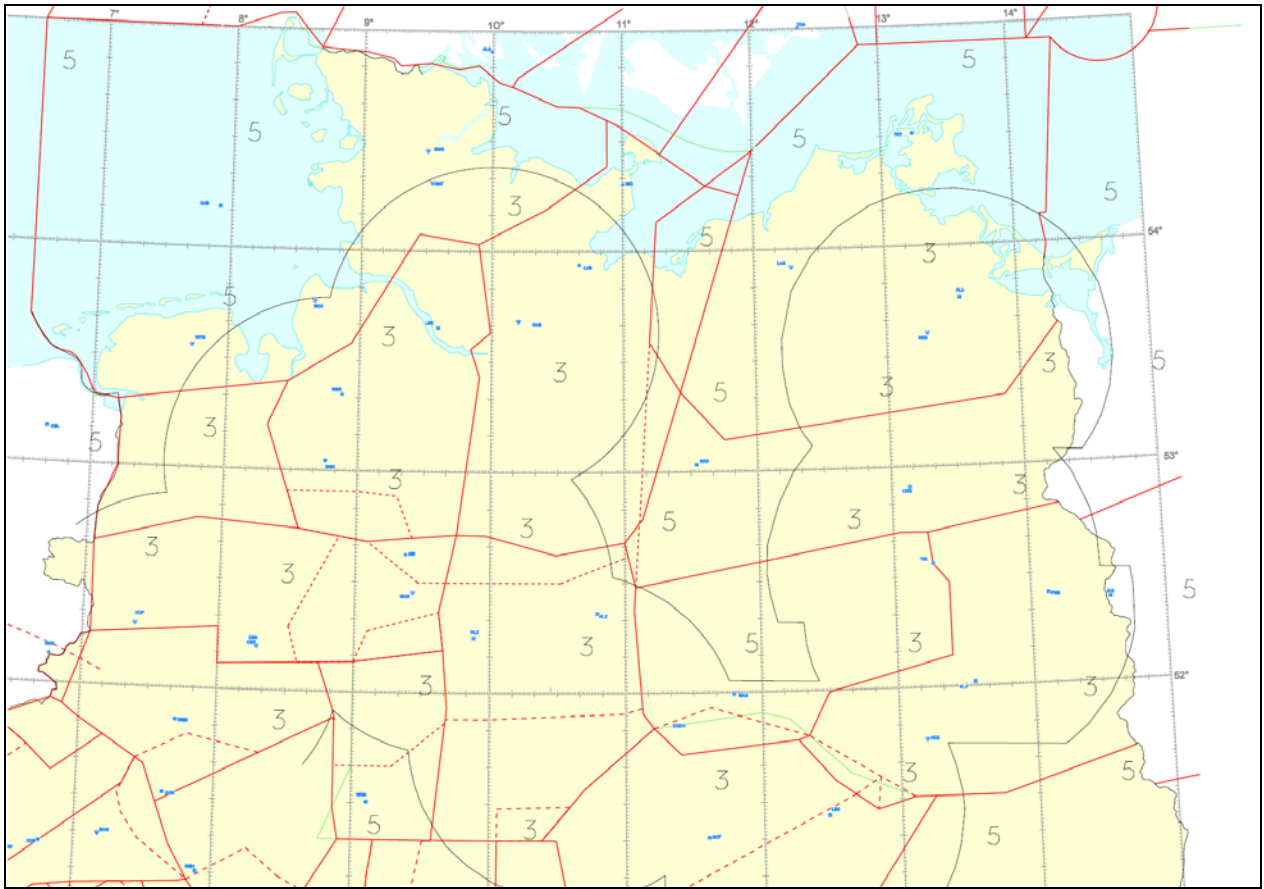
4.7 Failure of SFD (Map 707)



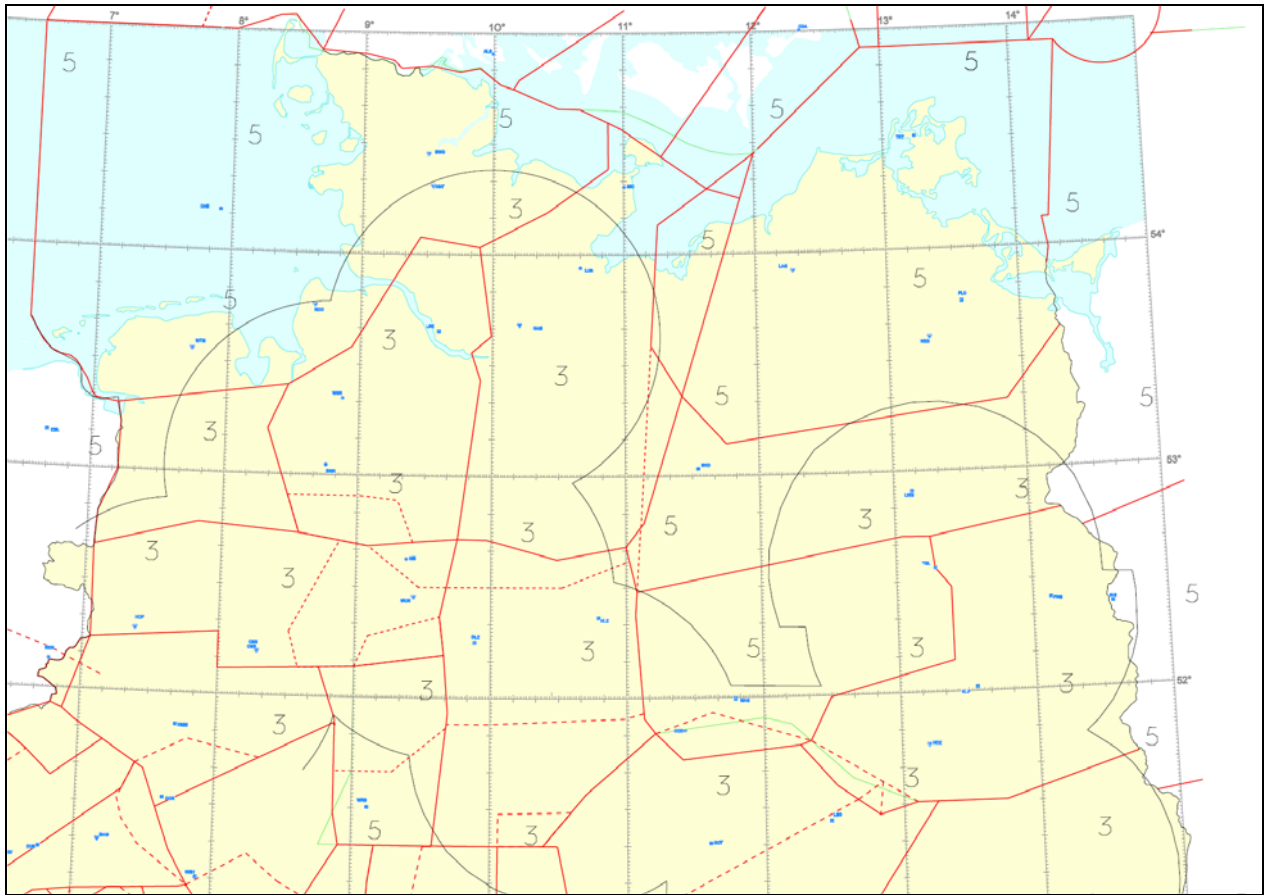
4.8 Failure of LPZ (Map 708)



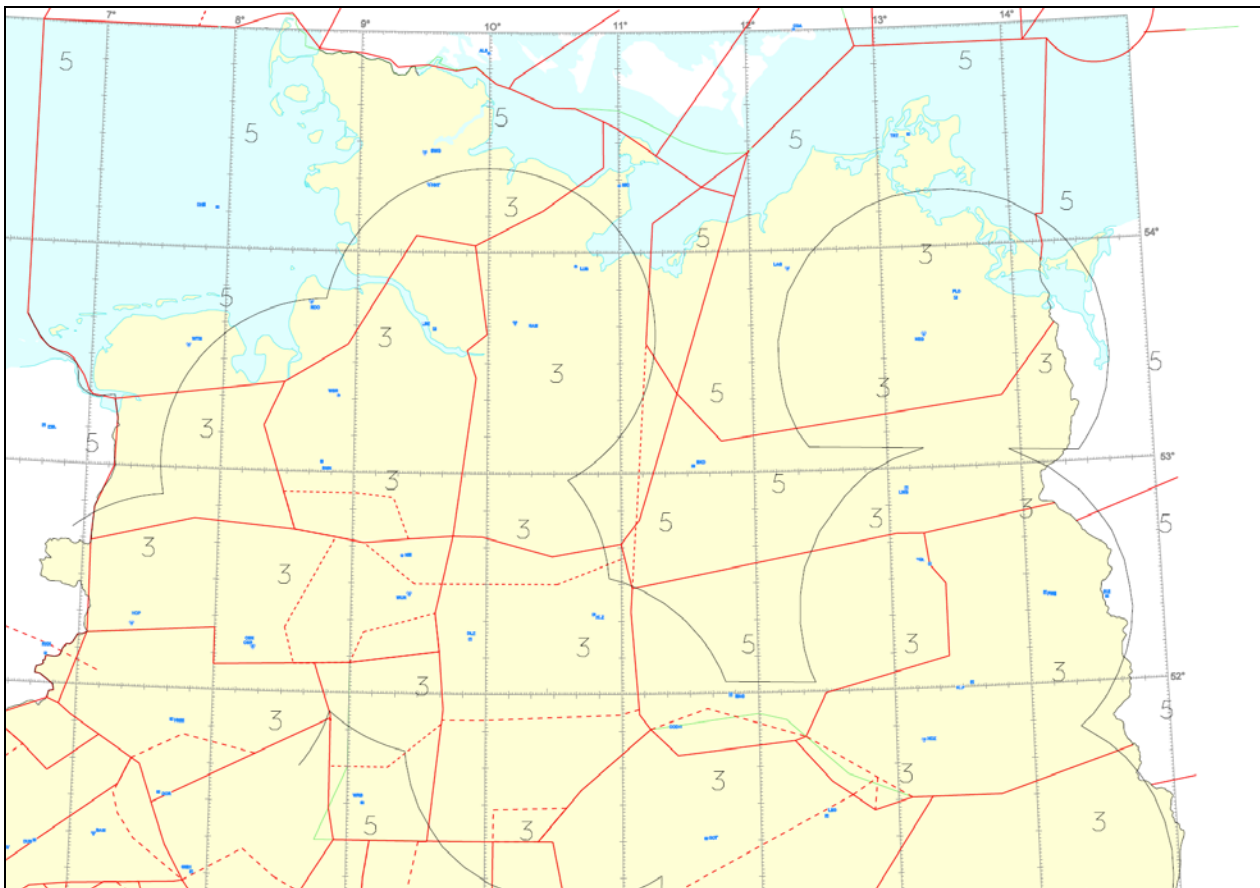
4.9 Failure of DRE (Map 709)



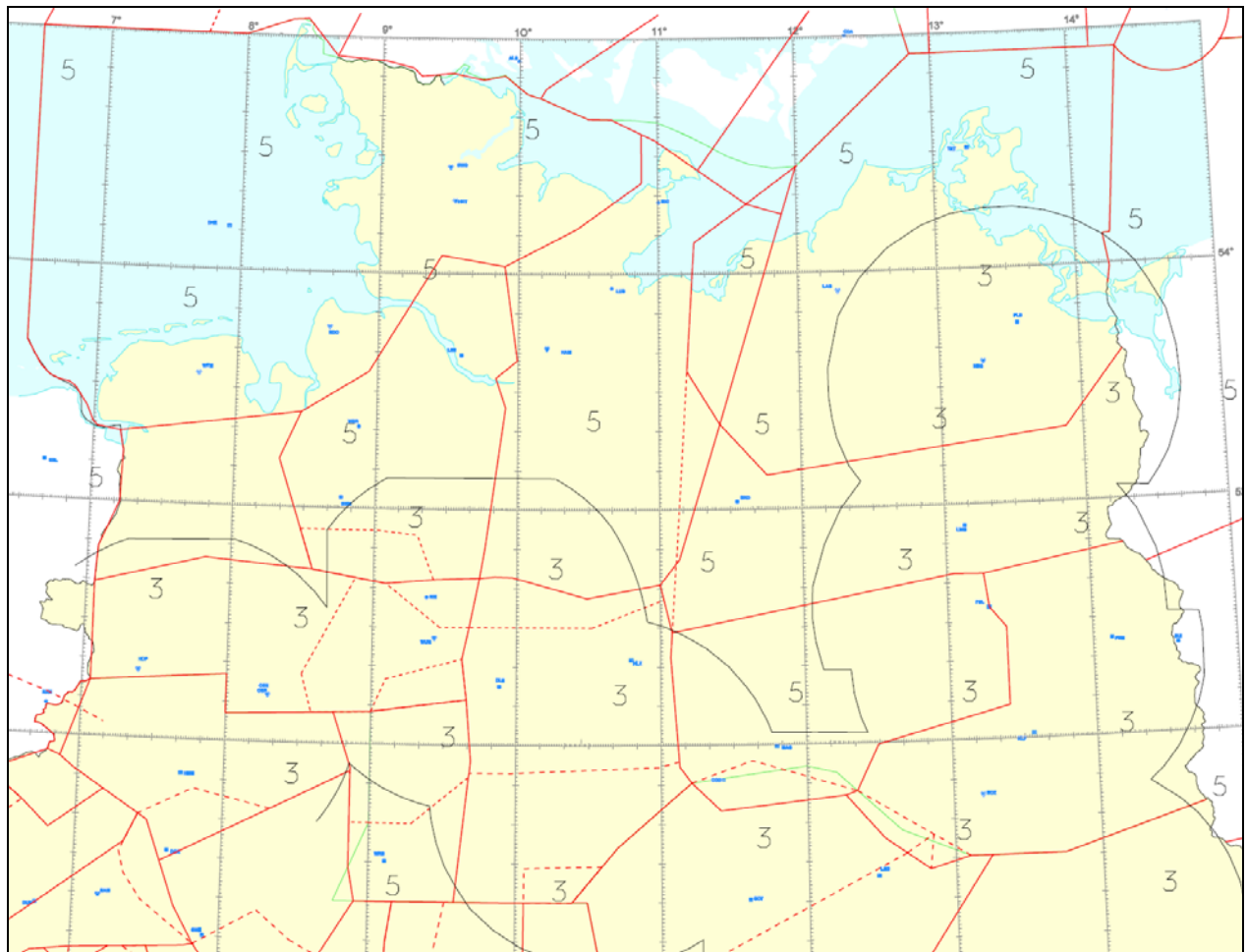
4.10 Failure of NBB (Map 710)



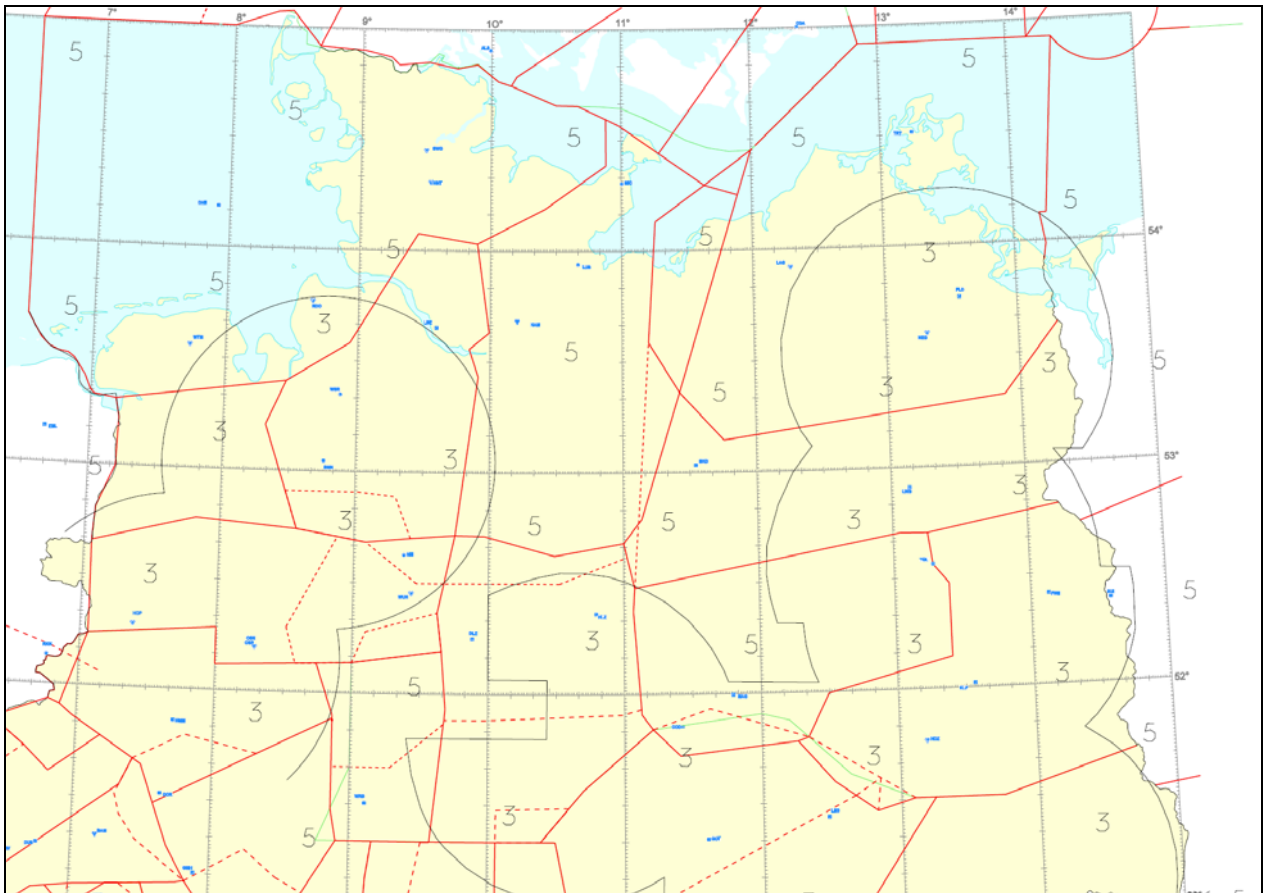
4.11 Failure of TGL (Map 711)



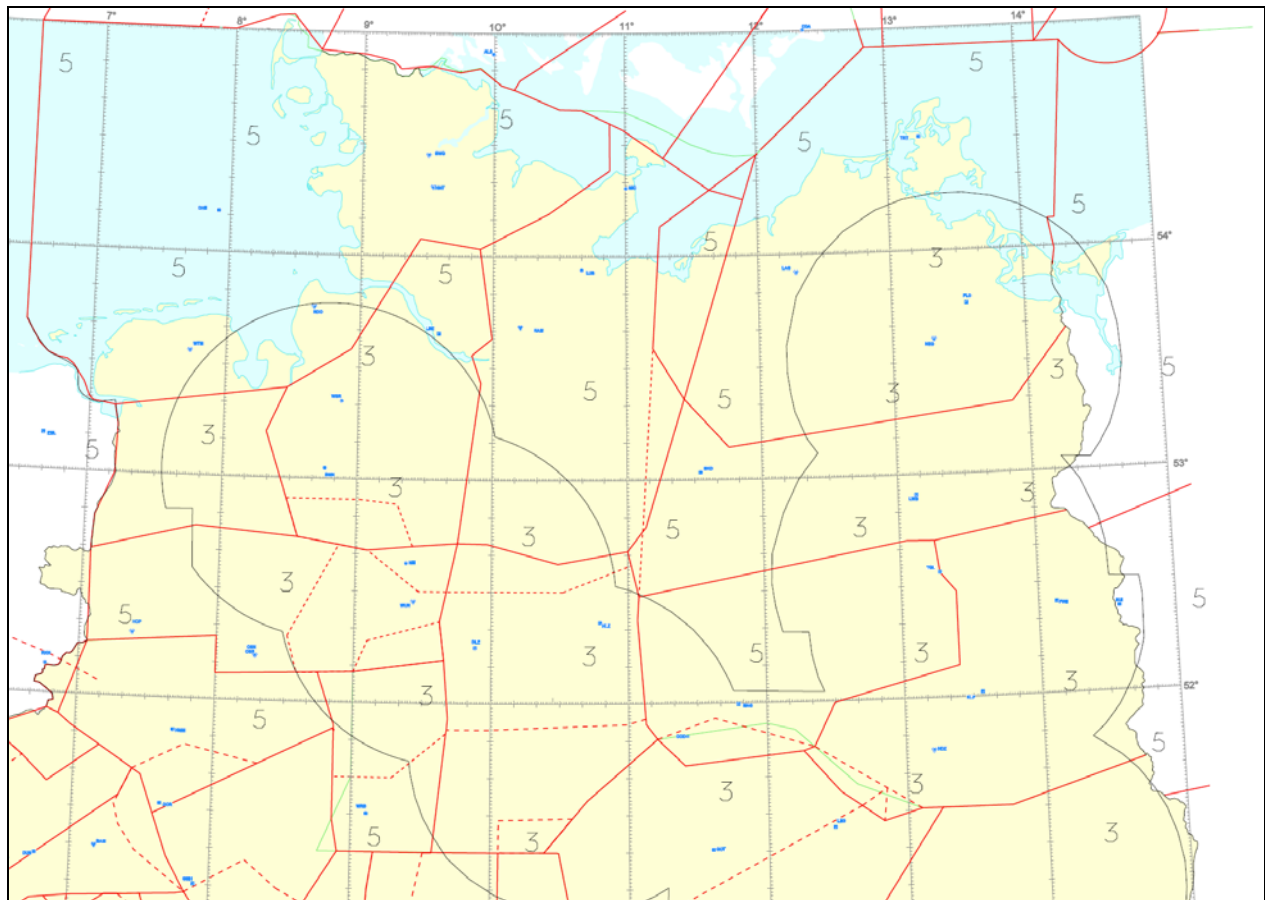
4.12 Failure of HAM and BRE (Map 712)



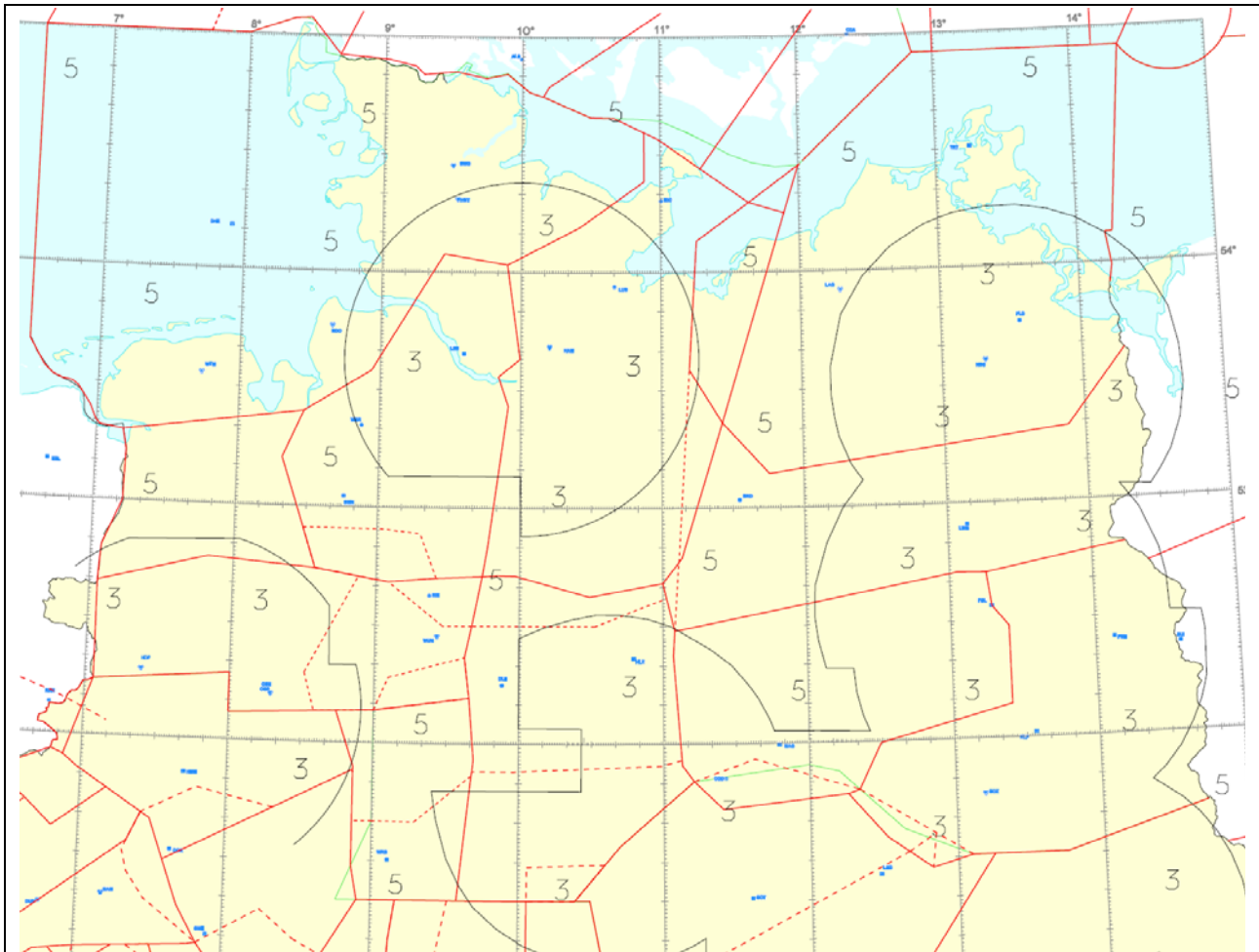
4.13 Failure of HAM and HAN (Map 713)



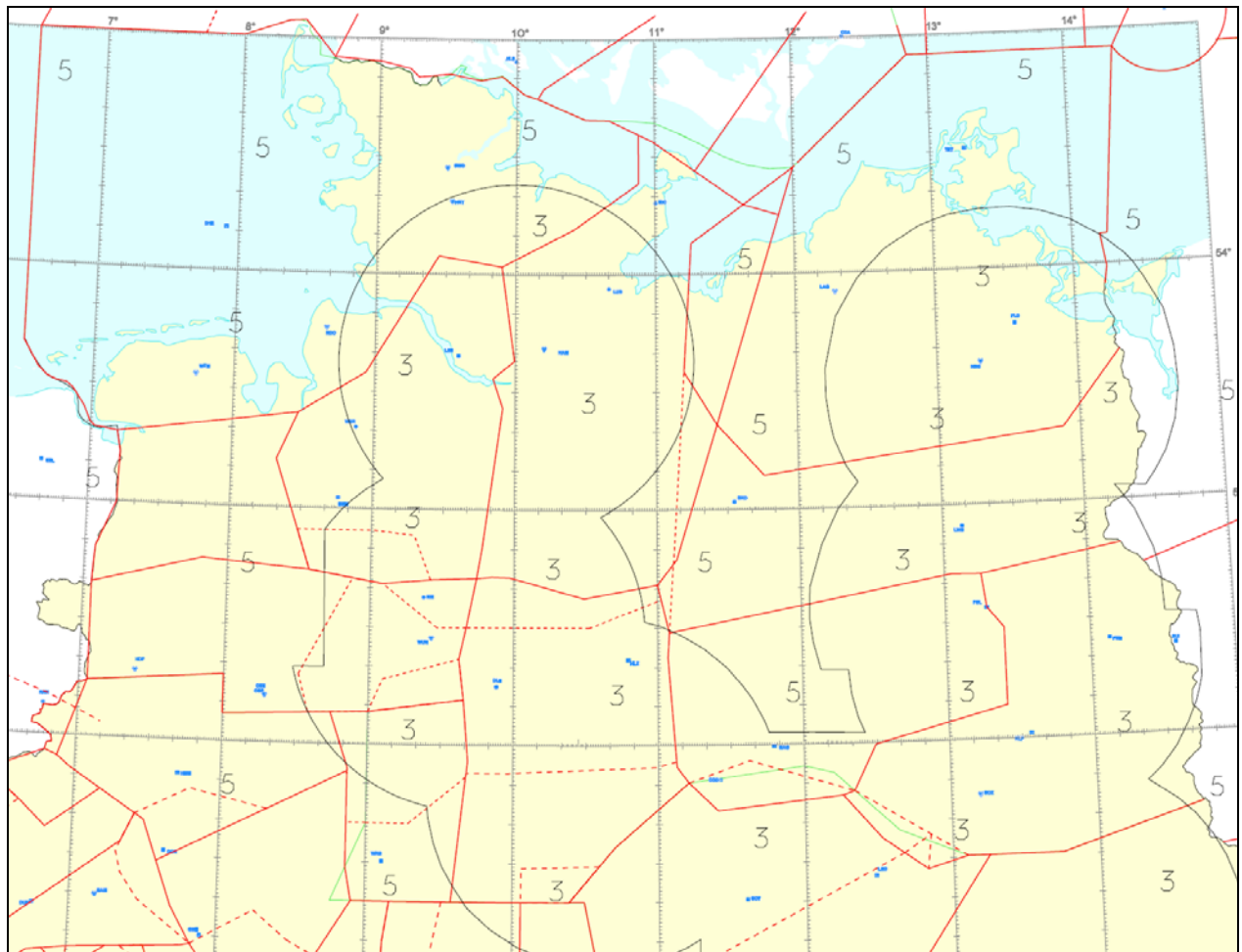
4.14 Failure of HAM and MOB (Map 714)



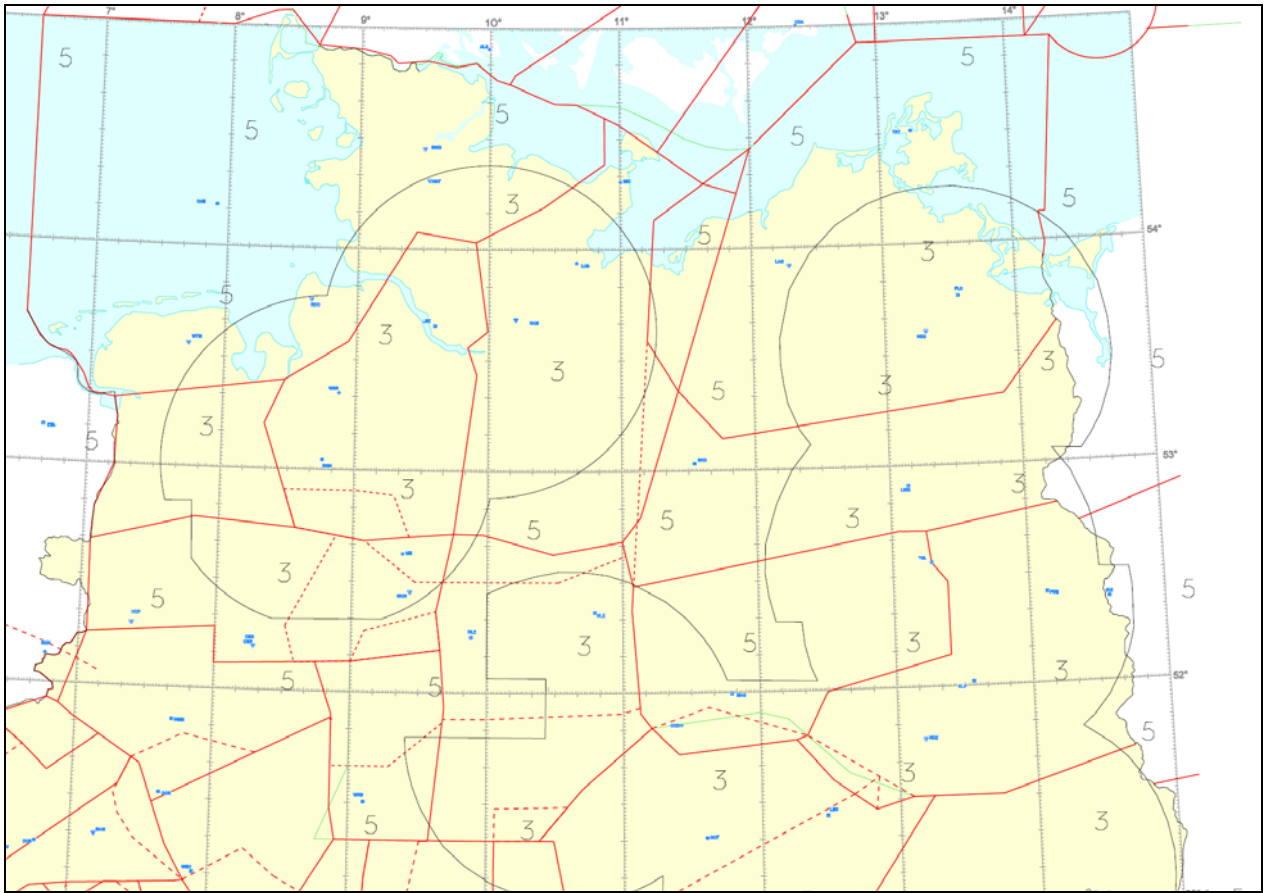
4.15 Failure of BRE and HAN (Map 715)



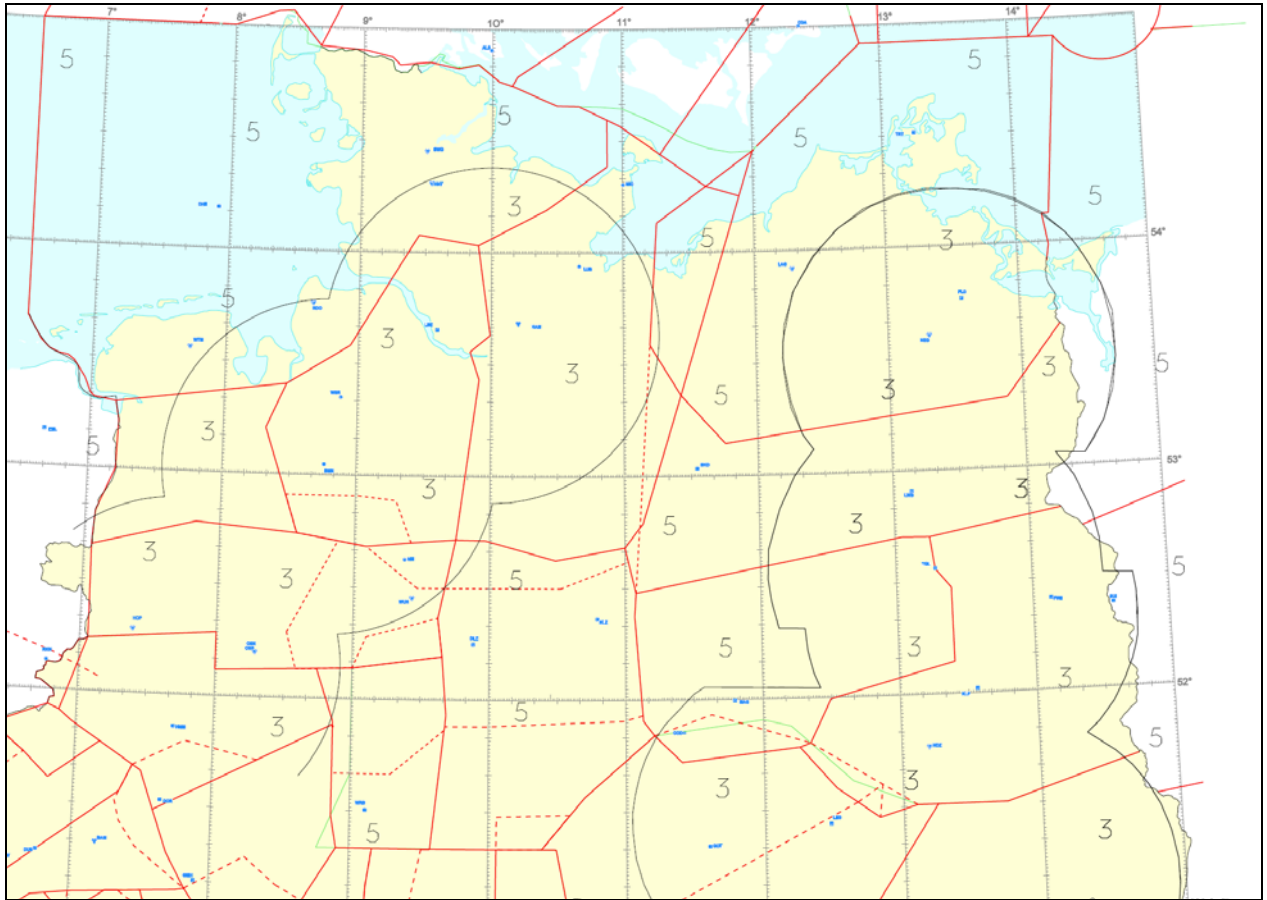
4.16 Failure of BRE and MOB (Map 716)



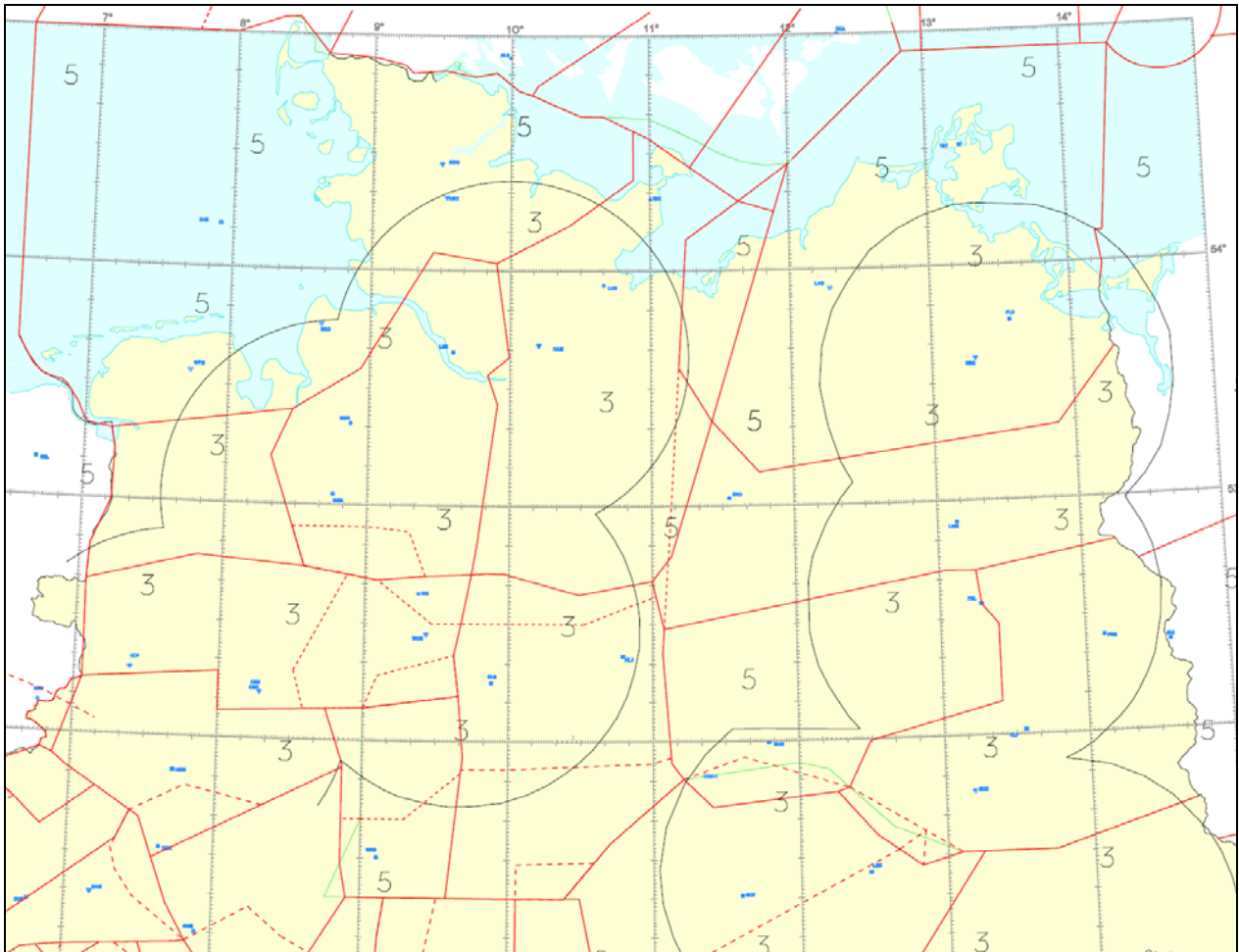
4.17 Failure of HAN and MOB (Map 717)



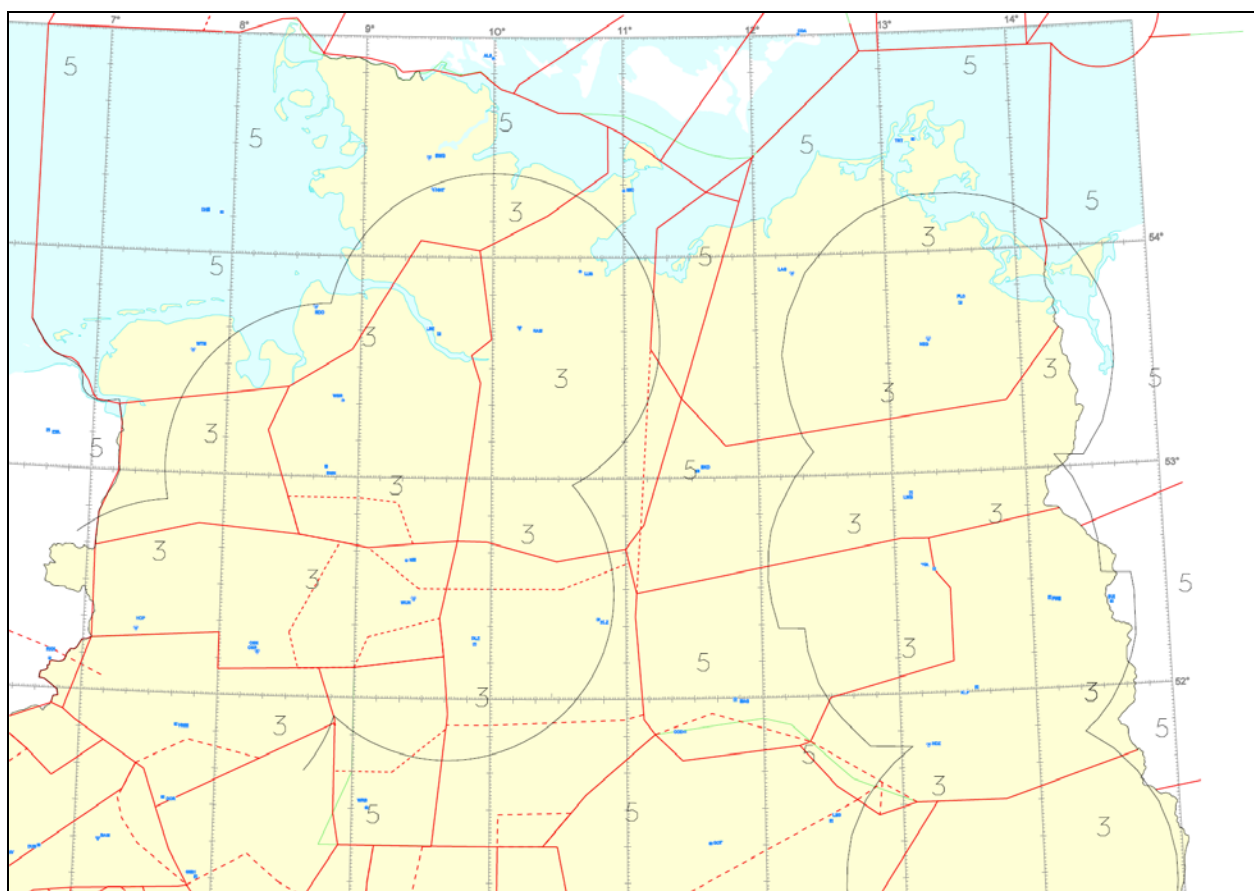
4.18 Failure of HAN and BRO (Map 718)



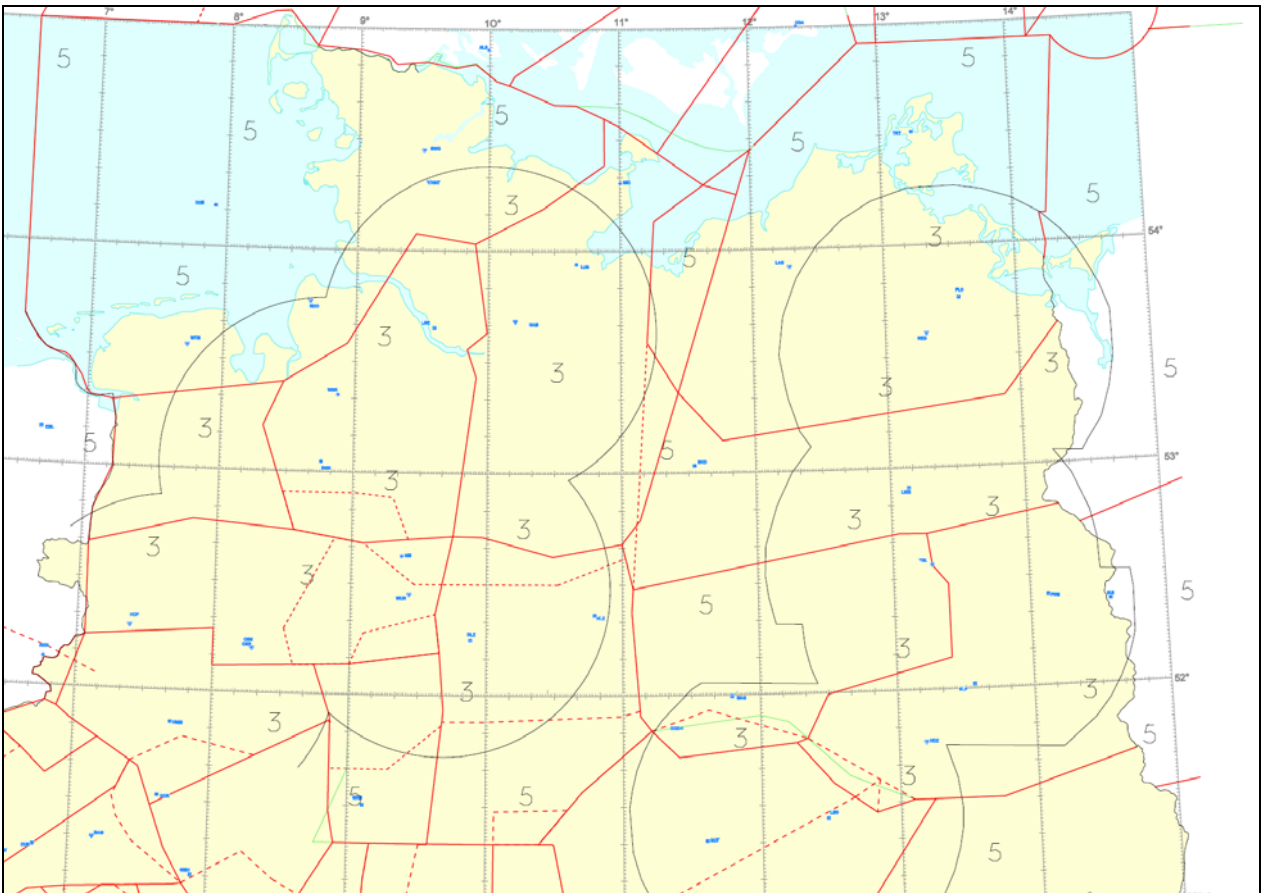
4.19 Failure of BRO and SFD (Map 719)



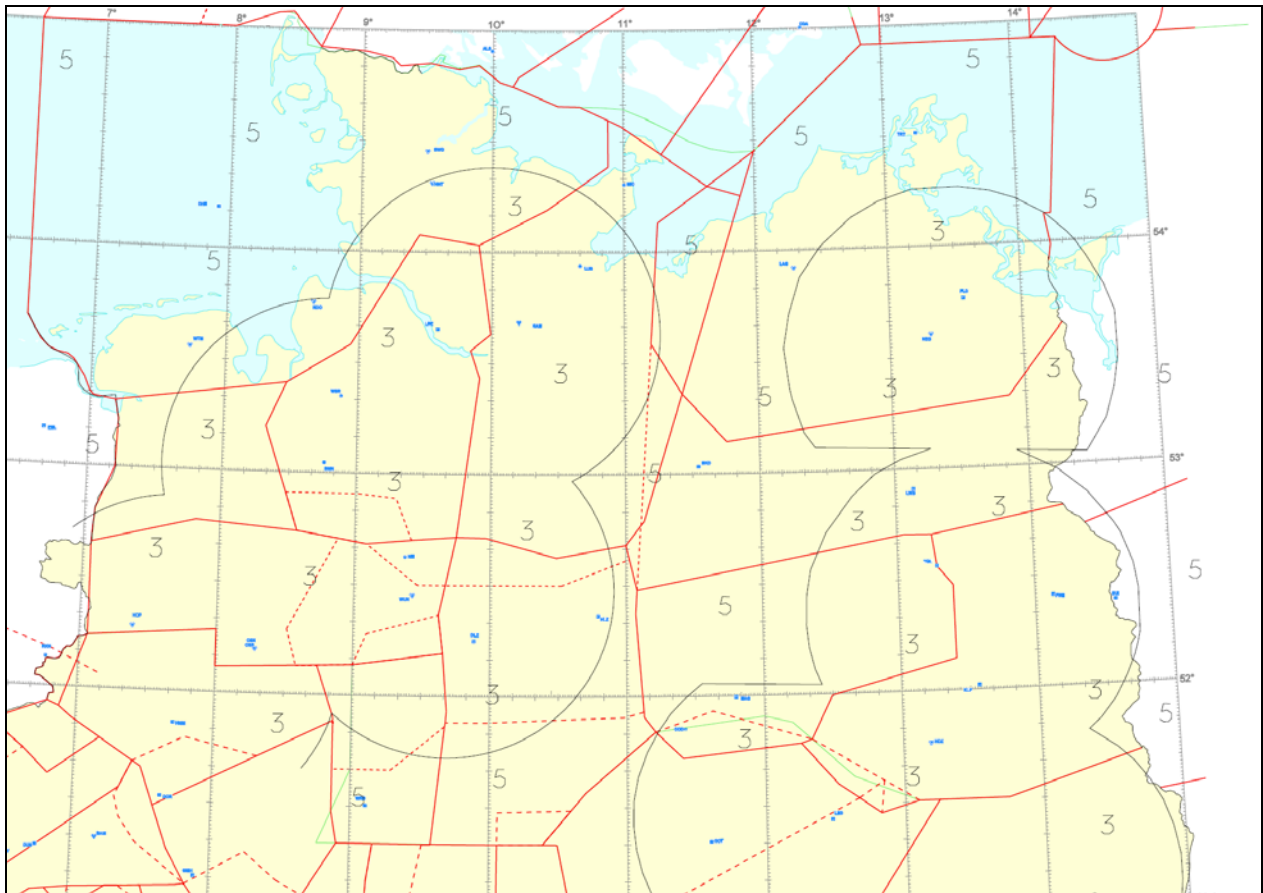
4.20 Failure of BRO and LPZ (Map 720)



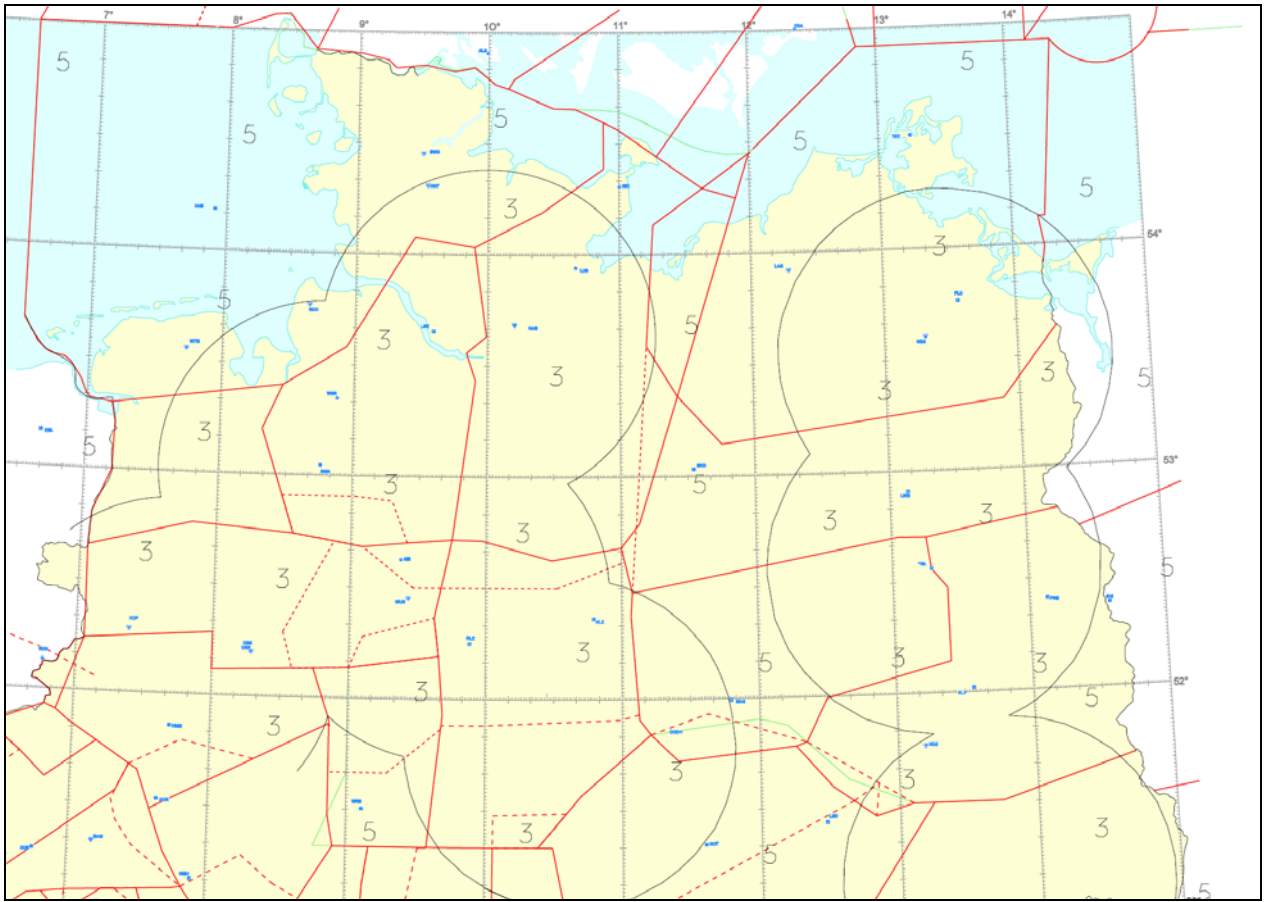
4.21 Failure of BRO and DRE (Map 721)



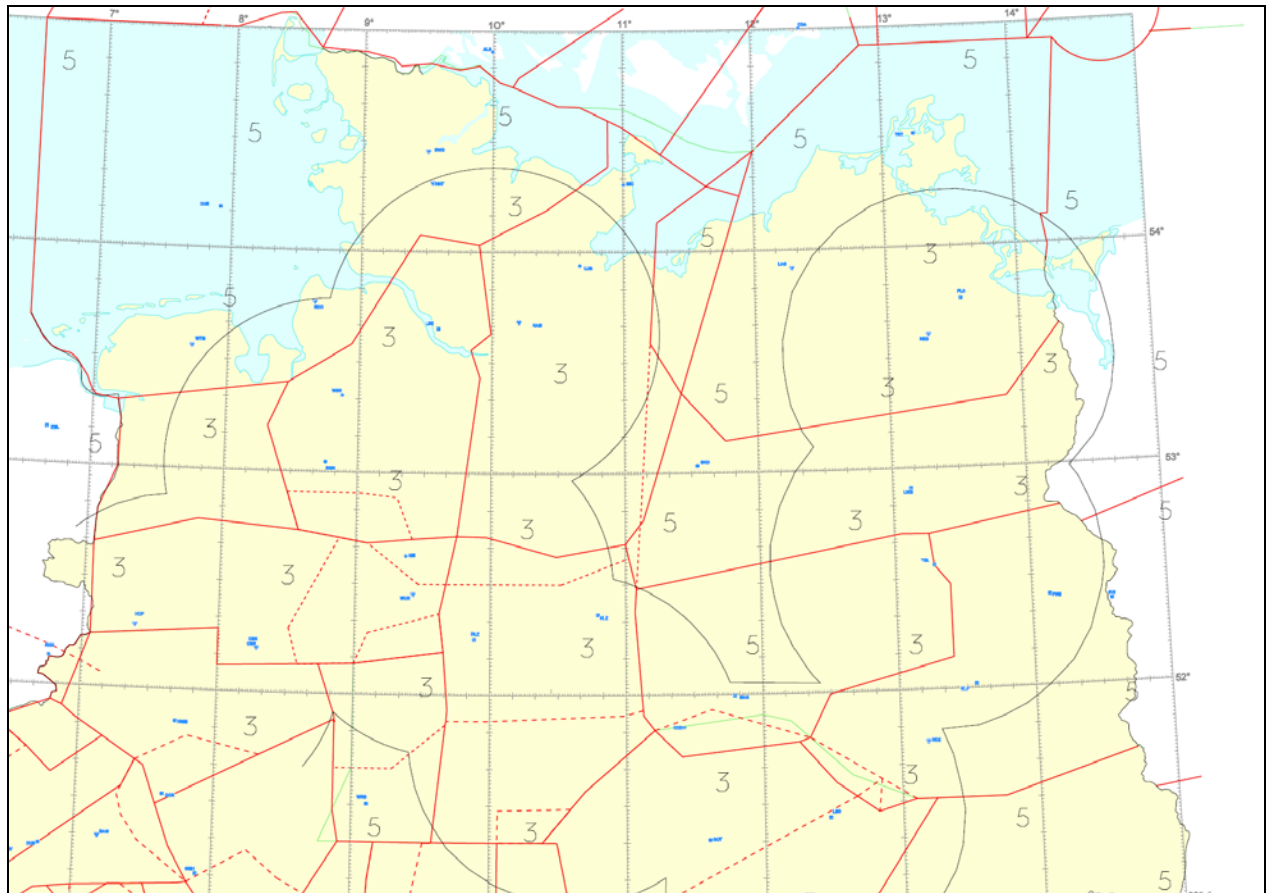
4.22 Failure of BRO and TGL (Map 722)



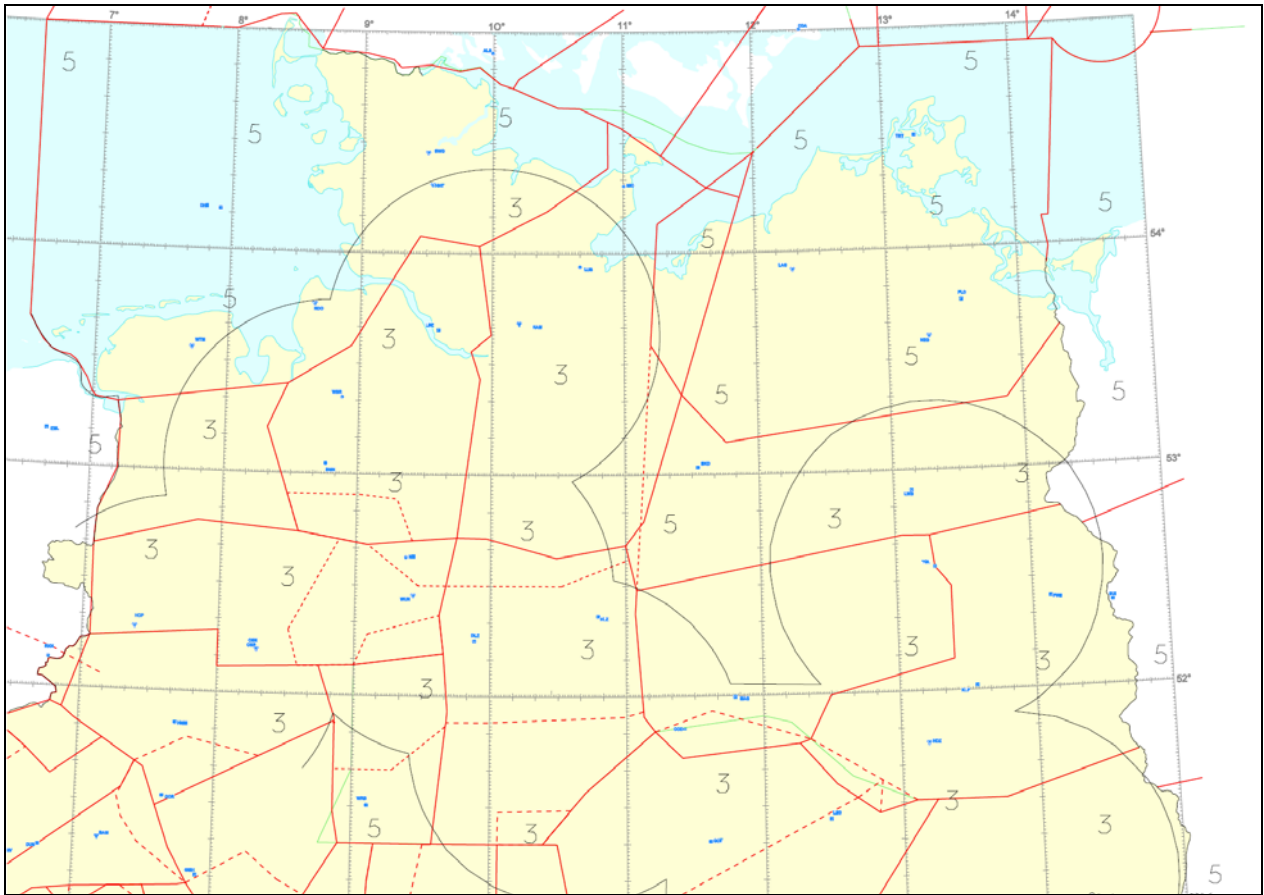
4.23 Failure of SFD and LPZ (Map 723)



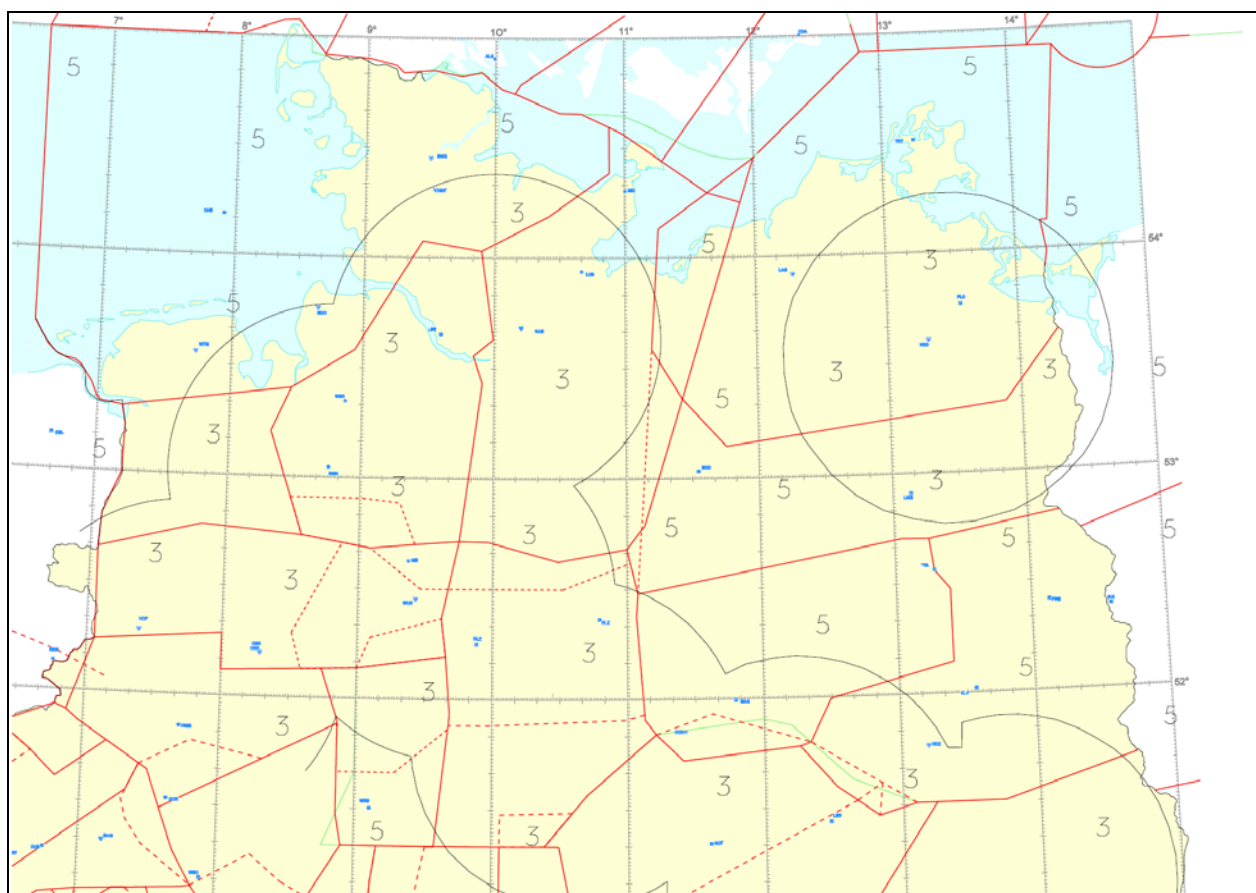
4.24 Failure of SFD and DRE (Map 724)



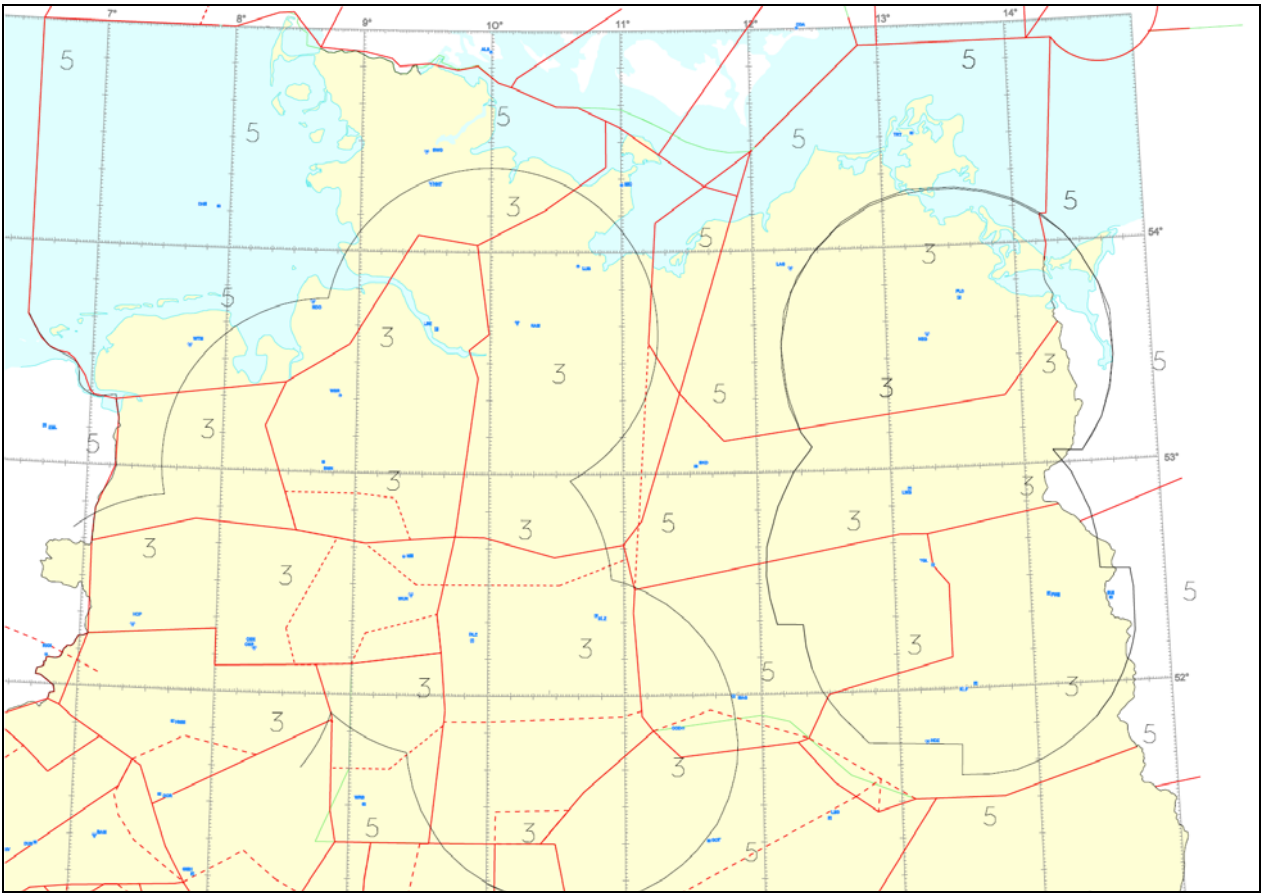
4.25 Failure of SFD and NBB (Map 725)



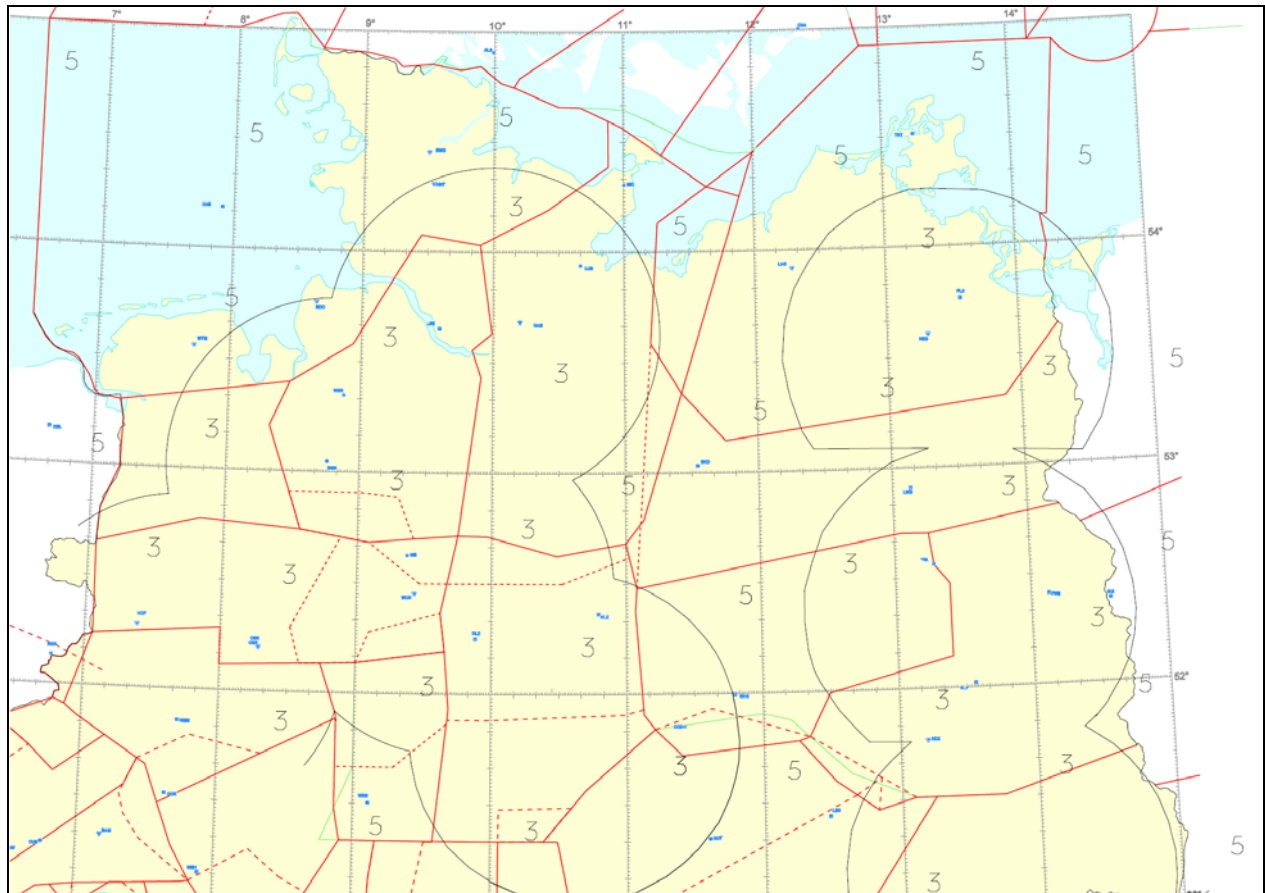
4.26 Failure of SFD and TGL (Map 726)



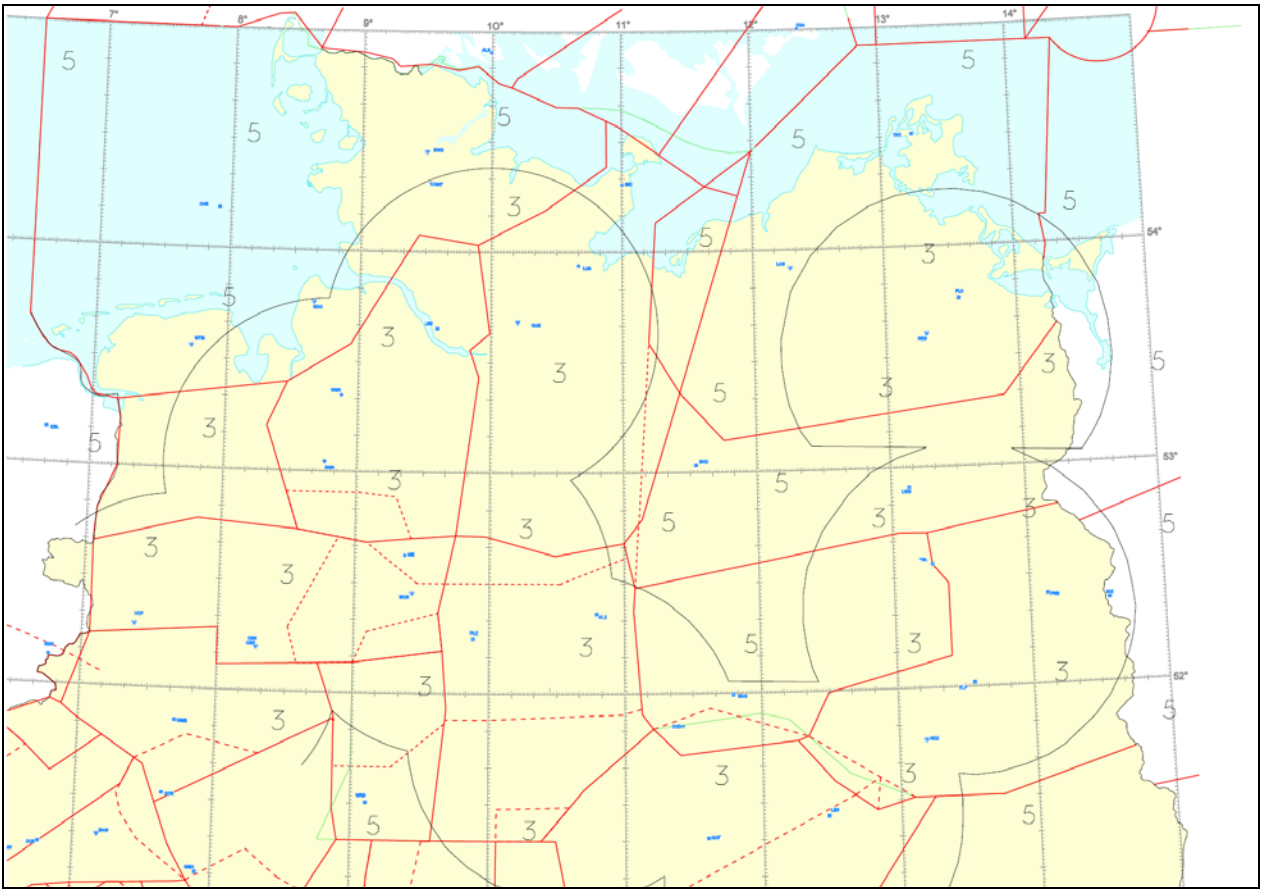
4.27 Failure of LPZ and DRE (Map 727)



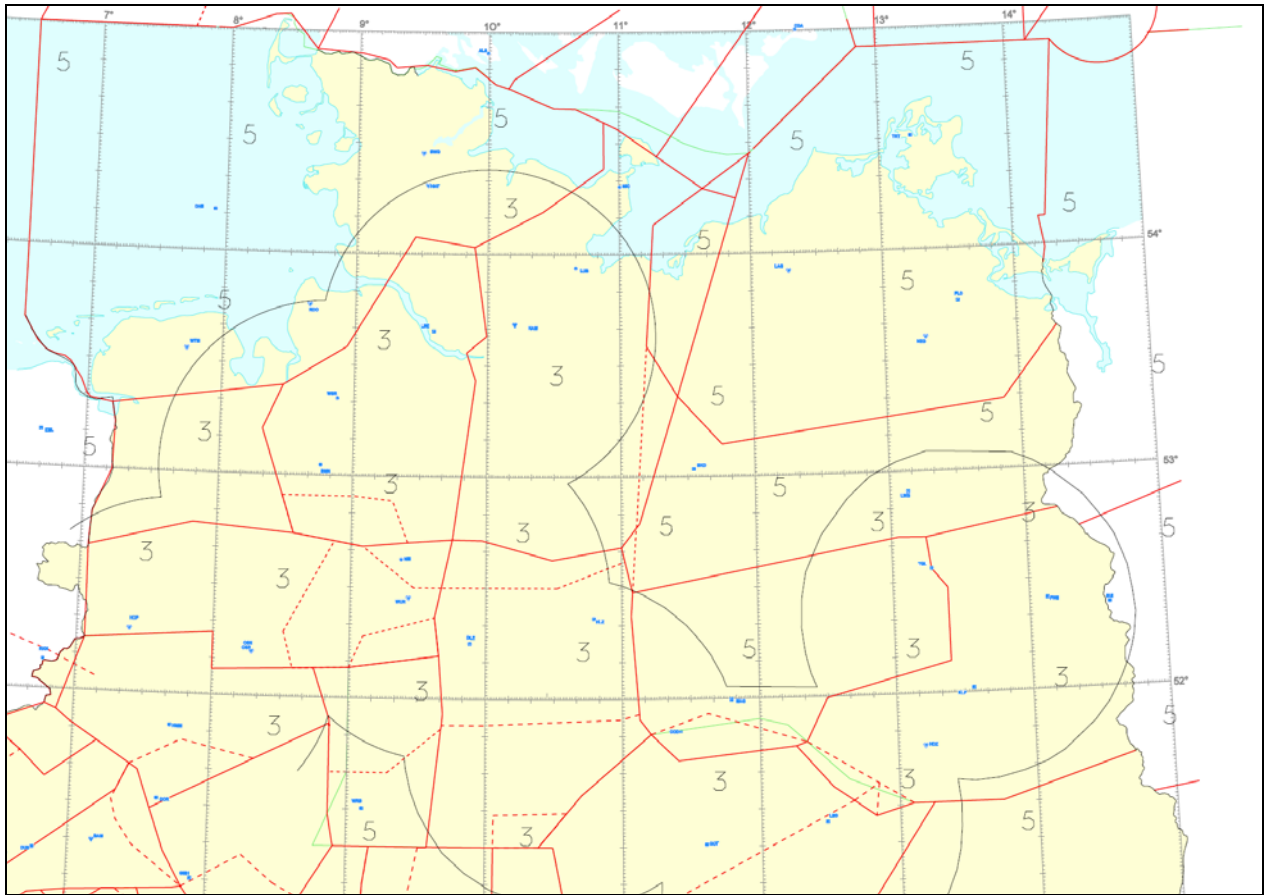
4.28 Failure of LPZ and TGL (Map 728)



4.29 Failure of DRE and TGL (Map 729)



4.30 Failure of NBB and TGL (Map 730)



END