Amendment

Operational Order ATS 24/2004
Operational Order FDS 20/2004

dated 31 July 2004

Internal coordination procedures and airspace delegations in the Bremen Control Centre

Version:	2.61	
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Number of pages (including amendment):	93	

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

EID – with the implementation of the new ATCISS “homepages” for the sector group North B some responsibilities will be changed from the DA to sector EID as described in the new paragraph B 10.2.

One sentence has been added:

In addition, sector EID shall inform the responsible FDA about the new runway direction in time, who is changing this value in P1/ATCAS.

2. List of amendments

Version	Section	Page(s)	Add, replace, delete
2.60	Amendment Operational Order and Annexes	All pages	replace

Axel Brandt
Chief of Support

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Chief of Section

Sector families affected by the current amendment:												
	North A	**North B***	**East A**	**East B**	**South**	**FDS**	**FIS**	**FMP**	**DA**	**SV CC**	**SV FDS**	**Office**
Mandatory	☐	☑	☐	☐	☐	☐	☐	☐	☑	☐	☐	☐
Information	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☑
***only sector(s): EID**												

This Operational order shall apply to the following sector families:												
	North A	**North B**	**East A**	**East B**	**South**	**FDS**	**FIS**	**FMP**	**DA**	**SV CC**	**SV FDS**	**Office**
	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑
***only to sector(s):**												

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Dated 31 July 2004

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0. Acronyms and abbreviations

AoR	Area of Responsibility
CFL	Cleared Flight Level
C	Released (for Turn, Climb and Descent)
C↑	Released for Climb
C↓	Released for Descent
CT	Released for Turn
CRT	Released for Right Turn
CLT	Released for Left Turn
CT+↑	Released for Turn and Climb
CT+↓	Released for Turn and Descent
MO-ATS	Manual of operations air traffic services
RFL	Requested Flight Level
TL	Transition Level
TRA	Temporary Reserved Airspace
XFL	Exit Flight Level

Further Abbreviations are available in the MO-ATS or the AIP Germany, part GEN.

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1. General information

1.1 Basic coordination issues

1.1.1 If an entry time of at least ten minutes remains between two sectors and the distance to the accepting sector is at least 30 NM, the flight progress data of controlled flights shall be transmitted by an ESTIMATE, unless the data have been determined using an automatic data transmission system prior to the estimated entry of the aircraft into the adjacent airspace.

1.1.2 If an entry time of less than ten minutes remains between two sectors or the distance to the accepting sector is less than 30 NM, an EXPEDITE CLEARANCE or an APPROVAL REQUEST shall be obtained in line with the MO-ATS.

1.1.3 As a rule, aircraft shall be cleared for published ATS routes, STAR and SID. Deviations shall be coordinated in advance.

1.1.4 Unless agreed or determined otherwise in individual cases, controllers shall coordinate flight progress data with that controller working position whose area of responsibility is intended to be entered immediately after the aircraft has left the controllers' area of responsibility.

1.1.5 If an approval is obtained from an adjacent working position for a transit flight not previously planned (e.g. in the case of route shortcuts), the subsequent coordination shall be agreed upon at the same time.

1.2 Control and coordination procedures

This Operational Order lays down the following provisions:

- internal control and coordination procedures between the sectors of Bremen ACC, and
- internal provisions of the Control Centre in connection with the control and coordination procedures with adjacent ATS units.

External control and coordination procedures shall be obtained from the relevant Letters of Agreement.

1.3 Issuing an inbound clearance

As a rule, the inbound clearance (MO ATS 461), if required, shall be issued by the sector in which the standard instrument arrival route begins. Exceptions are laid down in the provisions of appendices A to C referring to the sector families.

For subsequent arrivals, the given sector shall issue an inbound clearance to the determined clearance limit or – upon coordination with the sectors involved – a different clearance replacing the initial approach segment:

Destination	Routing	Clearance limit	Sector issuing the clearance
EDDV RWY 09	ELNAT-STAR	ROBEG	DST (FL 250) HRZ (FL 240-)
	GITEX-STAR	CEL	HRZ
EDDV RWY 27	ELNAT-STAR	DLE	HRZ
	GITEX-STAR	DLE	HRZ

1.4 Vertical transfers

1.4.1 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.

1.4.2 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.

1.5 Determination of the transition level

1.5.1 Determination of the transition level

The sector responsible for approach control at an airport or aerodrome shall determine the transition level using the table in section 1.5.4.

Exceptions are given in sections 1.5.2 and 1.5.3.

1.5.2 TL for EDDT and EDDB.

DBASQ shall monitor QNH changes for EDDT and EDDB, shall determine the TL for Berlin on the basis of the **lower** of the two **QNH values** using the table in section 1.5.4, and shall transmit it to the aerodrome control units of Tegel and Schönefeld as well as to sectors DBAD, DBAN and DBAT.

1.5.3 TL for EDDH, EDDV, EDDW, EDHL

The TWR units shall determine the TL using the table in section 1.5.4 and shall broadcast the TL on the ATIS.

1.5.4 QNH threshold values to determine the TL

QNH in hPa	Transition level
from 1014 to 1050	FL60
from 978 to1013	FL70
from 943 to 977	FL80

1.6 Change of the runway-in-use EDDT/B

DBASQ shall coordinate the time to change the runway in use for EDDT/B with:

DBAD, DBAN, DBAT, FLG, MAR

and shall inform:

WWC1A.

FLGP shall forward this information to:

Warsaw / sector D, Munich/TRGHP and BORP.

Note: Munich/TRGHP will forward this information to Munich/TRGL, SASH/L.

MARP shall forward this information to:

Maastricht UAC / sector supervisor Hannover sectors, Lippe Radar, supervisor, Warsaw / sector B sector and MRZP,

WWC1A shall enter the change of the runway-in-use for both Berlin airports into P1/ATCAS;

In the case, the consolidation group plans are not used:

- DABS shall inform DBAD about the consolidation of the airspace block DBSE in the case of west RWYs or DBSW in the case of east RWYs;
- DBAN shall inform DBAD about the consolidation of the airspace block DBNE in the case of west RWYs or DBMW in the case of east RWYs.
- Finally, DBAD may consolidate the airspace blocks DBSW and DBNW in the case of west RWYs or DBSE and DBNE in the case of east RWYs.

1.7 **Change of the runway-in-use in EDDC, EDAH, EDBH, EDOP, ETNL, ETNU, EDBM, EDCD, ETSH**

When the runway direction is changed, the following sectors shall inform, on behalf of the given airports:

MRZP for EDAH, EDBH, EDOP, ETNL, ETNU,

BORP for EDBM,

DBASQ for EDCD, ETSH

FLGP for EDDC

the competent FDA who shall enter the new take-off and landing direction into P1/ATCAS. The FDA shall inform WWC1D to make the ATCISS entry.

1.8 **Change of the runway-in-use at EDDV, EDVE, EDVK, ETHB, ETHC, ETHE, ETHS, ETND, ETNW**

When the runway direction is changed, the following sectors shall be responsible for correct display in ATCISS:

HAN for EDDV, EDVE, ETHB, ETHC, ETHS, ETNW,

EMS for ETHE, ETND,

HRZ for EDVK.

In addition, the responsible FDA shall be informed if and when the new runway direction shall be entered into P1/ATCAS.

HAN shall inform sectors HRZ, DST and EMS about the change of the runway-in-use at EDDV.

HAN shall inform sectors HRZ and DST about the change of the runway-in-use at EDVE.

1.9 **ATCISS entries**

At working positions where it is possible to enter issued clearances into ATCISS, this information will become invalid at 06.00 LCL every day and shall be coordinated again.

Amendments of issued clearances in ATCISS such as DIRECTs shall also be coordinated verbally.

1.10 **Conditions for transfer of control**

1.10.1 Format

Appendices A, B and C present the conditions for transfer of control in the examples given in the following. **External transfer conditions to/from adjacent ATS units are, as a rule, only presented giving**

- the name of the ATC unit concerned and

- the transfer altitude or altitude band including release agreements.

The complete transfer conditions (coordination points, sectors, etc.) can be found in the corresponding Letters of Agreement.
In the case of disagreements between this Operational Order and the corresponding Letter of Agreement, the provision given in the Letter of Agreement shall prevail.

Example 1:

Arrivals **EDDT/B** via

T200-RUDAK STARs: EDMM/270↓230 (W-RWYs) and CT+↓* or 230 (E-RWYs) and CT+↓* **FLG** ↓140 and CT+↓ **DBAS**

Meaning: According to the Letter of Agreement, Munich ACC shall transfer arrivals to Berlin-Tegel or Berlin/Schönefeld via the route segment T200-RUDAK STARs to sector FLG. In the case of landing direction west, they shall be transferred descending to FL230, at or below FL270, and be released for turn and descent or, in the case of landing direction east, they shall be at FL230 and released for turn and descent. Sector FLG shall transfer the flights to sector DBAS descending to FL140 and released for turn and descent.

Example 2:

Departures **EDDT** (E-RWYs) and **EDDB** via

SISGO-(U)Z36-BEBKU **DBAD** - /↑160 and CT+↑ **FLG** 240 and CT+↑*/EDMM *RFL240-CT only by FLG or DBAS

Meaning: Sector DBAD shall transfer departures from Berlin-Tegel with take-off direction east as well as all departures from Berlin Schönefeld via the route segments SISGO-(U)Z36-BEBKU to sector FLG climbing to FL160 and released for turn and climb. According to the Letter of Agreement, sector FLG shall transfer these flights to Munich ACC at FL240 and released for turn and climb (in the case of RFL240 or below, only released for turn by FLG or DBAS). FL160 shall be the IFL in the DBAD sector. The XFL shall be FL240.

1.10.2 The altitudes or altitude bands given in the descriptions of transfer conditions shall be in line with the maximum possible RFL (departures) or CFL (arrivals).

In the case of a lower RFL (departures) or CFL (arrivals),

- departure profiles shall apply until the RFL has been reached, and arrival profiles shall apply when the RFL has been left. For example:
  If, according to the description, departures are to be transferred climbing from FL160 to FL260, a departure with RFL200 shall be transferred climbing from FL160 to FL200. This shall also apply to arrivals.
- coordination/transfer between the sectors shall take place in line with the sector structure and, **if necessary, deviating from the described sector sequence**.

1.10.3 To facilitate an entry into the airspace below/above for vertical transfers in the P1 profile calculation, auxiliary flight levels shall be used as exit levels (XFL). In the case of deviating flight progress strips printed, the CFL described in this BAO shall apply as a rule.

Examples:

FL133 = if the division flight level is FL135, an arrival shall be individually coordinated with the sector below

FL134 = an arrival shall be transferred without additional coordination according to a procedure determined in this Ops Order (here: descending to FL140)

The meaning of further auxiliary flight levels is described in BAO GEN 1-02 "P1 – Air Traffic Control Automation System (ATCAS)".

1.10.4 At the point where the flight rules change from IFR to VFR, all lower sectors shall be provided with data based on the last CFL. The lowest level of the transferring sector shall be given as XFL and also as CFL in the sector below. In the lowest sector, VFR is displayed as XFL. VFR shall be given as TO information in the point sequence. These flights shall be coordinated verbally with the sectors concerned.

2. Special topics

2.1 IFR flights in the Bremen FIR outside the Federal Republic of Germany

Above the North Sea and the Baltic Sea, the Bremen FIR includes airspace inside and outside the territory of the Federal Republic of Germany (a 12 NM parallel distance to the coast line in accordance with the relevant air traffic regulations).

IFR flights in airspace class G are not permitted within the territory of the Federal Republic of Germany. Outside the territory of the Federal Republic of Germany, however, IFR flights in airspace class G are permitted in accordance with ICAO regulations.

Minimum altitude for IFR flights outside the Federal Republic of Germany:

1000 ft above the highest obstacle within a radius of 8 km (according to ICAO).

2.2 Immediate activation of the distress phase (DETRESFA)

As a rule, the SV CC shall immediately activate the distress phase (DETRESFA) for certain flights:

- Helicopters which are overdue within the context of the special alerting and flight information service in the North Sea region
- VFR flights conducted between certain Danish and German aerodromes if the air traffic control service or the aerodrome operations manager reports that an aircraft is overdue. This special alerting service shall apply to those flights conducted between Denmark and the Federal Republic of Germany which are subject to exceptional rules regarding the obligation to file a flight plan (AIP VFR, ENR). The supervisor of ACC Copenhagen shall be informed after the distress phase has been declared.

2.3 Monitoring of the emergency frequencies 121.500 MHz and 243.000 MHz

2.3.1 Sector families North and South

The SV CC shall monitor the frequencies 121.500 MHz and 243.000 MHz.

After establishing voice communication, the SV CC shall ensure, if required, that the flight is accepted by the competent controller working position.

Working position EMSE shall also monitor the frequency 121.500 MHz; working position FRIE shall also monitor the frequency 243.000 MHz. If it can be foreseen that the SV CC is not able to react immediately, EMSE and FRIE shall ensure that the necessary measures are taken.

2.3.2 Sector family East

For sectors	RX/TX locations		Monitoring sector
	121.500 MHz	243.000 MHz	
MRZ, MAR, FLG, BOR	Laage, Trent/Rügen, Faßberg	Hardtberg, Faßberg	MRZ
DBAN, DBAS, DBAT, DBAD	Tempelhof, Schönefeld	Tempelhof, Schönefeld, Holzdorf	DBAS

2.4 Forwarding of messages concerning pollution of waters

The SV CC shall forward reports made by pilots concerning pollution of waters in the North Sea by telephone to the Waterways and Shipping Office (Wasser- und Schiffahrtsamt) Cuxhaven, telephone: 04721-106-485 (or extension -381, -390, -391). If it is not possible to forward the report by telephone, it shall be transmitted by facsimile (04721-106-404). Alternatively, the pilot shall be requested to directly report to the Waterways and Shipping Office on frequency 129.950 MHz (call sign "Cuxhaven Meldekopf").

2.5 Incident report

In order to ensure that as many data as possible are collected in the case of emergencies/accidents/fuel dumping, an incident report form is provided which shall be attached to the daily log (see the "Incident Report" form included in Attachment 1).

This form does not relieve the working positions concerned from their obligation to follow the measures and reporting routines in the case of incidents which are subject to compulsory reporting as outlined in the contingency folder.

2.6 Message transmission concerning fuel dumping below FL 130

In the case of fuel dumping below FL 130, an advisory shall be broadcast on the appropriate flight information and distress frequencies/channels when the fuel dumping starts and every three minutes until 15 minutes after the termination of the operation. The phraseology laid down in the MO-ATS shall be applied.

In Bremen ACC, WWC1I, WWC2I and/or WWC3I shall broadcast the advisory on the emergency frequencies/channels. The ATC working positions in whose area of responsibility the fuel dumping operation takes place shall inform WWC1I, WWC2I and/or WWC3I about the beginning and end of the fuel dumping operation without delay.

At times when working positions WWC1I/WWC2I/WWC3I are not staffed, the working positions responsible for monitoring the emergency frequencies/channels shall broadcast this advisory in accordance with section 2.3 of this Ops Order. The SV CC shall determine in each individual case which working position is to broadcast the advisory on the flight information frequencies.

2.7 Operating procedures concerning noise abatement measures.

2.7.1 Unauthorised deviations from IFR departure routes by the pilot shall be documented in the daily log, stating the call sign and departure time.

2.7.2 Recommendations concerning flight operations.

Flight crews should be given the opportunity to perform the "low drag – low power" procedure during approach (widely applied by Lufthansa, generally recommended by IATA and ICAO) to a large extent independently.

If speeds are assigned which do not comply with this procedure, it shall be taken into account that the procedure cannot be used or has to be cancelled during final approach.

Flight crews will not follow any instructions regarding deviations from prescribed departure procedures below a level of 400 – 600 ft GND, even if the instructions have been issued for safety reasons.

2.7.3 Priority regulation for the handling of air traffic, taking account of the applicable noise abatement measures.

2.7.3.1 As a rule, the following order of priority shall apply during the daytime (from 06.00 LCL until 22.00 LCL):

1. safety of air traffic,
2. expeditious handling of air traffic at relevant noise abatement levels in compliance with noise abatement routes,
3. compliance with noise abatement measures.

2.7.3.2 As a rule, the following order of priority shall apply at night (from 22.00 LCL until 06.00 LCL):

1. safety of air traffic,
2. compliance with noise abatement measures,
3. expeditious handling of air traffic.

2.7.4 Night curfew for take-offs and landings.

The competent regulatory authority shall be responsible for establishing and supervising compliance with curfews at German airports. In case of exceptions, it can be assumed that the airlines have obtained an approval from aviation supervision.

DFS is not bound by instructions of the competent aeronautical authorities of the Länder. As a rule, DFS is, however, obliged to cooperate with the highest transport authorities of the *Länder* in order to avert aircraft noise in the vicinity of airports and provides support regarding noise abatement measures upon request of the aviation administration.

To a limited extent, ATC supports the local aviation supervision authority by issuing instructions to pilots or by refusing clearances to enforce night curfews. The local aviation supervision will seek administrative assistance from ATC, if this is the only means to prevent unauthorised take-offs.

Concerning the enforcement of take-off bans, aerodrome control shall limit its support for local aviation supervision to refusing taxi and take-off clearances. ATC shall not refuse landing clearances.

2.7.5 Disturbances by military flights.

Flights of military aircraft can impact and disturb the public and cause damage. This applies in particular to the unavoidable impact of supersonic flight and low level military jet aircraft.

Complainants and people seeking information should contact:

Luftwaffenamt
Abt. Flugbetrieb in der Bundeswehr - Flugbetriebs- und Informationszentrale - FLIZ
(Flight operations and information centre of the German Air Force Office)
Postfach 902 500 501/11
51140 Köln

Telephone number:	0800 86 20 730 (public hotline) 24h/7d
Fax number:	02203 602 3134 / 2192

Every wing of the German Air Force has an experienced pilot assigned as a ‘Flugdienstleiter’ - FDL (‘chief of flight operations’) around the clock when flying operations take place.

The ‘FDL’ is a competent partner for all questions in connection with wing flying operations, while the wing is in the air. That includes times outside normal hours of service.

The local control tower should be contacted to find the whereabouts of the FDL, as this is his normal working position. Should the FDL not be there, the control tower will know where he is and at which telephone number he can be contacted.

2.7.6 Noise-related complaints about flights in the immediate vicinity of airports instrument flight procedures.

Any complainant should be politely but firmly referred to the noise abatement office of the appropriate airport.

The noise abatement office shall not be provided with any information on flight plan data or ATC clearances and instructions.

2.7.7 Wake turbulence / blue ice damage.

People who have suffered damage caused by blue ice (frozen toilet wastewater) or by wake turbulence should first of all approach the respective airport as a point of contact and information exchange. The airport should advise the person to also contact the responsible police unit, which will provide information regarding the preservation of evidence. Moreover the airport should request that DFS determine which aircraft came into question based on the given date and location and forward this information, possibly through the police, to the person to enable them to pursue any legal claims.

2.7.8. Supplementary measures.

If information is available to identify the aircraft, this should be noted in the daily log.

A1 DBAT

A1.1 **Arrivals EDDT/B**

a1) Arrivals to **EDDT**

NASAT (W-RWYs) or LANUM (E-RWYs): **DBAN** ↓A40 and CT+↓ **DBAT**

a2) Arrivals **EDDB**

TERDA (W-RWYs) or LANUM (E-RWYs): **DBAN** ↓TL and CT+↓ **DBAT**

a3) Arrivals **EDDB**

KLF (W+E-RWYs), ATGUP (W-RWYs) or FWE (W-RWYs): **DBAN** ↓A40 and CT+↓ **DBAT**

a4) Arrivals **EDDT**

KLF (W+E-RWYs), LERSI (E-RWYs), ATGUP (W-RWYs) or FWE (W-RWYs): **DBAS** ↓TL and CT+↓ **DBAT**

* DBAN, DBAS and DBAT shall receive a flight progress strip for the IAF **without XFL A40** or. **TL.**

A 1.1.1 DBASB and DBANB

- shall guide the aircraft in such way that an interim arrival sequence is reached, and
- shall forward the flight progress strips to DBAT with the following entries prior to transferring the aircraft:

  - last cleared FL/altitude,
  - last assigned heading,
  - other relevant information (e.g. speed).

A 1.1.2 DBAT shall determine the final approach sequence for the airport concerned. To facilitate his decision, WWC1A shall present him the second arrival strip.

If necessary, he shall assign control measures to DBANB/DBASB:

- heading,
- altitude,
- arrival speed.

A 1.2 **Surveillance Radar Approach (SRA)** (see AIP AD 1.1-7 et sec., MO-ATS 467)

A 1.2.1 Required radar stations

The following radar stations are approved for the conduct of SRA at Berlin/Schönefeld airport:

- ASR Schönefeld (SFD)
- ASR Tegel (TGL).

The SRA may be conducted in the local presentation mode of the TGL or SFD stations. The SRA may be conducted in the approach presentation mode if at least one of the two stations is available.

A 1.2.2 Restrictions by P1/ATCAS

In addition to and deviating from the MO-ATS, SRA may only be conducted subject to the following provisions:

- **Radar target information**

  SRA may only be conducted using correlated SSR target information.

- **Substitution, coasting, Mode C**

  In the case of two subsequent target data of

  - missing Mode C or Mode C garbling,
  - substitution, or
  - coasting,

the SRA shall be discontinued and replaced by a different instrument approach procedure (ILS, visual approach, etc.). If the pilot is unable to do so, he shall be instructed to carry out a missed approach procedure.

A 1.2.3 SRA up to the runway threshold

The radar system accuracy prescribed in MO-ATS 467.7 shall be given.

Requirements:

- ASR Schönefeld is used in the LPM
- targets are not substituted

A 1.3 **DBANT/DBAST**

If both working positions feeder north DBANT and feeder south DBAST are open in the feeder procedure airspace, the two positions shall coordinate who is responsible for which final approach (airport). Feeder south shall inform DBASB, DBANB and the ground controllers of the Berlin control towers concerned about the opening and closing of the working position.

A 1.4 **Noise abatement measures**

For noise abatement reasons, vectored approaches to runway 07 whose FPL was filed via IAF KLF shall be guided via the waypoint DB552 between 22:00 LCL and 06:00 LCL. Aircraft in an emergency or distress situation or an urgent exceptional situation, e. g. for meteorological reasons, with the status HEAD, STATE, HOSP or SAR as well as visual approaches shall be exempted from this provision.

A 2 DBAN

A 2.1 **Enroute flights**

LINVO-Z130- or GUDOP-Z131: DBANB shall transfer these at an even FL.

RENKI-L132-BODLA: DBANB shall transfer these at an odd FL.

A 2.2 **Arrivals/departures EDDT/B**

a) Arrivals **EDDT/B**

BATEL/VIBIS/ GOLBO/BODLA STAR:

ARR EDDT: **MAR** ↓140 and CT+↓ **DBAN** */↓A40 and CT+↓ **DBAT**
ARR EDDB: **MAR** ↓140 and CT+↓ **DBAN** ↓TL and CT+↓ **DBAT**

* DBAN and DBAT shall receive a flight progress strip **without XFL A40** or **TL**.

Note 1: **MRZ** shall transfer flights from **ETNU/AH** to **EDDT/B** to DBAN at **FL130**.

Note 2: **MAR** shall transfer flights from **EDOP** to **EDDT/B** to DBAN at **FL130**.

L619-RENKI-STAR:

W-RWYs: ARR EDDT: EPWW/120 **DBAN** */↓A40 and CT+↓ **DBAT**
ARR EDDB: EPWW/120 **DBAN** ↓TL and CT+↓ **DBAT**

E-RWYs: ARR EDDT: **MAR** ↓140 and CT+↓ **DBAN** */↓A40 and CT+↓ **DBAT**
ARR EDDB: **MAR** ↓140 and CT+↓ **DBAN** ↓TL and CT+↓ s **DBAT**

* DBAN and DBAT shall receive a flight progress strip **without XFL A40** or **TL**.

DBANB shall

● guide the aircraft in such way that an interim arrival sequence is reached, and
● prior to transferring the aircraft, pass the flight progress strips to DBAT with the following entries:

- last cleared altitude
- last assigned heading
- other relevant information (e.g. speed)

DBAT shall determine the final approach sequence for the airport concerned. If necessary, he shall assign control measures to DBANB:

- heading,
- altitude,
- speed.

b) Departures **EDDT**

BKD SID-BKD (W-RWYs): **DBAD** - /90 and CT+↑ **DBAN** 130 **MAR**

Note: DBAN shall receive a pre-announcement strip.

A 2.3 **Arrivals/departures EPSC**

a) Arrivals **EPSC**

(U)Z717-RAKIT-Z717-BODLA: **MAR** ↓140 **DBAN** 110/EPWW

(U)L132-/(U)M725-RENKI-L132-BODLA: **MAR** ↓140 **DBAN** 110/EPWW

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A 3 DBAS

A 3.1 Enroute flights

SUI-Z20-GORIG-M725-HDO: - DBASB shall transfer these at an odd FL

Q200-LUROS-M725-HDO: - DBASB shall transfer these at an odd FL.

M725-BESKO-Z36: - DBASB shall transfer these at an even FL.

A 3.2 Arrivals/departures EDDT/B

a) Arrivals **EDDT/B**

STAR-SOUTH: **FLG** ↓140 and CT+↓ **DBAS** */↓A40 and CT+↓ (ARR EDDB)
or ↓TL and CT+↓ (ARR EDDT) **DBAT**

* DBAS and DBAT shall receive a flight progress strip **without XFL A40** or **TL**.

Note 1: Flights with an RFL below FL135

- via **T203-AKUDI** shall always transferred at an even FL by EDMM.

- via **T204-NAKRO** shall always be transferred at an odd FL by EDMM.

Note 2: For ARR EDDT/B from the area of responsibility of Munich ACC, EDMM (TRGH/L or SASH/L) shall issue the inbound clearance.

DBASB shall

- guide the aircraft in such way that an interim arrival sequence is reached, and
- prior to transferring the aircraft, pass the flight progress strips to DBAT with the following entries:

  - last cleared altitude,
  - last assigned heading,
  - other relevant information (e.g. speed).

DBAT shall determine the final approach sequence for the airport concerned. If necessary, he shall instruct DBASB to take control measures concerning

- heading,
- altitude,
- approach speed.

b) Departures **EDDT/B** via

EBASA-(U)M725-KOBUS or
SISGO-(U)Z36-BEBKU **DBAS** RFL and CT/EDMM

A 3.3 Departures EDBM

BUROK-Z20 (for E-RWYs in Berlin): **BOR** 90 **DBAS** ↑130 **DBAD**

Note: **DBAS** shall additionally receive a **pre-announcement strip** for these flights. This means that BORP does not have to obtain an approval request.

A 3.4 **Departures EDDP**

LELMA SIDs-T200: EDMM/70↑110 and CT + ↑ **DBAS** (like ARR EDDT/B) **DBAT**

Note: EDMM (TRGL) shall issue the inbound clearance for ARR EDDT/B.

LELMA SIDs-LELMA-Y236-OLBIK(2) or LELMA UQ353 KLF (3,4):

EDMM/70↑110 CT + ↑ **DBAS** ↑130 **FLG**

Note:
1. For departures EDDP, **DBAS** shall additionally receive a **pre-announcement strip**. This means that TRGL does not have to obtain an approval request.
2. If not otherwise agreed, TRGL may clear DEP EDDP, planned via LELMA-SID-LELMA-Y236-OLBIK, DCT OLBIK, if RWYs 08L/R are in use at EDDP.
3. Night DCT, only available between 23:00 LCL and 06:30 LCL.
4. If not otherwise agreed, TRGL may clear DEP EDDP, planned via LELMA-SID-LELMA-UQ353-KLF, DCT KLF, if RWYs 08L/R are in use at EDDP.

A 3.5 **Arrivals/departures EDDC**

a) Arrivals **EDDC**

Z998-OSKAN or
M725-/P31-KOBUS: **DBAS** RFL and CT/EDMM

Note 1: DBASB shall issue the inbound clearance for arrivals EDDC via Z998-OSKAN.

Note 2: FLGP shall inform DBASQ about the change of the RWY direction in EDDC.

b) Departures **EDDC**

OSKAN-T203 (**only**
DEST EDDT/B): EDMM/120 and CT **DBAS** (like ARR EDDT/B) **DBAT**

A 3.6 **Arrivals/departures EDAB**

a) arrivals **EDAB**

M725- or P31-KOBUS: **DBAS** RFL and CT/EDMM

b) departures **EDAB**

ABLOX-T204: EDMM/130 **DBAS** (like ARR EDDT/B) **DBAT**

A 3.7 **Arrivals/departures EDCD**

For landing direction 25, the standard arrival procedures shall be used.

a) Arrivals **EDCD**

RENKI-M725- or
RADEL-UL867- or
ESIKA-Z20- or
SUI-Z20-GORIG-M725-LUROS: **DBAD** 110 **DBAS**

ESIKA-M748-BOLBO DCT LUROS: **FLG** 140 **DBAS**

GOVEN-Q200-LUROS: EPWW/120 **DBAS**

KOBUS-M725-LUROS: EDMM/100 **DBAS**

b) Departures **EDCD**

LUROS-M725-KOBUS: **DBAS** 90/EDMM

LUROS-Q200-POGAB-Z36-BEBKU: **DBAS** 100/EDMM

LUROS-Q200-GOVEN: **DBAS** 110/EPWW

LUROS-M725-BESKO: **DBAS** 130 **DBAD**

A 3.8 **Arrivals/departures ETSH**

a) Arrivals **ETSH**

L986–BOLBO DCT HOZ	**BOR**	130	**DBAS**

b) Departures **ETSH**

(U)L986-POVEL:	**DBAS**	120	**BOR**

A 3.9 **OAT traffic**

A 3.9.1 OAT arrivals/departures **ETSH**

a) OAT arrivals **ETSH**

LUPAK-TB2-HOZ or PENEK-TR1-HOZ or BARAP-TL3S-HOZ	**FLG**	140	**DBAS**
MILGU-TB2-HOZ or VATUP-TL8-HOZ:	EDMM/110		**DBAS**

b) OAT departures **ETSH**

HOZ-TB2-LUPAK or HOZ-TR1-PENEK or HOZ-TL3S-BARAP	**DBAS**	130	**FLG**
HOZ-TB2-MILGU or HOZ-TL8-VATUP:	**DBAS**		100/EDMM

A 3.9.2 Entries into **NLFS-**GE via

PG2-QH1 or PG2-NH2:	- shall be transferred by FLG to DBAS, if necessary, coordinated with Holzdorf APP, if necessary, and transferred to TRAMON/WWC3S.
PG2-PG1:	- shall be transferred by FLG to DBAS, coordinated with EDMM and, if necessary, with Holzdorf APP, and transferred to EDMM/Allocator.

A 3.9.3 Holzdorf AoR

DBASQ shall inform BORP and WWC1D about the activation/deactivation of the CTR and/or the Holzdorf AoR.

A 3.10 **Arrivals EDAY/EDAZ**

a) Arrivals **EDAY**

RUDAK/MILGU/AKUDI DCT KLF DCT FWE or MILGU/AKUDI DCT ATGUP DCT FWE

W-RWYS	**FLG**	↓140 and CT+↓	**DBAS**	VFR	
E RWYs	**FLG**	↓140 and CT+↓	**DBAS**	F80	**DBAD**

NUKRO DCT FWE

W-RWYs	**FLG**	↓140 and CT+↓	**DBAS**	VFR	
E-RWYs	**FLG**	↓140 and CT+↓	**DBAS**	Coordination *)	**DBAD**

*) Note: For this profile, DBAD will have a strip with an auxiliary FL 134.

b) Arrivals **EDAZ**

RUDAK/MILGU/AKUDI/NUKRO DCT KLF or MILGU/AKUDI DCT ATGUP

FLG ↓140 and CT+↓ **DBAS** VFR

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A 4 DBAD

A 4.1 Operating procedures concerning noise abatement measures at the airports EDDB/EDDT

A 4.1.1 General information

In order to respond to the increasing number of noise-related complaints on the one hand and show to the Noise Abatement Commission that appropriate measures are in place on the other hand, the procedures described in the following shall be applied, if the take-off direction in Berlin is “East”.

This regulation shall, however, not apply to aircraft in an emergency or distress situation or aircraft with status SAR or HOSP.

A 4.1.2 Procedures

Clearances for deviations from the published SIDs shall only be issued upon passing

a) FL80 for aircraft with jet engines or

b) 5000 ft AMSL for propeller-driven aircraft and helicopters.

A 4.1.3 Validity (times UTC)

=> Mon - Fri 2100 [2000] - 0500 [0400]

=> Sat 2100 [2000] - Mon 0500 [0400]

=> on the eve of statutory holidays 2100 [2000] – 0500 [0400] of the following working day (please note the regulations concerning weekends)

Note: The times given in square brackets shall apply during Central European Summer Time (CEST).

A 4.1.4 Additional Procedures at night time for any take-off direction

Clearances for deviations from published SIDs for any take-off direction that would result in a flight path crossing the lateral limits of the city of Berlin (P1 map 176) shall not be issued during night time (2100 [2000] - 0500 [0400] UTC).

A 4.2 Supply of flight progress strips for departures EDDT/B

After the entry “**S**tart **U**p Given“ by the Berlin aerodrome control units, pre-announcement strips shall be provided for

- DBAD
- BOR, FLG and MAR (DBAS and DBAN, if described in the following)

A 4.3 Departures EDDT/B

A 4.3.1 Departures **EDDT/B**

BKD (except for EDDT/W-RWYs), RAKIT,GERGA (only EDDB):

DBAD - /↑160 and CT+↑ **MAR**

Note: MARE shall receive a pre-announcement strip.

A 4.3.2 Departures **EDDT** (only W-RWYs)

BKD: **DBAD** - /↑90 and CT+↑ **DBAN**

Note: DBAN shall receive a pre-announcement strip.

A 4.3.3 Departures **EDDT/B**

GERGA (only EDDT), GILAS, SUI or TUVAK: **DBAD** - /↑160 and CT+↑ **FLG**

Unless agreed otherwise, DBADB may issue a clearance DIRECT SUI or GILAS for departures EDDT/B via SUI or GILAS which are to be transferred to FLGE.

A 4.3.4 Departures **EDDT/B**

BRANE, GENTI or BELID: **DBAD** - /↑160 and CT+↑ **BOR**

Unless agreed otherwise, DBADB shall issue a clearance DIRECT HLZ or MAG for departures EDDT/B via HLZ or MAG which are to be transferred to BORE.

Note: In case of take-off direction west in Berlin, this clearance shall consider the status of ED-R 73 and ED-R 74

Unless agreed otherwise with BORE, DBADB may, for departures EDDT/B with DEST

- EDDL, issue a clearance RFL245+ DIRECT DENOL,
- DEST EDDK, issue a clearance RFL 245+ DIRECT PODER.

Exception: OAT traffic (e.g. air mission Cologne) with the destination EDDK and RFL 245+ shall be exempt from this provision, provided the flight plan has been filed via RISOK.

A 4.4 **Departures EDBM**

BUROK-Z20 (W RWYs in Berlin):	**BOR**	90	**DBAD**	↑160	**FLG**

Note: DBAD shall additionally receive a pre-announcement strip for these flights. This means that BORP does not have to obtain an approval request.

BUROK-Z20 (E RWYs in Berlin):	**DBAS**	↑130	**DBAD**	↑160	**FLG**

A 4.5 **Arrivals/departures EDCD**

a) Arrivals **EDCD**

NONSA-(U)M725-LUROS or UL867-GERGA-M725-LUROS:	**FLG**	170	**DBAD**	110	**DBAS**
ESIKA-Z20-GORIG-M725-LUROS:	**BOR**	170	**DBAD**	110	**DBAS**
SUI-Z20-GORIG-M725-LUROS:	EPWW/160		**DBAD**	110	**DBAS**

b) Departures **EDCD**

LUROS-M725-BESKO-N858-SUI:	**DBAS**	130	**DBAD**		150/EPWW
LUROS-M725-GERGA:	**DBAS**	130	**DBAD**	160	**FLG**

A 5 HAN/DVAT

A 5.1 **Operating procedures concerning noise abatement measures at the airport EDDV.**

A 5.1.1 IFR approaches.

For approach procedures RWY's 27L/R from the south, vectored approaches shall not be guided further to the west/south than the standard instrument approach procedure, if possible.

A minimum level of 5.000 ft AMSL shall be assigned for the performance of holding procedures for training purposes via LEINE DVOR (DLE), unless safety, traffic or meteorological reasons require different levels.

A 5.1.2 IFR departures.

The SIDs RWY's 09L/R to the south shall be observed until passing DLE or a level of 5.000 ft AMSL, unless deviations are imperative for safety reasons.
When assigning direct routes, the city area of Hannover, including outskirts, shall not be passed, even at levels above 5.000 ft AMSL.

Compliance with the POVEL-SID's from RWY 27L/R until passing DLE shall be ensured at all times, unless deviations are imperative for safety reasons.
As far as departures of aircraft without noise certificates as well as chapter II aircraft (e.g. IL 86, TU 154) are concerned, strict compliance with SIDs shall be ensured even above the relevant noise abatement level of 5.000 ft AMSL until passing DLE.

A 5.2 **Departures/arrivals EDDV**

a) Arrivals **EDDV**

HLZ STARs	**HRZ**	↓110	**HAN**
OSN STARs	**EMS**	↓FL110 and CT+↓	**HAN**

Unless agreed otherwise, EMS shall clear arrivals for RWY27 direct NIE.

ELNAT STAR RWY 27:	**HRZ**	↓110	**HAN**
ELNAT STAR RWY 09:	**DST**	↓110	**HAN**
WRB STAR RWY 27	**HRZ**	↓110	**HAN**

Unless agreed otherwise, arrivals shall be cleared direct DLE. The transfer of communication shall take place from DST directly to HAN.

WRB STAR RWY 09	**DST**	↓110	**HAN**
T803-GITEX STARs	**HRZ**	↓ 110 and CT	**HAN**

Unless agreed otherwise, HRZ shall clear arrivals for RWY27 **direct DV572**.
Unless agreed otherwise, HRZ shall clear arrivals for RWY27 **direct ROBEG**. If required, HRZ shall coordinate with DST.

b) Departures **EDDV**

OSN SIDs	**HAN**	↑100 and CT	**EMS**

Unless agreed otherwise, HAN shall clear departures from RWY's 09L/R direct OSN.

NIE SIDs-N850	**HAN**	↑100	**ALEH**
NIE SIDs-T801-VERED STAR	**HAN**	100	**ALEL**
CEL SIDs-J803-BKD	**HAN**	↑100	**HEI**
CEL SIDs-DCT ULSEN-(U)M852:	**HAN**	↑100	**HEI**
MULDO SIDs-T207:	**HAN**	↑100	**HRZ**
POVEL-SID- (U)L986/(U)Z16/Y800:	**HAN**	↑100 and CT	**HRZ**

Unless agreed otherwise, HAN shall clear departures from RWY's 09L/R via POVEL, which are to be transferred to HRZ, direct ELTED, GALMA or MAG.

WRB SID (RWY's 27L/R)-(U)N850	**HAN**	↑100	**DST**
WRB SID (RWY's 09L/R)-(U)N850	**HAN**	↑100	**HRZ**
ELNAT SIDs	**HAN**	↑100	**HRZ**

A 5.3 **Arrivals/departures EDVE**

a) Arrivals **EDVE**

T804-HLZ:	**BOR**	80 and C↓	**HAN**
B293-BATEL:	**MAR**	80 and C↓	**HAN**
(U)L980-DLE:	**HRZ**	110	**HAN**
(U)Z717-DLE:	**HRZ**	110	**HAN**

b) Departures **EDVE**

BATEL SID-BATEL STAR/B293	**HAN**	100	**MAR**
POVEL SID – (U)L986/Y800	**HAN**	100	**BOR**

A 6 HAMW

A 6.1 **Arrivals/departures EDDH/EDHI**

b) Departures **EDDH/EDHI**

WSR-, BASUM-, IDEKO-SIDs: **HAMW** Ind. coord. **ALEH**

A 6.2 **Arrivals/departures EDHL**

a) **Arrivals EDHL**

T907-SORUN-T903-RIBSO-T904-BOGMU:

ALEH Ind. coord. **HAMW** Ind. coord. **HAME**

Note: Unless agreed otherwise, ALEH shall coordinate arrivals direct RIBSO-T904-BOGMU with HAME. Transfer of frequency shall be performed accordingly.

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A 7 HAME

A 7.1 Activation/deactivation of HX airspaces

HAMEQ shall inform DA (WWC1D) about the activation and deactivation of CTR Hamburg (HX part[s]), Lübeck and/or the airspace D not-CTR (HX) Hamburg-Finkenwerder.

A 7.2 Arrivals/departures EDDH/EDHI

a) Arrivals **EDDH/EDHI**

ROSOK-T906-RARUP:	**HEI**	Ind. coord.	**HAME**
IRKIS-T902/GURLO-(U)M748-RARUP:	**HEI**	Ind. coord.	**HAME**
NIE-T901-NOLGO:	**ALEH**	Ind. coord.	**HAME**

Note: The coordination with HEI takes places by providing a NOLGO info-strip to the sector.

b) Departures **EDDH/EDHI**

AMLUH-, LUB-, RAMAR-SIDs:	**HAME**	Ind. coord.	**HEI**
DEP EDHI AMLUH-SIDs*):	**HAME**	Ind. coord.	**WWCAO**

Note: only series of entries by Airbus into the FLD area.

A 7.3 Arrivals/departures EDHL

a) **Arrivals EDHL**

RAMAR-T906-RARUP:	**MRZ**	100 and CT+↓	**HAME**
OLUBI-Q800-LUB (only DEP EDBH):	**MRZ**	100 and CT+↓	**HAME**
ALS-(U)M852/(U)P615-EKERN-T905-BOGMU	**EID**	Ind. coord.	**HAME**
MIC-N850-BOGMU:	**HEI**	Ind. coord.	**HAME**
UL190/G5-NOLGO:	**HEI**	Ind. coord.	**HAME**
GURLO-(U)M748-RARUP:	**HEI**	Ind. coord.	**HAME**
T907-SORUN-T903-RIBSO-T904-BOGMU:	**HAMW**	Ind. coord.	**HAME**

Note: Unless agreed otherwise, transfer of communication shall be performed from ALEH directly to HAME.

b) Departures **EDHL**

LUB-SID-Q800-OLUBI:	**HAME**	100	**MRZ**
LUB-SID-P605-AMICH:	**HAME**	Ind. coord.	**HEI**
RAMAR-SID-G99-TOSPA-P605:	**HAME**	Ind. coord.	**HEI**
RAMAR-SID-Z998-NUSGU:	**HAME**	Ind. coord.	**HEI**
RAMAR-SID-(U)Z102-BERIM:	**HAME**	100	**MRZ**
RAMAR-SID-G99-IRKIS-UT726-HLZ:	**HAME**	Ind. coord.	**HEI**
HAM-SID-Z102-WSR/M852-AMLUH/G5-GESTO:	**HAME**	Ind. coord.	**HEI**
HAM-SID-(U)M852-EKERN:	**HAME**	100	**EID**

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A 8 DHAT

A 8.1 Noise abatment procedure for arrivals EDDH

For approach procedures to RWY 23 from the south, vectored approaches shall not be guided shorter than via FAF PISAS, unless it is unavoidable due to meteorological reason or the flight is a status flight (EMER, HEAD, STATE, SAR, HOSP, HUM).
This procedures shall be valid every night from 21.30 UTC (20.30 UTC) until 05.00 UTC (04.00 UTC).

Note: The times given in brackets shall apply during Central European Summer Time (CEST).

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A 9 ALEL.

A 9.1 **Operating procedures concerning noise abatement measures for IFR approaches at the airport EDDW.**

In the case of vectoring for an instrument approach, aircraft shall be guided in such a way that the final descent does not commence below 2,500 AMSL.

A 9.2 **Arrivals/departures EDDW**

a) Arrivals **EDDW**

BKD-Z870-DENEN:	**ALEH**	↓110	**ALEL**

b) Departures **EDDW**

EEL-SIDs:	**ALEL**	↑100	**FRI**
ERLAD-SIDs:	**ALEL**	↑100	**EMS**

Note: 1. Sector EMS shall be responsible to provide separation from sector HAN.
2. Unless agreed otherwise, the transfer of communication for aircraft with RFL below FL105 shall be performed directly to HAN.

NIE-SIDs:	**ALEL**	↑100	**EMS**

Note: Sector EMS shall be responsible to provide separation from sector HAN.

BASUM-SIDs:	**ALEL**	↑100	**EMS**
WSR-SIDs-Z102/N125:	**ALEL**	↑100	**ALEH**
GESTO-SIDs:	**ALEL**	↑100	**ALEH**

A 9.3 **Arrivals/departures EDWB**

a) Arrivals **EDWB**

LBE-N125/HAM-Z102/BASUM-Z78-WSR:

	ALEH	110	**ALEL**	Ind. coord.	**EID***
EEL-N125-WSR:	**FRI**	5000	**ALEL**	Ind. coord.	**EID***

Note: * If the Nordholz AoR is activated, coordination shall take place with Nordholz APP.

b) Departures **EDWB**

WSR-SID-(U)N125/-Z78-BASUM/-(U)Z102-HAM:

	EID*	4000	**ALEL**	Ind. coord.	**ALEH**

Note: * If the Nordholz AoR is activated, coordination shall take place by Nordholz APP.

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A 10 LAG.

A 10.1 Opening and Closure of the working position LAG.

LAG shall work approaches within the boundaries of the sector MRZ. MRZ shall advise LAG about the aerodromes and the traffic concerned.

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B 1 MRZ

B 1.1 TRA, LANIA Mecklenburg, MVPA

B 1.1.1 TRA, MVPA and LANIA airspaces are military training airspaces where military training flights are conducted.

The training airspaces may be used in parts or together. Further details are subject to the valid version of the Letter of Agreement and its Bremen supplement, concluded between DFS, GAFCOM and AFSBw.

Lateral/vertical boundaries and effective hours in accordance with:

- AIP ENR 5.1/5.2 and
- MIL AIP ENR 5.2.

B 1.1.2 During the times of activation of these military training airspaces, flights on the following ATS routes shall be rerouted or restricted:

- (U)M864 between NONSA and SORIT,
- (U)P12 between BKD and ARGAD
- (U)M736 between NONSA and INTOK,
- (U)M726 between NOBRI and NIKDA,
- (U)Z102 between BERIM and GEVNI,

B 1.1.3 If they are required by the military, the restricted areas shall be available to the **military user** (**military priority**).

B 1.2 Enroute flights

BKD-(U)M726	MARE shall transfer these at an odd FL
(U)M725–ARGAD–(U)P12	MRZE shall transfer these at an odd FL
(U)P12–ARGAD–(U)M44/(U)Z400	MRZE shall transfer these at an even FL
(U)M736–PEROM–(U)M864	MRZE shall transfer these at an even FL
(U)M864–PEROM–(U)M736	MRZE shall transfer these at an odd FL
ASDIN/BANUB DCT POKEN	MRZE shall transfer these at an odd FL

B 1.3 Arrivals/departures EKCH, EKRK, ESMS, EKRN RFL285+

a1) Arrivals **EKCH**

T298/T299-KOSEB:	EDUU/290	**MRZ**	200/EKDK
(U)M726-NIKDA	EDUU/290	**MRZ**	200/EKDK
(U)P12-ARGAD-(U)Z400	EDUU/290	**MRZ**	160↓100 and CT /ESMM

a2) Arrivals **EKRK**

(U)M602-SONAL:	EDUU/290	**MRZ**	200/EKDK
(U)P12-ARGAD-(U)Z400		**MRZ**	160↓100 and CT /ESMM

a3) Arrivals **ESMS**

(U)Z400-BAKLI:	EDUU/290	**MRZ**	160↓100 and CT /ESMM

a4) Arrivals **EKRN**

(U)P12-DETNI:	EDUU/290	**MRZ**	↓100 and CT /ESMM

b1) Departures **EKCH, EKRK, ESMS**

SALLO-UM736/UM44:	ESMM/↑250 and C↑	**MRZ**	280/EDUU

b2) Departures **EKCH, EKRK**

SONAL-UM725/UM602-NONSA:	EKDK/110↑170	**MRZ**	280/EDUU

b3) Departures **EKRN** via

UNGAV-(U)M864-NONSA:	ESMM/A40↑090 and C↑	**MRZ**	280/EDUU

B 1.4 **City pairs**

The city pairs ESMS – EDDT/B shall remain in the Bremen ACC AoR (FL280 max., no ACT to EDUU).

The city pairs EDDT/B – EKCH/EKRK/ESMS shall remain in the Bremen ACC AoR (FL280 max., no ACT to EDUU).

B 1.5 **Arrivals/departures EDDT/B**

a) Arrivals **EDDT/B**

UM725-RODEP-T208:	EDUU/290	**MRZ**	↓210 and CT+↓	**MAR**
DEP ETNU T299-TELDO-T208:		**MRZ**	130	**DBAN**
DEP EDAH-MASOR-M725-RODEP-T208:		**MRZ**	130	**DBAN**

b) Departures **EDDT/B**

RAKIT-UM725/UN33:	**MAR**	160↑260 and CT+↑	**MRZ**	280/EDUU

B 1.6 **Arrivals/departures EDOP**

a) Arrivals **EDOP**

UNGAV-UM864-NUVEN:	ESMS/280	**MRZ**
SALLO–UM736-PEROM-UM864-NUVEN:	ESMS/270	**MRZ**
BKD:	**MAR** ↓110 and CT+↓	**MRZ**

b) Departures **EDOP**

BKD:	**MRZ**	↑100 and CT+↑	**MAR**
KUBAB-UP12-DETNI	**MRZ**	270/ESMM	
KUBAB-UP12-KOMOX-UM736-SALLO	**MRZ**	280/ESMM	
KUBAB-UP12-ARGAD-UZ400-BAKLI	**MRZ**	280/ESMM	

B 1.7 **Arrivals/departures ETNL, ETNU**

a1) Arrivals **ETNL, ETNU**

T299/(U)Z131-TIRMI-T299:	**MAR**	↓180 and CT+↓140	**MRZ**
BKD-M726 (only ARR ETNL):	**MAR**	↓110 and CT+↓	**MRZ**
BKD-Q282 (only ARR ETNU):	**MAR**	↓110 and CT+↓	**MRZ**

a2) Arrivals **ETNU**

BINKA-(U)Z102-FLD-GEVNI:	EPWW/140	**MRZ**

b1) Departures **ETNL**

TAGOB-(U)M726-LASLU:	**MRZ**	↑240 and CT+↑	**MAR**
GEVNI-T299-RITEV-T299/(U)Z130:	**MRZ**	↑230 and CT+↑	**MAR**
LEGSA-M736- INDOK-(U)M736:	**MRZ**	↑240 and CT+↑	**MAR**
LEGSA-(U)Z102-GEVNI-T299 or LEGSA-(U)Z102-UDAXI-(U)M725:	**MRZ**	↑230 and CT+↑	**MAR**
GASBO-Q280-NEDIK:	**MRZ**	140/EKDK	

b2) Departures **ETNU**

UDAXI-UM725-KOGIM-UM725/UM602-SONAL:		**MRZ**	280/EKDK
UDAXI-UM725-KOGIM-UM44-SALLO/UZ400-BAKLI:		**MRZ**	280/ESMM
UDAXI-UM725-KOGIM-UM44-ARGAD-UP12:		**MRZ**	270/ESMM
UDAXI-UZ102-BINKA:		**MRZ**	130/EPWW
TIRMI-T299 (except for ARR EDDB/I/T):	**MRZ**	↑170 and CT+↑	**MAR**
LEGSA-(U)Z102-BERIM:	**MRZ**	260/EDYY	
BIGTI-Q282-BKD:	**MRZ**	↑240 and CT+↑	**MAR**
UDAXI-(U)M725-RAKIT:	**MRZ**	↑170 and CT+↑	**MAR**
LEGSA-Q280-NEDIK	**MRZ**	140/EKDK	

B 1.8 **Arrivals/departures EDAH**

For landing direction 28, the standard approach procedures shall be used.

a) Arrivals **EDAH**

RAKIT–(U)M725-UDAXI	**MAR**	↓180 and CT+↓140	**MRZ**
(U)Z131-RODEP-(U)M725-UDAXI	**MAR**	**↓180 and CT+↓140**	**MRZ**
UNGAV-UM864-NONSA-UM602-PENET	ESMS/280		**MRZ**
SALLO–UM736- NONSA-UM602-PENET	ESMS/270		**MRZ**
BINKA-(U)Z102-UDAXI	EPWW/100		**MRZ**

b) Departures **EDAH**

PENET-(UM)602-KOGIM-(U)M44-ARGAD-UZ400-BAKLI:	**MRZ**	280/ESMM	
PENET-(UM)602-KOGIM-(U)M44-SALLO:	**MRZ**	280/ESMM	
PENET-(UM)602-KOGIM-(U)M44-ARGAD-UP12-DETNI:	**MRZ**	270/ESMM	
MASOR-(U)M725-UDAXI-(U)Z102-BERIM:	**MRZ**	260/EDYY	
MASOR-(U)Z130/(U)M725:	**MRZ**	↑170 and CT+↑	**MAR**
MASOR-(U)M725-UDAXI-(U)Z102-BINKA	**MRZ**	090/EPWW	
PENET-(U)M602-BINKA:	**MRZ**	090/EPWW	

B 1.9 **Arrivals/departures EDBH.**

a) Arrivals **EDBH**

UNGAV-UM864-PEROM	ESMS/280	**MRZ**	
SALLO–UM736-PEROM	ESMS/270	**MRZ**	
BKD-M726	**MAR** ↓110 and CT+↓	**MRZ**	

b) Departures **EDBH**

UM725/UM602-KOGIM-UM725	**MRZ**	↑230 and CT+↑	**MAR**
PEROM-UM864-Q800-ASDIN-UP12	**MRZ**	270 and CT /ESMM	
PEROM-T299-KOSEB	**MRZ**	180/EKDK	
PEROM-UM736-SALLO or			
PEROM-UM864-NONSA-Q800-KEGEX-UZ400-BAKLI	**MRZ**	280 and CT /ESMM	
GASBO-Q280-NEDIK	**MRZ**	140/EKDK	

B 1.10 **Arrivals/departures EDDH, EDHI, EDHL, EDHK.**

a1) **Arrivals EDDH, EDHI**

LEGSA-(U)Z102-BERIM	o.	Q800/(U)M726-ROSOK-T906:		
	EDUU/290	**MRZ**	240 and CT+↓	**HEI**

a2) **Arrivals EDHL**

LEGSA-(U)Z102-BERIM	o.	Q800/(U)M726-ROSOK-T906:		
	EDUU/290	**MRZ**	100 and CT+↓	**HAME**

a3) Arrivals **EDHK**

LEGSA-(U)Z102-BERIM	EDUU/290	**MRZ**	240 and CT+↓	**HEI**

b1) Departures **EDDH, EDHI**

OLUBI-Q800:	**HEI**	↑230 and CT+↑	**MRZ**		
RAMAR-(U)Z102-KUBAB:	**HEI**	↑230 and CT+↑	**MRZ**	280/EDUU	

b2) Departures **EDHL**

ALUBA-Q800 (only DEST EDBH)	**HAME**	100	**MRZ**	
RAMAR-(U)Z102-KUBAB	**HAME**	100	**MRZ**	280/EDUU

b3) Departures **EDHK**

OLUBI-Q800:	**HEI**	↑230 u. CT+↑	**MRZ**	
RAMAR-(U)Z102-KUBAB:	**HEI**	↑230 u. CT+↑	**MRZ**	280/EDUU

B 1.11 **Arrivals EDDW**

LEGSA-(U)Z102-BERIM:	EDUU/290	**MRZ**	240 and CT+↓	**HEI**

B 1.12 Arrivals/departures **EDVE, EDDV**

a) **Arrivals EDDV**

(U)M864-PABMI-(U)M726-BKD:	EDUU/290	**MRZ**	260 and CT+↓	**MAR**

b) Departures **EDVE, EDDV**

BKD-UP12-KUBAB	**MAR**	↑250 and CT+↑	**MRZ**	280/EDUU

B 1.13 **Arrivals/departures EPSC**

a) Arrivals **EPSC**

NONSA-(U)M602-BINKA:	EDUU/290	**MRZ**	110/EPWW
(U)Z102-BINKA:	**EDUU/290**	**MRZ**	110/EPWW

b) Departures **EPSC**

BINKA-(U)M602-KOGIM:	EPWW/100	**MRZ**	280/EDUU
BINKA-(U)Z102-LEGSA:	EPWW/100	**MRZ**	280/EDUU
BINKA-(U)M602-PENET-T298:	EPWW/100	**MRZ**	200/EKDK

B 1.14 **OAT traffic**

B 1.14.1 OAT arrivals/departures **ETNL**

a) OAT arrivals **ETNL**

NEG-TB2-LAG:	EDUU/290	**MRZ**	4000/ETNL

b) OAT departures **ETNL**

LAG-TB2-NEG:	ETNL / Ind. coord.	**MRZ**	280/EDUU

B 1.14.2 **OAT arrivals/departures ETNU**

a) OAT arrivals **ETNU**

TABOK-TB2-NEG:	**MAR** TABOK/180	**MRZ**	4000/ETNU	

b) OAT departures **ETNU**

NEG-TB2-TABOK:	ETNU / Ind. coord.	**MRZ**	NEG/170	**MAR**

B 1.15 **OAT departures ETNH/ETNS**

HAM-TR1-LUWIL or LUB DCT LUWIL (RFL 285-)	**HEI**	230	**MRZ**	270	**MAR**	
LUB DCT LAG (RFL285-):	**HEI**	230	**MRZ**	RFL		

B 1.16 **Activation/deactivation of CTRs and AoRs**

MRZP shall inform WWC1D about the activation and deactivation of the CTRs Laage, Neubrandenburg, Parchim or Heringsdorf and/or the AoRs Laage and Neubrandenburg.

B 1.17 **Opening and Closure of the working position LAG**

LAG shall work approaches within the boundaries of the sector MRZ. MRZ shall advise LAG about the aerodromes and the traffic concerned.

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B 2 MAR

B 2.1 **Enroute flights**

(U)M726-NOBRI: - shall be transferred by BORE at an odd FL and transferred to MRZE.

RENKI-(U)L132-BODLA: - MARE shall transfer these to an odd FL.

LINVO-(U)Z130- or
GUDOP-(U)Z131: - MARE shall transfer these to an even FL.

B 2.2 **Arrivals/departures EDDT/B**

a) Arrivals **EDDT/B**

BODLA STAR:	EPWW/280 (E-RWYs) or 180 (W-RWYs)				
			MAR	↓140 and CT+↓…	**DBAN**
L619-RENKI-STAR:	EPWW/240 (E-RWYs)	**MAR**	↓140 and CT+↓	**DBAN**	
(U)M725-RODEP-T208:	**MRZ** ↓210 and C↓	**MAR**	↓140 and CT+↓	**DBAN**	
BUMIL-(U)L619:	EDYY/Lippe/280↓250	**MAR**	↓140 and CT+↓	**DBAN**	
GURLO-Z870-BKD-(U)L619:	EDYY/280↓250	**MAR**	↓140 and CT+↓	**DBAN**	
DEP EDOP-BKD-L619:	**MRZ** ↑100 and CT+↑	**MAR**	130 and CT+↓	**DBAN**	
BATEL STAR:	EDYY/Lippe/280↓250	**MAR**	↓140 and CT+↓	**DBAN**	

b1) Departures **EDDT/B**

BKD (except for EDDT/W-RWYs):	**DBAD** - /↑160 and CT+↑	**MAR**	280/EDUU	
RAKIT-(U)M725/UN33:	**DBAD** - /↑160 and CT+↑	**MAR**	↑260 and CT+↑	**MRZ**

Note: MAR shall receive a pre-announcement strip.

b2) Departures **EDDT** (only W-RWYs)

BKD:	**DBAN** ↑130	**MAR**	280/EDUU

Note: MAR shall receive a pre-announcement strip.

B 2.3 **Arrivals/departures ETNL, ETNU, EDBH, EDAH**

a1) Arrivals **ETNL, ETNU, EDAH, EDBH**

EVOKI-UZ131-RODEP:	**BOR** 270	**MAR**	↓180 and CT+↓140	**MRZ**	
UL132/(U)M725-RENKI-(U)M725:	EDUU/290	**MAR**	↓180 and CT+↓140	**MRZ**	

a2) Arrivals **ETNL, ETNU, EDBH**

(UM748-ERNUD)UM726-/UM748-BKD:	EDUU/290	**MAR**	↓110 and CT+↓	**MRZ**

a3) Arrivals **ETNL, ETNU**

ABIKA-T299:	EDUU/290	**MAR**	↓180 and CT+↓140	**MRZ**

a4) Arrivals **EDAH**

UL619-PODUS-(U)Z717-GUDOP-(U)Z131 or UN746-GUDOP-(U)Z131:	EDUU/290	**MAR**	↓180 and CT+↓140	**MRZ**

a5) Arrivals **ETNU**

RIMKO-UN746-GUDOP-(U)Z131:	EDUU/290	**MAR**	↓180 and CT+↓140	**MRZ**	

b1) Departures **ETNL, EDBH**

(U)M726-LASLU-Z998-(BIRMO/PITEN-UL619): **MRZ** ↑240 and CT+↑ **MAR** 280/EDUU

(U)M725-RAKIT-(U)M725/-UL87: **MRZ** ↑230 and CT+↑ **MAR** 280/EDUU

UM725-RENKI-UL619-ALUKA **MRZ** ↑230 and CT+↑ **MAR** 270/EPWW

LEGSA-M736-INDOK-UM736-BIRMO: **MRZ** ↑240 and CT+↑ **MAR** 280/EDUU

b2) Departures **ETNL**

T299-RITEV-(U)Z130: **MRZ** ↑230 and CT+↑ **MAR** RFL(max.280)

b3) Departures **ETNU**

Q282-BKD-(U)L619-PITEN-Z998/UL619: **MRZ** ↑240 and CT+↑ **MAR** 280/EDUU

Q282-BKD-UL619/-UP12: **MRZ** ↑240 and CT+↑ **MAR** 260/EDYY

UM725-RENKI-UL619-ALUKA **MRZ** ↑170 and CT+↑ **MAR** 270/EPWW

T299-ABIKA: **MRZ** ↑170 and CT+↑ **MAR** 250 and CT+↑ **FLG**

LEGSA-M736 INDOK-UM736-BIRMO: **MRZ** ↑240 and CT+↑ **MAR** 280/EDUU

b4) Departures **EDAH**

(U)Z130-PODUS-(U)L619/(U)Z717-VIBIS: **MRZ** ↑170 and CT+↑ **MAR** 280/EDUU

(U)M725-RAKIT-(U)M725/-UL87: **MRZ** ↑170 and CT+↑ **MAR** 280/EDUU

(U)Z130-PODUS-(U)Z130: **MRZ** ↑170 and CT+↑ **MAR** RFL(max.280)

LEGSA-M736 INDOK-UM736-BIRMO:: **MRZ** ↑240 and CT+↑ **MAR** 280/EDUU

B 2.4 **Arrivals/departures EDOP**

a) Arrivals **EDOP**

((U)M748-) ERNUD-(U)M726-BKD: **BOR** 240 **MAR** ↓110 and CT+↓ **MRZ**

GARLU-UP12-BKD EDYY/250 **MAR** ↓110 and CT+↓ **MRZ**

b) Departures **EDOP**

BKD-(U)L619: **MRZ** ↑100 and CT+↑ **MAR** 280/EDUU

BKD-L619-VIBIS-DEST EDDT/I/B: **MRZ** ↑100 and CT+↑ **MAR** max. 130 **DBAN**

BKD-L619-PITEN-Z998-RATMO-Z997: **MRZ** ↑100 u. CT+↑ **MAR** 280/EDUU

BKD-L619-PITEN-Z998-BIRMO-UM736: **MRZ** ↑100 u. CT+↑ **MAR** 230 **BOR**

BKD-L619-PITEN-Z998-RATMO: **MRZ** ↑100 u. CT+↑ **MAR** 230 **BOR**

B 2.5 **Arrivals/departures EDDH, EDHI, EDHL, EDHK, EDDW**

a) Arrivals **EDDH, EDHI, EDHL, EDHK, EDDW**

[(U)Z717-BKD]-(U)L619-BUMIL-(U)M748-BUMIL or [(U)M726-ERNUD]--(U)M748-BUMIL:

: EDUU/290 **MAR** 240 and CT+↓ **HEI**

Note: In the case of DCT routing and entry into sector MRZ, sector MAR shall ensure that CT+↓ also applies to the transit of sector MRZ.

b1) Departures **EDDH, EDHI, EDHK, EDHL**

RAMAR-Z998-PITEN: **HEI** ↑230 and CT+↑ **MAR** 280/EDUU.

B2) Departures **EDDW** with RFL285-

BKD-(U)L619: **HEI** ↑230 and CT+↑ **MAR** RFL(max. 280)

B 2.6 **Departures/arrivals EDDV**

a) Arrivals **EDDV**

(U)L619-BKD: EDUU/290 **MAR** 200 and CT+↓ **HEI**

(U)M864-PABMI-(U)M726-BKD: **MRZ** 260 and CT+↓ **MAR** 200 and CT+↓ **HEI**

b) Departures **EDDV**

DIRBO-J803-BKD-(U)L619: **HEI** ↑230 and CT+↑ **MAR** 280/EDUU

DIRBO-J803-BKD--(U)P12: **HEI** ↑230 and CT+↑ **MAR** 250 and CT+↑ **MRZ**

B 2.7 **Arrivals/departures EDVE**

a) Arrivals **EDVE**

(U)L619-BKD-B293-BATEL: EDUU/290 **MAR** 80 and C↓ **HAN**

b) Departures **EDVE**

BATEL-B293-BKD-(U)L619: **HAN** 100 **MAR** 280/EDUU

BATEL-B293-BKD-(U)P12 **HAN** 100 **MAR** 250 and CT+↑ **MRZ**

B 2.8 **Arrivals EDVK, EDLP**

(U)L619-BKD-B293-BATEL: EDUU/290 **MAR** 240 **HRZ**

B 2.9 **Arrivals/departures EDBM**

a) Arrivals **EDBM**

M736-SOGMA: **MAR** 170 **BOR**

b) Departures **EDBM**

BUREL-M736-SOGMA: **BOR** 160 **MAR** 260/EDYY

B 2.10 **Arrivals/departures EPSC**

a) Arrivals **EPSC**

UZ717-BODLA or
RIMKO-UN746-GUDOP-(U)Z717-BODLA: EDUU/290 **MAR** 140 **DBAN**

UL132-RENKI-L132: **FLG** 200 **MAR** 140 **DBAN**

(U)M725-RENKI-L132: **FLG** 200 **MAR** 140 **DBAN**

b) Departures **EPSC**

BODLA-(U)Z717- RAKIT-(U)Z717: EPWW/140 **MAR** 280/EDUU

B 2.11 **Arrivals EPPO**

RADEL-UL619: EDUU/290 **MAR** 250/EPWW

B 2.12 **Arrivals/departures EDCD**

a) Arrivals **EDCD**

NONSA-(U)M725-LUROS: EDUU/290 **MAR** 230 **FLG**

UL619-RADEL-UL867-GERGA: EDUU/290 **MAR** 230 **FLG**

b) Departures **EDCD**

LUROS-(U)M725-GERGA-UM725: **FLG** 220 **MAR** 280/EDUU

B 2.13 **OAT traffic**

B 2.13.1 OAT arrivals/departures **ETNU**

a) OAT arrivals **ETNU**

TABOK-TB2-NEG: EDUU/290 **MAR** 180 **MRZ**

b) OAT departures **ETNU**

NEG-TB2-TABOK: **MRZ** 170 **MAR** 280/EDUU

B 2.14 **Arrivals/departures EDDP**

a) Arrivals **EDDP**

SOGMA-(U)M736-LUKOP: 290/EDUU **MAR** 230 **BOR**

b) Departures **EDDP**

MAG-(U)M736-SOGMA: **BOR** 240 **MAR** 280/EDUU

B.2.15 **Arrivals ETMN**

BKD-(U)L619-AMLUH with RFL285- **MAR** 240 **HEI**

B 2.16 **Arrivals/departures EDBC**

a) Arrivals **EDBC**

M736-SOGMA: **MAR** 170 **BOR**

b) Departures **EDBC**

MAG-SIDs – (U)M736-BKD: **BOR** 160 **MAR** 260/EDYY

B.2.17 **Arrivals/departures EDAC**

a) Arrivals **EDAC**

SOGMA-(U)M736-LUKOP: 290/EDUU **MAR** 230 **BOR**

b) Departures **EDAC**

MAG-(U)M736-SOGMA: **BOR** 240 **MAR** 280/EDUU

B 3 FLG

B 3.1 Enroute flights

(U)M725-BESKO-(U)Z36: - FLGE shall transfer these to an **even FL**.

(U)Z20-GORIG-(U)M725-HDO or
Q200-LUROS-(U)M725-HDO: - FLGE shall transfer these to an **odd FL**.

B 3.2 Arrivals/departures EDDT/B

a) Arrivals **EDDT/B**

T200-RUDAK STARs:

W-RWYs: EDMM/270↓230 and CT+↓ **FLG** ↓140 and CT+↓ **DBAS**

E-RWYs: EDMM/230 and CT+↓ **FLG** ↓140 and CT+↓ **DBAS**

Note: EDMM (TRGHN+L) shall issue the inbound clearance.

T202-TADUV-T202-MILGU STARs:

W-RWYs: EDMM/270↓240 and CT+↓ **FLG** ↓140 and CT+↓ **DBAS**

E-RWYs: EDMM/240 and CT+↓ **FLG** ↓140 and CT+↓ **DBAS**

Note: EDMM (TRGHS+L) shall issue the inbound clearance.

T203-AKUDI STARs:

W-RWYs: EDMM/220(always even, if lower) and CT+↓ **FLG** ↓140 u. CT+↓ **DBAS**

E-RWYs: EDMM/220(always even, if lower) and CT+↓ **FLG** ↓140 u. CT+↓ **DBAS**

Note: EDMM (SASH+L) shall issue the inbound clearance.

T204-NUKRO STARs:

W-RWYs: EDMM/280↓230(always odd, if lower) and CT+↓ **FLG** ↓140 u. CT+↓ **DBAS**

E-RWYs: EDMM/280↓230(always odd, if lower) and CT+↓ **FLG** ↓140 u. CT+↓ **DBAS**

Note: EDMM (SASH+L) shall issue the inbound clearance.

b1) Departures **EDDT/B**

GILAS or SUI: **DBAD** ↑160 and CT+↑ **FLG** 170↑230 (E-RWYs) and/or 230↑270 (W-RWYs)/EPWW

Note: Unless agreed otherwise, DBADB may clear departures EDDT/B via SUI or GILAS, which are transferred to FLGE, DIRECT SUI or GILAS.

b2) Departures **EDDB**

EBASA-(U)M725-KOBUS **DBAD** ↑160 and CT↑ **FLG** 250 and CT+↑*/EDMM
*RFL245- only CT

SISGO*-(U)Z36-BEBKU **DBAD** ↑160 and CT+↑ **FLG** 240 and CT+↑*/EDMM
*RFL235- only CT

b3) Departures **EDDT**

EBASA-(U)M725-KOBUS

EDDT (W-RWYs)	**DBAD** ↑160 u. CT↑ *RFL265- only CT	**FLG** 250↑270 u. CT+↑*/EDMM
EDDT (E-RWYs)	**DBAD** ↑160 u. CT↑ *RFL245- only CT	**FLG** 250 u. CT+↑*/EDMM

SISGO-(U)Z36-BEBKU

EDDT (W-RWYs)	**DBAD** ↑160 u. CT+↑	**FLG** 280 u. CT/EDMM
EDDT (E-RWYs)	**DBAD** ↑160 u. CT+↑ *RFL235- only CT	**FLG** 240 u. CT+↑*/EDMM

B 3.3 **Arrivals EDDV**, **EDVK, EDLP, EDLI, ETUO**

UL986 (nur RFL290+)/UM748-BOLBO-L986: EDMM/290 u. CT+↓ **FLG** 240 **BOR**

Note: to reach FL290 latest 7NM before OLBIK or abeam OLBIK.

B 3.4 **Arrivals EDVE**

UM725-GORIG-UZ20-BUROK:	EDUU/290	**FLG**	280	**BOR**
UZ20-BUROK:	EPWW/280	**FLG**	280	**BOR**

B 3.5 **Arrivals/departures EDBM**

a) Arrivals **EDBM** via

(U)M725-GORIG-(U)Z20:	EDUU/290	**FLG**	280	**BOR**
SUI-(U)Z20:	EPWW/280	**FLG**	280	**BOR**

b) Departures **EDBM** via

BUROK-(U)Z20 via UL132 or UM725:	**DBAD** ↑160	**FLG**	280/EDUU
BUROK-(U)Z20-SUI:	**DBAD** ↑160	**FLG**	270/EPWW

B 3.6 **Arrivals/departures EDDC**

a) Arrivals **EDDC**

P31-KOBUS:	EPWW/220	**FLG**	160 and CT+↓140/EDMM
(U)M725-KOBUS:	EDUU/290	**FLG**	150 and CT+↓140/EDMM
Z998-OSKAN:	**BOR** 210	**FLG**	150 and CT+↓140/EDMM

Note 1. FLGE shall issue the inbound clearance for arrivals EDDC via OSKAN.

2. SASLQ shall inform FLGP about the change of the landing direction in EDDC. FLGP shall forward this information to DBASQ and WWC1A.

b) Departures **EDDC**

KOBUS-(U)P31:	EDMM/140 and CT+↑190	**FLG**	270/EPWW	
KOBUS-(U)M725-GORIG:	EDMM/140 and CT+↑190	**FLG**	280/EDUU	
OSKAN-(U)M748-BOLBO-UM748:	EDMM/140 and CT+↑190	**FLG**	280/EDUU	
OSKAN-(U)M748-BOLBO-UL986	EDMM/140 and CT+↑190	**FLG**	280/EDUU	
OSKAN-M748-BOLBO-L986-MAG-T804:	EDMM/140 and CT+↑190	**FLG**	240	**BOR**

B 3.7 **Arrivals/departures EDDP**

a) Arrivals **EDDP**

(U)M725-BESKO-Z36:	EDUU/290	**FLG**	200/EDMM

b) Departures **EDDP**

LELMA-Y236-OLBIK-(U)Z36-BESKO-UM725/UN858 or LELMA DCT KLF DCT SUI/GILAS [(1)]:

	DBAS ↑130	**FLG**	280/EDUU

Note: 1. Night DCT, only available between 22:00 LCL and 06:30 LCL.

2. Unless agreed otherwise, TRGL may clear departures EDDP via LELMA-SID-LELMA-DCT KLF DCT SUI/GILAS direct KLF, in case RWY's 08L/R are in use at EDDP.

LELMA-Y236- OLBIK-Q200:	**DBAS** ↑130	**FLG**	270/EPWW

Note: Unless agreed otherwise, TRGL may clear departures EDDP via LELMA-SID-LELMA-Y236-OLBIK direct OLBIK, in case RWY's 08L/R are in use at EDDP.

B 3.8 **Arrivals/departures EDAC**

a) Arrivals **EDAC**

(U)M725-BESKO-Z36:	EDUU/290	**FLG**	160/EDMM
Z998-OSKAN:	**BOR** 210	**FLG**	150 and CT+↓/EDMM

b) Departures **EDAC**

OGSEN-(U)L132:	EDMM/160	**FLG**	280/EDUU

B 3.9 **Arrivals/departures**

a) Arrivals **EDAB**

SUI-(U)Z20-GORIG-M725-KOBUS:	EPWW/280	**FLG**	150 and CT+↓/EDMM
GOVEN-Q200-LUROS-M725-KOBUS:	EPWW/220	**FLG**	150 and CT+↓/EDMM
GOVEN-P31-KOBUS:	EPWW/220	**FLG**	160 and CT+↓/EDMM
(U)M725-KOBUS:	EDUU/290	**FLG**	150 and CT+↓/EDMM
Z998-OSKAN:	**BOR** 210	**FLG**	150 and CT+↓/EDMM

b) Departures **EDAB**

KOBUS-(U)M725:	EDMM/140 and CT+↑190	**FLG**	280/EDUU
KOBUS-(U)M725-LUROS-Y621	EDMM/140 and CT+↑190	**FLG**	270/EPWW
KOBUS-(U)P31-GOVEN:	EDMM/140↑150 and CT+↑190	**FLG**	270/EPWW
OSKAN-(U)M748:	EDMM/140 and CT+↑190	**FLG**	280/EDUU

B 3.10 **Arrivals/departures EDCD**

a) Arrivals **EDCD**

NONSA-(U)M725-LUROS:	**MAR**	230	**FLG**	170	**DBAD**
UL619-RADEL-UL867-GERGA-M725-LUROS:	**MAR**	230	**FLG**	170	**DBAD**
(U)M748-/(U)Z20-ESIKA-M748-BOLBO:	**BOR**	210	**FLG**	140	**DBAS**

b) Departures **EDCD**

M725-GERGA-(U)M725:	**DBAD**	160	**FLG**	220	**MAR**
LUROS-M725-GORIG-(U)Z20-ESIKA:	**DBAS**	130	**FLG**	220	**BOR**

B 3.11 **Arrivals EPPO, EPZG (except for DEP EDDT/B)**

UL980-SUI or UZ20-SUI:	EDUU/290	**FLG**	250/EPWW
UL132-/UN858-PEPOL-UN858-SUI:	EDUU/290	**FLG**	250/EPWW

B 3.12 **Arrivals EPSC**

KILNU-UL132-RENKI:	EDUU/290	**FLG**	200	**MAR**	
UM725-RENKI:	EDUU/290	**FLG**	200	**MAR**	

B 3.13 **OAT traffic**

B 3.13.1 OAT arrivals/departures **ETSH**

a) OAT arrivals **ETSH**

LUPAK-TB2-HOZ:	**BOR**	210	**FLG**	140	**DBAS**
PENEK-TR1-HOZ:	**BOR**	210	**FLG**	140	**DBAS**
BARAP-TL3S-HOZ:	**BOR**	210	**FLG**	140	**DBAS**

b) OAT departures **ETSH**

HOZ-TB2-LUPAK or HOZ-TR1-PENEK or HOZ-TL3S-BARAP:	**DBAS**	130	**FLG**	200	**BOR**

B 3.14 **Arrivals/departures EDAY/AZ**

a) Arrivals **EDAY/Z** via

T200-RUDAK DCT KLF:

W-RWYs: EDMM/270↓230 and CT+↓*	**FLG**	↓140 and CT+↓	**DBAS**		
E-RWYs: EDMM/230 and CT+↓*	**FLG**	↓140 and CT+↓	**DBAS**		

TADUV-T202-MILGU DCT ATGUP/KLF:

W-RWYs: EDMM/270↓240 and CT+↓*	**FLG**	↓140 and CT+↓	**DBAS**		
E-RWYs: EDMM/240 and CT+↓*	**FLG**	↓140 and CT+↓	**DBAS**		

T203-AKUDI DCT ATGUP/KLF:

W-RWYs: EDMM/220(always even, if lower) and CT+↓* **FLG** ↓140 and CT+↓ **DBAS**

E-RWYs: EDMM/220(always even, if lower) and CT+↓* **FLG** ↓140 and CT+↓ **DBAS**

T204-NUKRO DCT KLF/FWE:

W-RWYs: EDMM/280↓230(always odd, if lower) and CT+↓* **FLG** ↓140 and CT+↓ **DBAS**

E-RWYs: EDMM/280↓230(always odd, if lower) and CT+↓* **FLG** ↓140 and CT+↓ **DBAS**

B 3.15 **Departures ETNU**

T299-ABIKA:	**MAR**	250 and CT+↑	**FLG**	280/EDUU

B 3.16 **Arrivals/departures EDBC**

a) Arrivals **EDBC**

SUI-UZ20-MAG:	EPWW/280	**FLG**	280	**BOR**
UM725–GORIG–UZ20:	EDUU/290	**FLG**	280	**BOR**

b) Departures **EDBC**

(U)Z20–SONUD-UL132:	**BOR**	230	**FLG**	280/EDUU
(U)Z20-GORIG-UM725:	**BOR**	230	**FLG**	280/EDUU
(U)Z20-SUI	**BOR**	230	**FLG**	270/EPWW

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B 4 BOR

B 4.1 Enroute flights

(U)M726: - shall be transferred by EDMM to MAR at an odd FL.

SOGMA-(U)M736-BARAP: BOR FL260/EDMM
BORE shall transfer these to even

B 4.2 Arrivals/departures EDDP

a) Arrivals **EDDP**

POVEL-(U)L986-MAG-M736	**HRZ**	230	**BOR**	150↓110 and CT+↓/EDMM
SOGMA-(U)M736-LUKOP	**MAR**	230	**BOR**	150↓110 and CT+↓/EDMM

b) Departures **EDDP**

ODLUN-Y233/ MAG-SIDs -(U)L986-DLE:	EDMM/100 and CT+↑190	**BOR**	200	**HRZ**
MAG-SIDs/ODLUN-MAG-(U)M736-SOGMA:	EDMM/100 and CT+↑190	**BOR**	280/EDUU	
MAG-T804-ARR EDDV	EDMM/100 and CT+↑190	**BOR**	160	**HRZ**
MAG-T804-ARR EDVE	EDMM/100 and CT+↑190	**BOR**	80 and C↓	**HAN**
MAG-ARR EDBM	EDMM/80 and CT+↓	**BOR**		
UMBAL-Y234- PENEK:	EDMM/100 and CT+↑190	**BOR**	280/EDUU	

Note: Night DCT, only available between 23:00 LCL and 06:00 LCL.

B 4.3 Departures EDDT/B

BRANE-Y200-HLZ or BELID-/GENTI-Y203-HLZ:	**DBAD**	↑160 and CT+↑	**BOR**	280/EDUU
BRANE-Q201-POVEL or BELID-/GENTI-Y203-BUREL-Q201-POVEL or BELID-Y204-POVEL:	**DBAD**	↑160 and CT+↑	**BOR**	280/EDUU

Note: 1. Only departures EDDT with RFL245+ and DEST EDDK shall be permitted via BUREL-Q201.

2. Departures EDDB with RFL245+ via LODRO-Y204 shall only be possible with DEST EDDK.

Unless agreed otherwise, DBADB may clear departures EDDT/B

- via HLZ or MAG, which are transferred to BORE, DIRECT HLZ or MAG.

Note: In the case of take-off direction west, EDDT/B shall consider the status of ED R 73 and 74.

- with destination EDDL at RFL 245+ DIRECT DENOL.

- with destination EDDK at RFL 245+ DIRECT PODER.

Exception: OAT traffic (e.g. special air mission Cologne) at RFL 245+ with destination EDDK shall be exempted from this provision if the flight plan has been filed via RISOK-PODER.

MAG-UM736 (MNM RFL290):	**DBAD**	↑160 and CT+↑	**BOR**	280/EDMM
MAG-(U)M736 (DEST EDDN/QD/QC/QM/QK/QT, ETIC/HN):	**DBAD**	↑160 and CT+↑	**BOR**	240/EDMM
MAG-UM736 (MAX RFL280):	**DBAD**	↑160 and CT+↑	**BOR**	260/EDMM
MAG-UZ20-ESEGU:	**DBAD**	↑160 and CT+↑	**BOR**	280/EDMM

B 4.4 **Departures/arrivals EDDV**

a) Arrivals **EDDV**

UZ20-MAG-T804:		EDUU/290	**BOR**	160 and C↓	**HRZ**	
BOLBO-L986-MAG-T804 (only MNM RFL290):	**FLG**	240	**BOR**	160 and C↓	**HRZ**	
LORBO-T804 (only MAX RFL280):		EDMM/220	**BOR**	160 and C↓	**HRZ**	

b) Departures **EDDV**

UL986-MAG-(U)Z20:	**HRZ**	230 and C↑	**BOR**	280/EDUU		
UL986-MAG-UL986(only MNM RFL290):	**HRZ**	230 and C↑	**BOR**	280/EDUU		
POVEL-Y800(only MNM RFL290):	**HRZ**	230 and C↑	**BOR**	280/EDUU		

B 4.5 **Arrivals EDVK, EDLP**

(U)Z20-MAG-G95:		EDUU/290	**BOR**	240	**HRZ**	
BOLBO-L986-MAG-G95:	**FLG**	240	**BOR**	240	**HRZ**	

B 4.6 **Arrivals EDFQ**

(U)Z20-MAG-G95:		EDUU/290	**BOR**	240	**HRZ**	

B 4.7 **Arrivals/departures EDDC**

a) Arrivals **EDDC**

NISGA-Z998-GODUR:		EDUU/290	**BOR**	210	**FLG**	

B 4.8 **Arrivals/departures EDAC**

a) Arrivals EDAC

GUGSU-(U)M736-BARAP		**BOR**	180 and C↓/EDMM			

b) Departures EDAC

Y235-MAG-T804-HLZ (DEST EDVE):		EDMM/120	**BOR**	80 and C↓	**HAN**	
Y233-EMBOX-(U)L986-DLE:		EDMM/180	**BOR**	260/EDYY		
Y235-MAG-(U)M736:		EDMM/190	**BOR**	280/EDUU		

B 4.9 **Arrivals/departures EDVE**

a) Arrivals **EDVE**

UZ20-MAG-T804-HLZ:	**FLG**	280	**BOR**	80 and C↓	**HAN**	
LORBO-T804-HLZ and Y235-MAG-T804-HLZ (DEP EDAC):		EDMM/120	**BOR**	80 and C↓	**HAN**	

b) Departures **EDVE**

POVEL-L986-MAG-(U)Z20:	**HAN**	100	**BOR**	280/EDUU		
POVEL-Y800-TADUV:	**HAN**	100	**BOR**	230 u. CT u.↑/EDMM		

B 4.10 **Arrivals EDDF, EDFE, ETOU, ETAR, ETAD,EDFH, EDDR, EDRZ, EDFZ, EDFQ, ELLX**

GUGSU-UM736-MAG-UZ20 or

ESIKA-UZ20 EDUU/290 **BOR** 280/EDMM

a) Arrivals **EDDF**

MAG-G95-ABGUS-T151-ALOSI: **BOR** 240 **HRZ**

B 4.11 **Arrivals/departures EDDE**

a) Arrivals **EDDE**

UM736-/UZ20-MAG-M736: EDUU/290 **BOR** 180/EDMM

UZ130-MAG-M736 (MAX RFL280): **MAR** 280 **BOR** 180/EDMM

b) Departures **EDDE**

KENIG-UM726: EDMM/250 **BOR** 280/EDUU

B 4.12 **Arrivals/departures EDOP**

a) Arrivals **EDOP**

(U)M726-BKD: EDUU/290 **BOR** 240 **MAR**

(U)M748-BKD: EDUU/290 **BOR** 240 **MAR**

b) Departures **EDOP**

SOGMA-(U)M736 (**with** DEST EDDN/QD/QC/QM/QK/QT, ETIC/HN): **MAR** 230 **BOR** 240/EDMM

SOGMA- (U)M736-BARAP (Max RFL 280) **MAR** 230 **BOR** 260/EDMM

SOGMA-(U)M748 and
SOGMA-(U)M736 (min RFL 290): **MAR** 230 **BOR** 280/EDUU

B 4.13 **Arrivals/departures EDBM**

If NLFS segments in the area of the departure routes are activated, these flights shall be coordinated with TRAMON (WWC3S) prior to departure.

a) Arrivals **EDBM**

SOGMA-M736: **MAR** 170 **BOR**

SONUD-(U)Z20: **FLG** 280 **BOR**

POVEL-L986-MAG: **HRZ** 110 **BOR**

KENIG-Z20 and LORBO-T804: EDMM/80 and CT+↓ **BOR**

EDDP-MAG EDMM/80 and CT+↓ **BOR**

b) Departures **EDBM**

BUROK-SID-Z20: **BOR** 90 **DBAD** (Berlin W-RWYs) or **DBAS**(Berlin E-RWYs)

Note 1: 1. **DBAD** or **DBAS** shall additionally receive a **pre-announcement strip** for these flights. This means that BORP is not required to obtain an approval request.

2. If ED-R 73 is activated, flights shall be cleared via ROSNO-ESIKA.

BUREL-SIDs-M736:	**BOR**	160	**MAR**
POVEL SIDs	**BOR**	120 and CT+↑	**HRZ**
MAG-SID-MAG-G95-ABGUS:	**BOR**	100 and CT+↑	**HRZ**
MAG-SID-MAG-Z20-KENIG and MAG-SID-MAG-M736-GALMA	**BOR**	A4.0↑70 and CT+↑/EDMM	

B 4.14 **Arrivals/departures EDCD**

a) Arrivals **EDCD**

(U)M748-/(U)Z20-ESIKA-Z20-GORIG: EDUU/290 **BOR** 170 **DBAD**

(U)M748-/(U)Z20-ESIKA-M748-BOLBO: EDUU/290 **BOR** 210 **FLG**

b) Departures **EDCD**

LUROS-M725-GORIG-(U)Z20-ESIKA-: **FLG** 220 **BOR** 280 EDUU.

B 4.15 **Arrivals EDAB**

ESIKA-(U)M748-OSKAN: EDUU/290 **BOR** 210 **FLG**

B 4.16 **Arrivals/departures ETSH**

a) Arrivals **ETSH**

L986–BOLBO DCT HOZ **BOR** 130 **DBAS**

b) Departures **ETSH**

(U)L986-POVEL: **DBAS** 120 **BOR** 260/EDYY

B 4.17 **Holzdorf AoR**

DBASQ shall inform BORP about the activation and deactivation of the Holzdorf AoR.

B 4.18 **OAT traffic**

B 4.18.1 OAT arrivals/departures **ETSH**

a) OAT arrivals **ETSH**

LUPAK-TB2-HOZ: EDUU/290 **BOR** 210 **FLG**

PENEK-TR1-HOZ: EDUU/290 **BOR** 210 **FLG**

RISOK-TL3S-HOZ: LIPPE/270 **BOR** 210 **FLG**

b) OAT departures **ETSH**

HOZ-TB2-LUPAK or HOZ-TR1-PENEK: **FLG** 200 **BOR** 280/EDUU

HOZ-TL3S-BARAP: **FLG** 200 **BOR** 280/LIPPE

B 4.19 **Departures EDAY**

BRANE-Y200-HLZ:	**DBAD /DBAN**	Coordination	**BOR**	280/EDUU
BRANE-Q201-POVEL:	**DBAD/DBAS**	Coordination	**BOR**	280/EDUU

Note: Only departures with RFL250+ and DEST EDDK shall be permitted via BUREL-Q201 and LODRO-Y204.

MAG-UM736 (min RFL290):	**DBAD /DBAN**	Coordination	**BOR**	280/EDUU
MAG-(U)M736 (DEST EDDN/QD/QC/QM/QK/QT, ETIC/HN):	**DBAD /DBAN**	↑160 and CT+↑	**BOR**	240/EDMM
MAG-UM736 (max. RFL280):	**DBAD /DBAN**	↑160 and CT+↑	**BOR**	260/EDMM

B 4.20 **Arrivals EDDN, EDQD, EDQM, EDQC, EDQG, EDQK, EDQT, ETIC**

GUGSU-UM736-BARAP:	EDUU/290	**BOR**	260/EDMM

B 4.21 **Departures EDAZ**

BELID-/GENTI-Y203-HLZ:	**DBAD /DBAN**	ind. Coord.	**BOR**	280/EDUU
BELID-/GENTI-Y203-BUREL-Q201-POVEL or BELID-Y204-POVEL:	**DBAD/DBAS**	ind. Coord.	**BOR**	280/EDUU

Note: Only departures with RFL245+ and DEST EDDK shall be permitted via BUREL-Q201 and LODRO-Y204.

MAG-UM736 (min RFL290):	**DBAD /DBAN**	Coordination	**BOR**	280/EDUU
MAG-(U)M736 (DEST EDDN/QD/QC/QM/QK/QT, ETIC/HN):	**DBAD /DBAN**	↑160 and CT+↑	**BOR**	240/EDMM
MAG-UM736 (max. RFL280):	**DBAD /DBAN**	↑160 and CT+↑	**BOR**	260/EDMM

B 4.22 **Arrivals/departures EDBC**

If NLFS segments in the area of the departure routes are activated, these flights shall be coordinated with TRAMON (WWC1S or WWC3S) prior to departure.

a) Arrivals **EDBC**

HLZ-(U)M852-POVEL-(U)L986-MAG:	**HRZ**	110	**BOR**
DLE-(U)L986-MAG:	**HRZ**	110	**BOR**
SOGMA - M736 - MAG:	**MAR**	170	**BOR**
UZ20-MAG:	**FLG**	280	**BOR**
KENIG-Z20:	EDMM/90 and CT+↓		**BOR**
LORBO-T804:	EDMM/80 and CT+↓		**BOR**
DEP EDDP - MAG:	EDMM/80 and CT+↓		**BOR**

b) Departures **EDBC**

ABGUS-SID-G95:	**BOR**	↑70 and CT+↑	**HRZ**
MAG-SIDs – L986:	**BOR**	120 and CT+↑	**HRZ**
MAG-SIDs – (U)M736-GALMA	**BOR**	A40↑70 + CT+↑/EDMM	
MAG-SIDs – (U)M736-SOGMA:	**BOR**	160	**MAR**
MAG-SIDs-(U)Z20-SONUD:	**BOR**	230	**FLG**
KENIG-SIDs - Z20-BIRKA:	**BOR**	A50↑80 + CT+↑/EDMM	

B 4.23 **Arrivals EDLI, ETOU**

ESIKA-UZ20-MAG-L986:	EDUU/290	**BOR**	240	**HRZ**

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B 5 HRZ

B 5.1 Enroute flights

WRB-B293-NORTA-G5-DLE:	Unless agreed otherwise, DST shall clear these overflights **direct DLE**. Unless agreed otherwise, the transfer of communication shall take place directly to HEI.			
BERDI-Z21-WRB	EDMM/220	HRZ	200	DST

B 5.2 Arrivals/Departures EDDV

a) Arrivals **EDDV**

Y200/Y203/T804-HLZ STAR	**BOR**	160 and C↓ 110	**HRZ**	↓110	**HAN**
UL602/UL190-ELNAT STAR	EDYY/250		**HRZ**	↓110	**HAN**
WRB STAR (RWY 27)	**DST**	↓110	**HRZ**	↓110	**HAN**

* Unless agreed otherwise, arrivals shall be cleared direct DLE. The transfer of communication shall take place from DST directly to HAN. DST may clear these arrivals north of TOLTA / abeam TOLTA without further coordination with HRZ for descent to FL110.

T803-GITEX STAR	EDMM/220 and C↓ 200	**HRZ**	↓ 110 and CT	**HAN**

Unless agreed otherwise, HRZ shall clear arrivals for RWY27 **direct DV572**.
Unless agreed otherwise, HRZ shall clear arrivals for RWY 09 **direct ROBEG**. If required, HRZ shall coordinate with DST.

b) Departures **EDDV**

WRB SIDs (RWY09)	**HAN**	↑100	**HRZ**	190 and CRT + ↑	**DST**

Crossing the line NORTA-TOLTA in sector HRZ shall be coordinated individually.

ELNAT SIDs:	**HAN**	↑100	**HRZ**	RFL/EDGG	
POVEL-SIDs-Y800/(U)L986:	**HAN**	↑100 and CT *if RFL235+	**HRZ**	230 and C↑*	**BOR**
POVEL-SIDs-(U)Z16:	**HAN**	↑100 and CT *if RFL235+	**HRZ**	230 and C↑*/EDMM	

Unless agreed otherwise, HAN shall clear departures RWY09 via POVEL, which are to be transferred to HRZ, direct ELTED, GALMA or MAG.

MULDO SIDs-T207-BATEL (only Dest EDDT/B):	**HAN**	↑100	**HRZ**	230	**MAR**

B 5.3 **Arrivals/departures EDDE**

a) Arrivals **EDDE**

(U)M852/(U)L986-POVEL-Z16-ABGUS:	EDYY/250	**HRZ**	190/EDMM		
b) Departures **EDDE**					
(U)M852-POVEL-(U)M852/(U)L986:	EDMM/200	**HRZ**	240/EDYY		
BERDI-Z21-WRB	EDMM/180	**HRZ**	200	**DST**	

B 5.4 **Arrivals/departures EDDP**

a) Arrivals **EDDP**

(U)M852-POVEL-(U)L986	EDYY/250	**HRZ**	230	**BOR**	
ROBEG-T236-LUKOP	EDYY/250	HRZ	190/EDMM		
b) Departures **EDDP**					
(U)L986-POVEL-(U)L986/(U)M852	**BOR** 200	**HRZ**	(ind. coord.)/EDYY		
KUMER-Y230-WRB	EDMM/200	**HRZ**	200	**DST**	

B 5.5 **Arrivals/departures EDBM**

a) Arrivals **EDBM**

(U)L986/(U)M852/UT726-POVEL-(U)L986:	EDYY/250	**HRZ**	110	**BOR**	
b) Departures **EDBM**					
POVEL-SID-(U)L986/(U)M852:	**BOR** 120 and CT+↑	**HRZ**	(ind. coord.)/EDYY		
MAG-SID-MAG-G95-ABGUS:	**BOR** 100 and CT+↑	**HRZ**	240	**DST**	

B 5.6 **Arrivals/departures EDDF**

a) Arrivals EDDF

MAG-G95-ABGUS-T151-ALOSI-T157:	**BOR** 240	**HRZ**	230/EDGG		

B 5.7 **Arrivals/departures EDVE**

a) Arrivals EDVE

(U)L980-DLE:	**EMS** 160	**HRZ**	110	**HAN**	
(U)Z717-DLE:	**DST** 160	**HRZ**	110	**HAN**	
b) Departures **EDVE**					
POVEL-SID-(U)Z16-ABGUS:	**HAN** 100	**HRZ**	170/EDMM		

B 5.8 Arrivals/departures EDDW

b) Departures **EDDW**

NIE-SIDs-Z88-DLE-UL986/UL980	**DST** 190	**HRZ**	(ind. coord.)/EDYY		

B 5.9 **Arrivals/departures EDBC**

a) Arrivals **EDBC**

HLZ-(U)M852-POVEL-(U)L986-MAG:	EDYY/250		**HRZ**	110	**BOR**
DLE-(U)L986-MAG:	EDYY/250		**HRZ**	110	**BOR**

b) Departures **EDBC**

ABGUS-SIDs-G95:	**BOR**	↑FL70 and CT+↑	**HRZ**	RFL	
MAG-UL986-POVEL-UL986/UM852:	**BOR**	FL120 and CT+↑	**HRZ**	(ind. coord.)/EDYY	

B 5.10 **Arrivals/Departures EDDG/EDLI/ETUO**

a) Arrivals EDDG/EDLI/ETUO

MAG-L986-DLE-L980-OSN:	**BOR**	240	**HRZ**	240	**EMS**

B 5.11 **Arrivals/Departures EDFQ**

a) Arrivals EDFQ

N850-WRB:	**DST**	ind. coord	**HRZ**	150/EDGG	
MAG-G95-WRB:	**BOR**	RFL	**HRZ**	150/EDGG	

B 5.12 **Arrivals/Departures EDVK**

a) Arrivals EDVK

ROBEG-N850-WRB:	**DST**	ind. coord	**HRZ**	
MAG-G95-WRB:	**BOR**	RFL	**HRZ**	
ALEXU-N850-WRB:	EDGG/100		**HRZ**	
ELNAT-STAR or ELNAT-Z190-WRB:	EDGG/100		**HRZ**	
DEP EDDF/FE/ETOU via Y153-WRB or DEP EDFQ/ETHF via WRB:	EDGG/100		**HRZ**	

b) Departures EDVK

WRB-N850-ROBEG:	**HRZ**	ind. coord	**DST**
ELNAT/WRB-SIDs:	**HRZ**	↑90/EDGG	
WRB-SIDs-N850:	**HRZ**	↑90/EDGG	
WRB-SIDs-Z190-ROBAR-T152:	**HRZ**	↑90/EDGG	

B 5.13 **Arrivals/Departures EDLP**

a) Arrivals EDLP

ROBEG-N850-WRB:	**DST**	ind. coord	**HRZ**	70/EDGG
ELNAT-Z190-WRB:	EDGG/140		**HRZ**	70/EDGG
MAG-G95-WRB:	**BOR**	RFL	**HRZ**	70/EDGG
ALEXU-N850-WRB:	EDGG/140		**HRZ**	70/EDGG
DEP EDDF/FE/ETOU via Y153-WRB or DEP EDFQ/ETHF via WRB:	EDGG/140		**HRZ**	70/EDGG

b) Departures EDLP

WRB-N850-ROBEG:	EDGG/↑130	**HRZ**	ind. coord	**DST**
WRB- N850-ALEXU:	EDGG/↑130	**HRZ**	150/EDGG	
WRB-Z190-ROBAR-T152/Z190:	EDGG/↑130	**HRZ**	150/EDGG	

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B 6 DST

B 6.1 Enroute flights

WRB B293 NORTA G5 DLE: Unless agreed otherwise, DST shall issue a **direct DLE** clearance for these overflights. Unless agreed otherwise, the transfer of communication shall take place directly to HEI.

B 6.2 Departures/arrivals EDDV

a) Arrivals **EDDV**

UL602/UL190-ELNAT STAR RWY 09:	EDYY/250	**DST**	↓110	**HAN**
WRB STAR (RWY 09):	EDGG/RFL	**DST**	↓110	**HAN**
WRB STAR (RWY 27)*:	EDGG/RFL	**DST**	↓110	**HRZ**

* Unless agreed otherwise, arrivals shall be given a direct DLE clearance. The frequency shall be transferred from DST directly to HAN. DST may clear these arrivals north of TOLTA / abeam TOLTA for descent to FL110 without further coordination with HRZ.

b) Departures **EDDV**

WRB SID (RWY09)-UN850:	**HRZ**	190 and CRT + ↑	**DST**	(ind. coord.)/EDYY
WRB SID(RWY09)-TOLTA-T154-ROBAR-T152-NATSU:	**HRZ**	190 and CRT	**DST**	190/EDGG
WRB SID(RWY09)-B293-ESADU:	**HRZ**	190 and CRT + ↑	**DST**	200/EDGG
WRB SID(RWY09)-T854-TINSA:	**HRZ**	190 and CRT + ↑	**DST**	200/EDGG

Overflight of the line NORTA TOLTA in the HRZ sector shall be coordinated individually.

WRB SID (RWY27)-(U)N850:	**HAN**	↑100	**DST**	(ind. coord.)/EDYY
WRB SID(RWY27)- TOLTA-T154-ROBAR-T152-NATSU:	**HAN**	↑100	**DST**	190/EDGG
WRB SID(RWY27)-B293-ESADU	**HAN**	↑100	**DST**	200/EDGG
WRB SID(RWY27)-T854-TINSA	**HAN**	↑100	**DST**	200/EDGG
WRB SID(RWY27)-Z190-ELNAT	**HAN**	↑100	**DST**	190/EDGG

B 6.3 Arrivals/departures EDDW

a) Arrivals **EDDW**

WRB-N850-NIE:	**DST**	RFL u. C↓FL160 + CLT	**EMS**

B 6.4 Arrivals/departures EDFQ

a) Arrivals EDFQ

ROBEG-N850-WRB:	EDYY/250	**DST**	ind. Coord.	**HRZ**

B 6.5 **Arrivals/departures EDLP/EDVK**

a) Arrivals **EDLP/EDVK**

ROBEG-N850-WRB:	EDYY/250		**DST**	ind. Coord.	**HRZ**

b) Departures **EDLP/EDVK**

WRB-N850-ROBEG:	**HRZ**	ind. Coord.	**DST**	ind. Coord.	**EMS**

B 6.6 D**epartures EDLW**

WRB-UM864:	EDGG/170	**DST**	(ind. coord.)/EDYY

B 6.7 **Arrivals EDDR, EDRZ, EDFM, EDRY, EDFV, ETOR**

UL126-ROBEG-N850-ALEXU:	EDYY/250	**DST**	FL210/EDGG

B 6.8 **Arrivals EDDF, EDFE, ETOU**

PIROT-T152-NATSU:	**EMS**	230	**DST**	190/EDGG
NORTA-T154-ROBAR-T152-NATSU:	**HRZ**	230	**DST**	190/EDGG

B 6.9 **Arrivals/departures EDVE**

a) Arrivals EDVE

(U)Z717-DLE:	EDYY/250	**DST**	160	**HRZ**

B 7 EMS

B 7.1 **Arrivals/departures EDDV**

a) Arrivals **EDDV**

UM170/UL980-OSN STARs EDYY/250 **EMS** ↓FL110 and CT+↓ **HAN**

If required, EMS shall coordinate with HRZ. Unless agreed otherwise, EMS shall issue a direct NIE clearance for arrivals to RWY27.

b) Departures **EDDV**

OSN SIDs **HAN** ↑100 and CT **EMS** (ind. coord.)/EDYY

Unless agreed otherwise, HAN shall issue a direct OSN clearance for departures from RWY's 09L/R.

B 7.2 **Arrivals/departures EDDW**

a) Arrivals **EDDW**

WRB-N850-NIE-T801: **DST** RFL u. C↓160 + CLT **EMS** ↓110 **ALEL**

b) Departures **EDDW**

BASUM-R15/UM170-OSN:	**ALEL**	↑100	**EMS**	(ind. coord.)/EDYY	
NIE-SIDs-Z88:	**ALEL**	↑100	**EMS**	190	**HRZ**
ERLAD-Y804-PIROT:	**ALEL**	↑100	**EMS**	(ind. coord.)/EDYY	

Note: 1. Sector EMS shall be responsible to provide separation from sector HAN.

2. Unless agreed otherwise, frequency transfer shall be performed for aircraft with RFL105- from ALEL directly to sector HAN.

B 7.3 **Arrivals/departures EDDG/EDLI/ETUO**

a) Arrivals EDDG/EDLI/ETUO

(U)L980-OSN: EDYY/250 **EMS** 70/EDGG

B 7.4 **Arrivals/departures EDLP/EDVK**

b) Departures **EDLP/EDVK**

WRB-N850-ROBEG: **DST** ind. coord. **EMS** (ind. coord.)/EDYY

B 7.5 **Arrivals/departures ETND**

b) Departures **ETND**

DP DCT BASUM, BMN, VEDAM (RFL 5500 AMSL+):	**EMS**	ind. coord.	**FRI**
DP DCT BASUM, BMN, VEDAM (RFL 5500 AMSL-):	**EMS**	RFL	**FRI**

B 7.6 **Arrivals/departures EDVE**

a) Arrivals EDVE

(U)L980-DLE: EDYY/250 **EMS** 160 **HRZ**

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B 8 ALEH

B 8.1 **Arrivals/departures EDDH, EDHI**

a) Arrivals **EDDH, EDHI**

NIE-T901-NOLGO: **ALEH** Ind. coord. **HAME**

Note: The coordination with HEI takes places by providing a NOLGO info-strip to the sector.

b) Departures **EDDH, EDHI**

WSR-SID-UN125: **HAMW** Ind. coord. **ALEH** 250/EDYY

BASUM-SID-UM170: **HAMW** Ind. coord. **ALEH** 240/EDYY

IDEKO-SID-Y900: **HAMW** Ind. coord. **ALEH** 240/EDYY

B 8.2 **Arrivals ETMN**

BKD-UL619-LBE DCT NDO **HEI** 240 **ALEH** 110 **EID**

B 8.3 **Arrivals/departures EDHL**

a) Arrivals **EDHL**

(U)N125-REVLA-T907-SORUN-T903-RIBSO-T904-BOGMU:

EDYY/260 **ALEH** Ind. coord. **HAMW**

Note: Unless agreed otherwise, transfer of communication shall take place from ALEH directly to HAME.

DEP EDXW-OSTOR-T904-BOGMU: **EID** RFL **ALEH** Ind. coord. **HAMW**

b) Departures **EDHL**

HAM-SID-Z102-WSR-UN125: **HEI** Ind. coord. **ALEH** 250/EDYY

B 8.4 **Arrivals/departures EDHK**

a) Arrivals **EDHK**

UL126-LBE-(U)P615-RENSU-STAR: EDYY/250 **ALEH** 110 **EID**

WSR-(U)N125-LBE-(U)615-RENSU-STAR: EDYY/260 **ALEH** 110 **EID**

b) Departures **EDHK**

RENSU-P615-LBE-UL126/UL619: **EID** Ind. coord. **ALEH** 240/EDYY

RENSU-P615-LBE-Z102-WSR-UN125: **HEI** Ind. coord. **ALEH** 250/EDYY

B 8.5 **Arrivals/departures EDWE**

b) Departures **EDWE**

EMPIT-SID-(U)N125-WSR: **FRI** 190 **ALEH** 240/EDYY

B 8.6 **Arrivals/departures EDWI**

a) Arrivals **EDWI**

WSR-N125-DOTOB: **ALEH** 110 **FRI**

b) Departures **EDWI**

DOTOB-SID-(U)N125-WSR: **FRI** 190 **ALEH** 240/EDYY

A 8.7 **Arrivals/departures EDWB**

a) Arrivals **EDWB**

LBE-N125/HAM-Z102/BASUM-Z78-WSR:				**ALEH**	110	**ALEL**

b) Departures **EDWB**

WSR-SID-(U)N125-EEL:	**ALEL**	Ind. coord.	**ALEH**	240	**FRI**
WSR-SID-(U)Z102-HAM:	**ALEL**	Ind. coord.	**ALEH**	240	**HEI**
WSR-SID-(U)N125-LBE/-Z78-BASUM:					
	ALEL	Ind. coord.	**ALEH**	240/EDYY	

B 8.8 **Arrivals/departures EDDW**

a) Arrivals **EDDW**

GURLO-Z870-DENEN:	**HEI**	240	**ALEH**	110	**ALEL**

b) Departures **EDDW**

GESTO-Z870-GURLO:	**ALEL**	Ind. coord.	**ALEH**	Ind. coord.	**HEI**
WSR-Z102-HAM:	**ALEL**	100	**ALEH**	240	**HEI**
WSR-N125-LBE:	**ALEL**	100	**ALEH**	240/EDYY	

B 8.9 **Arrivals EHGG/EDWF**

a) Arrivals **EHGG/EDWF**

LBE-(U)N125:	EDYY/ Ind. coord.	**ALEH**	Ind. coord.	**FRI**

B 9 HEI

B0.90.1 **Arrivals/departures EDDH, EDHI**

a1) Arrivals **EDDH, EDHI**

(U)M748-RARUP:	**MAR**	240 u. CT+↓	**HEI**	Ind. coord.	**HAME**

Note: In the case of a DCT routing and entry into sector MRZ, sector MAR shall ensure that CT+↓ also applies to the transit of sector MRZ.

UT726-IRKIS-T902-RARUP:		EDYY/250	**HEI**	Ind. coord.	**HAME**
NIE-T901-NOLGO:			**ALEH**	Ind. coord.	**HAME**

Note: The coordination with HEI takes places by providing a NOLGO info-strip to the sector.

LEGSA-(U)Z102-BERIM o. Q800/(U)M726-ROSOK-T906-RARUP:					
	MRZ	240 u. CT+↓	**HEI**	Ind. coord.	**HAME**

b) Departures **EDDH, EDHI**

AMLUH-SID-(U)M852-LEVBU-Z113-OBATU:	**HAME**	Ind. coord.	**HEI**	240/EDYY	
AMLUH-SID-(U)M852-LEVBU-Z113-DLE:	**HAME**	Ind. coord.	**HEI**	230	**HRZ**
AMLUH-SID-Y901-ULSEN:	**HAME**	Ind. coord.	**HEI**	240/EDYY	
RAMAR-SID-Z998:	**HAME**	Ind. coord.	**HEI**	↑230 and CT+↑	**MAR**

Note: except for series of entries by Airbus DEP EDDH/EDHI

LUB-SID-Q800-OLUBI:	**HAME**	Ind. coord.	**HEI**	↑230 and CT+↑	**MRZ**
LUB-SID-W93-RAMAR-(U)Z102:	**HAME**	Ind. coord.	**HEI**	↑230 and CT+↑	**MRZ**
LUB-SID-(U)P605:	**HAME**	Ind. coord.	**HEI**	240/EKDK	

B 9.2 **Arrivals ETMN**

BKD-UL619-LBE DCT NDO if RFL 285-	**MAR**	240	**HEI**	240	**ALEH**
BKD-UL619-LBE DCT NDO if RFL 285+		EDYY/250	**HEI**	240	**ALEH**

B 9.3 **Arrivals/departures EDDV**

b) Departures **EDDV**

CEL-J803-BKD:	**HAN**	100	**HEI**	↑230 and CT+↑	**MAR**
CEL-J803-DIRBO-G99-IRKIS-UN851:	**HAN**	100	**HEI**	240/EDYY	
CEL-DCT ULSEN-UM852:	**HAN**	100	**HEI**	240/EDYY	

B 9.4 **Arrivals/departures EDHK**

a) Arrivals **EDHK**

GURLO-(U)M748-ABMAL-G99-RAMAR-Z998-LUB-STAR or
BKD-(U)L619-AMLUH-(U)M852-HAM-STAR:

MAR 240 and CT+↓ **HEI** ↓110 **EID**

Note: In the case of a DCT routing and entry into sector MRZ, sector MAR shall ensure that CT+↓ also applies to the transit of sector MRZ.

MIC-NUSTA-STAR: EKDK/240 **HEI** ↓110 **EID**

BERIM-Z102-HAM-STAR or BERIM-Z102-RAMAR-W93-LUB-STAR:

MRZ 240 and CT+↓ **HEI** ↓110 **EID**

UL190/UM852-HAM-STAR: EDYY/250 **HEI** ↓110 **EID**

b) Departures **EDHK**

LUB-Q800-OLUBI: **EID** Ind. coord. **HEI** ↑230 and CT+↑ **MRZ**

HAM-(U)Z102-BERIM: **EID** Ind. coord. **HEI** ↑230 and CT+↑ **MRZ**

LUB-Z998-NUSGU: **EID** Ind. coord. **HEI** ↑230 and CT+↑ **MAR**

LUB-Z998-RAMAR-(U)Z102-BERIM: **EID** Ind. coord. **HEI** ↑230 and CT+↑ **MRZ**

LUB-(U)P605-AMICH: **EID** Ind. coord. **HEI** 240/EKDK

HAM-UL190-AGATI: **EID** Ind. coord. **HEI** 240/EDYY

B 9.5 **Arrivals/departures EDHL**

a) Arrivals **EDHL**

(U)M748-RARUP: **MAR** 240 and CT+↓ **HEI** Ind. coord. **HAME**

Note: In the case of a DCT routing and entry into sector MRZ, sector MAR shall ensure that CT+↓ also applies to the transit of sector MRZ.

UL190/G5-NOLGO: EDYY/250 **HEI** Ind. coord. **HAME**

MIC-N850-BOGMU: EKDK/240 **HEI** Ind. coord. **HAME**

b) Departures **EDHL**

HAM-SID-(U)M852-AMLUH orG5-AGATI-UL190 or UL619-IRKIS:

HAME Ind. coord. **HEI** 240/EDYY

HAM-SID-Z102-WSR-UN125: **HAME** Ind. coord. **HEI** Ind. coord. **ALEH**

HAM-SID-G5-DLE: **HAME** Ind. coord. **HEI** max RFL150 **HRZ**

HAM-SID-(U)M852-LEVBU-Z113-OBATU: **HAME** Ind. coord. **HEI** 240/EDYY

LUB-SID-(U)P605-AMICH: **HAME** Ind. coord. **HEI** 240/EKDK

LUB-SID-G99-TOSPA-(U)P605-AMICH: **HAME** Ind. coord. **HEI** 240/EKDK

RAMAR-SID-G99-IRKIS-UT726-HLZ: **HAME** Ind. coord. **HEI** 240/EDYY

RAMAR-Z998-PITEN: **HAME** Ind. coord. **HEI** ↑230 and CT+↑ **MAR**

B 9.6 **Arrivals/departures ETNH**

b) Departures **ETNH**

LUB DCT LUWIL TR1 (RFL285-)	**EID**	Ind. coord.	**HEI**	230	**MAR**
LUB DCT LUWIL TR1 (RFL285+)	**EID**	Ind. coord.	**HEI**	240/LIPPE	
HAM-TR1-LUWIL (RFL285-)	**EID**	Ind. coord.	**HEI**	230	**MAR**
HAM-TR1-LUWIL (RFL285+)	**EID**	Ind. coord.	**HEI**	240/LIPPE	

B 9.7 **Arrivals/departures ETNS**

b) Departures **ETNS**

LUB DCT LUWIL TR1 (RFL285-):	**EID**	Ind. coord.	**HEI**	230	**MAR**
LUB DCT LUWIL TR1 (RFL285+):	**EID**	Ind. coord.	**HEI**	240/LIPPE	
LUB DCT LAG (RFL285-):	**EID**	Ind. coord.	**HEI**	230	**MRZ**
LUB DCT LAG (RFL285+):	**EID**	Ind. coord.	**HEI**	240/LIPPE	
HAM-TR1-LUWIL (RFL285-)	**EID**	Ind. coord.	**HEI**	230	**MAR**
HAM-TR1-LUWIL (RFL285+)	**EID**	Ind. coord.	**HEI**	240/LIPPE	

B 9.8 **Arrivals/departures EDWB**

b) Departures **EDWB**

WSR-SID-(U)Z102-HAM:	**ALEL**	Ind. coord.	**ALEH**	240	**HEI**

B 9.9 **Arrivals/departures EDDW**

a) Arrivals **EDDW**

GURLO-Z870-DENEN:	**MAR**	240 u. CT+↓	**HEI**	240	**ALEH**

b) Departures **EDDW**

GESTO-Z870-GURLO (RFL285-):	**ALEH**	Einzelkoordination	**HEI**	↑230 u. CT+↑	**MAR**
GESTO-Z870-GURLO (RFL285+):	**ALEH**	Einzelkoordination	**HEI**	240/EDYY	
WSR-Z102-HAM:	**ALEH**	240	**HEI**	240/EDYY	

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B 10 EID

B 10.1 Flight Level Allocation for flights inbound EEL

The sectors EID and FRI shall use even flight levels for flights on ATS routes to EEL according to the following allocation:

- FRI shall use FL240, FL200, FL160, FL120, FL080
- EID shall use FL220, FL180, FL140, FL100

Deviations shall be coordinated between the sectors.

B 10.2 ATCISS Entries

Sector EID shall be responsible to change the runway in use in the ATCISS for the following aerodromes: EDHK, EDWB, EDWE, EDWI, EDXW, ETMN, ETNH, ETNJ, ETNS and ETNT.

Sector EID shall be responsible to change the status of the following airspaces class D (CTR) (activated/deactivated) in the ATCISS: EDXW, ETMN, ETNH, ETNJ, ETNS and ETNT.

Sector EID shall be responsible to change the status of the following areas of responsibilities in the ATCISS (activated/deactivated): ETNH, ETNS, ETNJ/ETNT, ETMN and Mellum area.

In addition, sector EID shall inform the responsible FDA about the new runway direction in time, who is changing this value in P1/ATCAS.

B.10.3 Arrivals ETMN

BKD-UL619-LBE DCT NDO	**ALEH**	110	**EID**

B.10.4 Arrivals/departures EKBI/EKVD/EDVJ/EKEB/EKSP

a) Arrivals **EKBI/EKVD/EDVJ/EKEB/EKSP**

LBE-(U)P992-ATTUS:	EDYY/250	**EID**	↓170/EKDK
EKERN-(U)M852/(U)P615:	EDYY/250	**EID**	↓170/EKDK
WELGO-(U)N873-TUSKA:	EDYY/250	**EID**	↓170/EKDK

B 10.5 Arrivals/departures EDHK

a1) Arrivals **EDHK**

LBE-P615-RENSU-STAR:	**ALEH**	↓110	**EID**
HAM-, LUB-, NUSTA-STAR:	**HEI**	↓110	**EID**

a2) Specifics for IFR operations EDHK.

Separation from AoRs and restricted areas

For some instrument approach procedures, there is no conventional separation from the AoRs of Schleswig and Hohn and from the restricted areas ED-R 10B and ED-R 11A/B.

The procedures for arrivals RWY 26 with vectoring or without monitoring may be found in the letter of agreement governing the procedures concerning the use of the restricted areas ED-R 10 and the danger areas ED-D 19A/B".

Arrival routes/procedures RWY 08

There is no separation between the STARs of EKERN and RENSO and the AoRs of Schleswig or Hohn. There is no separation between ILS RWY 08 and the Hohn AoR.

Holding

Separation is provided between the KIL holding and the AoRs of Hohn and Schleswig only in 2000 AMSL, but not in 3000 AMSL and above.

Above 4000 AMSL, the critical area of the holding procedures into ED-R 11A/B. Above 4000 AMSL, the holding may only be flown using monitoring.

SIDs

No separation is given between the EKERN- and RENSO-SIDs and the AoRs of Schleswig and Hohn.

Coordination with Hohn Radar

Coordination with Hohn APP shall be possible by means of individual coordination and block clearances.

Circling approaches

Clearances for circling approaches shall only be issued if no other arrival procedures for RWY 26 are available. Circling approaches shall not be assigned to training flights.

b) Departures **EDHK**

LUB-, HAM-SID:	**EID**	Ind. coord.	**HEI**

Note: HEI shall receive a pre-announcement strip.

RENSU-SID-P615-LBE:	**EID**	Ind. coord.	**ALEH**

Note: ALEH shall receive a pre-announcement strip.

EKERN-SID-M852/P615-ALS:	**EID**	240/EKDK

B 10.6 **Arrivals/departures ETNH.**

b) Departures **ETNH**

LUB DCT LUWIL TR1	**EID**	Ind. coord.	**HEI**
HAM-TR1-LUWIL	**EID**	Ind. coord.	**HEI**

Note: HEI shall receive a pre-announcement strip.

B 10.7 **Arrivals/departures ETNS**

b) Departures **ETNS.**

LUB DCT LUWIL TR1	**EID**	Ind. coord.	**HEI**
HAM-TR1-LUWIL	**EID**	Ind. coord.	**HEI**

Note: HEI shall receive a pre-announcement strip.

B 10.8 **Arrivals/departures EDHL**

a) Arrivals **EDHL**

ALS-(U)M852/(U)P615-EKERN-T905-BOGMU	**EID**	Ind. coord.	**HAME**

b) Departures **EDHL**

HAM-SID-(U)M852-EKERN-(U)P615/(U)M852:	**HAME**	100	**EID**	240/EKDK

B 10.9 **Arrivals/departures EDWE**

* If the AoR is activated, Wittmund APP shall provide approach control and ensure the required coordination.

a) Arrivals **EDWE**

N125-EMPIT:	**FRI**	5000	**EID***

b) Departures **EDWE**

EMPIT-SID:	**EID***	5000	**FRI**

B 10.10 **Arrivals/departures EDWI**

* If the AoR is activated, Wittmund APP shall provide approach control and ensure the required coordination.

a) Arrivals **EDWI**

N125-DOTOB:	**FRI**	4000	**EID***

b) Departures **EDWI**

DOTOB-SID:	**EID***	4000	**FRI**

B 10.11 **Arrivals/departures EDWB**

* If the AoR is activated, Nordholz APP shall provide approach control and ensure the required coordination.

a) Arrivals **EDWB**

N125/HAM-Z102/BASUM-Z78-WSR:	**ALEL**	Ind. coord.	**EID***

b) Departures **EDWB**

WSR-SID:	**EID***	4000	**ALEL**

B 10.12 **Arrivals/departures EDXF**

a) Arrivals EDXF

AMRAK/DEMIR/ALASA DCT FLB:	EKDK/100↓70	**EID**

b) Departures EDXF

FLB DCT AMRAK/ALASA*:	**EID**	60/EKDK

Note: For these flights an expedite clearance shall be obtained from ACC Copenhagen.

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B 11 FRI

B 11.1 Flight Level Allocation for flights inbound EEL

The sectors EID and FRI shall use even flight levels for flights on ATS routes to EEL according to the following allocation:

- FRI shall use FL240, FL200, FL160, FL120, FL080
- EID shall use FL220, FL180, FL140, FL100

Deviations shall be coordinated between the sectors.

B 11.2 Arrivals/departures EDWE

a) Arrivals **EDWE**

WSR-N125-EMPIT:			**FRI**	5000	**EID***
EEL-N125-EMPIT:	EHAA/RFL		**FRI**	5000	**EID***

Note: * If the Wittmund AoR is activated, coordination shall be made with Wittmund APP.

b) Departures **EDWE**

EMPIT-SID-(U)N125-WSR:	**EID***	5000	**FRI**	190	**ALEH**
EMPIT-SID-(U)N125-EEL:	**EID***	5000	**FRI**	240/EHAA	

Note: * If the Wittmund AoR is activated, coordination shall be made with Wittmund APP.

B 11.3 Arrivals/departures EDWI

a) Arrivals **EDWI**

WSR-N125-DOTOB:	**ALEH**	110	**FRI**	5000	**EID***
EEL-N125-DOTOB:	EHAA/RFL		**FRI**	5000	**EID***

Note: * If the Wittmund AoR is activated, coordination shall be made with Wittmund APP.

b) Departures **EDWI**

DOTOB-SID-(U)N125-WSR:	**EID***	4000	**FRI**	190	**ALEH**
DOTOB-SID-(U)N125-EEL:	**EID***	4000	**FRI**	240/EHAA	

Note: * If the Wittmund AoR is activated, coordination shall be made with Wittmund APP.

B 11.4 Arrivals/departures EDWB

a) Arrivals **EDWB**

EEL-N125-WSR:	EHAA/RFL		**FRI**	5000	**ALEL**

b) Departures **EDWB**

WSR-SID-(U)N125-EEL:	**ALEH**	240	**FRI**	240/EDYY	

B 11.5 Arrivals/departures EDDW

b) Departures **EDDW**

EEL-SID:	**ALEL**	100	**FRI**	240/EDYY	

B 11.6 Arrivals/departures EHGG

a) Arrivals **EHGG**

LBE-(U)N125-EEL:	**ALEH**	Einzelkoordination	**FRI**	70 u. C↓ 5000/EHGG

B 11.7 Arrivals/departures EDWF

a) Arrivals **EDWF**

LBE-(U)N125:	**ALEH**	Einzelkoordination	**FRI**

B 11.8 **Arrivals/departures ETND**

b) Departures **ETND**

DP DCT BASUM, BMN, VEDAM (RFL 5500 AMSL+):	**EMS**	ind. coord.	**FRI**
DP DCT BASUM, BMN, VEDAM (RFL 5500 AMSL-):	**EMS**	RFL	**FRI**

C Internal procedures of sector families north and south

C 1 Airspace delegation and use of the delegated airspaces

No.	Sector families and working positions concerned	SUBJECT
C 1.1	**North A + B** FRI, ALEH, WWC1S, EID	Temporary airspace delegation of sectors EID/FRI/WWC1S to sector ALEH (Glückstadt routing + AVESA area)

C 1.1.1 Glückstadt routing

- At times of low traffic volume, sectors EID and WWC1S shall delegate the Glückstadt routing from FL 105 to FL 245 to sector ALEH (see figure). Sector EID shall inform sector FRI about the beginning and termination of the delegation.
  Phrase: "Glückstadt routing to sector ALEH"
- During the delegation, WWC1S shall not use this part of TRA 201 for air traffic he is responsible to monitor.

  If TRA 201 is used as a military training airspace and the Glückstadt routing is active, WWC1S shall inform sector ALEH about the beginning and termination of use as well as about air defence radar station using it.

  The Letter of Agreement between DFS, GAFCOM (German Air Force Command) and AFSBw with its supplement Bremen ACC lays down the provisions concerning the coordination of transit flights through the military training airspace on the Glückstadt routing.
- If the delegation is active, sector FRI shall agree that sector ALEH guides traffic into this area from the EEL - WSR route to the north.
- If required by WWC1S or sector EID, the termination of the delegation shall be coordinated between sectors EID and ALEH.
- Sector ALEH shall have the duty to provide separation between flights "N125 direct RIBSO" and WSR – OSTOR, and vice versa.

  Sector ALEH shall provide separation between arrivals EDDH/EDHI/EDHL via N125 which he has cleared direct RIBSO upon coordination with sector EID, and air traffic which has been coordinated by or with sector ALEH on the WSR - OSTOR route, and vice versa.

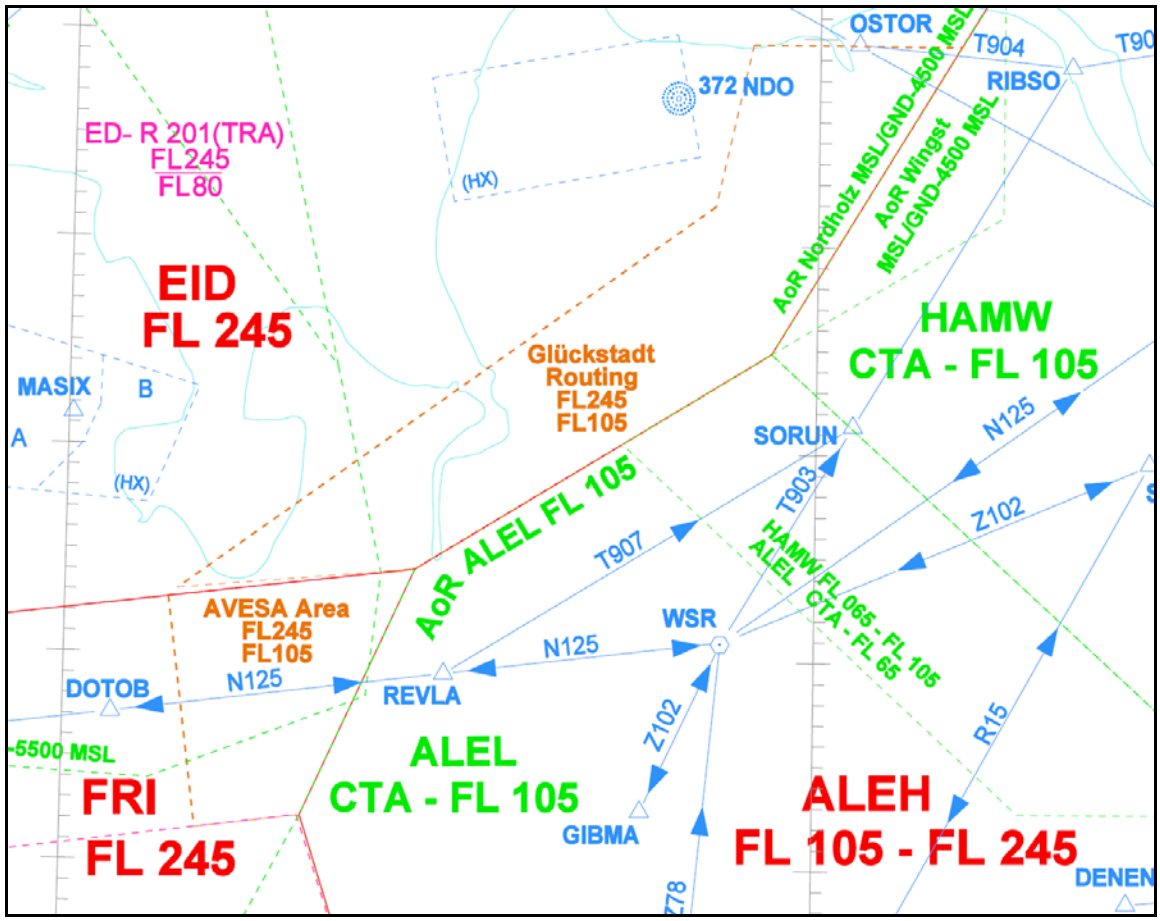
C 1.1.2 AVESA area

- At times of low traffic volume, sector FRI shall delegate the AVESA area from FL 105 to FL 245 to sector ALEH (see figure). Sector FRI shall inform sector EID about the beginning and end of the delegation.

  Phrase: "AVESA area to sector ALEH".
- If required by sector FRI, the termination of the delegation shall be coordinated between sectors FRI and ALEH.

C 1.1.3 The Glückstadt routing and AVESA area delegations may exist simultaneously or independently of each other.

Figure:



No.	Sector families and sectors concerned	SUBJECT
C 1.2	**North A + B, South** EMS, ALEH, FRI, WWC2S	Use of TRA 202A

C 1.2.1 WWC2S and sector FRI shall delegate the airspace located within TRA202, east of a 5 NM distance parallel west of the connection line OSN – WSR and north of the sector boundary EMS to sectors ALEL (FL075 – FL105), EMS (FL105 – FL195) and ALEH (FL195 – FL245).

WWC2S shall not use this part of TRA 202 during the delegation.

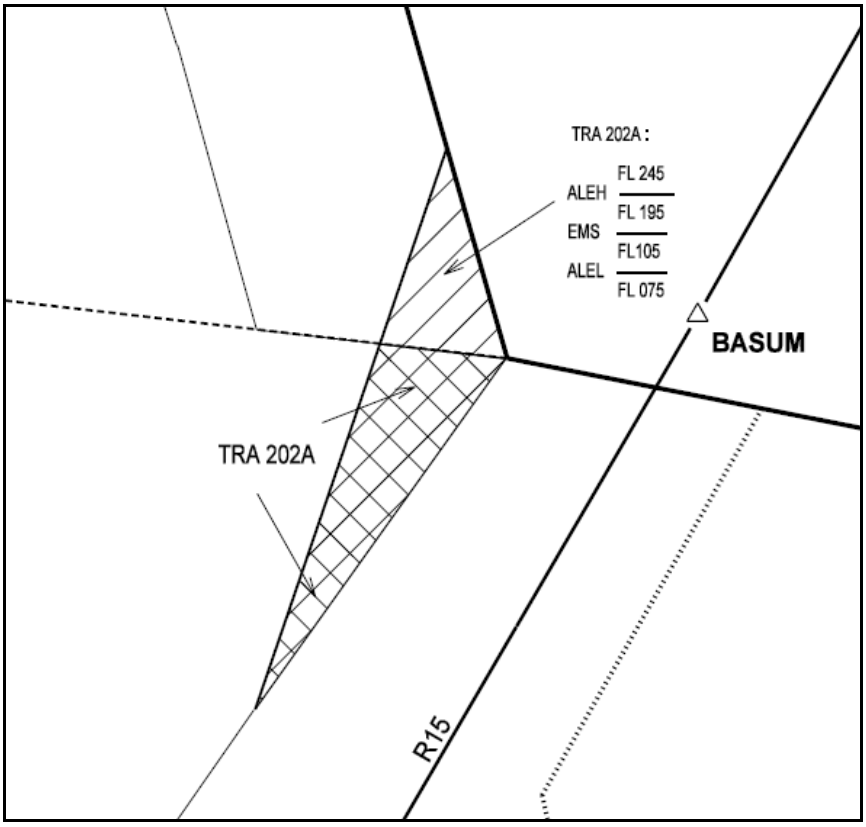
WWC2S and sector FRI may revoke the delegated airspace or parts thereof with an advance period of five minutes.

C 1.2.2 WWC2S shall permit sector EMS to use TRA 202 east of a parallel distance of 5 NM and west of the OSN - WSR line. The prescribed distances to the TRA boundaries shall be maintained.

WWC2S may revoke this permission with an advance period of five minutes.

If this permission has not been revoked, WWC2S shall not use this part of TRA 202.

C 1.2.3 Figure



C 1.2.4 Use of airspace TRA 202A

- Unless FRI and WWC2S have revoked the delegation of TRA 202A, sector EMS shall issue direct clearances for the following flights from OSN to WSR/BMN on R15 above FL75:
  - all flights planned BASUM – WSR,
  - all arrivals EDDW at QFU 09.
- Unless FRI and WWC2S have revoked the delegation of TRA 202A, sectors ALEL and ALEH may issue direct clearances from WSR to OSN for flights above FL75 which were planned via WSR – BASUM – OSN without further coordination.

This regulation shall also apply to departures from EDDW.

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C 2 Coordination of arrivals/departures to/from sector ALEL

No.	Sector families and sectors concerned	SUBJECT
C 2.1	**North A + B, South** ALEL, ALEH, EMS, DST	General information

- All sectors adjacent to sector ALEL shall be informed about an issued start-up approval by print-out of a pre-announcement strip including SSR code (exception: departures to the west, see section C 2.2).
- Upon receipt of the pre-announcement strip with SSR code and if the traffic situation permits, the next sector adjacent to sector ALEL shall issue a clearance for a higher flight level to flights with RFL 110+.
  (Exception: departures to the south, see sections annex A and B, appropriate sector)
- After departure, coordination shall, as a rule, be conducted by printing flight progress strips. This means that sector ALEL will not transmit the take-off time by telephone. It shall be up to the working positions concerned to agree on coordination of the take-off time by telephone.
- The accepting sectors shall regard the departure as climbing to the cleared flight level.
- Further handling of the flight is described in the following subsections.

No.	Sector families and sectors concerned	SUBJECT
C 2.2	**North A + B** ALEL, FRI, ALEH	Arrivals/departures to/from sector ALEL to/from the west

- Sector ALEL shall coordinate arrivals/departures directly with sector FRI. As a rule, these flights shall be guided outside sector ALEH.
- Arrivals in sector ALEL:

  Unless agreed otherwise in individual cases, sector FRI shall route arrivals in sector ALEL which are planned via EEL – WSR direct GIBMA when leaving EHAA FIR and shall transfer them to sector ALEL descending to A5.0. Unless defined otherwise by sector FRI, a RELEASE for descent and track routing without coordination shall apply to these flights.
- Departures:

  In addition, sector ALEL shall inform sector FRI verbally about issued start-up approvals.

  Sector ALEL shall transfer departures climbing to FL100 (or lower, if requested).

  If the planned transit through TRA 202 or 302 cannot be assured, sector FRI shall become active upon receiving verbal information about the issued start-up clearance and shall issue a clearance avoiding a transit through TRA 202 or 302.
- In the case of conflicting traffic, sectors ALEL/FRI shall coordinate an appropriate solution.

No.	Sector families and sectors concerned	SUBJECT
C 2.3	**North A + B, South** ALEL, EMS	Arrivals from OSN

- Arrivals
  Sector EMS shall transfer arrivals via OSN-BASUM-BMN descending to FL 110. Unless coordinated otherwise by sector EMS, a RELEASE for descent and turn without coordination shall apply to these flights.
- Sector ALEL shall issue further clearances for descent and shall guide the aircraft outside sector ALEH.

No.	Sector families and sectors concerned	SUBJECT
C 2.4	**North A + B, South** ALEL, EMS	Arrivals from NIE

- Sector EMS shall transfer arrivals via NIE to sector ALEL descending to FL 110.
- Sector ALEL shall issue further clearances for descent and shall guide the aircraft outside sector ALEH. If this is not possible, sector ALEL shall be responsible for the required coordination with sector ALEH.
- In the case of conflicting traffic (e.g. simultaneous departures via NIE), sectors ALEL and EMS shall agree on an appropriate solution.
- In the case of arrivals via NIE, sector ALEL may give instructions to change the heading in the transferring sector when the corresponding aircraft have passed NIE.

No.	Sector families and sectors concerned	SUBJECT
C 2.5	**North A + B** ALEL, ALEH	Departures to OSTOR, LBE and HAM with RFL 110+ Arrivals from OSTOR, LBE and HAM from flight levels FL110+

- Sector ALEH shall be the coordination partner for departures with requested flight levels FL110+ from sector ALEL on the routes WSR - OSTOR, WSR - LBE, WSR - HAM, GESTO - SID.
- Upon receipt of the pre-announcement strip with SSR code and if the traffic situation permits, sector ALEH shall issue a clearance for FL 100+.
- Sector ALEH shall be informed about the actual departure by a print-out of the flight progress strip including overflight data.
- If a clearance for climbing to FL 100+ has been issued, sector ALH shall provide separation from sectors HAMW/HAME.
- If sector ALEL does not have a clearance for flight levels above FL 100, it shall clear the flight for FL 100 and transfer it to sector ALEH as soon as possible. In this case, sector ALEH shall be responsible to provide separation from sectors HAMW/HAME.
- Arrivals from sector ALEH shall be transferred to sector ALEL descending to FL 110.

C 3 Coordination of arrivals/departures to/from sector HAN

No.	Sector families and sectors concerned	SUBJECT
C 3.1	**North A + B, South** ALEH, EMS, FRI	Arrivals in sector HAN

Coordination of arrivals

As a rule, entries into the AoR of sector HAN shall be coordinated for arrivals. Exception:

- Sector HAN shall regard arrivals with the clearance limits ROBEG and DLE as descending to FL110.
  This principle shall also apply to the clearance limit CEL for arrivals on routes HLZ - CEL and T803.
- Arrivals in sector HAN from the north are governed in sections C.3.3 and C.3.4.

For arrivals, sector HAN may apply radar vectoring in the transferring AoR without coordination above its own sector and taking into account the sector boundaries.

No.	Sector families and sectors concerned	SUBJECT
C 3.2	**North A + B, South** ALEH, ALEL, HAME, HEI, HRZ, DST,	Departures from sector HAN

Departures with RFL100+

- For departures from sector HAN with RFL 100+, the coordination partner shall, as a rule, be the sector adjacent to the vertical boundary (with reference to the flight path) of sector HAN.

  The following deviations shall apply:

  - Departures EDDV and ETNW via NIE shall be coordinated with ALEH by observing the following procedure:

    Coordination for departures EDDV shall be made by activating flight progress strip printing. Sector HAN shall coordinate departures ETNW directly with sector ALEH (sector ALEL shall **not** receive an actual take-off time). Sector HAN shall issue a clearance for FL 100 for the departure, and the transfer of communication shall take place directly to sector ALEH. Sector ALEL shall regard the departure as climbing.

  - Departures from EDVE to the west shall be coordinated with sector HRZ.

- Sector HAN shall issue clearances to climb to FL 100.

  If the adjacent sectors issue clearances to climb above FL 100, sector HAN shall provide separation to the sector boundary DST/HRZ.

  In the case of Faßberg departures to the south, sector HAN shall provide separation from sector HEI.

  Clearances to flight levels above FL 100 shall be coordinated verbally and in advance with the working positions concerned (APPROVAL REQUEST/EXPEDITE CLEARANCE).

No.	Sector families and sectors concerned	SUBJECT
C 3.3	**North A + B, South** ALEH, FRI, HAN	Coordination channel for arrivals to sector HAN (without EDVE) from sector ALEH

Coordination channel for arrivals to sector HAN (without EDVE) from sector ALEH:

Sector ALEH → Sector ALEL → Sector HAN

For arrivals to sector HAN from sector ALEH, a second flight progress strip shall be printed for sector ALEL for IDEKO. Sector ALEL shall coordinate a flight level below FL105 with sector HAN in due time and shall issue the corresponding clearance to sector ALEH or request the flight to switch to his own frequency. As a rule, sectors ALEL/ALEH shall provide separation from sector EMS.

No.	Sector families and sectors concerned	SUBJECT
C 3.4	**North A, South** HEI, HAN	Coordination channel for arrivals to sector HAN from sector HEI

Line of coordination for arrivals to sector HAN from sector HEI:

Sector HEI → sector HAN

For arrivals to sector HAN, sector HEI shall coordinate directly with sector HAN and shall, as a rule, provide separation from sector HRZ.

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C 4 Coordination of arrivals/departures to/from sectors HAMW/HAME

No.	Sector families and sectors concerned	SUBJECT
C 4.1	**North A** DHAT, HAMW, HAME	Coordination when the runways-in-use are changed

Hamburg TWR shall determine the runways-in-use.

If Hamburg intends to change the runways-in-use, DHAT shall be informed in good time (HAMEQ if DHAT is not staffed) and the time of the runway change shall be coordinated.
DHAT shall inform HAMW and HAME about the intended change and shall, if required, ensure mutual agreement about the time of the change.

HAMEQ shall inform SV CC and FMP about the change of the runway-in-use.

No.	Sector families and sectors concerned	SUBJECT
C 4.2	**North A** ALEH, HEI, DHAT, HAME, HAMW	Handling of arrivals EDDH

C 4.2.1 For arrivals with clearance limit RIBSO, sector ALEH shall coordinate the entry into sector HAMW.

C 4.2.2 Sectors HAMW and HAME may apply radar vectoring without coordination if

- the flight is above their sector and
- the sector boundary ALEH/HEI is considered.

C 4.2.3 Sector ALEH may guide arrivals to RIBSO via WSR without further coordination with sector HAMW north of WSR and directly to RIBSO.

C 4.2.4 Sectors HAMW and HAME shall coordinate arrivals with each other.

- if it is not ensured that the aircraft remain clear of the departure routes of the other sector before entering sector DHAT or
- aircraft are not guided to the runway-in-use.

C 4.2.5 If the traffic situation permits, arrivals shall be guided in such way that descent below FL60 is conducted in airspace C.

C 4.2.6 Sectors HAMW and HAME shall maintain a distance of 3 NM from the 20 NM boundary of DHAT.

C 4.2.7 DHAT shall maintain a distance of 3 NM from the departure routes which mark the boundary of the departure sectors.

C 4.2.8 Sectors HAMW and HAME shall pass the flight progress strips to DHAT when transferring aircraft to DHAT.

C 4.2.9 DHAT may apply radar vectoring without coordination for arrivals, if

- the restrictions imposed by the competent sector prior to transfer of control are adhered to and
- the HAMW/HAME sector boundary is adhered to.

No.	Sector families and sectors concerned	SUBJECT
C 4.3	**North A** HAMW, HAME, ALEH, HEI, DHAT	Handling of departures from EDDH

C 4.3.1 It is not necessary to coordinate departures between sectors HAMW and HAME if

- they are performed entirely within the corresponding departure sector (Attachment 1) and
- the aircraft will not exceed the altitude of A5.0 before entering the area of the controller who is responsible for the departure.

C 4.3.2 Departures whose departure routes affect the DHAT AoR shall be coordinated by the competent sector with DHAT unless sector HAMW or HAME instruct Hamburg TWR to obtain the approval of DHAT ("request release by feeder") before issuing the take-off clearance.

C 4.3.3 Sectors HAMW and HAME shall observe the boundary of sectors ALEH/HEI on the standard departure routes.

If a flight path is agreed which deviates from the standard departure routes, the accepting sector shall be responsible for performing coordination with other sectors, if such coordination is required.

C 4.3.4 Independent of the flight level entered as RFL, P1 will use the appropriate default to coordinate flights between the airports EDDV, EDDH/EDHI and EDHI up to FL 100 max.
Clearances for flight levels above FL 100 shall be coordinated verbally in advance with the working positions concerned (APPROVAL REQUEST/EXPEDITE CLEARANCE).

No.	Sector families and sectors concerned	SUBJECT
C 4.4	**North A** EID, HAME, HAMW, HEI, ALEH	Arrivals and departures sectors HAME and HAMW from/to the north

- Arrivals EDDH and flights with destination aerodromes in sectors HAMW/HAME shall be coordinated directly between sectors HAMW/HAME and sector EID. As a rule, they shall be transferred below FL 105.
- In the case of departures EDDH and from aerodromes within the AoR of HAMW/HAME, sector EID shall be the competent coordination partner for sectors HAMW/HAME.

After take-off, sectors HAMW/HAME shall, as a rule, coordinate a climb release with sectors ALEH/HEI, and shall inform sector EID about this maximum possible flight level.

Sector EID shall issue clearances to climb in accordance with its own traffic situation and the maximum flight level which is possible in sectors ALEH/HEI.

- In the case of departures on standard departure routes, HAMW/HAME shall consider the AoR boundary of sectors ALEH/HEI. If a flight path is agreed for these flights which deviate from the standard instrument departure routes, the duty to coordinate the flights with all sectors concerned shall be transferred to sector EID, if such coordination is required.

No.	Sector families and sectors concerned	SUBJECT
C 4.5	**North A + B** ALEH, HAMW, EID	Arrivals and departures sector HAMW from/to sector EID

- Sector EID shall coordinate arrivals into the HAMW AoR directly with HAMW and shall, as a rule, transfer them below FL 105.
- In the case of departures from EDDH and aerodromes within the area of responsibility of HAMW, sector EID shall be the competent coordination partner for sector HAMW. After take-off, HAMW shall coordinate, as a rule, a climb release with sector ALEH, and shall inform sector EID about this maximum possible flight level in sector ALEH. Sector EID shall issue climb clearances in accordance with its own traffic situation and the maximum flight level which is possible in sector ALEH.
- In the case of departures on standard departure routes, HAMW shall consider the AoR boundary of sectors ALEH/HEI.

  If a flight path is agreed for these flights which deviate from the standard instrument departure routes, the duty to coordinate the flights with all sectors concerned shall be transferred to sector EID, if such coordination is required.

No.	Sector families and sectors concerned	SUBJECT
C 4.6	**North A** HAMW, HAME, DHAT	Arrivals/departures to/from EDHI

- Sector HAMW or HAME shall coordinate arrivals to and departures from EDHI with all sectors concerned.
- In the case of simultaneous vectoring to the aerodromes of EDDH and EDHI, the possibility to perform missed approach procedures at the other aerodrome (i.e. EDDH or EDHI) shall be considered in the traffic planning.

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C 5 Additional internal procedures within sector family North

No.	Sector families and sectors concerned	SUBJECT
C 5.1	**North A + B** EID, EMS, FRI, WWC2S, WWC1S	Coordination with WWC2S, WWC1S

- The working positions of sectors EMS, FRI and EID shall be responsible for coordination with WWC2S and WWC1S.
- As a rule, the approval to perform transit flights through the TRAs ED-D 100 and ED-D 101A shall be expected. WWC2S/WWC1S may reject or restrict transit flights in certain cases.

No.	Sector families and sectors concerned	SUBJECT
C 5.2	**North A + B** EID, ALEH, HEI	Arrivals EDHK/ETMK and ETNH (sector ALEH or sector HEI ---> sector EID)

- Sector EID shall regard arrivals ETMK and ETNH from sectors ALEH and HEI as having a direct routing KIL or HNT and descending to FL 110. For sectors ALEH and HEI, these flights are coordinated in this way.
- Entries into sectors originally not concerned by the planned flight path shall be coordinated.

  Exception: For arrivals to EDHK/ETMK via LBE, sector ALEH shall define a direct routing from LBE to KIL. Sector EID shall expect arrivals on this route. The necessary coordination with sector HEI shall be conducted by forwarding a RENSU strip to sector HEI. The consent to this routing (including descent to FL 110) shall be deemed as given upon receipt of the flight progress strip.
- Arrivals ETNH from sector ALEH via the routing WSR – OSTOR shall be part of the above-mentioned general agreement.

  Sector EID and WWC1S shall give the general consent to sector ALEH to guide aircraft to HNT on a direct routing and descending to FL 110, provided the direct routing leads to a flight path east of the route WSR - OSTOR.

No.	Sector families and sectors concerned	SUBJECT
C 5.3	**North A + B** EID, HEI, ALEH	Departures EDHK/ETMK, ETNH and ETNS (sector EID ---> sectors HAMW, HAME, HEI or ALEH)

- The change of the flight plan status of departures EDHK/ETMK and ETNH from PENDING to ACTIVE triggers the print-out of pre-announcement strips with SSR codes in sectors HAME, HAMW, HEI, ALEH or EID. Print-outs of these strips shall replace verbal information of the sectors about issued start-up approvals.
- Sector EID shall verbally coordinate an entry clearance into sectors HAME or HAMW (RFL 100-), or HEI or ALEH (RFL 100+) in good time before the upcoming take-off time.
- Sectors HAMW, HAME, HEI, ALEH or EID shall be informed about the actual take-off time by print-out of flight progress strips with overflight data.
- If sectors ALEH or HEI have issued a clearance to climb to FL 110+, sector EID shall coordinate any entries into sectors HAMW or HAME which might become necessary.
- If sector EID coordinates a transfer during climb to FL 100 including a release for further climb with sectors ALEH or HEI, sectors ALEH or HEI shall have the duty to coordinate with sectors HAMW or HAME, if required.
- For departures ETNH with RFL 250+ and the routing via HN, LBE, HAM, the ACT exchange at these significant points shall always be conducted with Lippe Radar. Sectors EID, ALEH and HEI shall have the duty to coordinate with Lippe Radar.

  For GAT departures ETNH with RFL 250+ and the routing via LBE, HAM or LUB which, upon reaching upper airspace, will enter the AoR of Maastricht UAC, Lippe Radar shall forward the ACT message to Maastricht UAC and shall inform about the required coordination with Maastricht UAC.
- For departures ETNS with RFL 250+ and the routing via SWG, DHE, LBE, HAM or NDO, the ACT exchange at these significant points shall be conducted with Lippe Radar. Sectors ALEH, HEI or EID shall have the duty to coordinate with Lippe Radar.

No.	Sector families and sectors concerned	SUBJECT
C 5.6	**North A + B** FRI, EID	Arrivals and departures ETNT/NJ and ETMN with RFL 250+ via the airspace west of BASUM and east of the FIR boundary Bremen/Amsterdam

Departures

- ACT exchange with Lippe Radar shall take place at the significant point XIBEL.
- The change of the flight plan status of departures ETNT/NJ and ETMN from PENDING to ACTIVE triggers the print-out of pre-announcement strips with SSR codes in sectors EID and FRI.
- The further coordination procedure shall follow the order sector EID – sector FRI – Lippe Radar.

Arrivals

- ACT exchange from Lippe Radar to Bremen ACC shall take place at the significant point XIBEL.
- The further coordination procedure shall follow the order Lippe Radar– sector FRI – sector EID. If the descent is carried out in such a way that sector FRI transfers the arrival directly to a military approach control unit, the arrival shall be cancelled with sector EID.

Attachment 1:

Ereignisbericht
(Anlage zum Tagesbericht)

Datum: . . . . . .

Allgemeine Informationen		
❑ Notfall	Arbeitsplatz:	Zeit: . . . . .
❑ Fuel Dumping	Radar-Contr.:	Kenn-. und Rufzeichen: . . . . .
	Coordinator:	Lfz.-Muster/SSR-Code: . . . . .
	Frequenz:	Start-/Zielflugplatz: . . . . .

N O T F A L L

Dieses Formblatt ersetzt nicht die Maßnahmen und Meldewege bei melde-pflichtigen Zwischenfällen entsprechend der Vorgabe des Notfallordners.

❑ PAN um: . . . . . ❑ MAYDAY um: . . . . . .

Art des Notfalls: . . . . . .

. . . . . .

. . . . . .

. . . . . .

. . . . . .

Position: . . . . . .

Flughöhe: . . . . . .

Übergabe an: . . . . . .um: . . . . . .Ende des Notfalls/Landung: . . . . . .

Information weitergeleitet an:

WL um: . . . . . Verband um: . . . . . .

RCC Glücksburg um: . . . . . RCC Münster um: . . . . . .

Fuel Dumping

Position: . . . . . .Flughöhe: . . . . . .

Information weitergeleitet an:

WL um: . . . . . Sonstige: . . . . . .

FIS-Broadcast: Beginn . . . . . .Ende: . . . . . .

Abgelassene Menge: . . . . . kg

END