



LETTER OF AGREEMENT

VATSIM Germany
Bremen / München FIR

between
and

VATSIM Poland
Warszawa FIR

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1. General

1.1. Purpose

The purpose of this Letter of Agreement is to define the coordination procedures to be applied between Bremen/München FIR and Warszawa FIR when providing ATS to air traffic (IFR/VFR) on the VATSIM network.

All information and procedures described in this Letter of Agreement shall not be used for real-world purposes.

1.2. Operational Status

All operational significant information and procedures contained in this Letter of Agreement shall be distributed to all concerned controllers by appropriate means. This Letter of Agreement itself constitutes public information.

1.3. Validity

This Letter of Agreement becomes effective on Nov 4th, 2021 (AIRAC2111).

Pascal Seeler
RG Berlin, Chief
vACC Germany

Krystian Zawadzki
Warszawa FIR, Director
vACC Poland

2. Areas of Responsibility & Sectorization

2.1. Areas of Responsibility

The lateral and vertical limits of the respective areas of responsibility are as follows:

2.1.1. Bremen FIR

Lateral limits: Bremen FIR as described in AIP Germany

Vertical limits: GND – FL660

2.1.2. München FIR

Lateral limits: München FIR as described in AIP Germany

Vertical limits: GND – FL660

2.1.3. Warszawa FIR

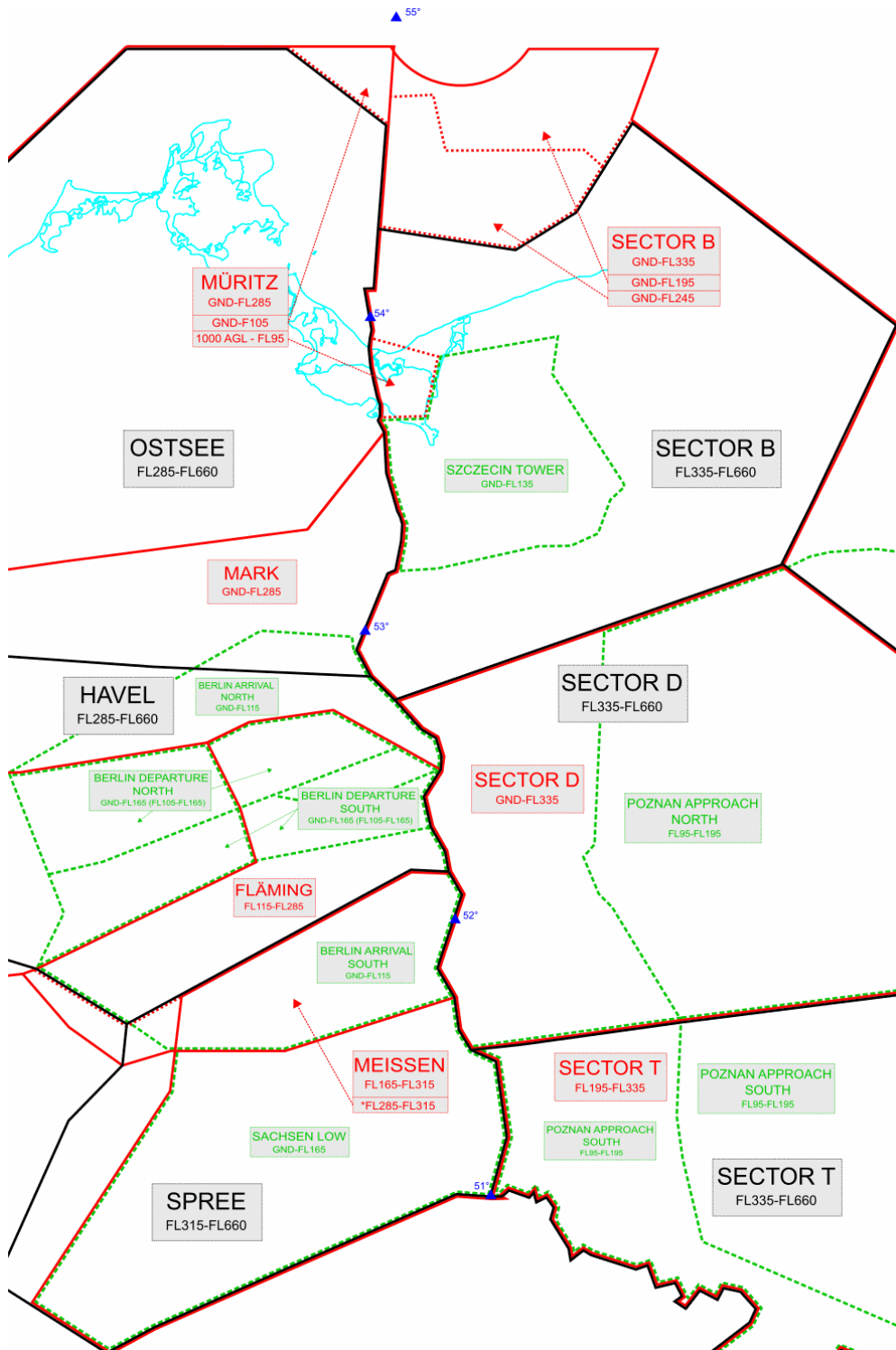
Lateral limits: Warszawa FIR as described in AIP Poland

Vertical limits: GND – FL660

2.2. Sectorization

2.2.1. Sector Map

- **Black:** Upper-Level Sector
- **Red:** Lower Level Sector
- **Green:** Approach/Departure Sector



Vertical Border	Sectors				
FL660	ESMM - 8 ESMM_8_CTR 2. (ESMM_2_CTR) 3. (ESMM_7_CTR) 4. (ESMM_5_CTR) 5. (ESOS_1_CTR) 6. (EURN_FSS*)	Sector B EPWW_U_CTR 2. (EPWW_N_CTR) 3. (EPWW_CTR) 4. (EURE_FSS)	Sector D EPWW_U_CTR 2. (EPWW_W_CTR) 3. (EPWW_CTR) 4. (EURE_FSS)	Sector T EPWW_U_CTR 2. (EPWW_W_CTR) 3. (EPWW_CTR) 4. (EURE_FSS)	
FL335		Sector B EPWW_N_CTR 2. (EPWW_CTR) 3. (EURE_FSS*)	Sector D EPWW_W_CTR 2. (EPWW_CTR) 3. (EURE_FSS*)	Sector T EPWW_W_CTR 2. (EPWW_CTR) 3. (EURE_FSS*)	
FL245					
FL245					
FL195		Szczecin Tower EPSC_TWR 2. (EPWW_N_CTR) 3. (EPWW_CTR)	Poznan Approach North EPPO_N_APP 2. (EPWW_W_CTR) 3. (EPWW_CTR)	Poznan Approach South EPPO_S_APP 2. (EPPO_N_APP) 3. (EPWW_W_CTR) 4. (EPWW_CTR)	
FL195					
FL135					
FL135					
FL95					
FL95					
GND					
	N055°	N054°	N053°	N052°	N051°
FL660	Ostsee EDUU_O_CTR 2. (EDUU_H_CTR) 3. (EDWW_M_CTR) 4. (EDWW_B_CTR) 5. (EDWW_CTR) 6. (EURM_E_CTR)	Havel EDUU_H_CTR 2. (EDUU_O_CTR) 3. (EDWW_B_CTR) 4. (EDWW_M_CTR) 5. (EDWW_CTR) 6. (EURM_E_CTR)	Spree EDUU_P_CTR 2. (EDUU_A_CTR) 3. (EDUU_H_CTR) 4. (EDUU_R_CTR) 5. (EDMM_M_CTR) 6. (EDMM_G_CTR) 7. (EDMM_H_CTR) 8. (EDMM_O_CTR) 9. (EDWW_B_CTR) 10. (EDMM_CTR) 11. (EURM_E_CTR)		
FL315					
FL315					
FL285	Müritz EDWW_M_CTR 2. (EDWW_B_CTR) 3. (EDWW_CTR) 4. (EURM_E_CTR*)	Mark EDWW_K_CTR 2. (EDWW_M_CTR) 3. (EDWW_B_CTR) 4. (EDWW_CTR) 5. (EURM_E_CTR*)	Fläming EDWW_F_CTR 2. (EDWW_B_CTR) 3. (EDWW_M_CTR) 4. (EDWW_CTR) 5. (EURM_E_CTR*)	Meissen EDMM_M_CTR 2. (EDMM_G_CTR) 3. (EDMM_H_CTR) 4. (EDMM_O_CTR) 5. (EDWW_B_CTR) 6. (EDMM_CTR) 7. (EURM_E_CTR*)	
FL285					
FL165			Berlin Departure North (EDDB_N_DEP) 2. (EDDB_S_DEP) 3. (EDDB_S_APP) 4. (EDWW_B_CTR) 5. (EDWW_M_CTR) 6. (EDWW_CTR)	Berlin Departure South (EDDB_S_DEP) 2. (EDDB_S_APP) 3. (EDWW_B_CTR) 4. EDWW_M_CTR) 5. (EDWW_CTR)	
FL165					
FL115			Berlin Arrival North (EDDB_N_APP) 2. (EDDB_S_APP) 3. (EDWW_B_CTR) 4. (EDWW_M_CTR) 5. (EDWW_CTR)	Berlin Arrival South (EDDB_S_APP) 2. (EDWW_B_CTR) 3. (EDWW_M_CTR) 4. (EDWW_CTR)	
FL115	Sachsen Low (EDDC_APP) 2. (EDDP_S_APP) 3. (EDMM_M_CTR) 4. (EDMM_G_CTR) 5. (EDMM_H_CTR) 6. (EDMM_O_CTR) 7. (EDWW_B_CTR) 8. (EDMM_CTR)				
GND					

* Eurocontrol covers sectors above FL245 only

2.2.2. Sectors vACC Germany

2.2.2.1 Bremen FIR (EDWW)

Sector Berlin Arrival North (DBAN):

Vertical limits: GND-FL115

Below DBDN: GND-FL105 (depending on runway in EDDB)

Responsible ATS unit (in order of precedence)

1. EDDB_N_APP (Bremen Radar) 119.620
2. EDDB_S_APP (Bremen Radar) 126.420
3. EDWW_B_CTR* (Bremen Radar) 123.220
4. EDWW_M_CTR (Bremen Radar) 124.170
5. EDWW_CTR (Bremen Radar) 133.720

(*) Sector "Börde" (BOR)

Sector Berlin Arrival South (DBAS):

Vertical limits: GND-FL115

Below DBDS: GND-FL105 (depending on runway in EDDB)

Responsible ATS unit (in order of precedence)

1. EDDB_S_APP (Bremen Radar) 126.420
2. EDWW_B_CTR* (Bremen Radar) 123.220
3. EDWW_M_CTR (Bremen Radar) 124.170
4. EDWW_CTR (Bremen Radar) 133.720

(*) Sector "Börde" (BOR)

Sector Berlin Departure North (DBDN):

Vertical limits: GND-FL165 (depending on runway in EDDB)

Above DBAN: FL105-FL165 (depending on runway in EDDB)

Responsible ATS unit (in order of precedence)

1. EDDB_N_DEP (Bremen Radar) 134.420
2. EDDB_S_DEP (Bremen Radar) 120.620
3. EDDB_S_APP (Bremen Radar) 126.420
4. EDWW_B_CTR* (Bremen Radar) 123.220
5. EDWW_M_CTR (Bremen Radar) 124.170
6. EDWW_CTR (Bremen Radar) 133.720

(*) Sector "Börde" (BOR)

Sector Berlin Departure South (DBDS):

Vertical limits: GND-FL165 (depending on runway in EDDB)

Above DBAS: FL105-FL165 (depending on runway in EDDB)

- | | | |
|----------------|----------------|---------|
| 1. EDDB_S_DEP | (Bremen Radar) | 120.620 |
| 2. EDDB_S_APP | (Bremen Radar) | 126.420 |
| 3. EDWW_B_CTR* | (Bremen Radar) | 123.220 |
| 4. EDWW_M_CTR | (Bremen Radar) | 124.170 |
| EDWW_CTR | (Bremen Radar) | 133.720 |

(*) Sector "Börde" (BOR)

Sector Müritz (MRZ):

Vertical limits: GND-FL285

Responsible ATS unit (in order of precedence)

- | | | |
|----------------|----------------|---------|
| 1. EDWW_M_CTR | (Bremen Radar) | 124.170 |
| 2. EDWW_B_CTR* | (Bremen Radar) | 123.220 |
| 3. EDWW_CTR | (Bremen Radar) | 133.720 |

(*) Sector "Börde" (BOR)

Sector Mark (MAR):

Vertical limits: GND-FL285

Above DBAN: FL115-FL285

Responsible ATS unit (in order of precedence)

- | | | |
|----------------|----------------|---------|
| 1. EDWW_K_CTR | (Bremen Radar) | 136.050 |
| 2. EDWW_M_CTR | (Bremen Radar) | 124.170 |
| 3. EDWW_B_CTR* | (Bremen Radar) | 123.220 |
| 4. EDWW_CTR | (Bremen Radar) | 133.720 |

(*) Sector "Börde" (BOR)

Sector Fläming (FLG):

Vertical limits: FL115-FL285

Above DBDN/DBDS: FL165-FL285

Responsible ATS unit (in order of precedence)

- | | | |
|----------------|----------------|---------|
| 1. EDWW_F_CTR | (Bremen Radar) | 136.450 |
| 2. EDWW_B_CTR* | (Bremen Radar) | 123.220 |
| 3. EDWW_M_CTR | (Bremen Radar) | 124.170 |
| 4. EDWW_CTR | (Bremen Radar) | 133.720 |

(*) Sector "Börde" (BOR)

2.2.2.2 München FIR (EDMM)

Sector Sachsen Low (SASL):

Vertical limits: GND-FL165

Responsible ATS unit (in order of precedence)

1.	EDDC_APP	(München Radar)	125.870
2.	EDDP_S_APP*	(München Radar)	126.170
3.	EDMM_M_CTR	(München Radar)	124.950
4.	EDMM_G_CTR**	(München Radar)	133.220
5.	EDMM_H_CTR***	(München Radar)	118.225
6.	EDMM_O_CTR****	(München Radar)	133.575
7.	EDWW_B_CTR*****	(Bremen Radar)	123.220
8.	EDMM_CTR	(München Radar)	124.050

(*) Sector "Thüringen Low Süd" (TRLS)

(**) Sector "Gera" (GER)

(***) Sector "Halle" (HAL)

(****) Sector "Hof" (HOF)

(*****) Sector "Börde" (BOR)

Sector Meissen (MEI):

Vertical limits: FL165-FL315

Above FLG: FL285-FL315

Responsible ATS unit (in order of precedence)

1.	EDMM_M_CTR	(München Radar)	124.950
2.	EDMM_G_CTR	(München Radar)	133.220
3.	EDMM_H_CTR	(München Radar)	118.225
4.	EDMM_O_CTR	(München Radar)	133.575
5.	EDWW_B_CTR	(Bremen Radar)	123.220
6.	EDMM_CTR	(München Radar)	124.050

2.2.2.3 Rhein UIR (EDUU)

Sector Ostsee (OSE):

Vertical limits: FL285-FL660

Responsible ATS unit (in order of precedence)

1.	EDUU_O_CTR	(Rhein Radar)	133.020
2.	EDUU_H_CTR	(Rhein Radar)	133.750
3.	EDUU_P_CTR	(Rhein Radar)	128.070
4.	EDWW_M_CTR	(Bremen Radar)	124.170
5.	EDWW_B_CTR	(Bremen Radar)	123.220
6.	EDWW_CTR	(Bremen Radar)	133.720

Sector Havel (HVL):

Vertical limits: FL285-FL660

Responsible ATS unit (in order of precedence)

- | | | |
|---------------|----------------|---------|
| 1. EDUU_H_CTR | (Rhein Radar) | 133.750 |
| 2. EDUU_O_CTR | (Rhein Radar) | 133.020 |
| 3. EDUU_P_CTR | (Rhein Radar) | 128.070 |
| 4. EDWW_M_CTR | (Bremen Radar) | 124.170 |
| 5. EDWW_B_CTR | (Bremen Radar) | 123.220 |
| 6. EDWW_CTR | (Bremen Radar) | 133.720 |

Sector Spree (SPE):

Vertical limits: FL315-FL660

Responsible ATS unit (in order of precedence)

- | | | |
|-----------------|-----------------|---------|
| 1. EDUU_P_CTR | (Rhein Radar) | 128.070 |
| 2. EDUU_A_CTR* | (Rhein Radar) | 122.620 |
| 3. EDUU_H_CTR | (Rhein Radar) | 133.750 |
| 4. EDUU_R_CTR** | (Rhein Radar) | 136.400 |
| 5. EDMM_M_CTR | (München Radar) | 124.950 |
| 6. EDMM_G_CTR | (München Radar) | 133.220 |
| 7. EDMM_H_CTR | (München Radar) | 118.225 |
| 8. EDMM_O_CTR | (München Radar) | 131.575 |
| 9. EDWW_B_CTR | (Bremen Radar) | 123.220 |
| 10. EDMM_CTR | (München Radar) | 124.050 |

(*) Sector "Saale" (SAL)

(**) Sector "Erlangen" (ERL)

2.2.3. Sectors vACC Poland

2.2.3.1 Warszawa FIR (EPWW)

Sector Szczecin Tower (PSCT):

Vertical limits: GND-FL135

Responsible ATS unit (in order of precedence)

1. EPSC_TWR (Szczecin Tower) 121.250
2. EPWW_N_CTR (Warszawa Radar) 132.700
3. EPWW_CTR (Warszawa Radar) 125.450

Sector Poznan Approach North (PONA):

Vertical limits: GND-FL195

Responsible ATS unit (in order of precedence)

1. EPPO_N_APP (Poznan Approach) 128.920
2. EPWW_W_CTR (Warszawa Radar) 133.870
3. EPWW_CTR (Warszawa Radar) 125.450

Sector Poznan Approach North (POSA):

Vertical limits: GND-FL195

Responsible ATS unit (in order of precedence)

1. EPPO_S_APP (Poznan Approach) 123.050
2. EPPO_N_APP (Poznan Approach) 128.920
3. EPWW_W_CTR (Warszawa Radar) 133.870
4. EPWW_CTR (Warszawa Radar) 125.450

Sector Warszawa North (EPWN):

- Covering Sector B

Vertical limits: GND-FL335

Above PSCT: FL135-FL335

Responsible ATS unit (in order of precedence)

1. EPWW_N_CTR (Warszawa Radar) 132.700
2. EPWW_CTR (Warszawa Radar) 125.450

Sector Warszawa West (EPWW):

- Covering Sector D, T

Vertical limits: GND-FL335

Above PONA/POSA: FL195-FL335

Responsible ATS unit (in order of precedence)

1. EPWW_W_CTR (Warszawa Radar) 133.870
2. EPWW_CTR (Warszawa Radar) 125.450

Sector Warszawa High (EPWU):

- Covering Upper Sectors of B, D, T

Vertical limits: FL335-FL660

Responsible ATS unit (in order of precedence)

1. EPWW_U_CTR (Warszawa Radar) 130.620
2. EPWW_N_CTR* (Warszawa Radar) 132.700
2. EPWW_W_CTR** (Warszawa Radar) 133.870
3. EPWW_CTR (Warszawa Radar) 125.450

(*) Sector "North" (EPWN) will cover Sector B above FL335

(**) Sector „West“ (EPWW) will cover Sector D, T above FL335

2.3. Delegated Airspace

2.3.1. Heringsdorf Area

Within the Warszawa FIR, the responsibility for the provision of ATS in accordance with ICAO airspace classification has been delegated from Warszawa FIR to Bremen FIR within the Heringsdorf Area.

Lateral limits: N 53 57 45 E 014 14 00 – N 53 55 20 E 014 27 30 –
N 53 53 40 E 014 38 00 – N 53 41 30 E 014 33 40 – N 53 41 05 E 014 16 50 -
polish/german state border – N 53 57 45 E 014 14 00

Vertical limits: 1000 AGL – FL95

Airspace classification: D (DHX)

RMZ

The following applies to this area:

- In the case of landing direction 28 (EDAH) landing aircraft will be cleared for the published ILS approach only
- All arriving and departing (EDAH) aircraft have to stay inside Heringsdorf Area

2.3.1. Heringsdorf CTR

Within the Warszawa FIR, the responsibility for the provision of ATS in accordance with ICAO airspace classification has been delegated from Warszawa FIR to Bremen FIR within the Heringsdorf CTR.

Lateral limits: N 53 55 20 E 014 13 00 - N 53 54 05 E 014 20 25 –
N 53 48 20 E 014 17 40 - N 53 48 40 E 014 15 20 –
polish/german state border – N 53 55 20 E 014 13 00

Vertical limits: GND – 2500 MSL

Airspace classification: D

2.3.3. Other Common Areas of Interest

2.3.3.1. OKX Area

Delegation of ATS from Warszawa FIR to Praha FIR

Lateral limits: N 50 59 28 E 014 55 39 - N 50 59 10 E 014 58 34 -
WARSAWA FIR boundary - N 50 59 28 E 014 55 39

Vertical limits: FL95 – FL460

Airspace classification: C

2.3.3.2. Rønne South Area

Delegation of ATS from Warszawa FIR to Malmö FIR

Lateral limits: 54 55 00 N 014 21 27 E - Rønne TMA - FIR-border -
54 55 00 N 015 52 00 E - 54 41 06 N 015 43 09 E - 54 23 06 N 015 23 46 E -
54 15 45 N 015 03 21 E - 54 20 00 N 014 16 50 E - 54 55 00 N 014 21 27 E

Vertical limits: FL95 – FL460

Airspace classification: C

3. Coordination

3.1. Definition

A release is an authorization for the accepting ATS unit to climb, descend and/or turn (by no more than 45°) a specific aircraft before the transfer of control point. The transferring ATS unit remains responsible for separation within its Area of Responsibility unless otherwise agreed.

Traffic may be cleared direct to its coordination point (COP) without prior coordination.

Symbols:

←→ means that the aircraft is released for turns after handoff

↓ means that the aircraft is released for descending after handoff

3.2. ATS Routes and Flight Level Allocation

Flights from ACC Bremen/München/Karlsruhe to ACC Warszawa shall use **odd** flight levels.

Flights from ACC Warszawa to ACC Bremen/München/Karlsruhe shall use **even** flight levels.

3.3. ACC Bremen to ACC Warszawa

DEP	DES	COPX	FL	SECTOR	RMK
-	EPSC	FARCU	FL130	PSCT	←→↓
-	EPSC	BODLA	FL130	PSCT	←→↓
-	EPPO, EPKS, EPPW, EPZG	ALUKA	FL250	EPWN	-
-	EPPO, EPKS, EPPW, EPZG	SUBIX	FL250	EPWW	-
-	EPPO, EPZG	ARSAP	FL210	EPWW	-
-	EPPO, EPKS, EPZG	GOVEN	FL170	EPWW	-
ETNL, EDBH, EDOP	-	BINKA	FL270	EPWN	-
EDBN	-	BINKA	FL150	EPWN	-
EDAH	-	BINKA	FL090	PSCT	-
EDDB	-	BODLA	FL270	EPWN	RWY 25
EDDB	-	BODLA	FL230 - FL270	EPWN	RWY 07
EDDB	-	ALUKA	FL230 - FL270	EPWN	RWY 25
EDDB	-	ALUKA	FL170 - FL210	EPWN	RWY 07
EDAZ	-	ALUKA	FL230 - FL270	EPWN	-
ETNL, EDBH	-	ALUKA	FL270	EPWN	-
EDDC, EDAB, EDAC, EDBM	-	SUBIX	FL270	EPWW	-
EDDB	-	ARSAP	FL230 - FL270	EPWW	RWY 25
EDDB	-	ARSAP	FL170 - FL230	EPWW	RWY 07
EDAZ	-	ARSAP	FL230 - FL270	EPWW	-
EDDB	-	GOVEN	FL230 - FL270	EPWW	RWY 25
EDDB	-	GOVEN	FL170 - FL230	EPWW	RWY 07
EDDC, EDDP	-	GOVEN	FL230 - FL270	EPWW	-

EPSC arrivals:

- Handoff from Bremen Radar to Szczecin Tower shall take place at least 15 nm before sector boundary
- Szczecin Tower is responsible for clearance of STAR
- Szczecin has procedural control only

EDDB, EDDC, EDDP departures:

- EDDB departures will climb depending on runway in use
- Bremen Radar will always clear the highest available flight level, lower flight levels will be used to separate aircraft from different runways or departure airports

3.4. ACC Warszawa to ACC Bremen

DEP	DES	COPX	FL	SECTOR	RMK
-	ETNL, EDBH, EDOP	BINKA	FL280	MRZ	-
-	EDBN	BINKA	FL160	MRZ	←→↓
-	EDAH	BINKA	FL100	MRZ	←→↓
-	EDDB	BODLA	FL180	MAR	RWY 25 ←→↓
-	EDDB	BODLA	FL220	MAR	RWY 07 ←→↓
-	ETNL, EDOP, EDAZ	BODLA	FL280	MAR	-
-	ETNL, EDOP	ALUKA	FL280	MAR	-
-	EDDB	GILAS	FL140	MAR	RWY 25 ←→↓
-	EDDB	GILAS	FL180	MAR	RWY 07 ←→↓
-	EDDP, EDDC, ETNL, EDOP, EDAB, EDAC, EDVE, EDBM	ARSAP	FL280	FLG	to avoid MEI
-	EDDP, EDDE	GOVEN	FL280	FLG	to avoid MEI
-	EDDC, EDAB, EDAC	GOVEN	FL220	FLG	-
-	EDDB	GOVEN	FL140	FLG	RWY 25 ←→↓
-	EDDB	GOVEN	FL180	FLG	RWY 07 ←→↓
-	EDAZ	GOVEN	FL120	DBAS	←→↓
EPPO, EPZG	EDDB	GOVEN	FL120	DBAS	RWY 25 ←→↓
EPPO, EPZG	EDDB	GOVEN	FL160	FLG	RWY 07 ←→↓
EPPO, EPZG	-	ARSAP	FL240	FLG	or below
EPSC	-	BINKA	FL120	MAR	-
EPSC	-	PESEL	FL120	MAR	-

EDDB arrivals:

- Handoff from Warszawa Radar to Bremen Radar shall take place at least 20 nm before sector boundary
- Bremen Radar is responsible for clearance of Transition
- Warszawa Radar shall ask Bremen Radar which runway is active in EDDB
- Bremen Radar shall inform Warszawa Radar in case of a runway change in EDDB

3.5. ACC München to ACC Warszawa

DEP	DES	COPX	FL	SECTOR	RMK
-	EPWR	LASIS	FL290	EPWW	-
-	EPPO	POZUM	FL290	EPWW	-
EDDP	-	LASIS	FL310	EPWW	-

3.6. ACC Warszawa to ACC München

DEP	DES	COPX	FL	SECTOR	RMK
-	EDDE, EDBM, EDVE, EDAC	KORUP	FL240	MEI	-
-	EDDP	KORUP	FL220	MEI	-
-	EDDC, EDAB	KORUP	FL160	SASL	-
EPWR	-	NAROX	FL280	MEI	-

Flights from EPWW to EDMM via KORUP and GOVEN are released for turn 15 nm prior border.

3.7. Tactical Directs in Upper Airspace*

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

From	To	Direct
EDUU	EPWW	MAPIK KUNER OSKUD KOSEX BIMPA (Dest EPWA) DOSIX (Dest EPMO)
EPWW	EDUU	TAGOB NEBUN GARLU HLZ POVEL LARET GOBAX NIMAB MAREM

* Due to airspace, directs shall only be given without prior coordination above FL285/FL315, even though sectors might be band boxed (EDWW FIR: +FL285; EDMM FIR: +FL315).

** The receiving Sector is responsible to inform adjacent sectors about active military airspace.

3.8. VFR flights from Germany to Poland

For controlled VFR flights and VFR at night flights above 2500 feet GND coordination, transfer of control and transfer of communication shall take place as for IFR flights. Uncontrolled VFR flights shall be transferred to the appropriate sector if in radio contact.

If online, handoff VFR flights as follows:

Area around Poznan TMA:

EPPO_I_APP (Poznan Information) - 126.300

Area around Szczecin TMA and further north:

EPGD_I_APP (Gdansk Information) - 127.150

If Poznan Information and/or Gdansk Information is offline:

EPWW_V_CTR (Warszawa Information) - 134.170

3.9. VFR flights from Poland to Germany

For controlled VFR flights and VFR at night flights above 2500 feet GND coordination, transfer of control and transfer of communication shall take place as for IFR flights. Uncontrolled VFR flights shall be transferred to the appropriate sector if in radio contact.

If online, handoff VFR flights as follows:

Inside EDWW FIR:

EDWW_I_CTR (Langen Information) - 119.820

Inside EDMM FIR:

EDMM_I_CTR (Langen Information) - 120.650

4. Transfer of Control and Transfer of Communications

4.1. Transfer of Control

Transfer of Control shall take place at the AoR boundary.

4.2. Silent Transfer of Control

For successive traffic on the same route and at the same flight level, the transferring controller shall establish lateral separation of 10 NM or more, remaining constant or increasing. Otherwise, vertical separation shall be established (successive descending traffic on higher levels, successive climbing traffic on lower levels).

4.3. Transfer of Communications

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

4.4. Hand-Off

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

1. The upstream sector sends the aircraft to the frequency of the downstream sector by voice or text.
2. The upstream sector initiates a transfer via the appropriate function of the radar client.
3. Upon initial call, the downstream sector assumes the flight via the appropriate function if the radar client

4.4. SSR Code Assignment

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