Release

As defined earlier, the TRANSFER OF CONTROL takes place when crossing the sector boundary plus half the radar separation value, unless otherwise specified. If the receiving sector wishes to give instructions changing the trajectory of the flight before the actual TRANSFER OF CONTROL, they require a RELEASE.

A release is a permission from the transferring sector to the receiving sector for the premature assumption of control of a flight.

There are the following types of release:

- RELEASE FOR (RIGHT/LEFT) TURN
  A release for turns allows the receiving sector to turn the aircraft a maximum of 45 degrees prior to the actual transfer of control. The release can be restricted for left or right turns.
- RELEASE FOR CLIMB
  A release for climb allows the receiving sector to instruct a climb or adjust the rate of climb prior to the actual transfer of control.
- RELEASE FOR DESCENT
  A release for descent allows the receiving sector to instruct a descent or adjust the rate of descent before the actual transfer of control.
- (FULL) RELEASE
  A "general release" includes turn, climb and descent release.

A release can be sent directly with the transfer via Euroscope using the Topsky plug-in. If this has not been done and the receiving sector wishes to control the flight before the actual TRANSFER OF CONTROL, the release must be obtained verbally. This is done with the following phraseology:

> " REQUEST RELEASE <callsign>

EDMM	REQUEST RELEASE (FOR (RIGHT/LEFT) TURNS / FOR CLIMB / FOR DESCENT) DLH123
EDGG	DLH123 RELEASED (FOR (RIGHT/LEFT) TURNS / FOR CLIMB / FOR DESCENT) <initals>
EDMM	<initials>

It is not necessary to name a COP here.

Sometimes the releasing sector still has one or more aircraft, for example 1000ft above, and therefore cannot give a release per se. One possibility, however, is a so-called Release Subject Your Discretion or in short: Release SYD (ES WEI DI). This means that the aircraft is released, but the receiving sector must seperate to a named traffic.

Example:

EDMM	REQUEST RELEASE DLH123
EDGG	DLH123 RELEASED SYD RYR123 overhead Dinkelsbühl on N869, FL200 <initals>
EDMM	<initials>

In the case described, Munich already wants to let DLH123 descend. However, Langen has crossing traffic at FL200 on N869. With this release, Munich can first allow DLH123 to descend to FL210 and as soon as the two aircraft are laterally clear, allow it to descend further.
The important thing with a SYD release is that both coordination partners know who is separating to whom after coordination and, above all, that the receiving sector knows where the restricting traffic is and what they are doing.

Revision #1
Created 3 July 2024 22:27:21 by 1583954
Updated 11 September 2024 15:47:33 by 1583954