

# Above FL245 - Langen FIR

FFM, FUL, NTM, SLN, TGO, WUR

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# Above FL245 - Langen FIR (EDGG)

## Sector Würzburg - WUR

Login	Sector Indicator	Frequency	Callsign	Remark
EDUU_WUR_CTR	WUR	134.085	Rhein Radar	primary

Sector Würzburg handles mainly traffic in- and outbound to EDDM. Traffic to EDDM is received from all sectors at FL350 or below and should be handed over FL250 to EDMM at DKB.

Traffic outbound EDDF via CINDY will be handed over climbing FL240 from EDGG. This traffic is handed over climbing FL310 to EDMM and has to cross NOMBO FL 245 or above. After coordination with EDMM, traffic that reaches FL310 before the sector border can also be transferred directly to EDUU Isar with release for climb.

Inbounds LSZH (and enroute traffic to the south) will be on N869. There is also the (slim) possibility of enroute traffic in the other direction due to bad routes. Inbounds LSZH should be handed over to TGO at FL320.

EDDM outbounds via Y101 will climb in your sector and join flows to the north or northwest. EDDM outbounds are released for climb FL310 inside EDMMS airspace. WUR can request SLN and NTM to direct EDDM inbounds direct DKB coming from Belgium. By doing so traffic stays mostly clear of FFM.

## München Inbounds

Kitzingen is responsible for combining the two traffic flows from Brussels (via MOVUM) and the Düsseldorf area (via BOMBI) at HAREM. All traffic via HAREM T104 ROKIL is handed over to München radar at DKB on FL250. These aircraft are **not** released for further descent due to the outbounds from EDDS crossing below to the north-east. If a deviating release is issued by Langen Radar, it must always be given by Topsy!

Routes from the Lower (no direct route) which nevertheless fly in the Upper should get a direct to DKB as soon as possible to avoid unnecessary miles.

Outbounds from Frankfurt to Munich Airport (max. FL230) can generally be transferred to Munich Radar independently of the inbounds from the Upper. If possible, however, Langen Radar should take care to sort the aircraft into the sequence.

Since on the relatively straight route through the sector only a few directs can be used to establish a sequence (max. 3 NM possible), speeds should be used on time. If necessary, headings can also be used to generate additional miles if needed (30° deviation on 30 miles results in about 3 NM). If it is not possible to generate the necessary 10 NM, individual aircraft can also be handed over at FL260 after coordination.

Inbounds Munich can also be handed over via DINKU and NOMBO only after coordination with Munich Radar, but this should only be done in exceptional cases.

## Sector Nattenheim - NTM

Login	Sector Indicator	Frequency	Callsign	Remark
EDUU_NTM_CTR	NTM	132.080	Rhein Radar	secondary

This sector receives all ULKIG and SOBRA departures from Frankfurt and will hand them over to Maastricht (Brussel sectors). Other than that there's much east and westbound traffic. EBBR inbounds both from SLN and FFM will come to this sector and need to be handed over to the lower Langen Radar.

## Sector Tango - TGO

Login	Sector Indicator	Frequency	Callsign	Remark
EDUU_TGO_CTR	TGO	132.405	Rhein Radar	--

Sector Tango will receive all departures from LSZH and other northbound traffic via (U)N851. Note, that your airspace starts at FL 235 there to facilitate this. Also you will receive LSZH inbounds via EMKIL from WUR on FL320. TGO needs to descend them FL240 at TEDGO and send them to BAD. EMPAX inbounds need to be sent descending along the Arrival to BAD. There's also the chance for EDDM inbounds via GESLU which need to be sent FL250 to EDMM.

## Sector Fulda - FUL

Login	Sector Indicator	Frequency	Callsign	Remark
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EDUU_FUL_CTR	FUL	133.655	Rhein Radar	--
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FUL is a small but packed sector. To reduce vertical movement in MUAC, traffic to EDDH should be handed over max FL360. Another important part is EDDF outbounds via TOBAK. This traffic will be handed over to you at FL240 and may still be below the FFM sector. In that case, traffic has to wait or you can request a climb release from FFM. Hand over traffic FL290 to EDMM/EDWW\_B or, after coordination, on a higher level to EDUU Saale. Be aware that EDMM/EDWW\_B is allowed to give climb FL310 inside FUL without coordination. Make sure there is no traffic on FL300 at this time.

Apart from that, northwestbound moving traffic on L602 or L604 can be handed over on cruise.

You may clear traffic DCT to GESKA, EKERN and NORTA without coordination. EDDH inbounds may be cleared DCT MADOR. Traffic towards the northwest may be cleared DCT NORKU or RKN.

## Sector Frankfurt - FFM

Login	Sector Indicator	Frequency	Callsign	Remark
EDUU_FFM_CTR	FFM	132.330	Rhein Radar	--

Many routes towards EDDM merge at BOMBI and another route from western Europe merges with this one as well at HAREM. EDDM inbounds need to be max FL350 when handover to WUR. It also covers all LSZH inbounds from the north which need to be sent max FL350 when handover to SLN. This traffic can be cleared DCT OMOGI by MUAC.

There are also EDDL inbounds (EKSAK, ARPEG) and outbounds and southbound traffic on N850. This traffic can be cleared DCT to BOMBI by MUAC.

This sector is also responsible for MARUN - NATSU outbounds from EDDF.

## Sector Söllingen - SLN

Login	Sector Indicator	Frequency	Callsign	Remark
EDUU_SLN_CTR	SLN	120.930	Rhein Radar	--

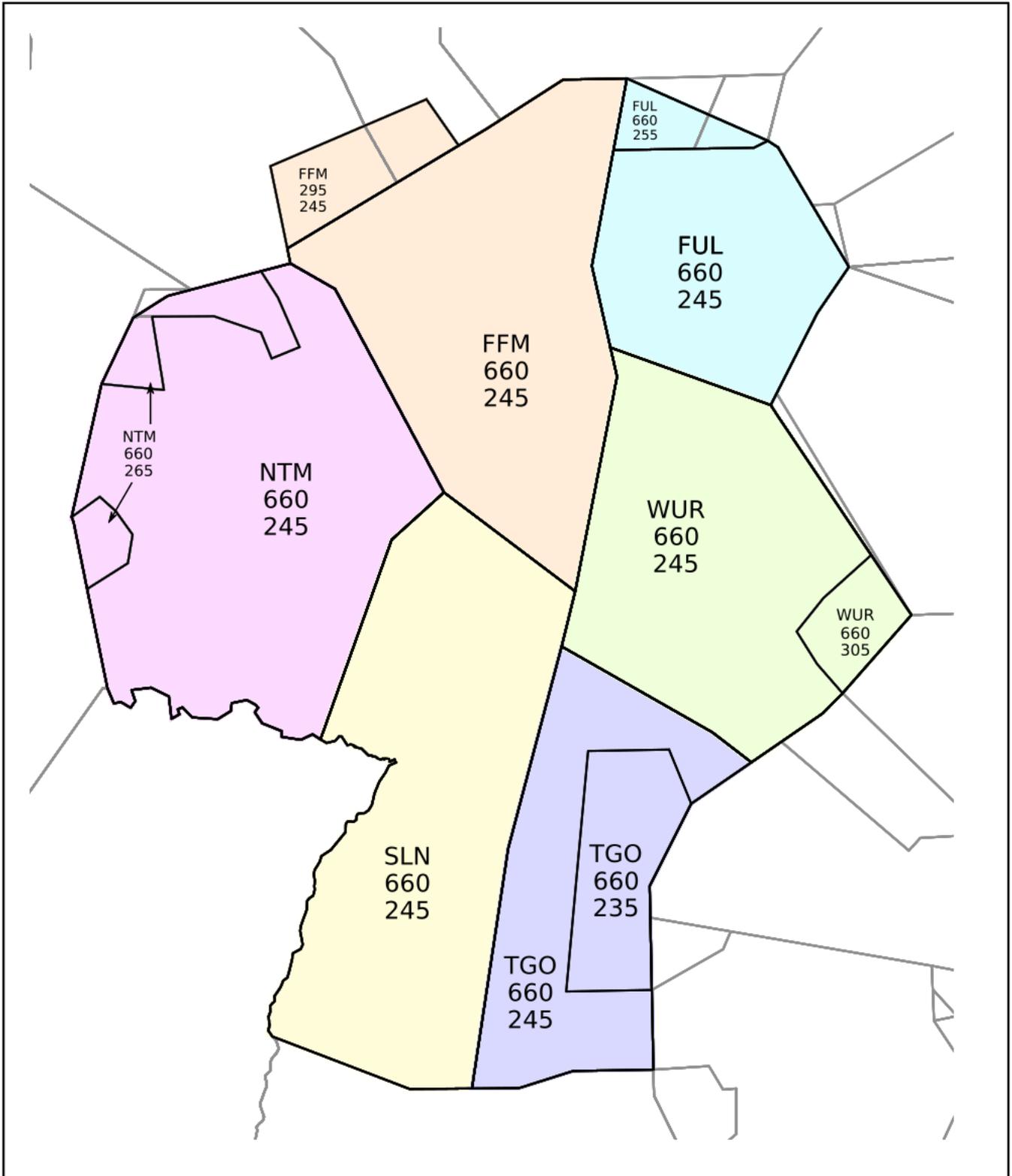
One of the main tasks of Söllingen is to pre sequence LSZH arrivals and to hand them over to BAD at LAMGO FL250. He is also responsible for all ANEKI outbounds of EDDF and southbound traffic towards LSAS. There might be some EDDM arrivals via GESLU which need to be handed over FL350 to TGO.

You may clear traffic DCT to TRA, ROTOS, WIL and OLBEN on the condition, that traffic stays clear of LFFF, TGO and west of TRA.

# Overview

# VATSIM Germany

## Upper Sectors EDUU West & Central



**image outdated, updated version available soon**