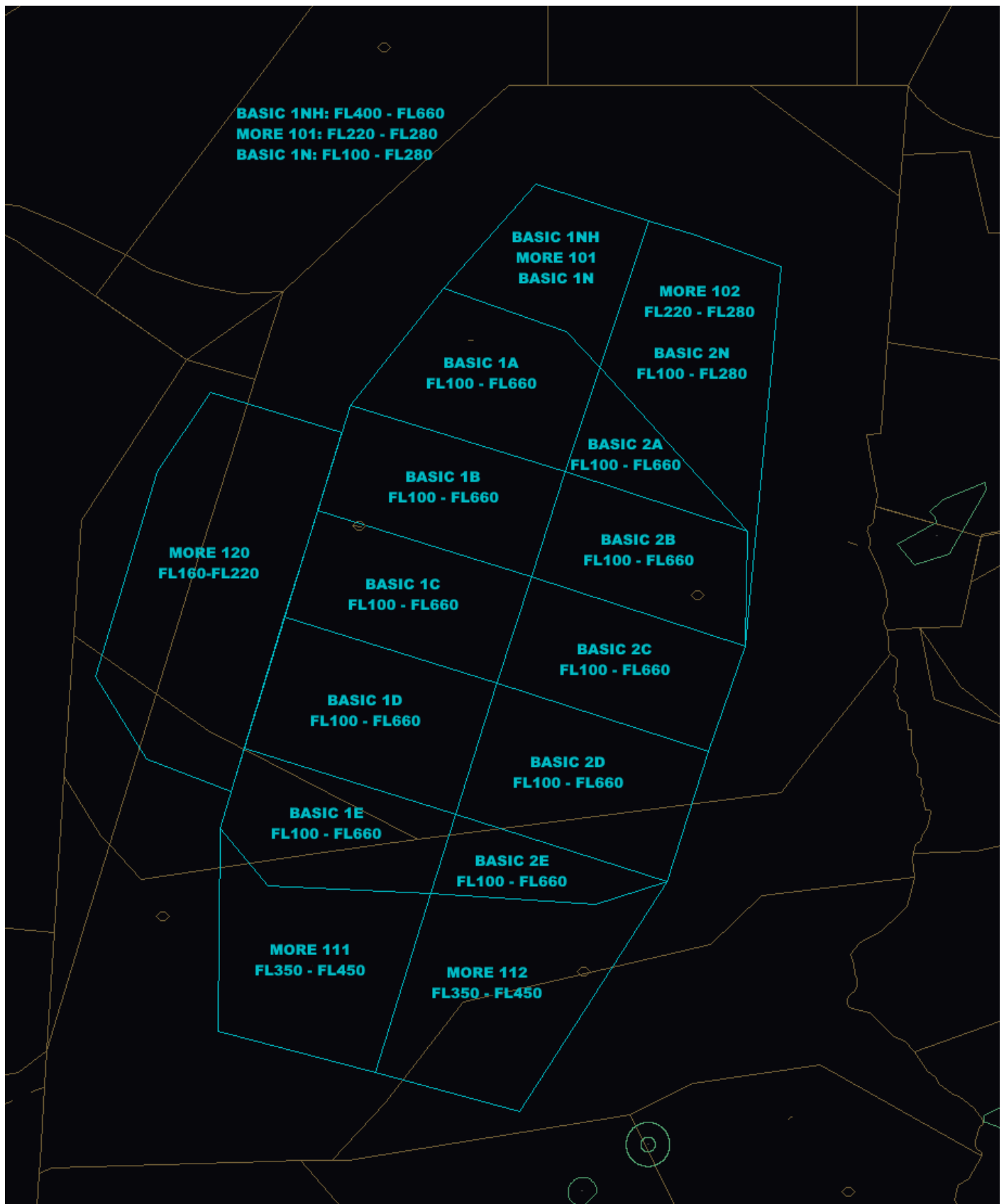


VPA North East (ED-R 401)

Overview

Within Bremen Radar EBG East, (M)VPA North East (ED-R 401) may be active. The area consists of multiple sub-sectors which in most cases can be opened independently. The reserved level band is subject to individual coordination with the pilots/mission planner. In general, the reserved airspace shall be chosen in a way that training missions have a minimal impact on normal traffic operations.



The areas will mostly be booked via the [Vatsim Germany Forums](#). Alternatively, pilots may coordinate openings of certain sub-sectors individually on frequency or private messages.

The combined use of the entire airspace ED-R401/MORE and BASIC 1NH is not possible.

Separation

Bremen Radar and Rhein Radar shall maintain the following separation to active VPA sub-sectors:

- Lateral Separation: 5 NM
- Vertical Separation: 1000 ft or 2000 ft if upper limit is inside RVSM airspace

To avoid entries into active VPA sectors, Bremen Radar and Rhein Radar may use radar vectors, directs, airways or re-routings.

Priority Airways

IFR traffic is allowed to cross VPA sectors BASIC 1N and BASIC 2N when proceeding on the following airways (between FL100-FL285):

- T298
- M725
- M602
- Z400
- M44

This traffic is not allowed to cross any other VPA sub-sector. Traffic may be initially re-routed via USEDUE or radar vectors to enter BASIC 2N via USEDUE M602 PENET. Lower/Upper transitions are allowed provided traffic proceeds on the mentioned airways and stays clear of other VPA sub-sectors.

IFR is prohibited from crossing BASIC 1N or BASIC 2N on the mentioned airways between FL220 and FL280 whenever sub-sectors MORE 101 or MORE 102 are active.

A Topsky Map of Priority Airways can be displayed in the EDWW Euroscope Package (Maps > MIL MAPS).



IFR traffic shall only be cleared to proceed via the mentioned priority airways when Bremen Radar provided traffic information to the traffic using VPA sectors BASIC 1N/2N.

VPA Re-Routings

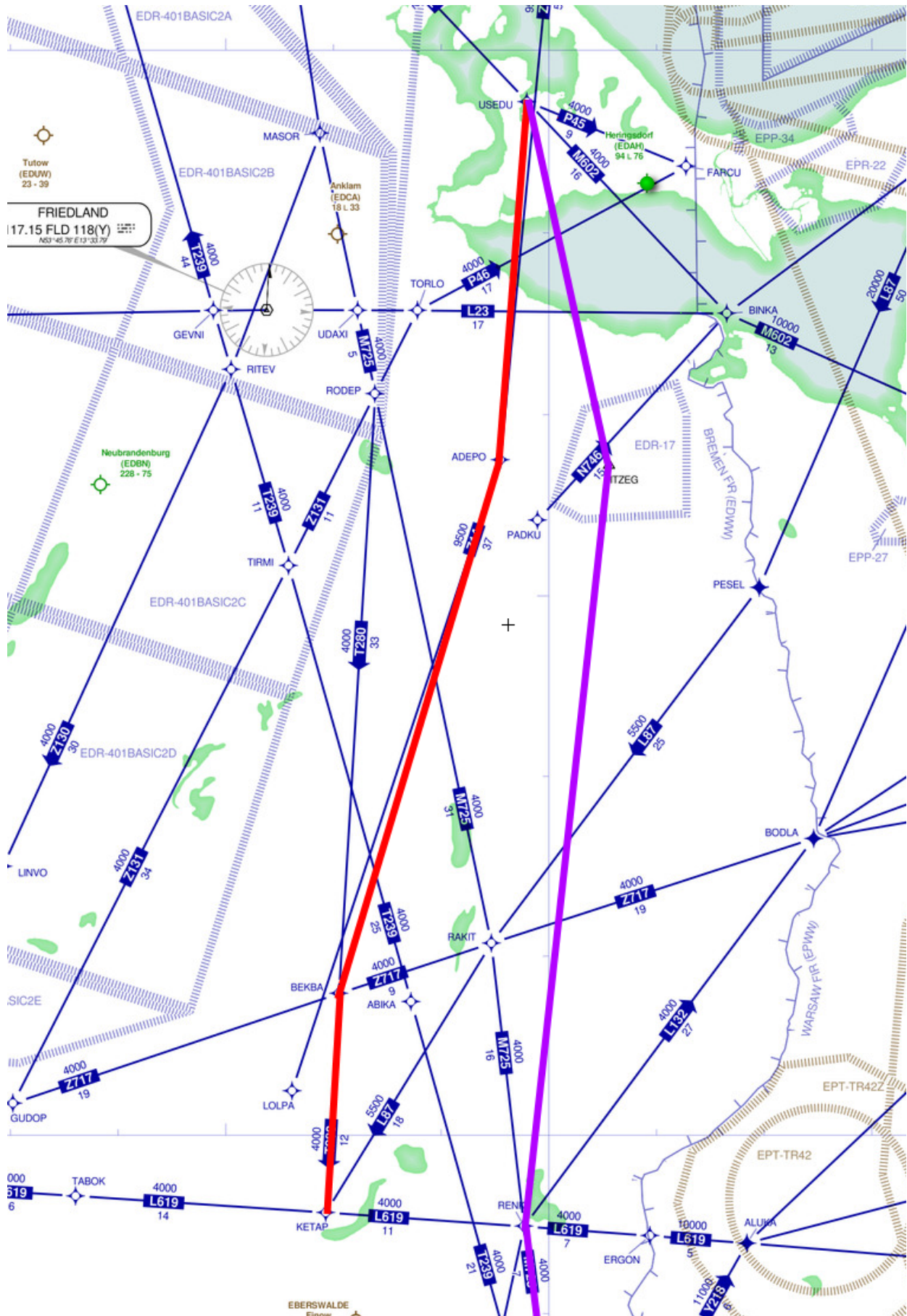
During the activation of certain sub-sectors of VPA North East, Bremen Radar sector Müritz is responsible for coordinating the re-routings with the surrounding sectors. Re-routings on frequency may only include direct routings to required waypoints if the routing does not specifically require all mentioned airways. The complete and valid route including all airways may be used for flow measures and pre-coordinated routings.

To reduce workload, Bremen Radar may consider restricting traffic from EDDB, EDDC, EDDP, EDAY, EDAZ and EDBM with destination EKCH, EKRK, ESMS, ESMK or EKRN and vice versa to stay below FL285.

EDDB Inbound/Outbound Traffic

Whenever VPA sectors 2N, 2A, 2B, 2C, 2D or 2E are active, traffic from/to Berlin may be re-routed the following way to stay clear of restricted airspace:

- **Arrivals EDDB:** UESDU Z14 BEKBA T280 KETAP (marked in red)
- **Departures EDDB:** GERGA M725 RENKI Y89 UESDU (marked in pink)



EKCH/EKRN/ESMS Inbound Traffic

Whenever VPA sectors MORE 101 or MORE 102 are active, traffic to EKCH, EKRN and ESMS may be re-routed the following way to stay clear of restricted airspace:

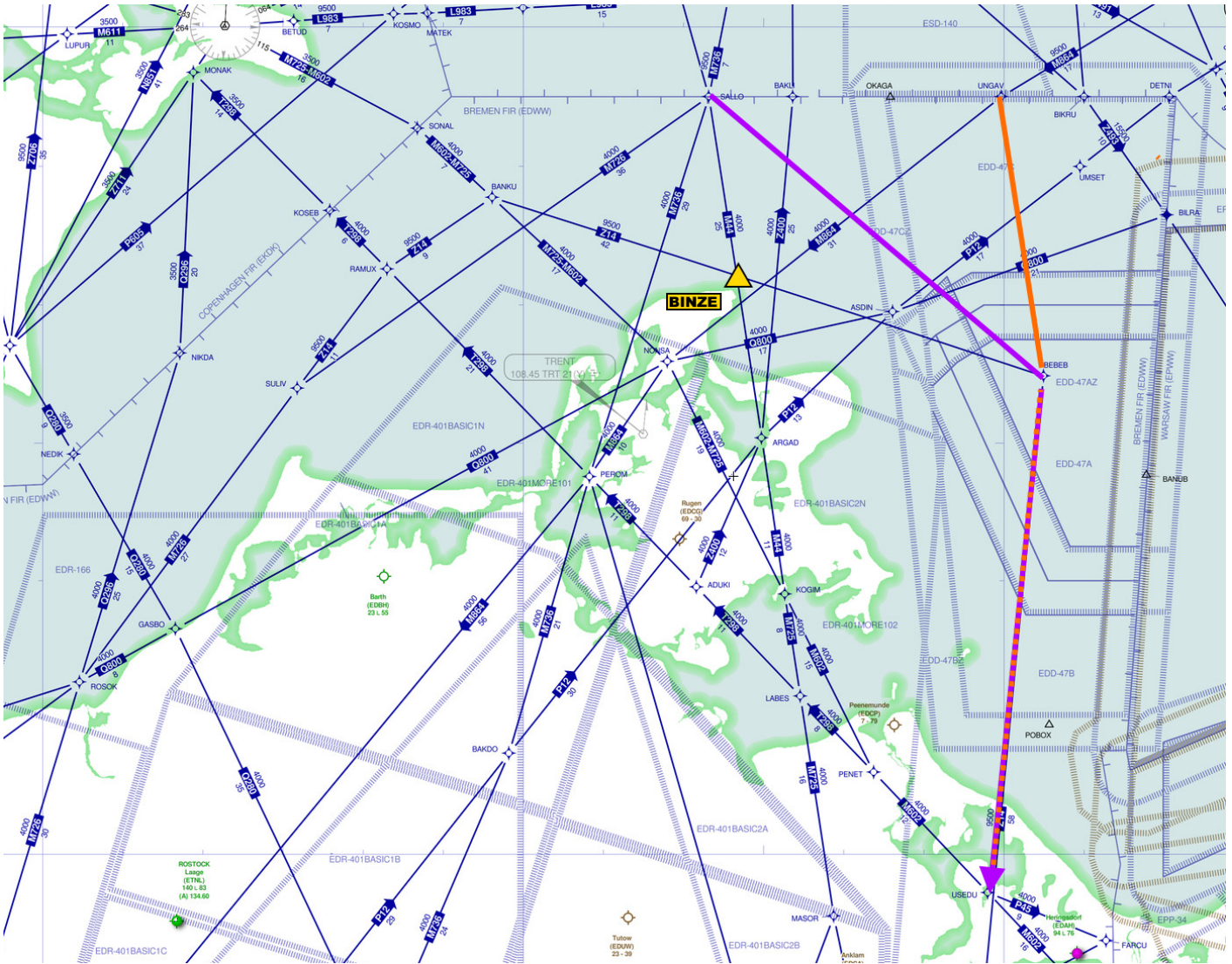
- **Arrivals EKCH (via KOSEB):** USEDU DCT BINZE Z14 BANKU DCT KOSEB (marked in orange)
- **Arrivals EKRN/ESMK (via DETNI):** USEDU Z14 BEBEB DCT UMSET (marked in pink)
- **Arrivals ESMS/EKRN:** ROSOK M726 SULIV Z14 BANKU DCT BAKLI (marked in violet)
- **Arrivals ESMS:** USEDU Z14 BEBEB DCT BAKLI (marked in green)



EKCH/EKRN/ESMS/EKRN Outbound Traffic

Whenever VPA sectors MORE 101 or MORE 102 are active, traffic from EKCH, EKRN and ESMS may be re-routed the following way to stay clear of restricted airspace:

- **Departures EKCH/EKRN/ESMS:** SALLO DCT BEBEB Z14 USEDU (marked in violet)
- **Departures EKRN:** UNGAV DCT BEBEB Z14 USEDU (marked in orange)



ATC Service and Responsibilities

Bremen Radar sector MRZ is the main responsible sector for coordinating openings and closures of VPA North East sectors. In general, Bremen Radar shall not provide tactical service for traffic inside the VPA. Instead, Bremen Radar should only clear traffic to enter the VPA when active.

Phraseology for Entry

ATC:

"[Callsign], (IFR cancelled at time...), approved to operate VPA North East part [active sub-sectors], FL100 up to [upper limit of subsectors], report finished. Frequency change approved."

Example:

"NATO301, (IFR cancelled at time...), approved to operate VPA North East part BASIC1A 1B, FL100 up to FL300, report finished. Frequency change approved."

Traffic may enter the VPA either IFR or VFR. Preferably the cancellation is performed before entry.

VFR traffic leaving the VPA below should inform Bremen Radar when clear of the area. VFR traffic will usually descend below FL100 to leave the VPA. Alternatively, traffic may also request an IFR clearance when inside of the VPA. In this case, this traffic is released to leave the VPA under IFR.

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