

| Route designator Name of significant points Coordinates | True Track | Geodesic DIST NM | Upper limits Lower limits | Direction of cruising levels Odd Even | | Remarks | Controlling Unit |
|---|----------------|---------------------|------------------------------|--|---|---|------------------|
| 1 | 2 | 3 | 4 | 5 | | 6 | 7 |
| M44 | | | | | | | |
| △ KOGIM N 54 19 01 E 013 32 38 | | | | | | | |
| | 351.6 171.6 | 11.5 | FL 245 4000 ft MSL | ↑ | ↓ | CDR1 FL 100 – FL 220 H24 See ENR 5.1 MVPA North-East. To avoid Military Exercise Areas expect TEMPO vectoring by ATC. Route extension: MAX 10 NM. CDR1 FL 220 – FL 245 H24 See ENR 5.1 MVPA North-East - reroutings due to military activities on this segment only after publication of NOTAM. | Bremen ACC |
| △ ARGAD N 54 30 22 E 013 29 46 | | | | | | | |
| | 351.2 171.1 | 25.0 | FL 245 4000 ft MSL | ↑ | ↓ | CDR1 FL 100 – FL 220 H24 See ENR 5.1 MVPA North-East. To avoid Military Exercise Areas expect TEMPO vectoring by ATC. Route extension: MAX 10 NM. CDR1 FL 220 – FL 245 H24 See ENR 5.1 MVPA North-East - reroutings due to military activities on this segment only after publication of NOTAM. | Bremen ACC |
| △ SALLO (FIR BDRY) N 54 55 00 E 013 23 10 | | | | | | | |
| M150 | | | | | | | |
| △ PITES (FIR BDRY) N 49 43 43 E 006 31 10 | | | | | | | |
| | 117.5 | 58.7 | FL 245 FL 75 | ↓ | | CDR1 FL 90 – FL 245 Mon 2300 (2200) – Tue 0700 (0600) Tue 2300 (2200) – Wed 0700 (0600) Wed 2300 (2200) – Thu 0700 (0600) Thu 2300 (2200) – Fri 0700 (0600) Fri 1700 (1600) – Mon 0700 (0600) legal holidays Outside these times not available. | Langen ACC |
| △ LADAT N 49 15 55 E 007 50 22 | | | | | | | |
| | 118.8 | 20.2 | FL 245 FL 75 | ↓ | | CDR1 FL 90 – FL 245 Mon 2300 (2200) – Tue 0700 (0600) Tue 2300 (2200) – Wed 0700 (0600) Wed 2300 (2200) – Thu 0700 (0600) Thu 2300 (2200) – Fri 0700 (0600) Fri 1700 (1600) – Mon 0700 (0600) legal holidays Outside these times not available. | Langen ACC |
| △ GEBDA N 49 06 09 E 008 17 15 | | | | | | | |
| | 119.2 | 13.4 | FL 245 FL 75 | ↓ | | CDR1 FL 90 – FL 245 Mon 2300 (2200) – Tue 0700 (0600) Tue 2300 (2200) – Wed 0700 (0600) Wed 2300 (2200) – Thu 0700 (0600) Thu 2300 (2200) – Fri 0700 (0600) Fri 1700 (1600) – Mon 0700 (0600) legal holidays Outside these times not available. | Langen ACC |
| △ KARLSRUHE DVOR/DME (KRH) N 48 59 35 E 008 35 03 | | | | | | | |
| M170 | | | | | | | |
| △ PODAT (FIR BDRY) N 50 41 45 E 006 08 11 | | | | | | | |
| | 067.1 247.2 | 4.3 | FL 245 5000 ft MSL | ↓ | ↑ | | Langen ACC |

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|---|----------------|---------------------|------------------------------|--|---|---------|--------------------------|
| 1 | 2 | 3 | 4 | 5 | | 6 | 7 |
| △ KENUM N 50 43 21 E 006 14 22 | | | | | | | |
| | 067.7 248.1 | 18.7 | FL 245 5000 ft MSL | ↓ | ↑ | | Langen ACC |
| △ NÖRVENICH VORTAC (NOR) N 50 50 26 E 006 41 39 | | | | | | | |
| | 031.8 211.9 | 10.6 | FL 245 3000 ft MSL | ↓ | ↑ | | Langen ACC |
| △ NOSTU N 50 59 24 E 006 50 27 | | | | | | | |
| | 055.8 236.2 | 21.4 | FL 245 4500 ft MSL | ↓ | ↑ | | Langen ACC |
| △ BAMSU N 51 11 20 E 007 18 32 | | | | | | | |
| | 062.0 242.3 | 15.8 | FL 245 5000 ft MSL | ↓ | ↑ | | Langen ACC |
| △ PADBA N 51 18 42 E 007 40 43 | | | | | | | |
| | 037.2 217.3 | 5.7 | FL 245 5000 ft MSL | ↓ | ↑ | | Langen ACC |
| △ TUVTI N 51 23 14 E 007 46 13 | | | | | | | |
| | 037.4 217.4 | 2.4 | FL 245 5000 ft MSL | ↓ | ↑ | | Langen ACC |
| △ BARAG N 51 25 07 E 007 48 31 | | | | | | | |
| | 037.9 | 4.9 | FL 245 5000 ft MSL | ↓ | | | Langen ACC |
| △ ADEMI N 51 28 58 E 007 53 19 | | | | | | | |
| | 343.4 | 23.5 | FL 245 4500 ft MSL | ↓ | | | Langen ACC |
| △ HAMM DVOR/DME (HMM) N 51 51 25 E 007 42 30 | | | | | | | |
| | 045.8 226.3 | 29.7 | FL 245 4500 ft MSL | ↓ | ↑ | | Bremen ACC Langen ACC |
| △ OSNABRÜCK DVOR (OSN) N 52 12 00 E 008 17 08 | | | | | | | |
| | 028.0 208.4 | 39.0 | FL 245 4000 ft MSL | ↓ | ↑ | | Bremen ACC |
| △ BASUM N 52 46 19 E 008 47 19 | | | | | | | |
| | 028.4 209.0 | 49.6 | FL 245 4000 ft MSL | ↓ | ↑ | | Bremen ACC |
| △ STADE N 53 29 43 E 009 26 49 | | | | | | | |
| | 026.8 206.7 | 10.6 | FL 245 4000 ft MSL | ↓ | ↑ | | Bremen ACC |
| △ ELBE VOR/DME (LBV) N 53 39 09 E 009 34 46 | | | | | | | |

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|--|----------------|------|-----------------------|---|---|---|------------|
| M602 | | | | | | | |
| △ SONAL (FIR BDRY) N 54 52 44 E 012 46 49 | | | | | | | |
| | 132.7 313.2 | 7.3 | FL 245 4000 ft MSL | ↓ | ↑ | | Bremen ACC |
| △ BANKU N 54 47 45 E 012 56 07 | | | | | | | |
| | 132.7 313.2 | 17.4 | FL 245 4000 ft MSL | ↓ | ↑ | CDR1 FL 100 – FL 220 H24 See ENR 5.1 MVPA North-East. To avoid Military Exercise Areas expect TEMPO vectoring by ATC. Route extension: MAX 13 NM. CDR1 FL 220 – FL 245 H24 See ENR 5.1 MVPA North-East - reroutings due to military activities on this segment only after publication of NOTAM. | Bremen ACC |

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|---|----------------|---------------------|------------------------------|--|---|---|------------------|
| 1 | 2 | 3 | 4 | 5 | | 6 | 7 |
| △ NONSA N 54 35 55 E 013 18 01 | | | | | | | |
| | 153.2 333.3 | 18.7 | FL 245 4000 ft MSL | ↓ | ↑ | CDR1 FL 100 – FL 220 H24 See ENR 5.1 MVPA North-East. To avoid Military Exercise Areas expect TEMPO vectoring by ATC. Route extension: MAX 13 NM. CDR1 FL 220 – FL 245 H24 See ENR 5.1 MVPA North-East - reroutings due to military activities on this segment only after publication of NOTAM. | Bremen ACC |
| △ KOGIM N 54 19 01 E 013 32 38 | | | | | | | |
| | 153.3 333.5 | 14.6 | FL 245 4000 ft MSL | ↓ | ↑ | CDR1 FL 100 – FL 220 H24 See ENR 5.1 MVPA North-East. To avoid Military Exercise Areas expect TEMPO vectoring by ATC. Route extension: MAX 13 NM. CDR1 FL 220 – FL 245 H24 See ENR 5.1 MVPA North-East - reroutings due to military activities on this segment only after publication of NOTAM. | Bremen ACC |
| △ PENET N 54 06 01 E 013 43 44 | | | | | | | |
| | 136.3 316.8 | 12.2 | FL 245 4000 ft MSL | ↓ | ↑ | CDR1 FL 100 – FL 220 H24 See ENR 5.1 MVPA North-East. To avoid Military Exercise Areas expect TEMPO vectoring by ATC. Route extension: MAX 13 NM. CDR1 FL 220 – FL 245 H24 See ENR 5.1 MVPA North-East - reroutings due to military activities on this segment only after publication of NOTAM. | Bremen ACC |
| △ USEDU N 53 57 11 E 013 58 00 | | | | | | | |
| | 136.3 316.8 | 16.0 | FL 245 4000 ft MSL | ↓ | ↑ | | Bremen ACC |
| △ BINKA (FIR BDRY) N 53 45 34 E 014 16 32 | | | | | | | |
| M611 | | | | | | | |
| △ DEGUL N 54 38 48 E 009 28 10 | | | | | | | |
| | 240.6 | 9.0 | FL 660 FL 245 | | ↑ | | Maastricht UAC |
| △ LISBU N 54 43 15 E 009 41 38 | | | | | | | |
| | 240.6 | 10.7 | FL 660 FL 245 | | ↑ | | Maastricht UAC |
| △ ALASA (FIR BDRY) N 54 48 31 E 009 57 42 | | | | | | | |
| M725 | | | | | | | |
| △ SONAL (FIR BDRY) N 54 52 44 E 012 46 49 | | | | | | | |
| | 132.7 313.2 | 7.3 | FL 245 4000 ft MSL | ↓ | ↑ | | Bremen ACC |

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| △ BANKU N 54 47 45 E 012 56 07 | | | | | | | |
| | 132.7 313.2 | 17.4 | FL 245 4000 ft MSL | ↓ | ↑ | CDR1 FL 100 – FL 220 H24 See ENR 5.1 MVPA North-East. To avoid Military Exercise Areas expect TEMPO vectoring by ATC. Route extension: MAX 10 NM. CDR1 FL 220 – FL 245 H24 See ENR 5.1 MVPA North-East - reroutings due to military activities on this segment only after publication of NOTAM. | Bremen ACC |
| △ NONSA N 54 35 55 E 013 18 01 | | | | | | | |
| | 153.2 333.3 | 19.0 | FL 245 4000 ft MSL | ↓ | ↑ | CDR1 FL 100 – FL 220 H24 See ENR 5.1 MVPA North-East. To avoid Military Exercise Areas expect TEMPO vectoring by ATC. Route extension: MAX 10 NM. CDR1 FL 220 – FL 245 H24 See ENR 5.1 MVPA North-East - reroutings due to military activities on this segment only after publication of NOTAM. | Bremen ACC |
| △ KOGIM N 54 19 01 E 013 32 38 | | | | | | | |
| | 171.3 351.3 | 7.5 | FL 245 4000 ft MSL | ↓ | ↑ | CDR1 FL 100 – FL 220 H24 See ENR 5.1 MVPA North-East. To avoid Military Exercise Areas expect TEMPO vectoring by ATC. Route extension: MAX 10 NM. CDR1 FL 220 – FL 245 H24 See ENR 5.1 MVPA North-East - reroutings due to military activities on this segment only after publication of NOTAM. | Bremen ACC |
| △ LABES N 54 11 35 E 013 34 35 | | | | | | | |
| | 171.3 351.4 | 16.4 | FL 245 4000 ft MSL | ↓ | ↑ | CDR1 FL 100 – FL 220 H24 See ENR 5.1 MVPA North-East. To avoid Military Exercise Areas expect TEMPO vectoring by ATC. Route extension: MAX 10 NM. CDR1 FL 220 – FL 245 H24 See ENR 5.1 MVPA North-East - reroutings due to military activities on this segment only after publication of NOTAM. | Bremen ACC |
| △ MASOR N 53 55 27 E 013 38 45 | | | | | | | |
| | 168.0 348.0 | 9.9 | FL 245 4000 ft MSL | ↓ | ↑ | CDR1 FL 100 – FL 245 H24 See ENR 5.1 MVPA North-East. To avoid Military Exercise Areas expect TEMPO vectoring by ATC. Route extension: MAX 6 NM. | Bremen ACC |
| △ UDAXI N 53 45 45 E 013 42 15 | | | | | | | |
| | 168.0 348.0 | 4.7 | FL 245 4000 ft MSL | ↓ | ↑ | CDR1 FL 100 – FL 245 H24 See ENR 5.1 MVPA North-East. To avoid Military Exercise Areas expect TEMPO vectoring by ATC. Route extension: MAX 6 NM. | Bremen ACC |

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| 1 | 2 | 3 | 4 | 5 | | 6 | 7 |
| △ RODEP N 53 41 10 E 013 43 53 | | | | | | | |
| | 168.0 348.1 | 31.2 | FL 245 4000 ft MSL | ↓ | ↑ | | Bremen ACC |
| △ RAKIT N 53 10 43 E 013 54 40 | | | | | | | |
| | 173.4 353.4 | 16.0 | FL 245 4000 ft MSL | ↓ | ↑ | | Bremen ACC |
| △ RENKI N 52 54 53 E 013 57 42 | | | | | | | |
| | 172.6 352.7 | 18.9 | FL 245 4000 ft MSL | ↓ | ↑ | | Bremen ACC |
| △ GERGA N 52 36 09 E 014 01 41 | | | | | | | |
| | 172.6 352.9 | 12.3 | FL 245 4000 ft MSL | ↓ | ↑ | | Bremen ACC |
| △ TUVAK N 52 23 59 E 014 04 15 | | | | | | | |
| | 172.6 352.9 | 5.0 | FL 245 4000 ft MSL | ↓ | ↑ | | Bremen ACC |
| △ GORIG N 52 19 00 E 014 05 17 | | | | | | | |
| | 172.6 352.9 | 4.3 | FL 245 4000 ft MSL | ↓ | ↑ | | Bremen ACC |
| △ BESKO N 52 14 44 E 014 06 11 | | | | | | | |
| | 172.6 352.9 | 21.0 | FL 245 4000 ft MSL | ↓ | ↑ | | Bremen ACC |
| △ LUROS N 51 53 55 E 014 10 28 | | | | | | | |
| | 172.6 352.9 | 5.7 | FL 245 4000 ft MSL | ↓ | ↑ | | Bremen ACC |
| △ EBASA N 51 48 16 E 014 11 37 | | | | | | | |
| | 172.6 352.9 | 17.6 | FL 245 4000 ft MSL | ↓ | ↑ | | Bremen ACC |
| △ KOBUS N 51 30 48 E 014 15 09 | | | | | | | |
| | 172.6 352.9 | 23.8 | FL 245 5000 ft MSL | ↓ | ↑ | | München ACC |
| △ BUSIR N 51 07 15 E 014 19 51 | | | | | | | |
| | 172.6 352.9 | 11.7 | FL 245 5000 ft MSL | ↓ | ↑ | | München ACC |
| △ HERMSDORF DVOR/DME (HDO) N 50 55 41 E 014 22 08 | | | | | | | |

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|--|---|------|------------------------|--|---|--|-------------|
| M726 | Beyond NORIN see AIPs Austria or Italy. | | | | | | |
| △ NORIN N 47 23 12 E 011 24 08 | | | | | | | |
| | 359.6 | 14.1 | FL 245 12000 ft MSL | | ↓ | | München ACC |
| △ KOGOL N 47 37 20 E 011 23 59 | | | | | | | |
| | 354.8 | 14.1 | FL 245 9000 ft MSL | | ↓ | | München ACC |
| △ KONIN N 47 51 21 E 011 22 05 | | | | | | | |
| | 354.7 | 24.6 | FL 245 5500 ft MSL | | ↓ | | München ACC |
| △ MAISACH DVOR/DME (MAH) N 48 15 48 E 011 18 43 | | | | | | | |
| | 354.0 | 23.0 | FL 245 3500 ft MSL | | ↓ | | München ACC |
| △ BESNI N 48 38 37 E 011 15 06 | | | | | | | |
| | 354.0 | 12.1 | FL 245 3500 ft MSL | | ↓ | | München ACC |
| △ ERNAS N 48 50 41 E 011 13 10 | | | | | | | |
| | 000.2 | 22.2 | FL 245 5000 ft MSL | | ↓ | | München ACC |
| △ UPALA N 49 12 52 E 011 13 17 | | | | | | | |
| | 000.2 | 20.2 | FL 245 5000 ft MSL | | ↓ | | München ACC |

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| 1 | 2 | 3 | 4 | 5 | | 6 | 7 |
| △ KEMES N 49 33 00 E 011 13 27 | | | | | | | |
| | 000.2 | 13.1 | FL 245 5000 ft MSL | | ↓ | | München ACC |
| △ ANELA N 49 46 08 E 011 13 29 | | | | | | | |
| | 000.2 180.2 | 18.4 | FL 245 5000 ft MSL | ↑ | ↓ | | München ACC |
| △ LONLI N 50 04 29 E 011 13 35 | | | | | | | |
| | 000.2 | 17.2 | FL 245 5000 ft MSL | | ↓ | | München ACC |
| △ LASGA N 50 21 38 E 011 13 41 | | | | | | | |
| | 354.5 | 18.6 | FL 245 5000 ft MSL | | ↓ | | München ACC |
| △ NARUS N 50 40 06 E 011 10 54 | | | | | | | |
| | 354.5 | 27.8 | FL 245 5000 ft MSL | | ↓ | | München ACC |
| △ LASTO N 51 07 44 E 011 06 38 | | | | | | | |
| | 011.0 | 10.1 | FL 245 5000 ft MSL | | ↓ | | München ACC |
| △ MITRU N 51 17 38 E 011 09 43 | | | | | | | |
| | 011.0 | 19.9 | FL 245 5000 ft MSL | | ↓ | | München ACC |
| △ KENIG N 51 37 10 E 011 15 52 | | | | | | | |
| | 006.8 | 26.5 | FL 245 FL 95 | | ↓ | | München ACC |
| △ EMBOX N 52 03 27 E 011 20 59 | | | | | | | |
| | 006.8 | 19.4 | FL 245 FL 95 | | ↓ | | Bremen ACC |
| △ LEGDA N 52 22 40 E 011 24 47 | | | | | | | |
| | 007.0 | 16.1 | FL 245 FL 95 | | ↓ | | Bremen ACC |
| △ GARGU N 52 38 40 E 011 28 00 | | | | | | | |
| | 007.0 | 17.5 | FL 245 FL 95 | | ↓ | | Bremen ACC |
| △ ERNUD N 52 56 02 E 011 31 32 | | | | | | | |
| | 007.0 | 6.1 | FL 245 FL 95 | | ↓ | | Bremen ACC |
| △ BRÜNKENDORF DVOR/DME (BKD) N 53 02 04 E 011 32 46 | | | | | | | |
| | 007.1 187.1 | 6.9 | FL 245 4000 ft MSL | ↑ | ↓ | | Bremen ACC |
| △ LASLU N 53 08 55 E 011 34 11 | | | | | | | |
| | 007.1 187.1 | 6.2 | FL 245 4000 ft MSL | ↑ | ↓ | | Bremen ACC |
| △ NOBRI N 53 15 05 E 011 35 28 | | | | | | | |
| | 016.5 196.9 | 9.7 | FL 245 4000 ft MSL | ↑ | ↓ | | Bremen ACC |
| △ PABMI N 53 24 19 E 011 40 03 | | | | | | | |
| | 016.5 196.9 | 20.7 | FL 245 4000 ft MSL | ↑ | ↓ | | Bremen ACC |
| △ TAGOB N 53 44 05 E 011 49 59 | | | | | | | |
| | 016.5 196.9 | 29.8 | FL 245 4000 ft MSL | ↑ | ↓ | | Bremen ACC |
| △ ROSOK N 54 12 36 E 012 04 36 | | | | | | | |
| | 036.4 216.8 | 26.7 | FL 245 4000 ft MSL | ↑ | ↓ | | Bremen ACC |
| △ SULIV N 54 33 59 E 012 31 48 | | | | | | | |
| | 054.4 235.1 | 36.5 | FL 245 4000 ft MSL | ↑ | ↓ | | Bremen ACC |

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| △ SALLO (FIR BDRY) N 54 55 00 E 013 23 10 | | | | | | | |
| M736 | For continuation see AIP Austria | | | | | | |
| △ SALLO (FIR BDRY) N 54 55 00 E 013 23 10 | | | | | | | |
| | 197.6 017.4 | 28.8 | FL 245 4000 ft MSL | ↓ | ↑ | CDR1 FL 100 – FL 245 H24 See ENR 5.1 MVPA North-East. To avoid Military Exercise Areas expect TEMPO vectoring by ATC. Route extension: MAX 20 NM. | Bremen ACC |
| △ PEROM N 54 27 35 E 013 08 16 | | | | | | | |
| | 196.3 | 21.1 | FL 245 4000 ft MSL | ↓ | | CDR1 FL 110 – FL 245 H24 See ENR 5.1 MVPA North-East. To avoid Military Exercise Areas expect TEMPO vectoring by ATC. Route extension: MAX 20 NM. | Bremen ACC |
| △ BAKDO N 54 07 23 E 012 58 13 | | | | | | | |
| | 196.2 | 23.1 | FL 245 4000 ft MSL | ↓ | | CDR1 FL 110 – FL 245 H24 See ENR 5.1 MVPA North-East. To avoid Military Exercise Areas expect TEMPO vectoring by ATC. Route extension: MAX 20 NM. | Bremen ACC |
| △ LEGSA N 53 45 12 E 012 47 23 | | | | | | | |
| | 206.4 | 53.7 | FL 245 4000 ft MSL | ↓ | | CDR1 FL 110 – FL 245 H24 See ENR 5.1 MVPA North-East. To avoid Military Exercise Areas expect TEMPO vectoring by ATC. Route extension: MAX 20 NM. | Bremen ACC |
| △ INDOK N 52 57 05 E 012 07 56 | | | | | | | |
| | 205.9 | 5.3 | FL 245 4000 ft MSL | ↓ | | | Bremen ACC |
| △ BIRMO N 52 52 20 E 012 04 07 | | | | | | | |
| | 205.8 | 6.1 | FL 245 4000 ft MSL | ↓ | | | Bremen ACC |
| △ SUVAL N 52 46 54 E 011 59 47 | | | | | | | |
| | 200.7 | 9.4 | FL 245 4000 ft MSL | ↓ | | | Bremen ACC |
| △ SOGMA N 52 38 07 E 011 54 19 | | | | | | | |
| | 186.1 006.1 | 11.8 | FL 245 4000 ft MSL | ↓ | ↑ | | Bremen ACC |
| △ GUGSU N 52 26 24 E 011 52 16 | | | | | | | |
| | 186.1 006.1 | 5.8 | FL 245 4000 ft MSL | ↓ | ↑ | | Bremen ACC |
| △ BUREL N 52 20 40 E 011 51 16 | | | | | | | |
| | 186.1 006.0 | 8.1 | FL 245 4000 ft MSL | ↓ | ↑ | | Bremen ACC |
| △ UBIGI N 52 12 39 E 011 49 53 | | | | | | | |
| | 186.0 006.0 | 5.3 | FL 245 4000 ft MSL | ↓ | ↑ | | Bremen ACC |
| △ LODRO N 52 07 26 E 011 48 59 | | | | | | | |
| | 186.0 006.0 | 7.8 | FL 245 4000 ft MSL | ↓ | ↑ | | Bremen ACC |
| △ MAGDEBURG VOR/DME (MAG) N 51 59 42 E 011 47 40 | | | | | | | |
| | 199.9 | 8.5 | FL 245 5000 ft MSL | | ↓ | | München ACC |

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| 1 | 2 | 3 | 4 | 5 | | 6 | 7 |
| △ BARAP N 51 51 42 E 011 43 01 | | | | | | | |
| | 199.7 | 23.3 | FL 245 5000 ft MSL | | ↓ | | München ACC |
| △ LUKOP N 51 29 46 E 011 30 24 | | | | | | | |
| | 199.5 | 6.3 | FL 245 5000 ft MSL | | ↓ | | München ACC |
| △ GALMA N 51 23 53 E 011 27 04 | | | | | | | |
| | 176.5 | 6.3 | FL 245 5000 ft MSL | ↓ | | | München ACC |
| △ SUVUT N 51 17 34 E 011 27 41 | | | | | | | |
| | 176.5 | 14.0 | FL 245 5000 ft MSL | ↓ | | | München ACC |
| △ RELKO N 51 03 35 E 011 29 02 | | | | | | | |
| | 176.6 | 30.2 | FL 245 5000 ft MSL | ↓ | | | München ACC |
| △ TABAT N 50 33 31 E 011 31 53 | | | | | | | |
| | 157.1 | 39.9 | FL 245 6000 ft MSL | ↓ | | | München ACC |
| △ RONIG N 49 56 46 E 011 55 57 | | | | | | | |
| | 157.2 | 6.0 | FL 245 6000 ft MSL | ↓ | | | München ACC |
| △ NIKUS N 49 51 13 E 011 59 33 | | | | | | | |
| | 157.4 | 9.5 | FL 245 6000 ft MSL | ↓ | | | München ACC |
| △ AKOSI N 49 42 28 E 012 05 10 | | | | | | | |
| | 141.3 | 28.6 | FL 245 6000 ft MSL | ↓ | | | München ACC |
| △ RUDNO N 49 20 09 E 012 32 29 | | | | | | | |
| | 181.9 001.9 | 17.8 | FL 245 6000 ft MSL | ↓ | ↑ | | München ACC |
| △ RODING DVOR/DME (RDG) N 49 02 25 E 012 31 36 | | | | | | | |
| | 182.9 | 36.2 | FL 245 5000 ft MSL | ↓ | | | München ACC |
| △ DOSEL N 48 26 19 E 012 28 51 | | | | | | | |
| | 220.4 | 42.4 | FL 245 6000 ft MSL | ↓ | | | München ACC |
| △ MANAL N 47 53 58 E 011 48 00 | | | | | | | |
| | 182.2 | 11.9 | FL 245 6000 ft MSL | ↓ | | | München ACC |
| △ TULSI N 47 42 06 E 011 47 20 | | | | | | | |
| | 182.2 | 20.6 | FL 245 9500 ft MSL | ↓ | | | München ACC |
| △ BERAS N 47 21 34 E 011 46 10 | | | | | | | |
| M738 | | | | | | | |
| △ OSDOV N 47 26 24 E 010 11 00 | | | | | | | |
| | 148.2 | 8.2 | FL 245 12000 ft MSL | ↓ | | | München ACC |
| △ MADEB N 47 19 28 E 010 17 20 | | | | | | | |
| | 148.4 | 18.8 | FL 245 15500 ft MSL | ↓ | | | München ACC |
| △ TIRUL N 47 03 26 E 010 31 43 | | | | | | | |

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|---|----------------|---------------------|----------------------------------|--|---|---------|------------------|
| 1 | 2 | 3 | 4 | 5 | | 6 | 7 |
| M748 | | | | | | | |
| △ RARUP N 53 38 30 E 010 40 37 | | | | | | | |
| | 325.0 | 14.6 | FL 245 4000 ft MSL (FL140) | | ↑ | | Bremen ACC |
| △ ABMAL N 53 26 31 E 010 54 43 | | | | | | | |
| | 325.3 | 23.6 | FL 245 4000 ft MSL (FL140) | | ↑ | | Bremen ACC |
| △ BUMIL N 53 07 12 E 011 17 10 | | | | | | | |
| | 322.1 | 5.2 | FL 245 4000 ft MSL | | ↑ | | Bremen ACC |
| △ GURLO N 53 03 07 E 011 22 25 | | | | | | | |
| | 322.2 | 9.0 | FL 245 4000 ft MSL | | ↑ | | Bremen ACC |
| △ ERNUD N 52 56 02 E 011 31 32 | | | | | | | |
| | 322.6 | 22.7 | FL 245 4000 ft MSL | | ↑ | | Bremen ACC |
| △ SOGMA N 52 38 07 E 011 54 19 | | | | | | | |
| | 317.5 | 19.2 | FL 245 4000 ft MSL | | ↑ | | Bremen ACC |
| △ DEXUG N 52 24 01 E 012 15 37 | | | | | | | |
| | 316.8 | 1.0 | FL 245 4000 ft MSL | | ↑ | | Bremen ACC |
| △ SOBLU N 52 23 32 E 012 16 22 | | | | | | | |
| | 317.7 | 10.8 | FL 245 4000 ft MSL | | ↑ | | Bremen ACC |
| △ SUKIP N 52 15 32 E 012 28 17 | | | | | | | |
| | 317.8 | 11.0 | FL 245 4000 ft MSL | | ↑ | | Bremen ACC |
| △ ESIKA N 52 07 26 E 012 40 17 | | | | | | | |
| | 319.1 | 16.6 | FL 245 4000 ft MSL | | ↑ | | Bremen ACC |
| △ MOSEX N 51 55 09 E 012 58 15 | | | | | | | |
| | 319.1 | 10.0 | FL 245 4000 ft MSL | | ↑ | | Bremen ACC |
| △ BOLBO N 51 47 41 E 013 09 04 | | | | | | | |
| | 319.1 | 10.7 | FL 245 4000 ft MSL | | ↑ | | Bremen ACC |
| △ OLBIK N 51 39 45 E 013 20 28 | | | | | | | |
| | 319.1 | 16.2 | FL 245 4000 ft MSL | | ↑ | | München ACC |
| △ OSKAN N 51 27 39 E 013 37 40 | | | | | | | |
| | 137.2 319.1 | 14.6 | FL 245 5000 ft MSL | ↓ | ↑ | | München ACC |
| △ RENDO N 51 16 41 E 013 53 05 | | | | | | | |
| | 137.2 319.1 | 16.9 | FL 245 5000 ft MSL | ↓ | ↑ | | München ACC |
| △ ESLOR N 51 03 57 E 014 10 46 | | | | | | | |
| | 137.2 319.1 | 11.0 | FL 245 5000 ft MSL | ↓ | ↑ | | München ACC |
| △ HERMSDORF DVOR/DME (HDO) N 50 55 41 E 014 22 08 | | | | | | | |
| M852 | | | | | | | |
| △ ALASA (FIR BDRY) N 54 48 31 E 009 57 42 | | | | | | | |
| | 190.7 010.6 | 9.5 | FL 245 4000 ft MSL | ↓ | ↑ | | Bremen ACC |

| Route designator Name of significant points Coordinates | True Track | Geodesic DIST NM | Upper limits Lower limits | Direction of cruising levels Odd Even | | Remarks | Controlling Unit |
|---|----------------|---------------------|------------------------------|--|---|--|------------------|
| 1 | 2 | 3 | 4 | 5 | | 6 | 7 |
| △ TUGDU N 54 39 10 E 009 54 39 | | | | | | | |
| | 190.1 010.1 | 8.8 | FL 245 4000 ft MSL | ↓ | ↑ | | Bremen ACC |
| △ EKERN N 54 30 21 E 009 51 50 | | | | | | | |
| | 166.2 346.2 | 6.9 | FL 245 4000 ft MSL | ↓ | ↑ | | Bremen ACC |
| △ UMVUP N 54 23 40 E 009 54 39 | | | | | | | |
| | 166.2 346.2 | 5.3 | FL 245 4000 ft MSL | ↓ | ↑ | | Bremen ACC |
| △ ABGEB N 54 18 34 E 009 56 48 | | | | | | | |
| | 166.2 346.4 | 38.6 | FL 245 4000 ft MSL | ↓ | ↑ | | Bremen ACC |
| △ HAMBURG DVORTAC (HAM) N 53 41 08 E 010 12 18 | | | | | | | |
| | 164.7 345.2 | 16.0 | FL 245 4000 ft MSL | ↓ | ↑ | | Bremen ACC |
| △ AMLUH N 53 25 44 E 010 19 21 | | | | | | | |
| | 164.7 345.2 | 18.7 | FL 245 4000 ft MSL | ↓ | ↑ | | Bremen ACC |
| △ DENIX N 53 07 44 E 010 27 25 | | | | | | | |
| | 164.7 345.2 | 17.6 | FL 245 4000 ft MSL | ↓ | ↑ | | Bremen ACC |
| △ ULSEN N 52 50 45 E 010 34 55 | | | | | | | |
| | 164.7 345.2 | 30.0 | FL 245 5000 ft MSL | ↓ | ↑ | Between HLZ and ULSEN expect temporary vectoring by ATC below FL150 to avoid ED- R 30. Route extension: MAX 2 NM | Bremen ACC |
| △ HEHLINGEN DVOR/DME (HLZ) N 52 21 48 E 010 47 43 | | | | | | | |
| | 175.1 355.2 | 14.2 | FL 245 5000 ft MSL | ↓ | ↑ | | Bremen ACC |
| △ POVEL N 52 07 42 E 010 49 40 | | | | | | | |
| | 355.1 | 17.7 | FL 245 6000 ft MSL | | ↑ | | Bremen ACC |
| △ LARET N 51 50 04 E 010 52 10 | | | | | | | |
| | 355.1 | 27.4 | FL 245 6000 ft MSL | | ↑ | | München ACC |
| △ BIRKA N 51 22 46 E 010 55 54 | | | | | | | |
| | 335.9 | 8.2 | FL 245 5000 ft MSL | | ↑ | | München ACC |
| △ SOMIX N 51 15 19 E 011 01 15 | | | | | | | |
| | 335.9 | 8.3 | FL 245 5000 ft MSL | | ↑ | | München ACC |
| △ LASTO N 51 07 44 E 011 06 38 | | | | | | | |

| | | | | | | | |
|--|----------------|------|-----------------------|---|---|---|------------|
| M864 | | | | | | | |
| △ UNGAV (FIR BDRY) N 54 55 00 E 013 59 41 | | | | | | | |
| | 231.9 | 30.8 | FL 245 4000 ft MSL | | ↓ | CDR1 FL 80 – FL 245 H24 To avoid ED-D 47 expect TEMPO vectoring by ATC (via BAKLI). Route extension: MAX 5 NM | Bremen ACC |
| △ NONSA N 54 35 55 E 013 18 01 | | | | | | | |
| | 214.3 034.2 | 10.1 | FL 245 4000 ft MSL | ↑ | ↓ | CDR1 FL 100 – FL 245 H24 See ENR 5.1 MVPA North-East. To avoid Military Exercise Areas expect TEMPO vectoring by ATC. Route extension: MAX 12 NM. | Bremen ACC |

| Route designator Name of significant points Coordinates | True Track | Geodesic DIST NM | Upper limits Lower limits | Direction of cruising levels Odd Even | | Remarks | Controlling Unit |
|---|---------------|---------------------|------------------------------|--|---|--|------------------|
| 1 | 2 | 3 | 4 | 5 | | 6 | 7 |
| △ PEROM N 54 27 35 E 013 08 16 | | | | | | | |
| | 220.0 | 56.1 | FL 245 4000 ft MSL | | ↓ | CDR1 FL 100 – FL 245 H24 See ENR 5.1 MVPA North-East. To avoid Military Exercise Areas expect TEMPO vectoring by ATC. Route extension: MAX 12 NM. | Bremen ACC |
| △ NUVEN N 53 44 29 E 012 07 31 | | | | | | | |
| | 219.2 | 26.0 | FL 245 4000 ft MSL | | ↓ | CDR1 FL 100 – FL 245 H24 See ENR 5.1 MVPA North-East. To avoid Military Exercise Areas expect TEMPO vectoring by ATC. Route extension: MAX 12 NM. | Bremen ACC |
| △ PABMI N 53 24 19 E 011 40 03 | | | | | | | |
| M867 | | | | | | | |
| △ BAVAX N 48 15 46 E 011 40 32 | | | | | | | |
| | 131.3 | 7.5 | FL 245 5000 ft MSL | | ↓ | | München ACC |
| △ MÜNCHEN VOR/DME (MUN) N 48 10 49 E 011 48 58 | | | | | | | |
| | 137.2 | 20.1 | FL 245 5000 ft MSL | | ↓ | | München ACC |
| △ VAVOR N 47 56 03 E 012 09 16 | | | | | | | |
| | 145.6 | 14.6 | FL 245 8500 ft MSL | | ↓ | | München ACC |
| △ LOMRO N 47 44 00 E 012 21 28 | | | | | | | |
| | 137.9 | 70.6 | FL 245 15000 ft MSL | | ↓ | | München ACC |
| △ NOKDA N 46 51 20 E 013 30 29 | | | | | | | |