

| Route designator<br>Name of significant points<br>Coordinates | True<br>Track  | Geodesic<br>DIST NM | Upper limits<br>Lower limits | Direction of<br>cruising<br>levels<br>Odd Even |   | Remarks   | Controlling Unit             |
|---|----------------|---------------------|------------------------------|--|---|---|------------------------------|
| 1   | 2              | 3                   | 4                            | 5  |   | 6   | 7                            |
| <b>P12</b>  |                |                     |                              |  |   |   |                              |
| △ ESADU<br>N 51 24 36 E 008 45 22                             |                |                     |                              |  |   |   |                              |
|   | 066.5<br>246.8 | 14.5                | FL 245<br>6000 ft MSL        | ↓  | ↑ |   | Bremen ACC<br>Langen ACC     |
| △ WARBURG DVOR/DME (WRB)<br>N 51 30 21 E 009 06 39            |                |                     |                              |  |   |   |                              |
|   | 049.9<br>230.4 | 34.0                | FL 245<br>5000 ft MSL        | ↓  | ↑ |   | Bremen ACC                   |
| △ NORTA<br>N 51 52 07 E 009 48 35                             |                |                     |                              |  |   |   |                              |
|   | 050.4<br>231.2 | 47.0                | FL 245<br>5000 ft MSL        | ↓  | ↑ |   | Bremen ACC                   |
| △ HEHLINGEN DVOR/DME (HLZ)<br>N 52 21 48 E 010 47 43          |                |                     |                              |  |   |   |                              |
|   | 045.3<br>225.5 | 15.7                | FL 245<br>5000 ft MSL        | ↓  | ↑ |   | Bremen ACC                   |
| △ BATEL<br>N 52 32 49 E 011 05 59                             |                |                     |                              |  |   |   |                              |
|   | 028.9<br>209.2 | 33.5                | FL 245<br>5000 ft MSL        | ↓  | ↑ |   | Bremen ACC                   |
| △ BRÜNKENDORF DVOR/DME<br>(BKD)<br>N 53 02 04 E 011 32 46     |                |                     |                              |  |   |   |                              |
|   | 037.3          | 54.3                | FL 245<br>4000 ft MSL        | ↓  |   | CDR1<br>FL 110 – FL 245<br>H24<br>See ENR 5.1 MVPA North-East. To avoid<br>Military Exercise Areas expect TEMPO<br>vectoring by ATC (via M726 - SULIV - DCT -<br>DETNI). Route extension: MAX 20 NM | Bremen ACC                   |
| △ KUBAB<br>N 53 44 56 E 012 28 12                             |                |                     |                              |  |   |   |                              |
|   | 038.1          | 28.7                | FL 245<br>4000 ft MSL        | ↓  |   | CDR1<br>FL 110 – FL 245<br>H24<br>See ENR 5.1 MVPA North-East. To avoid<br>Military Exercise Areas expect TEMPO<br>vectoring by ATC (via M726 - SULIV - DCT -<br>DETNI). Route extension: MAX 20 NM | Bremen ACC                   |
| △ BAKDO<br>N 54 07 23 E 012 58 13                             |                |                     |                              |  |   |   |                              |
|   | 038.5          | 29.5                | FL 245<br>4000 ft MSL        | ↓  |   | CDR1<br>FL 110 – FL 245<br>H24<br>See ENR 5.1 MVPA North-East. To avoid<br>Military Exercise Areas expect TEMPO<br>vectoring by ATC (via M726 - SULIV - DCT -<br>DETNI). Route extension: MAX 20 NM | Bremen ACC                   |
| △ ARGAD<br>N 54 30 22 E 013 29 46                             |                |                     |                              |  |   |   |                              |
|   | 046.0          | 13.2                | FL 245<br>4000 ft MSL        | ↓  |   | CDR1<br>FL 110 – FL 245<br>H24<br>See ENR 5.1 MVPA North-East. To avoid<br>Military Exercise Areas expect TEMPO<br>vectoring by ATC (via M726 - SULIV - DCT -<br>DETNI). Route extension: MAX 20 NM | Bremen ACC                   |
| △ ASDIN<br>N 54 39 30 E 013 46 07                             |                |                     |                              |  |   |   |                              |
|   | 051.9          | 25.3                | FL 245<br>4000 ft MSL        | ↓  |   | CDR1<br>FL 70 – FL 245<br>H24<br>To avoid ED-D 47 expect TEMPO vectoring<br>by ATC (via BAKLI).<br>Route extension: MAX 12 NM   | Bremen ACC                   |
| △ DETNI (FIR BDRY)<br>N 54 55 00 E 014 20 39                  |                |                     |                              |  |   |   |                              |
| <b>P27</b>  |                |                     |                              |  |   |   |                              |
| △ RODIS<br>N 49 28 28 E 011 56 59                             |                |                     |                              |  |   |   |                              |
|   | 077.6          | 26.6                | FL 660<br>7000 ft MSL        | ↓  |   |   | Karlsruhe UAC<br>München ACC |
| △ AGNAV<br>N 49 34 05 E 012 36 52                             |                |                     |                              |  |   |   |                              |

| Route designator<br>Name of significant points<br>Coordinates | True<br>Track  | Geodesic<br>DIST NM | Upper limits<br>Lower limits | Direction of<br>cruising<br>levels<br>Odd Even |   | Remarks  | Controlling Unit |
|---|----------------|---------------------|------------------------------|--|---|--|------------------|
| 1   | 2              | 3                   | 4                            | 5  |   | 6  | 7                |
| P31   |                |                     |                              |  |   |  |                  |
| △ GOVEN (FIR BDRY)<br>N 52 03 30 E 014 45 20                  |                |                     |                              |  |   |  |                  |
|   | 210.0<br>029.6 | 21.8                | FL 245<br>4000 ft MSL        | ↑  | ↓ |  | Bremen ACC       |
| △ BUKIG<br>N 51 44 39 E 014 27 50                             |                |                     |                              |  |   |  |                  |
|   | 210.0<br>029.6 | 16.0                | FL 245<br>4000 ft MSL        | ↑  | ↓ |  | München ACC      |
| △ KOBUS<br>N 51 30 48 E 014 15 09                             |                |                     |                              |  |   |  |                  |
|   | 213.5<br>033.4 | 9.3                 | FL 245<br>5000 ft MSL        | ↑  | ↓ |  | München ACC      |
| △ GARKI<br>N 51 23 04 E 014 06 58                             |                |                     |                              |  |   |  |                  |
|   | 203.1<br>022.8 | 29.6                | FL 245<br>5000 ft MSL        | ↑  | ↓ |  | München ACC      |
| △ RIKLU<br>N 50 55 52 E 013 48 40                             |                |                     |                              |  |   |  |                  |
|   | 208.2          | 14.7                | FL 245<br>6000 ft MSL        |  | ↓ |  | München ACC      |
| △ MAREM (FIR BDRY)<br>N 50 42 56 E 013 37 44                  |                |                     |                              |  |   |  |                  |
|   |                |                     |                              |  | ↓ | Between MAREM and RUDAP see AIP<br>Czech Republic. |                  |
| △ PEMEL<br>N 49 34 13 E 013 20 41                             |                |                     |                              |  |   |  |                  |
|   |                |                     |                              |  | ↓ | Between MAREM and RUDAP see AIP<br>Czech Republic. |                  |
| △ RUDAP<br>N 49 14 29 E 013 15 56                             |                |                     |                              |  |   |  |                  |
|   | 206.2          | 8.0                 | FL 245<br>8000 ft MSL        |  | ↓ |  | München ACC      |
| △ BARIX<br>N 49 07 21 E 013 10 35                             |                |                     |                              |  |   |  |                  |
|   | 206.1          | 26.1                | FL 245<br>8000 ft MSL        |  | ↓ |  | München ACC      |
| △ BAMTA<br>N 48 43 56 E 012 53 15                             |                |                     |                              |  |   |  |                  |
|   | 222.6          | 10.7                | FL 245<br>8000 ft MSL        |  | ↓ |  | München ACC      |
| △ DEGIN<br>N 48 36 05 E 012 42 22                             |                |                     |                              |  |   |  |                  |
|   | 222.7          | 13.3                | FL 245<br>5000 ft MSL        |  | ↓ |  | München ACC      |
| △ DOSEL<br>N 48 26 19 E 012 28 51                             |                |                     |                              |  |   |  |                  |
| P55   |                |                     |                              |  |   |  |                  |
| △ SONEB (FIR BDRY)<br>N 52 01 25 E 006 45 51                  |                |                     |                              |  |   |  |                  |
|   | 359.9          | 5.7                 | FL 185<br>FL 75              |  | ↓ |  | Langen ACC       |
| △ GOTIG (FIR BDRY)<br>N 52 07 08 E 006 45 50                  |                |                     |                              |  |   |  |                  |
| P66   |                |                     |                              |  |   |  |                  |
| △ NIGEB<br>N 47 05 21 E 011 04 37                             |                |                     |                              |  |   |  |                  |
|   | 320.9          | 23.3                | FL 245<br>12500 ft MSL       |  | ↓ |  | München ACC      |
| △ MOGTI<br>N 47 23 20 E 010 43 01                             |                |                     |                              |  |   |  |                  |
|   | 325.4          | 11.6                | FL 245<br>9500 ft MSL        |  | ↓ |  | München ACC      |
| △ NESES<br>N 47 32 53 E 010 33 17                             |                |                     |                              |  |   |  |                  |
|   | 325.1          | 14.5                | FL 245<br>9000 ft MSL        |  | ↓ |  | München ACC      |

| Route designator<br>Name of significant points<br>Coordinates | True<br>Track | Geodesic<br>DIST NM | Upper limits<br>Lower limits | Direction of<br>cruising<br>levels<br>Odd Even |   | Remarks   | Controlling Unit |
|---|---------------|---------------------|------------------------------|--|---|---|------------------|
| 1   | 2             | 3                   | 4                            | 5  |   | 6   | 7                |
| △ KEMPTEN DVOR/DME (KPT)<br>N 47 44 45 E 010 20 59            |               |                     |                              |  |   |   |                  |
|   | 328.2         | 33.4                | FL 315<br>6000 ft MSL        |  | ↓ | <b>CDR1</b><br>FL 100 – FL 300<br>Mon 2300 (2200) – Tue 0700 (0600)<br>Tue 2300 (2200) – Wed 0700 (0600)<br>Wed 2300 (2200) – Thu 0700 (0600)<br>Thu 2300 (2200) – Fri 0700 (0600)<br>Fri 1100 (1000) – Mon 0700 (0600)<br>legal holidays<br>Other times route not available. | München ACC      |
| △ LUPOL<br>N 48 13 05 E 009 54 39                             |               |                     |                              |  |   |   |                  |
|   | 329.7         | 21.0                | FL 245<br>6000 ft MSL        |  | ↓ | <b>CDR1</b><br>FL 100 – FL 245<br>Mon 2300 (2200) – Tue 0700 (0600)<br>Tue 2300 (2200) – Wed 0700 (0600)<br>Wed 2300 (2200) – Thu 0700 (0600)<br>Thu 2300 (2200) – Fri 0700 (0600)<br>Fri 1100 (1000) – Mon 0700 (0600)<br>legal holidays<br>Other times route not available. | München ACC      |
| △ DITBA<br>N 48 31 10 E 009 38 44                             |               |                     |                              |  |   |   |                  |

|  |       |      |                       |  |   |  |            |
|--|-------|------|-----------------------|--|---|--|------------|
| <b>P71</b>                                   |       |      |                       |  |   |  |            |
| △ VEBAK<br>N 51 27 29 E 006 20 53            |       |      |                       |  |   |  |            |
|  | 207.5 | 16.2 | FL 245<br>3500 ft MSL |  | ↑ |  | Langen ACC |
| △ SOBTU<br>N 51 41 53 E 006 32 52            |       |      |                       |  |   |  |            |
|  | 187.2 | 11.9 | FL 245<br>3500 ft MSL |  | ↑ |  | Langen ACC |
| △ TEBRO (FIR BDRY)<br>N 51 53 39 E 006 35 16 |       |      |                       |  |   |  |            |

|  |                |      |                       |   |   |  |             |
|--|----------------|------|-----------------------|---|---|--|-------------|
| <b>P96</b>   |                |      |                       |   |   |  |             |
| △ BESIP<br>N 50 56 07 E 013 29 07                    |                |      |                       |   |   |  |             |
|  | 090.4          | 12.4 | FL 245<br>5000 ft MSL | ↓ |   |  | München ACC |
| △ RIKLU<br>N 50 55 52 E 013 48 40                    |                |      |                       |   |   |  |             |
|  | 090.4          | 21.2 | FL 245<br>5000 ft MSL | ↓ |   |  | München ACC |
| △ HERMSDORF DVOR/DME (HDO)<br>N 50 55 41 E 014 22 08 |                |      |                       |   |   |  |             |
|  | 091.9<br>272.3 | 18.9 | FL 245<br>5000 ft MSL | ↓ | ↑ |  | München ACC |
| △ GUDON (FIR BDRY)<br>N 50 54 35 E 014 51 24         |                |      |                       |   |   |  |             |

|  |                                       |      |                       |   |   |  |            |
|--|---------------------------------------|------|-----------------------|---|---|--|------------|
| <b>P174</b>                                  | Beyond TEMLU see AIP The Netherlands. |      |                       |   |   |  |            |
| △ TEMLU (FIR BDRY)<br>N 53 28 28 E 006 51 49 |                                       |      |                       |   |   |  |            |
|  | 020.7<br>200.8                        | 5.8  | FL 245<br>4000 ft MSL | ↓ | ↑ |  | Bremen ACC |
| △ JUIST<br>N 53 33 46 E 006 55 12            |                                       |      |                       |   |   |  |            |
|  | 055.3                                 | 19.5 | FL 245<br>4000 ft MSL | ↓ |   |  | Bremen ACC |
| △ NIMDO<br>N 53 44 54 E 007 22 16            |                                       |      |                       |   |   |  |            |

|   |                |      |                       |   |   |  |            |
|---|----------------|------|-----------------------|---|---|--|------------|
| <b>P605</b>   |                |      |                       |   |   |  |            |
| △ AKANU<br>N 49 03 03 E 010 39 29                     |                |      |                       |   |   |  |            |
|   | 108.2          | 17.4 | FL 245<br>5000 ft MSL | ↑ |   |  | Langen ACC |
| △ DINKELSBÜHL DVORTAC (DKB)<br>N 49 08 34 E 010 14 18 |                |      |                       |   |   |  |            |
|   | 341.8<br>161.7 | 14.7 | FL 245<br>5000 ft MSL | ↑ | ↓ |  | Langen ACC |

| Route designator<br>Name of significant points<br>Coordinates | True<br>Track  | Geodesic<br>DIST NM | Upper limits<br>Lower limits      | Direction of<br>cruising<br>levels<br>Odd Even |   | Remarks  | Controlling Unit         |
|---|----------------|---------------------|-----------------------------------|--|---|--|--------------------------|
| 1   | 2              | 3                   | 4                                 | 5  |   | 6  | 7                        |
| △ TAKUT<br>N 49 22 34 E 010 07 15                             |                |                     |                                   |  |   |  |                          |
|   | 346.6<br>166.6 | 13.1                | FL 245<br>5000 ft MSL             | ↑  | ↓ |  | Langen ACC               |
| △ TINOD<br>N 49 35 20 E 010 02 34                             |                |                     |                                   |  |   |  |                          |
|   | 309.0<br>128.9 | 11.9                | FL 245<br>5000 ft MSL             | ↑  | ↓ |  | Langen ACC               |
| △ TOSTU<br>N 49 42 49 E 009 48 21                             |                |                     |                                   |  |   |  |                          |
|   | 357.6<br>177.6 | 21.4                | FL 245<br>5000 ft MSL<br>(FL 130) | ↑  | ↓ | Flights at FL120 or below between TOSTU and OBISI or vice versa have to proceed via MAMBU as follows: TOSTU - MAMBU - FUL - FULNO/SOPOX or vice versa.   | Langen ACC               |
| △ OSBIT<br>N 50 04 12 E 009 46 59                             |                |                     |                                   |  |   |  |                          |
|   | 356.3<br>176.3 | 35.7                | FL 245<br>FL 195                  | ↑  | ↓ | Flights at FL120 or below between TOSTU and OBISI or vice versa have to proceed via MAMBU as follows: TOSTU - MAMBU - FUL - FULNO/SOPOX or vice versa.   | Langen ACC               |
| △ OBISI<br>N 50 39 50 E 009 43 23                             |                |                     |                                   |  |   |  |                          |
|   | 356.2<br>176.2 | 12.5                | FL 245<br>5000 ft MSL             | ↑  | ↓ |  | Langen ACC               |
| △ FULNO<br>N 50 52 20 E 009 42 05                             |                |                     |                                   |  |   |  |                          |
|   | 356.2<br>176.2 | 15.1                | FL 245<br>5000 ft MSL             | ↑  | ↓ |  | Langen ACC               |
| △ KEMAD<br>N 51 07 25 E 009 40 30                             |                |                     |                                   |  |   |  |                          |
|   | 007.1<br>187.1 | 4.9                 | FL 245<br>5000 ft MSL             | ↑  | ↓ |  | Langen ACC               |
| △ ELNAT<br>N 51 12 16 E 009 41 28                             |                |                     |                                   |  |   |  |                          |
|   | 005.8<br>185.8 | 16.0                | FL 245<br>5000 ft MSL             | ↑  | ↓ |  | Bremen ACC<br>Langen ACC |
| △ WERRA<br>N 51 28 12 E 009 44 03                             |                |                     |                                   |  |   |  |                          |
|   | 006.7<br>186.7 | 9.8                 | FL 245<br>5000 ft MSL             | ↑  | ↓ |  | Bremen ACC               |
| △ LUXUX<br>N 51 37 54 E 009 45 53                             |                |                     |                                   |  |   |  |                          |
|   | 006.7<br>186.8 | 14.3                | FL 245<br>5000 ft MSL             | ↑  | ↓ |  | Bremen ACC               |
| △ NORTA<br>N 51 52 07 E 009 48 35                             |                |                     |                                   |  |   |  |                          |
|   | 006.8<br>186.8 | 23.1                | FL 245<br>5000 ft MSL             | ↑  | ↓ |  | Bremen ACC               |
| △ LEINE DVOR/DME (DLE)<br>N 52 15 01 E 009 53 01              |                |                     |                                   |  |   |  |                          |
|   | 007.6          | 15.2                | FL 245<br>FL 60                   |  | ↓ | <b>CDR1</b><br>FL 60 – FL 160<br>Fri 1700 (1600) – Mon 0500 (0400)<br>legal holidays<br><b>CDR2</b><br>FL 60 – FL 160<br>other times<br>to avoid ED-R 31 and/or ED-R 32 A/B<br>ALTN route:<br>1. via NIE - N850<br>2. via DLE - Z113 | Bremen ACC               |
| △ MADUB<br>N 52 30 02 E 009 56 17                             |                |                     |                                   |  |   |  |                          |
|   | 007.6          | 24.9                | FL 245<br>FL 60                   |  | ↓ | <b>CDR1</b><br>FL 60 – FL 160<br>Fri 1700 (1600) – Mon 0500 (0400)<br>legal holidays<br><b>CDR2</b><br>FL 60 – FL 160<br>other times<br>to avoid ED-R 31 and/or ED-R 32 A/B<br>ALTN route:<br>1. via NIE - N850<br>2. via DLE - Z113 | Bremen ACC               |
| △ AGATI<br>N 52 54 42 E 010 01 44                             |                |                     |                                   |  |   |  |                          |
|   | 007.7          | 29.4                | FL 245<br>5000 ft MSL             |  | ↓ |  | Bremen ACC               |

| Route designator<br>Name of significant points<br>Coordinates | True<br>Track  | Geodesic<br>DIST NM | Upper limits<br>Lower limits | Direction of<br>cruising<br>levels<br>Odd Even |   | Remarks | Controlling Unit |
|---|----------------|---------------------|------------------------------|--|---|---------|------------------|
| 1   | 2              | 3                   | 4                            | 5  |   | 6       | 7                |
| △ NOLGO<br>N 53 23 49 E 010 08 18                             |                |                     |                              |  |   |         |                  |
|   | 007.8          | 5.1                 | FL 245<br>5000 ft MSL        |  | ↓ |         | Bremen ACC       |
| △ SUBIG<br>N 53 28 50 E 010 09 27                             |                |                     |                              |  |   |         |                  |
|   | 007.9          | 12.4                | FL 245<br>5000 ft MSL        |  | ↓ |         | Bremen ACC       |
| △ HAMBURG DVORTAC (HAM)<br>N 53 41 08 E 010 12 18             |                |                     |                              |  |   |         |                  |
|   | 046.8<br>227.2 | 22.5                | FL 245<br>4000 ft MSL        | ↓  | ↑ |         | Bremen ACC       |
| △ LÜBECK DVOR (LUB)<br>N 53 56 27 E 010 40 04                 |                |                     |                              |  |   |         |                  |
|   | 046.9          | 15.3                | FL 245<br>4000 ft MSL        | ↓  |   |         | Bremen ACC       |
| △ TOSPA<br>N 54 06 50 E 010 59 01                             |                |                     |                              |  |   |         |                  |
|   | 047.9          | 8.1                 | FL 245<br>4000 ft MSL        | ↓  |   |         | Bremen ACC       |
| △ AMICH<br>N 54 12 20 E 011 09 13                             |                |                     |                              |  |   |         |                  |
|   | 047.3          | 23.5                | FL 245<br>4000 ft MSL        | ↓  |   |         | Bremen ACC       |
| △ MEGAR (FIR BDRY)<br>N 54 28 06 E 011 38 54                  |                |                     |                              |  |   |         |                  |

|  |                |      |                       |   |   |  |            |
|--|----------------|------|-----------------------|---|---|--|------------|
| <b>P615</b>                                    |                |      |                       |   |   |  |            |
| △ ELBE VOR/DME (LBV)<br>N 53 39 09 E 009 34 46 |                |      |                       |   |   |  |            |
|  | 011.3<br>191.5 | 36.0 | FL 245<br>4000 ft MSL | ↑ | ↓ |  | Bremen ACC |
| △ RENSU<br>N 54 14 37 E 009 46 48              |                |      |                       |   |   |  |            |
|  | 010.4<br>190.7 | 16.0 | FL 245<br>4000 ft MSL | ↑ | ↓ |  | Bremen ACC |
| △ EKERN<br>N 54 30 21 E 009 51 50              |                |      |                       |   |   |  |            |
|  | 010.1<br>190.1 | 8.8  | FL 245<br>4000 ft MSL | ↑ | ↓ |  | Bremen ACC |
| △ TUGDU<br>N 54 39 10 E 009 54 39              |                |      |                       |   |   |  |            |
|  | 010.6<br>190.7 | 9.5  | FL 245<br>4000 ft MSL | ↑ | ↓ |  | Bremen ACC |
| △ ALASA (FIR BDRY)<br>N 54 48 31 E 009 57 42   |                |      |                       |   |   |  |            |

|   |                |      |                       |   |   |  |            |
|---|----------------|------|-----------------------|---|---|--|------------|
| <b>P729</b>   |                |      |                       |   |   |  |            |
| Between 5500 ft MSL and FL245 this ATS Route crosses a danger area over the North Sea. IFR traffic on this route is given priority over and separation from military traffic within this danger area. |                |      |                       |   |   |  |            |
| △ HELGOLAND VOR/DME (DHE)<br>N 54 11 08 E 007 54 39   |                |      |                       |   |   |  |            |
|   | 046.7<br>227.3 | 38.0 | FL 245<br>4000 ft MSL | ↓ | ↑ | <b>CDR1</b><br>FL 80 – FL 100<br>H24<br><b>CDR1</b><br>FL 110 – FL 245<br>Mon 2300 (2200) – Tue 0700 (0600)<br>Tue 2300 (2200) – Wed 0700 (0600)<br>Wed 2300 (2200) – Thu 0700 (0600)<br>Thu 2300 (2200) – Fri 0700 (0600)<br>Fri 1100 (1000) – Mon 0700 (0600)<br>legal holidays<br><b>CDR2</b><br>FL 110 – FL 245<br>other times | Bremen ACC |

| Route designator<br>Name of significant points<br>Coordinates | True<br>Track | Geodesic<br>DIST NM | Upper limits<br>Lower limits | Direction of<br>cruising<br>levels<br>Odd Even |  | Remarks   | Controlling Unit |
|---|---------------|---------------------|------------------------------|--|--|---|------------------|
| 1   | 2             | 3                   | 4                            | 5  |  | 6   | 7                |
| △ OLDIP<br>N 54 37 03 E 008 42 14                             |               |                     |                              |  |  |   |                  |
|   | 049.4         | 22.4                | FL 245<br>4000 ft MSL        | ↓  |  | <b>CDR1</b><br>FL 90<br>H24<br><b>CDR1</b><br>FL 110 – FL 245<br>Mon 2300 (2200) – Tue 0700 (0600)<br>Tue 2300 (2200) – Wed 0700 (0600)<br>Wed 2300 (2200) – Thu 0700 (0600)<br>Thu 2300 (2200) – Fri 0700 (0600)<br>Fri 1100 (1000) – Mon 0700 (0600)<br>legal holidays<br><b>CDR2</b><br>FL 110 – FL 245<br>other times | Bremen ACC       |
| △ DOSUR (FIR BDRY)<br>N 54 51 31 E 009 11 39                  |               |                     |                              |  |  |   |                  |

|  |                |      |                       |   |   |  |            |
|--|----------------|------|-----------------------|---|---|--|------------|
| <b>P992</b>                                    |                |      |                       |   |   |  |            |
| △ ATTUS (FIR BDRY)<br>N 54 53 59 E 008 46 58   |                |      |                       |   |   |  |            |
|  | 158.8<br>338.9 | 16.9 | FL 245<br>4000 ft MSL | ↓ | ↑ | <b>CDR1</b><br>FL 80 – FL 245<br>Mon 2300 (2200) – Tue 0700 (0600)<br>Tue 2300 (2200) – Wed 0700 (0600)<br>Wed 2300 (2200) – Thu 0700 (0600)<br>Thu 2300 (2200) – Fri 0700 (0600)<br>Fri 1100 (1000) – Mon 0700 (0600)<br>legal holidays<br><b>CDR2</b><br>FL 80 – FL 245<br>other times<br>ALTN route: ALS - P615 | Bremen ACC |
| △ GIKOG<br>N 54 38 16 E 008 57 29              |                |      |                       |   |   |  |            |
|  | 158.9<br>339.0 | 17.2 | FL 245<br>4000 ft MSL | ↓ | ↑ | <b>CDR1</b><br>FL 80 – FL 245<br>Mon 2300 (2200) – Tue 0700 (0600)<br>Tue 2300 (2200) – Wed 0700 (0600)<br>Wed 2300 (2200) – Thu 0700 (0600)<br>Thu 2300 (2200) – Fri 0700 (0600)<br>Fri 1100 (1000) – Mon 0700 (0600)<br>legal holidays<br><b>CDR2</b><br>FL 80 – FL 245<br>other times<br>ALTN route: ALS - P615 | Bremen ACC |
| △ BADOS<br>N 54 22 12 E 009 08 07              |                |      |                       |   |   |  |            |
|  | 159.8<br>340.1 | 45.9 | FL 245<br>4000 ft MSL | ↓ | ↑ | <b>CDR1</b><br>FL 80 – FL 245<br>Mon 2300 (2200) – Tue 0700 (0600)<br>Tue 2300 (2200) – Wed 0700 (0600)<br>Wed 2300 (2200) – Thu 0700 (0600)<br>Thu 2300 (2200) – Fri 0700 (0600)<br>Fri 1100 (1000) – Mon 0700 (0600)<br>legal holidays<br><b>CDR2</b><br>FL 80 – FL 245<br>other times<br>ALTN route: ALS - P615 | Bremen ACC |
| △ ELBE VOR/DME (LBV)<br>N 53 39 09 E 009 34 46 |                |      |                       |   |   |  |            |

|                                   |       |      |                       |   |  |  |             |
|-----------------------------------|-------|------|-----------------------|---|--|--|-------------|
| <b>P994</b>                       |       |      |                       |   |  |  |             |
| △ DOSEL<br>N 48 26 19 E 012 28 51 |       |      |                       |   |  |  |             |
|                                   | 189.3 | 20.8 | FL 245<br>4500 ft MSL | ↓ |  |  | München ACC |
| △ AMDID<br>N 48 05 50 E 012 23 49 |       |      |                       |   |  |  |             |
|                                   | 184.2 | 7.2  | FL 245<br>5500 ft MSL | ↓ |  |  | München ACC |
| △ ROTAX<br>N 47 58 39 E 012 23 03 |       |      |                       |   |  |  |             |
|                                   | 184.1 | 14.7 | FL 245<br>9000 ft MSL | ↓ |  |  | München ACC |

| Route designator<br>Name of significant points<br>Coordinates | True<br>Track | Geodesic<br>DIST NM | Upper limits<br>Lower limits | Direction of<br>cruising<br>levels<br>Odd Even | Remarks | Controlling Unit |
|---|---------------|---------------------|------------------------------|--|---------|------------------|
| 1   | 2             | 3                   | 4                            | 5  | 6       | 7                |
| △ LOMRO<br>N 47 44 00 E 012 21 28                             |               |                     |                              |  |         |                  |

|   |  |      |                       |   |   |   |
|---|--|------|-----------------------|---|---|---|
| <b>P999</b>   | Between 5500 ft MSL and FL245 this ATS route crosses a danger area over the North Sea. IFR traffic on this route is given priority over and separation from military traffic within this danger area.<br>Beyond SOMPO see AIP The Netherlands. |      |                       |   |   |   |
| △ SOMPO (FIR BDRY)<br>N 53 23 56 E 006 56 58        |  |      |                       |   |   |   |
|   | 035.5<br>215.8   | 25.9 | FL 245<br>4000 ft MSL | ↓ | ↑ | Bremen ACC  |
| △ NIMDO<br>N 53 44 54 E 007 22 16                   |  |      |                       |   |   |   |
|   | 035.8<br>216.3   | 32.5 | FL 245<br>4000 ft MSL | ↓ | ↑ | Bremen ACC  |
| △ HELGOLAND VOR/DME (DHE)<br>N 54 11 08 E 007 54 39 |  |      |                       |   |   |   |
|   | 058.4<br>240.1   | 74.9 | FL 245<br>4000 ft MSL | ↓ | ↑ | <b>CDR1</b><br>FL 80 – FL 100<br>FL 210 – FL 245<br>H24<br><b>CDR1</b><br>FL 110 – FL 200<br>Mon 2300 (2200) – Tue 0700 (0600)<br>Tue 2300 (2200) – Wed 0700 (0600)<br>Wed 2300 (2200) – Thu 0700 (0600)<br>Thu 2300 (2200) – Fri 0700 (0600)<br>Fri 1100 (1000) – Mon 0700 (0600)<br>legal holidays<br><b>CDR2</b><br>FL 110 – FL 200<br>other times |
| △ AMRAK (FIR BDRY)<br>N 54 49 28 E 009 45 02        |  |      |                       |   |   |   |