IVAO Romania Effective: **24. FEB 2020**

ACC sectorisation manual

General Information: In real life, the sectorisation of an FIR helps controllers to reduce workload and archive faster and safer handling of traffic. In Romanian airspace are currently 13 ACC subsectors existing, each controlled by one ATC controller most of the time. To come closer to reality, we want to update the current sectorisation of the LRBB FIR on IVAO.

Upper sector and single configuration: The change of the sectorisation takes only effect on the lower sectors of the LRBB FIR **below FL285**. The whole upper airspace of LRBB is controlled by LRBB_CTR on the frequency of 134.380. If no lower subsector is online, LRBB_CTR, as the main CTR takes control of all lower subsectors, as always. All lower subsectors, which are not handled by another air traffic controller remain in responsibility and under control of LRBB_CTR.

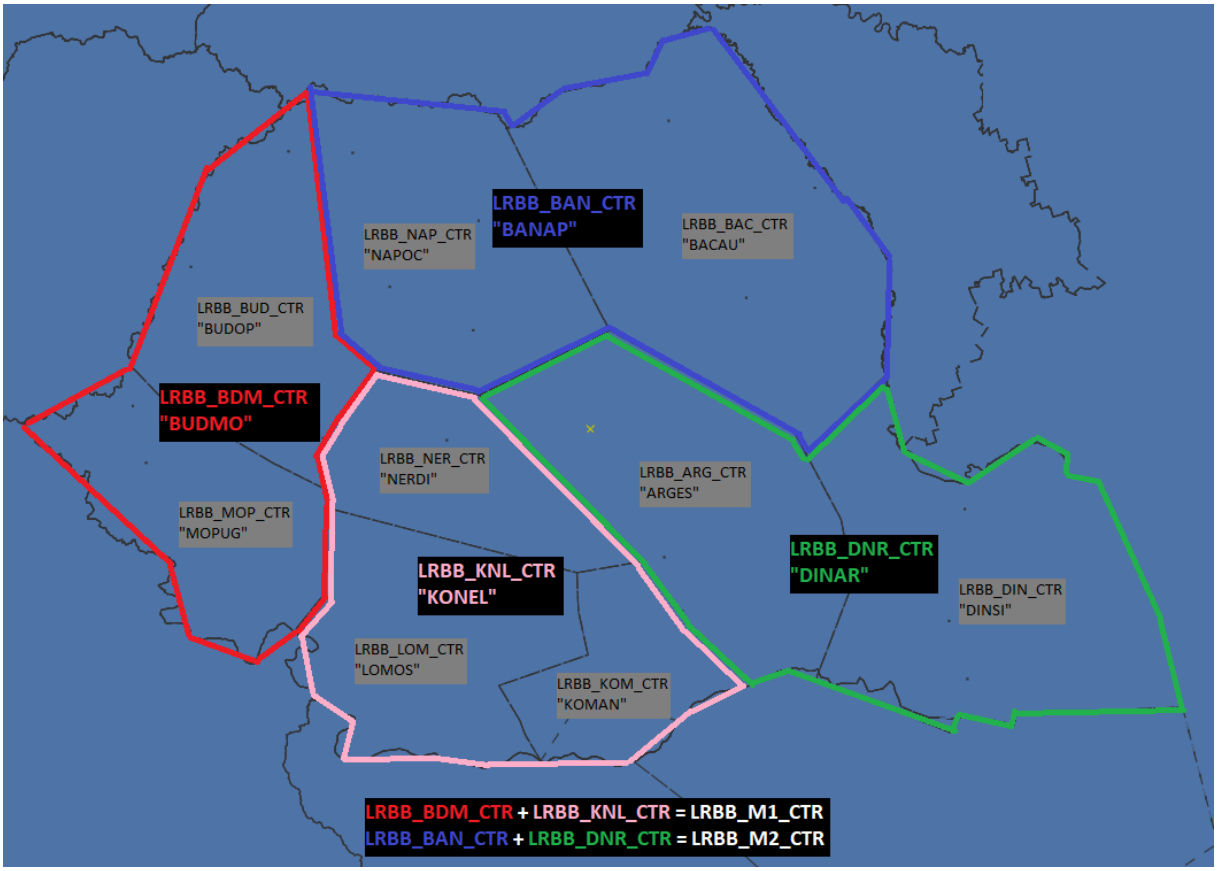

Figure 1: Lower sectors of the LRBB FIR

Lower sectors: On IVAO are now nine lower subsectors available. Every lower subsector operates from **GND up to FL285.** Same as in real life can our subsectors be merged during low traffic situations. As the traffic situation outside an event will hardly require so many subsectors, we introduce four main lower subsectors:

- LRBB_BDM_CTR (red) Freq: **123.065**
- LRBB_KNL_CTR (pink) Freq: **132.865**
- LRBB_BAN_CTR (blue) Freq: **134.765**
- LRBB_DNR_CTR (green) Freq:**128.580**

When the situation allows, those lower subsectors can be merged again into two sectors:

- **LRBB_M1_CTR** (LRBB_BDM_CTR+ LRBB_KNL_CTR) Freq: **125.765**
- **LRBB_M2_CTR** (LRBB_BAN_CTR+LRBB_DNR_CTR) Freq: **123.265**

The small single sectors are:

- LRBB_BUD_CTR Freq: **130.230**
- LRBB_MOP_CTR Freq: **135.340**
- LRBB_KOM_CTR Freq: **129.755**
- LRBB_NER_CTR Freq: **125.155**
- LRBB_LOM_CTR Freq: **122.030**
- LRBB_BAC_CTR Freq: **128.610**
- LRBB_NAP_CTR Freq: **127.075**
- LRBB_DIN_CTR Freq: **122.380**
- LRBB_ARG_CTR Freq: **121.180**

TMA responsibilities of the subsectors: If no APP controller is online, the control of the TMA inside the subsectors airspace belongs to the ATC of the subsector. To avoid misunderstandings when many subsectors are online, the responsibility is organised as the following:
LROP_APP: KOMAN -> KONEL ->ARGES -> M1
(Explanation: If KOMAN is online, KOMAN controls LROP_APP, if KOMAN is offline too then KONEL controls the TMA, if KONEL is also offline M1 has the responsibility of LROP_APP and if M1 is also not available ARGES takes control of the Bucharest TMA. If the position is not covered by any subsector, LRBB_CTR controls the TMA.)

LRCK_APP: DINSI->DINAR->M1

LRCL_APP: NAPOC-> BANAP-> M2

LRAR_APP: MOPUG->BUDMO->M1

Recommendation of usage: The idea of the new sectorisation is a more realistic airspace structure in the virtual LRBB_FIR. It should not lead to any empty gaps in the controlled airspace. Therefore, we highly recommend the usage of subsectors only, when the main LRBB_CTR is online.