



Scottish and Northern Ireland RTS

Scottish AC Letter of Agreement

COORDINATION WITH SHANNON ACC

Revision 1

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Direct Routings

Eastbound and Westbound direct routeings may be coordinated with Shannon.

Level Restrictions

Traffic climbing or descending, within 10 minutes of the boundary, are subject to prior coordination.

Separation Standards

The minimum longitudinal or lateral separation standard between aircraft shall be 5nm constant or increasing. The accepting controller may specify speed control restrictions or heading restriction to ensure separation is maintained on transfer.

UP620 | UP600 | UN34 – Level Allocations

P620 ScTMA Departures

Scottish AC shall climb all outbound traffic from the ScTMA to FL310 level NIMAT.

Scottish AC shall ensure these departures are clear of all other traffic unknown to Shannon, at FL310 or above, before transferring communication.

When traffic is south of RINGA, the following shall apply:

- Traffic is released for further climb on contact with Shannon.
- Traffic is also released for turns of up to 20 degrees from the aircraft's heading at the time of transfer.

P600 ScTMA Arrivals

Shannon shall descend traffic inbound to the ScTMA to FL320 level ROTEV.

When traffic is north of VOR DUB, the following shall apply:

- Traffic is released for further descent on transfer to Scottish AC, but must remain at FL250 or above until passing ROTEV, unless coordinated with Dublin ACC.
- Traffic is also released for turns of up to 20 degrees from the aircraft's heading at the time of transfer.

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UN34 Belfast TMA Arrivals

Shannon shall descend traffic inbound to the Belfast TMA to FL150 level NEVRI. When BEL_APP is online they shall be the controlling authority.

When traffic is north of VOR DUB, the following shall apply:

- Traffic is released for further descent on transfer to Scottish AC/Belfast.
- Traffic is also released for turns of up to 20 degrees from the aircraft's heading at the time of transfer.

UN34 Over-Flights

Shannon shall pass all traffic clear of conflict from all other traffic unknown to Scottish AC at cruise level or in the climb to.

Upon Transfer of communications the following shall apply:

- Traffic is released for turns of up to 45 degrees from the aircraft's heading at the time of transfer.

UN517 Belfast TMA Arrivals/Departures

Scottish AC shall release all traffic outbound from the Belfast TMA climbing to or at cruise before DEGOS.

Shannon shall descend traffic inbound to the Belfast TMA to FL240 level DEGOS.

Dublin Oceanic Traffic – Routing South of GOMUP

Shannon will route Dublin outbound oceanic traffic via ERNAN then direct to 10W climbing to the level coordinated with Scottish AC, to be level by ERNAN. Scottish AC will route traffic inbound to Dublin from the oceanic exit fix via ERNAN UL18 DUB. Any level change after coordination takes place must be re-coordinated with the respective ACC.

ATS Delegation

Control of traffic within that portion of the Shannon UIR north-east of a line, N5425 W00810 to N5438 W00940, between FL255 and FL660 shall remain the responsibility of Scottish AC.

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This airspace is classified as Class C airspace. Scottish AC controllers should not permit VFR flight within this airspace.

Transfer of Control and Communications

To Shannon ACC

<u>Route</u>	<u>Transfer of Control</u>	<u>Transfer of Communications</u>	<u>Coordination Point</u>
UP620	On communication transfer	At or before NUMPI	NIMAT
UL18	ERNAN	At or before ERNAN	ERNAN
UN517	DEGOS	At or before DEGOS	DEGOS

From Shannon ACC

<u>Route</u>	<u>Transfer of Control</u>	<u>Transfer of Communications</u>	<u>Coordination Point</u>
UP600	On communication transfer	At or before ROTEV	ROTEV
UN34 (Inbound Belfast)	On communication transfer	At or before NEVRI	NEVRI
UN34 (Over- Flight)	NEVRI	At or before NEVRI	NEVRI
UL18	ERNAN	At or before ERNAN	ERNAN
UN517	DEGOS	At or before DEGOS	DEGOS