



Scottish and Northern Ireland RTS

Scottish AC Letter of Agreement

COORDINATION WITH DUBLIN ACC

Revision 1

10 AUG 10

## Scottish AC Letter of Agreement



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### General

The Dublin TMA is divided into two different sectors. Dublin North sector is divided from Dublin South sector by a boundary line lying along the extended centreline of Dublin's Runway 10/28.

### Dublin Standing Agreements

The following standing agreements exist between Scottish AC and Dublin ACC for Scottish AoR traffic originating and terminating within the Dublin TMA Airports, excluding Belfast TMA traffic.

<u>Route</u>	<u>Condition</u>
<b>EIDW/EIME departure via P600</b>	Climbing to <b>FL170</b> or the planned level, if lower – traffic is released for climb to a maximum level of <b>FL240</b> upon transfer of communications
<b>EIDW/EIME arrivals via P620</b>	Descending to <b>FL180</b> . This traffic is released for descent to a minimum level of <b>FL100</b> until south of NUMPI upon transfer of communications. Descent <b>below FL100 before</b> NUMPI is subject to coordination with Scottish AC.
<b>EIDW/EIME departures via W911D</b>	Climbing to <b>FL130</b> – traffic is released for climb to a maximum level of <b>FL240</b> upon transfer of communications
<b>EIDW/EIME arrivals via W911D</b>	Descending to <b>FL140</b> or the planned level, if lower – traffic is released for descent on transfer of communications.
<b>EIDW/EIME departures via UN34</b>	Climbing to <b>FL170</b> or the planned level, if lower – traffic is released for climb to a maximum level of <b>FL240</b> on transfer of communications.

*If the receiving sector cannot accept traffic cruising below the agreed level, it is their responsibility to coordinate an alternative.*

### Belfast TMA and Ronaldsway Departures to Dublin CTA

A provisional NIMAT/BOYNE estimate shall be passed and a level coordinated on all IFR departures from the Belfast TMA and Ronaldsway entering the Dublin CTA.

### Advisory Route W911D

Due to the proximity of holding area ROKNA (between 14nm and 8nm southwest of BOYNE), all westbound traffic routing via the W911D shall be passed to Dublin ACC no later than IOM DME 20 (i.e. 12nm after BOYNE).

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### Advisory Route W911D Cont...

If W911D traffic conflicts with L70 traffic, Dublin ACC shall coordinate a resolution with Scottish AC.

### Transfer of Control and Communications

<u>Route</u>	<u>Coordination</u>	<u>Transfer of Control</u>	<u>Transfer of Communications</u>
<b>P620 Westbound</b>	NIMAT Scottish AC to Dublin ACC	Co-Incident with	At or before NUMPI
<b>P600 Eastbound</b>	ROTEV Dublin ACC to Scottish AC	transfer of communications	At or before ROTEV
<b>W911D Westbound</b>	BOYNE Scottish AC to Dublin ACC	(See note 1)	At or before IOM DME 20
<b>W911D Eastbound</b>	BOYNE Dublin ACC to Scottish AC	BOYNE	At or before BOYNE
<b>N34 Eastbound</b>	NEVRI Dublin ACC to Scottish AC	NEVRI	At or before NEVRI
<b>Off Route</b>	FIR Boundary (With estimate passed 10mins before boundary)	FIR Boundary	At or before the FIR Boundary

*Note 1:* Should descent from the level passed in the estimate be required on westbound traffic transferred to Dublin ACC, Dublin ACC will be responsible for providing separation against eastbound traffic previously transferred to Scottish AC.

Should climb from the level passed in the estimate be required on eastbound traffic transferred to Scottish AC, Scottish AC will be responsible for providing separation against westbound traffic previously transferred to Dublin ACC.

*Note 2:* The coordination position to be used is the one closest to the position where the aircraft will leave the Scottish/Shannon FIR or Dublin CTA.

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### Dublin Oceanic Traffic – Routing via ERAKA/BALIX

Dublin will route outbound traffic via:

**NEVRI UN34 TIR UN580 ERAKA**

Or

**NEVRI UN34 BEN UN590 BALIX**

Scottish AC will route inbound traffic via **NIMAT**.

### Dublin Oceanic Traffic – Routing via ATSIX/RATSU

Dublin will route outbound traffic via:

**ROTEV UP600 GOW UN615 STN UN591 NINEX UP59 ATSIX**

Or

**ROTEV UP600 GOW UN615 STN UN610 RATSU**

Scottish AC will route inbound traffic via **NIMAT**.

### SCO vs. EGPX

When SCO\_CTR is online, without EGPX\_CTR – SCO may opt to control the UP620/UP600 airways for aircraft arriving or departing via Dublin inbound or outbound to /from the ScTMA.